LEHIGH VALLEY PLANNING COMMISSION MEETING
Thursday, October 29, 2020 at 7:00 pm
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/LVPC1029 OR VIA PHONE 610-477-5793, Conf ID: 973 358 675#

Roll Call

Courtesy of Floor

Chairman’s Report
1. 2020 LVPC Gala and Awards
2. Commissioner Lammi

Minutes
1. ACTION ITEM: Minutes and Review of Roll Call Actions of the September 24, 2020 Commission Meeting (BV) (see page 3)
   a. Actions:
      i. Minutes of the August 27th Full Commission Meeting
      ii. Lower Saucon Township – LURS – Bethlehem Landfill
      iii. Comprehensive Planning Committee Summary Sheet

Comprehensive Planning Committee:
1. ACTION ITEM: Catasauqua Borough – Land Use of Regional Significance – Catasauqua Area School District – Alumni Field Improvements (SS) (see page 9)
2. ACTION ITEM: Bethlehem Township – Land Use of Regional Significance – Mill Creek Business Park (SS) (see page 11)
3. ACTION ITEM: Upper Mount Bethel Township – Zoning and Subdivision and Land Development Ordinance Amendments – Planned Industrial Parks Amendment (SS) (see page 19)
4. ACTION ITEM: Summary Sheet (see page 24)

Environment Committee:
1. ACTION ITEM: Summary Sheet (see page 26)
Transportation Committee:
1. ACTION ITEMS: Transportation Committee Summary Sheet (BH, SO) (see page 27)
   a. South John Street
   b. Walnut Street

Old Business:
1. Draft High Cube and Automated Warehouse Community Guide (BB) (see attachment)
2. 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:
None

Communications:
1. Morning Call Business Cycle Column (MA) (see page 31)

Executive Director’s Report:
None

Public Engagement and Participation:
1. Engagement and Participation in light of COVID-19 Uncertainty (BV) (see page 34)

Next Lehigh Valley Planning Commission Meeting:
Thursday, November 19th @ 7:00 pm
Via web: http://tiny.cc/FC1119
Via Phone: 610-477-5793, Conference ID: 577 783 499#
Due to the COVID-19 pandemic, the LVPC held a virtual public meeting on September 24, 2020. The meeting was advertised in the Morning Call on August 23, 2020.

Mr. Zebrowski chaired the meeting.

Ms. Vazquez took Roll Call.

**Members in Attendance:**

**Lehigh County**
Percy Dougherty, Mike Gibson, Steven Glickman, Michael Harakal, Kent Herman, Jamie Johnson, Christina Morgan, Owen O’Neil, Kathy Rader, Stephen Repasch, Kevin Schmidt, and Donna Wright

**Northampton County**
Christopher Amato, Malissa Davis, Liesel Dreisbach, Susan Lawless, Robert Lammi, Carl Manges, John McGorry, Pamela Pearson, Tina Smith and Greg Zebrowski

**Members Absent:**

**Lehigh County**
Bob Elbich, Ce-Ce Gerlach, Leonard Lightner, Rick Molchany, Joshua Seigel and Amy Zanelli

**Northampton County**
Bryan Callahan, Janell Connolly, Charles Elliott, Darlene Heller, Kevin Lott, William McGee, Steve Melnick, Spirit Rutzler and Gerald Yob

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

**Public Present:** Nicki Jacobs

**COURTESY OF THE FLOOR**
None.

**MINUTES**
Mr. Zebrowski stated that the minutes of the August 27, 2020 LVPC meeting are attached. Ms. Wright made a motion to approve the minutes. Ms. Pearson seconded the motion. The motion passed unanimously.
CHAIRMAN’S REPORT

Mr. Zebrowski announced that the LVPC’s newest housing tool, Identifying Foreclosure and Eviction Risk, found over 71,000 households are cost-burdened in the Lehigh Valley. The LVPC recently began an exciting partnership with the Federal Reserve Bank of Philadelphia, who is examining household risk due to COVID from the perspective of job loss. Next steps on this front include further evaluation of the Federal Reserve’s data so that it can be integrated into the housing evaluation. The data will be considered in conjunction with an attainability assessment at the regional, municipal and school district level, which will ultimately make up the Lehigh Valley Housing Needs Analysis.

COMMITTEE REPORTS

Comprehensive Planning Committee
Ms. Wright presented the September Comprehensive Committee items with staff presenting information.

1. Lower Saucon Township – Land Use of Regional Significance – Bethlehem Landfill Northern Realignment
Ms. Smith reviewed the Land Use of Regional Significance for Lower Saucon Township. The project proposes an expansion at the facility on Applebutter Road. No operational changes are proposed with the project that cumulatively involves 48.9 acres of total disturbance including the expansion and related site improvements. The proposal is generally consistent with FutureLV because it is located in an area designated for Development in the General Land Use Plan, and proposes to expand an existing landfill over 25.25 acres of existing fill area in the northeastern portion of the landfill, a reuse of existing landfill that provides ‘environmentally responsible and economical solid electronic and hazardous waste disposal and recycling’ (of Policy 3.2). Ms. Smith shared additional comments with the Commission regarding further detail of the appropriateness of the expansion at and over the existing facility and commendation of the inclusion of a landscape berm to provide screening of the expansion. Ms. Wright made a motion to approve the staff comments. Ms. Dreisbach seconded the motion. Ms. Lawless abstained from the vote, with this abstention the motion passed.

2. Comprehensive Committee Summary Sheet
Ms. Seitz briefly reviewed the Comprehensive Committee Summary Sheet and Ms. Wright made a motion to approve the staff comments. Mr. Repasch seconded the motion. Mr. Herman abstained from Lynn Township Zoning Ordinance Amendment. With Mr. Herman’s abstention, the motion passed.

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

1. COVID-19 Impact on Air Quality

Mr. Reese presented information on COVID-19’s impact on air quality in the Lehigh Valley. Mr. Reese briefly reviewed information from the June, July, and August Meetings. Mr. Reese shared the health implications of the ozone data with the Commission. The US Environmental Protection Agency air quality website allows for the creation of Air Quality Index charts from the daily monitoring data for individual sites. The
Air Quality Index translates the actual concentration of a pollutant in the air into an index reflecting the impact on humans. Ground-level ozone can trigger a variety of health problems, particularly for children, the elderly, and people of all ages who have lung diseases. Additionally, people with certain genetic characteristics or reduced intake of certain nutrients, such as vitamins C and E, are at greater risk. Ozone exposure reduces lung function and causes respiratory symptoms, such as coughing and shortness of breath. Asthma and lung diseases, such as emphysema, are aggravated by ozone exposure, leading to increased medication use, hospital admissions, and emergency room visits. Exposure to ozone may also increase the risk of premature mortality from respiratory causes. Mr. Reese shared a summary of the data for the time period of 1995 to 2020.

2. **Hurricane Isaias Remnant Rainfall Analysis**
   Mr. Reese presented information on the impact of Hurricane Isaias on the local river and stream flows. The LVPC will continue to monitor this type of information and relate it to the goals policies and actions of FutureLV: The Regional Plan as the Lehigh Valley continues to experience impacts of enhanced risk of natural hazards to persons and property associated with climate change.

**Transportation Committee**
Mr. Herman presented the report for the Transportation Committee with staff providing information.

1. **Traffic During COVID-19**
   Mr. Doyle announced that total vehicle traffic levels have steadily returned to pre-pandemic conditions, while truck and freight traffic has grown passed pre-pandemic levels.

**OLD/ NEW BUSINESS**

1. **Monthly Subdivision and Land Development Report**
   Ms. Bradley presented information on the August 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. Ms. Bradley also reviewed the mid-year development activity in the region by county, type of new development, by location and year to date numbers.

2. **GLVCC Real Estate Outlook Presentation**
   Ms. Bradley shared her presentation at the Greater Lehigh Valley Chamber of Commerce Commercial Real Estate Outlook. Representatives from many different real estate sectors, including the banking industry, developers and the Lehigh Valley Economic Development Corporation presented. The Commission’s unique role in subdivision and land development, municipal ordinances and plans among other things is key to support equitable economic resiliency and sustainability and why the Commission continues to present to key sectors responsible for investment and ultimately implementation of FutureLV: The Regional Plan.

**COMMUNICATIONS**

1. **Morning Call Business Cycle Column**
   Mr. Assad gave a brief summary of Ms. Bradley’s recurring Morning Call Business Cycle Column. The column discussed the LVPC’s newly-created Foreclosure and Eviction tool that identifies the areas and neighborhoods in the region where people are paying more than is recommended for rent or mortgage costs. Mr. Assad continued by stating that the
column spoke on how the tool can be used by government and non-profit officials to
direct resources where they are needed the most to keep people in their homes, and
how the LVPC has partnered with the counties, cities and Federal Reserve Bank of
Philadelphia to help prevent evictions and foreclosures. The next column will talk about
the LVPC’s new foreclosure and eviction tool and will be published on October 19.

EXECUTIVE DIRECTOR’S REPORT
None this month.

ANNOUNCEMENTS:
Mr. Assad announced the opening of the 7th Annual Lehigh Valley Gala + Awards registration.
The Gala will be held virtually on October 13th from 5:30 – 6:30 pm. Public registration cost is
$15 per ticket. LVPC Commissioners are complimentary and only need to contact Bethany
Vazquez to get registered.

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 and the LVPC staff will be
sending out meeting specific information and posting it to the LVPC website shortly. Mr.
Zebrowski asked for a motion to adjourn the meeting; Mr. Harakal 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  
September 24, 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  
September 24, 2020 Meeting  
E-Mail Ballot Due to COVID-19 Pandemic Restricting In-Person Interactions

**ACTION 3**  
Comprehensive Planning Committee  
Summary Sheet

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**Totals**
October 2, 2020

Mr. Steve Travers, Manager
Catasauqua Borough
Borough Hall, 90 Bridge Street
Catasauqua, PA 18032

RE: Catasauqua Area School District – Alumni Field Improvements –
Land Use of Regional Significance
Catasauqua Borough
Lehigh County

Dear Mr. Travers:

The subject application is considered a Land Use of Regional Significance under FutureLV: The Regional Plan as an ‘educational facilities’ land use category. The Lehigh Valley Planning Commission (LVPC) will consider the subject application at its Comprehensive 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 Comprehensive Planning Committee Meeting
  - October 27, 2020 at 12:00 PM
  - Meeting information: https://www.lvpc.org/meetings.html

- LVPC Full Commission Meeting
  - October 29, 2020 at 7:00 PM
  - Meeting information: https://www.lvpc.org/meetings.html

The subject application proposes demolition of the existing track and field athletic facility and visitor bleachers at the Catasauqua Middle School Campus, construction of a new track and field athletic facility, construction of new visitor bleachers, relocation of several existing accessory buildings, and construction of a 1,011-square-foot expansion of the existing maintenance building. The project is located at 850 Pine Street (parcel number 640921508382). 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 project 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 additional comments:

**Environmentally Sensitive Building and Landscape Design**

The LVPC recommends that educational institutions incorporate environmentally sensitive building and landscape design. Examples of green infrastructure improvements to consider include rain gardens and rain barrels, which can be used to capture rain and roof runoff to use for irrigation. 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).

It is recommended that the applicant refer to the LVPC Green Infrastructure Guidelines for design standards, available on the LVPC website, for additional information in landscaping and green infrastructure.

**Stormwater**

The project site is located within the Catasauqua 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.

Our 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 or email me if you have any questions about this review.

Sincerely,

Samantha Smith
Chief Community Planner

cc: Zachary Zubris, Zoning Officer
    Ronald Gawlick, PE, Catasauqua Borough Engineer (Pidcock Company)
    Terry DeGroot, PE, Terraform Engineering, LLC
October 8, 2020

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

RE:  Mill Creek Business Park – Land Use of Regional Significance
Bethlehem Township
Northampton County

Dear Ms. Raudenbush:

The Lehigh Valley Planning Commission (LVPC) will consider the subject application at its Comprehensive 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 Comprehensive Planning Committee Meeting
  - October 27, 2020 at 12:00 PM
  - [https://lvpc.org/meetings.html](https://lvpc.org/meetings.html)
- LVPC Full Commission Meeting
  - October 29, 2020 at 7:00 PM
  - [https://lvpc.org/meetings.html](https://lvpc.org/meetings.html)

The application proposes constructing four industrial buildings totaling 500,000 square feet on 61.8 acres on Church Road, north of Emrick Boulevard (parcel number M8 2 3D 0205).

The proposed development is a Land Use of Regional Significance based on the scale and volume of the proposal, as it falls into several qualifying land use categories (Warehouse, Logistics and Storage Facilities, Freight Facility, General Industrial Facilities, and Major Industrial and Office Parks).

The project site is located within a Development area of the General Land Use Plan. However, the design’s lack of mitigation of regional impacts created by the proposed use(s) does not ‘encourage quality, sustainable design and construction’ (of Policy 1.2). The site is in a Multimodal Accessibility Buffer and along a Congested Corridor (William Penn Highway) of the Transportation Plan. The proposed design does not indicate that potential effects to the transportation network or Bethlehem Township have been mitigated (of Policy 2.4). For these reasons, the proposal is generally inconsistent with FutureLV: The Regional Plan.
The LVPC offers the following consideration:

**Zoning and Land Use Consistency**

Zoning districts and uses permissible therein are meant to ‘guide the location and intensity of development’ (of Policy 1.1). The industrial uses noted in the reference materials in the submittal do not appear to be consistent with the existing zoning districts of Office/Business (OB) and Rural Residential (RR), and do not appear to be consistent with the uses allowed by the Township in a ‘Planned Business Development’. Of the varying uses referenced in the submittal materials, Planned Business Development appears to be the only allowable use at the subject property. The remaining referenced uses are inconsistent with the Township’s standards for use and intensity in a Planned Business Development. Proposed development should be considerate of permissible uses based on the adopted zoning map and associated districts, as defined by the municipality.

The LVPC recommends that the developer thoroughly evaluate proposed use(s) in consideration of existing zoning and, further, coordinate with the Township to ensure long-term plans are adhered to with proposed development to ‘encourage an efficient development process that is responsive to regional needs’ (Policy 1.4).

The LVPC offers the following additional comments which, if adhered to, would significantly improve consistency with FutureLV whether the proposed use(s) remain or are revised:

**Building and Site Design**

Building exteriors should be designed to be aesthetically supportive of character of Bethlehem Township to ‘maintain quality and affordability of life’ (of Policy 4.1). The LVPC recommends improvements to building facades to ensure these large-scale facilities are in keeping with the nature of other development visible from the site. As proposed industrial buildings have significant scale, height and mass, façade treatments that reflect the adjacent neighborhoods’ community and architectural attributes is suggested.

According to CBRE, a national industrial developer and property manager, in their first quarter 2020 report, the Lehigh Valley has an average lease length of eight years. However, a development often transcends a single era or lifetime. Strong consideration should be given to the viability of the property, overall site and structures for use into the future and in the long-term. ‘Municipalities with transportation-based facilities must consider business turnover and its impact on the infrastructure system, economy, tax base, environment and community’ (of Policy 2.4) to provide for the health, safety and well-being of residents of the Township. Improvements to building design to ensure they are flexible enough to change with the market will protect the Township into the future and should be a priority of the developer.

**Multimodal Connectivity**

To ‘promote safe and secure community design’ (Policy 5.1) pedestrian facilities in the adjacent Park and Ride lot should be connected to all proposed buildings to accommodate employees and patrons who may wish to use transit. To safely serve all employees and patrons, the LVPC strongly encourages substantial improvements to the site design by
incorporating pedestrian facilities that access not only parking spaces and building entrances, but also the external pedestrian network.

At the Park and Ride lot, the developer should coordinate with the Pennsylvania Department of Transportation (PennDOT) to secure improvements for modern ADA compliant curb ramps and crosswalks from the development to the transit bus stops for use by employees to ‘encourage use of universal design’ (of Policy 5.2).

Bicycle storage racks should be provided at all proposed buildings to strengthen bicycle infrastructure (of Policy 5.3) for job access.

Though not labeled, there appears to be a pedestrian path meandering through northern open space area of the property. Should this be the case, the LVPC commends this enhancement to ‘create community spaces that promote physical and mental health’ (Policy 5.3). Expansion of the sidewalk network to connect to these paths could make them more purposeful, through internal circulation, as well as to Church Road to the north. This recommended secondary connection to Church Road at the north side of the parcel may enable pedestrians to avoid using Church Road, which lacks pedestrian facilities, by using the internal pedestrian network to ‘improve connections between mass transit and pedestrian and bicycle infrastructure’ (of Policy 2.3).

Transit and Job Access
Transit service is key to the Lehigh Valley workforce and plays a critical role in the ability for the Lehigh Valley workforce to get to and from work, and affects the marketability and occupancy associated with the development. Therefore, 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 Lehigh and Northampton Transportation Authority (LANTA) currently provides public transportation near the project site, with Route 220 serving the intersection of Emrick Blvd and William Penn Highway, approximately .25 miles south of the proposed driveway, and Route 212 providing service within the William Penn Park and Ride lot, located adjacent to the project site. The Park and Ride lot is currently the end of the route for operator layover. There is an existing sidewalk along the north side of William Penn Highway that connects the existing bus stops referenced.

LANTA has no plans to deviate service north of the existing bus stop at the William Penn Park and Ride lot to serve the proposed Mill Creek Business Park. While the land use(s) proposed typically yield transit ridership, the project location and layout is not conducive to transit access. In lieu of direct transit service to the site, sidewalk should be extended along Emrick Boulevard and connected to all building main entrances to ‘ensure transportation accessibility for all persons’ (of Policy 5.2). Ensuring adequate access from the development site to the Park and Ride bus shelters is critical, as well.
Internal Driveway Layout
The internal driveway layout is designed to utilize Emrick Boulevard as the only means of access. The LVPC recommends adherence with best practices for access management, especially as it relates to joint driveways and access to outparcels (https://www.dot.state.pa.us/public/PubsForms/Publications/PUB%20574.pdf). The scale of the proposed development likely warrants access management and other improvements to the intersection of Emrick Boulevard and William Penn Highway to 'ensure the highest and best use of transportation funds to maximize available financial resources' (Policy 2.6).

Further, the internal driveway network may create conflicts to maneuvering of tractor trailers, transit vehicles and emergency response vehicles. Larger vehicles may be forced to make unnecessary reverse movements and have difficulty making turning movements. Adequate maneuverability for emergency response vehicles should be a primary consideration, in order to 'enhance incident management strategies' (of Policy 2.2). The proximity of the driveway to the proposed 176,000-square-foot building poses safety and circulation concerns for these and other vehicles.

The proposed driveway access through the adjacent Park and Ride lot, south of the existing stormwater basins, should be clarified. Adequate plan notation and site signage should be included to define whether this driveway will be an alternate access (in the event of an emergency) or if it is proposed to serve as a secondary point of access for standard use. In either case, the parking lot should be clearly marked, with signage indicating the intended vehicular usage.

Tractor-Trailer Impacts
Should the project move forward with the proposed uses, the LVPC recommends the inclusion of on-site tractor-trailer amenities areas in order to further 'strengthen freight mobility to minimize quality of life impacts to residents' and ‘expand truck parking options and amenities’ (of Policy 2.4). Space should be provided for overnight parking within the proposed ‘Parking Field’, with amenities to accommodate both the tractor-trailers and drivers. Such amenities typically include driver facilities and electrification of truck parking stalls, to limit tractor-trailer idling for emission reduction and 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 proposed industrial use poses adverse quality-of-life impacts to the nearby residential neighborhood in the form of noise and air pollution. The LVPC recommends installing a noise barrier where appropriate to minimize noise pollution for adjacent residences, as well as the implementation of staggered truck access and stall electrification to minimize truck engine idling and ‘improve regional air quality’ (of Policy 3.2).

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).
Finally, the developer should be commended for providing a ‘Parking Field’ of 59 oversized-vehicle parking spaces, centrally located to the site. These spaces will reduce the burden to existing infrastructure in the vicinity and are a prime location for inclusion of other tractor-trailer related recommendations.

**Transportation Improvements**

The lack of proposed improvements Church Road and Emrick Boulevard does not 'develop a mixed-transportation network to support a more compact development pattern, optimize roadway capacity and encourage alternative travel options' (Policy 2.1).

As it relates to Church Road, improvements including road-widening and pedestrian facilities along the property frontage is strongly recommended to 'improve mixed-transportation access to areas with high or growing employment opportunities' (of Policy 4.3). These improvements would improve the existing Church Road corridor and support the planned future realignment, as well as help transition between divergent scale and intensity of adjacent land uses. The LVPC strongly recommends a future alignment design, similar to the one proposed in a previous proposal at the same property (Mill Creek Corporate Center Phase 1). Construction of the future section through subject property or, at a minimum, dedicate of right-of-way to accommodate construction and realignment should be made. It appears that the current design accommodates the area needed to provide these recommendations.

The submittal package made to the LVPC included a list of waiver requests made to Bethlehem Township. The LVPC strongly discourages the Township’s Planning Commission and Board of Commissioners from allowing these waivers included in the request because ‘municipalities are discouraged from approving land use plans that have freight impacts, without the existing infrastructure to support it’ (of Policy 2.4). The waivers are not supportive of commonly accepted transportation or land use practices, and do not comply with FutureLV or WalkRollLV.

Based on the existing condition of Church Road, the LVPC is supportive of the proposed design’s prevention from use by tractor trailer traffic. Church Road lacks pedestrian amenities as well as a defined shoulder area. Full access would require further study and likely additional improvements.

Regarding Emrick Boulevard, the LVPC commends the physical median barrier on the proposed North Emrick Boulevard extension, which should mitigate the potential for a complete closure of vehicular access in the event of an incident. This design element promotes safe emergency management response, in support of Policy 5.1.

The LVPC recommends a clear demarcation of the end of public right-of-way and evaluation of design improvements to the intersection with the central Park and Ride lot driveway. A safer, geometrical redesign should be incorporated in order to provide safer and more efficient access for all users. This location may be a candidate for a roundabout to allow free flow of traffic from the project site, to and from the Park and Ride lot and for associated
transit services that may be impacted by the development. [The intersection in question is included in the photographs below.]

**Congested Corridor**

*MoveLV: Congestion Management Process* identifies Route 33 from Church Road to Van Buren Drive, adjacent to the site, as a projected 2040 Congested Corridor. To reduce impacts on the identified corridor and ‘to improve efficiency of existing infrastructure’ (of Policy 2.2) the developer should coordinate with PennDOT.

The LVPC recommends that the developer coordinate with Lehigh Valley Transportation Study (LVTS), Bethlehem Township and PennDOT to investigate any congestion mitigation technologies and/or improvements that can be incorporated to mitigate impacts and ‘enhance incident management strategies’ (also of Policy 2.2).
**Landscaping and Green Building**

While perimeter landscaping is proposed, the design could be considerably more supportive of the environment, both natural and human, by increasing landscaping both internal and along the perimeter. Internal landscaping, particularly along building foundations, would support improved overall aesthetic and consistency with the character of the Township. Additionally, supplemental landscaping in areas designed for the mental and physical well-being of employees would encourage use of these amenities throughout the year and create additional opportunities for use, in support of ‘creating community spaces that promote physical and mental health’ (Policy 5.3). These benefits include reduced depression, anxiety and stress for employees. Supplemental perimeter landscaping would further support aesthetic consideration of the Township’s character, previously discussed herein.

Additionally, the LVPC recommends that the applicant consider incorporating sustainable systems into facility functionality. These may include a green roof, solar roof, and greywater reuse for irrigation and plumbing, to ‘minimize environmental impacts of development’ (Policy 3.1).

The developer should 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).

**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.

Our 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. 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
Matt Chartrand, PE, Bohler Engineering, Inc.
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
Molly Wood, LANTA Planner/Land Use Specialist
Daniel Ahn, Northampton County Conservation District Engineer
Geoffrey Reese, LVPC Director of Environmental Planning
Charlie Doyle, LVPC Director of Transportation + Data
October 30, 2020

Stavros Barbounis
Upper Mount Bethel Township Planning Commission
387 Ye Olde Highway
Mt. Bethel, Pennsylvania 18343

RE: Zoning Ordinance and Subdivision and Land Development Ordinance Amendments – Amendment to Planned Industrial Parks
Upper Mount Bethel Township
Northampton County

Dear Mr. Barbounis:

The Lehigh Valley Planning Commission (LVPC) Comprehensive Committee and Full Commission considered the proposed zoning ordinance amendment at their meetings on October 27 and October 29, 2020, 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
  - October 27, 2020 at 12:00 PM
- LVPC Full Commission Meeting
  - October 29, 2020 at 7:00 PM

The proposed zoning ordinance and subdivision and land development ordinance amendments consider changes directly related to the recently adopted standards pertaining to ‘Planned Industrial Parks’. The LVPC review letter for that proposal is dated July 31, 2020.

The proposed amendment begins to consider impacts and mitigate potential degradation resulting from the permissible scale of development previously proposed. In an industrially-zoned area, higher density development will likely result in less environmental disturbance than a more traditional, suburban form of industrial development, which should ‘minimize environmental impacts of development to protect the health, safety and welfare of the public’ (Policy 3.2). However, the proposal continues to support an urban-level density that is not reflective of the existing character of the Township and may not ‘promote the fiscal health and sustainability of municipalities’ (Policy 4.6). Regulations applicable to the permissible intensity of
development should demonstrate collaboration ‘across public, private and governmental entities on the effects of land use decision-making on mobility, resiliency and quality of life’ (of Policy 2.1), especially considering that the property effected by the ordinance change is now being marketed by CBRE as the largest new industrial development on the East Coast. The Township has a unique opportunity to leverage unprecedented development interest with the long-term interests of the community by further amending the Planned Industrial Park regulations to ‘match development intensity with sustainable infrastructure capacity’ (of Policy 1.1), ‘protect high-priority natural lands and water resource (of Policy 3.1) and ‘preserve key scenic corridors and viewsheds’ (of Policy 4.4). For these reasons, the LVPC has found the proposed ordinance amendments to be generally inconsistent with *FutureLV: The Regional Plan*.

The LVPC offers the following additional comments to improve upon the proposed amendment and increase consistency with *FutureLV*:

**Amendment Format**
The format of the proposed amendment does not clearly identify the intended ordinance structure, necessitates that parties reviewing the proposal also have the previous proposal available to them and does not delineate between changes proposed to the zoning ordinance from those proposed to the subdivision and land development ordinance. The LVPC encourages the Township to ensure that amendment proposals are written in a commonly-accepted format to reasonably ‘facilitate discussion among residents, stakeholders, appointed officials and elected representatives’ (of Policy 1.4). Typically, a municipal government will have their solicitor or engineer prepare a tracked changes version of the local code so that it is easier to understand what is being proposed in the context of existing standards. Without the context it is extremely difficult to fully understand what is being proposed and what the implications could be.

**Building Separation**
The LVPC supports the proposed increase to the minimum distance between buildings, which will improve tractor-trailer circulation and efficiency and ‘enhance planning and emergency response efforts’ (of Policy 5.1) should the need for emergency response arise.

**Emergency Access Road**
The LVPC commends inclusion of an emergency access road requirement. The LVPC encourages the Township to consider requiring that these roads be an asphalt surface and, further, that they remain clear of snow and other debris to ‘promote safe and secure community design and emergency management’ (Policy 5.1).

**Building Height and Projections**
The LVPC recommends that the maximum building height be reduced. However, should the Township opt to retain the 100-foot building height (110 feet with conditional use), it is strongly encouraged that this height be inclusive of all
rooftop equipment so it doesn’t further increase impacts to key scenic corridors and viewsheds, which should be preserved (of Policy 4.4). Key considerations should be made for matters such as the transparency of rooftop equipment, including elevator towers, heating or cooling units and parapet screening walls.

**Map of Demarcation**
The intent of the ‘Map of Demarcation’ to reduce visual and aesthetic impacts of permissible 100-feet-tall buildings is supported by the LVPC, however, the current proposal does not appear to provide any regulatory measures for which the Township can ‘promote development that complements the unique history, environment, culture and needs of the Valley’ (Policy 5.4). The LVPC recommends that the Township include provisions for how a determination will be made as to which sites allow ‘screen from view buildings that are 100 feet or more’. Standards should be included to identify topographical areas more conducive to screening of taller buildings, how the Township will use the map and what process will be implemented for its review and approval. To support the intent of the Map of Demarcation, the LVPC suggests that the Township require an impact study, and building and neighborhood context elevations, with each land development plan submittal. This will allow the Township to fully understand both visual and aesthetic impacts of buildings, as well as ensure that the Map of Demarcation is being adhered to.

The LVPC notes that a spelling error is included in this section of the proposed amendment and should be corrected.

**Limitation on Buildings Exceeding One Million Square Feet**
The proposed reduction in allowable buildings exceeding 1 million square feet begins to ‘match development intensity with sustainable infrastructure capacity’ (of Policy 1.1) and recognizes concerns previously raised. Further caps on the number of other sizes of large-scale buildings, such as 750,000 square-feet, 500,000 square feet and 250,000 square feet, would ‘minimize impacts of Land Uses of Regional Significance’ (of Policy 1.4) and should be evaluated for inclusion in the Township’s ordinances.

**Limitation on 100-Foot-Tall Buildings**
The amendment proposes to limit the number of 100-foot-tall buildings to no more than six, which reflects acknowledgement of a need to ‘maintain regional character by preserving priority environmental, historic, cultural, scenic and agricultural assets’ (Policy 1.3). It’s recommended that consideration be given to similar additional standards, such as limitations to the number of buildings of 90 feet, 80 feet, 70 feet, 60 feet and 50 feet in height. This would serve to reduce impacts to ‘the character and economic viability of natural, mineral, cultural and historic assets’ (of Policy 4.1).

**Coordination and Partnerships**
The LVPC strongly encourages the Township to begin partnerships with appropriate local and regional entities to ensure all parties are prepared for permissible development in the I-2 and I-3 Zoning Districts. Such partnership recommendations include local fire companies to ‘enhance planning and emergency response efforts among emergency response personnel’ (of Policy 5.1), especially as it relates to potential building heights, and with partner agencies involved in the PLAN Slate Belt Multi-Municipal effort to ‘support collaboration among project partners’ (of Policy 2.6) as it relates to transportation and other impacts. Coordination should begin with the Delaware River Basin Commission for all matters related to impacts to waters resulting from future development, including quality and flood loss reduction to ‘incorporate resiliency and hazard mitigation into planning and design, including 100- and 500-year floodplains’ (of Policy 5.1). Additionally, the LVPC recommends coordination with the Delaware River Joint Toll Bridge Commission and the Pennsylvania Department of Transportation (PennDOT) to ensure future development within the Districts is inclusive of ‘right-size transportation infrastructure projects’ (of Policy 2.2), does not degrade the efficiency of the joint toll bridge infrastructure nearby and adheres to standards applicable to Route 611 through the PennDOT Byways Program.

The LVPC is encouraged by the proposed amendments in responding to comments included in the previous review letter and moving the Planned Industrial Park use closer to consistency with FutureLV: The Regional Plan, and remains available to ‘serve as the regional expert on planning, zoning and development’ (of Policy 1.4) as the Township further refines the newly adopted use.

The LVPC has copied appropriate representatives from the Slate Belt Multi-Municipal Plan in order to further ‘coordinate land use decisions across municipal boundaries’ (Policy 1.4) and to ‘expand collaboration on planning and development between neighboring municipalities’ (of Policy 4.6).

Sincerely,

Samantha Smith
Chief Community Planner

cc: Ed Nelson, Upper Mount Bethel Manager
Ronold Karasek, Upper Mount Bethel Solicitor
Brooke Kerzner, Bangor Borough Mayor
Nathaniel Dysarad, Bangor Borough Manager
John Couch, East Bangor Borough Council
Jennifer Smethers, Lower Mount Bethel Township Manager
Robin Zmoda, Pen Argyl Borough Manager
Paul Levits, Plainfield Township Planning Commission Chair
Thomas Petrucci, Plainfield Township Manager
Dan Wilkins, Portland Borough Planning Commission Chair
Cathy Martino, Roseto Borough Manager
Charles Dertinger, Washington Township Planning Commission Chair
Louise Firestone, Wind Gap Borough Administrator
Tina Serfass, East Bangor, Portland + Wind Gap Boroughs + Washington Township Zoning Officer
<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>
| Zoning Ordinance and Map Amendment           | Freemansburg Borough  | Various – Revisions to ‘definitions’, General Commercial Zoning District and ‘regulations applying to certain uses and districts’, primarily centered around the use ‘filling station’.  
R2.2 to GC – Rezones a parcel from High Density Residential to General Commercial.                                      | Generally consistent with *FutureLV* – Serves to ‘encourage reinvestment in commercial areas’ (of Policy 4.6).                                                                                                   |
<p>| Subdivision and Land Development Ordinance Amendment | Lehigh Township       | Environment and Various – Modifies Definitions, Street Standards, Natural Feature Preservation, Open Space, Recreation Areas, Street Improvements and Storm Drainage Improvements.                                              | Partially consistent with <em>FutureLV</em> – Serves to ‘improve access to green spaces’ that promote physical and mental health (of Policy 5.3). The allowance of development on steep slopes and exemption of sidewalk is inconsistent. |
| Zoning Ordinance Amendment                   | Lehigh Township       | PRRC District – Amends definitions and language pertaining to alleys, carriage houses and cottages in the Planned Resort Residential Community Zone (PRRC).                                                                 | Generally consistent with <em>FutureLV</em> – Serves to increase housing attainability and equitable access to social and economic opportunities for everyone (of Policy 4.5).                                 |
| Zoning Ordinance Amendment                   | Lehigh Township       | Short Term Rentals – Allows short-term rentals as a special exception in the Neighborhood Commercial and Resort Commercial districts, with the requirement of a short-term rental license and standards for operation. | Generally consistent with <em>FutureLV</em> – Supports the ‘expansion of small businesses and entrepreneurship’ (of Policy 4.2).                                                                                     |
| Zoning Ordinance Amendment                   | Lehigh Township       | Recreation Fees – Provides for recreation fees in lieu of the dedication of land for open space, recreation areas and community facilities.                                                                             | Generally consistent with <em>FutureLV</em> – ‘Encourages an efficient development process that is responsive to regional needs’ (Policy 1.4).                                                                       |</p>
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<tbody>
<tr>
<td>Zoning Ordinance and Map Amendment</td>
<td>Lower Nazareth Township</td>
<td><em>LLI Overlay District</em> – amends the zoning ordinance and zoning map by creating a Limited Light Industrial Overlay District (LLI), to be applied on two properties with underlying zoning of Office Park (OP).</td>
<td>Generally consistent with <em>FutureLV</em> – Supportive of an efficient development process (of Policy 1.4) and is appropriate for its location.</td>
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<tr>
<td>Zoning Ordinance Amendment</td>
<td>Plainfield Township</td>
<td><em>Uses Not Specifically Listed</em> – Language revision and clarification to the Township's provisions for ‘Uses Not Specifically Listed’.</td>
<td>Generally consistent with <em>FutureLV</em> – This minor proposal is not a matter of regional concern.</td>
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<tr>
<td>TITLE</td>
<td>MUNICIPALITY</td>
<td>BRIEF STATEMENT</td>
<td>LVPC COMMENT</td>
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<tr>
<td>1. Application to Renew Approval of Existing Wastewater Treatment Plant and Discharge (DRBC Review)</td>
<td>Pen Argyl Borough</td>
<td>Application to renew approval of existing Pen Argyl Municipal Authority wastewater treatment plant, which serves the Borough and portions of Plainfield and Washington townships, and its discharge. Plant capacity is 950,000 gallons/day (gpd). Average flow is 710,000 gpd. No expansion or modification of treatment plant is proposed.</td>
<td>Does not conflict with county comprehensive plan. Per DRBC documentation, no adverse impacts anticipated with continued operation.</td>
</tr>
<tr>
<td>2. Application to Approve Upgrade of Existing Wastewater Treatment Plant and Discharge (DRBC Review)</td>
<td>Moore Township</td>
<td>Application to approve upgrade of existing Hickory Hills Mobile Home Community wastewater treatment plant and discharge. Plant capacity is 60,000 gallons per day (gpd). Average flow is 48,000 gpd. Upgrade is to replace one of two aging treatment trains and install new standby generator. Replacement of the second train will be completed under a future application. No change in capacity is proposed.</td>
<td>Does not conflict with county comprehensive plan. Per DRBC documentation, no adverse impacts anticipated with continued operation.</td>
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<tr>
<td>1. Street Vacation –</td>
<td>City of Allentown</td>
<td>Vacate a portion of Walnut Street from Union Street to Proposed East Right-of-Way Line of</td>
<td>The project is generally consistent with <em>FutureLV</em>–Serves to ‘Provide a safe, well-maintained transportation network to move people and goods efficiently, while capitalizing on existing infrastructure’ (Policy 2.2) and Walk/Roll with promotion of ‘seamless integration between trails, sidewalks, roads and public transit’ (Seamless Multimodal Integration)</td>
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<tr>
<td>South John Street</td>
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<td>Walnut Street from Union Street to Proposed East Right-of-Way Line of Riverside Drive</td>
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<tr>
<td>2. Street Vacation –</td>
<td>City of Allentown</td>
<td>Vacate a portion of St. John Street from Union Street to Walnut Street to Union Street</td>
<td>The project is generally consistent with <em>FutureLV</em>–Serves to ‘Provide a safe, well-maintained transportation network to move people and goods efficiently, while capitalizing on existing infrastructure’ (Policy 2.2) and Walk/Roll with promotion of ‘seamless integration between trails, sidewalks, roads and public transit’ (Seamless Multimodal Integration)</td>
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<td>Walnut Street</td>
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Subdivision + Land Development Monthly Report

September 2020

Lehigh Valley Planning Commission

Plan Activity

Lehigh County

Reviews: 21
Acres: 28.9

Northampton County

Reviews: 31
Acres: 384.3

Types of New Development

Housing: 187 Total Units

- Single-Family Detached: 32
- Row Homes: 53
- Apartments: 96
- Planned Residential: 0

Non-Residential: 240,957 Total Square Feet

- Commercial: 41,310
- Retail: 15,252
- Public/Quasi-Public: 36,936
- Industrial (Warehouse)*: I: 136,960 (W: 75,000)

- Office: 0
- Transportation: 0
- Agriculture: 0
- Recreational: 10,499

Regional Totals*

9
Subdivision/Lot Line Adjustments

27
Development

12
Stormwater Management

4
Municipal Ordinances and Maps

413.2
Acres

* Includes preliminary and final plans

Location of Development

Interactive Map, Plan Details and Previous Reports at lvpc.org/subdivisionreport.html
Plans Submitted by Week During the Pandemic
3/8/2020-10/3/2020

3/8-3/14: 3
3/22-3/28: 7
4/19-4/25: 4
5/3-5/9: 3
5/17-5/23: 12
5/31-6/6: 4
6/14-6/20: 5
6/28-7/4: 4
7/12-7/18: 12
7/26-8/1: 9
8/9-8/15: 17
8/23-8/29: 13
9/6-9/12: 8
9/20-9/26: 10
9/27-10/3: 7
**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*
This place we call home is a lot cooler than most people here realize. We’ve got beautiful landscapes, rolling farm fields, an amazing array of historic sites and natural assets that just can’t be found in the big metros. We’re close enough to be able to experience what the world’s best regions have to offer, while being just far enough away to be unique.

The Lehigh Valley’s biggest flaw might be that we’re simply too modest. We don’t realize our own value. Think Neiman Marcus and Aston Martin. We’re a Birkin Bag, baby! It’s time we realize our real worth and identity, particularly when it comes to our undeveloped land. Limited, exclusive, iconic and expensive.

Land is dwindling, with a growing number of warehouses making the Lehigh Valley a national epicenter for consumer goods distribution. Our warehouse and distribution industry employs nearly 32,000 people. Its physical inventory now consists of 100 million square feet — nearly doubling in the past decade — according to 2019 and 2020 reports by CBRE, a national commercial real estate services and investment firm.

And recently, CBRE reported "persistent demand" regionwide, in the face of pandemic shutdowns. That’s why developers are racing to build millions of square feet of warehouse and industrial space, and why Lehigh Valley Planning Commission records show another nearly 11 million square feet working through the local planning and approval pipeline. Developers propose new development plans every month, and there’s no indication this is slowing.
Industrial land use demand in the Lehigh Valley is primarily made up of food manufacturers, third-party logistics companies and e-commerce companies. Compared to our neighbors along the Interstate 78 and 81 corridors, the Lehigh Valley boasts the highest average lease rate, at roughly $5 per square foot, per year.

A 500,000-square-foot facility is paying an estimated $2.5 million annually in lease fees, and $20 million over the average lease term of eight years. If you use this average across the 100 million square feet of industrial space regionwide, the private sector industrial property owners are earning a collective $500 million a year in rents, and $4 billion over an eight-year lease term.

Those numbers are probably conservative, but you get the point. Our land has tremendous value for industrial developers. It’s time they start paying us what we’re worth. And I don’t mean square-foot rental fees. The market dictates that. I mean by investing in our unique community, and by putting these buildings where they belong — or more to the point — not putting them where they don’t belong.

The trouble is our local governments in the past, and even some today, have looked at development as the only way to close a pension or a budget gap tomorrow. Many don’t factor in the long-term costs to stormwater, water and sewer, road, bridge and transit infrastructure, or the emergency response and management services they require. There isn’t enough consideration of the potential devaluation of adjacent property, or lowered air and water quality, among other things.

The industrial development community knows we don’t value ourselves as highly as neighboring New Jersey, New York and Connecticut, while they get land here for pennies on the dollar. It won’t change unless our local governments change. We risk our quality of life and our future if they don’t.

There are things we can do, and some communities are already taking up this fight. Multimunicipal comprehensive plans are key. The Lehigh Valley Planning Commission is working with 31 communities to form four separate planning areas. In a multimunicipal plan, communities share the responsibility of providing room for every conceivable type of development. By sharing the distribution of uses, rather than every community having to host every type independently, they can better control where developments such as warehouses can go. They can work together to pick locations where the water, sewer and road infrastructure can handle it, or in some cases, where it’s less cost to taxpayers, who foot the maintenance and repair bills over time.

Communities can also change zoning and development standards to put these developments under greater scrutiny. They can require traffic impact studies more broadly, so we know exactly how our roads, bridges and communities will be affected by more trucks and cars, and use that information to facilitate improvements.
They can require landscaping and building design standards that mandate compatibility with the surrounding community. Buildings should blend in, not interrupt, our landscape. If left unchanged, these massive buildings become the landscape. Landscaping requirements improve aesthetics, increase protection to neighboring uses and offer environmental benefits. Communities can encourage green building technology for such things as renewable energy and green roofs.

Local governments can require industrial uses to provide before- and after-delivery truck parking, supporting safety for drivers, freight and our community. Municipalities can require driver amenities, like showers and lounges, to keep drivers from sleeping in unsafe and illegal places.

They can even require these companies pay impact fees, to help the communities offset the infrastructure and environmental costs of hosting these businesses.

And local governments can amend their zoning districts to keep these behemoths from being built where they don’t belong. A former farm field, five miles from the nearest interstate, is not the right place.

In short, industrial development must respect our value as a community and region. The first step is valuing ourselves.

*Becky Bradley is executive director of the Lehigh Valley Planning Commission.*
Public Engagement and Participation Items

DUE TO THE COVID-19 PANDEMIC, SEVERAL PUBLIC MEETINGS IN NOVEMBER HAVE BEEN MOVED TO A VIRTUAL PLATFORM. FUTURE MEETINGS WILL BE REEVALUATED, AS THIS SITUATION EVOLVES.

1. WorkshopLV: Water, November 12th @ 4 pm
   • Via Web: http://tiny.cc/WW1112
   • Via Phone: 610-477-5793, Conference ID: 591 647 358#

2. Local Technical Assistance Program Classes:
   • November 3 – Stormwater Facilities Operations and Maintenance
   • November 24 – Introduction to Traffic Studies
   • Registration at: https://gis.penndot.gov/ltap