LEHIGH VALLEY PLANNING COMMISSION MEETING
Thursday, March 24, 2022, at 7:00 PM
Via Microsoft Teams

AGENDA

THE MEETING CAN BE ACCESSED AT https://tinyurl.com/FC2022mtgs OR VIA PHONE 610-477-5793, Conf ID: 793 745 456#

Roll Call

Courtesy of Floor

Chairman’s Report

1. Welcome New LVPC Team Members
   a. Hannah Milagio, Program Associate for Community Engagement
   b. Dean Severson, Director of Regional Planning

2. Training: Pennsylvania Municipalities Planning Code Refresher (GA)

Minutes

1. ACTION ITEM: Minutes and Review of Roll Call Actions of the February 24, 2022, Commission Meeting (J B)

Environment Committee:

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

Comprehensive Planning Committee:

1. ACTION ITEM: Upper Mount Bethel Township – Land Use of Regional Significance - RPL Subdivision & Roadway Infrastructure (JS)

2. ACTION ITEM: City of Easton – Land Use of Regional Significance – The Confluence (DS)

3. ACTION ITEM: Comprehensive Planning Committee Summary Sheet (J B, JS)

Joint Comprehensive Planning and Transportation Committees:

1. ACTION ITEM: Hanover Township, Lehigh County – Land Use of Regional Significance - LVIA - Runway 6-24 Rehabilitation Program (PC)

2. ACTION ITEM: Forks Township Land Use Assessment Review, as part of Township Act 209 (PC)
Transportation Committee:

1. ACTION ITEM: Street Vacation – Pine Street from N. Front Street to the East, City of Allentown (PC)

Old Business:

1. INFORMATION ITEMS: Activity Reports:
   b. Highway Traffic Monitoring (PC)

New Business:

1. INFORMATION ITEM: LVPC Commissioner Retreat (SG)

Executive Director’s Report:

None.

Communications and Public Engagement:

1. INFORMATION ITEM: Morning Call Business Cycle Column (HM)
   a. BuildLV: Housing

2. INFORMATION ITEM: Monthly, Plan Lehigh Valley Talk Show on WDIY, Lehigh Valley Public Radio, 88.1 (HM)
   a. March 7 – BuildLV: Housing, with LVPC Housing Expert Jill Seitz
   b. Next Show, April 4 – BuildLV: Non-Residential

3. INFORMATION ITEM: Grant Opportunities (HM)
   a. Northampton County Livable Landscapes Grants
   b. PA. WalkWorks Grants
   c. PA DCED Multimodal Grants

4. INFORMATION ITEM: 2022 Lehigh Valley Government Academy (HM)
   a. Zoning Administration – Mondays, April 4, 11, 18
   b. Subdivision and Land Development – Tuesdays, May 3, 10, 17
   c. Community Planning – Wednesdays, September 7, 14, 21
   d. Zoning – Thursdays, October 6, 13, 20

5. INFORMATION ITEM: Local Technical Assistance Programs (HM)
   a. March 29: Risk Management Strategies, 8 am to Noon
   b. April 5: Traffic Signs Basics, 8 am to Noon
   c. April 7: Traffic Signal Permit Drawings, 11 am to Noon
   d. April 12: Road Surface Management, 8 am to Noon
   e. April 19: Pavement Markings, 8 am to Noon

Register for classes on the LTAP website gis.penndot.gov/ltap/ or call 800-FOR-LTAP or Brian Hite at 610-264-4544.

Next Lehigh Valley Planning Commission Meeting:

Thursday, April 28, 2022, at 7:00 pm
LEHIGH VALLEY PLANNING COMMISSION
Minutes from the Thursday, February 24, 2022 Meeting

The LVPC held a virtual public meeting on Thursday, February 24, 2022. The meeting was advertised in the Lehigh Valley Press on Wednesday, January 5th, 2022.

Mr. Glickman chaired the meeting.

Ms. Benco took Roll Call.

Members in Attendance:

**Lehigh County**
Percy Dougherty, Bob Elbich, Steven Glickman, Kent Herman, Dennis Klusaritz, Rick Molchany, Joyce Moore, Christina Morgan, Owen O’Neil, Kathy Rader, Stephen Repasch, Kevin Schmidt and Irene Woodward.

**Northampton County**

Members Absent:

**Lehigh County**
Phillips Armstrong, Geoff Brace, Michael Harakal, Jamie Johnson, David Jones, Joshua Siegel and Matthew Tuerk.

**Northampton County**
Jessica Cope, Dan Engle, Susan Lawless, Carl Manges, Lamont McClure, Scott Minnich, Salvatore Panto and William Reynolds.

**Staff Present:** Matt Assad, Julie Benco, Becky Bradley, Paul Carafides, Geoff Reese and Jill Seitz.

**Public Present:** Dave Allen, Gary Asteak, Kurt Bresswein, Monica Hodges, Diane Kelly, Cynthia Carman Kramer, Tom McMonigle and Jeff Ward.

**COURTESY OF THE FLOOR**
None.

**CHAIRMAN’S REPORT**
Mr. Glickman welcomed the newest member of the Lehigh Valley Planning Commission board, Grace Smith. Ms. Smith thanked Mr. Glickman and expressed her excitement to be a part of the Commission. Mr. Glickman next opened the virtual space for each Commissioner to briefly introduce themselves, starting with the members from Lehigh County and then Northampton County. Each Commissioner briefly spoke of their public and professional experience.
MINUTES
Mr. Glickman stated that the minutes of the Thursday, January 27th, 2022 LVPC meeting are attached, and he then asked for a motion to approve the minutes. Mr. Melnick made a motion to approve the minutes. Mr. Molchany seconded the motion. The motion passed.

COMMITTEE REPORTS

Comprehensive Planning Committee:

**ACTION ITEM: Chrin Maintenance – Glendon Borough**
Ms. Bradley informed the Commission that the LVPC currently has a plan review for a proposed project in Glendon Borough. She also informed the Commission of their role in reviewing plans for municipalities that do not have their own adopted Subdivision and Land Development Ordinance. She stated that the Lehigh Valley Planning Commission acts as the municipal planner, which is a very different process than the review as county planners. Ms. Seitz provided a brief overview of the submitted final plans for the project. Ms. Wall, the Glendon Borough Engineer, gave an overview of the technical review comments and noted no substantial issues. She discussed the waivers submitted by the applicant, which included pavement widening, sidewalk installation, lot consolidation and hedging around the parking area. Mr. Glickman called for a motion to accept the staff letter and resolution. Mr. Dougherty made the motion; Ms. Zrinski seconded the motion. Mr. Allen, the project engineer, thanked Ms. Seitz and Ms. Wall for their guidance through the process and discussed the submitted waivers for the lot consolidation and hedging around the parking area. Mr. Glickman asked for any comments or questions. Ms. Dreisbach asked about the waivers. Mr. Asteak responded on the lot consolidation waiver and asked the project engineer about the reasoning behind the waiver request. Mr. Allen responded. Motion passed, with Mr. Charles Elliott abstaining.

**ACTION ITEM: Forks Township – Land Use of Regional Significance – Posh Properties - 1900 Sullivan Trail**
Ms. Seitz provided an overview of the project, which proposes the redevelopment of a site containing an existing vacant office building by constructing a commercial center, consisting of an 8,000-square-foot daycare, 3,000-square-foot carwash, 8,600-square-foot office building, 2,736-square-foot bank, 2,250-square-foot retail space and a 2,283-square-foot restaurant with a drive through, totaling 26,931 square feet. Ms. Seitz explained that the proposal is located in an area designated for Development in the General Land Use Plan, within a Post-War Center in the Transportation Plan and along a Major Corridor. Ms. Seitz presented reasons for why the proposal exhibits consistency with *FutureLV: The Regional Plan* and aligns with a major goal of the Forks Township Comprehensive Plan. Mr. Glickman called for a motion to accept the staff comments. Mr. Amato made the motion; Ms. Moore seconded the motion. Mr. Glickman asked for any comments or questions. There were none. Motion passed.

**ACTION ITEM: Palmer Township – Land Use of Regional Significance – MRP Industrial Main Street**
Ms. Seitz provided an overview of the project, which proposes to develop a vacant 50-acre lot by constructing two warehouse buildings, one being 395,860-square-feet and the other being 249,600-square feet, with related site improvements. The proposal, located at the southwest corner of Main Street and Van Buren Road, generally exhibits consistency with *FutureLV* because this location is suitable for freight mobility while minimizing quality of life impacts to residents (Policy 2.4). However, Ms. Seitz noted aspects of the site design that could be improved, which included truck driver amenities, snow and ice removal, access driveways, ground testing, environmental review, landscaping and sustainable design. Mr. Melnick asked to include the language, “strongly encourage”, with the environmental review in the staff letter. Mr. Glickman called for a motion to accept the staff comments. Mr. Molchany made the motion; Ms. Zrinski seconded the motion. Mr. Melnick asked to amend the motion to “strongly encourage” an environmental review. Mr. Molchany asked if the Township already agreed to environmental testing or a review. Ms. Seitz responded that the Township is aware of the environmental issues and that is a part of their review. Ms. Bradley emphasized that the letter should stick to the language in *FutureLV*. Ms. Zrinski asked about the soil and ground testing on the site. Ms. Carman Kramer, Palmer Township Planning Director, mentioned that the Township shares similar concerns on the environmental issues and geotechnical survey on the lot. Ms. Zrinski asked about any environmental issues caused by the previous
use of the land. Mr. Molchany emphasized that the decisions are up to the Township and Ms. Carman Kramer mentioned that she does not know of the results of the testing. Ms. Zrinski asked about solar energy on the site and Ms. Bradley responded. Mr. Glickman mentioned a group that he is a part of that discusses warehousing and solar potential on roofs. Motion passed.

**ACTION ITEM: Upper Saucon Township – Land Use of Regional Significance – Southern Lehigh School District Athletic Stadium Enhancements**

Ms. Benco provided an overview of the project, which proposes improvements to the existing athletic stadium adjacent to the Southern Lehigh School District Middle School building located at 3715 Preston Lane. The enhancements proposed to the existing athletic stadium include enlarging the field surface, replacing the track surface, replacing the south grandstands and expanding paving. Ms. Benco noted that the proposal generally exhibits consistency with *FutureLV* because it is located in an area designated for Development in the General Land Use Plan and serves to ‘enhance the long-term viability of assets’ (of Policy 1.3) and ‘support cultural and social programs’ (of Policy 5.2). Mr. Glickman called for a motion to accept the staff comments. Ms. Zrinski made the motion; Mr. Repasch seconded the motion. Mr. Glickman asked for any comments or questions. There were none. Motion passed.

**ACTION ITEM: Comprehensive Planning Committee Summary Sheet**

Mr. Melnick presented the Comprehensive Planning Committee Summary Sheet. Mr. Glickman called for a motion to accept the staff comments on the summary sheet. Ms. Dreisbach made the motion; Mr. Repasch seconded the motion. Motion passed.

**Environment Committee:**

**INFORMATION ITEM: Environment Committee Report**

Mr. Repasch provided a summary of the Environment Committee Meeting, which included an overview of the National Pollutant Discharge Elimination System (NPDES) permit public hearing by Pennsylvania Department of Environmental Protection on the 303 Demi Road Warehouse and River Pointe Logistics proposals, as well as a presentation regarding utility-scale solar electricity generation. Mr. Glickman asked for any comments or questions. There were none.

**Transportation Committee:**

**ACTION ITEMS: Street Vacations**

Mr. Carafides presented the proposed street vacation petitions for Summit Street in its entirety from 31st Street to the lot line of the Brass Rail Restaurant in the City of Allentown. Mr. Carafides noted that the frontage of 31st Street should maintain the connectivity of the existing sidewalk to promote the strengthening of sidewalk infrastructure (of Policy 5.3). Mr. Glickman called for a motion to accept the staff comments. Mr. Herman made the motion; Mr. Melnick seconded the motion. Mr. Glickman asked about the reason for the street vacation. Ms. Woodward, Director of Planning & Zoning for the City of Allentown, answered that the street vacation was recommended as part of the land development. Motion passed, with Ms. Woodward abstaining.

**INFORMATION ITEM: Other Committee Business**

Mr. Carafides provided a summary of the Transportation Committee Meeting, which included a look at the Greenhouse Gas Inventory transportation data and a guest speaker who discussed the Bipartisan Infrastructure Law. Mr. Herman concluded the Transportation Committee Report.

**Old Business:**

**INFORMATION ITEMS: Activity Reports**

*Monthly Subdivision, Land Development, Stormwater and Municipal Ordinance/Plans Report*

Ms. Bradley presented plan and review activity for January, which included 12 Subdivisions, 32 Development proposals, 13 reviews for Stormwater Management, and two Municipal Ordinances and Maps for a total of 59 reviews. The reviews included 307 housing units and 1,889,247 square feet of non-
residential development. Mr. Glickman asked for any comments or questions. Mr. Molchany asked about a possible study on housing in the region and Ms. Bradley discussed the previous work done on the housing deficit in the region. Mr. Molchany emphasized the regional issues with housing. Mr. Glickman emphasized how the employment associated with industrial development impacts housing needs. Ms. Bradley discussed these impacts surrounding development and housing. Mr. Amato asked if development can be encouraged to cluster closer towards where housing is. Ms. Bradley discussed how these principles are already in FutureLV and how the region is evolving.

**Highway Traffic Monitoring**

Mr. Carafides provided the details of the January traffic counts. Route 33 came in at 75,215 vehicles at the end of the month. Interstate 78 East of 309 in Lehigh County came in at 68,833 vehicles and Interstate 78 East of 33 in Northampton County ended the month with 70,271 vehicles. Route 309 north of Coopersburg in Lehigh County came in at 35,899 vehicles. Truck traffic on Interstate 78 east of Route 33 in Northampton County had 24,746 at the end of the month and I-78 east of Route 309 in Lehigh County finished at 21,839 trucks. Mr. Carafides explained that the freight growth via truck traffic will continue to be monitored to understand that freight movements by truck are not only locally providing goods and services but also keeping America supplied especially as the societal reliance on e-commerce becomes the norm. Mr. Glickman asked for any comments or questions. There were none.

**New Business:**

**INFORMATION ITEM: LVPC Mission and Purposes Annual Review**

Mr. Glickman announced that a Commission Retreat was being planned for April or May for the Commissioners and Staff to go over key documents and rolls of the Commission.

**INFORMATION ITEM: 2021 Annual Report Presentation**

Ms. Bradley and the LVPC staff presented the 2021 Annual Report, which included the highlights of the year, such as the growth in the region, key partnerships and engagement, awards received by LVPC, key initiatives and multi-municipal planning.

**Communications:**

**INFORMATION ITEM: Business Cycle Column**

Mr. Assad summarized the most recent Business Cycle column that was published in the Sunday, February 13th Morning Call. That column detailed the measures that Lehigh Valley municipalities are taking to control development, including the 52 ordinance, official map and zoning code changes they collectively made in 2021 alone. It also makes the case that Comprehensive Planning is more important now than ever because of the development pressures being experienced by the region. He stated that the next column was scheduled to publish March 22, 2022.

**INFORMATION ITEM: Plan Lehigh Valley radio show on WDIY NPR 88.1FM**

Mr. Assad summarized the most recent Plan Lehigh Valley 30-minute radio show which involved a discussion on the Draft Transportation Improvement Program, with special guest, PennDOT District Executive Mike Rebert. The discussion was about what’s in the TIP, including key projects such as new interchanges on Routes 309, 191, and 22 and the Cementon Bridge project, and how the four-year TIP is the benefit of about $80 million from the Federal Infrastructure Investment and Job Act. Mr. Assad informed that the 30-minute show is currently streaming at WDIY.org. He stated that the next show was scheduled to air at 6:30 pm, March 7 and will be about the annual BuildLV Development report and the busy development year that was 2021. Mr. Glickman asked for any comments or questions. There were none.
Public Engagement:

**INFORMATION ITEM: 2022 Lehigh Valley Government Academy**

Mr. Assad reminded the Commission that the Lehigh Valley Government Academy Classes are back in 2022, including Zoning Administration on April 4, 11 & 18, Subdivision and Land Development on May 3, 10 & 17, Community Planning on September 7, 14 & 21 and Zoning on October 6, 13 & 20. Anyone can sign up online at lvpc.org/lvga. Additionally, Mr. Assad announced that the Local Technical Assistance Program has a full schedule of classes coming up in March. Anyone can sign up at lvpc.org/ltap or contact Brian Hite.

**ADJOURNMENT:**

Mr. Glickman stated that the next LVPC meeting is set to be virtual on March 24th. Mr. Glickman then asked if there was a motion to adjourn the meeting and Mr. Molchany made a motion to adjourn. The meeting was adjourned.

Submitted by:
Becky Bradley, AICP, Executive Director and
Julie Benco, Regional Planner
<table>
<thead>
<tr>
<th>Project</th>
<th>Municipality</th>
<th>Brief Statement of Purpose</th>
<th>LVPC Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Solid Waste Permit Reissuance Application (Act 97 Review)</td>
<td>Lehigh Township</td>
<td>Purpose of application is for Waste Management of PA to obtain a permit reissuance from PA Department of Environmental Protection (DEP) due to its acquisition of the McAuliffe Transfer Station located at 4816 Timberline Road. Ten-year renewal cycle. Requested comments from the Township. No comments received. Applicant separately notified DEP it will temporarily close facility.</td>
<td>Transfer station is an existing, DEP-permitted facility. No changes to facility are proposed. Therefore, application exhibits consistency with FutureLV: The Regional Plan action to: “provide environmentally responsible and economical solid, electronic and hazardous waste disposal and recycling” (under Policy 3.2). PA Department of Environmental Protection performs technical review of application. In FutureLV, the site is surrounded by high conservation priority natural resource areas. Proposed closure should be accomplished in environmentally sensitive way to align with FutureLV action to “protect high priority natural lands and water resources” under Policy 3.1)</td>
</tr>
<tr>
<td>Sewage Facilities Plan Special Study (Act 537 Review)</td>
<td>Lower Nazareth Township</td>
<td>Study area includes 64 existing dwellings in Georgetown Manor and Christian Springs Acres subdivisions along Christian Springs Road that are served by on-lot sewage disposal. Lot sizes are approximately 0.5 acres. On-lot sewage needs study indicates 7 confirmed, 5 suspected and 9 potential malfunctioning systems. Township proposes connection of the 64 dwellings (located on James and King George Drives, and Lexington, Concord &amp; Brandywine Rds) to existing sewer line in Christian Springs Road. No new development proposed for connection.</td>
<td>Exhibits consistency with FutureLV: The Regional Plan actions to: “improve the utility and mobility infrastructure of the region” and “match development intensity with sustainable infrastructure capacity (under Policy 1.1), and “protect the quality and quantity of surface and groundwater” (under Policy 3.2). Majority of study area is designated for Development in Future LV to be served by public sewage disposal. Remaining area is designated Preservation Buffer.</td>
</tr>
<tr>
<td>Project</td>
<td>Municipality</td>
<td>Brief Statement of Purpose</td>
<td>LVPC Comment</td>
</tr>
<tr>
<td>----------------------------------------------</td>
<td>--------------------------</td>
<td>-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Sewage Facilities Plan Special Study</td>
<td>Upper Macungie/Lower Macungie Townships</td>
<td>Purpose of study is to temporarily address hydraulic issues within a 2-mile portion of Western Lehigh Interceptor (WLI) near Trexlertown. Long-term needs to be developed with long-term Kline’s Island regional Act 537 Plan. Temporary alternative is a new pump station and force main near the Industrial Pretreatment Plant that will divert 2.5 million gallons/day from WLI and pump it into Upper Macungie Trunk Line, which has unused capacity.</td>
<td>Exhibits consistency with <em>FutureLV: The Regional Plan</em> actions to: “improve the utility and mobility infrastructure of the region” (under Policy 1.1) and “protect the quality and quantity of surface and groundwater” (under Policy 3.2).</td>
</tr>
</tbody>
</table>
March 10, 2022

Mr. Robert Teel, Chair
Upper Mount Bethel Township Planning Commission
387 Ye Olde Highway
Mount Bethel, Pennsylvania 18343

RE: RPL Subdivision & Roadway Infrastructure – Land Use of Regional Significance
Upper Mount Bethel Township
Northampton County

Dear Mr. Teel:

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, and we encourage your participation. The LVPC will issue a follow-up letter after the Commission meeting if Commission members have any additional comments. Meeting participation details are below:

- LVPC Comprehensive Planning Committee Meeting
  - March 22, 2022 at 12:00 PM
  - https://lvpc.org/meetings.html
- LVPC Full Commission Meeting
  - March 24, 2022 at 7:00 PM
  - https://lvpc.org/meetings.html

The subject application is associated with the River Pointe Logistics development, a Land Use of Regional Significance under FutureLV: The Regional Plan in the ‘Warehouse, Logistics and Storage Facilities, Freight Facility, Local Freight Generator’ land use category. The site is located on River Road, bounded by River Road to the northeast, Pine Tree Lane to the southeast and Potomac Street to the southwest, approximately 600 feet southwest of the Township border with Portland Borough.

The subject application at this time of review consists of the reconfiguration and subdivision of 25 lots (parcel numbers C12 6 1, C12 6 2, C11 26 2, C11 31 1, C11 31 1A, C11 31 3-5, C12 3 4, C12 3 5, C12 6 1A, C12 6 3-8, C12 8 1A, C 12 5 6, D 11 5 1A 4 and D11 6 3), totaling 804 acres of land, to create 12 individual building lots ranging in size from 9 acres to 158 acres, four open space areas to be dedicated to the Township, and an onsite walking trail totaling three miles in length. The development of internal roadways throughout the site is also proposed, with an associated stormwater review to account for the roadways. As the larger planned industrial park proposal moves forward, the LVPC reserves the right to review each individual subdivision
or development proposal related to this project as it moves to the preliminary review stage.

The overall intent of the proposal to subdivide this property, create buildable lots and construct interior roadways generally exhibits consistency with *FutureLV: The Regional Plan*. A portion of the site is in the Preservation Buffer area of General Land Use Plan, and may be able to accommodate development if the necessary transportation and utility infrastructure is available or planned to accommodate the scale of future development. Additionally, the Township’s zoning designation of Industrial (I-2) reflects the intent to enable development in this location. While this area contains public sewer capacity and has access to Interstate 80, the size of lots proposed may result in development at a scale that surpasses the transportation capacity of local roadways that are likely to be affected by any future development.

The LVPC offers the following comments to appropriately ‘match development intensity with sustainable infrastructure capacity’ (of Policy 1.1) and promote best practices for efficient development that complements the unique history, environment, culture and needs of the Valley (of Policy 1.4 and 5.4):

**Lot Sizes**

Nine of the proposed lot sizes are over 40 acres and could accommodate multiple buildings in excess of 400,000 square feet, up to 800,000 square feet. Development at this scale may result in substantial transportation impacts that the roadways in the vicinity cannot handle. Reducing the size of lots is recommended to right-size development impacts with the surrounding infrastructure, otherwise substantial transportation infrastructure projects will be needed, particularly to River Road (of Policy 2.2). Clustering smaller lots would also serve to avoid the prominent natural features on the site, in the form of water, wetlands and slopes, to ‘conserve and manage natural lands and water resources for environmental and recreational benefits’ (Policy 3.1).

**Proposed River Pointe Drive**

The design of the River Pointe Drive cul-de-sac with no outlet poses a traffic safety concern. The single access drive serves all twelve buildings and would be utilized by a mix of employee passenger vehicles and trucks. Two full access points would alleviate internal traffic circulation during employee shift changes (of Policy 5.1). Marshfield Drive is proposed to be converted to an emergency access driveway, but is an opportunity for a second full access driveway. This could create a loop from existing Marshfield Drive to connect to proposed River Pointe Drive, provide additional access points to future development sites and facilitate possible future transit service with easy turnaround in a safe and efficient manner (of policy 2.3).

The LVPC notes that responsibility for this emergency access is not identified on the plans, as Marshfield Drive is currently a municipal road. Marshfield Drive is 1.41 miles in length and identified as LR_ID 133128, LRS ID 307597 and Municipal ID 2240 on the Pennsylvania Department of Transportation (PennDOT) OneMap website. The improvements, jurisdiction and continual maintenance of this roadway should be clarified. If the current location of Marshfield Drive is to be vacated, a street vacation petition must be initiated in coordination
with any and all plan approvals, with review by LVPC per Pennsylvania Municipalities Planning Code requirements.

The wider interior sections of proposed River Pointe Drive should be clarified on the plans (see plan image below). These appear to be striped for truck parking, but are not labeled on the plan set. If the two wider areas are intended as truck parking spaces, they should be enhanced with truck parking amenities including trash and recycling receptacles, proper lighting, truck routing and information signage and electrical hookup infrastructure to minimize the need for diesel engines to be idling when parked. The availability of these potential parking spaces should not be used to eliminate truck driver lounges and amenities within the parking areas of future developments. As lot proposals are developed in the future, the applicants should be cognizant to provide truck parking options on each individual site including but not limited to electric charging, truck driver lounges with food and beverage options and restrooms (of Policy 2.4).

### Landscaping
The LVPC commends the landscaping proposed along the access driveway, and encourages application of similar landscaping as individual lots move forward with preliminary proposals. To improve access to the proposed trail, a second small parking lot should be included at River Road and Pine Tree Lane near the eastern end trail loop, similar to the one located near Potomac Street (of Policy 5.3).

### Multimodal Transportation
Sidewalks are not shown along the River Road property frontage in the site plan. Considering the potential scale of development based on the size of proposed lots, a robust multimodal network is absolutely crucial to ensure accessibility for all workers (of Policy 4.3). The Park and Ride lot located on River Road north of the Norfolk Southern Rail overpass is
an opportunity for a transit service location. It is recommended that when a study is developed for any improvements to the functionality of River Road traveling under the Norfolk Southern Rail line, that the study investigate and include multimodal opportunities as a high priority. Pedestrian infrastructure must be in place to facilitate future transit connections, which affects the ability for the workforce to access the site and thereby affects the marketability and occupancy associated with the development. Making the investment in multimodal infrastructure is in the best financial interests of the developer and greater community (of Policy 4.6).

**Trail Connectivity**

The LVPC commends the proposed onsite walking trail, which extends from near Potomac Street traveling northeast and then southeast through the site, with a total linear length of just under three miles. However, the trail ultimately makes a loop with no through-connection, though the beginning of the trail near Potomac Street indicates a potential walking trail extension to the Upper Mount Bethel Community Park.

The LVPC strongly recommends connecting the proposed walking trail to a pedestrian network along River Road. Upper Mount Bethel Township was studied for trail feasibility in the Two Rivers Area Greenway Trails Implementation Study (2009). Implementing trails and multimodal connectivity at the time of this development can facilitate future trail connections that will ultimately lead to an interconnected Slate Belt region (of Policy 5.3).
As this project progresses and individual lots move into the preliminary planning and review stage, the LVPC offers the following considerations to address large-scale development impacts and recommendations for site design:

**Rail Overpass**
The current 13’ 8” clearance beneath the Norfolk Southern rail line bridge over River Road poses a severe safety and mobility concern. All trucks must be directed to travel in this direction from the site, as the main access to both State Route 611 and Interstate 80 in New Jersey. Trucks get caught underneath or scrape the overpass multiple times per year, especially when road repaving reduces the amount of clearance underneath. The overpass in its current condition is not ideal nor in line with current design standards, considering the current standard maximum height of a commercial vehicle is 13’ 6” in Pennsylvania – a two-inch clearance. Ride height of the suspension of the chassis of trucks and trailers and road repaving with continual overlays or compacted snow on the road surface can easily deviate three or more inches and would be detrimental to the integrity of the overpass if struck, and compromise the safety of truck drivers. The plans do not indicate how this site access and mobility challenge will be addressed. Additionally, the bridge opening is too narrow for two tractor trailers to pass through safely. Because of the roadway’s proximity to the Delaware River, and changing weather patterns as a result of climate change, this area is severely prone to flooding, and lowering the roadway to address clearance is not recommended. The LVPC strongly encourages the developer to continue exploring solutions to this issue, as well as continued dialog and coordination with the Township and PennDOT to study and engineer design alternatives to increase the overpass clearance to promote roadway safety and limit environmental impacts of development (of Policy 2.2 and 3.2).

**Interstate 80 Access**
Truck routes to Interstate 80 should be established and signed appropriately to provide safe and efficient freight movements (of Policy 2.4). The most efficient and least impactful travel route would be for truck and freight movements to cross the Delaware River at the Portland-Columbia Toll Bridge and connect to Interstate 80 in New Jersey. However, it is likely that traffic will utilize other roadways in the vicinity of the project site, including Route 611 (a future congested corridor), Route 512 and local roads through Forks Township and Tatamy.
Borough for access to Route 33. All potential impacts to these roadways should be planned and mitigated.

River Road south of the project site, as well as any connecting local roads in Lower Mount Bethel Township, should also be studied for impacts especially in consideration of the possibility that truck mobility to the north is limited due to the low-clearance rail bridge over River Road. The LVPC strongly recommends the site driveway exiting onto River Road be designed to eliminate the possibility of trucks making a right turn. Reducing the curve radius and lane widths should be explored, and ample signage should be provided restricting trucks from making a right turn.

Environmental Impacts and Stormwater
The project is in an area with an abundance of natural features including wetlands, riparian buffers, steep slopes and woodlands. While 59 acres of land have been identified as open space to be dedicated to the Township, the LVPC strongly recommends that the Township ensure the environmental impacts generated by the development are scrutinized, particularly impacts to critical habitats, to ‘minimize environmental impacts of development’ (Policy 3.2). Because of this proposal’s proximity to the Delaware River, a comprehensive environmental impact study may be required by the Northampton County Conservation District, Pennsylvania Department of Environmental Protection and/or the United States Army Corps of Engineers, and municipal ordinances may require the same. A copy of any and all environmental impact assessments should be forwarded to LVPC at the same time as other regulatory bodies. This will ensure that county and regional planning and coordination occurs in conjunction with the development of the site in a nationally significant and environmentally sensitive area.

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

Municipalities, when considering subdivision/land developments, should reasonably attempt to be consistent with FutureLV: The Regional Plan, as required by the Pennsylvania Municipalities Planning Code (MPC) [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.

The LVPC has copied appropriate representatives from the Slate Belt Multi-Municipal Plan to further ‘coordinate land use decisions across municipal boundaries’ (Policy 1.4).

Sincerely,

Jillian Seitz
Senior Community Planner
March XX, 2022

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

RE: The Confluence – 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
  - March 22, 2022 at 12:00 PM
  - [https://lvpc.org/meetings.html](https://lvpc.org/meetings.html)
- LVPC Full Commission Meeting
  - March 24, 2022 at 7:00 PM
  - [https://lvpc.org/meetings.html](https://lvpc.org/meetings.html)

Proposal
The subject application proposes the construction of a seven-floor, mixed-use apartment building consisting of a basement parking garage and six floors above. The first floor includes residential, 3,850 square feet of retail space and 14,200 square feet of commercial space (restaurant/cinema/lobby). In total, approximately 213 apartment units and 45 condominium units are proposed.

The project is located at 185 South Third Street (parcel number L9SE2D/8/2 0310E). This proposal supports a core strategy of *FutureLV: The Regional Plan* to ‘increase density in urban areas using infill development (Density Special Section, page 71) and supports the reuse of vacant and underutilized properties (of Policy 5.4) while increasing housing density in a walkable residential area with nearby access to transit (of Policies 4.3 and 4.5).

The LVPC offers the following additional comments:
Multimodal/transportation

The property is located within an identified future High-Frequency Bus Service Corridor on the Transportation Plan due to its proximity to the Easton Intermodal Transportation Center (EITC), the future high-frequency bus service location. Policy 2.1 of FutureLV includes an action to ‘support high-frequency bus service through denser, mixed-use development in Centers and along Corridors as a potential precursor to future light rail service’, which is achievable only with high-density residential development that includes adequate pedestrian facilities.

LANTA currently provides fixed-route transportation on South 3rd Street, with the adjacent EITC located directly north of the project site. LANTA supports efforts made to provide a comprehensive pedestrian network throughout the project site, and incorporating a proposed ramp on the north side of the project site to connect to the existing sidewalk network on S 3rd Street which will help transit riders access the EITC. The proximity to LANTA’s EITC and the existing walkable environment provides an ideal setting for this proposed mixed-use development project.

The inclusion of multimodal amenities with pedestrian Americans With Disabilities Act (ADA) connectivity, parking deck connection to the Easton Intermodal Transit Center (EITC) and bicycle racks is a quality transportation plan vision. The projects’ location adjacent to the EITC makes these amenities even more conducive to reducing passenger vehicle trips by encouraging multimodal transportation options including transit. (of Policy 2.2 & 2.3)

The close proximity of the D&L Trail is an opportunity for the developer to engage with the City of Easton and the Delaware and Lehigh National Heritage Corridor on informational and directional signage to locate the trailhead. There is also a potential opportunity to plan, coordinate, seek funding for and construct improved connections to the trail, thus providing a safer and more efficient multimodal activity for residents and the community as a whole. (of Policy 2.1 & 5.3)

The developer should be commended for the plans to install the necessary infrastructure, during construction, to facilitate the incorporation of electric vehicle charging stations in the garage level parking area. This will enable the project to be proactive to the future of electric vehicles and offering residents the opportunity to charge new electric vehicles. As manufacturers of vehicles begin to convert their models into electric vehicles the need for available charging options will increase (of Policy 2.5)

In the final design layout process for the parking garage, it is recommended that ADA compliant parking spaces be located in the vicinity of the Building “B” elevator, on the west side of the project to afford those requiring ADA amenities closer access. (of Policy 5.2)

Landscaping

The LVPC recommends that the applicant provide landscaping details, including type and number of species of trees and landscape materials, for both the proposed street trees and interior courtyard. These details should be included on plan pages LD-103, L-111 and L-511. The introduction of native landscape material and pervious pavement will ‘minimize environmental impacts of development to protect the health, safety and welfare of the public’ (Policy 3.2).
To further ‘promote sustainable stewardship of natural lands, water resources and open space’ (of Policy 3.1), the LVPC recommends that the proposed brick paver sidewalk fronting South Third Street and the paver/hardscaping/concrete floor proposed for the interior courtyard should be installed using pervious pavement, in lieu of standard concrete, to ‘minimize environmental impacts of development to protect the health, safety and welfare of the public’ (Policy 3.2).

Environmental

The applicant states in the Qualitative Floodplain Analysis notes that the lowest level of the structure, containing the proposed subsurface parking area, may be subject to flooding if the lower level is not protected from subsurface water intrusion. The Floodplain Analysis states, however, that the proposed grade at the entrance to the parking area in the northwest corner of the building is above the flood elevations and ‘…will not receive floodwaters from overland pathways in any events.’

The LVPC has copied appropriate representatives from all adjacent municipalities in order 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.

Feel free to call or email me with any questions about this review.

Sincerely,

Dean Severson, AICP
Director for Regional Planning

cc: Steve DeSalva, PE, City of Easton Engineer; Carl Manges, City of Easton Planning and Zoning Administrator; PD 185 South Third Street, LLC, Property Owner; David F. Wilson, PE 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 Manager; Bob Milositz, Wilson Borough Planning Commission; Molly Wood, LANTA Planner
<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>Plainfield Township</td>
<td>Submission Requirements &amp; Street Construction Standards – Proposes amendments to the Township Subdivision and Land Development Ordinance that require submission of digital copies for sketch plans, preliminary plans and final plans. Additionally, street construction standards and minor typographical clarifications are proposed.</td>
<td>Generally exhibits consistency with FutureLV – Demonstrates ‘evolution and adaptability of government’ (of Policy 1.1) and supports an efficient development process (Policy 1.4). The amendments also serve to ‘integrate efficiency measures and emerging technologies’ (of Policy 1.1) into the submission and review procedure.</td>
</tr>
<tr>
<td>Zoning Ordinance Amendment</td>
<td>Upper Macungie Township</td>
<td>Mixed-Use Overlay District – Establishes a Mixed-Use Overlay to encourage diversity of compatible uses such as commercial, residential, office and institutional in the Medium and Medium High Density Residential, Highway Commercial, Neighborhood Commercial and Limited Light Industrial Park zoning districts.</td>
<td>Generally exhibits consistency with FutureLV - Promotes mixed-use development patterns responsive to regional needs (Policy 1.4), increases access to employment opportunities (of Policy 4.3), diversifies the price points and types of available housing (of Policy 4.5), and increases social and economic access to daily needs for all people (Policy 5.2).</td>
</tr>
</tbody>
</table>
March XX, 2022

Mr. Mark Thomas, Chair
Hanover Township Planning Commission
2202 Grove Road
Allentown, PA 18109

RE: Lehigh Valley International Airport Runway 6/24 Rehabilitation Program
Hanover Township
Lehigh County

Dear Mr. Thomas:

The Lehigh Valley Planning Commission (LVPC) considered the subject application at its Comprehensive Planning Committee, Transportation Committee and Full Commission meetings, pursuant to the requirements of the Pennsylvania Municipalities Planning Code (MPC). All meetings are virtual, and we encourage your participation. Meeting participation details are below:

- LVPC Comprehensive Planning Committee Meeting
  - March 22, 2022 at 12:00 PM
    https://lvpc.org/meetings.html

- LVPC Transportation Committee Meeting
  - March 24, 2022 at 5:30 PM
    https://lvpc.org/meetings.html

- LVPC Full Commission Meeting
  - March 24, 2022 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 in the Airports – All category. The subject application proposes improve the existing Runway 6/24 and associated taxiways. The entirety of the rehabilitation program project is located within the Lehigh Valley International Airport (LVIA) facility, and the proposed work area constitutes a small area of the overall airport campus.

This proposal generally exhibits consistency with FutureLV: The Regional Plan because it is located in the Development area of the General Land Use Plan and serves to ‘provide a safe, well-maintained transportation network to move people and goods efficiently, while capitalizing on existing infrastructure’ (of Policy 2.2). The LVPC commends the proposal because it supports interregional transportation services (of Policy 2.2) and the expansion of local business operations that diversify the regional economy and strengthen economic resilience (of Policy 4.2).

The LVPC offers the following additional comments:
Transportation Considerations

The proposed changes will only effect circulation within the secured area of the airport for airport operations. This portion of the airport is also regulated by the Federal Aviation Administration (FAA).

The project is intended to not place additional demands on the existing or to be improved infrastructure with additional ground based vehicular traffic flow. The project is for maintenance, long term preservation of runways, associated taxiways and operations that rely on the secured area infrastructure. This project also allows the airport to comply with FAA regulatory requirements.

The Transportation review commends the Lehigh and Northampton Airport Authority (LNAA) for undertaking the necessary improvements to enable the operations of LVIA to meet the current and future demands of passenger and freight air traffic for the Lehigh Valley. (of Policy 2.2, 2.6)

The Lehigh Valley, as a growing region of Pennsylvania, relies on key transportation partners to constantly meet the needs of the area. The safe and efficient airport operations at LVIA are an important element to the sustained economic viability and mobility of the Lehigh Valley. (of Policy 4.1)

Municipalities, when considering subdivision/land developments, should reasonably attempt to be consistent with FutureLV: The Regional Plan, as required by the Pennsylvania Municipalities Planning Code (MPC) [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.

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

Sincerely,

Brian Hite
Transportation Planner

cc: Melissa Wehr, Manager, Hanover Township; Al Kortze, PE, Keystone Consulting Engineers Inc.; Thomas Stoudt, LVIA, Applicant; Steve Travers, Catasauqua Borough Manager; Brent Green, Manager, East Allen Township; Peter Paone, President, North Catasauqua Borough Council; LeRoy E. Brobst, Manager, Northampton Borough
March 11, 2022

Ms. Donna Asure, Manager
Forks Township
1606 Sullivan Trail
Easton, Pennsylvania 18040

RE: Proposed Land Use Assumption Report of 2022
Forks Township
Northampton County

Dear Ms. Asure:

The Lehigh Valley Planning Commission (LVPC) will consider the subject land use assumption report at its Comprehensive Planning Committee, Transportation Committee and Full Commission meetings, pursuant to the requirements of the Pennsylvania Municipalities Planning Code (MPC). All meetings are virtual, and we encourage your participation. The LVPC will issue a follow-up letter after the Commission meeting should the Commission have any additional comments. Meeting participation details are below:

- LVPC Comprehensive Planning Committee Meeting
  - March 22, 2022 at 9:00 AM
    https://lvpc.org/meetings.html

- LVPC Transportation Committee Meeting
  - March 24, 2022 at 5:30 PM
    https://lvpc.org/meetings.html

- LVPC Full Commission Meeting
  - March 24, 2022 at 7:00 PM
    https://lvpc.org/meetings.html

Transportation impact fees are a funding mechanism permitted by the Pennsylvania Municipalities Planning Code (MPC). The MPC requires municipalities to adopt a Transportation Impact Fee Study (Act 209) which enables municipalities to assess an impact fee upon new development within a designated Transportation Service Area based on the resulting number of new p.m. peak hour trips. The Act 209 requires a participating municipality to update a series of studies every ten years to maintain the impact fee program. These studies are the land use assumption report, the road sufficiency analysis, and the capital improvement plan. The land use assumption report projects the amount and type of development expected to take place in the ten-year planning horizon.

LVPC has reviewed the Land Use Assumption Report, which will provide the basis for the preparation of a transportation impact fee program by Forks Township. Section 504-A(c)(3) of the Pennsylvania Municipalities Planning Code provides a county/regional planning agency an opportunity to comment on a municipality’s proposed land-use assumptions within at least 30 days prior to the municipality's public hearing on the proposed assumptions. The LVPC staff...
offers Forks Township the following comments on the draft Land Use Assumptions Report for consideration. The Advisory Committee and Township are encouraged to review the following as they consider adoption of the Land Use Assumptions Report:

- The Township should be commended for basing transportation impact fees program on areas recommended by the Forks Township Comprehensive Plan. The success of the transportation impact fees program will be driven by the assurance that most new development and the program's transportation benefit will occur within the areas anticipating future development that can provide accommodating public utilities for new land development. LVPC recommends the Township map the “Development” Growth Area used in FutureLV: The Regional Plan and use it as the indicator for future growth. This will enable efficient and adequate transportation infrastructure in support of new development. This is especially relevant as the FutureLV General Land Use plan is based on available infrastructure capacity, natural resources, including floodplains and steep slopes, preserved farms and other data that indicate where development is likely to go or really cannot go.

- The Township should consider preserved farms as a building constraint in the Build-out analysis. Farm preservation is a Commonwealth program that is intended to prevent development or improvement of participating properties for any purpose other than agricultural production. There are three preserved farm properties located on or near Kesslerville and Uhler Roads which are in an existing Transportation Service Area. (of FutureLV's policy to “preserve farmland to maintain rural character and provide open space.”)

- The Township should consider adopting an official map. An official map is a map and ordinance that shows existing public lands and designations for future public lands and facilities in a community. When linked with an Act 209 and other regulatory codes, an official map is an effective tool the Township could use to implement future capital improvements discussed in the Act 209 study, comprehensive plan and other policy documents. An official map could provide the Township support for funding requests. Often transportation impact fees account for only a portion of needed improvements and many times additional funds are needed to complete a project. Official maps pinpoint the area for improvements and can support the municipality in gaining advantage with outside funders.

Under the Pennsylvania Municipalities Planning Code (MPC), the official map legally establishes the location of existing and proposed bicycle and pedestrian paths, existing and proposed parks and open spaces, intersection improvements, road extensions, stormwater facilities, and flood improvement areas. The map provides notification of the location of public improvements, thus preventing construction within future rights-of-way and other future public areas. When a property owner proposes to develop or subdivide land designated in the official map, the municipality is given a one-year time frame in which to purchase the property or obtain an easement.

(of FutureLV policies 2.2 and 5.1 “Provide a safe, well-maintained transportation network to move people and goods efficiently, while capitalizing on existing infrastructure” and “Promote safe and secure community design and emergency management”).

- The current methodology for projected residential housing units, as provided in Table 8: Projected Land Development (page 15) holds the estimated persons as 2.62 per household, which is the average for Northampton County in the 2020 Census. Forks Township tends to have an average household size that is slightly higher than the county average - in 2020
(Census), for example, the average in Forks Township was 2.69. LVPC recommends that the Township revise these calculations by using 2.69 to be more accurate with the Township’s average household size. This is critical to not only the impact fee ordinance but meeting the goals of the Forks Township Comprehensive Plan and remaining consistent with the Township SALDO and Zoning laws.

- For consideration in future phases of the transportation impact fee implementation, LVPC urges the Township to reduce or eliminate impact fees for all new development and growth which constitutes affordable housing to low- and moderate-income persons, as provided for in Section 503-A.a.5.i of the Pennsylvania Municipalities Planning Code. A reduction of fees for affordable housing would be particularly important considering that Forks Township has a higher median home value and a less diverse mix of housing types and tenures as compared with the rest of Northampton County.

The LVPC is supportive of the Township as it looks to adopt their draft Transportation Impact Fee Analysis in the future and is available as a resource if Township staff would like to discuss implementing particular planning topics regarding the Land Use Assumption Report or the LVPC’s guidance documents.

Municipalities, when considering Land Use Assumption Reports and updates, 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)]. Please send a copy of the final comprehensive plan that is adopted by the Township, per requirements of the MPC

If you have any questions regarding the content of this letter, please do not hesitate to call.

Sincerely,

Brad Stewart
Senior Transportation Planner
March 15, 2022

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

RE: Street Vacation
Pine Street from N. Front Street to East
City of Allentown, Lehigh County

The Lehigh Valley Planning Commission (LVPC) will consider the subject street vacation petition 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
  - March 24, 2022 at 5:30 PM
  - [https://lvpc.org/meetings.html](https://lvpc.org/meetings.html)
- LVPC Full Commission Meeting
  - March 24, 2022 at 7:00 PM
  - [https://lvpc.org/meetings.htm](https://lvpc.org/meetings.htm)

Mr. Hanlon,

The proposed street vacation petition with utilities was submitted by the City of Allentown on behalf of the Law Offices of Fitzpatrick, Lentz and Bubba representing Lehigh River Development Corporation II, LLC also known as Manhattan Building Company of 300 Coles Street, Suite 2, Jersey City NJ 07310 equitable owner of 249 N Front Street, Allentown PA 18102. 249 N Front Street is location of the former Atelier Furniture building which is the subject of proposed redevelopment.

The proposed street vacation petition was reviewed for recommendations under Section 304 of the Pennsylvania Municipalities Planning Code, and for general consistency with the intent of FutureLV: The Regional Plan.

Pine Street at this location is a no outlet access street for the former Atelier Furniture Building and a small parking lot for the Front Street section of Bucky Boyle Park that houses the Memorial for Mayor Samuel McHose, the first Mayor of Allentown.

It is recommended that if the petition is granted that the City of Allentown and the Petitioner provide continued access from N. Front Street to the parking lot. These smaller parks and historical sites of interest are part of the community character of the neighborhood especially as

---

Planning for the Future of Lehigh and Northampton Counties at 961 Marcon Blvd., Ste 310, Allentown, PA 18109 • (610) 264-4544 • lvpc@lvpc.org • www.lvpc.org
redevelopment occurs in the area attracting visitors and residents wishing to explore the parks and history of Allentown. (of FutureLV Policy 5.3)

Providing continued access will also enable the ability for utility companies and the City of Allentown to access various infrastructure above and below ground to maintain and minimize disruptions to service currently being provided. Access will also enable emergency service personnel a clear and accessible vantage point to respond to any incidents within the adjacent building or vicinity. (of Future LV Policies 2.2 and 5.1)

We appreciate the City’s consideration of the goals and policies of FutureLV: The Regional Plan in as much as it relates to the street vacation petition of Pine Street from N Front Street to the East end point near Riverside Drive.

Brian Hite
Transportation Planner
Plan Activity

Lehigh County
- Reviews: 33
- Acres: 101.4

Northampton County
- Reviews: 20
- Acres: 77.3

Regional Totals*
- 13 Subdivision/Lot Line Adjustments
- 22 Development
- 14 Stormwater Management
- 4 Municipal Ordinances and Maps
- 178.7 Acres

* Includes preliminary and final plans

Types of New Development

Housing: 111 Total Units
- Single-Family Detached: 40
- Townhouses: 54
- Apartments: 17
- Planned Residential: 0

Non-Residential: 1,135,502 Total Square Feet
- Commercial: 24,451
- Retail: 4,650
- Public/Quasi-Public: 59,888
- Industrial (Warehouse)*: 1,033,993 (W: 1,013,993)
- Office: 12,520
- Transportation: 0
- Agriculture: 0
- Recreational: 0

Location of Development

- Plan Activity

Year to Date

- Residential Units
- Non-Residential Square Footage

Plan Details and Previous Reports at lvpc.org/subdivisionreport.html
TOTAL TRUCK TRAFFIC

- Interstate-78 just east of the State Route 309 exit (Lehigh County)
- State Route 309 just south of State Route 378 (Lehigh County)

** Aug 4 - impacted by Hurricane Isaias
** Feb 2 - impacted by Winter Storm Orlena
*** June '21 - partial data due to PennDOT Maintenance

TOTAL VEHICLE TRAFFIC

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

* Aug 4 - impacted by Hurricane Isaias
** Feb 2 - impacted by Winter Storm Orlena
*** June '21 - partial data due to PennDOT Maintenance