LEHIGH VALLEY PLANNING COMMISSION MEETING
Thursday, July 22, 2021 at 7:00 PM
Via Microsoft Teams
AGENDA

DUE TO THE COVID-19 PANDEMIC WE WILL NOT BE MEETING IN-PERSON. THE MEETING CAN BE
ACCESSSED AT http://tiny.cc/FC2021mtgs OR VIA PHONE 610-477-5793, Conf ID: 795 583 058#

Roll Call

Courtesy of Floor

Chairman’s Report

1. Welcome New Team Members:
   a. Paul Carafides, Director of Transportation Planning and Data
   b. Denjam Khadka, Senior Civil/Stormwater Engineer
2. Brian Hite’s Promotion to Transportation Planner

Minutes

1. ACTION ITEM: Minutes and Review of Roll Call Actions of the June 24, 2021 Commission Meeting (JW)

Comprehensive Planning Committee:

1. ACTION ITEM: South Whitehall Township – Land Use of Regional Significance – Kratzer Elementary School Addition (JS)
2. ACTION ITEM: City of Easton – Land Use of Regional Significance – Lafayette College (Markle Hall Parking Deck) (JS)
3. ACTION ITEM: City of Easton – Land Use of Regional Significance – Lafayette College (Temporary Parking Lot) (JS)
4. ACTION ITEM: Upper Macungie Township – Land Use of Regional Significance – Readington Farms (SS)
5. ACTION ITEM: Comprehensive Planning Committee Summary Sheet (SS)

Environment Committee:

1. ACTION ITEM: Environment Committee Summary Sheet (GR)

Transportation Committee:

1. ACTION ITEM: Street Vacation, Portion of Mason Street, City of Allentown (BH)
Old Business:
1. FOLLOW-UP REQUEST: Letters of Support for the $23.1 million request to the US Department of Transportation’s RAISE Grant Program for the Riverside Drive Multimodal Revitalization Corridor (TO, BB)
2. INFORMATION ITEMS: Activity Reports
   a. Mid-Year Subdivision, Land Development, Stormwater and Municipal Ordinance/Plans and Traffic Reports (BB, BH and PC)
   b. Monthly Report Summaries (BB)
      i. Monthly Subdivision, Land Development, Stormwater and Municipal Ordinance/Plans Report
      ii. Highway Traffic Monitoring

New Business:
1. INFORMATION ITEM: Draft Community Guidance on Personal Shooting Ranges (BB, SS)
2. INFORMATION ITEM: Pennsylvania Department of Environmental Protection Local Climate Action Program (TO)

Executive Director’s Report:
1. None

Communications, Public Engagement and Participation:
1. INFORMATION ITEM: The Mid-Year Web Report (CK)
2. INFORMATION ITEMS: Community Communications (MA)
   a. INFORMATION ITEM: Morning Call Business Cycle Column
   b. INFORMATION ITEM: Monthly, Plan Lehigh Valley Talk Show on WDIY, Lehigh Valley Public Radio, 88.1!
3. INFORMATION ITEMS: Engagement and Participation (MA)
   a. Local Technical Assistance Programs
      i. Roadside Vegetation Control, July 27, 8 am to 11 am
      ii. Stop Signs and Intersection Traffic Control, August 3, 8 am to Noon
      iii. Traffic Calming, August 10, 8 am to Noon
      iv. Pedestrians and Crosswalks, August 17, 8 am to Noon
      v. Intersection Sight Lines (1 Hour), August 19, 11 am to Noon
      vi. Stormwater Facility Operation and Maintenance, August 31, 8 am to Noon
      vii. PennDOT Traffic Signal Maintenance Agreements (1 Hour), September 2, 11 am to Noon
   b. Transformative Talk: BuildLV Mid-Year Report: The Pressure of Growth
      i. August 6th @ 12:00 pm
      ii. http://tiny.cc/TTalk0806
      iii. Via the phone 610-477-5793, Conference ID: 216 220 84#
   c. Transformative Talk: Today’s Planning: What Local Governments Need to Know
      i. August 26th @ 12:00 pm
      ii. http://tiny.cc/TTalk0826
      iii. Via the phone 610-477-5793, Conference ID: 748 072 017#
   d. Lehigh Valley Government Academy:
      i. Community Planning
         1. September 13, 20 & 27 from 5:30 – 9:00 pm
      ii. Zoning Administration
         1. October 13, 20 & 27 from 5:30 – 9:00 pm
Next Lehigh Valley Planning Commission Meeting:
Thursday, August 26th at 7:00 p.m.
Due to the COVID-19 pandemic, the LVPC held a virtual public meeting on June 24, 2021. The meeting was advertised in the Lehigh Valley Press on December 28, 2020.

Mr. Zebrowski chaired the meeting.

Ms. Winton took Roll Call.

**Members in Attendance:**

**Lehigh County**
- Mr. Brace
- Mr. Dougherty
- Mr. Glickman
- Mr. Herman
- Mr. Lightner
- Mr. Molchany
- Mr. Morgan
- Mr. O’Neil
- Mr. Rader
- Mr. Repasch
- Mr. Schmidt

**Northampton County**
- Dr. Amato
- Ms. Dreisbach
- Mr. Andrew Elliott
- Ms. Lawless
- Mr. Lott
- Mr. Manges
- Mr. McGee
- Mr. McGorry
- Mr. Melnick
- Mr. O’Connell
- Ms. Pearson
- Mr. Zebrowski

**Members Absent:**

**Lehigh County**
- Executive Armstrong
- Mr. Elbich
- Mr. Gibson
- Ms. Gerlach
- Mr. Harakal
- Ms. Johnson
- Ms. Moore
- Mayor O’Connell
- Mr. Seigel

**Northampton County**
- Ms. Connolly
- Ms. David
- Mayor Donchez
- Mr. Charles Elliott
- Ms. Heller
- Executive McClure
- Mayor Panto
- Ms. Rutzler
- Ms. Smith
- Mr. Yob

**Staff Present:**

Jeff Ward

**COURTESY OF THE FLOOR:** None

**MINUTES**

Mr. Zebrowski stated that the minutes of the May 27, 2021 LVPC meeting are attached. Ms. Dougherty made a motion to approve the minutes. Mr. Molchany seconded the motion. Ms. Morgan abstained from the vote and the motion passed.

**CHAIRMAN’S REPORT**

Mr. Zebrowski noted that Ms. Bradley has recently won the Walter Scheiber Leadership Award presented by the National Association of Regional Councils and detailed Ms. Bradley’s many accomplishments and vision for the future and offered sincere congratulations. Mr. Molchany asked Becky to say a few words. Ms. Bradley thanked the commission and staff for their continued support.
COMMITTEE REPORTS

Comprehensive Planning Committee
ACTION ITEM: Comprehensive Planning Committee Summary Sheet
Mr. Melnick presented the Comprehensive Planning committee Summary Sheet and wanted to offer congratulations to Plainfield Township’s Zoning Ordinance Amendment for taking the LVPC’s recommendations to heart and making the changes accordingly. Mr. Zebrowski indicated they are taking proactive steps. Mr. Zebrowski asked for a motion to accept the Comprehensive Planning Committee Summary Sheet. Ms. Dreisbach made a motion to approve. Mr. Repasch seconded the motion. The motion passed.

INFORMATION ITEM: WITHDRAWN - Chapman Borough – Sketch/Feasibility Plan– Review under County Subdivision and Land Development Ordinance
Mr. Melnick indicated that no action was necessary as the plans have been withdrawn.

Environment Committee
ACTION ITEM: A Regional Climate Action Assessment Draft Review and Presentation
Mr. Repasch discussed the Environment Committee’s actions and asked Mr. Reese to present the Regional Climate Action Assessment. Mr. Reese detailed the Regional Climate Action Assessment which can be found at https://www.lvpc.org/climate-action.html along with the effects of Climate change including increased flooding with more severe storms and less snow to name a few. As well as the need to do a complete greenhouse gas inventory to identify the emission under the control of the local government (heating & cooling building, fleet vehicles and providing utilities and municipal services). Mr. Reese detailed the 10 overarching Climate + Energy Element goals that served as the foundation for the four future plans. Mr. Reese further detailed the Lehigh & Northampton County Livable Landscapes, FutureLV: The Regional Plan and Walk/RollLV: Active Transportation Plan. Ms. Rockwell then noted the Climate Action Policy Themes, Policy Assessment, Natural Asset Protection, Compact Development Form, Agricultural Land Uses and Practices, The Protection of Agricultural Lands from Urban/Suburban Encroachment, Green Infrastructure, Integration of land use Planning and Transportation, Local Street Network and Design, Transportation Demand Management and Systems Strategies, Transportation Facility Siting and Community Design, Creation of Multimodal Transportation Corridors, and the Infill Development and Redevelopment. Mr. Reese provided the conclusion and indicated the LVPC submitted an application to the Pennsylvania Department of Environmental Protection Local Climate Action Program that provides technical assistance to create a greenhouse gas inventory and climate action steps. Ms. Bradley then detailed the LVPC interactive website with easy access to these documents that made up the Climate Action Assessment as well as direct links to the components of the Regional Climate Actions Assessment, FutureLV and both counties Livable Landscapes Plan to name a few. Ms. Bradley reinforced the Commission’s continued commitment to making the LVPC website ADA friendly through the Climate Action Assessment project. Mr. Repasch thanked the staff, including Mr. Kackenmeister, for the website and Ms. Benco for hard work and dedication in creating the Regional Climate Action Assessment. Mr. Repasch made a motion to accept the assessment. Mr. Glickman seconded the motion, and the motion was approved.


**ACTION ITEM:** Environment Committee Summary Sheet

Mr. Repasch detailed the Environment Committee Summary Sheet. Then asked if there were any questions; hearing none, Mr. Repasch made a motion to approve. Mr. Molchany seconded the motion. The motion carried.

Transportation Committee

**ACTION ITEM: Street Vacation Review for West Sycamore Street from North Brick to West Allen Street in the City of Allentown**

Mr. Hite provided details of the Street Vacation Request for a portion of West Sycamore Street from North Brick to West Allen Street submitted by Michael P. Hanlon, City of Allentown Clerk, on behalf of John Gross, Project Manager of Lehigh Engineering for their client The Waterfront Development Company. West Sycamore Street at this location is essentially a spur east of North Brick Street. The existing dwellings at 13, 15, 17 and 19 W. Sycamore St. have been purchased by the Waterfront Development Company and therefore road-frontage access is no longer required for these parcels. 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 request does call for the vacation of the street with utilities. The City should consider the future usage and potential removal/relocation of the fire hydrant that serves this block and the adjacent residences on the west side of N. Brick Street and W. Sycamore Street. In addition, the utility pole on the northeast corner of N. Brick street also provides services to the residences in the block North. It has been confirmed with Mark Jaindl of the Waterfront Development Company, that once the street is vacated, utility and emergency services needs will be incorporated into the Waterfront Development site. It is of note The Waterfront development project was reviewed by the Commission and found consistent with the *Regional Plan*. Mr. Herman asked if there were any questions hearing none made a motion to approve. Mr. Melnick seconded the motion. The motion was approved. Mr. Molchany noted the fire hydrant removal and the effect to emergency services with many homes in the area. Mr. Lightner indicated that they are working with the developers to be sure the fire hydrants are being replaced.

**INFORMATION ITEMS:** Transportation Alternatives Set Aside (TASA) and PENNDOT Multimodal Programs

*Transportation Alternatives Set Aside (TASA) and PennDOT Multimodal Projects Status Report*

Mr. Hite provided an update on the status of projects funded by the Lehigh Valley Transportation Study’s (LVTS) and PennDOT’s Transportation Alternatives Set Aside Funding. It was noted that these projects are direct investments that further pedestrian, ADA, bicycle, and transit connection goals as well as support agencies like Community Bike Works and the Coalition for Appropriate Transportation by preparing Kindergarten thru eighth grade students as safe cyclists. In addition, to the regional and statewide TASA funds, the Pennsylvania Department of Community and Economic Development (PADCED) manages a Multimodal Transportation program that helps implement similar goals. The PENNDOT TASA and PADCED Multimodal program are currently accepting applications and entities with eligible projects in the region are encouraged to apply. This report is just one example of the strategic, regionwide investments made by our sister board, the LVTS, to implement *FutureLV, Walk/RollLV* and the Counties’ *Livable Landscapes Plans* with our partners and collaborators.

**2021 TASA Project Awards**

Ms. Bradley detained the Transportation Alternative Set-Aside (TASA) fund as a federal cost reimbursement program, distributed by the Federal Highway Administration (FHWA) and administered by the Pennsylvania Department of Transportation and Metropolitan Planning...
Organizations. The TA Set-Aside or TASA program does not fund traditional roadway projects or provide maintenance for these facilities. Rather, the money allocated to TA Set-Aside investments is a dedicated funding source for projects that: support pedestrian and bicycle facilities; multimodal education for youth; improve access to public transportation; create safe routes to school; preserve historic transportation structures; provide environmental mitigation; or create trail projects for a transportation purpose. Each project or initiative must promote safety and mobility. TASA funds are allocated on a two-year cycle currently, as well. The projects awarded by the Lehigh Valley Transportation Study are:

- **Multimodal Education for Youth**
  - Community Bike Works, Youth Bicycle Education - $244,036.47
  - Coalition for Appropriate Transportation, Youth Bicycle Education - $154,036.48

- **Safe Routes to School/Pedestrian/Transit Access**
  - City of Allentown, Martin Luther King Jr. Drive Pedestrian Improvements - $181,471.47
  - Borough of Fountain Hill, Broadway and Delaware Pedestrian Improvements - $203,829.47

- **Multi-Use Trail and Bicycle Facilities**
  - Northampton County, Closure of the Two Rivers Trail Gap - $654,036.47

These projects represent the available total of TASA Funds of $1,437,410.36. Mr. Herman asked if there were any questions for Ms. Bradley; hearing none. Mr. Zebrowski proceeded to the next agenda item.

**OLD BUSINESS**

*Monthly Activity Report*

Ms. Bradley presented information on the May Monthly BuildLV: Subdivision and Land Development Report. Noting that in May was another busy month with Subdivision or Line Adjustments, 26 Development and 17 Stormwater reviews as well as Municipal Ordinances and Maps. The report is distributed publicly around the 15th of each month and is available at lvpc.org. Ms. Bradley ran a trend line on industrial development and indicated that if communities continue to approve industrial development at the same rate as the last five years, an additional 60 million to 70 million square feet could be added to industrial inventory in the region. Currently and industrial inventory is around 90 million square feet; therefore, we could be over 178 million industrial square feet in the near future. Mr. Zebrowski said we need to pay attention to the alarms and that the Lehigh Valley stands to lose the quality of life so critical to the public, health, safety and welfare. Mr. Molchany noted several items that the Commission can do and asked about additional options. Ms. Bradley noted the increase in municipal ordinance drafting and adoption to address the situation. Each community has unique ordinances and tailored solution are critical to appropriate implementation to manage industrial by the communities. There are a significant number of local governments that still need our assistance because there are only a few communities with a professional planner. Because there is so much happening, we at the LVPC are going to need additional support from the counties to get in front of the problem. To date we have not had a significate increase in our financial resources for county planning activities and the Executive Committee will have to address that situation with the Executive Director. Ms. Rader asked if open space and farmland preservation has been taking into consideration? Mr. Bradley answered yes by the local governments, counties and LVPC, as support. Other things occurring include: if zoning definitions are not updated then developers come in and can propose uses that may not be in keeping with the local or regional comprehensive plans and communities have limited and
sometimes no way to manage a poorly located use. Ms. Rader noted that you cannot force a farmer to preserve their farm. Ms. Bradley said there is a large waiting list in Lehigh County to preserve farms and the counties and state lack the funds to preserve farms at the rate they wish to sell their development rights. She further noted that Lancaster County is in the same situation and farmland preservation cannot be done fast enough. Next month we will be releasing the Lehigh County Government Academy schedule so we will be able to offer two classes this fall, in an effort to build the skills of local government officials and community members. Mr. Repasch asked if the Commission maintains information on acreage v. square footage of industrial development. Mr. Molchany said perhaps we can review that section of FutureLV to detail how much open space we are losing. Ms. Bradley indicated that we would get you that information in the next few months and that upcoming Lehigh Valley Government Academy training programs and Transformative Talks are good platforms to discuss solutions with the community. Mr. Zebrowski stated that since the state is advertising to move to Pennsylvania perhaps they can incentivize it as well so we can direct it to the best location. Mr. McGee looked at a virtual road projection and asked what is our virtual road outlook is going to be in the next two years? Second adding to Mr. Zebrowski’s suggestion to incentivize perhaps we can add a tax on those new industries to direct those industries to a better location. Mr. Bradley said that a tax on industrial impacts would need to be enabled by the state, but it is a very good thought. The Transportation Revenue Options Committee (TROC) are considering a package tax, among other things, and they have until August 1st to prepare a package of recommendations for the Governor relating to infrastructure funding. Hopefully, we can start to get at this as it is statewide, and we are in the industrial growth epicenter.

Monthly Highway Traffic Monitoring
Mr. Hite reviewed the Traffic Count data for the month of May with the Commission. Mr. Zebrowski asked who monitors traffic accidents? Mr. Hite indicated the LVPC receives that information on a yearly basis, from the state, but have requested a report on a quarterly basis. Ms. Bradley added that as a contracted Lehigh Valley Transportation Study work program tasks the LVPC staff will be working on an update Transportation Safety Plan beginning this year.

NEW BUSINESS

RAISE Grant Application for Riverside Drive
Ms. Oscavich detailed that the LVPC will be applying for a United States Department of Transportation, Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant. The grant will request over $20 million, and match will be provided by The Waterfront Development Company. The project, Riverside Drive Multimodal Revitalization corridor, involves a transformative three-mile stretch of abandoned rail line from roughly the American on Wheels Museum in the City of Allentown to the Race Street Bridge in Whitehall Township. The plan is for a two-lane thoroughfare, paired with a 10-foot hiking and biking trail from Hamilton Street in Allentown to just north of Route 22, where it will connect to Wood Street in Whitehall Township. It will then continue north with an emergency services pathway and trail for pedestrians and bicycles. The roadway and trail components incorporate green infrastructure design throughout. This project is one of the highest priorities in FutureLV: The Regional Plan, our bi-county comprehensive plan and long-range transportation plan. We will be coming back to you individually to help support our application in the coming weeks. Mr. Zebrowski asked if there were any questions; hearing none proceeded to the next agenda item.

EXECUTIVE DIRECTOR’S REPORT:
Federal Reserve Bank of Philadelphia Reinventing our Communities Program Fellow, Jill Seitz
Ms. Bradley described the Reinventing Our Communities (ROC) Cohort Program as an in-depth racial equity capacity building program for cross-sector community cohorts to connect, explore, and apply local solutions for small business programs. The Lehigh Valley Community Foundation was able to utilize our Access to Opportunity analysis to apply for this program and was awarded entrance. The LVPC was invited to participate along with 6 other community leaders by the Community Foundation. Jill Seitz is the LVPC lead on Equity and a main contributor to the Federal Reserve partnership on jobs and housing vulnerability during COVID-19 so we nominated her to represent the Organization as part of the Cohort. We are only one of five regions in the entire country, and proud Ms. Seitz will be representing the Lehigh Valley.

Mr. Zebrowski thanked Ms. Seitz for all her hard work and dedication.

COMMUNICATIONS

INFORMATION ITEM: Lehigh Valley Business Cycle Column
Mr. Assad detailed the Business Cycle Column published Sunday, June 6th in which Ms. Bradley gave a look at the complexities of transportation funding.

INFORMATION ITEM: Morning Call Op-Ed Column
Mr. Assad detailed Mr. Zebrowski’s Op-Ed Column detailing the many world class companies, colleges and training facilities that are not dependent on warehouse or the jobs they create.

INFORMATION ITEM: Monthly, Plan Lehigh Valley Talk Show on WDIY, Lehigh Valley Public Radio, 88.1
Mr. Assad provided insight on the WDIY Radio show which aired June 7th as well as the next show which will include Scott Slingerland the Executive Director at the Coalition for Appropriate Transportation airing July 5th at WDIY 88.1 FM.

INFORMATION ITEMS: Engagement and Participation
Mr. Assad then reviewed the upcoming public participation opportunities with a Transformative Talk on June 25th, Local Technical Assistance Program (LTAP) on June 29th, July 12, 13 & August 3rd. Also, WorkshopLV and WorkshopLV Freight on July 21st at 4:00 pm.

ADJOURNMENT
Mr. Zebrowski stated that the next LVPC meeting is set to be virtual on July 22, 2021. Mr. Zebrowski asked for a motion to adjourn the meeting; Mr. Dougherty made the motion, and the meeting was adjourned.

Submitted by:
Becky Bradley, AICP, Executive Director
Jennifer Winton, Executive Secretary
July 21, 2021

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

RE: Kratzer Elementary School Addition – Land Use of Regional Significance
South Whitehall Township
Lehigh County

Dear Mr. Manhardt:

The Lehigh Valley Planning Commission (LVPC) considered the subject application at its virtual Comprehensive Planning Committee meeting, and will consider the subject application at its virtual Full Commission meeting, pursuant to the requirements of the Pennsylvania Municipalities Planning Code (MPC). Meeting details are below:

- LVPC Comprehensive Planning Committee Meeting
  - July 20, 2021 at 12:00 PM
  - https://lvpc.org/meetings.html

- LVPC Full Commission Meeting
  - July 22, 2021 at 7:00 PM
  - https://lvpc.org/meetings.html

The subject application is considered a Land Use of Regional Significance under *FutureLV: The Regional Plan* as an educational facility. The project proposes to construct a 18,589-square-foot addition, with playfield renovations and related improvements, to the existing Kratzer School located at 2200 Huckleberry Road (parcel number 54878607544).

This proposal exhibits consistency 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). The LVPC commends the proposed expansion, which demonstrates a commitment to investment in the community and expands access to education (of Policy 4.1).

The LVPC offers the following additional comments:

**Multimodal Accessibility**
The LVPC commends the proposed sidewalks and walkways connecting the building addition to existing pathways, which improve walkability and ‘create community spaces that promote physical and mental health (Policy 5.3). The inclusion of seating along the walkways also will ‘support pedestrian-scale development (of Policy 1.2).
**Environmentally Sensitive Building and Design**
The LVPC strongly encourages educational institutions to incorporate sustainable and environmentally sensitive building into facility design, such as rain gardens and rain barrels, sustainably sourced building materials, green roofs and 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).

It is recommended that the applicant refer to the LVPC Green Infrastructure Guidelines for site design practices and additional information, available on the LVPC website at [https://lvpc.org/pdf/2017/Green%20Infrastructure%20Guidelines.pdf](https://lvpc.org/pdf/2017/Green%20Infrastructure%20Guidelines.pdf).

**Stormwater**
The project site is located within the Jordan 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 neighboring municipalities for this land use of regional significance to ‘coordinate land use decisions across municipal boundaries’ (Policy 1.4).

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) [Article 1§105, Article III§303, §304 & §306(a), Article VI§603(j)]. 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.

If this proposal moves 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,

Jillian Seitz
Senior Community Planner

cc: Renee C. Bickel, SPHR, South Whitehall Township Manager; Gregg Adams, South Whitehall Township Planner; Scott Pidcock, PE, South Whitehall Township Engineer; Anthony Tallarida, PE, South Whitehall Township Engineer; David Keppel, Parkland School District Director School Services; Scott Peter McMackin, PE, Cowan Associates, Inc.; Irene Woodward, Allentown Director of Planning & Zoning; Thomas Beil, Lower Macungie Township Planning Commission Chair; Lee A. Rackus, Whitehall Township Planning, Zoning & Development Bureau Chief; Brian Horwith, North Whitehall Planning Commission Chair; Charles Deprill, Upper Macungie Planning Commission Chair; Molly Wood, LANTA Planner/Land Use Specialist; Garrett Cook, Lehigh County Conservation District Engineer; Geoffrey Reese, LVPC Director of Environmental Planning
July 23, 2021

Mr. Stephen Nowroski, Director of Planning
City of Easton
City Hall, 123 South 3rd Street
Easton, PA 18042

RE: Lafayette College (Parking Deck) – Land Use of Regional Significance
City of Easton
Northampton County

Dear Mr. Nowroski:

The Lehigh Valley Planning Commission (LVPC) considered the subject application at its Comprehensive Planning Committee and Full Commission meetings, pursuant to the requirements of the Pennsylvania Municipalities Planning Code (MPC). Both meetings were virtual, and occurred on:

- LVPC Comprehensive Planning Committee Meeting
  - July 20, 2021 at 12:00 PM
  - https://lvpc.org/meetings.html
- LVPC Full Commission Meeting
  - July 22, 2021 at 7:00 PM
  - https://lvpc.org/meetings.html

The subject application proposes to demolish an existing parking structure and redevelop the site with a larger parking deck and related improvements. The project is located on North Campus Lane between Fisher Stadium to the north and Markle Hall to the south (parcel number L9 20 2 03 10E).

This proposal is considered a land use of regional significance (LURS) under the Educational Facilities category, the minimum criteria for which is ‘All (including dormitories)’. While every change to the land has an impact, some have a greater effect than others, including higher-education institutions, which have substantial impacts that may cross municipal boundaries.

The proposal exhibits consistency with FutureLV: The Regional Plan because it supports ‘reuse of vacant and underutilized properties’ (of Policy 5.4), and increasing parking capacity to serve Lafayette College supports expanding access to education and job training (of Policy 4.1).

The LVPC offers the following additional comments:

**Historic District**
The project site is located in the College Hill Residential Historic District, listed on the National Register of Historic Places. The LVPC supports the City of Easton’s aim to protect and preserve historic buildings and streetscapes, and recommends ensuring that the façade...
and architecture of the proposed structure are consistent with the surrounding historic buildings in the area, utilizing ‘context-specific design solutions’ (of Policy 5.4).

**Electric Vehicle Charging**
The Regional Plan supports the advancement of alternative fueled vehicles (Policy 2.5), and all major foreign and domestic vehicle manufacturers are moving towards alternative fueling technologies over the next five to ten years. As such, demand will only increase for electric charging stations. Electric charging requirements for employees are recommended to ensure that facilities remain economically viable today and into the future, and to ‘reduce transportation-related emissions’ (of Policy 2.2).

**Pedestrian Accommodations**
The LVPC commends the proposed improvements to pedestrian infrastructure, including sidewalks, crosswalks and a pedestrian bridge that facilitate connectivity between the proposed parking deck and adjacent buildings and support safe and secure community design (of Policy 5.1). The ramps included at Americans with Disabilities Act (ADA) standards serve to ‘increase social and economic access to daily needs for all people’ (Policy 5.2).

**Landscaping and Sustainability**
The LVPC commends the native plantings proposed in addition to the existing landscaping that serve to ‘reduce climate change impacts through mitigation and adaptation’ (Policy 3.4). Educational institutions are strongly encouraged to incorporate sustainability into building design, such as through solar panels or pervious pavements. These innovations further academic endeavors related to sustainable technologies, enhance the campus setting and demonstrate environmental leadership within the region.

The LVPC has copied appropriate representatives from adjacent municipalities to further ‘coordinate land use decisions across municipal boundaries’ (of Policy 1.4).

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) [Article 1§105, Article III§303, §304 & §306(a), Article VI§603(j)]. 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.

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,

Jillian Seitz
Senior Community Planner
cc: Steve DeSalva, PE, City of Easton Engineer; Carl Manges, City of Easton Planning and Zoning Administrator; Andrew Bennett, PE, Pennoni Associates, Inc.; Dean Turner, Forks Township Planning Commission Chair; Cynthia Carman Kramer, Palmer Township Planning Director; Theresa Sidor, Glendon Borough Secretary; Joan Heebner, West Easton Borough Manager; Mikal Sabatine, Williams Township (NC) Manager; Bob Milositz, Wilson Borough Planning Commission; Molly Wood, LANTA Planner
July 23, 2021

Mr. Stephen Nowroski, Director of Planning  
City of Easton  
City Hall, 123 South 3rd Street  
Easton, PA 18042

RE: Lafayette College (Temporary Parking) – Land Use of Regional Significance  
City of Easton  
Northampton County

Dear Mr. Nowroski:

The Lehigh Valley Planning Commission (LVPC) considered the subject application at its Comprehensive Planning Committee and Full Commission meetings, pursuant to the requirements of the Pennsylvania Municipalities Planning Code (MPC). Both meetings were virtual, and occurred on:

- LVPC Comprehensive Planning Committee Meeting  
  o July 20, 2021 at 12:00 PM  
  o [https://lvpc.org/meetings.html](https://lvpc.org/meetings.html)
- LVPC Full Commission Meeting  
  o July 22, 2021 at 7:00 PM  
  o [https://lvpc.org/meetings.html](https://lvpc.org/meetings.html)

The subject application proposes to demolish all existing improvements and construct a temporary parking lot to serve Lafayette College at the block bounded by McCartney Street, Marquis Street, Clinton Terrace and March Street. The proposal is located at the site of the previously submitted McCartney Street Housing and Wellness Center proposed by Lafayette College, and exhibited consistency with [FutureLV: The Regional Plan](https://lvpc.org/meetings.html) when reviewed by the LVPC in a letter dated June 29, 2020 (parcel numbers L9 NE 3B 2 1-13).

This proposal is considered a land use of regional significance (LURS) under the Educational Facilities category, the minimum criteria for which is ‘All (including dormitories)’. While every change to the land has an impact, some have a greater effect than others, including higher-education institutions, which have substantial impacts that may cross municipal boundaries.

The LVPC commends the dual use of this site to meet parking needs of Lafayette College prior to beginning construction on the previously proposed development, which
supports reuse and redevelopment in an urban area (of Policy 1.1), while ‘capitalizing on existing infrastructure’ (Policy 2.2).

The LVPC offers the following additional comments:

**Accessibility**
While the LVPC commends the inclusion of sidewalk improvements and Americans with Disabilities (ADA) accessible ramps which support safe and secure community design (of Policy 5.1), no ADA parking spaces are indicated on the plans. The LVPC recommends ensuring that an appropriate number of ADA compliant parking spaces be dedicated and enforced through signage to ‘ensure transportation accessibility for all persons’ (Policy 5.2).

Additionally, no sidewalk is proposed along Marquis Street. The LVPC recommends that sidewalk be installed along the Marquis Street property frontage in order to ‘strengthen sidewalk, bike route and trail infrastructure’ (of Policy 5.3).

**Landscaping**
The LVPC commends the incorporation of native tree plantings that serve to ‘reduce climate change impacts’ (Policy 3.4) and ‘improve access to green spaces’ (of Policy 5.3).

The LVPC has copied appropriate representatives from adjacent municipalities to further ‘coordinate land use decisions across municipal boundaries’ (of Policy 1.4).

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) [Article 1§105, Article III§303, §304 & §306(a), Article VI§603(j)]. 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.

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,

Jillian Seitz
Senior Community Planner

cc: Steve DeSalva, PE, City of Easton Engineer; Carl Manges, City of Easton Planning and Zoning Administrator; Andrew Bennett, PE, Pennoni Associates, Inc.; Dean Turner, Forks
Township Planning Commission Chair; Cynthia Carman Kramer, Palmer Township Planning Director; Theresa Sidor, Glendon Borough Secretary; Joan Heebner, West Easton Borough Manager; Mikal Sabatine, Williams Township (NC) Manager; Bob Milositz, Wilson Borough Planning Commission; Molly Wood, LANTA Planner
July 20, 2021

Mr. Charles Deprill, Chairman  
Upper Macungie Township Planning Commission  
8330 Schantz Road  
Breinigsville, PA 18031

RE:  Readington Farms – Land Use of Regional Significance  
Upper Macungie Township  
Lehigh County

Dear Mr. Deprill:

The Lehigh Valley Planning Commission (LVPC) considered the subject application at its Comprehensive Planning Committee and Full Commission meetings, pursuant to the requirements of the Pennsylvania Municipalities Planning Code (MPC). Both meetings were virtual, and occurred on:

- LVPC Comprehensive Planning Committee Meeting  
  o July 20, 2021 at 12:00 PM  
  o [https://lvpc.org/meetings.html](https://lvpc.org/meetings.html)
- LVPC Full Commission Meeting  
  o July 22, 2021 at 7:00 PM  
  o [https://lvpc.org/meetings.html](https://lvpc.org/meetings.html)

The subject application is considered a Land Use of Regional Significance under *FutureLV: The Regional Plan* as a ‘local freight generator’. The subject application proposes to subdivide a 48.2-acre lot from an existing parcel for the construction of a 273,471-square-foot food/dairy manufacturing facility at 8550 Main Street (parcel number 545630143828).

The proposal is located within a Preservation Buffer of the General Land Use Plan, which is an area ‘where factors may be present and capable of accommodating additional development’. In these cases, additional planning analysis of development criteria is encouraged in these areas (pg 50-51). The subject property is adjacent to Interstate78 (I-78) and near the interchange at State Route 100. Additionally, the Township’s zoning of the property – Limited Light Industrial (L)LI – is appropriate for the proposed use and location, where transportation improvements are being planned and coordinated in the general vicinity. Based on these factors, the proposal exhibits consistency *FutureLV: The Regional Plan*.

The LVPC offers the following considerations:

**Multimodal Accessibility**  
The proposal is located within close proximity to a Multimodal Accessibility Buffer of the Transportation Plan and is approximately one mile west of a Lehigh and Northampton...
Transportation Authority (LANTA) transit route. Development of the subject property, as well as the remaining residual acreage, should be cognizant of transportation access needs – especially of employees who may rely on walking, biking or public transit.

To ‘improve mixed-transportation access to areas with high or growing employment opportunities’ (of Policy 4.3) the LVPC strongly recommends multimodal improvements to the proposal, which was presented as part of the project intent during a partner engagement meeting for the proposal. Insufficient pedestrian infrastructure would be a loss to the long-term viability of the proposal and would not ‘encourage enhanced transit connections to improve mobility and job access’ (of Policy 2.3), especially as LANTA considers future service changes. The inclusion of sidewalks along the Main Street property frontage will set a precedent for this and nearby development in the future and will facilitate transit service and ‘promote safe and secure community design’ (Policy 5.1). Early and frequent coordination with LANTA is recommended.

Transportation Impact Study
The LVPC reviewed a traffic impact study (TIS) for the proposed project. Associated with this report is a ‘Statement of Operations’, provided by Readington Farms, which anticipates the facility will generate 480 trips, with 60 each during daily peak hour periods. This statement is based on the developer’s existing operation in New Jersey and goes on to provide information about employee shifts and anticipated delivery times, which are primarily expected to occur outside of peak hours, a creative approach to ‘strengthen freight mobility to minimize quality of life impacts to residents’ (Policy 2.4). As the operation in the Lehigh Valley is expected to be roughly the same as in New Jersey the estimated trips is considered adequate.

Emergency Access
To ‘enhance planning and emergency response efforts among emergency management personnel’ (of Policy 5.1) consideration of a secondary access for tractor-trailers is strongly recommended. Even if such access is provided only for emergencies, it will eliminate constraints created from a blocked driveway in the event of an emergency and will reduce delays to emergency services personnel and equipment. This concern is enhanced by the proposed onsite ‘Fueling Facility’. There may be an opportunity to connect the truck parking and access area to the passenger vehicle area without significant changes to the current design.

Tractor-Trailer Parking and Amenities
The LVPC applauds the availability of tractor-trailing parking in the proposal, which serves to ‘expand truck parking options and amenities’ (of Policy 2.4). To further support this and other objectives of the Regional Plan, provisions for driver amenities and electrical hookups are recommended. Electric hookups accommodate refrigerated units, limit idling for emission reduction and improve air quality.

Inclusion of a snow removal tool with the proposal demonstrates a commitment to driver safety and compliance with the 2006 Pennsylvania Snow/Ice Removal Law to ‘provide a safe, well-maintained transportation network’ (Policy 2.2).

The plans indicate that the facility is proposed to be gated. The LVPC strongly recommends that the Township ensure adequate spacing is provided for staging and queuing to allow ample room for trucks to enter in a safe and efficient manner, without creating impacts to
Main Street (Old Route 22), which is a dedicated detour route for emergencies on I-78. It may be necessary to provide a side pull-off area for use by outside carriers that do not have access to the facility.

**Transportation Network**
In anticipation of this and other projects in the area – including but not limited to ATAS, Lehigh Hills and future industrial development to the west of the subject property – transportation infrastructure improvements and design changes are expected. Per the Pennsylvania Municipalities Planning Code (MPC), the LVPC is prepared to review development proposals pertaining to roadway infrastructure. Improvements to the transportation network in the general vicinity are crucial to managing impacts to nearby Fogelsville, and to the success of not only this proposal but also to future expansion of I-78 and the potential Adams Road Interchange, which is currently in a point of access study.

**Geological Considerations**
Mapping provided by the Bureau of Topographic and Geologic Survey at the Pennsylvania Department of Conservation and Natural Resources indicates the extensive presence of karsts in the form of surface depressions throughout the site. To 'minimize environmental impacts of development to protect the health, safety and welfare of the public' (Policy 3.2) the LVPC advises the applicant to ensure proper geotechnical testing prior to any land development.
**Landscaping and Green Infrastructure**

While landscaping is proposed, increasing landscape materials would support the environment, improve overall aesthetics and provide consistency with the character of the Township. Supplemental landscaping in areas accessible to employees would improve mental and physical well-being and serve to ‘create community spaces that promote physical and mental health’ (Policy 5.3). These benefits include reduced depression, anxiety and stress. Additionally, landscaping helps mitigate the impacts of stormwater, especially in an area with known karst features. Landscaping also improves the value of the development and reinforces the character and value of Township.

The LVPC recommends that the applicant consider the financial benefits of incorporating sustainable systems into facility functionality. During the partner engagement meeting held earlier this month, it was noted that the intended plan for this development includes green building and site design elements, which support the Regional Plan, and the long-term sustainability of the Township and Lehigh Valley. Sustainable utilities, such as solar panels, geothermal energy systems and greywater reuse for irrigation and plumbing, reduce overhead operational costs while also ‘minimizing environmental impacts of development’ (Policy 3.1) and supporting ‘renewable energy and diversification of sources’ (of Policy 3.4).

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).

**Stormwater**

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

To ensure adequate capacity continues to remain available into the future – particularly as it relates to I-78 – continued coordination for this and other nearby sites is strongly recommended. Coordination should include the LVPC, PennDOT, USDOT Federal Highway Administration (FH A), Lehigh County Authority and any other entities for which coordination may be appropriate.

The LVPC has copied appropriate representatives from adjacent municipalities to further ‘coordinate land use decisions across municipal boundaries’ (of Policy 1.4).

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) [Article 1§105, Article III§303, §304 & §306(a), Article VI§603(j)]. 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.

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: Robert Ibach, Jr., Township Manager; Daren Martocci, Township Director of Community Development; David Alban, Jr., PE, Township Engineer; Scott Stenroos, PE, Township Engineer; Kristi Kangas, Applicant; Jaindl's Turkey Farm, Owner; Brent Tucker, PE, Pidcock Company; Brian Carl, Weisenberg and Lowhill Township; David Manhardt, South Whitehall Township; Thomas Beil, Lower Macungie Township; Garrett Cook, Lehigh County Conservation District; Geoff Reese, LVPC Director of Environmental Planning; Paul Carafides, LVPC Director of Transportation Planning and Data
## Project Review Summary Sheet

### Comprehensive Planning Committee

<table>
<thead>
<tr>
<th>Project</th>
<th>Municipality</th>
<th>Brief Statement of Purpose</th>
<th>LVPC Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Subdivision and Land Development Ordinance</td>
<td>Williams Township</td>
<td><em>Centralized Mailboxes</em> – Adds definition for centralized mail delivery and cluster boxes (CBU's) and design standards.</td>
<td>This minor proposal is a matter of local concern and exhibits consistency with <em>FutureLV: The Regional Plan</em>.</td>
</tr>
<tr>
<td>Development Ordinance Amendment</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Zoning Ordinance and Subdivision and Land</td>
<td>City of Easton</td>
<td><em>Various</em> – Amends zoning ordinance and SALDO by deleting content, amendments to each district and to the sign ordinance.</td>
<td>This minor proposal is a matter of local concern and exhibits consistency with <em>FutureLV: The Regional Plan</em>.</td>
</tr>
<tr>
<td>Development Ordinance Amendment</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Subdivision and Land Development Ordinance</td>
<td>Forks Township</td>
<td><em>Additional Regulations for Wholesale/Warehouse Uses</em> – Amends additional regulations applicable to wholesale/warehouse uses.</td>
<td>Exhibits consistency with <em>FutureLV</em> – Demonstrates a commitment to municipal consideration of the global effects of new or expanded freight businesses (of Policy 2.4)</td>
</tr>
<tr>
<td>Development Ordinance Amendment</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Zoning Ordinance Amendment</td>
<td>Forks Township</td>
<td><em>Submission Requirements</em> – Amends plan submission procedures and requirements of the SALDO.</td>
<td>This minor proposal is a matter of local concern and exhibits consistency with <em>FutureLV: The Regional Plan</em>.</td>
</tr>
<tr>
<td>Subdivision and Land Development Ordinance</td>
<td>Forks Township</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Zoning Ordinance Amendment</td>
<td>City of Bethlehem</td>
<td><em>Office Mixed-Use (OMU) District</em> – City Council-initiated amendment to a privately-proposed zoning text amendment affecting the Office Mixed Use District at the former Martin Tower site. (Revision to previously proposed amendment considered in April 2021.)</td>
<td>Exhibits partial consistency with <em>FutureLV</em> – Further improvement necessary to ‘promote context-specific design solutions’ (of Policy 5.4) and support Policy 1.2, 2.1 and 5.4.</td>
</tr>
<tr>
<td>Subdivision and Land Development Ordinance</td>
<td></td>
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</tbody>
</table>

*LVPC Comment*
<table>
<thead>
<tr>
<th>Zoning Ordinance and Subdivision and Land Development Ordinance Amendment</th>
<th>Bethlehem Township</th>
<th>Parking and Delivery Vehicle Parking Lot Use Standards – Amends the definition of 'parking' and regulations for delivery vehicle parking lots.</th>
<th>Exhibits consistency with FutureLV – Serves to ‘support evolution and adaptability of government’ (of Policy 1.1)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Zoning Map Amendment</td>
<td>City of Allentown</td>
<td>Institutional and Government (I-G) District – Rezones 9 parcels from various zoning districts to Institutional and Government (I-G) Zoning District. Located along North 3rd Street, east of American Parkway and south of Liberty Street.</td>
<td>Exhibits consistency with FutureLV – Ultimately will ‘reuse and redevelopment within urban areas’ (of Policy 1.1) and ‘create public spaces in underserved areas’ (of Policy 5.2).</td>
</tr>
</tbody>
</table>
# Project Review Summary Sheet

**Environment Committee**

**Date:** July 2021

<table>
<thead>
<tr>
<th>Project</th>
<th>Municipality</th>
<th>Brief Statement of Purpose</th>
<th>LVPC Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Application to Renew Approval of Existing Groundwater Withdrawal and Importation (DRBC Review)</td>
<td>Upper Macungie Township</td>
<td>Application by BlueTriton Brands (formerly Nestle Waters North America) to renew approval of existing groundwater withdrawal of up to 7.23 million gallons per month (mgm) from applicant’s well and importation of water from sources outside the Delaware River Basin. Importation of water to the applicant’s facilities is via tanker truck and does not have an impact on water resources in the Basin. The project will continue to supply the applicant’s bottled water facilities. Applicant will continue an ongoing, long-term groundwater monitoring program. Ten-year renewal cycle.</td>
<td>Exhibits consistency with <em>FutureLV: The Regional Plan</em>: Protect the quality and quantity of surface water and groundwater. Per DRBC documentation, no substantial adverse impacts are anticipated with continued operation. In addition, under the permit, DRBC may modify or suspend its approval or any permit condition to mitigate adverse impacts.</td>
</tr>
</tbody>
</table>
July 6, 2021

Michael P. Hanlon  
435 West Hamilton Street  
Allentown PA 18101  
Michael.Hanlon@allentownpa.gov

RE: Street Vacation  
Portion of Mason Street from East Side of S 4th Street to West Side of Jute Street  
City of Allentown  
Lehigh County

The Lehigh Valley Planning Commission (LVPC) will consider the Street Vacation 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  
  - July 22, 2021 at 5:30 PM  
  - [https://lvpc.org/meetings.html](https://lvpc.org/meetings.html)
- LVPC Full Commission Meeting  
  - July 22, 2021 at 7:00 PM  
  - [https://lvpc.org/meetings.htm](https://lvpc.org/meetings.htm)

Mr. Hanlon,

The proposed street vacation was submitted by the City of Allentown on behalf of LLT Property, LLC of 1902 S. 4th Street (State Route 145), Allentown PA 18103 for a portion of Mason Street from East Side of S. 4th Street to West Side of Jute Street. Currently this portion of Mason Street is inaccessible due to the grade changes on the west side 1902 S. 4th Street at Jute Street. The petitioner explains that currently this section of Mason Street is being utilized by LLT Property, LLC and serves no public purpose with the intent to continue to use this portion as a parking lot.

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.

Street vacation requests require all abutting property owners to agree to the vacation, along with the municipality. LLT Property, LLC did attempt to contact the adjacent property at 1869 S. 5th Street.
Street, Allentown PA 18103 owned by AutoZone, Inc of PO Box 2198, Memphis TN 38101 on March 3, 2021, and February 25, 2021 to get their concurrence. The applicant has indicated that they have not received a response.

Furthermore, there is a PennDOT South 4th Street Safety Improvement Project along this corridor identified as Multi-modal Project Management System (MPMS) Project ID 10997 that the petitioner should be aware of. This project involves safety improvements on State Route 145 (Fourth Street / Susquehanna Street) From Emmaus Avenue to West Wyoming Street in the City of Allentown, Lehigh County. Work to be completed includes milling, overlay, ADA improvements, restriping of protected left turn bays at signals, alignment of opposing left turns, installation of two-way left turn signals throughout the corridor, and implementation of access management. This project is tentatively scheduled to start in December of 2022.

Google: aerial of 1902 S. 4th Street Allentown PA 18103, Street vacation area of Mason Street

The proposed street vacation of a portion of Mason Street will enable the retaining wall to continue to provide stability to the LLT Property, LLC parking lot and allows FutureLV: The
Regional Plan. Policy 5.4 to provide “a context specific design solution” and Policy 2.2 “to provide a safe and well-maintained transportation network” as the Mason Street to S. 4th Street section is burdened by the elevation of the parking lot at this location.

The Lehigh Valley Planning Commission finds that the proposed street vacation for a portion of Mason Street generally consistent with FutureLV: The Regional Plan. If any necessary changes to the letter after the Committee and Commission meetings occur, an updated letter reflecting the changes will be sent.

Regards

Brian Hite
Senior Planning Technician
The Riverside Drive Multimodal Revitalization Corridor is a 3-mile transformation creating a robust, multimodal commuting, emergency management and equitable access corridor stretching from the City of Allentown through Whitehall Township. The driving theme behind this shovel-ready project is providing safe, healthy and efficient transportation mode choices by connecting roadways, transit, sidewalks and trails into a more equitable and sustainable system while improving our environment and creating new housing and employment opportunities.

**Total Project Investment**

$57.6 MILLION

- **USDOT RAISE Request**
  40% of Total RAISE Project Cost
  - $23.2 MILLION

- **Committed Match**
  60% of Total RAISE Project Cost
  - $34.4 MILLION

- **Total Project Investment**
  - $57.6 MILLION
What is Riverside Drive?

- Redevlops multiple brownfields and unites the efforts of 29 municipalities, five counties, the state government, six non-profit organizations and over 800 businesses to form the **single most significant public-private partnership in the Lehigh Valley today**.

- Supports existing neighborhoods and a traditional manufacturing area, while **reinforcing existing infrastructure assets critical to the continued operation and growth of one of the world’s fastest-growing logistics hubs: the Lehigh Valley.**

View of the future Riverside Drive Corridor looking south from US Route 22.
• Connects the region’s largest suburban retail-commercial areas and two of the biggest office clusters to adjacent residential neighborhoods and the US Route 22 highway.

• Improves access for one of the most disadvantaged communities in the region.

• Supports essential emergency management and safety operations across transportation modes, industrial, office, retail-commercial and residential clusters.

• Closes Pennsylvania’s highest priority trail gap between Whitehall Township and Allentown along the Delaware & Lehigh National Heritage Corridor (D&L) and co-located September 11th National Memorial Trail.

• Provides a missing north-south connection between the Lehigh and Northampton Transportation Authority’s (LANTA) bus rapid transit network, linking Downtown Allentown and the suburban office-industrial-retail commercial areas that are adjacent to the corridor.

• Creates uninterrupted and safe access to schools, parks facilities and major economic centers for employment and day-to-day needs.

• Preserves historical and natural resources of the Lehigh River and creates new recreational opportunities.

• Re-establishes neighborhood access to the Lehigh River and the variety of activities it has to offer, after generations of being isolated from it.
Riverside Drive Project Benefit

**PUBLIC HEALTH**
Riverside Drive trails, pedestrian and Americans with Disabilities Act (ADA) pathways and bicycle infrastructure offer travel options that connect employees to jobs in the urban center of Allentown, suburban community of Whitehall and Hanover Townships and to the industrial-office center around the Lehigh Valley International Airport.

**ACTIVE TRANSPORTATION**
Riverside Drive connects on-road and off-road transportation assets to create a seamless, 165-mile Delaware & Lehigh National Heritage Corridor Trail Network.

**BUILDING HEALTHY, EQUITABLE TRANSPORTATION SYSTEM VIA THE REGION’S TRAIL NETWORK**

Riverwalk Loop rendering
EQUITABLE ECONOMIC DEVELOPMENT

The Riverside Drive project area is the most economically distressed in the Lehigh Valley:

- 26.1% of residents in poverty
- 21-30% of residents are in zero vehicle households
- 12-27% of population is disabled

How Riverside Drive and The Waterfront Development Can Help:

- Creates over $100 million in new opportunities in our region’s most economically challenged area.
- Increases annual real estate taxes from $120,000 (2012 baseline) to more than $4 million annually.
- Grows 2,900 permanent jobs within five commercial office buildings.
- Houses more than 750 residents within four residential complexes.
SAFETY

• Riverside Drive is designed to provide local arterial access to the region’s most extensive job and residential centers, while managing congestion and improving emergency access between the Lehigh Valley International Airport, US Route 22 and Downtown Allentown.

• Riverside Drive is anticipated to support the reduction of fatalities and crashes, as identified in the regional Traffic Safety Plan, by offering safe walking, biking, ADA and transit connections that are missing or inhibited by current highway and local road alignments.

COLLABORATION AND RESOURCES

• Riverside Drive is the work of more than 20 local partners from public, private and non-profit sectors working together and sharing resources to plan and implement this critical transportation project.

• Riverside Drive redevelops a former industrial area and abandoned rail bed. Both brownfields have been a priority for the region’s redevelopment program, which has provided over $400,000 in funding for the project through the US Environmental Protection Agency Brownfield Program.

• Riverside Drive is supported by the Commonwealth of Pennsylvania through the Pennsylvania Department of Community and Economic Development, the Pennsylvania Department of Transportation Multimodal Transportation Program and the Pennsylvania Department of Conservation and Natural Resources Community Conservation Partnership.

ENERGY

Riverside Drive is an alternate transportation corridor that will help reduce vehicular emissions, greenhouse gas emissions and energy consumption as a strategic congestion mitigation investment and through the connection of existing transit routes, sidewalks and trails, bikeways and roadways.

STATE AND REGIONAL HIGH PRIORITY

US Route 22 is the busiest roadway in the Lehigh Valley, with its highest traffic volumes at the Fullerton Avenue Interchange where Riverside Drive connects. Riverside Drive is a keystone element and next step to:

• Reinforce the local road network that feeds US Route 22 and offer new emergency, transit, rolling and pedestrian connections.

• Support a continuous on-road and off-road commuter corridor, preserves historical and natural resources, and create new recreational and economic opportunities while connecting, managing and refining the existing transportation system making it more resilient, equitable, healthier and safer.
Make a $23.2 MILLION Federal Grant request reality

You can make a difference!
Tell the US Department of Transportation to support Riverside Drive!

RAISERiversideDrive.com

View of the Future Riverside Drive Corridor looking north from Union Street.
Plan Activity

Lehigh County

Reviews: 172
Acres: 879.2

Northampton County

Reviews: 158
Acres: 1,900.1

Types of New Development

Housing: 2,545 Total Units

Single-Family Detached 932
Townhouses 413
Apartments 1,122
Planned Residential 0

Non-Residential: 7,093,662 Total Square Feet

Commercial 433,298
Retail 33,863
Public/Quasi-Public 148,499
Industrial (Warehouse)*: I: 6,190,418 (W: 5,480,214)

Location of Development

Location of Development

Interactive Map, Plan Details and Previous Reports at lvpc.org/subdivisionreport.html
## Plan Activity

<table>
<thead>
<tr>
<th>Lehigh County</th>
<th>Northampton County</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reviews: 26</td>
<td>Reviews: 25</td>
</tr>
<tr>
<td>Acres: 158.7</td>
<td>Acres: 377.7</td>
</tr>
</tbody>
</table>

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

### Regional Totals*

<table>
<thead>
<tr>
<th>Activity</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Subdivision/Lot Line Adjustments</td>
<td>17</td>
</tr>
<tr>
<td>Development</td>
<td>23</td>
</tr>
<tr>
<td>Stormwater Management</td>
<td>6</td>
</tr>
<tr>
<td>Municipal Ordinances and Maps</td>
<td>5</td>
</tr>
<tr>
<td><strong>Total Acres</strong></td>
<td><strong>536.4</strong></td>
</tr>
</tbody>
</table>

* Includes preliminary and final plans

## Types of New Development

**Housing:** 679 Total Units

- Single-Family Detached: 184
- Townhouses: 24
- Apartments: 469
- Planned Residential: 0

**Non-Residential:** 188,979 Total Square Feet

- Commercial: 9,012
- Retail: 6,500
- Public/Quasi-Public: 92,757
- Industrial (Warehouse)*: 51,600 (W: 45,000)
- Office: 8,950
- Transportation: 0
- Agriculture: 20,160
- Recreational: 0

* Warehouse number is a subset of industrial total square footage

## Location of Development

* Plan Activity

## Year to Date

- **Residential Units**
- **Non-Residential Square Footage**

<table>
<thead>
<tr>
<th>Month</th>
<th>Residential Units</th>
<th>Non-Residential Square Footage</th>
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</thead>
<tbody>
<tr>
<td>July '20</td>
<td>4 mil</td>
<td>800,000</td>
</tr>
<tr>
<td>Sep '20</td>
<td>3.2 mil</td>
<td>188,979</td>
</tr>
<tr>
<td>Nov '20</td>
<td>2.4 mil</td>
<td></td>
</tr>
<tr>
<td>Jan '21</td>
<td>1.6 mil</td>
<td></td>
</tr>
<tr>
<td>Mar '21</td>
<td></td>
<td></td>
</tr>
<tr>
<td>May '21</td>
<td></td>
<td></td>
</tr>
<tr>
<td>June '21</td>
<td></td>
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</tr>
</tbody>
</table>

Plan Details and Previous Reports at lvpc.org/subdivisionreport.html
**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)

*Note: June 15 vehicle count for Route 309 was not available*

**TOTAL TRUCK TRAFFIC**

- Interstate-78 just east of State Route 309 exit (Lehigh County)
- Interstate-78 just east of State Route 33 exit (Northampton County)

*August 4 was impacted by Hurricane Isaias
**February 2 was impacted by Winter Storm Orlena*
MEMORANDUM

DATE: July XX, 2021
TO: Lehigh Valley Planning Commission
FROM: Samantha Smith, Chief Planner, Jillian Seitz, Senior Planner and Becky Bradley, AICP, Executive Director
CC: LVPC Staff
REGARDING: Commonwealth Court Ruling Affecting Local Ordinances and Personal Shooting Ranges

At issue is a Commonwealth Court case – with the potential to impact planning and zoning decisions statewide – regarding a Monroe County property owner’s right to discharge firearms at a proposed personal shooting range.

What occurred?

Barris v. Stroud Township: Jonathan Barris took Stroud Township (Monroe County) to Court over a 2012-2013 zoning permit application denial for a personal shooting range, on the basis that the denial is a violation of the US Constitution’s Second Amendment. After moving through the county court system, on May 28th, 2021 the Commonwealth Court determined that “the challenged law imposes a burden on conduct falling within the scope of the Second Amendment’s guarantee.” The Court ruled that the Township did not meet its burden under the intermediate scrutiny standard to justify such an outright ban on personal shooting ranges at one’s residence, because it did not establish that the Ordinance “does not burden more conduct than is reasonably necessary.”

What does this mean for local governments?

While the Court’s decision was not directly related to a zoning petition, rather it was based on violation of the Second Amendment, implications of the decision will result in changes to Stroud Township’s Zoning Ordinance or otherwise will likely subject the zoning ordinance to a validity challenge. Municipal governments in the Lehigh Valley – and throughout the Commonwealth – should consider whether a similar situation is applicable locally and, if so, how to prevent legal scrutiny on the matter.

The Commonwealth Court’s decision did not prohibit the regulation of personal shooting ranges, rather the Court upheld the right to firearms practice on personal property. Further, the Court did not find that every property is capable of accommodating a personal shooting range.

Some things to think about...

Municipalities should consider the following recommendations on how to handle the matter:

• How this matter is handled will likely vary depending on the condition – urban, suburban, exurban rural or combinations thereof. Because lot widths, density and even topography
vary, solutions to regulating effectively will vary by community and potentially by neighborhood.

- A municipality’s class (e.g. Third Class City, Second Class Township, etc.) determines potential land use and community impacts and the power to regulate, which should be considered regarding firearm discharge regulation.
- Utilize special exceptions or conditional uses to allow for adequate examination of a proposal’s appropriateness and safety provisions:
  - Indoor or outdoor range?
    - Regulating indoor and outdoor ranges should be different as the range type differs. For example, a community may not require as large a side or rear yard buffer for an indoor range. With appropriate management – such as sound-proofing – indoor ranges are unlikely to have a major impact in urban, suburban or rural areas and are generally suitable in these types of communities. It is of note that specific locations within communities should be considered and zones suitable determined by the local government.
    - Building code regulations for indoor ranges are established under Pennsylvania Law. Less local zoning or subdivision and land development regulation may be needed as a result.
  - Personal range or business/club range?
    - Specific definitions should be included in the zoning ordinance to differentiate between types of shooting ranges. A personal range for an individual property owner is less likely to draw large crowds. However, shooting parties are commonplace in certain areas of the Lehigh Valley. Again, basic zoning definitions between personal ranges and business/club ranges should be adopted so that if a personal range evolves into another type the impacts can be managed through zoning and/or the subdivision and land development process.
    - Business/club ranges – by nature – attract people who want to discharge guns, rifles, shot guns, etc. There are indoor and outdoor examples of for-profit, non-profit and not-for-profit ranges throughout the Lehigh Valley. Management of shooting, parking and hours of operation are basic considerations in all cases. When ranges are outdoors, additional factors that should be considered include noise, topography and ancillary uses such as picnic groves, band shells or stages. Proximity to residential, educational and religious uses may also warrant consideration of additional buffering.
  - General considerations:
    - **Environmental considerations** and regulations are important as ammunition can contain lead, copper, zinc, antimony and/or mercury.
      - Communities can require bullet and shot containment, plans for materials recycling and containment removal, periodic inspection, etc.
      - Safe distances between uses and gathering spaces such as public parks, events facilities, churches or schools are very important for all types of ranges but especially outdoor ranges, regardless of personal or business/club use. Everything from stray
bullets to noise must be considered. Ranges that have high levels of reverberation, such as those in former quarries or on elevated sites that allow noise to carry, warrant special consideration. When regulating ranges specific site characteristics should be factored to ensure the public health, safety and general welfare.

- **Use standards** including minimum lot size, minimum setbacks from property lines and structures, barrier requirements, hours of operation, parking and environmental conditions, such as floodplains, are important to ensure shooting ranges are introduced into a community in the safest manner possible. Clear definitions must be established. Differentiate ‘personal shooting ranges’ from indoor and outdoor ranges that are open to the public or members, and make certain that the definition explicitly creates a limit for personal use. Establish separate standards for business/club uses to allow the operation of these types of facilities in a safe and successful manner for both the community and range itself.

- Always consult with the municipal solicitor when attempting to address a Constitutional issue.

**Additional resources…**

In addition to publicly available legal blogs on the matter, the following resources should be consulted:

- Commonwealth Court Decision:  
- Title 34 of Pennsylvania Consolidated Statutes: Restrictions on Shooting:  
  [https://www.legis.state.pa.us/cfdocs/legis/LI/consCheck.cfm?txtType=HTM&ttl=34&div=0&chpt=25&sctn=7&subsctn=0](https://www.legis.state.pa.us/cfdocs/legis/LI/consCheck.cfm?txtType=HTM&ttl=34&div=0&chpt=25&sctn=7&subsctn=0)
  Intended to apply during open season for big game hunting, the standards herein offer minimum safety parameters outlined by the Commonwealth.
- Game Commission: Public Shooting Ranges:  
  [https://www.pgc.pa.gov/HuntTrap/StateGameLands/StateGameLandsRanges/Pages/default.aspx](https://www.pgc.pa.gov/HuntTrap/StateGameLands/StateGameLandsRanges/Pages/default.aspx)
  Intended to apply to public shooting ranges, the standards herein offer minimum safety parameters outlined by the Commonwealth.
- Title 18 of Pennsylvania Consolidated Statutes: Firearms Not to be Carried without a License:  
  [https://www.legis.state.pa.us/cfdocs/legis/LI/consCheck.cfm?txtType=HTM&ttl=18&div=0&chpt=61&sctn=6&subsctn=0](https://www.legis.state.pa.us/cfdocs/legis/LI/consCheck.cfm?txtType=HTM&ttl=18&div=0&chpt=61&sctn=6&subsctn=0)
- State Police Firearms Information:  
  [https://www.psp.pa.gov/firearms-information/Pages/Firearms-Information.aspx](https://www.psp.pa.gov/firearms-information/Pages/Firearms-Information.aspx)
- US Environmental Protection Agency guidance on Best Management Practices for Lead and Outdoor Shooting Ranges:  
## MID-YEAR WEB STATISTICS FOR JANUARY-JUNE 2021

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**2021 MID-YEAR TOTAL**: 48,493

**2020 MID-YEAR TOTAL**: 40,640
With trillion-dollar infrastructure bills dominating national news, and even local projects like the Route 22 bridge exceeding $100 million, it’s easy to become numb to the giant price tags that often come with maintaining our transportation network.

But even in the world of highway reconstruction and major bridge replacements there are plenty of relatively small investments that can bring a big return in the form of a heathier transportation network. A number of current initiatives help us achieve this. In partnership with the Pennsylvania Department of Transportation and US Department of Transportation the LVPC has supported 12 Local Technical Assistance Program field visits, 18 technical consultations and 16 trainings, and awarded $1.4 million in Transportation Alternatives Set Aside (TASA) funds to five projects and programs that support a healthy, safer and equitable transportation system. That’s just in the last six months.

The Tech Assist is one of the best deals our 62 municipalities can get, because it costs them nothing other than time. The LVPC and PennDOT are in their 12th year of partnership of providing education and best practices to help municipal crews get the most of their roadway and community maintenance dollars, through the Local Technical Assistance Program. In the past, that included free day-long or half-day classes, on everything from roadway safety audits to setting speed limits, attended at the LVPC offices by hundreds of municipal engineering, public works and road crew employees a year. However, after the COVID-19 Pandemic forced those classes to be moved online, losing the benefit of in-person interactions, PennDOT and the LVPC put a greater focus on a “Tech Assist” program that sends PennDOT-contracted engineers and LVPC staff into the field to help municipalities get the most out of their improvement projects. It’s like a house call with professional engineers and planners. It’s entirely free and I’m proud to say Lehigh Valley communities have taken advantage of this like no other region in Pennsylvania.
But wait, there’s more.

Through our sister Metropolitan Planning Organization, the Lehigh Valley Transportation Study, we recently awarded $1.4 million in TASA grants — I know, still a lot of money in any other world but transportation — to five entities to be used over the next two years.

Beyond that, busy intersections in Allentown and Fountain Hill will be made safer for bicyclists, pedestrians, transit riders and the mobility-impaired and a nearly mile-long section of the Two Rivers Trail will be carved by Northampton County through Bushkill Township, connecting the 911 National Memorial Trail that runs through Stockertown Borough and Plainfield Township to Jacobsburg State Park.

And we’re investing in thousands of kids who will learn bicycle safety and maintenance from the Coalition for Appropriate Transportation, and hundreds more will receive mentoring and learn “life’s lessons through bicycles” from Community Bikes Works.

Why is all of this so important? Because we’re not just talking about training and recreation. It’s about building the kind of healthy and safe transportation system that residents and businesses now demand. It’s about getting our kids to school safely and making sure they are learning how to ride their bikes. It’s also about culture change and building a community where all types of travel are equal and equitable. In “transportationland,” it’s called mode share. If you drive a car, you share the road with delivery vans, construction vehicles, tractor-trailers, motorcycles, buses and yes, bicycles, skateboarders, scooter users and pedestrians. And those pedestrians include your niece and your son, your father and your grandmother, your friends, your colleagues, your doctor, your neighborhood firefighter, your airline pilot, and the chef who makes those amazing pancakes for your weekly Sunday brunch.

And with a growing population and robust economy, more people and more business equals more need for mobility options, improved health and safety, refinement of the existing transportation system and culture change. We must evolve to create a seamless network of roads, bridges, trails, sidewalks and transit that allows everyone to get to every place in the Lehigh Valley, whether they have a car or not.

The pandemic has only strengthened this linkage between health and transportation. The ban on indoor gathering pushed more people to experience our beautiful outdoors, while the growth in remote working has created a whole new population who can now literally live anywhere they choose. Who hasn’t seen more people walking and biking in the last 17 months.
That means we must embrace this new demand for healthy transportation or fall behind neighboring regions and states who are already racing toward this new vision. It’s why these policies are at the heart of *FutureLV: The Regional Plan* and *Walk/RollLV: Active Transportation Plan* — two plans designed to guide the region into a more sustainable future.

Fortunately, we have a team full of all-stars working hard to cultivate and grow these ideals. The Delaware & Lehigh National Heritage corridor is working with communities to build the 165-mile D&L Trail from Bristol, Bucks County, straight through the Lehigh Valley and on to Wilkes-Barre. It’s an ambitious plan, but 147 miles have already been completed, and last month, community leaders in Northampton Borough and North Catasauqua broke ground to add another 1.5 miles.

Northampton County has multiple trail and pedestrian projects, and is forging ahead with plans for a continuous Two Rivers Trail from Easton to Jacobsburg, along the way connecting with a 9/11 Memorial Trail that is envisioned to one day connect the Lehigh Valley to Shanksville, Washington D.C. and New York City.

Perhaps the most ambitious plan is the three-mile Riverside Drive project along the Lehigh River through in Allentown. The collaboration of more than 20 local, public, private and non-profit organizations, the proposed Riverside Drive Multimodal Revitalization Corridor Project provides a remarkable opportunity. It’s critical to freight mobility, congestion management and safer vehicle, transit, pedestrian and bicycle connections from the highway system to adjoining employment centers. The project reclaims a vacated rail corridor and the long-closed Lehigh Structural Steel site, supporting the Lehigh Valley’s most densely populated area, while becoming a centerpiece of a more than $400 million brownfields redevelopment project known as the Waterfront, in Allentown.

Riverside Drive will connect Hamilton Street to Route 22 at its most congested point near Fullerton Avenue and close another three-mile gap in the D&L Trail. Did I mention that the Whitehall-Allentown-Hanover-Catasauqua area of the region has the highest concentration of jobs, and poverty and large numbers of transit riders? In others words, we must connect people to this job center in as efficient, safe, healthy and equitable manner as possible. The Riverside Drive Project lets us achieve these goals. And you can help make this happen. Remember those competing regions and states I mentioned earlier? The Riverside Drive project is up for a highly competitive $23 million federal grant, and we’re up against the likes of Seattle, San Francisco, Los Angeles and Philadelphia. They’re doing great things in all of those places, but the Lehigh Valley deserves this. Join us in this movement toward the future. Go to *raiseriversidedrive.com* and follow the prompts to send a letter of support to Transportation Secretary Pete Buttigieg. He needs to know the Lehigh Valley is
embracing a new vision for a healthy transportation future.

*Becky Bradley is Executive Director of the Lehigh Valley Planning Commission*