



Lehigh Valley Planning Commission

DR. CHRISTOPHER R. AMATO
Chair

CHRISTINA V. MORGAN
Vice Chair

ARMANDO MORITZ-CHAPELLIQUEN
Treasurer

BECKY A. BRADLEY, AICP
Executive Director

COMPREHENSIVE PLANNING COMMITTEE MEETING Tuesday, August 26, 2025, 12:00 noon AGENDA

THE MEETING CAN BE ACCESSED AT <http://www.tinyurl.com/LVPC2025> OR VIA PHONE
610-477-5793 Conf ID: 651 626 091#.

Roll Call

Courtesy of the Floor

1. Staff Introduction
 - a. Clay Karnis, GIS Planner

Committee Business

1. *ACTION ITEM*: Hanover Township (LC) – Land Use of Regional Significance – Lehigh Valley International Airport Runway 6-24 Rehabilitation Program (EG)
2. *ACTION ITEM*: Whitehall Township and City of Allentown – Land Use of Regional Significance – Riverside Drive Revised Plan (JS)
3. *ACTION ITEM*: City of Bethlehem – Land Use of Regional Significance – Commonwealth Charter Academy (JD)
4. *ACTION ITEM*: City of Allentown – Comprehensive Zoning and Subdivision and Land Development Ordinance Update (JS)
5. *ACTION ITEM*: Macungie Borough – Zoning Map Amendment (JD)
6. *ACTION ITEM*: Lower Saucon Township – Zoning Ordinance and Map Amendment – Hybrid Manufacturing District (JD)
7. *ACTION ITEM*: South Whitehall Township – Zoning Ordinance Amendment – Planned Innovation, Research, and Technology (PIRT) Overlay District (JD)
8. *ACTION ITEM*: Lowhill Township – Zoning Ordinance Amendment (JS)
9. *INFORMATION & DISCUSSION ITEM*: Lehigh and Northampton County Subdivision and Land Development Ordinance Amendments (JS, BB)
10. *INFORMATION & DISCUSSION ITEM*:
 - a. Slate Belt Multi-Municipal Plan Implementation – Zoning and Official Map Request for Proposals (JD)
 - b. Housing Supply and Attainability Strategy Project Update – Lehigh County Municipal Meetings Report and Discussion of How This is Shaping Housing Policy (JS)
 - c. Industrial Land Use Guide Project Kick-Off (JS)

Next Comprehensive Planning Committee Meeting:
September 23, 2025, at 12:00 pm



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Executive Director

August 19, 2025

Lee Rackus, Planning, Zoning & Development Bureau Chief
Whitehall Township
3219 MacArthur Road
Whitehall, PA 18052

Jennifer Gomez, AICP
Director of Planning & Zoning
City of Allentown
435 Hamilton Street
Allentown, PA 18101

**RE: Riverside Drive Revised Plans – Land Use of Regional Significance
Whitehall Township and City of Allentown
Lehigh County**

Dear Ms. Rackus and Ms. Gomez:

The application is considered a Land Use of Regional Significance under *FutureLV: The Regional Plan* in the Major Redevelopment category. The Lehigh Valley Planning Commission (LVPC) will consider the subject application at its Comprehensive Planning Committee and Full Commission meetings, pursuant to the requirements of the Pennsylvania Municipalities Planning Code (MPC). Discussion on agenda items primarily takes place during the Committee meeting. Both meetings will be virtual and held on:

- LVPC Comprehensive Planning Committee Meeting
 - August 26, 2025 at 12:00 PM
 - <https://lvpc.org/lvpc-meetings>
- LVPC Full Commission Meeting
 - August 28, 2025 at 7:00 PM
 - <https://lvpc.org/lvpc-meetings>

The application proposes to construct a new local road and multi-use trail along former railroad right-of-way between Furnace Street in the City of Allentown and Wood Street/Lehigh Avenue in Whitehall Township, approximately 2.3 miles (parcel numbers 640746335876, 640747104161, 640738706988, 640739333753, 640820766814, 640821390309, 640823417857, 640824645120, 640815791987 and 640806671365).

The proposal extends Riverside Drive from Furnace Street to Wood Street, connecting to the Route 22 interchange at Fullerton Avenue, with additional links to Jordan Drive and Kimmitt Avenue. A paved shared-use path for walking and biking is also proposed parallel to the road, separated by a five-foot landscaped buffer with streetlights and street trees; where Riverside Drive meets Wood Street at Route 22, the path transitions to gravel, extending north past Bridge Street/Race Street to connect with Lehigh Avenue, and offering a potential future link to the Ironton Rail Trail at Water Street, while also serving as an emergency access road.

The LVPC previously reviewed a version of the plans in a letter dated May 15, 2024. After notable revisions, the plans have been provided to LVPC for review.

Traffic and Network Mobility

In its previous review, the LVPC noted that constructing Riverside Drive with a shared-use trail supports *FutureLV* by expanding safe, multimodal transportation options (Policy 2.1) and addressing limited City–Township connections with infrastructure that improves mobility and safety (Policy 2.2). The project enhances north-south access, supports emergency response, and includes trail segments designed for emergency vehicle use, aligning with goals for secure community design and emergency management (Policy 5.1).

Speed humps have been added to the revised plans in different segments along the Riverside Drive corridor, which align with *FutureLV* by providing a safe transportation network (of Policy 2.2). The corridor is lengthy and straight which can often lead to vehicle operators reaching higher speeds. Speed humps reduce the overall speed of the corridor increasing safety for all users. Signage should accurately reflect the location of these infrastructures.

The LVPC recommends considering a raised intersection at Riverside Drive and Kimmitt Avenue would align with the speed hump additions as well as increase safety for the crossing infrastructure and proposed bus stops at the intersection.

The straightening and reconfiguration of the Wood Avenue access to the Riverside Drive project is an improvement from the previous plan by reducing the chance for driver confusion and conflict from the previous configuration with a curve in the road. It also creates a better sight triangle for vehicles coming from Riverside Drive. For emergency vehicles, the removal of a roadway curve allows easier access to the Riverside Drive corridor.

The addition of a parking lot at the intersection of Wood Avenue and 2nd Street provides access to the multi-use path along Riverside Drive. It is recommended that an Americans with Disabilities Act (ADA) compliant crosswalk and related curb cuts from the parking lot across 2nd Street to the existing sidewalk infrastructure be implemented to ensure safe and convenient access for pedestrians (of Policy 5.1).

Multimodal Access and Placemaking

The paved shared-use path proposed along the length of Riverside Drive and the continuation of the path beyond the end of the roadway align with *FutureLV* by supporting mobility, transportation accessibility, air quality, safety and economic competitiveness, all things that are essential to quality of life for residents and visitors (of Policies 2.2, 4.1, 5.2 and 5.3). The inclusion of enhanced crosswalk markings and ADA-accessible curb cuts also increase access to daily needs for all people (Policy 5.2).

The LVPC encourages further considerations to include additional amenities supporting alternative transportation modes along the Riverside Drive trail. Bicycle racks should be included in well-lit locations. Benches should also be considered along the paved portion of the shared-use path to provide resting areas.

As part of the Riverside Drive Plan, the LVPC encourages installation of distinctive neighborhood signage that reflects and uplifts the unique identity, history, and character of the surrounding community. Thoughtfully designed gateway signs, wayfinding markers, or interpretive displays can serve multiple purposes: reinforcing a sense of place, and 'promoting development that complements the unique history, environment, culture and needs of the Valley' (of Policy 5.4).

Transit Connections

The Lehigh and Northampton Transportation Authority (LANTA) currently provides public transportation near the proposed roadway along North Front Street in the City of Allentown, continued to Fullerton Avenue in Whitehall Township. LANTA has long-term plans to ultimately provide service on the Riverside Drive corridor. Since the time of the previous review, the plans have been updated to address prior comments by providing a 5-foot concrete bus stop landing pad, pedestrian connection between the proposed shared use path and proposed roadway curbs, and ADA curb ramps, which facilitate the extension of transit service in the future. These transit-supportive design features align with *FutureLV* by 'improving connections between mass transit and walk/roll infrastructure' (of Policy 2.3). The LVPC supports and encourages continued coordination with LANTA as project development continues.

Street Trees

The revised application removes approximately 30 proposed street trees along the two-mile road and trail corridor from the previously removed plan. The LVPC recommends reconsideration of this change, and that any existing and originally proposed trees be retained wherever possible to preserve the significant benefits they provide to community residents and the Township and City as a whole. While a substantial number of street trees are still proposed on the current plan set, maximizing opportunities for street trees provides direct benefits to the Township and City by helping to manage stormwater and reduce infrastructure costs, improve air quality and public health, and support higher property values and a stable tax base (of *FutureLV* Policies 4.6 and 5.3).

Stormwater Review

The project site is located within the Catasauqua and Little Lehigh Creek Watersheds. These watersheds have fully implemented Act 167 Stormwater Management

Ordinance. Because this is a Pennsylvania Department of Transportation project, stormwater management review is still required but is deferred until design is complete that supports the project moving towards construction. Note that the plans cannot be recorded until stormwater requirements are met.

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 representatives from adjacent municipalities to 'coordinate land use decisions across municipal boundaries' (of Policy 1.4).

Please feel free to reach out if you have any questions.

Sincerely,



Evan Gardi
Transportation Planner



Jill Seitz
Chief Community and Regional Planner

cc: Christine Frey, Pennsylvania Department of Transportation, Applicant; Chris Stanford, Michael Baker International, Project Engineer; Frank Clark, Whitehall Township Engineer; David Petrik, City of Allentown Deputy Director of Public Works; Jesse Sadiua, City of Allentown Chief Planner; Brandon Jones, City of Allentown Planner; Rick Molchany, Lehigh County Director of General Services; Molly Wood, LANTA Planner/Land Use Specialist; Garrett Cook, Lehigh County Conservation District; Antone Pierucci, Delaware & Lehigh National Heritage Corridor Executive Director; Cathy Fletcher, City of Bethlehem Planning Director; Kerry Rabold, Salisbury Township Administrative Assistant; Shane Pepe, Emmaus Borough Manager; David Manhardt, South Whitehall Township Director of Community Development; Melissa Wehr, Hanover Township Manager; Glenn Eckhart, Catasauqua Borough Manager; Peter Paone, President, North Catasauqua Borough Council; LeRoy E. Brobst, Manager, Northampton Borough; Tiffany Benson, Coplay Borough Secretary/Treasurer; Randy Cope, North Whitehall Township Manager



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ARMANDO MORITZ-CHAPELLIQUEN
Treasurer

BECKY A. BRADLEY, AICP
Executive Director

August xx, 2025

Ms. Cathy Fletcher, Director of Planning and Zoning
City of Bethlehem
10 E Church St
Bethlehem, PA 18018

**Re: Commonwealth Charter Academy – Land Use of Regional Significance
City of Bethlehem
Lehigh County**

Dear Ms. Fletcher:

The subject application is considered a Land Use of Regional Significance, as 'All' Education Facilities are considered land uses of regional significance in FutureLV: The Regional Plan (page 147). 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 will be virtual, and we encourage your participation.

- LVPC Comprehensive Planning Committee Meeting
 - August 26, 2025, at 12:00 PM
 - <https://lvpc.org/lvpc-meetings>
- LVPC Full Commission Meeting
 - August 28, 2025, at 7:00 PM
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The application proposes the conversion of a 46,670-square-foot building into office space for teachers and staff of a cyber charter school at 2200 West Broad Street. The existing building will remain and surrounding parking improvements are proposed. According to the submitted application, there will be full interior renovation of the building along with structural repairs to the exterior. A lot consolidation of two parcels is also proposed in conjunction with this application (Parcel Identification Number 641758491179 and 641758795207).

Site Suitability

The redevelopment proposal serves to 'expand access to education and job training' (of Policy 4.1) and invests in schools located along corridors (of Policy 4.3). The addition of bicycle parking on the site plan supports a safe, healthy, inclusive and livable

community (*FutureLV: The Regional Plan*, Goal 5). Additionally, the area contains existing multimodal infrastructure, and the site is served by the Lehigh and Northampton Transportation Authority (LANTA) with a pair of bus stops along W Broad Avenue.

The LVPC recommends that educational institutions incorporate environmentally sensitive building and landscape design, such as green roofs or solar panels. This would increase the cost-effectiveness of building operation and further academic endeavors related to these technologies, while enhancing the campus setting, demonstrating environmental leadership within the region, and 'reducing climate change impacts through mitigation and adaptation' (of Policy 3.4).

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.

Sincerely,

A handwritten signature in black ink, appearing to read "Joseph Dotta". The signature is fluid and cursive, with a stylized "J" and "D".

Joseph Dotta
Regional Planner

cc: Strada Architecture, LLC, Applicant; Stahl Sheaffer Engineering, Inc, Project Engineer/Surveyor; Commonwealth Charter Academy; Record Property Owner; Craig Peiffer, City of Bethlehem Assistant Director.



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BECKY A. BRADLEY, AICP
Executive Director

August xx, 2025

John Brown, Manager
Macungie Borough
21 Locust St
Macungie, PA 18062

**Re: Zoning Map Amendment
Macungie Borough
Lehigh County**

Dear Mr. Brown:

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 will be virtual, and we encourage your participation.

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The application proposes to amend Macungie Borough's Official Zoning Map to rezone an area zoned as Town Center (TC) and Medium Density Residential (R-7.8) to Low Density Residential (R-10). There is one parcel in the TC District, and 95 parcels are in the R-7.8 District. Generally, the proposed rezoning area is the existing R-7.8 and TC Districts near the southern edge of the Borough bounded by S Church Street, Hickory Street, and a small section extending up to Coach Street.

The properties being downzoned from R-7.8 to R-10 will restrict permitted by-right residential uses to only single-family detached homes. Permitted by-right residential uses in R-7.8 that will no longer be allowed include:

- Single family semi-detached dwellings
- Townhouses
- Multiple dwellings (apartments)
- Multiple dwellings (apartments) for the elderly

There is a housing shortage of approximately 9,000 units in the Lehigh Valley with a need for increased supply across all price points. Macungie Borough is experiencing a shortage of 62 housing units and will need 157 more housing units by 2050 to meet projected population growth according to the [Lehigh Valley Housing Supply and Attainability Strategy](#). It is recommended the current zoning designation remain to 'diversify price points and types of available housing' (*FutureLV*, of Policy 4.5). The proposed area is largely built out, but potential for redevelopment and infill development remains.

The LVPC has copied representatives of the *Southwest Lehigh Multi-Municipal Comprehensive Plan* to 'coordinate land use decisions across municipal boundaries' (of Policy 1.4).

Municipalities, when considering Zoning Map Amendments, 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)].

Please feel free to reach out if you have any questions.

Sincerely,

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Joseph Dotta
Regional Planner

Cc: Steve Nemeth, Alburtis Borough Manager; Shane Pepe, Emmaus Borough Manager; Emily Fucci, Lower Milford Township Administrator; Ed Carter, Upper Milford Township Manager; Bruce Beitel, Lower Macungie Township Manager, Vince Tranguch, Lower Macungie Township Deputy Director of Community Development.



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BECKY A. BRADLEY, AICP
Executive Director

August xx, 2025

John J. Finnigan, Jr., Acting Township Manager
Lower Saucon Township
3700 Old Philadelphia Pike
Bethlehem, PA 18015

**Re: Transitional Manufacturing District Revised – Zoning Ordinance
Amendment
Lower Saucon Township
Northampton County**

Dear Mr. Finnigan:

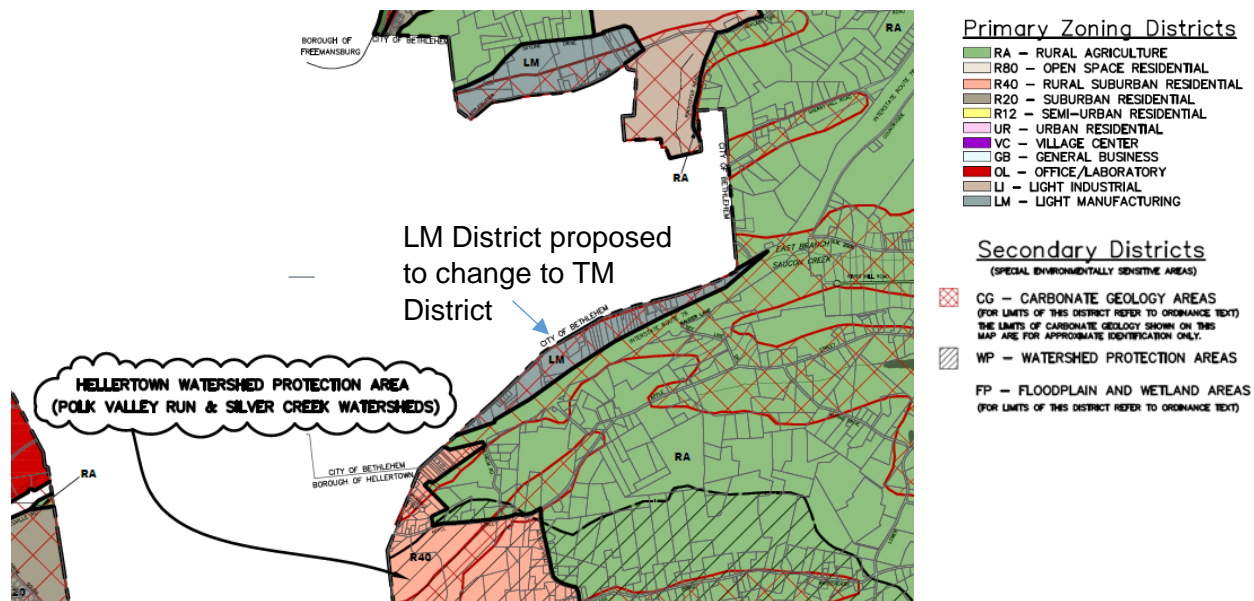
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The proposal amends the Lower Saucon Township Zoning Ordinance to create Article XIVB Transitional Manufacturing (TM) District as a new district. The TM District is intended to create a buffer zone between the City of Bethlehem and the residential districts located in the Township. According to the application, the rezoning will apply to an area bordered by Interstate 78 to the south and the City of Bethlehem's industrial zones to the north.

The LVPC previously reviewed a submission for Hybrid Manufacturing District in July 2025, and this submission revises that proposal. The revised application, including a zoning map, is a best practice and demonstrates adaptability of government (*FutureLV: The Regional Plan*, Policy 1.1). Standardizing text amendments improves the readability and usability of the proposed ordinance section. It is recommended the title of the

district on the included zoning map be changed to “Transitional Manufacturing” to maintain consistency with the ordinance text.



According to the current Township Zoning Map, carbonate geology areas are present throughout the rezoning area and are recommended to remain to preserve natural lands and minimize environmental impacts of development (Policy 1.1 and 3.2).

The revised proposal clarifies that the TM District will replace an area that is currently zoned for Light Manufacturing (LM) District. The maximum height, allowable impervious surface cover and allowable building coverage are all proposed to decrease. The inclusion of Section 180-83.7 Additional Requirements helps to guide clarity in the land development process and demonstrates adaptability of government (Policy 1.1).

Subsection D of §180-83.7 requires landscaping buffers for all non-residential development which minimizes environmental impacts and protects the welfare of the public (Policy 3.2). These added provisions assist in conserving and maintaining our region’s natural resources and promote context-specific design (Policy 3.2).

Municipalities, when considering Zoning Ordinance Amendments, 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 feel free to reach out if you have any questions.

Sincerely,

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Joseph Dotta
Regional Planner

cc: Goudsouzian Associates, Applicant; Cathy Fletcher, Director of Planning and Zoning City of Bethlehem; Craig Peiffer, Assistant Director City of Bethlehem; Brien Kocher, Lower Saucon Township Engineer.



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BECKY A. BRADLEY, AICP
Executive Director

August xx, 2025

David Manhardt, Director of Community Development
South Whitehall Township
4444 Walbert Avenue
Allentown, PA 18104

**Re: Planned Innovation, Research, and Technology (PIRT) Overlay District –
Zoning Ordinance Amendment
South Whitehall Township
Lehigh County**

Dear Mr. Manhardt:

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 will be virtual, and we encourage your participation.

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The application proposes to amend the South Whitehall Township Zoning Ordinance to introduce the Planned Innovation, Research, and Technology (PIRT) Overlay District and add Data Center as an allowed use.

The Township takes a comprehensive approach to modernizing their regulatory documents. Amendments include adding Data Center as a use to §350-48(d)(2) and adding §350-33 Planned Innovation, Research, and Technology (PIRT) Overlay District to Chapter 350 Zoning of the South Whitehall Township Code. §350-24(c)(17) is proposed to be amended to include Data Centers as a conditional use in the Industrial District.

The ordinance amendment demonstrates several best practices in innovative planning and aligns with *FutureLV: The Regional Plan* in the following:

- **Definitions:** Providing clear definitions encourages an efficient land development process and minimizes impacts of regionally significant land uses (of Policy 1.4).
- **Parking:** The proposed parking requirement of one space per employee helps minimize impervious cover (of Policy 3.3) and ensures adequate parking during peak hours. The storage and loading spaces are sized appropriately at 80 feet in length to accommodate connected tractor-trailers. This ensures an adequate turning radius and strengthens freight mobility by allowing vehicles of all types to safely traverse around the loading zone (of Policy 2.4).
- **Landscape Buffering:** Proposed landscaping requirements visually buffer the data center from public roads and other uses, serving to 'minimize impacts of development to protect the health, safety and welfare of the public' (of Policy 3.2). The ordinance requires that the front face of landscaped berms use native grassland or wildflower species, supporting *FutureLV* Policy 3.4 to 'use native, climate-adaptive and carbon-sequestering landscaping'. Screening or fencing can also be utilized to reduce noise levels or screen the data center development from potential nearby properties.
- **Noise Restrictions:** The proposed amendment requires that average continuous noise levels from the data center shall not exceed the average continuous noise levels prior to development on the site, measured as the average decibel (db) level over a 24-hour period at the property line. This will require a Pre-Construction Noise study to be reviewed by the Township. Maximum noise level of data centers facing residential, commercial or institutional uses will be limited to 57 db and limited to 67 db when facing industrial uses. The ordinance adopts decibel-based thresholds with quantifiable and enforceable noise limits and acknowledges daytime/nighttime sensitivity, which protects the public health and safety (of Policy 5.3). However, to increase clarity, it is recommended that the Township utilize the 57 db and 67 db limits as its principal noise limit. In the event that an existing parcel is redeveloped for data center uses, its pre-development noise levels might exceed 57 or 67 dbs, potentially introducing confusion into regulatory standards. Setting a maximum noise level for data center uses in the Overlay District encourages clarity and efficiency (of Policy 1.4).
- **Design Standards:** The height of data center uses is restricted to 40 feet, not including ancillary structures that may protrude from the principal structure. This proposed height limit is below national best practices described in *Urban Land Institute's Local Guidelines for Data Center Development* Whitepaper, but 40 feet is a context-specific solution that is compatible with the surrounding areas in South Whitehall.
- **Community and Environmental Impact Statement:** The proposal requires developers to submit an evaluation of the potential impacts of development on emergency services, water supply, sewage disposal, solid waste disposal, school facilities and budget, and municipal revenue and expenses. This provision allows a municipality to use its police power to protect the community's health, safety and welfare (Municipalities Planning Code §603.c.2).

As the Township moves forward to consider design standards and criteria that further mitigate data center use impacts, the LVPC encourages the Township to consider the following ways to ensure proposals align with local and regional goals:

- **Emergency Services:** It is recommended an additional provision regarding sufficient emergency access be included to align with *FutureLV* to enhance planning and emergency response capabilities (of Policy 5.1).
- **Utility Infrastructure:** Appropriate and sufficient utility infrastructure is a vital component in planning for the emergence of data center uses. To enhance the long-term viability of assets (of Policy 1.3), it is recommended the Township include provisions for utility review assessments to identify potential impacts and identify effective ways to mitigate system constraints. Also, encouraging underground utility lines is a visual and safety best practice and maximizes existing infrastructure use (of Policies 1.1 and 4.6).
- **Energy Generation:** Provisions for emerging on-site power generating uses such as fuel-cell power stations, geothermal, and solar photovoltaics, are viable alternative energy options for evolving technology land uses which are highly energy-consumptive. By including these regulations, the Township can further 'integrate efficiency measures and emerging technologies' and 'improve the utility and mobility infrastructure of the region' (of Policy 1.1), 'minimize and mitigate the impacts of utility expansion associated with technological advancements, population and business growth' (of Policy 3.2) and 'promote energy conservation and efficiency' (of Policy 3.4).

The proposal also amends §350-48(f)(4)(A) to include a definition for Flex Spaces, buildings that allow a mix of uses permitted in the accordant zoning district. This 'supports the evolution and adaptability of government' (of Policy 1.1) by planning for evolving industrial land-use trends.

According to the submitted zoning map amendment, the PIRT Overlay District will be in the northeast corner of the Township over the Industrial (I) Zoning District. Generally, the overlay district is bounded by Mauch Chunk Road to the east, N Cedar Crest Boulevard to the west, Orefield Road to the north and Jordan Creek to the south. §350-33 will be amended to replace the current section in its entirety with the Planned Innovation, Research, and Technology District.

Using an overlay district is a strategic move to direct potential energy-consumptive uses to areas that can accommodate them. According to the submitted proposal, the PIRT District aims to plan for the orderly growth of technology-based industrial uses with minimal transportation impacts and leverage opportunities for South Whitehall Township to increase its tax base. Data Centers are designated as Special Use Types permitted as primary uses in the PIRT District Overlay, along with permitted primary uses such as flex spaces, offices, educational facilities, and research/development facilities. Permitted accessory uses are generally energy- and communication-related supportive uses.

Including *Appendix D: Planned Innovation, Research, and Technology (PIRT) District Design Guidelines* demonstrates adaptability of local governments and provides best land use practices (of Policy 1.4). The proposed Pedestrian Zone is valued addition that assists in connecting regional trails to Centers and Corridors (of Policy 2.1) and encourages use of universal design (of Policy 5.2). The proposed Façade Standards play a vital role in enhancing the visual appeal and environmental sustainability of PIRT District developments. Through the integration of sustainable materials and design, industrial facades also contribute to environmental goals, reducing energy consumption and greenhouse gas emissions (Policy 3.4). Specific design criteria are recommended to be further incorporated into the Township's Subdivision and Land Development Ordinance and cross-referenced with *Appendix D*.

Municipalities, when considering Zoning Ordinance Amendments, 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 feel free to reach out if you have any questions.

Sincerely,

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Joseph Dotta
Regional Planner

Cc: Christopher Strohler, South Whitehall Township Long-Range Planner/Special Projects Coordinator.