



Lehigh Valley Planning Commission

CHRISTINA "TORI" MORGAN
Chair

ARMANDO MORITZ-CHAPELLIQUEN
Vice Chair

PHILLIPS ARMSTRONG
Treasurer

BECKY A. BRADLEY, AICP
Executive Director

LEHIGH VALLEY PLANNING COMMISSION MEETING

Thursday, May 28, 2026, at 7:00 pm

Virtual Meeting

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

AGENDA

Roll Call

Courtesy of Floor

1. STAFF INTRODUCTION:
 - a. Jacob Engbert, Transportation Planner

Chair's Report

1. Greater Lehigh Valley Chamber of Commerce Sustainability Summit

Minutes

1. ACTION ITEM: Minutes and Review of Roll Call Actions of April 23, 2026, Commission Meeting

Comprehensive Planning Committee:

1. ACTION ITEM: Summary Sheet (SM)
2. ACTION ITEM: Palmer Township – Land Use of Regional Significance – Easton Area School District Phase 2 New Easton Area High School (JW)
3. ACTION ITEM: North Whitehall Township – Land Use of Regional Significance – Saxton Walk Mixed-Use Development (JS)
4. DISCUSSION ITEM: *FutureLV: The Regional Plan Update in Context*

Environment Committee:

1. INFORMATION ITEM: Committee Report (S. Repasch)

Transportation Planning Committee:

1. INFORMATION ITEM: Committee Report (K. Schmidt)
2. INFORMATION ITEM: Transportation Alternatives Set Aside (TASA) Awards (SW)

Old Business:

1. INFORMATION ITEM: Update on PlanLV Portal Launch (CR, JS)

New Business:

None.

Executive Director's Report:

1. *INFORMATION ITEM:* Greater Lehigh Valley Chamber of Commerce Annual Transportation Summit
2. *INFORMATION ITEM:* *FutureLV: The Regional Plan Strategy Labs Update*

Monthly Reports:

1. *INFORMATION ITEMS:*
 - a. April 2026 Subdivision, Land Development, Stormwater and Municipal Ordinances/Plans Report
 - b. Highway Performance Monitoring System - Monthly Traffic Count Report

Communications and Engagement

1. *INFORMATION ITEMS:* Lehigh Valley Government Academy (MA)
 - a. Report on Pennsylvania Municipal Planning Education Institute Spring Classes
 - b. Local Technical Assistance Program (LTAP) in-person classes at LVPC
 - o Winter Maintenance, 6/10 8 am – 12 pm
 - o Temporary Traffic Control, 6/30 8 am – 3 pm
 - o Registration at www.gis.penndot.gov/LTAP/default.aspx
 - c. Contact Hannah Milagio at hmilagio@lvpc.org or 610-264-4544 with questions or registration assistance
2. *PACKET ITEM:* *Morning Call Business Cycle Column*
 - a. Published May 17 – Talking Business with Becky Bradley: “Quiet Fixes Bring Big Results Across the Lehigh Valley”
 - b. lvpc.org; mcall.com
 - c. Next Column: June 30th
3. *PACKET ITEM:* Monthly, Plan Lehigh Valley Talk Show on WDIY, Lehigh Valley Public Radio, 88.1
 - a. Aired May 4: “Investing in Movement with Steve Weber”
 - b. lvpc.org; mcall.com
 - c. Next show: June 1, 6:30 pm
4. *PACKET ITEM:* Lehigh Valley Government Academy
 - a. Local Technical Assistance Program (LTAP) in-person classes at LVPC
 - o Winter Maintenance, 6/10 8 am – 12 pm
 - o Temporary Traffic Control, 6/30 8 am – 3 pm
 - o Registration at www.gis.penndot.gov/LTAP/default.aspx
 - b. Contact Hannah Milagio at hmilagio@lvpc.org or 610-264-4544 with questions or registration assistance
5. *PACKET ITEM:* *GRANTS*
 - a. PA Department of Community and Economic Development: Multimodal Transportation Fund
 - o Application deadline: July 31
 - b. PA Department of Transportation: Automated Red-Light Enforcement (ARLE) Transportation Enhancement Grants Program
 - o Pre-application scoping forms required
 - o Application deadline: June 30

Next Lehigh Valley Planning Commission Meeting:

Thursday, June 25, 2026, at 7:00 pm

In-Person Meeting

The LVPC/LVTS website, www.lvpc.org, may be translated into multiple languages. Publications and other public documents can be made available in non-English languages and alternative formats, if requested.



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LEHIGH VALLEY PLANNING COMMISSION Minutes from the Thursday, April 23, 2026, Meeting

The LVPC held a public meeting on Thursday, April 23, 2026. The meeting was advertised in the Lehigh Valley Press on January 7th, 2026.

LVPC Chair Tori Morgan chaired the meeting.

Mr. Jacob Weinberg took Roll Call.

Members in Attendance:

Lehigh County

Craig Beavers, Michael Drabenstott, Gary Fedorcha, Sharon Fehlinger-Ricker, Sunny Ghai, Philip Ginder, Steven Glickman, Jennifer Gomez, Kent Herman, John Inglis, Ryan Mayberry, Christina 'Tori' Morgan, Santo Napoli, Samantha Pearson, Stephen Repasch, and Kevin Schmidt.

Northampton County

Christopher Amato, Bryan Cope, Andrew Elliott, Charles Elliott, Cathy Fletcher, Anita Erdos Forrester, Judy Haldeman, Tung-To Lam, Carl Manges, Jack McGorry, Steve Melnick, Armando Mortiz-Chapelliquen, Victoria Opthof-Cordaro, Eric Shamis, Dean Turner, and Brett Webber.

Members Absent:

Lehigh County

Phillips Armstrong, Ron Beitler, Josh Siegel and Matthew Tuerk.

Northampton County

Justin Amann, Jo Daniels, Salvatore Panto, Jr., J. William Reynolds, Jeff Warren and Tara Zrinski.

Staff Present: Becky A. Bradley, Clay Karnis, Jillian Seitz, Susan Myerov, David Cohen, Matt Assad, Michele Anfuso, Beth Ritter-Guth, Steven Weber, Jacob Weinberg and Corinne Ruggiero.

Public Present: Steve Root and Matt B.

COURTESY OF THE FLOOR

CHAIR'S REPORT

Chair Morgan gave a moment to thank the Commissioners who attended the New Commissioners On-Boarding meetings as well as the Annual Commissioners Retreat. Chair Morgan noted how there were great discussions as part of the training portion of these meetings that helped the Commissioners understand the importance of their role in accordance with the Pennsylvania Municipalities Planning Code as well as the other laws we work under. Chair

Morgan also noted that the Commissioners Retreat was particularly useful in building skills to manage the challenges and focus on opportunities where the Commission can advance the bi-county comprehensive plan, *FutureLV: The Regional Plan*.

MINUTES

Chair Morgan asked for a motion to approve the Thursday, March 26, 2026, LVPC meeting minutes. Commissioner McGorry made a motion to approve the minutes and Commissioner Fedorcha seconded the motion.

Chair Morgan asked for any comments or questions. There were none.

Chair Morgan called for affirmative votes to approve the minutes. Commissioners Ginder and Moritz-Chapelliquen abstained. The motion passed.

COMPREHENSIVE PLANNING COMMITTEE

ACTION ITEM: Lehigh Valley East 16 (Prologis) Data Center

Ms. Seitz presented the staff review of the proposed project at 2500 Liberty Drive in Allen Township. The site was originally approved and developed as a warehouse, and it sits within the Development area identified in *FutureLV*, where infrastructure and existing development already exist. The previously approved warehouse is now proposing to convert the existing warehouse building into a data center and adding the supporting infrastructure, which includes a substation, outdoor equipment areas, as well as reducing parking. LVPC's review focused on the fact that a data center operates very differently than a warehouse. Ms. Seitz notes the proposal shifts the impacts from traffic and truck activity to things like electrical demand, cooling systems, backup generation, and utility infrastructure. Due to this, LVPC staff made recommendations in the staff review letter such as additional information and coordination around items like water usage, energy demand, traffic characteristics, emergency access, and environmental impacts. Also noted in the staff review was the importance of ensuring the zoning ordinance and performance standards adequately address this type of use, since it represents an emerging land use that isn't always clearly defined in local regulations. Ms. Seitz noted the changes to the letter that were made during the LVPC Comprehensive Planning Committee meeting which included the applicant clarifying whether the proposed conversion will result in any changes to building height and addressed a typo on the best type of backup generators to use.

Commissioner Fehlinger-Ricker made the motion to accept the staff review and Commissioner Ghai seconded the motion. Chair Morgan asked for any comments or questions.

Commissioners discussed the proposal and made suggestions on adding language about their concerns surrounding potential heat island effect and temperature changes/fluctuations in the surrounding environment of the data center, adverse impacts that the location of the site could have on migratory bird species that inhabit in close proximity to the project site, and enhanced language about sound concerns of the proposed data center. Commissioners voted to add the following language into the review letter:

"Because data centers rely on continuous mechanical cooling systems that exhaust significant amounts of waste heat, heat exhaust can create localized temperature increases that exacerbate heat stress in warmer months and cause a heat island effect in combination with expansive impervious surface area. The LVPC strongly recommends the applicant assess and mitigate potential heat-exhaust impacts generated by the new use that

may have detrimental impacts on adjacent preserved agricultural areas and sensitive habitats, in order to 'promote sustainable stewardship of natural lands, water resources and open space', 'enhance natural resources that make our communities more resilient' and 'maximize preservation of woodlands and critical habitats' (of Policy 3.1 and 3.4).

Additionally, pre- and post-construction professional noise studies should be conducted to verify both perceived and low frequency noise levels at project property lines. Establishing a maximum of 55 decibels is a recommended best practice (of Policy 3.2)."

Commissioner Fehlinger-Ricker made the motion to accept the amended staff review letter that will include language regarding concerns of heat island effect, sensitive habitats and sound from data centers. Commissioner Ghai seconded the amended motion.

Chair Morgan called for affirmative votes to accept the staff review with the amended language. The motion passed.

ACTION ITEM: Comprehensive Planning Committee Summary Sheet

Comprehensive Planning Committee Chair Melnick briefed the Commission of the many ordinances reviews this month and that in addition to the summary sheet, staff had prepared a summary presentation on data center ordinances in the region that the LVPC has received thus far. Chair Melnick then briefed the Commission on the Comprehensive Committee Summary Sheet that featured four data center ordinances in the City of Allentown, Moore Township, Lower Nazareth Township and Lower Macungie Township, as well as two comprehensive updates for Upper Milford Townships' Zoning Ordinance and their Subdivision and Land Development Ordinance.

Commissioner Glickman made the motion to accept the summary sheet and Commissioner Fedorcha seconded the motion.

Chair Morgan asked for any comments or questions. There were none.

Chair Morgan called for affirmative votes to accept the staff comments. The motion passed.

INFORMATION ITEM: Draft Lehigh Valley Housing Supply and Attainability Strategy

Ms. Seitz presented a project update on the Draft Housing Supply and Attainability Strategy. Ms. Seitz noted the appreciation of the feedback that was provided on the Draft Housing Strategy. Over the past few weeks, staff have worked through and addressed more than 100 comments made on the strategy. Ms. Seitz briefed the Commissioners on the summary of the comments by noting that the feedback received was strongly supportive of the strategies within the plan and how the comments helped staff refine the document by adding clarity, strengthening key points and providing additional context where it improved the overall plan. Ms. Seitz stated that the document has been sent to the Urban Land Institute for final design and layout and that the LVPC should be receiving the designed draft of the plan very soon. From there, the document will be shared with the Commission for final review and staff anticipate bringing the Housing Strategy document forward for consideration on both the Committee and Full Commission agendas in May.

Chair Morgan asked for any comments or questions. There were none.

ENVIRONMENT COMMITTEE

Environment Committee Chair Repasch briefed the Commission on the Environment Committee Summary Sheet that featured a review of an Act 537 Plan Update in Bethlehem Township and a Delaware River Basin Commission docket review of an Existing Groundwater Withdrawal Project in Albutis Borough. Commissioner Repasch also stated that at Tuesday's Environment Committee Meeting, a presentation of the Lehigh Valley Trail Connection Strategy plan was given and noted that the plan would be presented as a joint Environment Committee and Transportation Committee discussion item later in the meeting.

Commissioner Amato made the motion to accept the summary sheet and Commissioner Glickman seconded the motion.

Chair Morgan asked for any comments or questions. There were none.

Chair Morgan called for affirmative votes to accept the summary sheet. The motion passed.

TRANSPORTATION COMMITTEE

Transportation Committee Chair Schmidt briefed the Commission that the Transportation Committee discussed several information items at Thursday's Committee meeting, which included a presentation and public hearing on the Draft 2027-2030 Transportation Improvement Program (TIP). Mr. Weber provided a presentation of the draft TIP. Mr. Weber noted after his presentation that once the TIP is adopted, staff will submit the LVTS TIP to PennDOT's Center for Program Development and Management by the end of June. PennDOT would then incorporate the Lehigh Valley TIP into the Statewide TIP and sent it for review by the Federal Highway and Federal Transit Administrations. In addition to the presentation of the TIP, there was a presentation of a joint Environment and Transportation Committees action item on the Lehigh Valley Trail Connection Strategy plan. Ms. Myerov gave a brief presentation of the plan and discussed the comments/edits received on the plan since last month's LVPC Environment Committee, Transportation Committee, Full Commission and LVTS meetings. Ms. Myerov also noted the draft Trail Connection Strategy was shared with the LINK Trail Partnership. All comments were incorporated into the document, and the amended Trail Connection Strategy was reviewed at this month's Environment and Transportation committees with both committees recommending the plan to be forwarded to Full Commission for approval. Ms. Myerov briefed the Commission on the comments addressed and the edits made to the document during her presentation of the plan and thanked Commissioners for their input and comments.

Commissioner Repasch made the motion to approve the Lehigh Valley Trail Connection Strategy and Commissioner Mayberry seconded the motion.

Chair Morgan asked for any comments or questions. Several Commissioners thanked staff for all the great work that was put into this plan and for incorporating their comments into the document.

Chair Morgan called for affirmative votes for the approval of the Lehigh Valley Trail Connection Strategy. The motion passed.

OLD BUSINESS:

INFORMATION ITEM: FutureLV: The Regional Plan Update

Ms. Bradley detailed the *FutureLV: The Regional Plan* update process by outlining the overall project timeline and identifying key tasks that will support update activities throughout the year. Ms. Bradley noted that one of the next steps in the process is engaging LVPC and LVTS members through a series of joint workshops. The workshops will serve as a platform to discuss plan progress, key data and topics and guide the development of draft policies. Ms. Bradley discussed other key milestones and engagement activities for the update to the plan over the coming months, including upcoming surveys, topic-specific Strategy Labs, an open call for infrastructure projects, policy drafting with the Joint Working Group and then move into transportation project finalization and draft policy testing as well as the formal launch of the Lehigh Valley Comprehensive Economic Development Strategy. Ms. Bradley further discussed the project timeline including having a complete draft of the plan by the end of 2026, further coordination with federal, state, county and local governments and key partners in early 2027 with an adoption deadline for federal transportation planning purposes by no later than June 30, 2027.

Ms. Bradley then turned the meeting over to Mr. Assad to inform the Commission about the important upcoming engagement for the *FutureLV* update. Mr. Assad went through the Strategy Lab Workshops schedule, which includes a series of nine workshops focused on different topics to bring together experts, stakeholders and the public for discussion and collaboration that will start on May 11th. Mr. Assad noted that all sessions will be held at the LVPC offices and if interested in being a part of the conversation, to visit the LVPC website to register. Mr. Assad also briefed the Commission on the communitywide transportation needs assessment survey that was recently launched. Mr. Assad noted the survey is comprised of a series of questions related to the mobility challenges facing the Lehigh Valley and how this survey will help in calibrating transportation policy and investment priorities for *FutureLV: The Regional Plan*. The survey will be available until at least May 5th.

Chair Morgan asked for any comments or questions. There were none.

INFORMATION ITEM: PlanLV Portal and Walkthrough

Ms. Seitz provided an update on the PlanLV Portal project by giving a walkthrough presentation of the new submission platform. Ms. Seitz walked Commissioners through why the portal matters, what the portal is and how it functions, some of its key features and what this means for the LVPC moving forward. Ms. Seitz noted that the main takeaway for this new portal is how this makes the work of the LVPC more accessible, makes it easier to do business with the LVPC and increases transparency and efficiency for everyone. Ms. Seitz also noted the April 30th launch date of the PlanLV Portal and that applicants, municipalities, and other partners can access the platform as well as information about the platform through LVPC's website.

Chair Morgan asked for any comments or questions. A few Commissioners noted how this platform is going to be a game changer for the LVPC as well as asked questions regarding whether applicants will be notified when a project is set to go to LVPC Committee and Commission meetings as well as will municipalities also get notified when an application is submitted. Ms. Seitz responded yes to both questions and that notifications on submittals and whether a project is on LVPC Committees and Commission meeting agendas would come in the form of an email.

NEW BUSINESS:

INFORMATION ITEM: Municipal Officials Guide

Ms. Ritter-Guth introduced the online and interactive version of the Municipal Officials Guide. Previously, the Municipal Officials Guide was offered as a PDF to help communities identify and connect with officials and partners throughout the region. Now, LVPC staff using municipal and partner data and AI programming strategies along with federal and state standards of Human in the Loop created a new, interactive, searchable and easily updatable Municipal Officials Guide. Searches within the guide can be filtered by organization, organization type, specific people, by county, by legislative district, or by role/job position. Ms. Ritter-Guth then performed a brief walkthrough of the new Municipal Officials Guide for Commissioners. The Municipal Officials Guide is now on the LVPC website under the Commission tab.

Chair Morgan asked for comments or questions. Several Commissioners commented on how beneficial this new version of the Municipal Officials Guide will be for the region.

INFORMATION ITEM: Lehigh Valley Government Academy

Mr. Assad presented information on the upcoming Lehigh Valley Government Academy training courses. Mr. Assad briefed the Commission on how the LVPC's primary training program is offered in partnership with the Pennsylvania Municipal Planning Education Institute and announced the Community Planning course that was recently offered was a sold-out course and was completed earlier in the week. Mr. Assad also announced the upcoming Subdivision and Land Development course that is being offered and will be held on May 6th, 13th and 20th from 5:30PM-9:00PM. Mr. Assad also provided information of the free courses through the Local Technical Assistance Program (LTAP) that are offered and how these courses aim to help municipalities address infrastructure issues and ensure that their public works departments are up to date on the latest information on safety and maintenance. Mr. Assad noted that there is a full schedule of courses that have been booked through June 30th, with Public Works Safety and Asset Management classes coming up next Tuesday, April 28th and a School Transportation Management course offered the following week on May 6th.

Chair Morgan asked for any comments or questions. There were none.

EXECUTIVE DIRECTOR'S REPORT:

Ms. Bradley briefed the Commission on how she had the opportunity to present to nearly 500 people at the Greater Lehigh Valley Chamber of Commerce's Real Estate Summit to share the work of the LVPC and communicate the change in the region. Ms. Bradley also announced that Ms. Myerov will be one of the speakers at the Chamber's Sustainability Summit, where she will talk about the Regional Climate Action Plan, Pathways to a Resilient Greater Lehigh Valley and the LVPC's next steps to implement the plan. Ms. Bradley also mentioned that Chair Morgan would be facilitating a panel discussion on Data Center impacts. Ms. Bradley also noted that Pennsylvania Department of Environmental Protection Secretary Shirley will also be at the event to provide the welcome keynote speech. The Chamber's Sustainability Summit will be held on April 29th from 9am-12pm at DeSales University.

Chair Morgan asked for any comments or questions. There were none.

MONTHLY REPORTS

Chair Morgan notified the Commission that monthly reports are featured in each Commissioner's packet. Ms. Collins gave a brief overview of the March 2026 BuildLV report,

specifically on residential and non-residential development data within the Subdivision and Land Development Monthly Report.

Chair Morgan asked for any comments or questions. There were none.

Mr. Karnis gave a brief presentation on the traffic count data throughout the Lehigh Valley, which included traffic and truck volume data spanning from early January of this year through the first week of April 2026 and noted any trends and patterns examined.

Chair Morgan asked for any comments or questions. Commissioner Glickman asked for clarification on the traffic count data on April 3rd. Mr. Karnis stated that more information about the data on that specific date will be clearer in next month's report.

COMMUNICATIONS AND PUBLIC ENGAGEMENT:

Chair Morgan notified the Commission that items for communications and public engagement are featured in the meeting packet. Chair Morgan asked for any comments or questions. There were none.

ADJOURNMENT:

Chair Morgan stated that the next LVPC meeting will be on Thursday, May 28th at 7 pm. Chair Morgan then asked if there was a motion to adjourn the meeting and Commissioner Fedorcha made a motion to adjourn, and Commissioner Fehlinger-Ricker seconded the motion. The meeting was adjourned.

Submitted by:

Becky Bradley, AICP, Executive Director and Corinne Ruggiero, Environmental Planner

Project Review Summary Sheet

Comprehensive Planning Committee

Date: May 2026

Project	Municipality	Brief Statement of Purpose	LVPC Comment
Zoning Ordinance Amendment	Borough of Catasauqua	<i>Waterfront District Traditional Neighborhood Development</i> - repeals the existing provisions of the WOD Waterfront Overlay District and repeals and replaces the W Waterfront District with an amendment for Traditional Neighborhood Development (TND) as a conditional use.	The proposed amendment aligns with the goals of <i>FutureLV</i> to manage growth and development to enhance and strengthen boroughs (of Policy 1.1), increase density of residential and mixed-use development (of Policy 1.2), and support pedestrian-scale development (of Policy 1.2).
Zoning Ordinance Amendment	Allen Township	<i>Data Center Overlay and Uses</i> – Creates a Data Center Overlay Zoning District, and adds definitions and regulations for Data Centers and other uses.	The proposed amendment aligns with the goals of <i>FutureLV</i> for minimizing the environmental impact of development (of Policy 3.2) and minimizing the impacts of regional significant land uses (of Policy 1.4). The ordinance also has several recommendations and requirements that reduce climate change impacts through mitigation and adaptation (of Policy 3.4).
Zoning Ordinance Amendment	Upper Nazareth Township	<i>Data Centers + Various Other Amendments</i> - Adds definitions and regulations for Data Centers in the TD-11 District. Includes provisions for honeybee apiaries and conversions of existing buildings into dwelling units.	The proposal guides the location and intensity of development and encourages an efficient development process responsive to regional needs (of Policy 1.1). Single-family home conversions into multiple units ‘provide for a wide variety of attainable housing in locations that maximize social and economic opportunities for everyone’ (of Policy 4.5). Proactively zoning for honeybee apiaries supports the health and safety of pollinator species, promoting environmentally sensitive stewardship of natural resources and assets (of Policy 3.1).



Project Review Summary Sheet

Comprehensive Planning Committee

Date: May 2026

<p>Subdivision and Land Development Ordinance Amendment</p>	<p>Upper Nazareth Township</p>	<p><i>Comprehensive Revision</i> – Adds general provisions, updates plan submission procedures, adds and updates design standards, and includes maintenance agreements and maintenance guarantees.</p>	<p>The proposal clarifies and reorganizes several different sections which ‘encourage an efficient development process that is responsive to regional needs’ (of Policy 1.4) and adds several different sections regulating different hazards, which ‘minimizes the environmental impact of development’ (of Policy 3.2).</p>
<p>Zoning Ordinance Amendment</p>	<p>Hanover Township (NC)</p>	<p><i>Data Centers Revised Regulations</i> – Amends the previous Data Center Ordinance Proposal by adding several recommendations for environmental studies and other regulations.</p>	<p>The proposal helps ‘minimize the environmental impacts of development’ (of Policy 3.2) by regulating parking, cooling, emergency planning, and additional studies.</p>
<p>Zoning Ordinance and Map Amendment</p>	<p>Plainfield Township</p>	<p><i>Solid Waste Zoning District and Steep Slopes</i> – Rezones lands from Solid Waste Processing and Disposal (SW) Zoning District to Farm and Forest (FF) Zoning District, and amends ordinance provisions related to landfill development and steep slope regulation.</p>	<p>Aligns with several <i>FutureLV</i> objectives related to conservation of rural lands and natural resources. The proposal also has implications for regional solid waste infrastructure, and the LVPC acknowledges the competing planning priorities that must be balanced when evaluating regionally significant infrastructure (of Policies 3.2 and 1.1).</p>



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May 15, 2026

Mr. Craig Beavers, Planning Director
Palmer Township
3 Weller Place
Palmer, PA 18045

**Re: EASD Phase 2 – New High School (LURS)
Palmer Township
Northampton County**

Dear Mr. Beavers,

The application proposes redeveloping the current Easton Areas School District High School at 2601 William Penn Highway (PIN: L9 44 2, L8 24 1). The redevelopment would demolish the existing high school and rebuild a new 250,444 square foot building, along with new parking lots. The site will maintain the two access points existing on the lot from South 25th Street and the William Penn Highway.

This project is considered a land use of regional significance under *FutureLV: The Regional Plan* in the 'Educational Facilities' category. The Lehigh Valley Planning Commission (LVPC) considered the subject application at its Comprehensive Planning Committee and Full Commission meetings, pursuant to the requirements of the Pennsylvania Municipalities Planning Code (MPC). The meetings will be held on:

**LVPC Comprehensive
Planning Committee Meeting:**

May 26, 2026, at 12:00 PM (Virtual)
<https://lvpc.org/lvpc-meetings>

**LVPC Full Commission
Meeting:**

May 28, 2026, at 7:00 PM (Virtual)
<https://lvpc.org/lvpc-meetings>

Site Suitability

The proposal supports a core strategy of *FutureLV: The Regional Plan* to increase density in urban areas using infill development (Density Special Section, page 81). According to the General Land Use in *FutureLV: The Regional Plan*, this parcel is in a Development area and has most, or all the factors needed to support growth, such as sewer and transportation infrastructure capacity and contiguity to existing uses and achieves 'reuse and redevelopment in urban areas' (of Policy 1.1).

Transportation

The LVPC commends the inclusion of sidewalks along South 25th Street connecting back to the intersection of South 25th and South Wood Ave which *FutureLV: The*

Regional Plan identifies as a Center to ‘improve walkability of post-war centers. (of Policy 5.3).

Palmer Township was recently awarded a Transportation Alternatives Set Aside (TASA) grant to create a safe route to school and trail crossing along the William Penn Highway through the Palmer Bikeway/Two Rivers Trailway. The LVPC recommends the developer coordinate with the township site improvements that could enhance the connection from the trail to the school to ‘promote safe routes to schools and playgrounds’ (of Policy 5.2). Additionally, if the school or trail intends to remain open during portions of construction, the LVPC recommends additional signage to direct traffic safely through the site.

Additionally, the East lot and the North lots, and the three baseball parking lots included in the parking calculations should all consider additional crosswalks to direct pedestrian crossings to ‘implement complete streets and traffic calming measures’ (of Policy 5.1). Additional crosswalks should also be included the intersection of the private road and Hartley Avenue. To further Policy 5.1, the project should consider including sidewalks along the new road in the rear of the building.

The site also borders Route 22, which generates a significant amount of noise and could impact the site and outdoor activities. The LVPC recommends the developer consider sound barriers or additional plantings to reduce the noise and ‘create community spaces that promote physical and mental health’ (of Policy 5.3).

The site has multiple access points that may impact emergency service response times to specific sections of the school or athletic complex. The LVPC recommends designating an emergency access route with appropriate signage and coordinating with local emergency services to ‘enhance planning and emergency response efforts among emergency management personnel’ (of Policy 5.1).

The received submittal also did not include turning plans to ensure it can accommodate large wheelbase vehicles such as emergency vehicles and buses. It is recommended that turning templates be clearly shown within the internal circulation areas of the site plan, to further demonstrate that adequate maneuvering space is available for large vehicles and emergency responders. In addition, consideration should be given to the possibility that a fire or emergency event could occur during business hours, when student, staff, and visiting vehicles may be present on-site and could potentially interfere with access for first responders.

The campus lacks specifically designated bicycle parking areas. The LVPC recommends this be addressed by providing a safe and covered location for students and staff who may wish to use alternative transportation modes. Including bicycle parking supports a safe, healthy, inclusive, and livable community (*FutureLV: The Regional Plan* Goal 5). The addition of bicycle racks also helps to ‘ensure transportation accessibility for all persons,’ integrate ‘mixed transportation into public space design,’

and 'improve connections between bus stops and pedestrian and bicycle infrastructure' (of Policy 5.2).

The Lehigh and Northampton Transportation Authority (LANTA) has reviewed the submitted Record Plan for the proposed Easton Area High School – Phase 2 project located at 2601 William Penn Highway in Palmer Township, and offers the following comments:

LANTA provides fixed-route public transportation in the immediate vicinity of the project site, with an Enhanced Bus Service (EBS) Blue Line route serving William Penn Highway at the intersections of 25th Street to the east and Greenwood Ave to the west, respectively. The existing westbound EBS bus stop at William Penn Highway and S 25th Street is currently located on the east side of the intersection in Wilson Borough. LANTA had plans to relocate the westbound bus stop farside of the intersection to be closer to the Palmer Bethlehem Township bike path, located in between the Walgreens property at the northwest corner of the intersection, and the Easton Area High School project site. This location serves as an ideal opportunity to promote a multimodal mobility hub west of the intersection of William Penn Highway and S 25th Street intersection. In addition, concurrent plans are also proposed for the redevelopment of the southwest parcel of the intersection, where LANTA plans relocate the eastbound EBS bus stop in conjunction with the Palmer Bethlehem Township bike path.

In response to LANTA's comments to the submitted Sketch Plan dated 9.30.26, LANTA appreciates all efforts to include the recommended 70' bus pull-off located westbound/farside of bike path trailhead on William Penn Highway, as well as a 45' x 20' concrete pad at the curb, in conjunction with the sidewalk, which will serve as a station pad for future EBS transit infrastructure through capital funds. LANTA recommends continued engagement and coordination if the Easton Area High School is interested in providing a bus shelter for their students at the proposed westbound bus stop.

In addition, LANTA appreciates all efforts to complete the sidewalk network along the property frontage on 25th Street, where LANTA has an existing bus stop along the existing sidewalk portion north of the 25th Street intersection with the Palmer Bethlehem Township bike path. The proposed continuation of the sidewalk and crosswalk network into the project site will help complete the proposed comprehensive pedestrian network of the full campus, providing safer pedestrian access to nearby transit stops and surrounding neighborhoods.

LANTA recommends following up with Molly Wood at mwood@lantabus-pa.gov to discuss any additional bus stop details and information.

Environment

The plans received submitted did not include a landscaping plan or lighting plan for review. This redevelopment provides an opportunity to incorporate more sustainable

landscape, stormwater management and lighting design measures across the site to 'mitigate the effects of climate change' (of Policy 1.3), and 'protect the quality and quantity of surface and groundwater' (of Policy 3.2). Parking lot areas can be designed to provide opportunities for inclusion of tree islands that support canopy tree species and in some cases provide a dual stormwater management benefit.

The proposed stormwater facilities include a large surface detention basin that will manage runoff from a portion of the site and parking lot area, however, it is unclear if this will be designed as a naturalized basin to encourage not only stormwater volume control but provide water quality and habitat benefits. In lieu of detailed landscaping plan, the LVPC recommends the inclusion of native, climate-adaptive landscaping, including shade trees to reduce heat island effect to 'minimize the environmental impacts of development' (of Policies 3.2 & 3.4).

Additionally, the LVPC encourages the applicant to utilize lighting fixtures which are dark sky compliant to minimize potential adverse impacts to the adjacent residential properties related to possible light pollution from the proposed parking lots and sports facilities to 'promote community spaces that promote physical and mental health' (of Policy 5.3) and reduce potential wildlife impacts.

The LVPC encourages the developer to consider opportunities for incorporating sustainable energy systems that reduce overhead operational costs and 'reduce climate change impacts through mitigation and adaptation' (of Policy 3.4), such as geothermal energy systems, and greywater reuse for irrigation and plumbing. As this is new construction, LVPC encourages the developer to seek LEED certification and incorporate green building features such as green roof and/or solar panel systems and EV charging stations.

The LVPC encourages the developer to consider opportunities for incorporating sustainable energy systems and seek LEED certifications and green infrastructure such as geothermal energy systems or grey water reuse for irrigation and plumbing and green roofs and/or solar panels along with EV charging stations, all of which would 'reduce climate change impacts through mitigation and adaptation' (of Policy 3.4).

LVPC recommends that the dumpster and compactor areas be more secured, covered and not be located near stormwater inlets to protect the quantity and quality of surface water and groundwater (of Policy 3.2).

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

Wilson Borough, Bethlehem Township, West Easton, Glendon Borough, and Easton are included in this review letter to 'coordinate land use decisions across municipal boundaries' (of Policy 1.4).

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

Sincerely,

A handwritten signature in black ink, appearing to read "Jacob Weinberg".

Jacob Weinberg
Community and Regional Planner

cc:

Justin Coyle, Township Engineer;
Ken Case, Easton Area School District, Applicant;
Richard Roseberry, Colliers Engineering and Design, Project Engineer;
Jill Garcia, Wilson Borough, Manager;
Samantha Smith, Bethlehem Township, Community Development Director;
Joan Heebner, West Easton Borough, Manager;
Monica Wall, Glendon Borough, Township Engineer;
Dwayne Tillman, Easton City, Director of Planning and Codes;



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Vice Chair

PHILLIPS ARMSTRONG
Treasurer

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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

May 19, 2026

Mr. Randy Cope, Manager
North Whitehall Township
3256 Levans Road
Coplay, PA, 18037

**Re: Saxton Walk Mixed-Use – Land Use of Regional Significance
North Whitehall Township
Lehigh County**

Dear Mr. Cope,

This project is considered a land use of regional significance under *FutureLV: The Regional Plan* in the 'Mixed-Use Development' category. The Lehigh Valley Planning Commission (LVPC) considered the subject application at its Comprehensive Planning Committee and Full Commission meetings, pursuant to the requirements of the Pennsylvania Municipalities Planning Code (MPC). The meetings were held on:

LVPC Comprehensive Planning Committee Meeting:

May 26, 2026, at 12:00 PM (Virtual)
<https://lvpc.org/lvpc-meetings>

LVPC Full Commission Meeting:

May 28, 2026, at 7:00 PM (Virtual)
<https://lvpc.org/lvpc-meetings>

BACKGROUND

The project proposes to construct a mixed-use development that includes 128 apartments, 123 single-family detached houses, and 73 townhouses for a total of 324 units, with 30,000 square feet of commercial space. The project is located at 3410, 3530 and 3531 Mauch Chunk Road at the intersection of Cedar Crest Boulevard, approximately two-thirds of a mile north of the Township's border with South Whitehall Township (parcel numbers 547980203012, 547869473456 and 547888497206). The plans specify that the site will be served by public water utility. No public sewer utility is available at the project site, and a wastewater treatment plant is proposed.

The project site is currently in agricultural use. Nearby existing uses include agricultural lands to the east, south and southwest, and a stone and lime quarry to the north. Clusters of existing development are located nearby along Mauch Chunk Road, including at Willow Street a quarter of a mile to the southeast and at Levans Road about two-thirds of a mile to the northwest.



Google Aerial Imagery

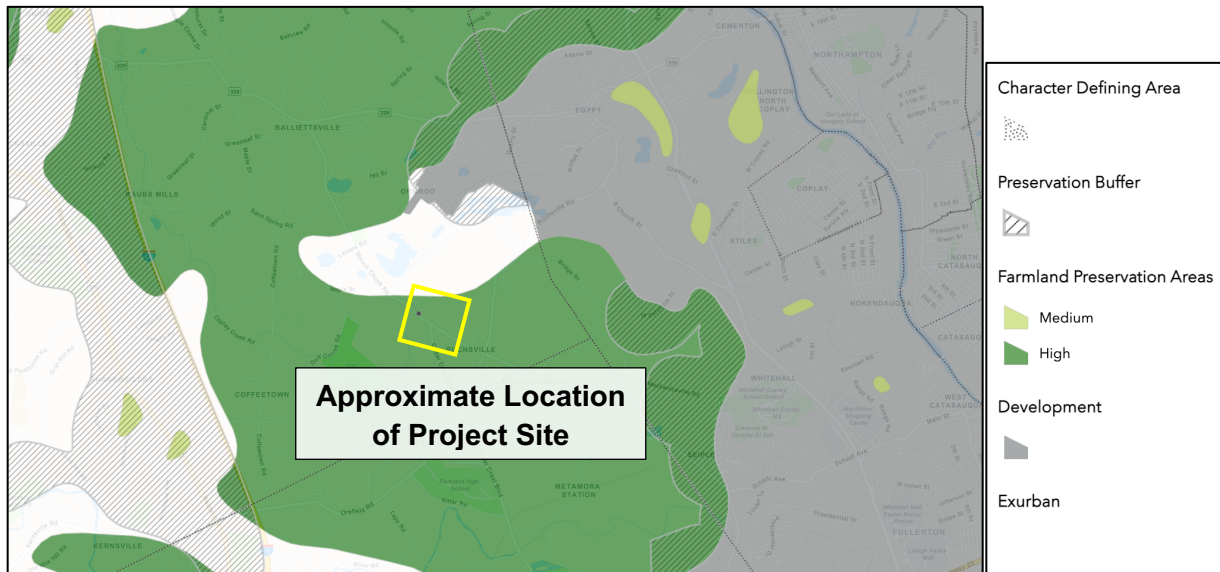
SITE SUITABILITY AND LAND USE

The proposal presents a complex land use and infrastructure planning issue that reflects several competing, but legitimate, regional and local planning objectives. On one hand, the development advances important housing goals and exemplifies a walkable community in a mixed-use development format. On the other hand, the site's environmental constraints, adjacency to an active quarry, and lack of existing public sewer infrastructure raise significant questions regarding infrastructure readiness and long-term sustainability. Throughout this review, the LVPC has outlined the necessity for careful evaluation and mitigation of site-specific constraints.

At the time it was submitted to the Township, the zoning designation for the project was the Planned Commercial (PC) Zoning District, which provides for a variety of residential and non-residential development according to the Township Zoning Ordinance. The proposed development supports efforts to alleviate the regional housing shortage which is impacting the Township. According to the Lehigh Valley Housing Analysis, North Whitehall Township has a shortage of 169 housing units today, and an additional 573 units are needed by the year 2050 to keep up with the Township's anticipated population growth. While the proposal helps meet the Township's housing demand and increases attainable housing opportunities (of Policy 4.5), efforts to meet local and regional housing goals must be in balance with land use compatibility, infrastructure availability, and considerations for public health, safety, and welfare.

The project is within the Farmland Preservation area identified in the General Land Use Plan of *FutureLV*, which are areas that are predominantly agriculture and are recommended to remain agriculture to 'support agriculture and open space as essential components of the regional economy and identity' (Policy 4.4). One of the adjacent

farms south of the project site is preserved, and changing land uses in this area from agriculture-supportive to a higher intensity mixed use development does not ‘support effective farmland preservation techniques’ (of Policy 3.3).



Additionally, the site’s immediate adjacency to an active quarry operation presents potential land use compatibility concerns, including noise, vibration, truck traffic, dust, lighting, and blasting activities that may affect future residents. The LVPC recommends reducing the scale of development on the site to increase use of transitional buffers, setbacks, berming, landscaping, and other mitigation measures to minimize land use conflicts and protect both existing industrial operations and future residential occupants. *FutureLV* supports the use of context-specific design solutions (of Policy 5.4), including appropriate transitional design and buffering between incompatible land uses, and encourages development patterns that minimize land use conflicts (of Policy 3.2).

ENVIRONMENT

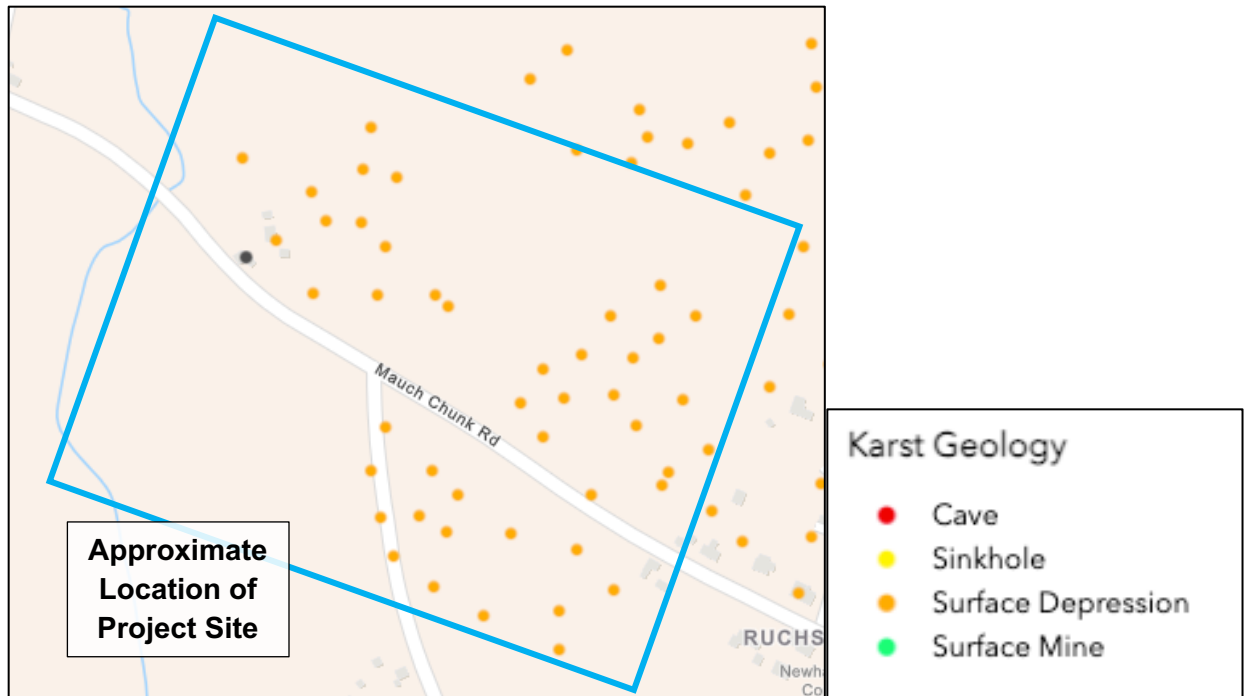
In addition to protecting agricultural operations, development is intended to be limited within Agricultural Preservation areas due to a lack of sufficient utility infrastructure to accommodate development at larger scales. While the project is proposed to be served by public water, no existing public sanitary sewer infrastructure is available to the site, and the applicant proposes an onsite wastewater treatment facility. The LVPC urges careful evaluation of the long-term feasibility, operational reliability, ownership structure, maintenance responsibilities, and regulatory oversight associated with the proposed wastewater treatment system. *FutureLV* ‘discourages use of packaged sewage treatment plants’ (of Policy 3.2) and encourages growth to occur in areas with adequate public infrastructure capacity and coordinated utility planning.

The Township is experiencing a pattern of growth and is anticipated to add over 5,000 more residents by the year 2050, according to the recently updated Lehigh Valley

Employment & Population Projections. With this anticipated growth, accommodating the essential housing, businesses, and services the community needs will continue to be a challenge without sustainable utility infrastructure. The Township's Comprehensive Plan identifies 'coordinate with sewer and water utility providers to ensure systems are working adequately and explore the potential for extensions' as an implementation strategy and recommendation (page 80). The Township should ensure the utility approach taken through this project supports the long-term health, safety, and welfare of future residents and meets local infrastructure planning objectives (of Policies 1.1 and 3.2). In the absence of adequate sewer service, the scale of proposed development should be re-evaluated and reduced to 'match development intensity with sustainable infrastructure capacity' (of Policy 1.1).

The Pennsylvania Department of Conservation and Natural Resources (DCNR) identifies the presence of karst features as surface depressions on the site. Karst geology can present significant development constraints due to the potential for sinkholes, groundwater contamination, and irregular subsurface conditions. The proximity of the site to an active stone and lime quarry further elevates these concerns because quarry dewatering and groundwater withdrawal activities can exacerbate sinkhole formation in karst-prone areas.

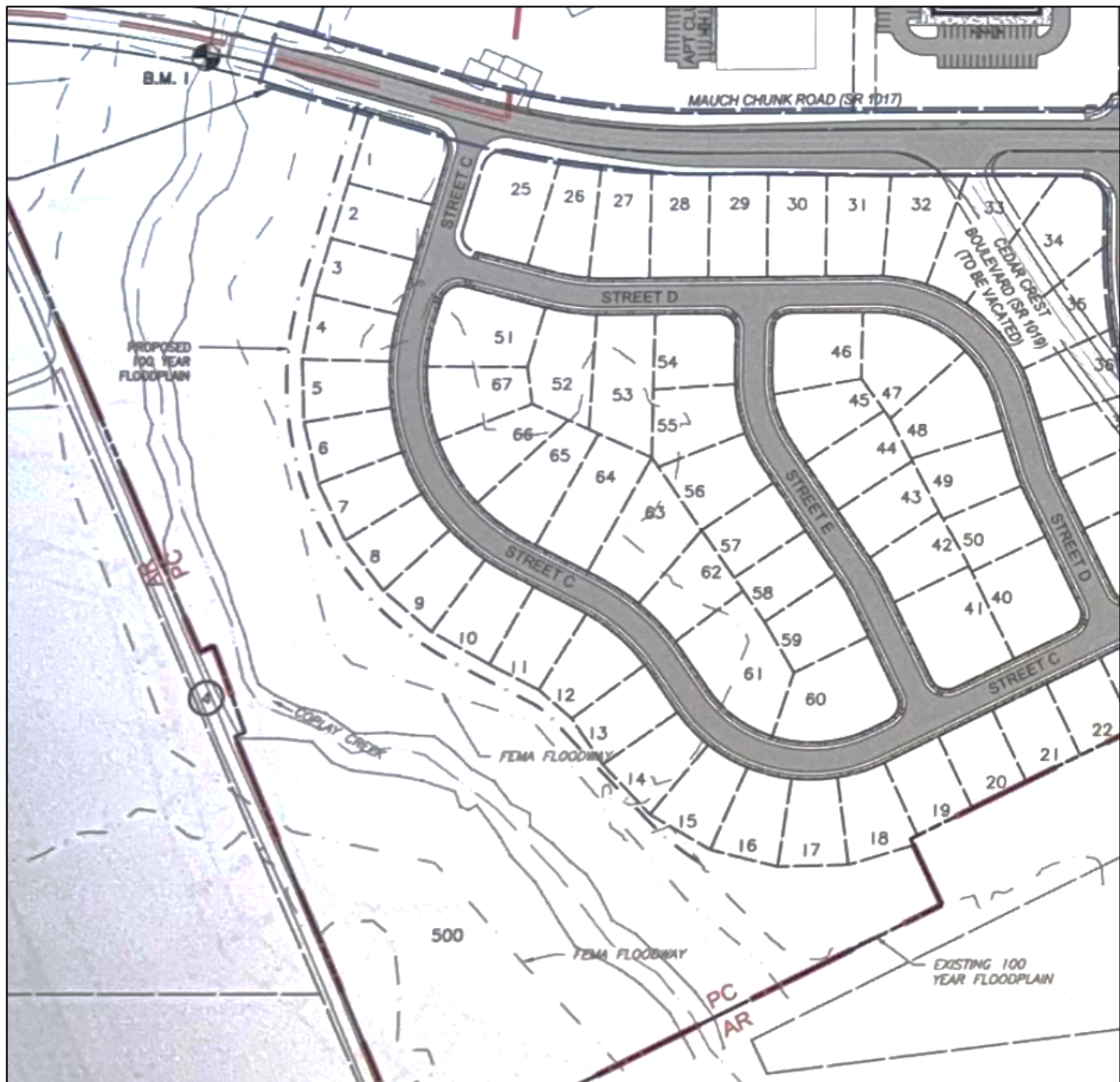
The LVPC urges a comprehensive geotechnical and hydrogeologic investigation prepared by qualified professionals that evaluates existing karst conditions and subsurface stability, potential impacts of nearby quarry operations and groundwater withdrawal on site hydrology and sinkhole susceptibility, groundwater flow patterns and seasonal groundwater fluctuations, risks associated with stormwater infiltration practices in karst areas, and appropriate mitigation measures, monitoring protocols, and long-term maintenance strategies to reduce risks to future residents, infrastructure, and utilities. *FutureLV* emphasizes the importance of protecting environmental resources and ensuring development occurs in locations where infrastructure and natural conditions can safely support growth. The Township should ensure that the proposed development can be safely constructed and maintained over the long term without creating hazards to public health, safety, or property (of Policy 3.2).



LVPC GIS Mapping of Karst Geology

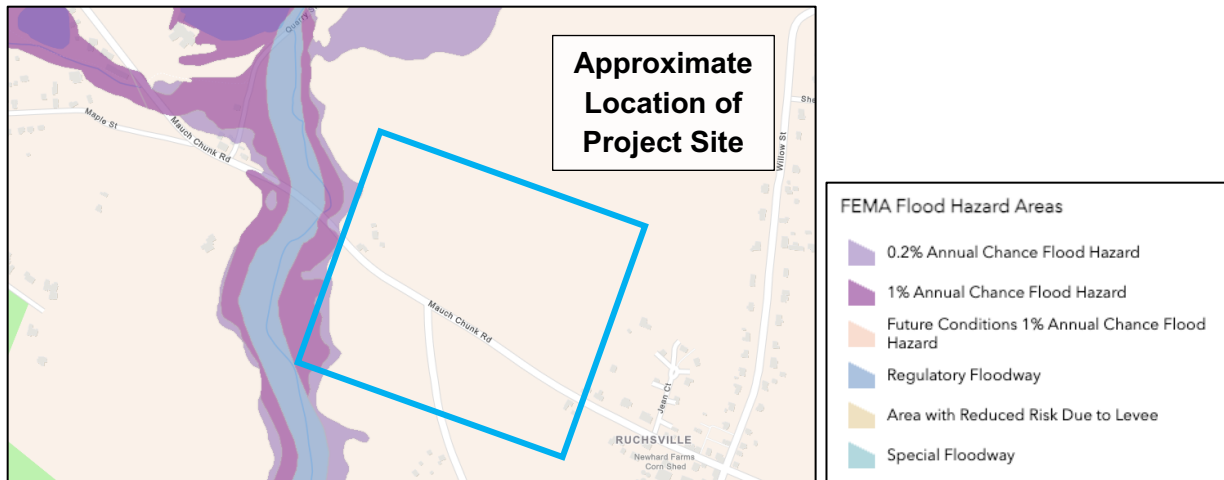
Given the presence of karst geology and the proposed onsite wastewater treatment system, groundwater quality protection is especially important. *FutureLV* and the MPC emphasize the protection of natural resources, aquifer recharge areas, and water supply sources. The LVPC recommends ensuring careful evaluation of potential cumulative impacts of wastewater disposal, stormwater infiltration, and quarry-related hydrologic changes on groundwater quality and recharge functions in the area to ‘protect high-priority water resources’ (of Policy 3.1) and ‘protect the quality and quantity of surface water and groundwater’ (of Policy 3.2).

Lots 1 through 15 are located along the edge of the ‘Proposed 100-Year Floodplain’ identified on the plans. While the site is designed to avoid development directly within the mapped floodway, residential lots are proposed along the boundary line of the mapped floodway, and the area is prone to flooding beyond the mapped line due to a combination of increasing development patterns in the vicinity and changing climate patterns (of Policy 3.4). The Federal Emergency Management Agency (FEMA) Region 3 office, which includes the Lehigh Valley, acknowledges that ‘Over the past 25 years, heavy rain has been on the rise across the U.S. The biggest rise has been seen in the Northeast. In the decades to come, climate projections show the Northeast will continue to have more frequent and severe heavy rains, leading to higher flood risk.’ ([FEMA Instructions For Communities Mapping Rising Flood Risk](#)). The proximity of these lots to the Coplay Creek poses a risk to public health, safety and well-being. Homes situated in flood-prone areas are at high risk of damage or destruction during flood events. Residents face property damage, displacement, loss of belongings and potential health and safety risks during flood events. For these reasons, locating residential development adjacent to floodplains is strongly discouraged in the interest of public health, safety and welfare (of Policy 3.2).



Overall Subdivision Plan

The LVPC recommends eliminating residential lots on the west side of Street C along the Copley Creek, and retaining this area for open space. If the project proceeds in the current configuration, the units should be constructed with flood-resistant foundation designs including proper elevation and flood openings.



LVPC GIS Mapping of FEMA Flood Hazard Areas

The plans propose substantial landscaping throughout the site, including along the proposed roadways, which supports a direct recommendation of *FutureLV* (of Policy 5.3) and promotes healthy communities (*FutureLV* Goal 5). The LVPC recommends ensuring that native species are used, and where feasible, the applicant should prioritize species native to the region to improve habitat value, resilience and long-term compatibility with surrounding landscapes (of Policy 3.4).

The project site is located within the Coplay Creek watershed. This watershed has a fully implemented Act 167 Stormwater Management Ordinance. Comments related to our review of the project’s stormwater management plan will also be provided to the Township and applicant.

TRANSPORTATION

The Overall Landscape Plan depicts walking trails, sidewalks and crosswalks throughout the site that maximize safe multimodal access (of Policy 2.2). These features should be included on the Overall Subdivision Plan or other plan sheet that will be memorialized through recording with the County Recorder of Deeds (currently the Overall Subdivision Plan only depicts some sidewalks).

The project includes a walking trail proposed throughout the site. The westernmost corner of the project property is 255 feet away from Quarry Road to the west, which is directly adjacent to the Ironton Rail Trail. The adjacent (western) property is owned by the same entity as the project applicant. The LVPC strongly recommends evaluating possibilities to safely connect the proposed walking trails on site to the existing Ironton Rail Trail, to facilitate multimodal transportation options that connect the community with the future businesses in the 30,000 square feet of commercial space included in the project and destinations along the Ironton Rail Trail and beyond. Crosswalks should also be considered at the western-most intersection crossing Mauch Chunk Road and the access driveway, connecting into the proposed walking trail network. Raised crosswalks connecting the commercial buildings via the proposed walking path to the residential areas is recommended for safe and secure community design (of Policy 5.1).

Bike racks should be provided at the commercial buildings allowing access to any of the residents or other individuals accessing the future businesses (of Policy 2.3).



Google Aerial Imagery



Google Street View - Quarry Street facing north towards Ironton Rail Trail

The Lehigh and Northampton Transportation Authority (LANTA) does not serve the project site. LANTA's current routes run along Cedar Crest and Walbert Avenue to the south and Levans Road to the north, but not along Mauch Chunk Avenue, and LANTA has no plans to extend service to the area in the future. However, as the Lehigh Valley grows and potential for additional development in the vicinity remains, more people will

need access to public transit. Sidewalks should be constructed along the corridor and within the project site to support walkability as a precursor to the possibility of transit service in the future (of Policy 2.3).

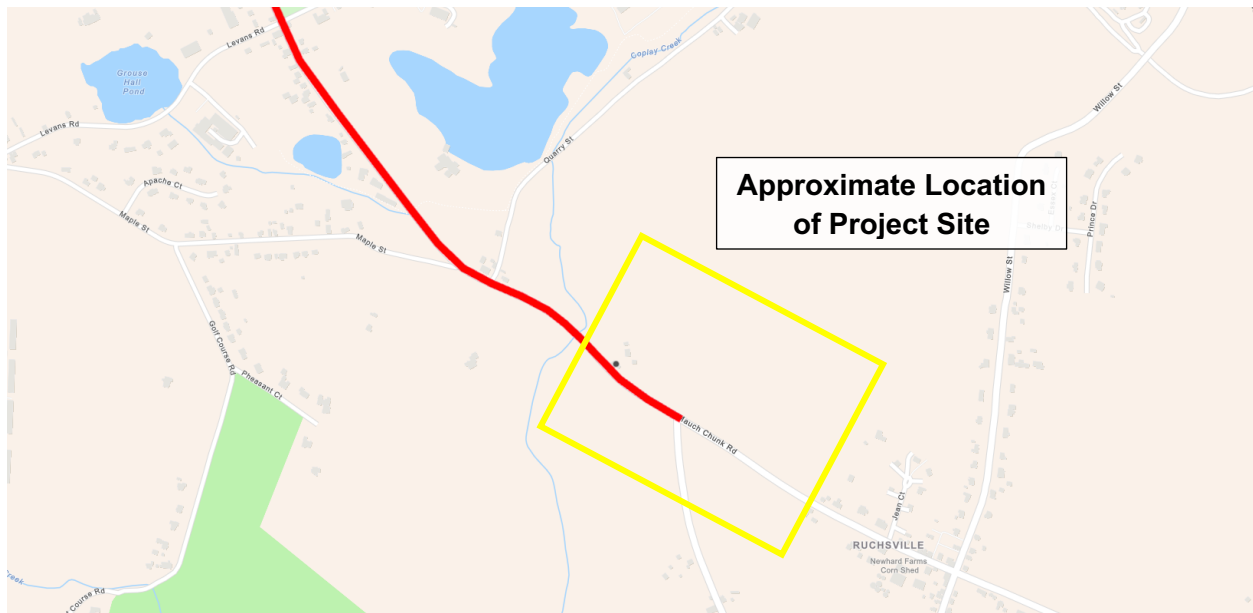
Using the Institute of Transportation Engineers Trip Generation Manual 12th Edition, the LVPC estimates that the project will generate an average of 5,161 vehicle trips per weekday. A breakdown of average estimated trips per proposed land use is provided in the table below (supermarket and pharmacy with drive thru land uses were utilized for the two 15,000-square-foot commercial buildings to demonstrate a realistic scenario):

Trip Generation Manual 12th Edition Trip Generation Estimates

128 units: Apartments	123 units: Single Family	73 units: Townhouses	30,000 square feet: Commercial
Avg Weekday: 571 trips	Avg Weekday: 1,118 trips	Avg Weekday: 480 trips	Avg Weekday: 1,384 trips (LUC 850 Supermarket, 15,000 square feet) Avg Weekday: 1,608 trips (LUC 881 Pharmacy w/ Drive Thru, 15,000 square feet)

Mauch Chunk Road between from Cedar Crest Boulevard to Old Post Road (Route 329) is identified as a Congested Corridor. Ensuring safe and easy access to multimodal transportation options can help alleviate traffic in the area as the Township continues to grow (of Policy 2.1). The project also proposed realignment of Cedar Crest Boulevard at Mauch Chunk Road with a signalized intersection. The Township and Applicant should continue coordinating with the Pennsylvania Department of Transportation (PennDOT) on adequate road improvements and design along the property frontages to 'optimize traffic flow' (of Policy 2.5).

There is a bridge located on Mauch Chunk Road spanning Coplay Creek, identified as being in 'Fair' condition; however, with the potential addition of over 5,000 new trips being generated from the site, PennDOT should be aware of the potential impacts on the bridge to 'provide a safe, well-maintained transportation network' (of Policy 2.2). Any replacement or rehabilitation plans for the bridge should consider inclusion of a walking path connecting to the development.



LVPC GIS Mapping of Congested Corridors (Red)

Overall, the proposal illustrates the complexity of balancing regional housing needs, municipal growth objectives, infrastructure readiness, environmental constraints, and compatibility with existing land uses. The project advances important housing and mixed-use development goals for both the region and Township, however the scale and intensity of the development are not suitably matched for the project location, and the concerns outlined in this review should be addressed to balance growth and development in a way that increases the social, economic and environmental well-being of the region (of Policy 1.1). The LVPC strongly encourages continued coordination between the Township, applicant, utility providers, and reviewing agencies to ensure development occurs in a manner that supports the Township's long-term vision while protecting public health, safety, and quality of life. The LVPC has copied representatives of adjacent municipalities to 'coordinate land use decisions across municipal boundaries' (of Policy 1.4).

Please feel free to reach out with any questions about this review.

Sincerely,

Jill Seitz
Chief Community and Regional Planner

Susan Myerov
Director of Environmental Planning



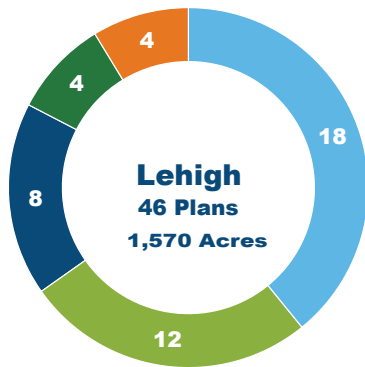
Corinne Ruggiero
Environmental Planner



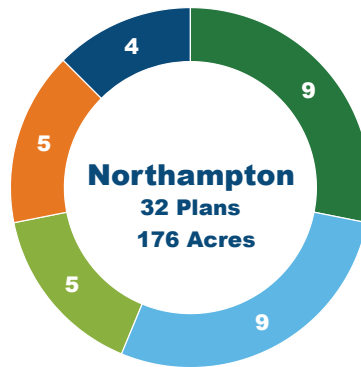
Evan Gardi
Transportation Planner

cc: Kevin Murphy, North Whitehall Township Planner; Steve Gitch, KCE Inc, Township Engineer; Tuskes Homes, Applicant; Anthony Tallarida, PE, The Pidcock Company, Project Engineer; Liesel Gross, Lehigh County Authority Chief Executive Officer; Garrett Cook, Lehigh County Conservation District Engineer; Dean Ritter, PA DEP Assistant Regional Director; Brian Boyer, PennDot District 5; Molly Wood, LANTA Planner/Land Use Specialist; Alice Rehrig, Lehigh Township Manager; Ilene Eckhart, Allen Township Manager; Tiffany Benson, Coplay Borough Administrator; Brian Welsko, Northampton Borough Manager; Lee Rackus, Whitehall Township Planning Zoning & Development Bureau Chief; Dave Manhardt, South Whitehall Township Planning Director; Meredith Keller, Upper Macungie Township Planning Director; Mike Siegel, Lowhill Township Manager; Wade Marlatt, Washington Township (LC) Manager.

Plan Activity by County



Lehigh
46 Plans
1,570 Acres



Northampton
32 Plans
176 Acres

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

Regional Totals*

12
Subdivision/Lot Line Adjustments

30
Development

27
Stormwater Management

9
Municipal Ordinances, Maps and Plans

1,746
Acres

Residential Development

473 Total Units



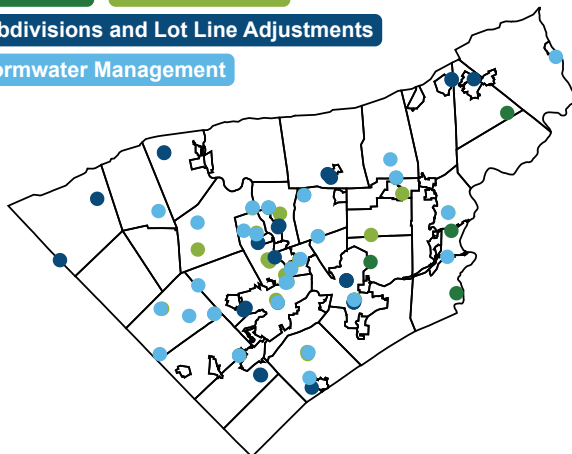
Non-Residential Development

4,374,424 Total Square Feet



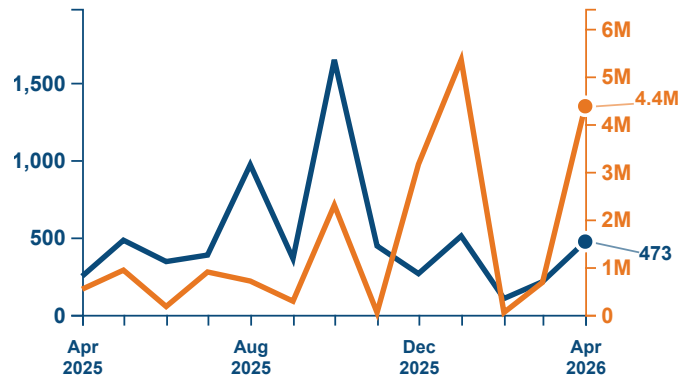
Location of Development

Residential Non-Residential
Subdivisions and Lot Line Adjustments
Stormwater Management



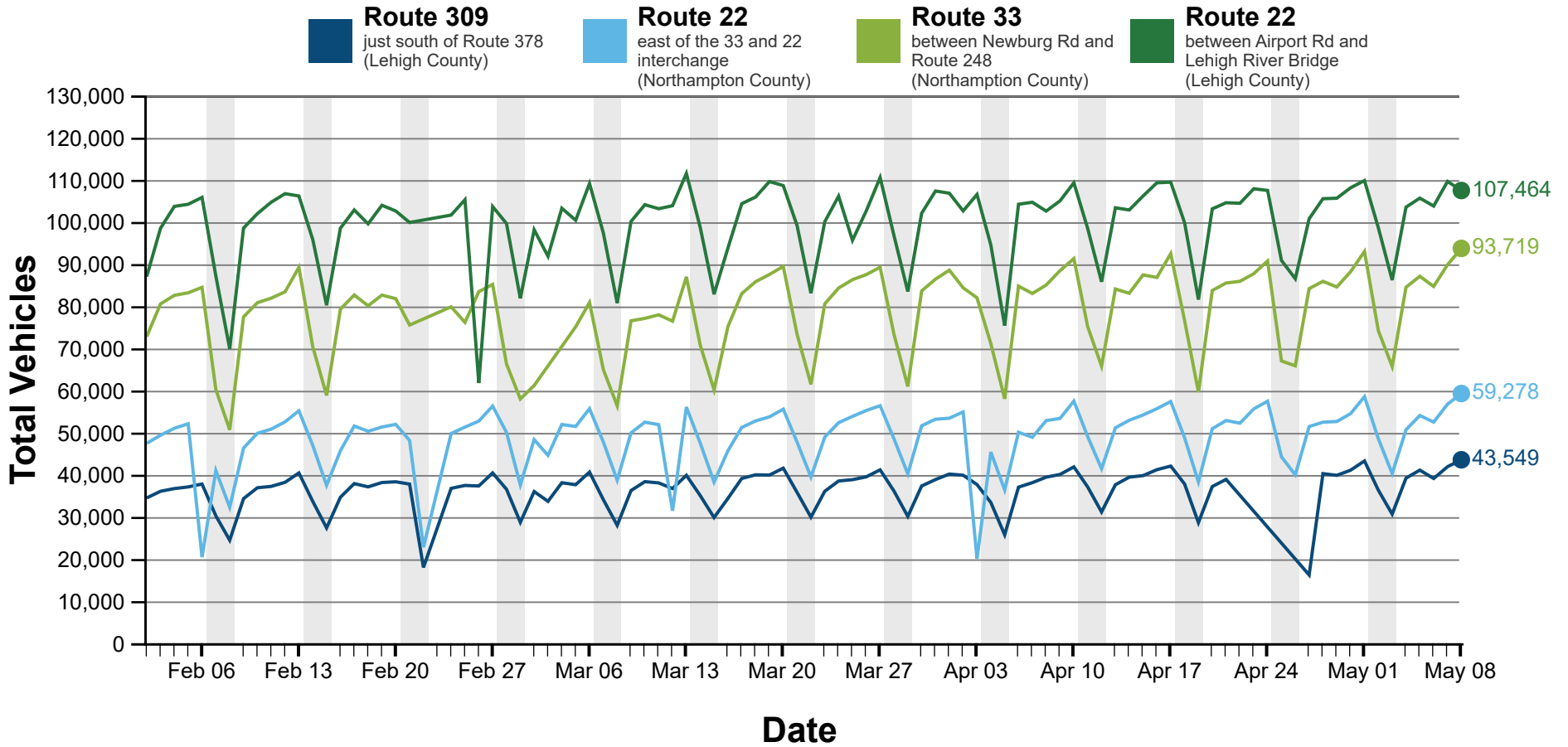
Development Trends

Residential Units Non-Residential Square Footage



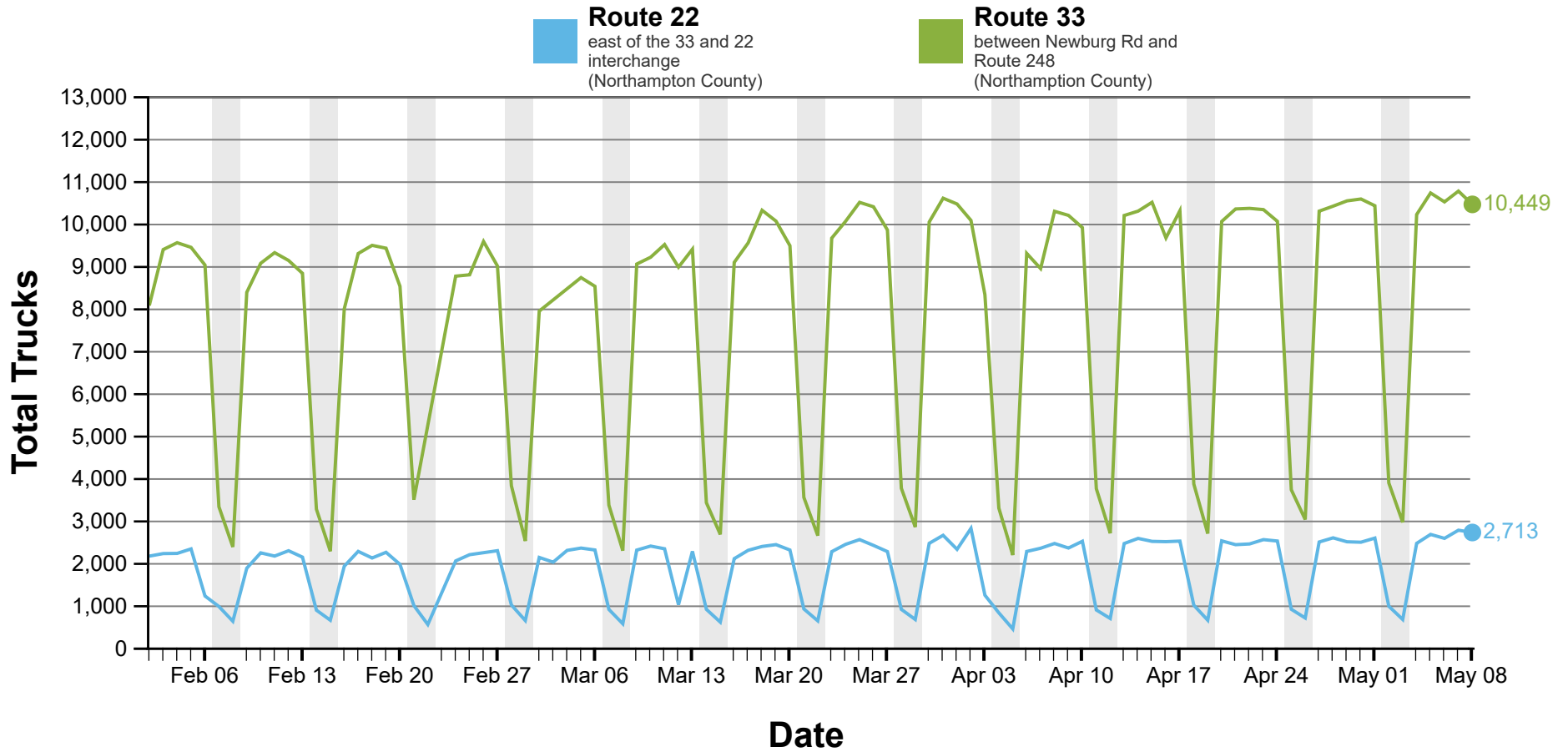
*Includes preliminary and final plans
**Warehouse is a subset of Industrial

Traffic Volumes Throughout the Lehigh Valley



*Data from Feb/2/2025 - May/8/2026 at daily intervals

Truck Volumes Throughout the Lehigh Valley



**Data from Feb/2/2025 - May/8/2026 at daily intervals*



Lehigh Valley Planning Commission

CHRISTINA "TORI" MORGAN
Chair

ARMANDO MORITZ-CHAPELLIQUEN
Vice Chair

PHILLIPS ARMSTRONG
Treasurer

BECKY A. BRADLEY, AICP
Executive Director

MEMORANDUM

DATE: May 18, 2026
TO: Lehigh Valley Planning Commission
FROM: Hannah Milagio, Regional Planner for Community Engagement
REGARDING: Public Engagement, Education and Grants

Public Engagement

The most recent **Plan Lehigh Valley National Public Radio** show, which aired at 6:30 pm, May 4 on WDIY radio 88.1 FM, took a look at the Lehigh Valley's draft \$545 million Transportation Improvement Program (TIP), with guest LVPC Transportation Planning Director Steve Weber. Weber walked listeners through a TIP that includes more than 100 road, bridge, trail, transit and safety projects in every corner of the Lehigh Valley. The podcast is now streaming at www.wdiy.org/show/plan-lehigh-valley and www.lvpc.org/newsly. The next Plan Lehigh Valley show will air Monday, June 1 at 6:30 pm.

The last **Morning Call Business Cycle Column** published Sunday, May 17, also focusing on the TIP, but with a little different take. In the column, Becky notes that while the mega projects costing as much as \$100 million get all the headlines, some of the plan's smaller projects can have a big impact for motorists and neighborhoods across the region. The column will be available next week at www.lvpc.org/newsly and mcall.com. The next column in the Morning Call will publish on Sunday, June 30.

Educational Opportunities

The following Lehigh Valley Government Academy (LVGA), Local Technical Assistance Program (LTAP) Classes will be held **in-person at the LVPC Office**. More information and registration can be found at <https://gis.penndot.gov/LTAP/default.aspx>

Winter Maintenance Planning

What: This course covers the planning and preparation aspects of a year-around comprehensive winter maintenance operation. Topics will include planning, budgeting, work force training, equipment preparation, material procurement strategies, and public relations for winter operations.

When: Wednesday, June 10, 8 am to noon

Temporary Traffic Control (Work Zones)

What: The purpose of this Temporary Traffic Control course is to enhance the awareness of the importance of safety for all workers and road users in work zones. The course covers basic principles for work zones and reviews the different control devices applied in work zones. The course also emphasizes worker safety, including appropriate safety apparel, safe work zone practices, and appropriate work zone set-ups.

When: Tuesday, June 30, 8 am to 3pm

All LVGA LTAP classes are free and are intended for municipalities, transportation non-profits and organizations with a transportation purpose. LTAP enables many practitioners who need courses with professional development hours (PDHs) to earn credits for maintaining their licenses and certificates.

Anyone can register at www.gis.penndot.gov/LTAP or by contacting Hannah Milagio at hmilagio@lvpc.org or 610-264-4544

Grant Opportunities

PA Department of Community and Economic Development (DCED): Multimodal Transportation Fund

The Multimodal Transportation Fund provides grants to encourage economic development and ensure that a safe and reliable system of transportation is available to the residents of the commonwealth. Funds may be used for the development, rehabilitation and enhancement of transportation assets to existing communities, streetscape, lighting, sidewalk enhancement, pedestrian safety, connectivity of transportation assets and transit-oriented development.

Applications for the Multimodal Transportation Fund are accepted annually between March 1 and July 31. All applications and all required supplemental information must be electronically submitted by close of business on July 31st. More information is available at <https://dced.pa.gov/programs/multimodal-transportation-fund/>

PA Department of Transportation (PennDOT): Automated Red Light Enforcement (ARLE) Transportation Enhancement Grants Program

The Automated Red Light Enforcement (ARLE) Funding Program supports a range of safety and mobility projects located in Pennsylvania. Examples of eligible projects include, but are not limited to:

- Vulnerable Road User Improvements
- Roadway Safety and Mobility Upgrades
- Local Technical Assistance Program (LTAP) Projects
- Traffic Signal Improvements

Preapplication scoping forms are required. Feedback on preapplication submission forms submitted by April 30, 2026, will be provided by May 29, 2026. Applications will be accepted from June 1, 2026, to June 30, 2026. More information is available at <https://docs.penndot.pa.gov/Public/Bureaus/BOO/TSPortal/FUNDARLE.html>

THE MORNING CALL

Talking Business with Becky Bradley: Quiet fixes, big results across the Lehigh Valley

By Becky Bradley

For The Morning Call

May 17, 2026 at 8:00 AM



When you're a transportation planner, it's easy to wow — or maybe frustrate — people with the giant price tags on some of the Lehigh Valley's biggest road and bridge projects.

Numbers like more than \$100 million to fix the crash-prone Route 309 and Tilghman Street interchange, \$98 million to rehabilitate Bethlehem's uniquely historic Hill-to-Hill Bridge, or \$79 million to separate the roads at the increasingly busy Route 309 and Center Valley Parkway interchange are enough to make your wallet shudder.

The Lehigh Valley's draft four-year, \$545 million [Transportation Improvement Program](#) (TIP) is currently in 30-day public review. It's got 104 road, bridge, trail, transit

and safety projects in every corner of the region, yet nearly 40% of that money is going to just six projects. Those few megaprojects are hogging up most of the cash, but that's what it costs to reduce crashes and congestion at some of the Lehigh Valley's most troublesome transportation corridors. Yet, talk to people near some of the smaller projects and they'll tell you that you don't always have to spend eight digits to make a major impact.

Rather than go for those attention-grabbers, let's talk about some under-the-radar projects that are bringing relief to neighborhoods and motorists across the region.

First, a brief explanation on the TIP: It's a four-year plan to maintain and enhance the Lehigh Valley's transportation network, but it's updated every two years, as projects, priorities and costs evolve, with roughly 80% of the money coming from federal sources and the rest coming from state and local pools of money. It's integral to the Lehigh Valley's economic and social future.

If you'd like to peruse the TIP yourself, and make a comment, it can be found at lvpc.org/transportation-programs.

Here's just a few of my favorite hidden gems in the plan:

Route 248 Realignment, Bath Borough: This section of West Northampton Street included a small weight-restricted bridge that was forcing tractor-trailers through a National Register of Historic Places listed district with neighborhood streets that simply weren't built to handle vehicles that large. Yes, \$8.1 million is still a lot of money to replace the bridge and straighten the road, but it is alleviating challenges residents and businesses were dealing with daily in a borough that has five state roads running through its business and residential core. This new TIP has only \$200,000 to put the finishing touches on this, but that shows how many projects span multiple TIPs because they take more than four years to plan, design and construct.

Route 611 Retaining Wall, Easton: Clearly PennDOT worked hard to come up with a title this boring, but this \$3.7 million project — I know, still a lot of money — is designed to keep the hillside from spilling out over a winding section of Route 611 in Easton, as well as keep the road from tumbling into the Delaware River. That's what happened on Route 611 in the Delaware Water Gap in 2022 when a rockslide closed the road, forcing drivers into a 10-mile detour for nearly two years. Even now it operates as a single-lane road, restricted to vehicles less than eight feet wide, while major retaining wall repairs are made. These TIP repairs will make sure that doesn't happen in Easton.

Freeway Service Patrols: This project involves no design, engineering or concrete, but talk with anyone who's broken down on the highway and they'll tell you what a godsend these are. This is \$1.5 million to pay for two years of roving tow trucks that essentially

patrol a loop along Route 22, Interstate 78 and Route 33 from 78/22 split in Upper to the Route 33 connection in Bethlehem Township.

If someone breaks down or runs out of gas — this happens more than you'd think — along those corridors, these patrols race to them and get them off the highway within minutes. It gets them out of the congestion and to safety and prevents hundreds, and potentially thousands, of motorists from getting stuck in the gridlock that would ensue if they weren't there. Huge impact daily.

Broad Street Multimodal, Bethlehem: This is an exciting project that will add things like medians, crosswalks, pedestrian refuge islands and traffic-calming bumpouts that will make the Broad Street corridor from Hanover Avenue to Stefko Boulevard more welcoming to pedestrians and bicyclists and safer for everyone. \$1.4 million in the TIP will be added to \$10 million in grant money won by Bethlehem for the project. It's going to turn a busy, dangerously difficult-to-cross roadway into a model of how to build a transportation network designed for more than just cars and trucks.

Enhanced Bus/Bus Rapid Transit: This TIP has \$1.7 million to help advance the Lehigh and Northampton Transportation Authority's express bus service. Bus Rapid Transit comes more frequently and gets riders through the region more quickly, making transit more convenient for more people. It ultimately will get more cars off the road, reducing congestion and improving air quality, while serving as a precursor to a light rail system.

I could easily add dozens more because the TIP is a carefully curated, highly analyzed list of projects chosen for their ability to make our network safer, more efficient and impactful in our communities. It has to be because this is a growing region and we simply don't have enough money to do everything necessary, so setting priorities is extremely important.

That's why it's worth looking beyond the headline-grabbing megaprojects and appreciating the quieter investments that keep the Lehigh Valley moving every day. Not every transportation success story comes with a ribbon-cutting, towering cranes or eight-figure budget. Sometimes it's a safer crossing for a student, a truck rerouted from a neighborhood street, a disabled vehicle cleared before traffic backs up for miles, or a hillside stabilized before disaster strikes.

That's the challenge of transportation planning in a fast-growing region like ours. Every dollar must work hard. Every project must matter. And while the big projects may capture the attention, it's often the smaller ones that earn the gratitude of the people who use them every single day.

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