

LEHIGH VALLEY PLANNING COMMISSION MEETING

Thursday, March 25, 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 ACCESSED AT <http://tiny.cc/FC2021mtgs> OR VIA PHONE 610-477-5793, Conf ID: 801 580 965#

Roll Call

Courtesy of Floor

Chairman's Report

None this month.

Minutes

1. *ACTION ITEM:* Minutes and Review of Roll Call Actions of the February 25, 2021 Commission Meeting (JW)(see page 3)
 - a. Actions:
 - i. Minutes of the January 28, 2021 Meeting
 - ii. Forks Township – LURS – Glover Road industrial Development
 - iii. City of Allentown – LURS – Lloyd Street Warehouse
 - iv. City of Bethlehem/Lower Saucon Township – LURS – Majestic Bethlehem Center
 - v. Lower Nazareth Township – LURS – LV East 17
 - vi. Comprehensive Planning Committee Summary Sheet
 - vii. LVPC Annual Report
 - viii. Adjournment

Comprehensive Planning Committee:

1. *ACTION ITEM:* East Allen Township – Land Use of Regional Significance – Airport Road Commercial Park Warehouse (JS) (see page 11)
2. *ACTION ITEM:* Upper Macungie Township – Land Use of Regional Significance –Yourway Facility Expansion (SS) (see page 17)
3. *ACTION ITEM:* Committee Summary Sheet (SS, JS) (see page 21)

Environment Committee

1. *ACTION ITEM*: Environment Committee Summary Sheet (GR) (see page 23)

Transportation Committee:

1. *ACTION ITEM*: South Bryan Street Vacation – City of Allentown (SO) (see page 25)
2. *INFORMATION ITEM*: Transportation Committee Summary Report (KH)

Old Business:

1. *INFORMATION ITEMS*: Monthly Activity Reports:
 - a. Monthly Subdivision, Land Development, Stormwater and Municipal Ordinance/Plans Report (BB) (see page 27)
 - b. COVID-19 Pandemic Highway Traffic Monitoring (BH) (see page 28)

New Business:

1. *ACTION ITEM*: Workforce Board Lehigh Valley, Workforce Innovation and Opportunity Act Local Plan, Program Years 2021-2024 (see page 29)
2. Housing Updates
 - a. Jobs + Housing at Risk: A COVID-19 Pandemic Assessment
 - b. Housing Cost Increases in the Lehigh Valley
 - c. Next Steps in Planning for the Housing New Normal
 - d. WorkshopLV: Housing, April 15
 - i. Link: <http://tiny.cc/WKH415>
 - ii. Phone: 610-477-5793, conference ID: 208 513 899#

Communications:

1. *INFORMATION ITEM*: Morning Call Business Cycle Column (MA) (see page 31)
2. *INFORMATION ITEM*: Monthly, Plan Lehigh Valley Talk Show on WDIY, Lehigh Valley Public Radio, 88.1! (MA)
3. *INFORMATION ITEM*: Lehigh Valley Business Journal Monthly BuildLV: Report (MA)

Executive Director's Report:

1. Governor's Transportation Revenue Options Commission to explore phasing out the gas tax (BB) (see page 34)

Public Engagement and Participation:

1. Engagement and Participation (MA) (see page 40)
2. Second Harvest Food Bank Announcement (BH)

Next Lehigh Valley Planning Commission Meeting:

Thursday, April 22 @ 7:00 pm

LEHIGH VALLEY PLANNING COMMISSION

Minutes from the Thursday, February 25, 2021 Meeting

Due to the COVID-19 pandemic, the LVPC held a virtual public meeting on February 25, 2021. The meeting was advertised in the Lehigh Valley Press on Monday, December 28, 2020.

Mr. Zebrowski chaired the meeting.

Ms. Winton took Roll Call.

Members in Attendance:

Lehigh County

Geoff Brace, Bob Elbich, Mike Gibson, Steven Glickman, Michael Harakal, Kent Herman, Jamie Johnson, Leonard Lightner, Richard Molchany, Joyce Moore, Christina Morgan, Owen O'Neil, Kathy Rader, Stephen Repasch, and Kevin Schmidt

Northampton County

Christopher Amato, Malissa Davis, Liesel Dreisbach, Charles Elliott, Andrew Elliott, Darlene Heller, Susan Lawless, William McGee, John McGorry, Stephen Melnick, David O'Connell, Pamela Pearson, Tina Smith, and Greg Zebrowski

Members Absent:

Lehigh County

Phillips Armstrong, Percy Dougherty, Ce-Ce Gerlach, Ray O'Connell, and Joshua Seigel.

Northampton County

Robert Donchez, Darlene Heller, Kevin Lott, Carl Manges, Lamont McClure, Salvatore Panto, Spirit Rutzler and Gerald Yob.

Staff Present: Matt Assad, Becky Bradley, Charles Doyle, Brian Hite, Geoff Reese, Jill Seitz, Samantha Smith, and Jennifer Winton.

Public Present: Kevin Kalman and Kurt Bresswein

COURTESY OF THE FLOOR:

Mr. Kalman Fire Police Captain of the Bethlehem Township Volunteer Fire Department wanted to gauge interest in the Lehigh Valley Traffic Management Task Force. Ms. Bradley indicated the Traffic Management Task Force is a matter for the LVTS and will reach out to discuss.

CHAIRMAN'S REPORT

1. *New Commissioner Introduction*

Mr. Zebrowski welcomed new Commissioners Geoff Brace as a Representative for Lehigh County, Joyce Moore as a Representative for Lehigh County and David O'Connell as a Representative for Northampton County and asked them to say a few words. All are looking forward to serving the Lehigh Valley.

2. *New LVPC Staff*

Mr. Zebrowski welcomed Jennifer Winton, Executive Secretary, as the newest addition to the Lehigh Valley Planning Commission and asked Ms. Winton to say a few words. Ms. Winton thanked the Commission and indicated she is looking forward to being part of an organization that provides meaningful services to the region.

MINUTES

Mr. Zebrowski stated that the minutes of the January 28, 2021, LVPC Full Commission meeting attached in the meeting packet. Mr. Repasch motioned to approve the minutes and Mr. Harakal seconded the motion. Ms. Moore and Mr. Brace abstained from the vote and the motion passed.

COMPREHENSIVE PLANNING COMMITTEE:

Mr. Melnick presented the February Comprehensive Planning Committee items with staff presenting Information.

1. *Forks Township – Land Use of Regional Significance – Glover Road Industrial Development.*

Ms. Smith reviewed the Land Use of Regional Significance Forks Township. Proposed to construct a 160,000-square-foot warehouse in a pivotal area that must balance development pressure and farmland preservation. The letter addressed the need for extended sidewalks, and the need to coordinate with PennDOT regarding the transportation infrastructure impacts of this project's potential traffic generation. Ms. Smith shared additional LVPC comments with the Commission. Ms. Dreisbach motioned to approve the staff comments as presented. Mr. Molchany seconded the motion. The motion passed unanimously.

2. *City of Allentown/Hanover Township (LC) – Land Use of Regional Significance – Lloyd Street Warehouse*

Ms. Seitz reviewed the Land Use of Regional Significance for the City of Allentown. The proposed is for a 326,630-square-foot warehouse both in Hanover Township, Lehigh County and the City of Allentown. The proposal is within a major activity center for the region and requires greater support of multimodal transportation opportunities to be successful. The transportation impacts and needs of the project warrant significant coordination in order to mitigate resulting impacts to the surrounding communities. Ms. Seitz shared additional LVPC comments with the Commission. The Commission discussed who will be responsible for the infrastructure updates. Mr. Lightner indicated that generally

the developer is responsible to do the updates. Mr. Melnick made a motion to approve. Mr. Elbich seconded the motion. The motion passed unanimously.

3. *City of Bethlehem/Lower Saucon Township – Land Use of Regional Significance – Majestic Bethlehem Center*

Ms. Smith reviewed the Land Use of Regional Significance for the City of Bethlehem. The subject application proposes an 833,230-square-foot warehouse on Commerce Center Boulevard. The LVPC previously reviewed proposals for the subject property in 2017 and 2011 with the former including two separate buildings and a smaller square footage than is currently proposed. The project is generally consistent with *FutureLV: The Regional Plan* because it is located within a Development area of the General Land Use Plan in an existing industrial park. Ms. Smith shared additional staff comments with the Commission. Mr. Molchany motioned to approve. Mr. Repasch seconded the motion. The motion passed unanimously.

4. *Lower Nazareth Township – Land Use of Regional Significance – Lehigh Valley East 17*

Ms. Seitz reviewed the Land Use of Regional Significance for Lower Nazareth Township. The subject application proposes to construct a 378,000-square-foot warehouse on Nazareth Pike. The project supports the intent of *FutureLV* to “encourage an interconnected street network” (of Policy 2.2) and fulfills a proposed street extension as identified on the adopted Township Official Map. Ms. Seitz shared additional comments with the Commission. Mr. McGee asked who will be responsible for the costs to update the infrastructure. Ms. Seitz indicated that the developer has proposed to update to Lonat Drive. Mr. Repasch stated that municipalities need to have a good conversation with surrounding communities on how these projects will impact their neighbors. Mr. Lightner motioned to approve the staff comments. Mr. Elbich seconded the motion. The motion passed unanimously.

5. *Committee Summary Sheet*

Mr. Melnick indicated that the Comprehensive Planning Committee summary is in the meeting packet. Ms. Dreisbach motioned to approve the Comprehensive Planning Committee Summary Sheet. Mr. Glickman seconded the motion. Mr. Zebrowski abstained from the Zoning map amendment for the City of Bethlehem. The motioned passed.

Environment Committee

1. *Committee Activity Report*

Mr. Repasch stated that the Environmental Committee met on Tuesday, and that there were no action items on the agenda.

Old Business:

1. *Monthly Activity Reports:*

Ms. Bradley presented information on the January Monthly BuildLV, Subdivision and Land Development Report. There were 46 reviews, including 25 reviews performed for Lehigh County and 21 for Northampton County last month. Mr.

McGee asked if a map could be created to show the location of each warehouse in Lehigh and Northampton counties. Ms. Bradley indicated that it is currently underway. Mr. Glickman asked if there was information on vacant warehouse information. Ms. Bradley indicated there is an LVTS study underway on industrial inventory and staff will bring back to the Commission. Mr. Hite reviewed the Traffic Count data with the Commission as well.

New Business:

1. BuildLV Annual Report Presentation

Ms. Bradley summarized the Annual Organization Report as required by Pennsylvania Municipalities planning code on or before March 1st each year. Mr. Molchany motioned to accept the LVPC Annual Organizational Report. Mr. Glickman seconded the motion. The motion passed unanimously.

Communications:

1. *Morning Call Business Cycle Column*

Mr. Assad stated that the most recent LVPC Column published in the Morning Call on Sunday, February 7, 2021. The next column will be about development proposals in 2020 during a Pandemic and will appear Sunday, March 14, 2021.

Executive Director's Report:

1. *New Monthly, Plan Lehigh Valley Talk Show on WDIY, Lehigh Valley Public Radio, 88.1! Airs April 5th at 6:30 pm*

Ms. Bradley announced that the LVPC is partnering with WDIY Lehigh Valley Public Radio for a monthly talk show called Plan Lehigh Valley.

Public Engagement and Participation:

1. *Engagement and Participation*

Mr. Assad reviewed the public engagement and participation efforts for the month.

Adjournment

Mr. Zebrowski stated that the next LVPC meeting is set to be virtually on Thursday, March 25, 2021 at 7:00 pm. Mr. Zebrowski asked for a motion to adjourn the meeting; Mr. Molchany made the motion. Mr. Zebrowski seconded the motion, and the meeting was adjourned.

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


LVPC FULL COMMISSION
February 25, 2021 Meeting
E-Mail Ballot Due to COVID-19 Pandemic Restricting In-Person Interactions*

ACTION 1			
Minutes of the January 28, 2021 Full Commission Meeting			
Commissioner	Yay	Nay	Abstain
Geoff Brace	x		
Percy Dougherty			
Bob Elbich	x		
Mike Gibson	x		
Steven Glickman	x		
CeCe Gerlach			
Michael Harakal	2nd		
Kent Herman	x		
Jamie Johnson	x		
Richard Molchany	x		
Christina Morgan	x		
Joyce Moore			x
Owen O'Neil	x		
Kathy Rader	x		
Stephen Repasch	1st		
Joshua Seigel			
Kevin Schmidt	x		
Leonard Lightner	x		
Christopher Amato	x		
Bryan Callahan	x		
Janell Connolly			
Malissa Davis	x		
Liesel Dreisbach	x		
Charles Elliot	x		
Andrew Elliott	x		
Darlene Heller			
Susan Lawless	x		
Kevin Lott	x		
Carl Manges	x		
William McGee	x		
John McGorry	x		
Stephen Melnick	x		
David O'Connell	x		
Pam Pearson	x		
Spirit Rutzler			
Tina Smith	x		
Gerald Yob			
Greg Zebrowski	x		
Totals	30	0	1

ACTION 2			
Forks Township - LURS - Glover Road Industrial Development			
Commissioner	Yay	Nay	Abstain
Geoff Brace	x		
Percy Dougherty			
Bob Elbich	x		
Mike Gibson	x		
Steven Glickman	x		
CeCe Gerlach			
Michael Harakal	x		
Kent Herman	x		
Jamie Johnson	x		
Richard Molchany	2nd		
Christina Morgan	x		
Joyce Moore	x		
Owen O'Neil	x		
Kathy Rader	x		
Stephen Repasch	x		
Joshua Seigel			
Kevin Schmidt	x		
Leonard Lightner	x		
Christopher Amato	x		
Bryan Callahan	x		
Janell Connolly			
Malissa Davis	x		
Liesel Dreisbach	1st		
Charles Elliot	x		
Andrew Elliott	x		
Darlene Heller			
Susan Lawless	x		
Kevin Lott	x		
Carl Manges	x		
William McGee	x		
John McGorry	x		
Stephen Melnick	x		
David O'Connell	x		
Pam Pearson	x		
Spirit Rutzler			
Tina Smith	x		
Gerald Yob			
Greg Zebrowski	x		
Totals	31	0	0

*LVPC Bylaws State, "In special circumstances, where the action of the Executive Committee is required prior to the next regularly scheduled meeting, the Chair may authorize a special mail, electronic or telephone ballot. A majority of the votes by said ballot shall authorize said action. A record shall be kept of the aye and nay responses to said ballot and shall be reported and ratified at the next regularly scheduled meeting." (Article VII., §4 §§d)

LVPC FULL COMMISSION**February 25, 2021 Meeting****E-Mail Ballot Due to COVID-19 Pandemic Restricting In-Person Interactions**

ACTION 3			
City of Allentown - LURS - Lloyd Street Warehouse			
Commissioner	Yay	Nay	Abstain
Geoff Brace	x		
Percy Dougherty			
Bob Elbich	2nd		
Mike Gibson	x		
Steven Glickman	x		
CeCe Gerlach			
Michael Harakal	x		
Kent Herman	x		
Jamie Johnson	x		
Richard Molchany	x		
Christina Morgan	x		
Joyce Moore	x		
Owen O'Neil	x		
Kathy Rader	x		
Stephen Repasch	x		
Joshua Seigel			
Kevin Schmidt	x		
Leonard Lightner	x		
Christopher Amato	x		
Bryan Callahan	x		
Janell Connolly			
Malissa Davis	x		
Liesel Dreisbach	x		
Charles Elliot	x		
Andrew Elliott	x		
Darlene Heller			
Susan Lawless	x		
Kevin Lott	x		
Carl Manges	x		
William McGee	x		
John McGorry	x		
Stephen Melnick	1st		
David O'Connell	x		
Pam Pearson	x		
Spirit Rutzler			
Tina Smith	x		
Gerald Yob			
Greg Zebrowski	x		
Totals	31	0	0

ACTION 4			
City of Bethlehem/Lower Saucon Township - LURS - Majestic Bethlehem Center			
Commissioner	Yay	Nay	Abstain
Geoff Brace	x		
Percy Dougherty			
Bob Elbich	x		
Mike Gibson	x		
Steven Glickman	x		
CeCe Gerlach			
Michael Harakal	x		
Kent Herman	x		
Jamie Johnson	x		
Richard Molchany	1st		
Christina Morgan	x		
Joyce Moore	x		
Owen O'Neil	x		
Kathy Rader	x		
Stephen Repasch	2nd		
Joshua Seigel			
Kevin Schmidt	x		
Leonard Lightner	x		
Christopher Amato	x		
Bryan Callahan	x		
Janell Connolly			
Malissa Davis	x		
Liesel Dreisbach	x		
Charles Elliot	x		
Andrew Elliott	x		
Darlene Heller			
Susan Lawless	x		
Kevin Lott	x		
Carl Manges	x		
William McGee	x		
John McGorry	x		
Stephen Melnick	x		
David O'Connell	x		
Pam Pearson	x		
Spirit Rutzler			
Tina Smith	x		
Gerald Yob			
Greg Zebrowski	x		
Totals	31	0	0

LVPC FULL COMMISSION**February 25, 2021 Meeting****E-Mail Ballot Due to COVID-19 Pandemic Restricting In-Person Interactions****ACTION 5****Lower Nazareth Township - LURS - Lehigh Valley East 17**

Commissioner	Yay	Nay	Abstain
Geoff Brace	x		
Percy Dougherty			
Bob Elbich	2nd		
Mike Gibson	x		
Steven Glickman	x		
CeCe Gerlach			
Michael Harakal	x		
Kent Herman	x		
Jamie Johnson	x		
Richard Molchany	x		
Christina Morgan	x		
Joyce Moore	x		
Owen O'Neil	x		
Kathy Rader	x		
Stephen Repasch	x		
Joshua Seigel			
Kevin Schmidt	x		
Leonard Lightner	1st		
Christopher Amato	x		
Bryan Callahan	x		
Janell Connolly			
Malissa Davis	x		
Liesel Dreisbach	x		
Charles Elliot	x		
Andrew Elliott	x		
Darlene Heller			
Susan Lawless	x		
Kevin Lott	x		
Carl Manges	x		
William McGee	x		
John McGorry	x		
Stephen Melnick	x		
David O'Connell	x		
Pam Pearson	x		
Spirit Rutzler			
Tina Smith	x		
Gerald Yob			
Greg Zebrowski	x		
Totals	31	0	0

ACTION 6**Comprehensive Committee Summary Sheet**

Commissioner	Yay	Nay	Abstain
Geoff Brace	x		
Percy Dougherty			
Bob Elbich	x		
Mike Gibson	x		
Steven Glickman	2nd		
CeCe Gerlach			
Michael Harakal	x		
Kent Herman	x		
Jamie Johnson	x		
Richard Molchany	x		
Christina Morgan	x		
Joyce Moore	x		
Owen O'Neil	x		
Kathy Rader	x		
Stephen Repasch	x		
Joshua Seigel			
Kevin Schmidt	x		
Leonard Lightner	x		
Christopher Amato	x		
Bryan Callahan	x		
Janell Connolly			
Malissa Davis	x		
Liesel Dreisbach	1st		
Charles Elliot	x		
Andrew Elliott	x		
Darlene Heller			
Susan Lawless	x		
Kevin Lott	x		
Carl Manges	x		
William McGee	x		
John McGorry	x		
Stephen Melnick	x		
David O'Connell	x		
Pam Pearson	x		
Spirit Rutzler			
Tina Smith	x		
Gerald Yob			
Greg Zebrowski			x
Totals	30	0	1

LVPC FULL COMMISSION**February 25, 2021 Meeting****E-Mail Ballot Due to COVID-19 Pandemic Restricting In-Person Interactions****ACTION 7**

Accept the LVPC Organizational Report

Commissioner	Yay	Nay	Abstain
Geoff Brace	x		
Percy Dougherty			
Bob Elbich	x		
Mike Gibson	x		
Steven Glickman	2nd		
CeCe Gerlach			
Michael Harakal	x		
Kent Herman	x		
Jamie Johnson	x		
Richard Molchany	1st		
Christina Morgan	x		
Joyce Moore	x		
Owen O'Neil	x		
Kathy Rader	x		
Stephen Repasch	x		
Joshua Seigel			
Kevin Schmidt	x		
Leonard Lightner	x		
Christopher Amato	x		
Bryan Callahan	x		
Janell Connolly			
Malissa Davis	x		
Liesel Dreisbach	x		
Charles Elliot	x		
Andrew Elliott	x		
Darlene Heller			
Susan Lawless	x		
Kevin Lott	x		
Carl Manges	x		
William McGee	x		
John McGorry	x		
Stephen Melnick	x		
David O'Connell	x		
Pam Pearson	x		
Spirit Rutzler			
Tina Smith	x		
Gerald Yob			
Greg Zebrowski	x		
Totals	31	0	0

ACTION 8

Adjourn

Commissioner	Yay	Nay	Abstain
Geoff Brace	x		
Percy Dougherty			
Bob Elbich	x		
Mike Gibson	x		
Steven Glickman	x		
CeCe Gerlach			
Michael Harakal	x		
Kent Herman	x		
Jamie Johnson	x		
Richard Molchany	1st		
Christina Morgan	x		
Joyce Moore	x		
Owen O'Neil	x		
Kathy Rader	x		
Stephen Repasch	x		
Joshua Seigel			
Kevin Schmidt	x		
Leonard Lightner	x		
Christopher Amato	x		
Bryan Callahan	x		
Janell Connolly			
Malissa Davis	x		
Liesel Dreisbach	x		
Charles Elliot	x		
Andrew Elliott	x		
Darlene Heller			
Susan Lawless	x		
Kevin Lott	x		
Carl Manges	x		
William McGee	x		
John McGorry	x		
Stephen Melnick	x		
David O'Connell	x		
Pam Pearson	x		
Spirit Rutzler			
Tina Smith	x		
Gerald Yob			
Greg Zebrowski	x		
Totals	31		

March 24, 2021

Mr. Robert Mills, Chair
East Allen Township Planning Commission
5433 Nor-Bath Boulevard
Northampton, PA 18067

**RE: Airport Road Commercial Park Warehouse – Land Use of Regional Significance
East Allen Township
Northampton County**

Dear Mr. Mills:

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
 - March 23, 2021 at 12:00 PM
 - <https://lvpc.org/meetings.html>
- LVPC Full Commission Meeting
 - March 25, 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*. The project proposes to demolish a strip mall and commercial park and consolidate 25 lots for the construction of a 452,400-square-foot warehouse and related site improvements. The project site, totaling 32.3 acres, is located at the southwest corner of the intersection of Airport Road (State Route 987) and Nor-Bath Boulevard (State Route 329).

The overall project location is reasonably able to accommodate development, to an extent, and the proposal to redevelop the site supports the intent of *FutureLV* to redevelop land as a mechanism for relieving development pressure on agricultural and natural lands (of Policy 1.1). However, the subject application is generally inconsistent with *FutureLV* due to a lack of sewer and adequate transportation infrastructure that would otherwise mitigate adverse impacts to the community and are essential to the long-term success of the development.

Because the proposed use is permissible as a conditional use in the municipal zoning ordinance, the Township is positioned to request reasonable conditions that would better align the project with community goals and public interest. As conditional use the Township could also deny the use of this property for industrial development should the interests of the municipality's health, safety and welfare not be accounted for in the proposal. The main points of interest identified in the LVPC review include sewer capacity and infrastructure, multimodal transportation accommodations, traffic impacts to the roadway network and infrastructure and sustainable design. The project has the potential to be consistent with *FutureLV* if the proposal

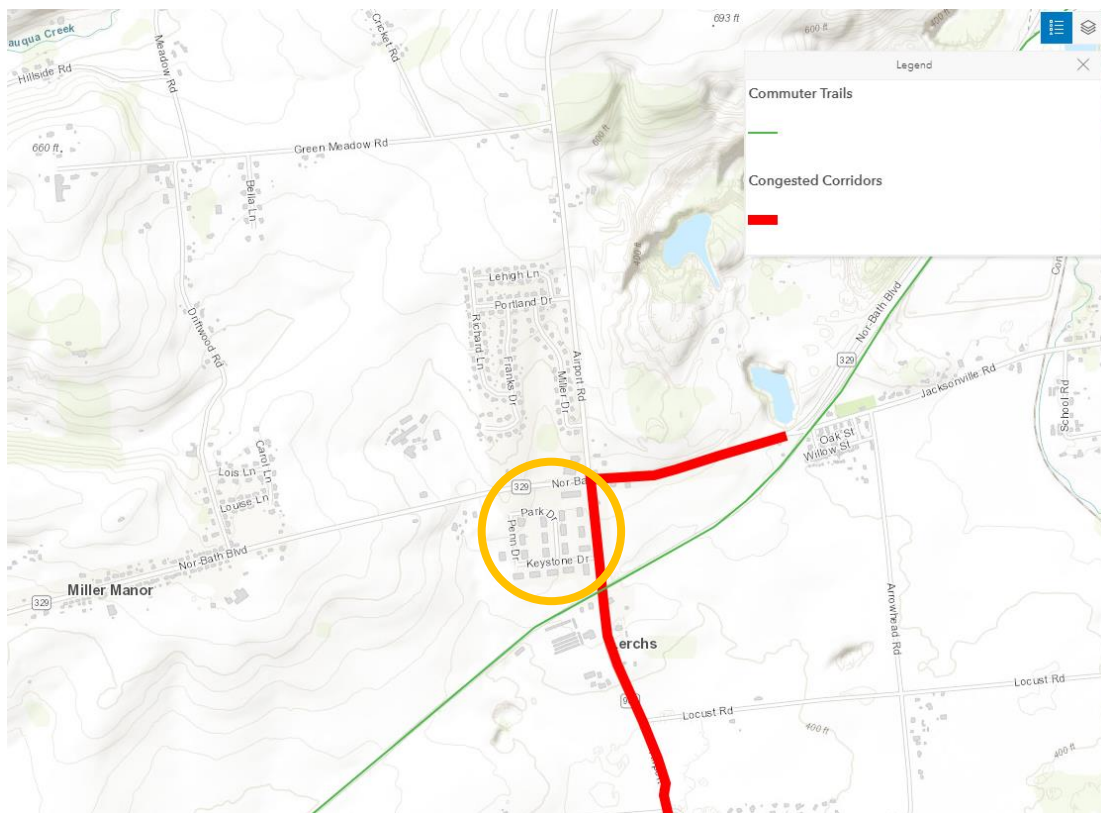
is amended to address these concerns. Further details on project recommendations are outlined in the following comments:

Sewer Capacity

In consideration of the long-term viability of the development, the LVPC recommends providing for greater sewer capacity than the current proposal requires, to ensure that capacity is sufficient for potential future users of the site that may have higher demand. However, public sewer is much more appropriate to accommodate the project scale as well as the trend of development interest seen in the vicinity in recent years. The LVPC recommends incorporating the necessary infrastructure to support public sewer connectivity at the time of land development, in the instance that public sewer service is extended to this site in the future. These recommendations facilitate 'matching development intensity with sustainable infrastructure capacity' (of Policy 1.1) and 'promote the fiscal health and sustainability of municipalities' (Policy 4.6).

Multimodal Connectivity and Job Access

The submitted site plan is severely lacking multimodal infrastructure, which directly impacts the long-term success of the proposed facility, limits job access and contributes to dependency on personal automobiles. Additionally, Airport Road (south of Nor-Bath Boulevard) and Nor-Bath Boulevard (east of Airport Road) are identified as Congested Corridors in the Transportation Plan. Providing a mix of transportation options serves to optimize roadway capacity (Policy 2.1).



FutureLV Transportation Plan

Sidewalks and Bicycle Infrastructure

To 'promote safe and secure community design' (Policy 5.1) the LVPC urges substantial

improvements to the site design by incorporating pedestrian sidewalk infrastructure along the property frontages. These sidewalks should be connected through the site to the building entrances. Including bicycle storage racks in a convenient location would also support integration of mixed-transportation into public space design (of Policy 5.2).

Public Transit

Transit service is key to employment in the Lehigh Valley because it plays a critical role in the ability for the workforce to get to and from work. The Lehigh and Northampton Transportation Authority (LANTA) does not currently provide fixed-route public transportation service in the vicinity of the project site, as the closest route is approximately three miles south. LANTA has no immediate plans to deviate fixed-route service to the Airport Road and Nor-Bath Boulevard area. However, given the increase of development growth occurring along these corridors, providing sidewalks along the property frontage is precursor to extending transit service and can help set a development standard for sidewalk inclusion in the area and 'encourage enhanced transit connections to improve mobility and job access' (Policy 2.3).

LANTA recommends direct early engagement with LANTA's Planning Department at (610) 439-1376 regarding future transit and associated transit supportive opportunities.

Trail Connectivity

An access point for the Nor-Bath Trail is located directly south of the project site, providing further opportunity for active transportation that supports 'removing barriers to employment' (of Policy 4.3). The LVPC strongly recommends the addition of crosswalks where the trail crosses Airport Road in the interest of 'reducing bicycle and pedestrian fatalities towards zero' (of Policy 5.1). Reduction of the 45-miles-per-hour posted speed limit, pavement markings and the addition of flashing beacons on the trail signage would better alert drivers to the presence of pedestrians and bicyclists in this area and improve efficiency of the roadway as it is utilized for freight movement.



Nor-Bath Trail crossing on Airport Road

Assessing Traffic Impacts

The traffic impact assessment (TIA) was submitted utilizing the previous traffic impact studies (TIS) of four constructed projects in the vicinity, including the adjacent property to the east,

referred to as Airport Road Lot 1 Development. The TIS for Airport Road Lot 1 Development is the most applicable to the subject proposal because they are comparable in proposed use and scale. However, trip generation estimates outlined in the TIA differ greatly from those of the Airport Road Lot 1 Development TIS, with 788 daily trips anticipated for the subject proposal, while 1,797 daily trips were anticipated for Airport Road Lot 1 Development. Trip generation estimates were calculated based on the Institute of Transportation Engineers (ITE) Trip Generation Manual. The discrepancy in anticipated trips generated is largely due to the ITE land use code utilized, where Land Use Code 152 High-Cube Warehouse was used for the subject proposal, and Land Use Code 150 Warehousing was used for Airport Road Lot 1 Development.

While the ITE defines high-cube warehouses as those having a high level of on-site automation, recent guidance provided by the LVPC identifies possible discrepancies between ITE calculations and real transportation impacts of automated warehousing developments. Due to the trend of warehouse construction based on speculation, the actual impacts to the roadway system may not be determined until after an end-user is identified. For this reason, the LVPC strongly encourages municipalities to require the 'worst-case scenario' estimation of transportation impacts when 'assessing the impact of freight-based businesses on the entire regional transportation system (of Policy 2.4).

For more information about the impacts of high cube and automated warehouses on communities, please see the LVPC High Cube and Automated Warehousing Community Guide available at <https://www.lvpc.org/c-guides---model-regs.html>.

Site Access

The provided TIA assumes that that all truck traffic will approach, enter, and exit the site via Airport Road (SR 987) south of the property. To ensure trucks exit the site toward the south, a 'no left-hand turn' sign is proposed at the egress of the southernmost proposed site driveway (Keystone Drive). In addition to this signage, the LVPC recommends the inclusion of 'right-turn only' signage. Because Keystone Drive is intended to be the only site access point for trucks, signage indicating that trucks are prohibited should be clearly visible at the northernmost access driveway.

The LVPC recommends consideration of allowing trucks to access the site traveling from Nor-Bath Boulevard (SR 329) to the north because this roadway is already established as a truck route. The forced traffic pattern to channel trucks southbound on Airport Road will likely result in the use of Hanoverville Road, a non-arterial, to connect to State Route 512. Impacts to Hanoverville Road were not discussed in the submitted TIA. All roadways that will potentially be impacted by the proposal should be included when determining transportation impacts, in order to 'improve efficiency of existing infrastructure' (of Policy 2.2).

Tractor-Trailer Accommodations

The LVPC recommends ensuring adequate overnight parking areas with sufficient amenities such as driver facilities and electrification of truck parking stalls to limit tractor-trailer idling for emission reduction and to support the improvement of air quality. In addition, the municipality is encouraged to require the facility operator to allow trucks to arrive on-site at any time, stage, rest and park overnight in perpetuity as part of the Development Agreement. These accommodations keep truck drivers safe and eliminate their need to park on road shoulders

and in residential areas, and serve to 'strengthen freight mobility to minimize quality of life impacts to residents' (Policy 2.4).

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

Landscaping and Sustainable Design

The LVPC commends the inclusion of ample landscaping throughout the site, which supports the well-being of employees by 'creating community spaces that promote physical and mental health' (Policy 5.3). In order to further 'minimize environmental impacts of development' (Policy 3.1) the LVPC recommends the consideration of the financial benefits of incorporating sustainable systems into facility functionality. Sustainable utilities, such as a geothermal energy systems and greywater reuse for irrigation and plumbing, reduce overhead costs of operation while also reducing climate change impacts (Policy 3.4).

Stormwater

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

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 I§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 neighboring municipalities for this land use of regional significance, and from the River Central Multi-Municipal Comprehensive Plan, to 'coordinate land use decisions across municipal boundaries' (Policy 1.4). Additional project partners have been copied to facilitate collaboration across public, private and governmental entities on the effects of land use decision-making on mobility, resiliency and quality of life (of Policy 2.2).

Sincerely,

Jillian Seitz
Senior Community Planner

cc: Brent Green, Manager, East Allen Township
James Milot, PE, East Allen Township Engineer
Mark A. Bahnick, PE, Van Cleef Engineering Associates, LLC
Tina Smith, Northampton County Director of Community and Economic Development
Mark Hartney, Northampton County Deputy Director of Community and Economic Development
Molly Wood, LANTA Planner/Land Use Specialist
Daniel Ahn, Northampton County Conservation District Engineer

Lee A. Rackus, Whitehall Township Planning, Zoning & Development Bureau Chief
Darlene Heller, City of Bethlehem Planning Director
Kerry Rabold, Salisbury Township Administrative Assistant
Michael Gibson, Emmaus Borough Planning Commission Chair
Dave Manhardt, South Whitehall Township Community Development Director
Steve Travers, Catasauqua Borough Manager
Melissa Wehr, Hanover Township (Lehigh) Manager
Peter Paone, President, North Catasauqua Borough Council
LeRoy E. Brobst, Manager, Northampton Borough
Ilene Eckhart, Allen Township Manager
Bradford Flynn, Bath Borough Manager
Melissa Wehr, Hanover Township (Lehigh County) Manager
John J. Finnigan, Hanover Township (Northampton) Manager
John Becker, Moore Township Planning Commission Chair
Nicholas Steiner, Moore Township Manager
Lisa Klem, Upper Nazareth Township Manager
Lori Seese, Lower Nazareth Township Planning Director
Melissa Maupin, PennDOT District 5
Derrick Herrmann, PennDOT District 5
David Rostron, PennDOT District 5
Geoff Reese, LVPC Director of Environmental Planning

March 26, 2021

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

**RE: Yourway Facility Expansion
Land Use of Regional Significance
Upper Macungie Township
Lehigh County**

Dear Mr. Deprill:

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

- LVPC Comprehensive Planning Committee Meeting
 - March 23, 2021 at 12:00 PM
- LVPC Full Commission Meeting
 - March 25, 2021 at 7:00 PM

The subject application is considered a Land Use of Regional Significance under *FutureLV: The Regional Plan* as a research and development facility greater than 100,000 square feet. The subject application proposes a total of 163,316 square feet of improvements at the existing facility. Specifically proposed is an 11,998-square-foot expansion to the existing building and a series of newly constructed facilities including: 2,957-square-foot entrance building, 76,417-square-foot high bay pharmaceutical distribution and storage facility with 9,000-square-feet of office space, a five-story, 71,944-square-foot pharmaceutical testing facility and a 1,498-square-foot pedestrian bridge, as well as related site improvements. The proposal is located at 6681 Snowdrift Road (parcel number 546626678311).

This proposal is located in a Development area of the General Land Use Plan and just outside of a Multimodal Accessibility Buffer of the Transportation Plan. The uses and size of the proposed expansion, relative to the size of the existing facility, serves to 'match development intensity with sustainable infrastructure capacity' (of Policy 1.1), 'promote next generation manufacturing and technology' (of Policy 4.2) and is generally consistent with *FutureLV: The Regional Plan*.

The LVPC offers the following considerations:

Multimodal Accessibility

The LVPC strongly recommends that sidewalk be installed along the entrance driveway, from all building entrances to Snowdrift Road in order to ‘improve mixed-transportation access to areas with high or growing employment opportunities’ (of Policy 4.3).

Bicycle racks should be installed at locations convenient to employees through the Yourway campus, and at Snowdrift Road, to strengthen bicycle infrastructure (of Policy 5.3) for job and transit access.

Transit

The Lehigh and Northampton Transportation Authority (LANTA) currently provides public transit service to the project site through a stop immediately adjacent to the access driveway. The LVPC and LANTA commend the inclusion a four-foot concrete sidewalk along Snowdrift Road, on each side of the entrance driveway. Additionally, this pedestrian access affords an opportunity to relocate the bus stop to the nearside of the entrance driveway, where there is adequate space to accommodate it. LANTA recommends an additional five-foot concrete slab between the proposed sidewalk and the raised curb to allow for the bus to appropriately deploy a ramp on the concrete to ‘ensure transportation accessibility for all persons’ (of Policy 5.2). Additionally, a 9.5-foot by 7.5-foot concrete slab fronting the sidewalk for a future bus shelter is encouraged.

Direct and early engagement with LANTA’s Planning Department ((610-)439-1376) regarding transit service and associated amenities is encouraged in order to ‘support collaboration among project partners’ (of Policy 2.6).

Transportation

The LVPC reviewed a traffic impact assessment for the proposed development. Trip calculations estimated 1,133 trips, including 58 truck trips, utilizing the Institute of Transportation Engineers (ITE) Trip Generation Manual 10th Edition’s Research and Development Center and Warehouse Land Use Codes as the basis for the analysis.

Snowdrift Road, on which the facility is located, leads directly to Tilghman Street (Old Route 22), which is listed as a future congested corridor (2040) in the LVPC Congested Management Process (CMP). The LVPC recommends coordination with the Pennsylvania Department of Transportation (PennDOT) Traffic Management regarding mitigation opportunities and incident management strategies that would reduce impacts of the facility on the Tilghman Street Major Corridor (of Policy 2.2).

A railroad crossing exists approximately a quarter-mile south of the facility on Snowdrift Road. Currently, this crossing is unprotected and without signalization. With the increase of traffic from the expansion, and other growth in the area, Norfolk Southern and PennDOT should be consulted as to opportunities to ‘improve rail and highway grade crossings’ (of Policy 2.4) through modern safety warning devices and technologies.

Along Snowdrift Road, the LVPC acknowledges a note in the plans referencing a waiver request for curb along the frontage. The installation of curb and sidewalk concurrently is highly recommended. This will allow for continuation of the existing curb at the adjacent

property, preserving the roadway section by right-sizing transportation infrastructure and providing a safe transportation network (Policy 2.2).

It is unclear whether the proposal accounts for potential truck queuing. More specifically, if the existing gate at the campus is to be retained and utilized at any time, the design should include provisions for ample room for trucks and passenger vehicles to get off Snowdrift Road and onto the site itself in a safe manner to 'strengthen freight mobility to minimize quality of life impacts to residents' (Policy 2.4).

Additionally, The LVPC recommends ensuring adequate overnight parking accommodation areas with sufficient amenities such as driver facilities and electrification of truck parking stalls to limit tractor-trailer idling for emission reduction and to support the improvement of air quality. These accommodations keep truck drivers safe and eliminate the need to park on road shoulders and in residential areas and serve to 'strengthen freight mobility to minimize quality of life impacts to residents' (Policy 2.4). The parking areas should also have a dedicated area for oversized parking of vehicles that may be out of hours of service to legally leave the location as required by the United States Department of Transportation's Federal Motor Carrier Safety Administration (FMCSA).

Emergency access to the campus being limited to a single-point is of concern, however frontage constraints of the parcel make it unlikely and unsafe for another access to be created along Snowdrift Road. The LVPC encourages consideration of coordination with an adjacent property to identify a mutually agreeable emergency access connection route. This would likely be beneficial to both sites in the event of an emergency and would 'enhance planning and emergency response efforts among emergency management personnel' (of Policy 5.1).

Tractor-Trailer Amenities

The LVPC commends the proposal's inclusion of sufficient tractor-trailer parking on-site. In order to further ensure adequate on-site tractor-trailer staging and parking areas, the LVPC recommends that truck and driver amenities be included. Long-duration and overnight parking areas, driver amenities, and electrical hookups to accommodate refrigerated units and limit idling for emission reduction and improved air quality are among improvements that 'expand truck parking options and amenities' (of Policy 2.4).

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

Green Infrastructure

The LVPC recommends consideration of the financial benefits of incorporating sustainable systems into facility functionality. Sustainable utilities, such as a geothermal energy systems and greywater reuse for irrigation and plumbing, reduce overhead costs of operation 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.

Minor Corrections – Lot / Area Summary

As a matter of minor corrections, the LVPC notes that the site address and parcel identification number in the 'Lot / Area Summary' table should be updated to 6681 Snowdrift Road and 546626678311.

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.

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). Please refer to Article 1, Section 105; Article 3, Sections 303 and 306; and Article 6, Section 603, as applicable, for further information. 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,

Samantha Smith
Chief Community Planner

cc: Robert Ibach, Jr., Township Manager
Daren Martocci, Township Director of Community Development
Scott Stenroos, PE, Township Engineer
Thomas Beil, Lower Macungie Township Planning Commission Chair
Brian Carl, Lowhill Township Administrator
David Manhardt, South Whitehall Township Planning Director
Molly Wood, LANTA Planner/Land Use Specialist
Garrett Cook, Lehigh County Conservation District Engineer
Geoffrey Reese, LVPC Director of Environmental Planning
Charles Doyle, LVPC Director of Transportation Planning + Data

Project Review Summary Sheet

Comprehensive Planning Committee

Date: March 2021

Project	Municipality	Brief Statement of Purpose	LVPC Comment
Zoning Ordinance and Map Amendment	Lower Milford Township	<p><i>Various:</i></p> <p>Considers changes to the Township's zoning ordinance regarding medical marijuana facilities, clarification to purpose of Expanded Overlay District and minor text amendments.</p>	<p>Generally consistent with <i>FutureLV</i> – Previously reviewed by LVPC and applies best practices in planning and zoning (of Policy 1.4).</p> <p>Generally inconsistent <i>FutureLV</i> – Previously reviewed by LVPC and fails to 'match development intensity with sustainable infrastructure' (of Policy 1.1).</p>
Zoning Ordinance Amendment	Hanover Township (LC)	<p><i>PIO District Mid-Rise Apartments:</i></p> <p>Proposes mid-rise apartments as a conditional use in Planned Industrial-Office (PIO) Zoning District.</p>	<p>Generally inconsistent <i>FutureLV</i> – Previously reviewed by the LVPC and supports housing while serving to 'protect the health, safety and general welfare of the public' (Policy 3.2).</p>
Zoning Ordinance Amendment	Plainfield Township	<p><i>Municipal Uses:</i></p> <p>Considers changes to permissibility of municipal uses in the Township.</p>	<p>Generally consistent with <i>FutureLV</i> – Serves to 'support evolution and adaptability of government' (of Policy 1.4).</p>

Zoning Ordinance and Map Amendment	East Allen Township	<p><i>ARR Zoning District:</i></p> <p>Considers amending standards for ‘age qualified residential community’ in Agricultural/Rural Residential and rezoning of 7111 Bethlehem/Bath Pike (Route 512) to ARR Zoning District.</p>	Generally inconsistent with <i>FutureLV</i> – Proposes to increase the intensity and density of uses in the A/RR District and open multiple locations throughout Township to densities in conflict with the rural character of the area.
Zoning Ordinance Amendment	Lehigh Township	<p><i>Bed & Breakfast:</i></p> <p>Considers changes to Township’s definition of and standards for bed and breakfast.</p>	Generally consistent with <i>FutureLV</i> – Previously reviewed by LVPC and not a matter of regional concern.
Subdivision and Land Development Ordinance Amendment	Lower Mount Bethel Township	<p><i>Various:</i></p> <p>Considers changes to Township’s process for lot line adjustment and lot merger (consolidation) plans and varies related changes.</p>	Generally consistent with <i>FutureLV</i> – Serves to ‘support evolution and adaptability of government’ (of Policy 1.1).

Project Review Summary Sheet

Environment Committee

Date: March 2021

Project	Municipality	Brief Statement of Purpose	LVPC Comment
Hazardous Waste Permit Renewal Application (Act 97 Review)	City of Bethlehem (NC)	<p>Application to PADEP to renew hazardous waste permit by Bethlehem Apparatus Company for their existing facility, which is primarily used for mercury reclamation from mercury-bearing materials. No modifications to facility are proposed.</p> <p>Provided notification of receipt to Northampton County and City of Bethlehem.</p>	<p>Consistent with <i>FutureLV: The Regional Plan</i>: Provide environmentally responsible and economical solid, electronic and hazardous waste disposal and recycling (of Policy 3.2). PA Department of Environmental Protection performs technical review of application.</p>
Draft Sewage Facilities Plan Update (Act 537 Review)	Plainfield Township NC	<p>Majority of Township is served by on-lot sewage disposal, with small portions adjacent to Wind Gap and Pen Argyl served by the boroughs' respective wastewater treatment plants. Plan indicates adequate treatment capacity at the plants to meet existing/future needs of the defined service areas.</p> <p>Based on an on-lot sewage needs survey, no confirmed malfunctions were identified, however, a number of properties were identified as either a potential or suspected malfunction in the southwestern part of the Township.</p> <p>Township evaluated connection to Stockertown/Forks sewer system for treatment at Easton plant but was found financially infeasible. Recommended alternative is adoption of a sewage management program.</p>	<p>Consistent with <i>FutureLV: The Regional Plan</i> action to: "improve the utility and mobility infrastructure of the region (of Policy 1.1) and actions to: "protect the quality and quantity of surface and groundwater" and "promote development in areas with public sewer and water capacity" (of Policy 3.2).</p>

Project Review Summary Sheet

Environment Committee

Date: March 2021

Project	Municipality	Brief Statement of Purpose	LVPC Comment
Lehigh County Authority Preliminary Capital Plans (2022-2026)		<p><u>Suburban Division</u> Significantly Modified Project: <u>Water</u> Central Lehigh Division Distribution System Improvements</p> <p>Modification of study to evaluate future water demand scenarios and alternatives for Upper System (higher elevation) improvements. Water modeling completed for a potential large industrial water user north of I-78 in Fogelsville determined the site would be best served by an interconnection with the Lower System.</p> <p><u>Allentown Division</u> Significantly Modified Project: <u>Water</u> Water Meter Replacement Program</p> <p>Replacement of 4,300 water meters with an outdated style of radio, which are approaching the end of their useful lives. The new meters will have mobile read capability and provide more efficiency of use.</p> <p>New Project: <u>Sewer</u> Flow Characterization Study</p> <p>Project is needed to comply with the Kline's Island Sewer System Regional Flow Management Strategy, which is focused on infiltration and inflow reduction in the sewer system. Study includes metering of municipal sewer systems, development of a regional sewer model, scenario planning and evaluation of sewage facilities alternatives to meet the needs of the region.</p>	<p>Evaluating system improvements to meet existing and future needs is consistent with FutureLV: The Regional Plan Action: Improve the utility and mobility infrastructure of the region (under Policy 1.1). No land development plan for any specific site has been submitted to the LVPC.</p> <p>Consistent with FutureLV: The regional Plan Action: Improve the utility and mobility infrastructure of the region (under Policy 1.1).</p>



GREG ZEBROWSKI
Chair

STEVEN GLICKMAN
Vice Chair

PAMELA PEARSON
Treasurer

BECKY A. BRADLEY, AICP
Executive Director

March 25, 2021

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

RE: **Street Vacation**
South Bryan Street from South Bryan Street to Ester Street
City of Allentown
Lehigh County

The Lehigh Valley Planning Commission (LVPC) will consider the subject amendment 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 25, 2021 at 5:30 PM
 - <https://lvpc.org/meetings.html>
- LVPC Full Commission Meeting
 - March 25, 2021 at 7:00 PM
 - <https://lvpc.org/meetings.htm>

Mr. Hanlon,

The proposed street vacation was submitted by the City on behalf of Mr. Michael Cornell of 2431 S 3rd Street, Allentown, 18103, for a portion of South Bryan Street.

South Bryan Street connects to Ester Street (North) and is essentially a partially improved street. Mr. Cornell states that this Street is currently "In despair and the City does not maintain or plow it, in addition to not having access to the parking pad in current condition".

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*.

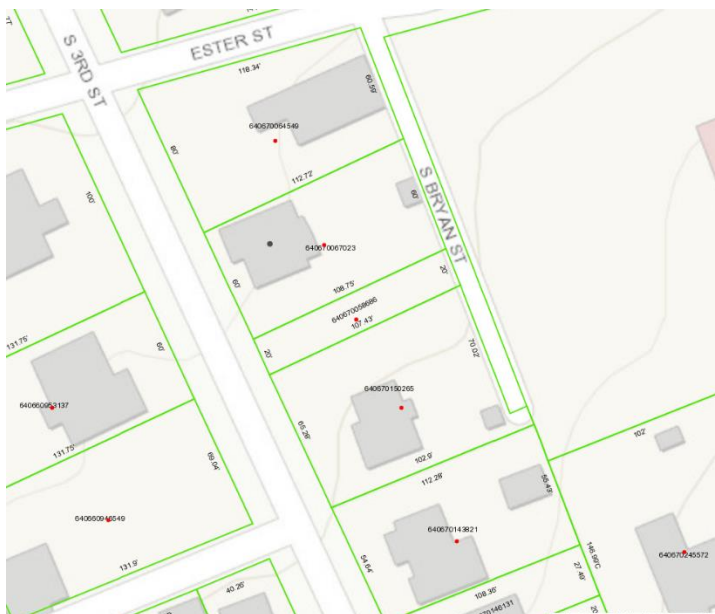
Mr. Cornell contacted all the adjacent landowners to sign off the street vacation petition. One of, the property owners identified in the Lehigh Valley parcel ID 6406701502651, address 2449 S 3rd Street did not sign off the street vacation petition letter as of receipt of the request for review. Street vacation requests require all property owners to agree to the vacation, along with the City.



For context, the neighborhood where S. Bryan Street is located is residential and made up of largely low volume roads. Ester Street which connects to S. Bryan Street is specifically a very low volume, residential street within the City.

Image: South Bryan Street from Ester Street. (Courtesy of Google Streetview)

Since multiple property owners appear to utilize S. Bryan Street for access to the side or rear of their properties and for storage, the City should consider the potential of a property owner to landlock or close off access should the street be vacated. As parking for the residential properties along Third is on street, it is recommended that the street vacation request be denied by the City, to ensure that adequate access to the rear of the lots on Third Street be maintained. Furthermore, there is a large apartment complex located on Ester Street, the side of the complex abuts S. Bryan Street. The City emergency management services team should assess



the need for access via S. Bryan Street before any vacation request is approved, as well. Policy 2.2 of *FutureLV: The Regional Plan*, recommends that communities provide a “safe, well-maintained transportation network to move people and goods efficiently, while capitalizing on existing infrastructure.” Specifically, the policy encourages “an interconnected street network.” We appreciate the City’s consideration of this goal in as much as it relates to the S. Bryan Street vacation request.

Image: Map of S. Bryan Street (Map courtesy of the County of Lehigh)

Sincerely,

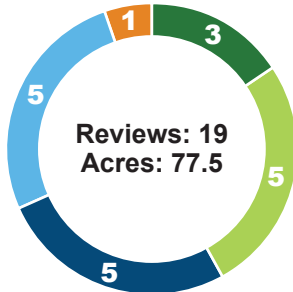
Becky A. Bradley, AICP
Executive Director
Lehigh Valley Planning Commission

Simon Okumu
Transportation and Economic System Planner
Lehigh Valley Planning Commission

Subdivision + Land Development Monthly Report

Plan Activity

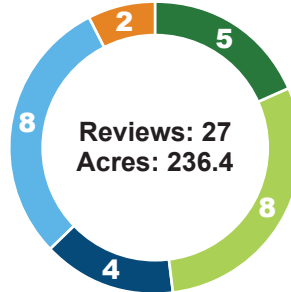
Lehigh County



Residential Non-Residential

Stormwater Management

Northampton County



Subdivisions and Lot Line Adjustments

Municipal Ordinances and Maps

Regional Totals*

9
Subdivision/Lot Line
Adjustments

21
Development

13
Stormwater Management

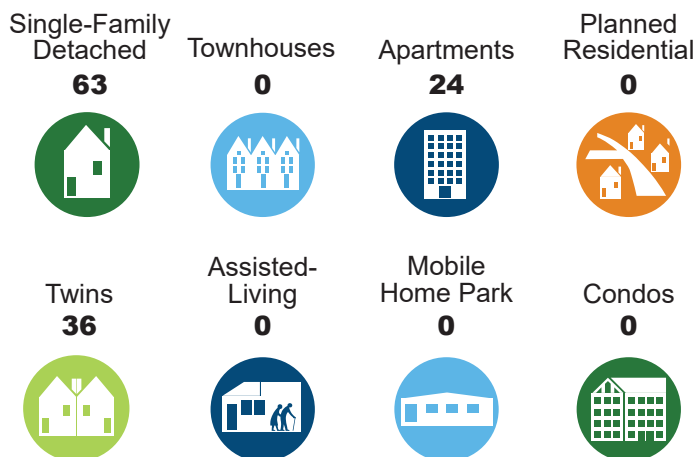
3
Municipal Ordinances
and Maps

313.9
Acres

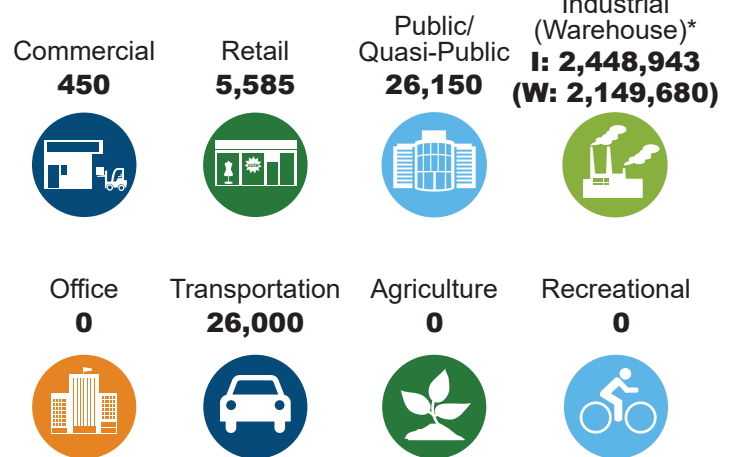
* Includes preliminary and final plans

Types of New Development

Housing: 123 Total Units



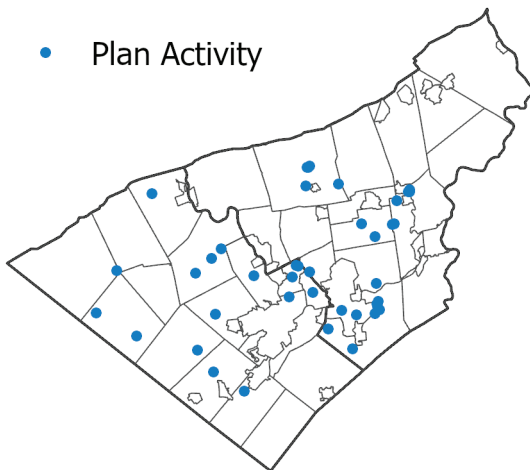
Non-Residential: 2,507,128 Total Square Feet



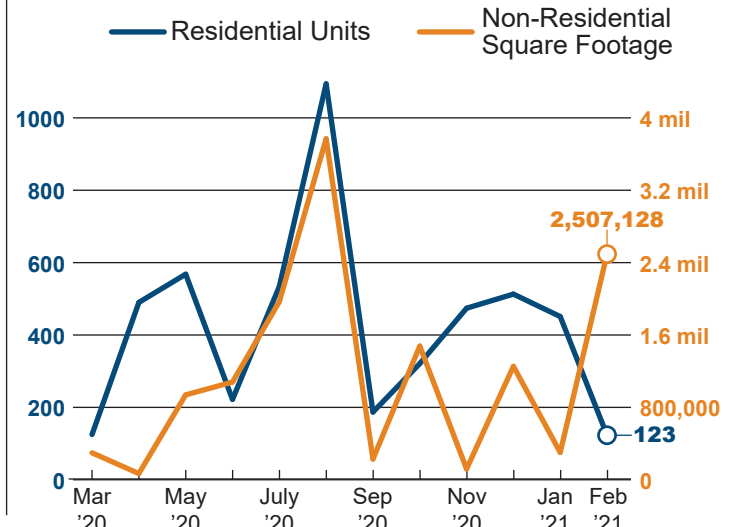
* Warehouse number is a subset of industrial total square footage

Location of Development

• Plan Activity

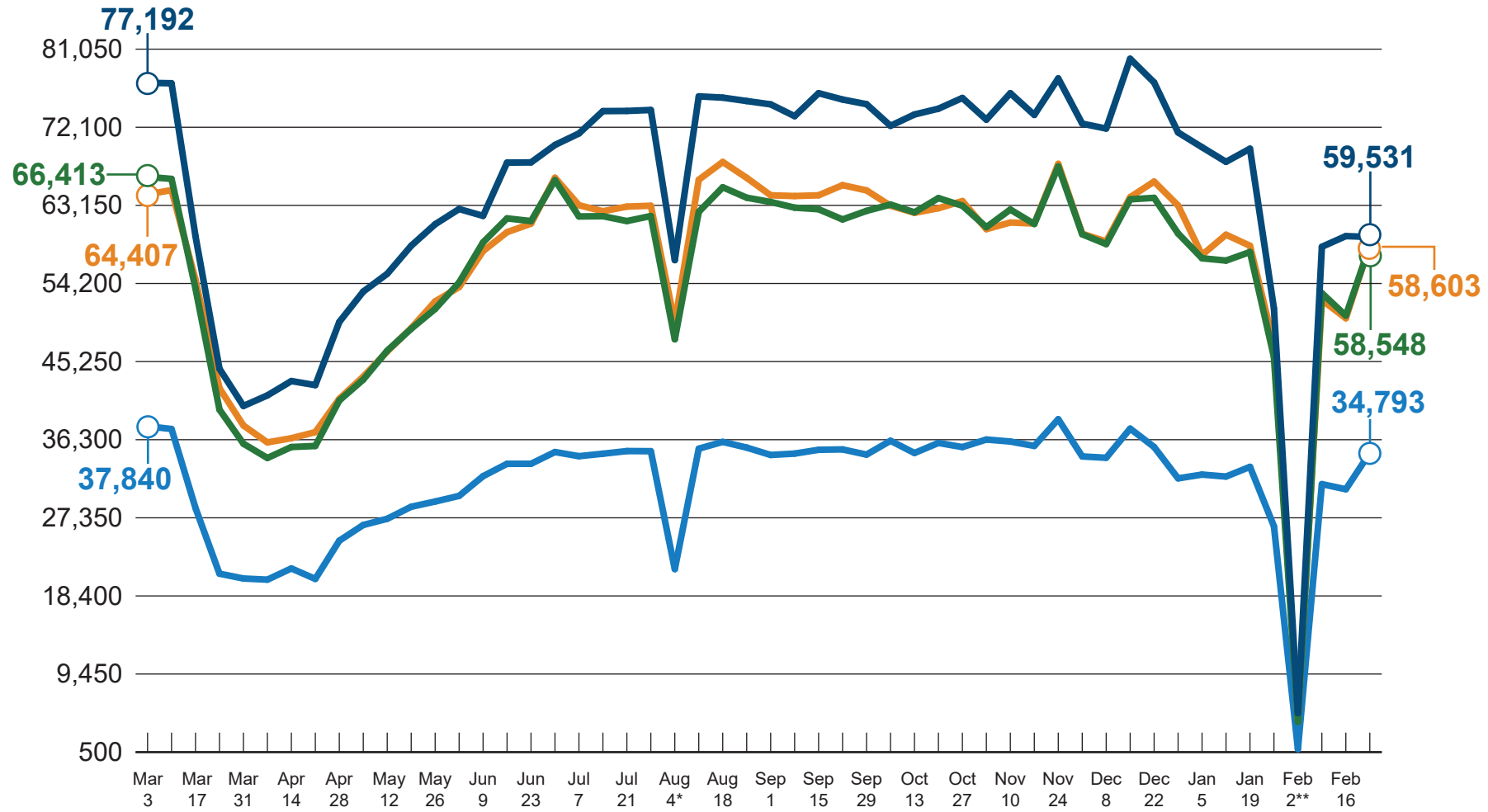


Year to Date



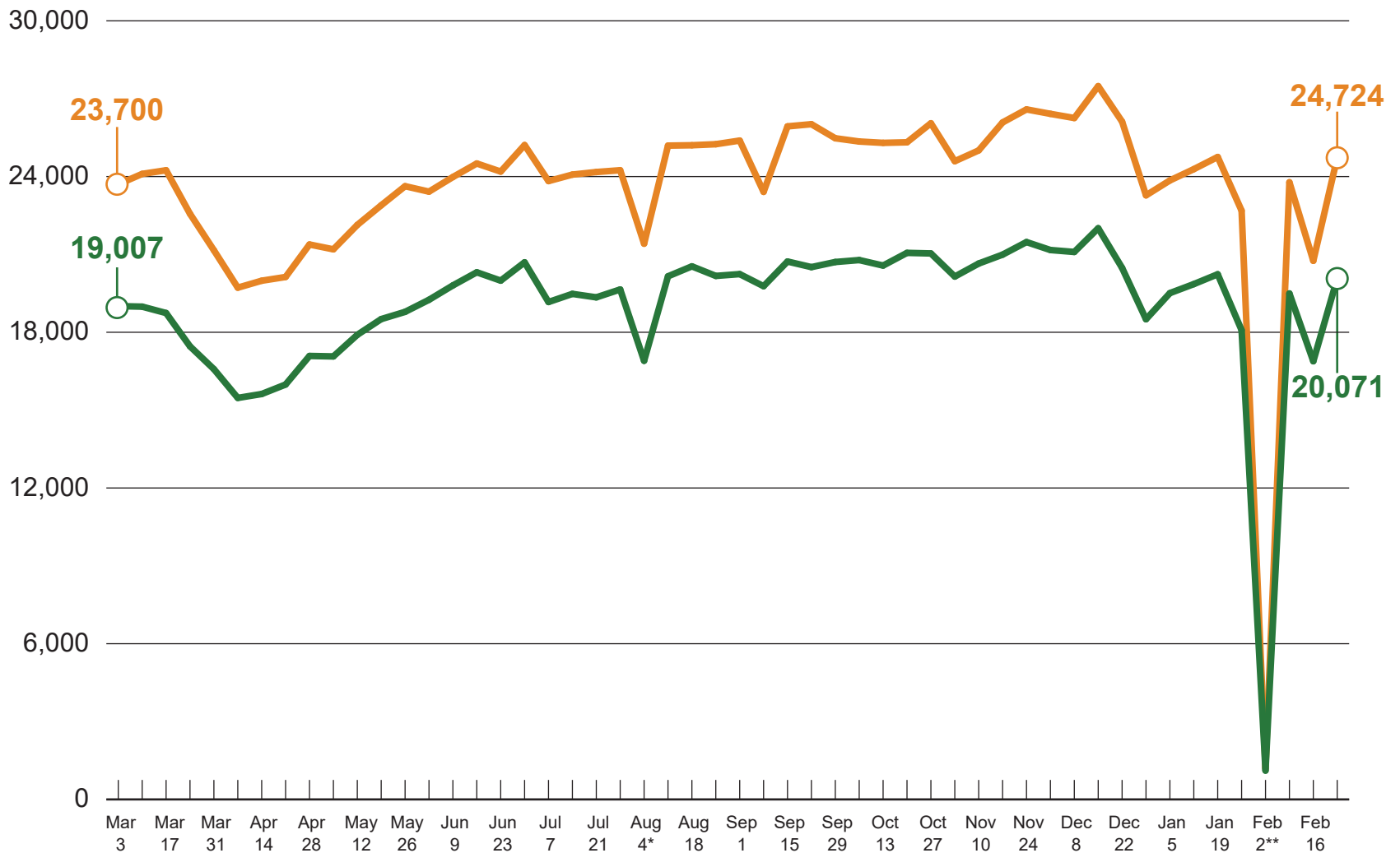
TOTAL VEHICLE TRAFFIC

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



TOTAL TRUCK TRAFFIC

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



* August 4 was impacted by Hurricane Isaias

** February 2 was impacted by Winter Storm Orlena

March 25, 2021

Nancy Dischinat
Executive Director
Workforce Board Lehigh Valley
555 Union Boulevard
Allentown, PA 18109

Re: Workforce Innovation and Opportunity Act Local Plan, Program Years 2021-2024

Dear Ms. Dischinat,

Thank you for sending us the draft *Workforce Innovation and Opportunity Act Local Plan, Program Years 2021-2024* for review. This, as the Lehigh Valley's Workforce Development System Roadmap, allows for the Workforce Board Lehigh Valley's (WBLV) vision, mission, and goals to align and integrate with state and local plans that identify workforce development to create a comprehensive workforce system. The plan was drafted through input from numerous partners, including LVPC, that enabled WBLV to reimagine services that allow constant improvement of the workforce system in the Lehigh Valley.

The WBLV local plan looks to improve the region's workforce system and identifies solutions to the issues of our region today, such as equity and adapting to a virtual environment. The WBLV local plan identifies goals to achieve a holistic workforce system that meets the needs of employers and employees in the Lehigh Valley. The local plan also relies on data to inform the goals and strategic direction of the solutions by acknowledging partnerships with organizations such as LVPC to inform their strategies from a place of fact.

The LVPC is the official county planning organization for Lehigh and Northampton Counties and maintains a comprehensive plan for the two counties titled *FutureLV: The Regional Plan (FutureLV)*. This plan also serves as the long-range transportation plan for the Lehigh Valley Transportation Study, the designated Metropolitan Planning Organization for the Lehigh Valley. *FutureLV* provides goals, policies and actions that are a blueprint for a vibrant, sustainable, resilient and forward-moving region. The plan recognizes the importance of education, training and workforce development in achieving this vision.

Through partnership and collaboration, *FutureLV* offers support of WBLV's draft *Workforce Innovation and Opportunity Act Local Plan, Program Years 2021-2024*. The draft local plan is consistent with many parts of *FutureLV*, specifically:

Goal 1: Efficient and Coordinated Development Pattern

- Policy 1.1: Preserve natural areas and farmland by managing growth and development to enhance and strengthen cities, boroughs, suburbs and rural communities.
 - Action - Increase the social, economic and environmental well-being of the region.

- Action – Support the evolution and adaptability of government.

Goal 2: A connected mixed-transportation region

- Policy 2.3: Encourage enhanced transit connections to improve mobility and job access.
 - Action – Link growing job and population centers.
- Policy 2.5: Support the expansion of technology, communications and utilities to reduce travel demands, optimize traffic flow and prepare for the next generation of jobs.
 - Action – Expand broadband, 5G and future wireless capacity.

Goal 4: Competitive Creative and Sustainable Region

- Policy 4.1: Enhance growth by rooting economic development strategies in the unique competitive advantages of the region.
 - Action – Expand access to education and job training.
 - Action – Encourage strategies at all levels that are geared toward preparing students for the workforce of tomorrow.
- Policy 4.2: Continue diversification of the regional economy to strengthen economic resilience.
 - Action – Promote next generation manufacturing and technology.
- Policy 4.3: Improve equity by encouraging the creation of living wage jobs, the expansion of technology access, the development of a well-trained workforce and the removal of barriers to employment.
 - Action – Support job training programs in industries with an identified workforce need.
 - Action – Prioritize development that provides living wages and career path opportunities.
 - Action – Promote education that improves social and economic opportunities.
 - Action – Expand equitable access to technology.

Goal 5: Safe, Healthy, Inclusive and Livable Community

- Policy 5.2, Increase social and economic access to daily needs for all people.
 - Action – Support cultural and social programs.
 - Action – Improve data accessibility in public spaces.

The WBLV draft local plan identifies a strong symbiotic partnership between WBLV and LVPC. Through identifying and collaborating on common data needs, both WBLV and LVPC will benefit. LVPC appreciates WBLV's participation in the Slate Belt Multi-Municipal Comprehensive planning effort and looks forward to working with WBLV on other planning efforts also.

Sincerely,

Becky A. Bradley, AICP
Executive Director

Tracy Oscavich
Director of Development



TALKING BUSINESS

March 14, 2021

We are in another development boom. It isn't like those before

The Lehigh Valley development powered through 2020 as though the COVID-19 pandemic wasn't happening with more new homes than we've seen in a decade, even as the flow of taller, more automated warehouses kept coming.

It may well be a sign that this region is at the beginning of another building boom, but this one is going to be different and we have a chance to make sure it's what we want.

Of course, this region's place at the heart of our exploding online shopping compulsion meant that new warehouse proposals continued their six-year unprecedented run, but the real driver of 2020 development is new home proposals. Fresh off the slowest home-building decade in the Lehigh Valley in at least 80 years, developers proposed 5,159 new homes. And the 1,909 homes approved for construction easily make 2020 the busiest home approval year since before the Great Recession began in 2007, according to "BuildLV Annual Development Report," released in February.

After an uncertain decade in which investors took a wait-and-see approach, it's as though developers are determined to make up for lost time — and that doesn't have to be a bad thing. With inventory so low, our data shows that the median sales price of a home went up \$25,000 in 2020. That's equivalent to the amount of the past six years combined, and that will continue until more homes are put into the market.

However, there are several encouraging signs in these new housing numbers. For one, there is far more diversity in them than our last housing boom that ended nearly 14 years ago. That surge was dominated by large single-family detached homes, often on multi-acre lots. For example, in 2006, 1,623 single-family homes were built on more than 2,000 acres of land — that's 1.2 acres per home — much of it converted farmland. Those large homes made up more than half of all new homes built that year. Although the single-family detached home made a comeback in 2020 — the 504 approved were the second-most in 12 years — they made up only about a quarter of the approved homes in 2020. The biggest change is the emergence of more diversity, including 866 apartments and 475 townhouses.

That's an encouraging trend because the Lehigh Valley is at a development crossroads. We're a highly successful region where people want to live and businesses want to grow. But what makes us so attractive, and what people who grew up here like most, is our character-defining farmland, open space and natural resources. Smaller homes on less acreage gives us a better chance of preserving that character through controlling growth by putting them in places that are already developed and already have sewer, water, road and educational infrastructure and capacity. That concept is at the heart of our latest regional plan, "FutureLV."

It calls for a "Centers and Corridors" approach that directs virtually all new development to 57 residential, commercial and retail activity centers, and the transportation corridors that connect them.

That will not only preserve our farmland and open space, but help us improve our transit system. That's because this plan increases density, and activity, in the places where it's

already happening — those centers where people live, work or shop. With more people moving between those places, it creates the kind of critical mass needed to improve the Lehigh and Northampton Transportation Authority (LANTA) network. More riders leads to more efficiency, leading to more stops and more routes, ultimately leading to a high frequency bus service that's far more convenient for riders. That's a key component of "FutureLV" and our recently adopted "Walk/RollLV" plan — both designed to give people more options to get out of their cars and to protect our more and more limited open spaces.

And it all starts with properly managing what may be the beginnings of our third housing boom since the 1980s.

But that doesn't mean we can take our eyes off of our continued industrial growth. In the past six years, local governments approved nearly 27 million square feet of warehouse buildings, and there's another 10 million square feet that is working through the approval pipeline. That puts us on pace for a roughly 50% increase in warehouse square footage since 2015. It too was more diverse in 2020, with a new breed of "high cube" and automated warehouses being proposed. Taller, more automated warehouses that move goods faster have the potential to create more traffic, including trucks, that will compound the tremendous impact the industrial sector is already having on our communities. That's why we're recommending they take action now to amend their planning and zoning regulations to better dictate how these massive structures look and where they can locate. We've created a High Cube and Automated Warehouse Community Guide to help our municipal partners at <https://lvpc.org/c-guides---model-regs.html>

BuildLV suggests we are in another development decade, but if we're careful and do not wait to act, our municipalities have the tools they need to manage this coming growth in a way that preserves our success and character.

The BuildLV Annual Development Report is available at <https://www.lvpc.org/subdivision---development.html>

Becky Bradley is Executive Director of the Lehigh Valley Planning Commission

Governor Wolf Commits to Phasing Out Gas Tax, Announces Commission to Develop Funding Solutions

March 12, 2021

Energy, Environment, Press Release

Governor Tom Wolf today reiterated his commitment to phase out Pennsylvania's gas tax, which is becoming an unreliable source for funding Pennsylvania's vast transportation network. To make this possible and to further address the state's transportation funding needs, the governor has also signed an Executive Order establishing the Transportation Revenue Options Commission, which will develop comprehensive funding recommendations for Pennsylvania's large and aging infrastructure.

"Our economy, our communities, and our future rely on a strong transportation system that supports our safety and growth. We have more than \$9 billion in annual unmet needs across our state-maintained transportation system alone. At the same time, Pennsylvania is relying too much on outdated, unreliable funding methods, and the federal government hasn't taken meaningful action in decades," Gov. Wolf said. "Phasing out the burdensome gas tax, coupled with seeking long-term reliable funding solutions that will keep pace with our infrastructure needs, deserves a close examination. Forming this bipartisan commission will bring multiple, bipartisan voices to the table to ensure that we can examine reliable, sustainable revenue solutions to address both near-term and long-term funding needs."

Pennsylvania has one of the largest state-owned transportation networks in the country, with nearly 40,000 miles of roads and over 25,400 bridges under its direct purview. PennDOT also oversees aviation, rail freight, public transportation, ports, pedestrian and bicycle programs.

In 2019, the Transportation Advisory Committee (TAC) identified major risks to transportation funding such as reduced fuel revenues, unpredictable federal funding, and legislative changes to reduce commitments.

PennDOT's latest assessment places the annual gap of its needs in all modes and facilities at \$9.3 billion, growing to an annual \$14.5 billion gap by 2030.

Further, as more fuel-efficient cars and technologies are created, reliance on the gas tax for state revenue is less and less dependable. Any phase out of the gas tax will need to be coupled with new or replacement revenue.

The Transportation Revenue Options Commission is comprised of transportation, economic, and community stakeholders from both the public and private sectors, including majority and minority leaders from the House and Senate Transportation and Appropriations committees. PennDOT Secretary Yassmin Gramian will serve as commission chair.

The commission will have its first meeting by March 25 and a report of commission activities and funding options will be submitted to the Governor before Aug. 1, 2021.

The following individuals were invited to join the commission, with additional representatives from transportation's varied stakeholders to be invited before the first meeting:

- Rep. Stan Saylor, Chair, House Appropriations Committee;
- Rep. Matthew Bradford, Minority Chair, House Appropriations Committee;
- Sen. Pat Browne, Chair, Senate Appropriations Committee;
- Sen. Vincent Hughes, Minority Chair, Senate Appropriations Committee;
- Sen. Wayne Langerholc, Chair, Senate Transportation Committee;
- Sen. John Sabatina, Minority Chair, Senate Transportation Committee;
- Rep. Tim Hennessey, Chair, House Transportation Committee;
- Rep. Mike Carroll, Minority Chair, House Transportation Committee;
- Gene Barr, Pennsylvania Chamber of Business and Industry;

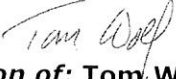
- Carl Belke, Keystone State Railroad Association (KSRRA);
- Becky Bradley, Lehigh Valley Planning Commission;
- Sarah Clark Stuart, Pennsylvania Pedalcycle and Pedestrian Advisory Committee;
- Howard Cohen, Temple University, Public-Private Transportation Partnerships Board;
- Mark Compton, Pennsylvania Turnpike Commission;
- Patricia Cowley, Pennsylvania Bus Association;
- Secretary Dennis Davin, Pennsylvania Department of Community and Economic Development;
- Ronald Drnevich, State Transportation Commission;
- Secretary Cindy Dunn, Pennsylvania Department of Conservation and Natural Resources;
- Colonel Robert Evanchick, Pennsylvania State Police;
- Rich Fitzgerald, Allegheny County Executive;
- James Harper Jr., Laborers' International Union of North America;
- Katherine Kelleman, Port Authority of Allegheny County;
- Amy Kessler, North Central Pennsylvania Regional Planning and Development Commission;
- James Kunz, International Union of Operating Engineers;
- Mike Glezer, Wagman;
- Jeffrey L. Iseman, Pennsylvania Statewide Independent Living Council;
- Robert Latham, Associated Pennsylvania Constructors;
- Brock Myers, Alan Myers;
- Secretary Patrick McDonnell, Pennsylvania Department of Environmental Protection;
- Rebecca Oyler, Pennsylvania Motor Truck Association;
- Secretary Russell Redding, Pennsylvania Department of Agriculture;
- Leslie Richards, Southeastern Public Transit Authority;
- Shawna Russell, Pennsylvania Public Transportation Association;
- Dave Sanko, Pennsylvania State Association of Township Supervisors;
- Bob Shaffer, Aviation Advisory Committee;
- Leeann Sherman, American Council of Engineering Companies of Pennsylvania;
- Karl Singleton, Pennsylvania Diversity Coalition;
- Secretary Jen Swails, Office of Budget;
- Andrew Swank, Swank Construction;
- Jerry Sweeney, Southeast Partnership for Mobility;
- Secretary Robert Torres, Pennsylvania Department of Aging; and,
- George Wolff, Keystone Transportation Funding Coalition.

"I am grateful to all the commission members for contributing their time and expertise to this critical issue," said PennDOT Secretary Yassmin Gramian. "We must work together to find sustainable, future-focused funding solutions that will keep Pennsylvanians moving."

For more information about transportation funding in Pennsylvania, visit www.PennDOT.gov/funding.

Executive Order

Commonwealth of Pennsylvania Governor's Office

Subject: Governor's Transportation Revenue Options Commission	Number: 2021-02
 By Direction of: Tom Wolf, Governor	Date: March 12, 2021

- WHEREAS, The Commonwealth of Pennsylvania, through the Department of Transportation (PennDOT) manages nearly 40,000 miles of roads and more than 25,400 bridges, key components of a transportation system that is vital to the economic well-being of Pennsylvania; and
- WHEREAS, the local governments of Pennsylvania manage over 77,000 miles of roads, more than 6,400 locally owned bridges and approximately 14,000 traffic signals, while facing significant funding challenges for the maintenance of their systems; and
- WHEREAS, the Commonwealth's 35 fixed transit route operators, which provide more than 300 million rides annually to the people of Pennsylvania, along with the Commonwealth-supported Amtrak services in the state, face operational and capital impacts if funding commitments of Act 44 of 2007 and Act 89 of 2013 are altered to remove stable funding; and
- WHEREAS, Pennsylvania has aggressively assisted private sector operators in enhancing their systems, since effective use of rail freight corridors significantly eases congestion, especially on interstates, yet operators continue to need and seek support from state and federal governments for stronger public-private partnerships to further enhance rail freight; and
- WHEREAS, there are more than 600 public and private use airports and heliports in Pennsylvania that support the movement of goods and people; and
- WHEREAS, revenues from the Motor License Fund have lagged behind the significant rates of inflation in materials and construction costs needed to keep the road and bridge systems in a state of good repair; and
- WHEREAS, the Motor License Fund will not sustain the Commonwealth's road and bridge needs as increasing vehicle fuel efficiency and industry transition toward electronic technologies reduces motor fuel revenues; and

WHEREAS, despite reducing the number of poor-condition state-owned bridges from over 6,000 in 2008 to approximately 2,500 today, the average bridge life is over 50 years old, and sustained investment is critical to ensure maintenance, preservation, and replacement can continue as these bridges move into the "poor-condition" category; and

WHEREAS, there are roughly 9,600 miles of pavement in poor condition; and

WHEREAS, in 2019, the State Transportation Advisory Committee identified major risks to transportation funding such as reduced fuel revenues, unpredictable federal funding, and legislative changes to reduce commitments; and

WHEREAS, PennDOT's latest assessment places the annual gap of its needs in all modes and facilities at \$9.3 billion, growing to an annual \$14.5 billion gap by 2030; and

WHEREAS, Federal inaction on transportation funding and increased asset management demands have required increased spending on federally eligible roadways while reducing revenue available for secondary or lower-traffic roadways; and

WHEREAS, many regions of the Commonwealth have critical needs for capacity expansion and connection improvements; and

WHEREAS, the Commonwealth has a responsibility to ensure a transportation system that supports the current needs, and future growth, of both its citizens' quality of life and the economy; and

WHEREAS, the safety of drivers depends on a properly maintained and updated transportation system; and

WHEREAS, PennDOT has developed *PennDOT Pathways*, a long-term program to analyze and implement new future-focused sources of funding for the Commonwealth's transportation system that could better serve our communities and all Pennsylvanians for the next generation; and,

WHEREAS, it has been determined that the Governor and the Commonwealth would benefit from the advice and counsel of an official advisory commission comprised of key stakeholders, including experts from the transportation industry, environmental community, business community, energy community, multimodal community and local government representatives.

NOW, THEREFORE, I, Tom Wolf, Governor of the Commonwealth of Pennsylvania, by virtue of the authority vested in me by the Constitution of the Commonwealth of Pennsylvania and other laws, do hereby establish the Governor's Transportation Revenue Options Commission (hereinafter referred to as the "Commission") as hereinafter set forth.

1. **Purpose.** The Commission shall develop a comprehensive, strategic proposal for addressing the transportation funding needs of Pennsylvania.

- 2. Responsibilities.** The Commission shall:
- a. Study and prepare a comprehensive list of potential revenue sources available for current and future funding of transportation in the Commonwealth for all modes of transportation. The funding sources must be reliable, dedicated, inflation sensitive, and adaptive to changing environmental factors;
 - b. Prepare a comprehensive, strategic Commonwealth transportation funding proposal;
 - c. Provide interim reports and recommendations to the Governor, as determined to be appropriate by the Commission chair, and submit a Final Report, to the Governor and the General Assembly as determined to be appropriate by the Commission chair;
 - d. Convene its first meeting no later than March 25, 2021, with subsequent meetings as determined by members of the Commission. A simple majority of the members shall constitute a quorum; and
 - e. Adopt rules of procedure consistent with the provisions of this Executive Order.
- 3. Composition of the Commission.** The Commission shall consist of the following members:
- a. The Secretary of Transportation, who shall serve as Chair of the Commission; and
 - b. The Majority and Minority Chairs of the Transportation and Appropriations Committees of the Pennsylvania House and Senate shall be invited to participate as members of the Committee; and
 - c. A minimum of 30 and a maximum of 40 appointees, representing, *inter alia*, the interests of all transportation modes, environmental, energy, industry, local and state government, who shall be chosen by and serve at the pleasure of the Governor, shall be invited to participate as members of the Committee.
- 4. Terms of Membership.** The members of the Commission shall serve from the date of their appointment by the Governor until August 1, 2021, or their removal from the Commission by the Governor, whichever occurs first. The Governor may fill vacancies that may occur and may remove any member from the Commission at his discretion.
- 5. Compensation.** Members of the Commission will receive no compensation for their service as Commission members. Non-government members will be reimbursed for travel and related expenses in accordance with the Commonwealth policy.
- 6. Staffing.** PennDOT shall provide administrative staff resources to support the Commission.

7. **Cooperation by State Agencies.** All agencies under the Governor's jurisdiction shall cooperate with and provide assistance and support as needed by the Commission to carry out its functions effectively.
8. **Reports.** In addition to the interim recommendations described above, the Commission shall submit to the Governor a final report on the Commission's activities, as determined to be appropriate by the Commission Chair, but in no event later than August 1, 2021.
9. **Effective Date.** This Executive Order shall take effect immediately.
10. **Termination Date.** This Executive Order shall remain in effect until August 1, 2021.

Public Engagement and Participation Items

DUE TO THE COVID-19 PANDEMIC, 2021 PUBLIC MEETINGS ARE CURRENTLY UNDER REVIEW. STAY UPDATED ON LVPC.ORG FOR THE UPCOMING EVENTS!

1. Lehigh Valley General Assembly
 - **When:** March 30th @ 7pm via Microsoft Teams
 - **Link:** <http://tiny.cc/GA0330>
 - **Phone:** 610-477-5793, Conference ID: 224 366 908#
 - **Why:** The COVID-19 Pandemic has changed the way our state, region, counties and school districts discuss the rapidly evolving housing market, pandemic recovery and management of the 2nd development boom of the 21st century. During this critical time it is imperative that we coordinate, collaborate and support each other as our housing, open space and agricultural, retail, restaurant, industrial economies and infrastructure systems are all at a crossroads.
2. WorkshopLV: Multimodal
 - **When:** April 8th @ 11 am via Microsoft Teams
 - **Link:** <http://tiny.cc/WM0408>
 - **Phone:** 610-477-5793, Conference ID: 300 739 909#
 - **Why:** This meeting will feature a conversation about a Regional Operation's Plan (ROP) that uses strategies from our own Walk/RollLV plan, as well as a look at the effort to bring high frequency bus service to the Lehigh Valley.
3. WorkshopLV: Housing
 - **When:** April 15th @ 3 pm via Microsoft Teams
 - **Link:** <http://tiny.cc/WKH415>
 - **Phone:** 610-477-5793, Conference ID: 208 513 899#
 - **Why:** We are going to discuss housing and jobs and what residential development is happening in your community, school district and regionwide.