



CHRISTINA "TORI" MORGAN
Chair

ARMANDO MORITZ-CHAPELLIQUEN
Vice Chair

PHILLIPS ARMSTRONG
Treasurer

BECKY A. BRADLEY, AICP
Executive Director

COMPREHENSIVE PLANNING COMMITTEE MEETING
Tuesday, June 23, 2026, 12:00 noon
AGENDA

THE MEETING CAN BE ACCESSED AT <http://www.tinyurl.com/LVPC2026> OR VIA PHONE 610-477-5793 Conf ID: 947 550 319#

Roll Call

Courtesy of the Floor

1. Welcome Stephanie Kinslow, Human Resources Manager

Committee Business

1. *INFORMATION ITEM*: Data Center Land Use Impacts
2. *ACTION ITEM*: South Whitehall Township – Land Use of Regional Significance – Revised Project Atlas Data Center (JS, SM, CR, EG)
3. *ACTION ITEM*: Salisbury Township – 2026 Draft Comprehensive Plan (JW, CR, EG?)
4. *ACTION ITEM*: Lower Nazareth Township – Curative Amendment – Nazareth Area School District (JS)
5. *ACTION ITEM*: Nazareth Borough – Zoning Map Amendment – General Commercial (JW)
6. *ACTION ITEM*: Forks Township – Zoning Ordinance and Map Amendment – Growth Management Overlay (JS, SM)
7. *ACTION ITEM*: Forks Township – Zoning Ordinance Amendment – Data Center Decommissioning (JW)
8. *ACTION ITEM*: City of Bethlehem – Zoning Ordinance Amendment – Hotels Definition (JW)
9. *INFORMATION ITEM*: Lower Nazareth Township – Land Use Assumptions Report (JS, EG)
10. *DISCUSSION ITEM*: *FutureLV: The Regional Plan Update* Community Discussion (JW, JS)
 - a. Transportation Needs Assessment
 - b. Strategy Labs
 - c. Process/Next Steps
11. *INFORMATION ITEM*: Housing Supply and Attainability Strategy (JS)
 - a. Unlocking Housing Solutions Event
 - i. August 26, 2026 8:00 AM
 - ii. DeSales University, 2755 Station Ave, Center Valley PA 18034

Next Comprehensive Planning Committee Meeting:
July 21, 2026, at 12:00 noon



Lehigh Valley Planning Commission

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Executive Director

June 12, 2026

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

**Re: Project Atlas Data Center Revised Plans – Land Use of Regional Significance
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. Meeting participation details are below, and we encourage your participation:

**LVPC Comprehensive Planning
Committee Meeting:**

June 23, 2026, at 12:00 PM (Virtual)
<https://lvpc.org/lvpc-meetings>

**LVPC Full Commission
Meeting:**

June 25, 2026, at 7:00 PM (In-Person)
<https://lvpc.org/lvpc-meetings>

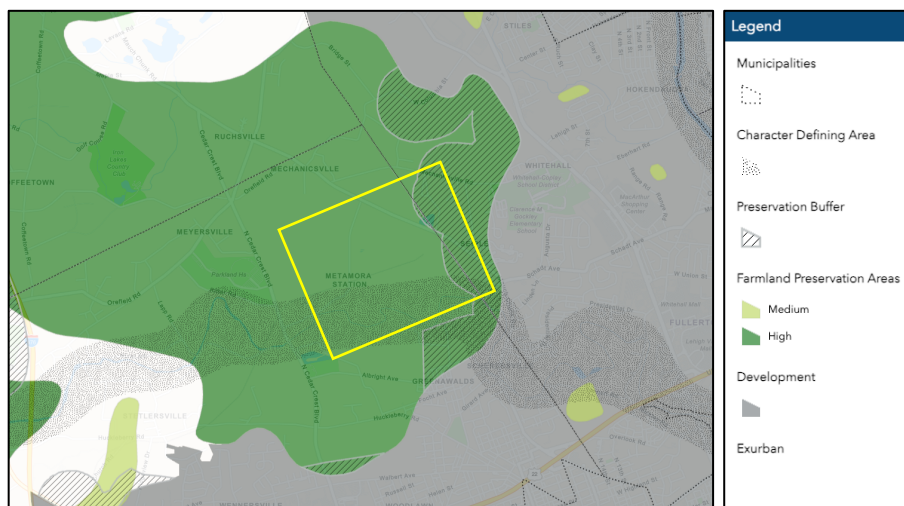
Background

The project proposes to develop a 410-acre site by constructing three data center buildings totaling 1,476,855 square feet (492,285 square feet each) as well as a 40,680-square-foot admin building, a 39,167-square-foot warehouse, and an electric substation. A new road is also proposed connecting Cedar Crest Boulevard to Mauch Chunk Road, and the project includes a 10-foot wide shared use path available for public use through the site. The project site is located at 2493 North Cedar Crest Boulevard, south of Orefield Road between Mauch Chunk Road and North Cedar Crest Boulevard (parcel number 548824698560).

Site Suitability and Land Use

The project site is currently in agricultural use. Nearby existing land uses include Parkland High School to the west, heavy industrial uses to the south including chemical manufacturing, low-density residential to the north and agricultural uses surrounding the area.

The project site is identified for Farmland Preservation in the General Land Use Plan of *FutureLV: The Regional Plan*. From a regional perspective, land preservation is preferred to protect the region's existing agricultural lands. Development in the proposed location in an outward creeping development pattern, combined with infrastructure improvements, may increase development pressure on other nearby open space areas, which does not 'support effective farmland preservation techniques' (of Policy 3.3).



FutureLV General Land Use Plan

From a local perspective, the designated Industrial Zoning District and Planned Innovation, Research and Technology Overlay District were created in this location to support the Township in meeting the State requirement of providing for all land uses. The underlying zoning district for the project site already permitted industrial land uses, and existing infrastructure is generally available in the vicinity.

Data centers can pose health and quality of life impacts to neighboring residents and land uses if not appropriately mitigated, as a result of noise, visual, lighting, and air quality:

- **Noise:** At the time of the previous review, LVPC recommended that pre-and-post-construction professional noise studies be conducted to verify both perceived and low frequency noise levels at property lines. The applicant has since provided a noise study to the Township that is being assessed by a consultant. With the revised plans, that LVPC notes that the reconfigured site layout has increased the setback distance between the data center buildings and adjacent property lines to the north (from approximately 444 feet previously to

1,000 feet currently proposed). 16-foot noise walls around the outdoor equipment yards are proposed, and a wall of vegetation separates the proposed development from the road and adjacent properties. These features would help reduce audible noise impacts and protect the physical and mental health of the community (of Policy 5.3), but their adequacy should be determined by the Township. The LVPC also recommends the applicant provide additional documentation demonstrating how any low-frequency inaudible sounds caused by vibration (infrasound) will be mitigated to maximize protections to the public health, safety and welfare.

- **Lighting:** The project utilizes full cutoff and fully shielded light fixtures in compliance with the Township Zoning Ordinance, but the lighting design on the site should be evaluated to ensure no glare or lighting spillover affects adjacent properties, to minimize environmental impacts of development (of Policy 3.2).
- **Air Quality:** Heat exhaust from data centers can create localized temperature increases that exacerbate heat stress, especially in warmer months. The LVPC's previous review recommended the applicant assess potential heat-exhaust impacts from mechanical systems that can have detrimental impacts on nearby agricultural areas and the adjacent school. The applicant has noted that Computational Fluid Dynamics (CFD) models will be conducted to determine heat output from Mechanical, Electrical and Plumbing (MEP) equipment, and these should be provided to the Township to minimize impacts to sensitive receptors and improve air quality (of Policy 3.2). The applicant should pursue HVAC system designs that convert or mitigate heat from exhaust to 'support agriculture and open space as essential components of the regional economy and identity' (of Policy 4.4) and 'minimize environmental impacts of development' (of Policy 3.2), and the LVPC recommends the Township ensure any commitments by the developer are memorialized through the review process to support long-term enforcement (of Policy 3.4).
- **Visual:** At the time of the previous review, LVPC recommended that the buildings and generator equipment yards be aesthetically designed to minimize the visual impacts of the development, and that additional vegetation be included to further reduce visual impacts. The proposed landscaping may help shield the view of the development from the proposed road and adjacent properties, and the applicant has provided architectural elevations for the Township to evaluate to 'promote context-specific design solutions' (of Policy 5.4).

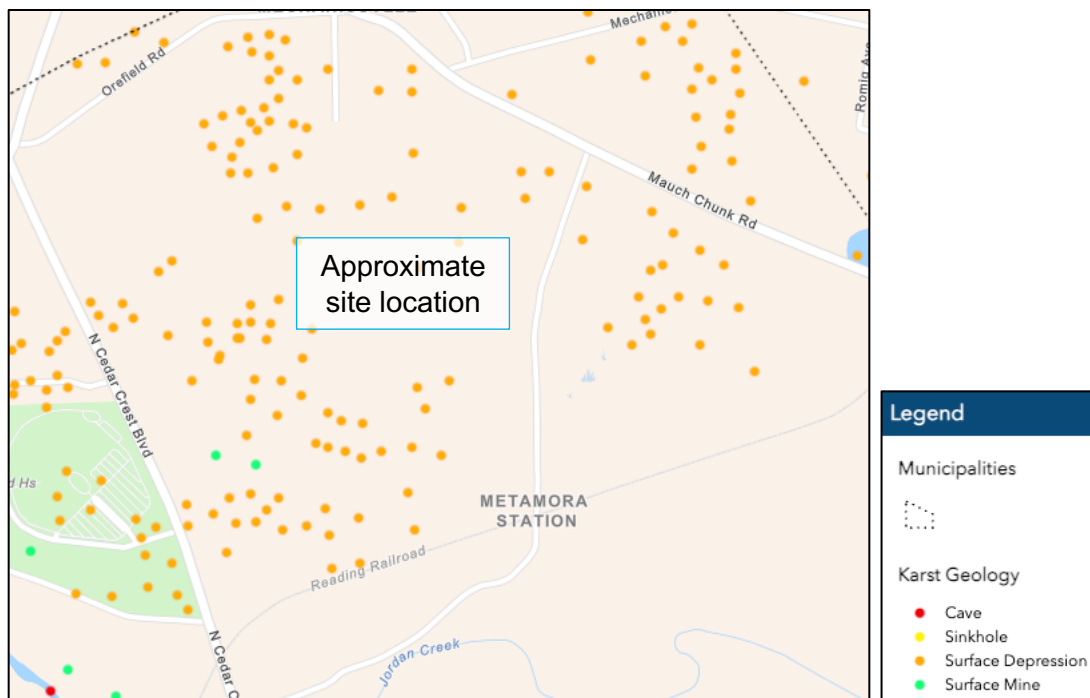
Emergency Services

The LVPC's previous review encouraged continued coordination between the applicant, Township, local emergency service providers, and the Lehigh County Office of Emergency Management to consult on the adequacy of access points, turning radii, hydrant placement and fire-suppression systems. The applicant has confirmed that coordination with local emergency responder agencies will take place, which is essential to safeguard responders, protect critical infrastructure, and ensure that the facility can

be safely and effectively served during both routine incidents and large-scale emergencies. The LVPC encourages the Township to continue to facilitate coordination with both local and County/Regional service providers to ‘enhance planning and emergency response efforts among emergency management personnel’ (of Policy 5.1).

Environment and Utility Infrastructure

The LVPC’s previous review noted the presence of karst conditions on the site according to mapping provided by the Pennsylvania Department of Conservation and Natural Resources (Bureau of Topographic and Geologic Survey), and strongly recommended comprehensive geotechnical and hydrogeologic investigation of the site to inform building placement, foundation design, stormwater management, and utility infrastructure. The applicant has provided a geotechnical report, and noted that stormwater management for the site has been designed with karst systems in mind, and that the buildings will be designed to mitigate any potential risks or impacts from karst systems. The Township’s evaluation of the report will determine if these measures are adequate, and these factors are critical to minimize impacts of development to support public health, safety, and welfare (of Policy 3.2).



LVPC GIS Mapping of Karst Geology

The LVPC’s previous review noted that electrical infrastructure upgrades are being funded by the Applicant, and recommended that the applicant provide detail on how the facility will align with industry energy-efficiency standards, including anticipated Power Usage Effectiveness (PUE). The applicant provided a summarized PUE value of 1.4 for the project site, where a value of 1.0 represents the theoretical ideal of zero wasted energy. According to the National Laboratory of the Rockies, the U.S. Department of Energy’s primary national laboratory for energy systems, studies show that the PUE average for data centers tends to be 1.8, but industry leaders have been able to achieve

PUE values of 1.2 or less. The LVPC encourages the applicant to continue pursuing a lower PUE value to 'promote energy conservation and efficiency' (of Policy 3.4). The Applicant has also indicated that renewable and carbon free energy sources are being considered, which support long-term sustainability and alignment with regional clean energy goals (of Policy 3.4). The LVPC encourages that commitments to renewable energy sources also be memorialized through the review and approval process.

The previously submitted Environmental Impact Assessment identified that Tier 2-emission standards backup generators would be used, but following LVPC's recommendation, Tier 4 backup generators are now proposed, and the applicant has noted that all PA DEP permits to install generators onsite will be obtained, which serves to minimize air quality impacts (of Policy 3.2). While Tier 4 generators are proposed, which meet the strictest EPA emissions standards, the cumulative impacts from the immense quantity of generators utilized by the project should be scrutinized. The Township should require detailed specifications on fuel storage safety measures such as spill-prevention and secondary containment to ensure public health and environmental safety, and it is imperative that the applicant provide a generator-testing plan that specifies how frequently generator testing will occur, the duration the generators will run for, and the days and time of day tests would take place to help the Township plan for operating hours of the facility and adequately evaluate air quality and noise impacts. This information should also be shared with surrounding property owners and tenants (of Policies 5.2, 5.3, and 5.4).

The previous LVPC review noted that septic field beds are included in the northern portion of the project site, and sanitary sewer lines direct wastewater from each building to discharge in the septic field area. The applicant has provided information related to the project's discharge gallons per day and has indicated the location and sizes of primary and secondary drainage fields as requested in our previous review letter. The LVPC previously noted a concern regarding the extensive presence of karst geology on the site, and that the wastewater disposal systems need to be properly sited and designed to minimize impacts to groundwater resources, in order to protect the quality and quantity of surface water and groundwater (of Policy 3.2). The applicant has noted that the system will be designed to take karst geology into account.

While a closed-loop cooling is proposed that minimizes water usage and wastewater discharge, land use needs change over time, and it is possible for approved water withdrawal dockets issued by the Delaware River Basin Commission (DRBC) to be sold and transferred to other property owners. If the proposed facility were to shift to a different cooling system in the future with substantially greater water demands, this would likely also involve coordination with Lehigh County Authority to address wastewater disposal needs. The LVPC strongly recommends the Township ensure the cooling system design and any aspects of the project that affect utility impacts are memorialized through the review process to coordinate infrastructure investments and address the long-term impacts of subdivision, development zoning and planning (of Policy 4.6).

Landscaping is proposed throughout the project site along property boundaries and Proposed Road 'A' and within parking areas. The proposed landscape schedule consists primarily of Pennsylvania-native tree and shrub species which directly support use of native, climate-adaptive and carbon-sequestering landscaping (of Policy 3.4).

The project site is located within the Coplay Creek and Jordan Creek Watersheds. These watersheds have fully implemented Act 167 Stormwater Management Ordinance. Comments relative to our review of the project's stormwater management plan are also uploaded to PlanLV Portal.

Transportation

A traffic impact study was submitted for the proposed project. The project is anticipated to generate an average of 1,154 weekday trips, calculated using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th edition and Land Use Code 160 (Data Center). These average weekday trips include 142 new trips during morning peak and 126 new trips during evening peak times.

Access to the site is planned to be provided via three driveways, a full-access, secured driveway to the new roadway, providing access to the data center campus, a proposed full-access driveway to the new site roadway, providing access to the proposed substation, and a proposed full-access, emergency-only access driveway to Mauch Chunk Road.

A new township roadway is proposed to be constructed in concurrence with the proposed data center connecting Cedar Crest Boulevard at Suncrest Drive to Mauch Chunk Road at Mechanicsville Road (Roadway A). Signalization of the new Roadway A at the intersections with the existing roadways may be necessary for the trips generated by the development and to manage conflict between traffic to and from the development with traffic from the adjacent land uses including Parkland High School. Coordination with Pennsylvania's Department of Transportation regarding the configuration of the intersection with Mauch Chunk Road and Mechanicsville Road is needed to 'optimize traffic flow' (of Policy 2.5).

The amount of parking provided in the proposed plan has been re-evaluated and right sized to minimize impervious surfaces (of Policy 2.2), supporting comments LVPC provided in the previous review.

A bridge in the vicinity of the project site along Cedar Crest Boulevard crossing over the Jordan Creek is in 'Fair' condition according to the Pennsylvania Department of Transportation Bridge Conditions Map. The bridge over Route 22 at the interchange of Cedar Crest Boulevard is also in 'Fair' condition. These bridges should be closely monitored to 'provide a safe, well-maintained transportation network' (of Policy 2.2) by making sure they do not fall into 'Poor' condition with the addition of the new trips generated by the development.

Sidewalks are proposed along all road frontages of the project site, which supports pedestrian safety and reducing fatalities towards zero (of Policies 5.1 and 5.3). Following LVPC's comments in the previous review, electric vehicle charging spaces are now proposed (of Policy 2.5).

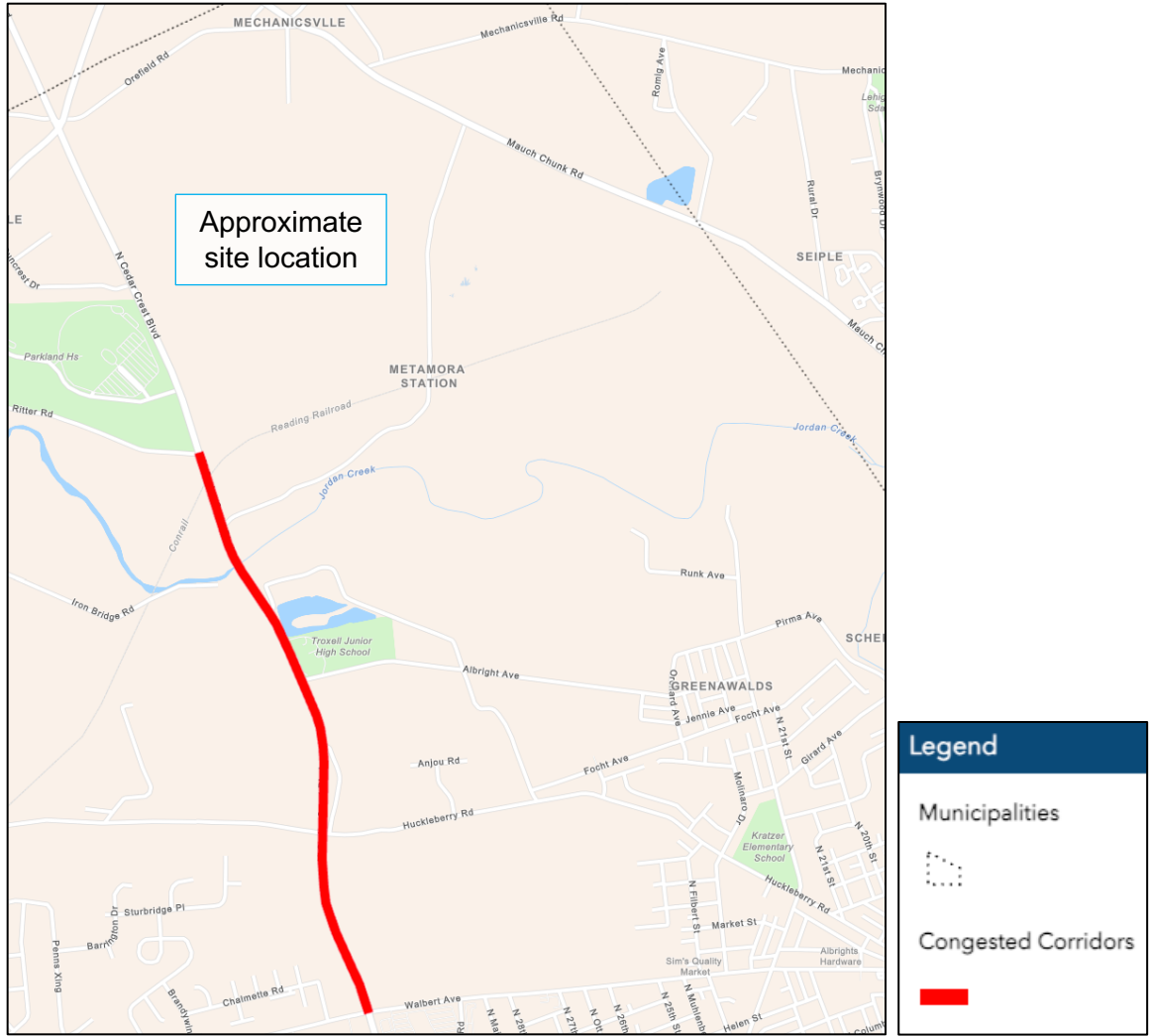
The Lehigh and Northampton Transportation Authority (LANTA) does not serve the project site currently has no plans to extend service to the area in the future, however the pedestrian infrastructure proposed throughout the site is essential if service is extended to the site in the future (of Policy 2.3).

The Parks, Recreation and Open Space plan of *FutureLV* and the Lehigh Valley Trail Connection Strategy identifies a Proposed/Conceptual Commuter Trail through the project site, which runs along Jordan Creek to the West, connects to Parkland High School and the project property, and then rejoins Jordan Creek to the East along the Whitehall Township border. LVPC's previous review recommended including sidewalk along the northeastern property boundary along Mauch Chunk Road to further facilitate closing gaps in the region's trail network (of Policy 2.1), and these sidewalks have been added to the proposed plans.



LVPC GIS Mapping – Proposed/Conceptual Commuter Trails

North Cedar Crest Boulevard between Ritter Road and Walbert Avenue is identified as a Congested Corridor, where existing traffic conditions already present operational challenges. According to the Environmental Impact Analysis, during construction there will be 400-500 construction employees and that construction will last 4 years. This construction phase would generate commercial vehicle traffic at a level that would further affect corridor performance. The LVPC strongly recommends requiring construction traffic information such as anticipated truck volumes, designated routing, and hours of operation to adequately plan for and minimize traffic demand within the Transportation Impact Study.



LVPC GIS Mapping – Congested Corridors

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

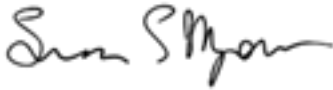
Municipalities, when considering land developments, should reasonably attempt to be consistent with *FutureLV: The Regional Plan*, as required by the Pennsylvania Municipalities Planning Code (MPC) [Article 1§105, Article III§303, §304 & §306(a), Article VI§603(j)]. The LVPC review does not include an in-depth examination of plans relative to subdivision design standards or ordinance requirements since these items are covered in the municipal review.

Please let me know if there are any questions about this review.

Sincerely,



Jill Seitz
Chief Community and Regional Planner



Susan Myerov
Director of Environmental Planning



Corinne Ruggiero
Environmental Planner



Evan Gardi
Transportation Planner

cc: Anthony Tallarida, Township Engineer; CDE Acquisitions LLC, Applicant; Andrew Lohr, Kimley-Horn, Project Engineer; Nate Jones, Lower Macungie Township Planning Director; Kevin Murphy, North Whitehall Township Planner; Lee Rackus, Whitehall Township Planning Bureau Chief; Jennifer Gomez, City of Allentown Planning Director; Meredith Keller, Upper Macungie Township Planning Director; Liesel Gross, Lehigh County Authority Chief Executive Officer; Garrett Cook, Lehigh County Conservation District Engineer; Fadia Halma, PA DCED Lehigh Valley Regional Director; Alicia Karner, PA DCED BusinessPA Lehigh Valley Regional Office Director; Dean Ritter, PA DEP Assistant Regional Director; Jane George, PPL Regional Affairs Director; Joseph Lookup, PPL Vice President of Transmission & Distribution Planning & Asset Management Brian Boyer, PennDot District 5; Chad Pindar, Delaware River Basin Commission Water Resource Planning Section Manager; Molly Wood, LANTA Planner/Land Use Specialist; Geoff Reese, LVPC Master Planner and Engineer; Denjam Khadka, LVPC Senior Civil/Environmental Engineer; Peter Lantz, Environmental Engineer.



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Planning for the Future of Lehigh and Northampton Counties at 615 Waterfront Drive, Suite 201, Allentown, PA 18102 ■ (610) 264-4544 ■ lvpc@lvpc.org ■ www.lvpc.org

June XX, 2026

Ms. Kerry Rabold, Director of Community Development
Salisbury Township
2900 South Pike Avenue
Allentown, PA 18103

**Re: Salisbury Township 2026 Comprehensive Plan
Salisbury Township
Lehigh County**

Dear Ms. Rabold,

The Lehigh Valley Planning Commission (LVPC) will consider the subject application at its Comprehensive Planning Committee and Full Commission meetings, pursuant to the requirements of the Pennsylvania Municipalities Planning Code (MPC). Discussion on agenda items largely happens during the Committee meeting. Both meetings are virtual, and we encourage your participation. The LVPC will issue a follow-up letter after the Commission meeting if Commission members have any additional comments. Meeting participation details are below:

<p>LVPC Comprehensive Planning Committee Meeting:</p> <p>June 23, 2026, at 12:00 PM (Virtual) https://lvpc.org/lvpc-meetings</p>	<p>LVPC Full Commission Meeting:</p> <p>June 25, 2026, at 7:00 PM (In-Person) https://lvpc.org/lvpc-meetings</p>
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The proposed 2026 Salisbury Township Comprehensive Plan is an update to the 2012 Comprehensive Plan and serves to promote several goals and policies outlined in *FutureLV: The Regional Plan*. The 2012 Plan was written under the *Lehigh Valley 2030 Comprehensive Plan* prior to the creation of *FutureLV* and the 2026 update into account *FutureLV: The Regional Plan*, *Lehigh Valley Transportation Study: Coordinated Public Transit Human Services Transportation Plan (2024)*, and their *William H. Laubach Memorial Park and Frank Farm Recreation Plan*, which serves as a master site development plan around Laubach Memorial Park. The LVPC recommends the township also consider the Lehigh County Parks, Recreation and Open Space Plan *Livable Landscapes*, and *WalkRollLV*, the regions active transportation plan.

The municipality is facing several key challenges: limited development space without encroaching on open space areas, said development's impact on the school systems, improving parks, road conditions, and blighted properties, all while not increasing taxes

and pricing residents out. Community members wanted to see more parks and open space development as well as shops and retail and single-family homes. Additionally, the plan meets all legally required criteria outlined in the Pennsylvania Municipalities Planning Code for Comprehensive Plans. The plan describes current conditions and provides a vision for the area's future with detail, data, and community input guiding the plan content.

Housing

The proposed plan provides an extensive and in-depth analysis of the current housing conditions in the Township, highlighting several key factors that impact the current path of development. For example, the plan notes that compared to the other communities of similar size and proximity, it has the highest owner-occupied housing with high median home values and a majority single family homes that are aging. The plans implementation strategies align with *FutureLV* to alleviate the impacts of the community and tackle the need for increased development and redevelopment of blighted properties. The first goal to use higher density growth and redevelopment along the corridors and underutilized sites align with *FutureLV: The Regional Plan* to 'encourage reuse and redevelopment within urban areas' and 'encourage reuse of vacant and underutilized properties' (of Policies [1.1](#) & [5.4](#)). The plan also outlines several proactive strategies to promote redevelopment through municipal strategies which would 'provide a wide variety of attainable housing in locations that maximize social and economic opportunities for everyone' (of [Policy 4.5](#)). The plan also provides for a strategy for additional senior housing, which reflects the aging population demographics captured in the community survey for the project, as well as the changing demographics section of *Future Forces in FutureLV*, which predicts that 21.6% of the population of the region will be over the age of 65 by 2050.

Natural and Historic Resources

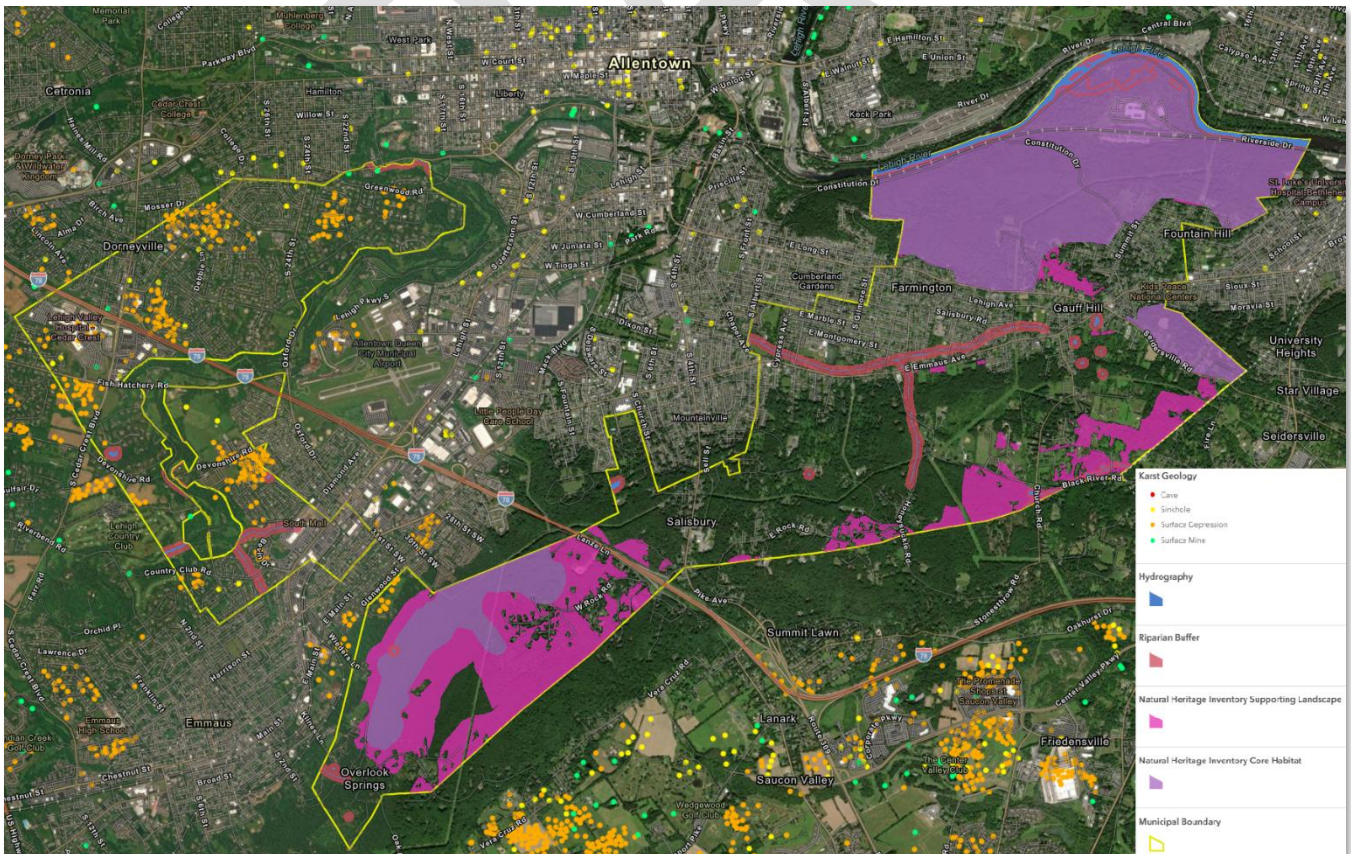
The plan identifies several different parks and recreation open space opportunities and makes it a primary focus area of the comprehensive plan, align with *FutureLV* to 'create community spaces that promote physical and mental health' (of [Policy 5.3](#)). The plan also identifies several elements of the *FutureLV* Natural Resource Plan such as Wetlands, Floodplains, and Steep Slopes. The township also has several conservation easements which limit development. Together, these 'promote sustainable stewardship of natural lands, water resources, and open space' and 'discourage development in hazard-prone areas' (of [Policies 3.1](#) & [3.2](#)).

The natural resource planning could be improved by including several other elements features in the Natural Resources Plan from *FutureLV*:

1. **Pennsylvania Natural Heritage Inventory** – The Pennsylvania Natural Heritage Program (PNHP) details susceptible species in the National Heritage Inventory (NHI) of regional significance. The NHI areas fall into two larger categories, Core Habitat, areas which contain plant or animal species of concern at state or federal levels, exemplary natural communities, or exception native diversity and which are extremely sensitive to development activity, and Support Landscapes,

areas around the core that maintain vital ecological processes or secondary habitats for sensitive natural features that may be capable of accommodating low-impact development with mitigation. Salisbury Township has large areas within the township identified as Core Habitat in the Walking Purchase Park, the South Mountain Reserve, and Lechauweki Springs Park along Seidersville Road. The protection of these areas from development aligns with *FutureLV Policy 3.1* to ‘expand habitat connectivity’ and ‘maximize preservation of woodlands and critical habitats’

- 2. Hydrography and Riparian Buffers** – Within Salisbury Township there are several small tributaries of the Little Lehigh Creek and Trout Creek, all within the Little Lehigh Watershed. While some areas of the tributaries are mapped because of their flood risk, several sections continue and should be identified as a high value natural resource as they feed directly into their respective creeks and those creeks feed into the Lehigh River. Around these bodies of water are Riparian Buffers, which are a vital feature for protecting waterways and composed of the natural vegetation along the shore of a water body that protects water quality and stabilize channels and banks, as well as impacting the canopy cover, shading, nutrient inputs, and amount of large woody debris entering the pond. The buffer helps reduce the amount of runoff pollutants, with forested areas being the most effective form of buffer. Protecting the smaller bodies of water and their riparian buffers help ‘protect the quality and quantity of surface water and ground water’ and ‘manage the rate, volume and quality of storm runoff’ (of *Policy 3.2*).



Mapping: DCNR, USG, PNHP, LVPC

- 3. Carbonate Geology (Karst)** – Also, within Salisbury Township, particularly in West Salisbury, mapping provided by the Bureau of Topographic and Geologic Survey at the Pennsylvania Department of Conservation and Natural Resources indicates the extensive presence of karsts in the form of surface depressions, sinkholes, and surface mines. Development in carbonate areas can have greater runoff, more variable subsurface conditions, complex drainage patterns, increased risk of groundwater contamination and sinkhole formation, and impact endangered species. Karst and its impact on development should be considered in guiding where development is appropriate, and mitigation techniques can be included in ordinance updates, all to ‘discourage development in hazard prone areas’ and ‘minimize the environmental impacts of development to protect the health, safety, and welfare of the public’ ([of Policy 3.2](#)).

The comprehensive plan also addresses strategies to improve the historic preservation and identity of Salisbury Township. The plan recommends assessing the communities interest in historic preservation and to expand the historic markers and interpretive signage found around the Township. Pennsylvania’s State Historic and Archaeological Resource Exchange, or PA-SHARE, has 38 resources in the township that have either been identified as historical archeological, above ground, or district resources, with many as such undetermined for eligibility. Regardless of official determination, these resources, and the township’s plan to better mark and analyze, help ‘promote development that complements the unique history, environment, culture, and needs of the Valley’ ([of Policy 5.4](#)).

Transportation

The plan provides a detailed description of the existing infrastructure for the road network, air, public transit, and the pedestrian and bicycle networks. While the section on pedestrian and bicycle network outlines the existing infrastructure, the LVPC recommends adding into the considerations in the parks and recreation planning efforts that the trail infrastructure, sidewalk infrastructure, and bicycle infrastructure as key factors for maintaining the parks to ‘provide a safe, well maintained transportation network to move people and goods efficiently, while capitalizing on existing infrastructure’ ([of Policy 2.2](#)).

From a transportation viewpoint, the LVPC also commends the inclusion of the mixed-use corridors along Emmaus Ave, Susquehanna St, and Broadway. There is currently no transit service along Emmaus Ave. and coordination with LANTA should be pursued to determine if connection along Emmaus Ave. is plausible. Especially with the connections to the schools, parks/rec/open space, and high density residential along Emmaus Ave, this consideration would ‘encourage enhanced transit connections to improve mobility and job access’ by ‘improving connections between mass transit and walk/roll infrastructure’ ([of Policy 2.3](#)).

Community Facilities

The plan outlines several different types of community facilities and considerations that align with *FutureLV: The Regional Plan*. The plan recommends consideration of

whether current resources provided to fire and police are sufficient and should be monitored long term, which ‘enhances planning and emergency response efforts among emergency management personnel’ and ‘promotes and secure community design and emergency management’ ([of Policy 5.1](#)). Similarly, the consideration to notify the school district of development and demographic shifts helps ‘facilitate discussion among residents, stakeholders, appoint officials and elected representatives’ ([of Policy 1.4](#)).

The LVPC also commends the consideration of directing the high intensity development towards area where there’s public sewage which aligns with *FutureLV* [Policy 1.1](#) to ‘match development intensity with sustainable infrastructure capacity’. The implementation items also included an update to the township’s Act 537 Plan which helps ‘strengthen public sewer and water in centers and along corridors, as needed’ ([of Policy 3.2](#)). The LVPC recommends the township consider adding an implementation item related to the 400 active and inactive wells to survey and prepare a maintenance plan of any well that may be contaminating the aquafer in order to ‘plan for the reliable supply of water, considering current and future water resources availability, uses and limitations, including provisions adequate to protect water supply sources’ (Municipalities Planning Code Section 301b).

Future Land Use and Zoning

The plan provides a Future Land Use Map to lay out the areas where future growth is to be directed and what types of development will go there as per the MPC. Upon review, there were several areas identified for future growth that may require additional transition and consideration in the Future Land Use Map while still supporting the core goals of the comprehensive plan. Section 301(a)(5) of the MPC states the plan must include A statement indicating that the existing and proposed development of the municipality is compatible with the existing and proposed development and plans in contiguous portions of neighboring municipalities, or a statement indicating measures which have been taken to provide buffers or other transitional devices between disparate uses’.

Along the border with South Whitehall, Cedar Crest Boulevard has been identified as an area for increased commercial and medium density development, while South Whitehall has those areas zone for low-density density development with little to no commercial until Hamilton Boulevard. Consideration should be made for a buffer area between these borders while still allowing for development.

Similar considerations should be made for the border with Lower Macungie, which identifies most of the area west of South Cedar Crest Boulevard as Open Space Area. Additionally, South Cedar Crest Boulevard south of 78 has been identified as a congested corridor and in *FutureLV* as farmland preservation area as well as significant amount of surface depressions from karst geology. The township should consider requiring developers to plan for congestion mitigation along this corridor as development is proposed, as well as proper geotechnical testing.

Most of the border with Upper Saucon Township is categorized as South Mountain Conservation Zone on the Saucon side, and is identified in *FutureLV: The Regional Plan* as Exurban, having few of the factors necessary for development and recommended for low-intensity development, and Character-Defining Area, which represents the natural and scenic character of the Lehigh Valley and is also recommended for limited scape development the preserves natural and scenic resources. Additionally, the section of 145 leading up to this area has been identified as a high crash corridor and any development would need to take into consideration the safety risks of pedestrian, vehicle, and bicycle movement. This area also lacks public water facilities.

The plan also identifies the waterfront area of the Lehigh River as a potential development area as an implementation item and a future growth area. Given the proximity to the core habitat areas, and the lack of public sewer and water available at the site, any proposed traditional neighborhood development (TND) should consider the limiting factors of development to 'minimize the environmental impacts of development' ([of Policy 3.2](#))

Community Development Objectives and Strategies

The plan outlines four specific community development focus areas to guide the comprehensive plan. Focus Area #1 is 'growing strategically from financial benefits' which utilizes strategies to 'support mixed use development along key corridors', 'target residential densification along Lehigh Street', 'coordinate a joint corridor study along Lehigh St.' and 'allow modest density increases to support senior housing near medical facilities.' This focus area and strategies directly align with *FutureLV: The Regional Plan*, like [Policy 1.2](#) to 'direct growth by establishing mixed-use centers and mixed-transportation corridors' by 'increasing density of residential and mixed-use development in centers' which includes Lehigh St, and [Policy 4.5](#): 'provide a wide variety of attainable housing in locations that maximize social and economic opportunities for everyone' by 'increasing housing density in centers and along corridors'. Additionally, by prioritizing a multi-municipal corridor, the plan increases the likelihood that transportation funding is allocated for improvements. Focus Area #2 'preventing property disinvestment' and its associated strategies also align with the previous policies, as well as [Policy 1.1](#) to 'encourage reuse and redevelopment within urban areas' and [Policy 4.2](#) to 'reduce blight to improve safety, quality of life and promote sustainable economic activity'.

Focus Area #3 is 'Building a Connected Community' which includes strategies to 'evaluate feasibility of recreation amenities across from municipal facilities' at the top of South Mountain where the public works department is located aligns with [Policy 4.1](#) to 'encourage local institutions to invest in their surrounding communities' while the other strategies, to increase township presence digitally and host community events 'increase social, cultural and artistic opportunities' while 'creating community spaces that promote physical and mental health' ([of Policy 5.3](#)). Focus Area #4 expands on policy 5.3 by

prioritizing ‘sustaining & enhancing parks & open space’ by ‘prioritizing additional parks and trail master planning’.

Focus Area #4 also furthers [Policy 2.1](#) to ‘connect regional trails to centers and corridors’ and ‘establish mixed-transportation corridors’. The LVPC recently published *The Lehigh Valley Trail Connection Strategy* which identifies the Southwestern Lehigh County Trail Network as an Elevated Trail Gap in Salisbury Township, noted as a regionally impactful trail gap. It also identifies the Saucon Region Trail Network as a Supporting Trail Gap in Salisbury Township and the Martin Luther King Jr. Drive Trail as a critical priority gap. The township should make note of these in their comprehensive plan and consider the *Lehigh Valley Trail Connection Strategy* during its Trail Master Planning.

Implementation

Many of the specific implementation items align with *FutureLV: The Regional Plan* by putting the goals and policies outlined above into practice. One strength of this plan that we’d commend is the identifying of potential funding sources for projects with capital costs. The LVPC recommends all funding sources for implementation items be listed to identify gaps in funding opportunities. Additionally, the existing list of grants applicable to each section should be expanded for any project, all of which ‘promotes the fiscal health and sustainability of municipalities’ ([of Policy 4.6](#)).

Additionally, the implementation plan includes updating the Subdivision and Land Development Ordinance (SALDO) and Zoning Ordinance to improve the site design to help improve walkability and encourage mixed use development align with *FutureLV Policy 1.2* to ‘direct growth by establishing a network of mixed-use centers and mixed-transportation corridors’. The LVPC recommends also updating the Official Map to include the listed natural resources above, as well as the corridors for expansion and planned parks and recreation spaces to ‘conserve and manage natural lands and water resources for environmental and recreational benefits’ ([of Policy 3.1](#)).

Additional Considerations

The township’s current plan takes into consideration many aspects of *FutureLV: The Regional Plan* and meets all the MPC requirements outlined under the ordinance. However, there were several elements of *FutureLV* that could also be considered by the township to ‘encourage an efficient development process that is responsive to regional needs’ ([of Policy 1.4](#)). The LVPC recommends the township consider the following elements:

- **Future Forces** – The Future Forces section of *FutureLV* ([page 42](#)) looks at emerging technologies and land uses that could shape how the Lehigh Valley will change, and promote proactive planning within the comprehensive plan, and several elements of the section, like Artificial Intelligence, the impact of demographics changes, rapid urbanization, and climate change have all increased in impact over time. The Township’s comprehensive plan could look at potential future forces like electric vehicle charging and proactively plan for their impact, to ‘encourage an efficient development process that is responsive to

regional needs' ([of Policy 1.4](#)).

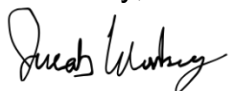
- **Climate Change** – while addressed in Future Forces, *FutureLV* also looks at climate change and green infrastructure broadly in order to ‘reduce climate change impacts through mitigation and adaptation’ ([of Policy 3.4](#)). The township can improve several aspects of the existing plan by adding requirements or implementation of these mitigation and adaptation strategies, like ‘advocating for use of native, climate-adaptive and carbon sequestering landscaping’, ‘supporting renewable energy and diversification of sources’ and ‘incorporating environmentally sensitive transportation technologies’ ([of Policy 3.4](#)).
 - Additionally, Section 301.1 of the MPC allows a comprehensive plan to include elements that ‘promote energy conservation and the effective utilization of renewable energy sources and analyzes the impact of each other component and element of the comprehensive plan on the present and future use of energy in the municipality, details specific measures contained in the other plan elements designed to reduce energy consumption and proposes other measures that the municipality may take to reduce energy consumption and to promote the effective utilization of renewable energy sources.’ This would align with *FutureLV: The Regional Plan* by ‘encouraging reuse, sustainable building, site design and community design practices’ ([of Policy 3.4](#))
- **Freight Impacts** – *FutureLV* takes into consideration the impact of freight on the region to ‘strengthen freight mobility to minimize quality of life impacts to residents’ ([of Policy 2.4](#)). The feedback from the public identifies road conditions as a key issue within the Township and should consider proactive planning of their impacts on local roads to ‘locate freight facilities with available and planned transportation capacity’ and ‘consider transportation-based facilities impact on the infrastructure system, economy, tax base, environment and community’ ([of Policy 2.4](#)).

The LVPC is supportive of Salisbury Township as it looks to implement its comprehensive plan and is available as a resource if Township staff would like to discuss plan revisions or implementation strategies.

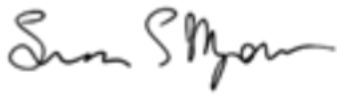
Municipalities, when considering comprehensive plans and updates, should reasonably attempt to be consistent with *FutureLV: The Regional Plan*, as required by the Pennsylvania Municipalities Planning Code (MPC) [Article 1§105, Article III§303, §304 & §306(a), Article VI§603(j)]. Please send a final copy of the adopted comprehensive plan per requirements of the MPC.

If you have any questions regarding

Sincerely,



Jacob Weinberg
Community and Regional Planner



Susan Myerov
Director of Environmental Planning



Corinne Ruggiero
Senior Environmental Planner



Evan Gardi
Senior Transportation Planner

DRAFT



Lehigh Valley Planning Commission

CHRISTINA "TORI" MORGAN
Chair

ARMANDO MORITZ-CHAPELLIQUEN
Vice Chair

PHILLIPS ARMSTRONG
Treasurer

BECKY A. BRADLEY, AICP
Executive Director

June xx, 2026

Lori Seese, Planning Director
Lower Nazareth Township
623 Municipal Drive
Nazareth, PA 18064

**Re: Curative Amendment – Nazareth Area School District
Lower Nazareth Township
Northampton County**

Dear Ms. Seese,

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. Meeting participation details are below, and we encourage your participation:

<p>LVPC Comprehensive Planning Committee Meeting:</p> <p>June 23, 2026, at 12:00 PM (Virtual) https://lvpc.org/lvpc-meetings</p>	<p>LVPC Full Commission Meeting:</p> <p>June 25, 2026, at 7:00 PM (In-Person) https://lvpc.org/lvpc-meetings</p>
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The Pennsylvania Municipalities Planning Code outlines procedures for landowners who desire to challenge, on substantive grounds, the validity of a zoning ordinance, map or any provision thereof which prohibits or restricts the use or development of land in which they have an interest (§609.1 and §916.1).

The applicant alleges that the Township Zoning Ordinance is deficient because the land use 'School, Primary and Secondary' is permitted in a disproportionately small area. The submitted cure for the deficiency proposes to amend the Township Zoning Ordinance to permit 'School, Primary and Secondary' as a conditional use in all zoning districts where it is not currently permitted. The applicant also asserts that the Township has no reasonable grounds for requiring schools to be served only by public sewer, and proposes to amend the conditional use standards governing water and sewer service so that public sewer would be required only where available pursuant to the Township's Official Act 537 Plan, with on-site sewage disposal permitted where feasibility can be demonstrated.

The Applicant provided a narrative with the curative amendment application identifying that the Applicant owns approximately 43.28 acres located along Hecktown Road and Country Club Road in the Township's TD-1 Agricultural District. The curative amendment is intended to facilitate development of a new elementary school in this location to address projected enrollment growth within the school district.

While the curative amendment submitted is with the intention of pursuing the development of a school on a particular site, the LVPC notes that a land development plan is not proposed at this time, and the focus of this review is on the impact of the proposed zoning ordinance. The proposal has been reviewed for alignment with the goals and policies of *FutureLV: The Regional Plan*, which promotes coordinated growth, infrastructure efficiency, environmental stewardship and sound regional planning. In evaluating the proposal, the LVPC also considered the review criteria established in Section 609.1(c) of the MPC to evaluate what impacts the curative amendment bears on the site and to the Township as a whole, including considerations for public infrastructure and services, environmental resources, natural features, agricultural preservation and, where applicable, regional housing needs:

§609.1(c)(1) The impact of the proposal upon roads, sewer facilities, water supplies, schools and other public service facilities;

FutureLV recognizes schools and educational facilities as critical community infrastructure that should be planned in coordination with anticipated population growth, housing development, transportation systems and utility infrastructure. The proposed ordinance supports 'expanding access to education and job training' (of Policy 4.1) while maintaining performance standards and municipal review on a case-by-case basis to minimize development impacts (of Policy 3.2).

However, schools are generally best suited in areas with public water and sewer infrastructure due to the substantial daily water usage and disposal needs. For example, the documentation provided by the applicant identifies that the proposed school would generate 13,600 gallons per day (gpd) of wastewater, which exceeds the 10,000gpd threshold for Pennsylvania Department of Environmental Protection (DEP) oversight of larger on-lot systems. *FutureLV* 'discourages use of packaged sewage treatment plants' (of Policy 3.2). Locating schools in areas without public utilities increases the maintenance costs associated with school operations long-term. *FutureLV* promotes the use of cost-benefit analysis in planning, development and infrastructure decisions (of Policy 4.6) and directs development to 'match sustainable infrastructure capacity' (of Policy 1.1).

Another critical consideration regarding the proposed ordinance is that conditional uses are still permitted uses. The Township should carefully consider whether permitting schools by conditional use in all zoning districts Township-wide represents the most appropriate planning solution. Permitting schools in zoning districts with incompatible land uses, such as industrial districts, could create land use conflicts over the long term and does not 'encourage an efficient development

process responsive to regional needs' (of Policy 1.4). If the governing body determines that corrective action is warranted, consideration should also be given to whether an alternative amendment, such as adding 'schools' to additional specific zoning districts, could adequately address the identified deficiency while maintaining consistency with the Township's comprehensive planning framework, land use objectives, and overall zoning structure.

§609.1(c)(2) If the proposal is for a residential use, the impact of the proposal upon regional housing needs and the effectiveness of the proposal in providing housing units of a type actually available to and affordable by classes of persons otherwise unlawfully excluded by the challenged provisions of the ordinance or map;

The proposed ordinance concerns educational facilities rather than residential development and therefore does not directly affect regional housing supply or housing affordability; however, *FutureLV* recognizes that access to schools is a driver of housing demand as an essential daily need (of Policy 5.2) and directs schools to be strategically located in centers or along corridors (of Policy 4.3). Schools are most suitably located close to residential areas that are accessible by a variety of transportation modes to 'support safe routes to schools' (of Policy 5.2).

§609.1(c)(3) The suitability of the site for the intensity of use proposed by the site's soils, slopes, woodlands, wetlands, flood plains, aquifers, natural resources and other natural features;

The proposed ordinance is legislative and does not directly propose development on a site. *FutureLV* supports 'preserving natural areas and farmland by managing growth and development' (Policy 1.1). Any future proposal developed related to the application should demonstrate compliance with applicable environmental regulations and municipal development standards addressing natural features and resource protection.

§609.1(c)(4) The impact of the proposed use on the site's soils, slopes, woodlands, wetlands, flood plains, natural resources and natural features, the degree to which these are protected or destroyed, the tolerance of the resources to development and any adverse environmental impacts;

Similarly, because no specific land development application is presently under review, the environmental impacts of any future school cannot be fully evaluated through this proceeding. *FutureLV* promotes protection of environmentally sensitive resources, minimization of disturbance, effective stormwater management and context-sensitive site design. The LVPC encourages the Township to continue applying all applicable resource protection standards and development regulations to any future proposal considered under the amended ordinance, to 'preserve natural resources in the land development process' (of Policy 3.1).

§609.1(c)(5) *The impact of the proposal on the preservation of agriculture and other land uses which are essential to public health and welfare.*

FutureLV recognizes agriculture as both a vital economic sector and a defining regional resource, supporting policies that preserve productive farmland and maintain contiguous agricultural areas (of Policy 4.4). While schools are important community facilities and may be appropriate in certain agricultural settings, permitting them as a conditional use in all zoning districts, including the TD-1 Agricultural District, could incrementally reduce productive farmland, fragment agricultural landscapes, and increase land use conflicts over time.

If the Township determines that an amendment is warranted, LVPC encourages consideration of a more targeted approach that addresses the needs of a growing school district while remaining consistent with the Township's farmland preservation objectives and *FutureLV's* policies supporting coordinated growth and long-term agricultural viability (of Policy 1.3).

Overall, the LVPC recognizes that expanding opportunities for primary and secondary schools can support the needs of a growing community and improve access to an essential daily service. However, schools are major community facilities that are best planned in coordination with surrounding land uses, transportation networks, public utilities and long-term growth objectives. Permitting schools as a conditional use in every zoning district may create unintended land use conflicts, reduce consistency with farmland preservation and infrastructure planning goals, and diminish the Township's ability to strategically direct future educational facilities to the most appropriate locations.

If the Township determines that amendment of the Zoning Ordinance is warranted, LVPC encourages consideration of a more targeted approach that addresses the identified deficiency while maintaining consistency with the Township's comprehensive planning framework and the goals and policies of *FutureLV: The Regional Plan*, including coordinated growth, sustainable infrastructure investment, protection of agricultural resources, and compatible land use patterns.

Municipalities, when considering zoning ordinance and map 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)].

Sincerely,



Jill Seitz

Chief Community and Regional Planner

cc: Bradford Flynn, Bath Borough Manager; Belinda Roberts, Bushkill Township Manager; John Defassio, Chapman Borough Secretary; Stephen Nowroski, Moore Township Manager; Theresa Fedele, Nazareth Borough Clerk; Candace Keller, Stockertown Borough Secretary; Mark Saginario, Tatamy Borough Manager; Lisa Klem, Upper Nazareth Township Manager.

DRAFT



CHRISTINA "TORI" MORGAN
Chair

ARMANDO MORITZ-CHAPELLIQUEN
Vice Chair

PHILLIPS ARMSTRONG
Treasurer

BECKY A. BRADLEY, AICP
Executive Director

Planning for the Future of Lehigh and Northampton Counties at 615 Waterfront Drive, Suite 201, Allentown, PA 18102 ■ (610) 264-4544 ■ lvpc@lvpc.org ■ www.lvpc.org

June XX, 2026

Ms. Theresa Fedele
Nazareth Borough
10 E Church St
Bethlehem, PA 18018

**Re: Nazareth Borough Zoning Map Amendment
Nazareth Borough
Northampton County**

Dear Ms. Fedele,

The Lehigh Valley Planning Commission (LVPC) will consider the subject application at its Comprehensive Planning Committee and Full Commission meetings, pursuant to the requirements of the Pennsylvania Municipalities Planning Code (MPC). Discussion on agenda items largely happens during the Committee meeting. Both meetings are virtual, and we encourage your participation. The LVPC will issue a follow-up letter after the Commission meeting if Commission members have any additional comments. Meeting participation details are below:

<p>LVPC Comprehensive Planning Committee Meeting:</p> <p>June 23, 2026, at 12:00 PM (Virtual) https://lvpc.org/lvpc-meetings</p>	<p>LVPC Full Commission Meeting:</p> <p>June 25, 2026, at 7:00 PM (In-Person) https://lvpc.org/lvpc-meetings</p>
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The application proposes amending the Nazareth Borough Zoning Map to designate the block bordering South Main Street, Park Street, South Green Street, and Prospect Street from The Light Industrial Zone (LI) to General Commercial Zone (GC), with 5 parcels being affected by the change: 202 South Main Street (PIN: J7SE3D 9 1) which is currently a hotel, 206 South Main Street (PIN: J7SE3D 9 2) and 210-214 South Main Street (PIN: J7SE3D 9 3) both of which are mixed use buildings, 240 South Main Street (PIN: J7SE3D 9 4) which contains a self-storage facility, a mixed use former industrial building, and part of Kramer Textiles, and 31 West Prospect Street (PIN: J7SE3D 9 4A), which contains the rest of the Kramer textiles building.

The change in zoning generally opens up the number of uses allowed in the block, which 'encourages reinvestment in commercial areas' ([of Policy 4.6](#)) and allows existing building conversions to utilize the existing lot and building setbacks and lot size to convert into another use, primarily dwellings into more dwellings and commercial or

commercial into dwellings with more commercial. This aligns well with several aspects *FutureLV: The Regional Plan*. Exempting existing conversions from dimensional requires 'encourages an efficient development process responsive to regional needs' ([of Policy 1.4](#)) and 'encourages reuse and redevelopment within urban areas' ([of Policy 1.1](#)). The change also does not limit any of the existing uses on the site, which 'maintains quality and affordable of life' ([of Policy 4.1](#)).

Additionally, the borough of Nazareth is already relatively built out with its existing undeveloped land serving as natural resources and open space. By opening the opportunity for redevelopment, the amendment supports efforts to alleviate the regional housing shortage. According to the Lehigh Valley Housing Dashboard, Nazareth is experiencing a shortage of 160 housing units today, and an additional 160 units are needed by the year 2050 to keep up with the Borough's anticipated population growth. The amendment helps to meet the Borough's housing demand while increasing attainable housing opportunities ([of Policy 4.5](#)).

The proposal also supports a core strategy of *FutureLV: The Regional Plan* to increase density using infill development and concentrating development in already developed areas to prevent sprawl and the churning up of farmland and open space to accommodate growth ([Density Special Section, page 71](#)). More information about housing in Nazareth Borough and throughout the Lehigh Valley is available at lvpc.org/housing.

Municipalities, when considering zoning ordinances, 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)].

Sincerely,



Jacob Weinberg
Community and Regional Planner



Lehigh Valley Planning Commission

CHRISTINA "TORI" MORGAN
Chair

ARMANDO MORITZ-CHAPELLIQUEN
Vice Chair

PHILLIPS ARMSTRONG
Treasurer

BECKY A. BRADLEY, AICP
Executive Director

June 16, 2026

Donna Asure, Manager
Forks Township
1606 Sullivan Trail
Easton, PA 18040

**Re: Growth Management Overlay – Zoning Ordinance and Map Amendment
Forks Township
Northampton County**

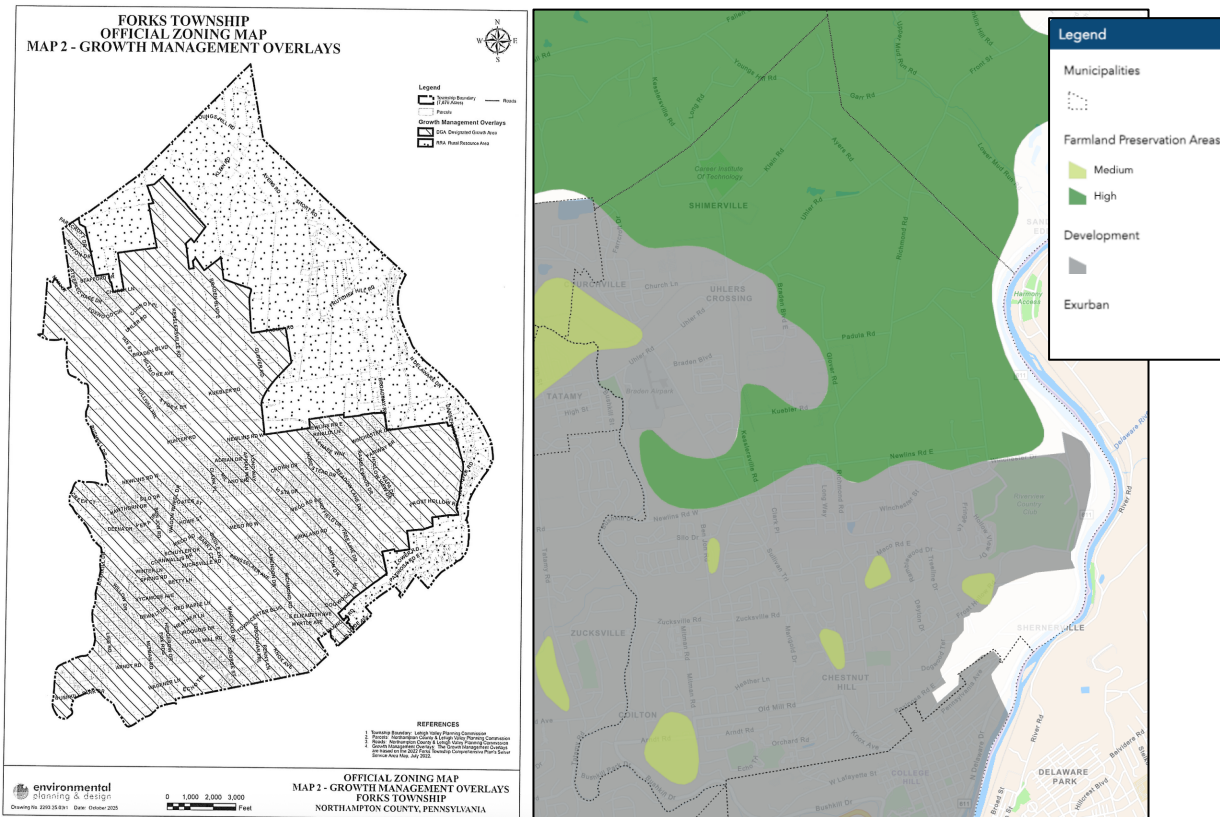
Dear Ms. Asure,

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. Meeting participation details are below, and we encourage your participation:

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The proposal amends multiple sections of the Forks Township Zoning Ordinance and amends the Township Zoning Map to establish two Growth Management Overlays: the Designated Growth Area (DGA) and the Rural Resource Area (RRA). The DGA mainly contains portions of the Township within public sewer infrastructure service areas identified in the Township’s Act 537 Plan, while the RRA mainly contains portions of the Township outside public sewer infrastructure service areas. The amendment also updates definitions, includes additional protections for agricultural soils, and sets common open space requirements for cluster developments.

The proposed overlay framework supports *FutureLV: The Regional Plan* by coordinating development patterns with infrastructure planning. By aligning the DGA with public sewer service areas and mapping the RRA over non-sewered areas, the Township advances *FutureLV* by ‘matching development intensity with sustainable infrastructure capacity’ and preserving agricultural and natural lands (of Policy 1.1). The RRA Overlay generally follows the northernmost Township borders and extends along the Delaware River, aligning closely with the Farmland Preservation and Exurban designations of the *FutureLV* General Land Use Plan:



Forks Township Proposed Overlay Map and FutureLV General Land Use Plan

Given Forks Township’s geographic position between the highly developed City of Easton to the south and the rural landscapes of Lower Mount Bethel and Plainfield Townships to the north, the application of these overlays reinforce the Township’s key characteristics as a transitional community within the regional context. The LVPC offers the following comments on the proposed ordinance to further support the Township:

Farmland Preservation

The proposed ordinance includes several provisions that support farmland preservation and rural character. The stated purpose of the Farmland Protection (FP) District is to ‘emphasize the protection of agriculture as an important economic activity, particularly in areas characterized by prime agricultural soils and active farming operations.’ The provisions discourage development of highly fertile and productive agricultural soils and provide development incentives to preserve fields, woodlots and other open space areas, supporting *FutureLV* objectives to ‘conserve and manage natural lands’ (of Policy 3.1) and ‘preserve farmland to maintain rural character and open space’ (of Policy 3.3). The ordinance also includes detailed provisions related to the definition and protection of common open space areas and clarifies what meets the standard of common open space, which is a best practice for local regulations (of Policy 1.4).

While preserving prime agricultural soils is an important objective, soil preservation alone does not necessarily ensure the continuation of viable agricultural operations. Agriculture also depends on parcel size and configuration, access, surrounding land use compatibility, market conditions, farm-related business opportunities and agriculture-supportive industrial land uses. To support the long-term sustainability of farming, the LVPC recommends the Township continue to ensure that farmers have adequate economic opportunities such as farm stands, agritourism, value-added agricultural production and agricultural services, and continuing to support local and regional farm-to-consumer opportunities, such as farmers markets, that help ‘provide for the operational needs of regional farms’ (of Policy 4.4).

Cluster Development

The inclusion of cluster single-family development as a flexible option facilitates housing development on a limited contextual scale while furthering the Township’s preservation goals. However, because the FP District is not served by public water or public sewer and cluster developments require a minimum of one-acre lot sizes, the Township should confirm whether the proposed cluster development standards can practically achieve the compact development pattern intended by the ordinance. Individual on-lot wells and sewage disposal systems typically require larger lots to accommodate wells, primary and replacement absorption areas, and isolation distances along with buildings, and driveways. As a result, a one dwelling unit per acre density allowance combined with the minimum open space requirement (0.50) may still produce a dispersed residential pattern rather than a compact conservation subdivision.

The Township should also consider whether the proposed density calculation may unintentionally discourage the use of cluster development as a preservation tool. Because the maximum number of dwelling units is calculated after netting out resource protection lands, applicants may experience a reduced development yield even when natural resources and agricultural lands are permanently preserved. The Township could consider allowing density to be calculated from gross tract area, or providing a limited density credit or bonus, when protected resources are set aside and preserved through the cluster design. This approach would maintain strong resource protection while creating a clearer incentive to locate homes on smaller lots in the portions of the tract most suitable for development. The Township may also consider additional standards, such as requiring preserved agricultural open space to remain contiguous and farmable, and establishing appropriate setbacks, buffers, farm access protections and disclosure requirements to reduce conflicts between residential uses and working farms. These refinements would promote efficient land use patterns that are sensitive to local context (of Policy 1.4).

Natural Resource Protection

The proposed ordinance places additional emphasis on prime agricultural soils as an important protected resource, which supports the Township’s farmland preservation objectives. The LVPC supports the Township’s continued use of a resource protection framework that coordinates agricultural soil protection with protections for woodlands,

riparian areas, steep slopes, floodplains, wetlands and other natural features, helping to 'conserve and manage natural lands' (of Policy 3.1).

Balancing Preservation and Growth

While these preservation-focused tools support regional goals, the Township should also balance preservation with the state requirement that all municipalities accommodate their fair share of projected growth, particularly housing and businesses within areas served by public infrastructure. Forks Township has been experiencing steady population growth and is anticipated to continue to add an additional 2,379 people by 2050 (LVPC Employment and Population Projections). The Township is also a high-demand housing market with rising housing prices, with a median home sales price of \$606,000 which is 68% higher than the region-wide median of \$360,000. Designated Growth Areas should provide adequate capacity, appropriate densities, and a mix of housing types to support long-term housing availability and affordability. As a next step to manage growth and development patterns, the Township should verify that zoning within the DGA can reasonably meet future residential and employment needs, and consider whether modest adjustments to density or permitted housing types may help ensure that adequate growth capacity remains available in sewer-served areas (of Policies 1.1, 4.5 and 4.6).

Municipalities, when considering zoning ordinance and 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)].

Sincerely,



Jill Seitz
Chief Community and Regional Planner



Susan Myerov
Director of Environmental Planning

cc: Lisa Pereira, Township Solicitor.



CHRISTINA "TORI" MORGAN
Chair

ARMANDO MORITZ-CHAPELLIQUEN
Vice Chair

PHILLIPS ARMSTRONG
Treasurer

BECKY A. BRADLEY, AICP
Executive Director

June xx, 2026

Donna Asure, Manager
Forks Township
1606 Sullivan Trail
Easton, PA 18040

**Re: Data Center Amendment Update
Forks Township
Northampton County**

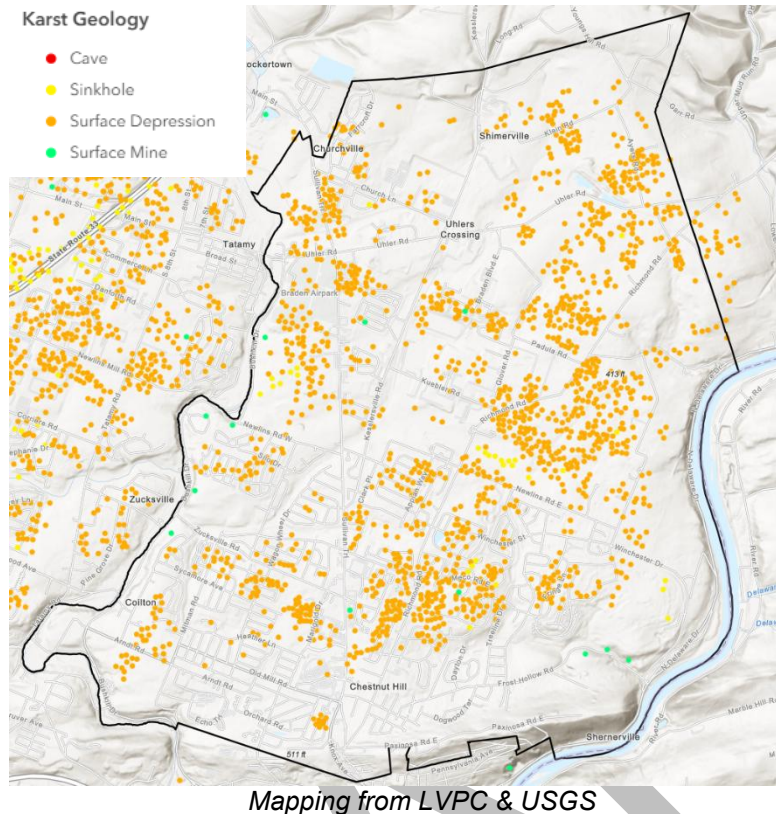
Dear Ms. Asure,

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. Meeting participation details are below, and we encourage your participation:

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The proposal amends the use regulation sections of the Forks Township Zoning Ordinance for data centers. Forks Township enacted data center regulations in September of 2025, and the proposed regulations include additional measures. As Data Centers are an emerging land use with evolving impacts, the Township’s continued updates to their regulations align with *FutureLV* to ‘minimize impacts of Land Use of Regional Significance’ (of Policy 1.4) and ‘support the evolution and adaptability of government’ (of Policy 1.1).

First, the amendment adds a requirement for a geological map of the area with at least one mile radius indicating instances of carbonate rock and requiring documentation by a qualified professional. The LVPC commends the inclusion of this provision as mapping provided by the Bureau of Topographic and Geologic Survey at the Pennsylvania Department of Conservation and Natural Resources indicates the extensive presence of karsts in the township. The provision ensures proper geotechnical testing prior to any land development, to ‘minimize environmental impacts of development to protect the health, safety and welfare of the public’ ([of Policy 3.2](#)).



The amendment also adds a provision requiring proof of review by the Delaware River Basin Commission (DRBC) that looks at the impact of a Data Center on the quality and quantity of groundwater and surface water, which ‘protects the quality and quantity of surface water and groundwater’ (of Policy 3.2) and ‘facilitate discussion among residents, stakeholders, appointed officials, and elected officials’ (of Policy 1.4).

Additionally, the amendment requires proof of adequate means of wastewater disposal approved by the Sewage Enforcement Officer and the Pennsylvania Department of Environmental Protection (PADEP). This furthers policy 3.2 by ‘providing environmentally responsible and economically solid, electronic and hazardous waste disposal and recycling’.

The ordinance includes provisions for decommissioning and site restoration, requiring that upon cessation of operation, the owner or operator of the data center shall ‘propose methods and schedule for removal or beneficial reuse of all structures’ from the property no later than 12 months after the data center is within non-operational status. The applicants would be required to enter into an agreement for the total cost of decommissioning and update the cost every year following approval to cover at least 125% of the total cost set up in an escrow. The decommissioning plan aligns with the goal of *FutureLV* to ‘enhance the long-term viability of assets’ and ‘provide environmentally responsible and economical solid, electronic and hazardous waste disposal and recycling’ (of Policies 1.3 and 3.2).

Additionally, one emerging impact of data center is the significant heat generated by their activity, so the LVPC recommends the township consider requiring applicants to submit a Thermal Impact Mitigation Plan that outlines strategies for waste heat reuse or dissipation, which minimizes environmental impacts of development to protect the health, safety and welfare of the public' ([of Policy 3.2](#)). Encouraging cool roofs, green roofs/shade trees, and light-colored exterior walls help to mitigate heat island effect and incorporate 'sustainable building, site design and community design practices' ([of Policy 3.4](#)) would further reduce the heat impacts and align with *FutureLV*.

Municipalities, when considering zoning ordinance and map 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)].

Sincerely,



Jacob Weinberg
Community and Regional Planner

DRAFT



CHRISTINA "TORI" MORGAN
Chair

ARMANDO MORITZ-CHAPELLIQUEN
Vice Chair

PHILLIPS ARMSTRONG
Treasurer

BECKY A. BRADLEY, AICP
Executive Director

June XX, 2026

Mr. Tad Miller, City Clerk
City of Bethlehem
10 E Church St
Bethlehem, PA 18018

**Re: Zoning Text Amendment – Hotels and Transient Guests
City of Bethlehem
Northampton County**

Dear Mr. Miller,

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. Meeting participation details are below, and we encourage your participation:

<p>LVPC Comprehensive Planning Committee Meeting:</p> <p>June 23, 2026, at 12:00 PM (Virtual) https://lvpc.org/lvpc-meetings</p>	<p>LVPC Full Commission Meeting:</p> <p>June 25, 2026, at 7:00 PM (In-Person) https://lvpc.org/lvpc-meetings</p>
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The application proposes amending the City of Bethlehem Zoning Ordinance to update the definitions of hotels, and transient guests at hotels and treatment centers to update the time frames that constitute a stay, adjusting the period of time from varying length of time to consistently 30 days across all uses, which ‘encourages an efficient development process that is responsive to regional needs’ (of Policy 1.4) by clarifying the ordinance further.

Additionally, the application proposes expanding the areas where the workforce housing incentives apply and limiting the number of single-family detached dwellings to one per lot. These changes help ‘provide a wide variety of attainable housing in locations that maximize social and economic opportunities for everyone (of Policy 4.5).

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)]. 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 "Jacob Weinberg". The signature is fluid and cursive, with the first name "Jacob" being more prominent than the last name "Weinberg".

Jacob Weinberg
Community and Regional Planner

cc:
Cathy Fletcher, Bethlehem Director of Planning and Zoning;
Craig Peiffer, Asst. Director of Planning and Zoning.



2026 Transportation Needs Assessment Survey

Supporting the Update of
FutureLV: The Regional Plan

Published June 2026

Transportation Needs Assessment Survey

The Lehigh Valley Planning Commission (LVPC) conducted a Transportation Needs Assessment (TNA) Survey as part of the updates of *FutureLV: The Regional Plan* and the Lehigh Valley Transportation Study’s (LVTS) Metropolitan Transportation Plan. The TNA Survey is intended to understand the public’s most urgent concerns, identify their long-term priorities, and establish how limited financial resources should be allocated. The survey was created in Microsoft forms, and it was open from April 16 to May 17. It was distributed through email, social media, event program advertisements, and in-person events such as the Northampton County Festival and the LVPC’s Strategy Labs. It was also promoted at public meetings of the LVTS and LVPC.

Survey Findings

The following pages summarize the findings from this year’s survey and compare them to the results from a similar survey taken in 2023. Additional response options and changes in several question’s wording are the bulk of the difference between the 2023 and 2026 surveys. These changes were made to reflect discussions with the Lehigh Valley Transportation Study, Lehigh Valley Planning Commission and public. The comparison notes where the survey methodology or questionnaire between the two surveys was somewhat different, which affected an exact comparison between the two.

1. Survey Participation

The 2026 survey was live for just over four weeks and gained 601 responses, while the 2023 survey ran for two months, yielding just more than 1,000 responses. The 2026 survey allowed responses to list more than one role, which is why the percentages in the 2026 column exceed 100. Roughly 80% of the responses to both surveys came from residents. The share of responses from elected officials doubled and appointed officials increased from 4.8 to 6% in 2026, while the response shares from municipal staff declined from 5.8% to 4.8%. The participation shares from external commuters and businesses operating in the Lehigh Valley more than doubled.

Participation Metric	2023 TNA Survey	2026 TNA Survey*
Total Responses	1,007	601
Residents	802 (79.6%)	502 (83.5%)
Appointed Officials	48 (4.8%)	36 (6.0%)
Elected Official	32 (3.2%)	39 (6.5%)
Municipal Staff	58 (5.8%)	29 (4.8%)
External Commuters / Businesses ("Other")	67 (6.7%)	90 (15.0%)
Geographic Coverage	60 out of 62 municipalities	58 out of 62 municipalities
Margin of Error	3.09%	4.00%

*The total percentages for 2026 responses exceed 100% because participants were permitted to choose as many roles as applied to them.

2. What Transportation Issues does the Lehigh Valley Care About?

The first question asked people what general transportation issues were most concerning to them, rating each concern on scale of 1 to 5 (most important). Traffic flow and congestion and road pavement conditions were the top issues in both surveys. Walking, bridge conditions, and interstate highways were almost as high in both the 2023 and 2026 surveys. Trails were not on the questionnaire in 2023 but were highly rated in 2026. Truck and rail freight saw a significant increase in importance, reflecting increasing concerns about truck volumes and parking issues. Transit saw a marked decline in interest. Bicycling, local bus transit, and intercity bus all had lower overall ratings, but in each case a significant number of responses rated them as highly important (for this reason, the average scores were not statistically significant).

Rating of Transportation Issues

Variable	2023	2026
Traffic Flow/Congestion	4.3	4.2
Road Pavement	4.3	4.1
Walking	4.0	4.0
Bridges	4.1	3.8
Interstate Highways	3.7	3.8
Trails	N/A	3.8
Freight (Trucks and Rail)	2.9	3.6
Bicycling	3.4	3.3**
Passenger Rail (to NY/NJ, Philadelphia, and/or Harrisburg)	3.3	3.3
Aviation	2.9	3.1
Bus Transit (Local/Lehigh Valley)	3.6	2.9**
Intercity Bus (to NY/NJ, Philadelphia, and/or Harrisburg)	N/A	2.9**

***Not statistically significant*

3. What are the Region’s Top-Ranked Roadway and Bridge Objectives?

The survey then focused on specific transportation categories and asked people to rank which issues were most important for each.

For roads and bridges, three new categories; congestion management, emergency response and incident management, and public transit access and reliability were added to the survey in 2026 and respondents were asked to rank the options from 1-10. Congestion management was the clear respondent favorite as the most important issue in 2026, rated the highest by more than a third of all respondents. Roadway operations, transportation safety, and road and bridge conditions were also highly rated, as was the case in 2023.

Ranking of Road and Bridge Categories

Categories	2026 Rank	2023 Rank
Congestion Management (reducing traffic delays, bottlenecks, peak-hour travel)	1	N/A
Roadway operations (signal timing, traffic flow)	2	2
Transportation safety (crashes, turn lanes, improving safety measures)	3	1
Condition of roadways and bridges (maintenance, resurfacing or refurbishing)	4	3
Emergency response and incident management (emergency vehicle access, clearance times, disaster response)	5	N/A
Funding for transportation infrastructure maintenance and improvements	6	4
Freight movement (truck parking, establishing, or enhancing truck routes)	7	6
Accessible roadway design for all ages, abilities, and transportation modes (sidewalks, transit infrastructure, bicycle infrastructure, trails)	8	5
Public transit access and reliability (Increase service & routes, improve transit stops)	9	N/A
Transportation technologies (electric vehicle charging infrastructure, smart signals)	10	7

4. Trails as a Part of the Transportation Network

We asked people to rate the importance of the Lehigh Valley's Trail network as part of the transportation system. In 2026, 35% of respondents said they consider trails as a part of their transportation network, as opposed to 2023, where the response was 48%. The number who said they were not part of their transportation network increased from 31% to 44%. In both years, 21% of respondents had mixed opinions. This shift suggests that the trail network has not yet matured to the point where it is a full alternative to other transportation modes. The priority trail gaps that were recently identified in LVPC's *Lehigh Valley Trail Connection Strategy* will significantly strengthen the network and may help increase recognition of the trail network as a robust transportation system.

Are Trails a Part of Your Transportation Network?

Opinion	2023	2026
Yes	48%	35%
No	31%	44%
Maybe	21%	21%
Total	100%	100%

5. Walking, Cycling, Rolling, & Accessibility

The survey sought community feedback on infrastructure that improves conditions for walking, cycling and accessibility. Three new options were added to this year’s survey, including traffic-calming measures, expanding trails and connecting to the road network, and improving pedestrian and accessible connections to bus stops. Respondents were asked to rate each objective on a one-to-five (1-5) scale, with 5 being most important. The distribution of rankings was relatively narrow, with all of the options having moderate-to-strong support. Traffic-calming, one of the new objectives in the survey, and was rated highest overall.

Bike, Pedestrian and Accessibility Objectives	2023	2026
Implementing traffic-calming measures	N/A	3.9
Adding or marking crosswalks	3.7	3.6
Adding sidewalks to new and existing roads	3.7	3.6
Adding or improving sidewalks and intersect	3.8	3.6
Expanding trails and connecting to the road	N/A	3.5
ADA Accessibility/Adding or improving curb ramps for accessibility by all persons	3.6	3.3
Building and connecting bike lanes	3.5	3.2
Connecting bus stops to walking or rolling	N/A	3.1

6. Transportation Mode Choices

The survey asked respondents to estimate how many times they had used each transportation mode in the previous twelve months, ranging from 25 times or more to once or twice or not at all. The tables below show the percentage of responses for each mode and provides the 2023 survey results for comparative purposes. For 2026, two modest, but consistent trends emerged. More people are walking, rolling and using trails. Meanwhile, the percentage of persons making frequent drive-alone trips dropped from 91% to 88%. Transit received mixed responses: the percentage making frequent trips went down slightly, but percentage of people making occasional trips increased.

Transportation Mode Choices (percentages) 2026 Survey

How Often did you use the modes	Walking/Rolling	Cycling	Trails	Transit	Driving Alone	Carpooling	Taxi or Rideshare (Uber, Lyft, etc)
25 Times or More	32%	13%	16%	2%	88%	14%	3%
13-24 Times	12%	6%	13%	2%	5%	13%	5%
3-12 Times	23%	15%	22%	5%	3%	20%	18%
Once or twice	16%	14%	19%	10%	1%	16%	23%
Never	17%	52%	30%	81%	3%	37%	52%
Total	100%	100%	100%	100%	100%	100%	100%

2023 Survey

How Often did you use the modes	Walking/Rolling	Cycling	Trails	Transit	Driving Alone	Carpooling	Taxi or Rideshare (Uber, Lyft, etc) or
25 Times or More	29%	10%	14%	3%	91%	14%	2%
13-24 Times	10%	6%	10%	2%	4%	10%	4%
3-12 Times	24%	12%	20%	3%	2%	20%	19%
Once or twice	16%	15%	20%	8%	1%	15%	23%
Never	22%	58%	36%	83%	2%	42%	53%
Total	100%	100%	100%	100%	100	100%	100%

7. Ranking Transit Objectives

Respondents were asked to identify three important transit objectives for their community. New options were added to the previous survey, including bus stop amenities, expanding hours of service, and increasing bus speeds. One broad topic: expanding the span of public transportation service across the region, was dropped; the aspects covered in that category are addressed elsewhere. Improving transit service to connect major employment centers with residential neighborhoods was the highest priority, followed by improving bus stop amenities.

Transit Issues	2023	2026
Expanding transit service to connect major employment centers with residential neighborhoods	24.90%	24%
Adding shelters, seating, lighting, and real-time schedule information at bus stops	N/A	19%
Increasing service frequency to reduce wait times	16.60%	16%
Expanding on-demand public transportation options (LANTA Flex)	13.40%	11%
Improving customer information on LANTA services	10.15%	10%
Expand hours of service	N/A	10%
Increasing bus speed to reduce travel times	N/A	5%
Expanding the span of service of public transportation across the region	25.37%	N/A
Others	9.49%	6%

8. Freight Issues

Respondents were asked to identify three important freight-related issues in their community. This was a new question, so no response comparison to the 2023 survey is possible. This question was added to assess the growing freight movements to, from, and through the Lehigh Valley. The most popular responses addressed concerns about the impacts of trucking on street and highway congestion, damage to local roads, trucks driving on neighborhood streets, and air and noise pollution from air/road/rail freight. Truck parking and safety at rail crossings received lower concern responses.

Freight Issues	Percentage
Trucks adding to street and highway congestion	24%
Trucks damaging local roads	20%
Trucks on neighborhood streets	18%
Air and noise pollution from <u>freight</u> , and air cargo	17%
Truck impacts on drivers, <u>bicycles</u> , and pedestrian safety	12%
Trucks parking on road shoulders and ramps	5%
Safety at rail crossings	2%
Others	1%
Total	100%

9. Allocation of Public Funds

The final question in the survey asked people to engage in an exercise to see how public dollars should be invested. Each respondent was given a theoretical budget of \$100 and asked to choose how these funds should be spent on various transportation investments. Two new options were added for this year's survey: passenger rail or bus service to other regions, and aviation and airports. Roads and bridges were the overall response leader in both surveys. Infrastructure resilience and passenger rail or inter-regional bus were tied for second area of investment in this year's survey, whereas infrastructure resilience and walking, biking, and accessibility were tied for second place in 2023.

Funding Category	2023 Allocation (Average)	2026 Allocation (Average)
Roads and Bridges	\$35	\$28
Infrastructure Resilience	\$23	\$17
Walking, Biking, and Accessibility	\$23	\$16
Transit Within Region	\$18	\$14
Passenger Rail or Bus To Other Regions	NA	\$17
Aviation and Airports	NA	\$8

Conclusion

This year’s survey provides a good snapshot of public opinion regarding the transportation challenges facing the Lehigh Valley. Auto travel is by far the dominant mode, so traffic congestion and road and bridge conditions were top of mind for respondents overall. However, there is also substantial interest in transit and active transportation modes, and substantial support for improving these networks. The mode choice question revealed walking/rolling and cycling have mode shares that are greater than what is seen in our journey to work data. This indicates that people are more likely to walk or roll for non-work trips like shopping and recreation. Concerns about safety informed much of the support for both road and bridge improvements as well as pedestrian, cycling and accessibility needs.

The results of this survey, along with the recently completed community dialogue and solutions-focused Strategy Labs will shape LVPC’s efforts as we undertake the project selection process and policy development for *FutureLV: The Regional Plan*.

Thank you to everyone who participated in the Transportation Needs Assessment survey. More information and additional opportunities to shape the future of the Lehigh Valley may be found at www.lvpc.org, emailing planning@lvpc.org or by calling the LVPC at (610) 264-4544.

Appendix

Transportation Needs Assessment Survey Questions and Response Options

Lehigh Valley Transportation Needs Assessment Survey

The Lehigh Valley Planning Commission wants to hear from you about the region's transportation needs and priorities. Your feedback will help shape updates to the transportation components of *FutureLV: The Regional Plan*—guiding future transportation investments, projects, and policies across the region. This survey takes about six minutes to complete. Your responses are completely anonymous, and the survey does not ask for any information that could identify you. Results will be combined with others' responses and used only to support regional planning efforts. Please Note: An (*) indicates a required question response.

1. Which municipality do you reside in? *

- Albutis Borough
- Allen Township
- Allentown City
- Bangor Borough
- Bath Borough
- Bethlehem City
- Bethlehem Township
- Bushkill Township
- Catasauqua Borough
- Chapman Borough
- Coopersburg Borough
- Coplay Borough
- East Allen Township
- East Bangor Borough
- Easton City
- Emmaus Borough
- Forks Township
- Fountain Hill Borough
- Freemansburg Borough
- Glendon Borough
- Hanover Township (Lehigh County)
- Hanover Township (Northampton County)
- Heidelberg Township
- Hellertown Borough
- Lehigh Township
- Lower Macungie Township
- Lower Milford Township
- Lower Mount Bethel Township

- Lower Nazareth Township
- Lower Saucon Township
- Lowhill Township
- Lynn Township
- Macungie Borough
- Moore Township
- Nazareth Borough
- North Catasauqua Borough
- North Whitehall Township
- Northampton Borough
- Palmer Township
- Pen Argyl Borough
- Plainfield Township
- Portland Borough
- Roseto Borough
- Salisbury Township
- Slatington Borough
- South Whitehall Township
- Stockertown Borough
- Tatamy Borough
- Upper Macungie Township
- Upper Saucon Township
- Walnutport Borough
- Washington Township (Lehigh County)
- Washington Township (Northampton County)
- Weisenberg Township
- West Easton Borough
- Whitehall Township
- Williams Township

- Wilson Borough
- Wind Gap Borough
- I Don't Know
- Other

2. Do you represent an organization(s)? If so, which one(s)?

3. What is your role within the community or organization (Check all that apply)? *

- Resident
- Appointed Official
- Elected Official
- Municipal Staff
- Business Owner
- Representative of Community Organization
- Other

4. Please rate **Traffic Flow/Congestion** according to your personal priorities. 1 Star means "Not Important" and 5 Stars means "Most Important." *



5. Please rate **Road Pavement** according to your personal priorities. 1 Star means "Not Important" and 5 Stars means "Most Important." *



6. Please rate **Bridges** according to your personal priorities. 1 Star means "Not Important" and 5 Stars means "Most Important." *



7. Please rate **Freight (Trucks and Rail)** according to your personal priorities. 1 Star means "Not Important" and 5 Stars means "Most Important." *



8. Please rate **Interstate Highways** according to your personal priorities. 1 Star means "Not Important" and 5 Stars means "Most Important." *



9. Please rate **Bus Transit (Local/Lehigh Valley)** according to your personal priorities. 1 Star means "Not Important" and 5 Stars means "Most Important." *



10. Please rate **Passenger Rail (to NY/NJ, Philadelphia, and/or Harrisburg)** according to your personal priorities. 1 Star means "Not Important" and 5 Stars means "Most Important." *



11. Please rate **Intercity Bus (to NY/NJ, Philadelphia, and/or Harrisburg)** according to your personal priorities. 1 Star means "Not Important" and 5 Stars means "Most Important." *



12. Please rate **Aviation** according to your personal priorities. 1 Star means "Not Important" and 5 Stars means "Most Important." *



13. Please rate **Trails** according to your personal priorities. 1 Star means "Not Important" and 5 Stars means "Most Important." *



14. Please rate **Walking** according to your personal priorities. 1 Star means "Not Important" and 5 Stars means "Most Important." *



15. Please rate **Bicycling** according to your personal priorities. 1 Star means "Not Important" and 5 Stars means "Most Important." *



16. Please rate **ADA Accessibility** according to your personal priorities. 1 Star means "Not Important" and 5 Stars means "Most Important." *



17. Rank the following road and bridge objectives for your community from one (1 – most important) to ten (10 – least important). Please drag the objectives below into your preferred order from one to ten. *

- Roadway operations (signal timing, traffic flow)
- Congestion Management (reducing traffic delays, bottlenecks, peak-hour travel)
- Transportation safety (crashes, turn lanes, improving safety measures)
- Freight movement (truck parking, establishing, or enhancing truck routes)
- Emergency response and incident management (emergency vehicle access, clearance times, disaster response)
- Transportation technologies (electric vehicle charging infrastructure, smart signals)
- Accessible roadway design for all ages, abilities, and transportation modes (sidewalks, transit infrastructure, bicycle infrastructure, trails)
- Funding for transportation infrastructure maintenance and improvements
- Condition of roadways and bridges (maintenance, resurfacing or refurbishing)
- Public transit access and reliability (Increase service & routes, improve transit stops)

18. Do you consider trails as part of your transportation network? *

- Yes
- No
- Maybe
- No Opinion

19. Please rate the following walking, rolling and accessibility objectives for your community. 1 Star means "Not Important" and 5 Stars means "Most Important." **Adding or marking crosswalks, adding pedestrian islands or median crossings** *



20. Please rate the following walking, rolling and accessibility objectives for your community. 1 Star means "Not Important" and 5 Stars means "Most Important." **Adding sidewalks to new and existing roads and developments** *



21. Please rate the following walking, rolling and accessibility objectives for your community. 1 Star means "Not Important" and 5 Stars means "Most Important." **Adding or improving sidewalks and intersections for accessibility by all persons** *



22. Please rate the following walking, rolling and accessibility objectives for your community. 1 Star means "Not Important" and 5 Stars means "Most Important." **Building and connecting bike lanes** *



23. Please rate the following walking, rolling and accessibility objectives for your community. 1 Star means "Not Important" and 5 Stars means "Most Important." **Implementing traffic calming measures to make roads safer for all users** *



24. Please rate the following walking, rolling and accessibility objectives for your community. 1 Star means "Not Important" and 5 Stars means "Most Important." **Expanding trails and connecting to the road and sidewalk network** *



25. Please rate the following walking, rolling and accessibility objectives for your community. 1 Star means "Not Important" and 5 Stars means "Most Important." **Connecting bus stops to the walking, rolling and accessibility network** *



26. How often did you use the following transportation modes to reach a destination in the past 12 months? (Check one circle for each row). *

	Never	Once or Twice	3-12 Times	13-24 Times	25 Times or More
Walking/Rolling	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Cycling	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Trails	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Transit (LANTA)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Driving Alone	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Carpooling	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Taxi or Rideshare (Uber, Lyft, etc)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

27. What are the most important transit objectives for your community? (Select three): *

Please select at most 3 options.

- Increasing service frequency to reduce wait times
- Expanding transit service to connect major employment centers with residential neighborhoods
- Increasing bus speed to reduce travel times
- Expanding on-demand public transportation options (LANTAFlex)
- Expand hours of service
- Improving customer information on LANTA services
- Adding shelters, seating, lighting, and real-time schedule information at bus stops
- Other

28. What are the most important issues related to freight in your community? (Select three): *

Please select at most 3 options.

- Trucks on neighborhood streets
- Trucks parking on road shoulders and ramps
- Trucks damaging local roads
- Trucks adding to street and highway congestion
- Truck impacts on driver, bicycle, and pedestrian safety
- Air and noise pollution from trucks
- Air and noise pollution from freight rail
- Air and noise pollution from air cargo
- Delays at rail crossings
- Safety at rail crossings
- Other

How would YOU allocate funds?

If you had \$100 in public funds to spend on the following transportation issues anyway you wished, how would you spend it? (Your total should add up to \$100)

29. Walking, Biking + Accessibility *

Number must be between 0 ~ 100

30. Transit within the region *

Number must be between 0 ~ 100

31. Passenger Rail or Bus to Other Regions *

Number must be between 0 ~ 100

32. Road + Bridge *

Number must be between 0 ~ 100

33. Aviation and Airports *

Number must be between 0 ~ 100

34. Infrastructure Resilience *

Number must be between 0 ~ 100

35. Add up your totals above; do they equal 100? If not please go back and redistribute funds! *

Yes

No