Lehigh Valley Planning Commission

CHRISTINA "TORI" MORGAN
Chair

JUDY HALDEMAN
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

LEHIGH VALLEY PLANNING COMMISSION MEETING
Thursday, November 19, 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 the Floor

Chair's Report

1. *INFORMATION ITEM:* Promotions
    i. Jacob Weinberg, Senior Community and Regional Planner
    ii. Jill Seitz, Director of Regional Planning and Policy
2. *INFORMATION ITEM: Upcoming Major Commissioner Commitments*
    i. Gala, Wednesday, December 2nd, 4-7:00 PM at the Hotel Bethlehem, Dinner included
    ii. December Annual Meeting, December 17th, 11 AM, In-person at LVPC, Lunch will be served

Minutes

1. *ACTION ITEM:* Minutes and Review of Roll Call Actions of October 29, 2026, Commission Meeting

Comprehensive Planning Committee:

1. *ACTION ITEM*: Land Use of Regional Significance – Upper Mount Bethel Township – Slate Belt Technology Campus Design 1 (JS)
2. *ACTION ITEM*: Land Use of Regional Significance – Upper Mount Bethel Township – Slate Belt Technology Campus Design 2 (JS)
3. *ACTION ITEM*: Land Use of Regional Significance – City of Bethlehem – Bethlehem Earth (JS)
4. *ACTION ITEM:* Land Use of Regional Significance – Forks Township - 605 Kuebler Road (JW)
5. *ACTION ITEM*: Summary Sheet (Committee Chair)

Environment Committee:

1. *ACTION ITEM:* Summary Sheet (SR)

Transportation Planning Committee:

1. None.

Old Business:

1. *PRESENTATION ITEM: FutureLV: The Regional Plan* Joint Working Group: Goal 4 (JW, GR, JS, BB)
2. *INFORMATION ITEM: FutureLV: The Regional Plan* Joint LVPC/LVTS Workshops (BB,JS)
    a. Workshop #5, December 16th, 5:30-7:00 PM, In-person at the LVPC
        i. Goal 2 – Connected Mixed-Transportation Region
    b. Workshop #6, January 20th, 5:30-7:00 PM, In-person at the LVPC
        i. Goal 1 – Efficient and Coordinated Development Pattern

New Business:

1. *INFORMATION ITEM:* 2026 Second Harvest Food Drive (TM)

Executive Director's Report:

1. *INFORMATION ITEM:* Economic Overview and Outlook

Monthly Reports:

1. *INFORMATION ITEMS:*
    a. October 2026 Review Activity Report
    b. Highway Performance Monitoring System - Monthly Traffic Count Report

Communications and Engagement

1. *PACKET ITEM: Morning Call Business Cycle Column*
    a. Will publish November 29 – Talking Business with Becky Bradley: "FutureLV's Goal 5 Sets a New Tone for the Region."
    b. lvpc.org; mcall.com
2. *PACKET ITEM:* Monthly, Plan Lehigh Valley Talk Show on WDIY, Lehigh Valley Public Radio, 88.1
    a. Aired November 2: "Great Communities Don't Happen by Accident with Tori Morgan."
    b. lvpc.org; mcall.com
    c. Next show: December 7, 6:30 pm

Next Lehigh Valley Planning Commission Meeting:

Thursday, December 17, 2026, at 11am

In-Person

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, October 29, 2026 Meeting

The LVPC held a public meeting on Thursday, October 29, 2026. The meeting was advertised in the Lehigh Valley Press on January 7, 2026.

LVPC Chair Tori Morgan chaired the meeting.

Mr. Jacob Weinberg took Roll Call.

Members in Attendance:

Lehigh County
Phillips Armstrong, Michael Drabenstott, Gary Fedorcha, Sharon Fehlinger-Ricker, Sunny Ghai, Steven Glickman, John Inglis, Ryan Mayberry, Christina "Tori" Morgan, Santo Napoli, Samantha Pearson and Kevin Schmidt.

Northampton County
Christopher Amato, Bryan Cope, Andrew Elliott, Anita Erdos Forrester, Cathy Fletcher, Dawn Godshall, Judy Haldeman, Tung-To Lam, Samantha McLean, Eric Shamis, Dean Turner and Brett Webber.

Members Absent:

Lehigh County
Ron Beitler, Craig Beavers, Philip Ginder, Jennifer Gomez, Kent Herman, Stephen Repasch, Josh Siegel and Matthew Tuerk.

Northampton County
Justin Amann, Jo Daniels, Jack McGorry, Steve Melnick, Rob Melosky, Victoria Opthof-Cordaro, Salvatore Panto, Jr., J. William Reynolds, Jeff Warren and Tara Zrinski.

Staff Present: Becky A. Bradley, Jillian Seitz, Jacob Weinberg, Matt Assad, Susan Myerov, Corinne Ruggiero and Giovanna Rizkallah.

Public Present:
None.

COURTESY OF THE FLOOR
None.

CHAIR'S REPORT
Chair Morgan celebrated October being Community Planning Month and reminded Commissioners and LVPC staff of the importance of planning and the role we all have in planning for the region. Chair Morgan noted how planning starts with loving a place and that we help communities hold firmly to what they value, while staying flexible about the form those

values can take. Values remain, but the ways we honor them adapt. Chair Morgan concluded with thanking staff for their expertise and care as well as thanking the officials and residents on the Commission who give their time and involvement.

MINUTES
Chair Morgan asked for a motion to approve the Thursday, September 24, 2026 LVPC meeting minutes. Commissioner Armstrong 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. Commissioner Drabenstott abstained. The motion passed.

LVPC's Review Role
Chair Morgan briefed Commissioners and members of the public of the LVPC's role in reviewing plans, documents and legislation and how it is a legal requirement under the Pennsylvania's Municipalities Planning Code. Chair Morgan noted that it is the role of the LVPC to provide constructive, policy-based input on all reviews and any comments should stick to factual information and reflect the adopted regional vision, *FutureLV: The Regional Plan*.

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

COMPREHENSIVE PLANNING COMMITTEE
***ACTION ITEM:* Land Use of Regional Significance (LURS) – Moravian Academy Athletic Field Renovations**
Mr. Weinberg presented the staff review of the proposed improvements to the Moravian Academy Athletic Field at 4313 Green Pond Road with the conversion of two natural grass athletic fields to infilled synthetic turf athletic fields, and construction of athletic lighting, Americans with Disabilities Act (ADA) accessible walkways, storage buildings and stormwater improvements.

Commissioner Fedorcha made the motion to accept the staff comments and Commissioner Armstrong 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.

***ACTION ITEM*: Comprehensive Planning Committee Summary Sheet**
Comprehensive Planning Committee Vice Chair Amato briefed the Commission on the Comprehensive Planning Committee Summary Sheet.

Commissioner Schmidt made the motion to accept the staff comments 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 summary sheet. Commissioners Haldeman and McLean abstained. The motion passed.

***INFORMATION ITEM*: WorkshopLV: Data Centers**
Mr. Weinberg briefed the Commissioners on the turnout and content of the WorkshopLV: Data Center training meeting, aimed at municipal representatives sharing their experience regulating data centers and their evolving best practices that occurred on October 7th.

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

***INFORMATION ITEM*: Glendon Borough Data Center Ordinance Support**
Ms. Seitz briefed the Commissioners that the LVPC is assisting Glendon Borough with updating their zoning ordinance to address data centers before a project application comes in, as the LVPC staff are the municipal planners for Glendon since they do not have their own Subdivision and Land Development Ordinance. Ms. Seitz also noted that LVPC staff was present for Glendon Borough Council's Workshop a few weeks ago to help the Borough work through key policy questions, and the LVPC is now working with the Borough's Solicitor to draft the ordinance amendment.

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

ENVIRONMENT COMMITTEE
***ACTION ITEM:* Environment Committee Summary Sheet**
Environment Committee Vice Chair Drabenstott briefed the Commission on the Environment Committee Summary Sheet. Environment Committee Vice Chair Drabenstott also briefed the Commission on the presentation that Delaware River Basin Commission (DRBC) staff gave to the Environment Committee on their Surface Water Evaluation and Estimation Tool as well as received a summary of the Northampton County Karst Geology Symposium from Susan Myerov, LVPC Director of Environmental Planning.

Commissioner Haldeman made the motion to accept the staff comments and Commissioner Armstrong seconded the motion.

Chair Morgan asked for any comments or questions. Commissioner Drabenstott shared positive feedback regarding DRBC's presentation.

Chair Morgan called for affirmative votes to accept the staff comments. Commissioner Fehlinger-Ricker abstained. The motion passed.

***INFORMATION ITEM:* WorkshopLV: Water**
Ms. Myerov briefed the Commissioners on the turnout and content of the WorkshopLV: Water meeting, aimed at municipal, agency and watershed partners to work through the update of the Lehigh Valley Watersheds Assessment and Act 167 Model Ordinance Project that occurred earlier in the day.

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

TRANSPORTATION COMMITTEE
Transportation Committee Chair Schmidt briefed the Commission that the Transportation Committee did not meet this month and noted that the next Transportation Committee meeting is on November 19th at 5:30PM virtually.

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

OLD BUSINESS:

***INFORMATION ITEM: FutureLV: The Regional Plan* Update**
Ms. Rizkallah reported on the results of the Open Call for Non-Transportation Infrastructure Projects, specifically on how many infrastructure projects were received and how the projects aligned with the goals and policies of *FutureLV: The Regional Plan*.

Ms. Seitz then provided an update on the outcome of the *FutureLV* Working Group Workshop Meeting #2, which was held on September 30th and how LVPC Commissioners and LVTS members reviewed the current policies and actions of *FutureLV* Goal #5. Ms. Seitz then went through the feedback and main takeaways provided by LVPC Commissioners and LVTS members who attended the Workshop on each of the policies and actions of Goal 5. Ms. Seitz then thanked the LVPC Commissioners and LVTS members who attended the 3rd *FutureLV* Working Group Workshop on Goal 4 last night and noted the upcoming 4th *FutureLV* Working Group Workshop on Goal 3 that will occur on November 18th in the LVPC Conference Center, with dinner at 5PM.

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

***INFORMATION ITEM:* Lehigh Valley Awards & Gala**
Chair Morgan reminded Commissioners that the Lehigh Valley Awards + Gala is set for December 2nd from 4pm to 7pm at the Historic Hotel Bethlehem and that tickets were now available for purchase. Chair Morgan encouraged Commissioners to attend.

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

NEW BUSINESS

INFORMATION ITEM: APA PA Conference
Ms. Myerov briefed the Commissioners on the recent American Planning Association Pennsylvania Chapter's Annual State Conference, which took place from Sunday October 18th to Tuesday October 20th at the Wind Creek Conference Center in Bethlehem.

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

***INFORMATION ITEM:* Act 58 of the Pennsylvania Municipalities Planning Code Amendment**

Ms. Seitz and Ms. Myerov briefed the Commission on the recent change to Pennsylvania's Municipalities Planning Code and how it demonstrates why the LVPC's role in monitoring legislation and translating it into practical guidance is so valuable to the region's communities. Ms. Myerov noted that on October 8th, Governor Shapiro signed Act 58 into law and will be effective December 7th. The amendment explicitly requires applicants to submit water supply evidence before final subdivision and land development approval.

Ms. Seitz then briefed the Commission that Ms. Bradley, Mr. Assad, Mr. Weinberg and herself met with representatives of the Pennsylvania Legislative Budget and Finance Committee, which is undertaking a major review of the Municipalities Planning Code and will be doing the most significant update to the MPC since it was established in 1968. Ms. Seitz noted the Committee

reached out to ask the LVPC about what works, what doesn't and what the LVPC is hearing from our municipalities regarding planning and the MPC.

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

EXECUTIVE DIRECTOR'S REPORT:
Ms. Bradley briefed the Commission on the recent National Association of Regional Councils Executive Directors Conference and Board Forum Conference that she and Tracy Oscavich, LVPC Director of Administration attended this month in California. Ms. Bradley noted key takeaways from the conference and announced the excitement of this forum coming to the Lehigh Valley in 2027.

Chair Morgan asked for any comments or questions. Commissioner Armstrong briefed Commissioners on how useful the conference was and how Ms. Bradley gave a really nice speech about the Lehigh Valley at the conference.

Monthly BuildLV and Traffic Reports:
Mr. Weinberg gave a brief overview of the September 2026 and Third Quarter BuildLV report, specifically on plan activity by County for subdivision, land development, environmental, stormwater, municipal ordinance, transportation reviews as well as data requests and provided specific 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. Assad gave a presentation on the Monthly Traffic Report, which included traffic volumes from the beginning of June to the end of September. Mr. Assad noted that data is collected by the four continuous counters in the Lehigh Valley. Mr. Assad also noted that since a peak in early August, there has been a decline of around 4,000 vehicles on Route 22 between Airport Road and the Lehigh River Bridge, which remains the highest volume of traffic at nearly 109,000 vehicles. During that same period, there has been a slight increase in traffic on Route 22 east of the Route 33 interchange. A notable decline in traffic can be seen on the weekends. Mr. Assad also presented the monthly truck volumes and noted a decline in truck volumes on Route 33 during July, noting that it's a seasonal trend seen in previous years. Mr. Assad also noted that truck volumes on Route 22 east of the Route 33 interchange have two notable peaks in truck volumes for the month of September.

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

***INFORMATION ITEM:* 10th Annual Community Bike Works Mileage Challenge**
Mr. Assad briefed the Commission on how the LVPC's Team Planning Peloton performed during Community Bike Works 10th Annual Mileage Challenge**.** Some of the LVPC staff as well as Commissioner Drabenstott were a part of LVPC Team Planning Peloton and competed in the challenge and reached their 1,200-mile goal by biking, walking or hiking over 1,900 miles as a team. LVPC's Team Planning Peloton also raised $1,601 and Bike Works as a whole reached its goal of $150,000, which goes a long way in helping it continue its mission of "teaching life's lessons" to more than 600 kids a year.

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

INFORMATION ITEM: **Keystone Media Awards**
Mr. Assad briefed the Commission on the Keystone Media Awards in Harrisburg and how the radio show, Plan Lehigh Valley, that Ms. Bradley and Mr. Assad host with WDIY National Public Radio station, won an honorable mention award for Best Series. The Keystone Awards honor excellence in journalism and Mr. Assad noted it was rewarding to be recognized along with the other journalists in the industry.

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

INFORMATION ITEM: **Lehigh Valley Government Academy**
Mr. Assad reminded Commissioners that there is only one Local Technical Assistance Program course left this year. The course is Local Road Safety Plans, which will be held on November 17th from 8am-noon. Registration is open.

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

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, November 19, 2026 at 7 pm, and reminded the Commission that this will be virtual. Chair Morgan then asked if there was a motion to adjourn the meeting and Commissioner Fedorcha made a motion to adjourn, and Commissioner Armstrong seconded the motion. The meeting was adjourned.

Submitted by:
Becky Bradley, AICP, Executive Director and Corinne Ruggiero, Senior Environmental Planner

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November XX, 2026

Nick Graziano, Manager
Upper Mount Bethel Township
387 Ye Olde Highway
Mount Bethel, PA 18343

Re: Slate Belt Technology Campus (Design 1, West & East) –
Land Use of Regional Significance
Upper Mount Bethel Township
Northampton County

Dear Manager Graziano:

The Lehigh Valley Planning Commission (LVPC) considered the subject preliminary land development application at its Comprehensive Planning Committee and Full Commission meetings, pursuant to the Pennsylvania Municipalities Planning Code (MPC). The meetings occurred on:

LVPC Comprehensive Planning Committee Meeting:	LVPC Full Commission Meeting:
November 17, 2026, at 12:00 PM (Virtual) https://lvpc.org/lvpc-meetings	November 19, 2026, at 7:00 PM Virtual https://lvpc.org/lvpc-meetings

Background
Slate Belt Holdings, LLC proposes to develop the Slate Belt Technology Campus, also known as the River Pointe Data Center Campus, on properties along River Road, Marshfield Drive, Demi Road and Potomac Street in Upper Mount Bethel Township. The proposed development consists of 29 data center buildings, including 23 west of River Road and six east of River Road. The applicant identifies approximately 3.3 million square feet of building footprint and an ultimate electrical demand of up to 2,100 megawatts (MW).

The campus is proposed to include substations, switchyards, backup generators, battery storage systems, cooling equipment, parking, loading areas, internal roadways, stormwater facilities and water and sewer infrastructure. The plans also identify an area for a potential on-site power plant and battery energy storage facility. The applicant anticipates approximately 1,200 employees, including full-time contractors, with a maximum shift of approximately 600 employees. Construction would occur in phases based on the availability of electrical capacity and other infrastructure.

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The site was previously proposed for the River Pointe Logistics Center, a planned industrial park consisting of approximately 5.9 million square feet of industrial development. While the applicant proposes to use portions of the previously approved industrial park's grading, roadway and stormwater designs, the proposed data center campus introduces different infrastructure requirements and operational impacts that warrant further evaluation.

The LVPC also received a separate application for Slate Belt Technology Campus (Design 2, West & East), which proposes an alternative development configuration for the same site. That application is under review separately. The LVPC recommends that the applicant clarify the relationship between the two designs and identify which buildings, infrastructure and improvements would be constructed under each alternative. Any improvements shared by or necessary to either design should be clearly identified.

Existing Conditions



Google Aerial Imagery

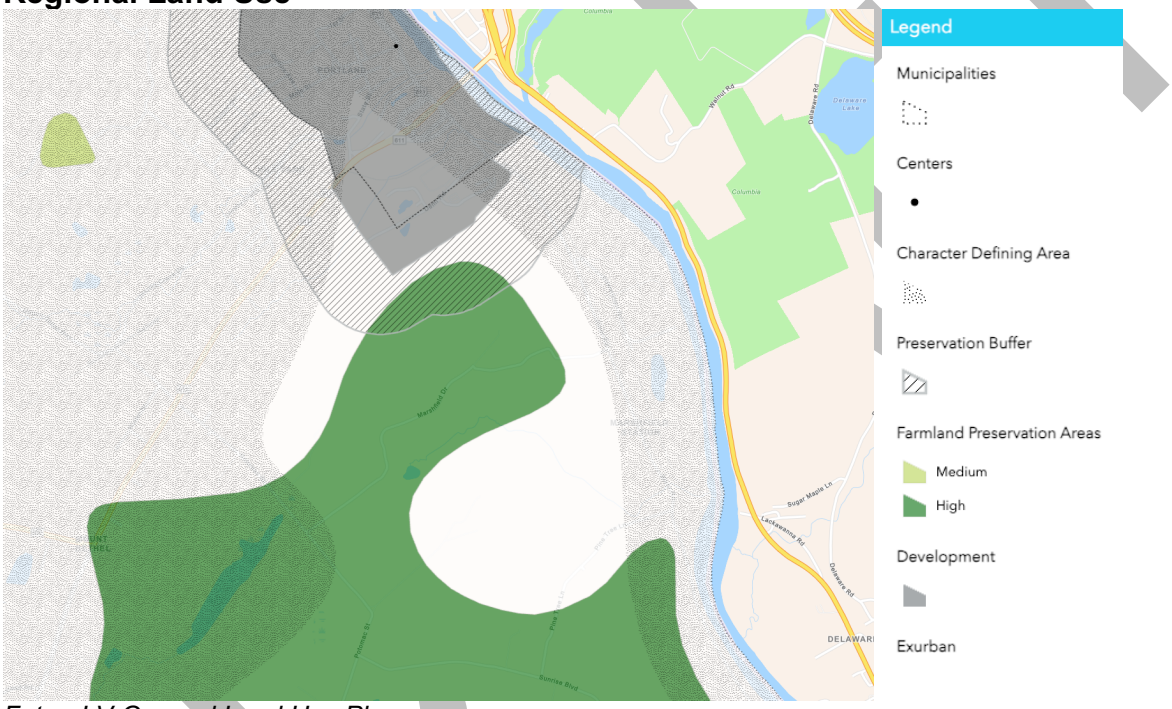
The site is located in a rural area south of Portland Borough and west of the Delaware River. Surrounding land uses include existing industrial facilities along River Road, agricultural lands, woodlands, residential properties and the Upper Mount Bethel Community Park. The site's landscape and environmental setting are important regional considerations. The submitted natural resource and existing conditions plans identify

streams, wetlands, steep slopes, areas of dense vegetation and brush, and environmentally sensitive habitat areas.

The area also contains significant scenic and recreational resources. River Road and Route 611 are identified as Scenic Drives in the *FutureLV Parks, Outdoor Recreation, Open Space and Scenic Plan*, and the Delaware River is a federally designated Wild and Scenic River. *FutureLV* also identifies a proposed regional trail connection along River Road, which could connect existing and planned trails in Portland Borough to the north and Lower Mount Bethel Township to the south.

The LVPC recognizes the site's industrial zoning and previous approvals. However, its location, surrounding communities and sensitive natural resources require careful consideration of the proposed development's regional impacts. The LVPC offers the following recommendations to improve consistency with *FutureLV: The Regional Plan*.

Regional Land Use



FutureLV General Land Use Plan

Design 1 proposes 29 data center buildings and associated infrastructure on both sides of River Road. The campus area includes lands identified for High Priority Farmland Preservation, Preservation Buffer and Exurban uses on the *FutureLV: The Regional Plan* General Land Use Plan. Character-Defining Areas are also mapped within the surrounding landscape, including along the Delaware River corridor.

FutureLV establishes a conservation-first approach to regional land use planning. Farmland Preservation areas are recommended to remain predominantly agricultural, while Exurban areas are generally recommended for rural uses and limited development. Natural resource conservation and farmland preservation are strongly

preferred within Preservation Buffer areas, where development suitability should be evaluated against the Plan's development criteria. These include infrastructure capacity, proximity to existing development and protection of high-priority natural resources.

The proposed conversion of lands identified for farmland preservation to a large data center campus does not align with *FutureLV's* recommendations to preserve agricultural lands and maintain rural character (Policies 1.1, 1.3 and 3.3). The LVPC recognizes that the proposal builds upon prior industrial park approvals. However, those approvals do not change the regional preservation recommendations. The LVPC recommends identifying where buildings, equipment yards, roads, grading and utility improvements overlap mapped preservation areas and evaluating opportunities to retain agricultural land, woodlands and connected open space. Development near the Delaware River corridor should preserve natural and scenic resources and minimize changes to the surrounding landscape (Policies 3.1 and 3.2).

Economic Development
The proposed use would occupy property previously planned for an industrial park within the Township's industrial zoning framework. The development has the potential to expand the regional technology sector, create employment opportunities and contribute to the local tax base. The use of an established industrial development framework and coordinated infrastructure planning can support economic development and infrastructure efficiency (of Policies 1.1 and 4.2).

Development Intensity and Electrical Infrastructure
The proposed campus would require up to 2,100 MW of electricity at full build-out. The project narrative identifies agreements with FirstEnergy for 1,020 MW, with additional capacity anticipated through utility service and potential onsite generation. The final configuration and operating characteristics of several major electrical systems have not been established.

The Master Site Plan (CS-200) identifies substations and switchyards throughout the development, and Building Pad 10B identifies a proposed power plant and battery energy storage facility. The narrative describes onsite generation as a potential future component. The LVPC recommends clarifying whether these facilities are included in the current application or would require separate future land development approvals. The applicant should provide a coordinated electrical infrastructure and phasing plan identifying the locations, proposed capacities and functions of substations, switchyards, generators, battery energy storage facilities and any on-site power plant. The plan should distinguish emergency backup equipment from equipment intended to provide electricity during normal operations. It should also identify the infrastructure required for each development phase and the anticipated responsibilities for construction, operation and maintenance.

Given the scale of the proposed demand, the LVPC encourages continued coordination with FirstEnergy, the Township and applicable state and federal regulatory agencies. The applicant should document the improvements necessary to serve the campus, their

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anticipated timing and how associated costs will be addressed. These recommendations support matching development intensity with sustainable infrastructure capacity and coordinating land use decisions across municipal boundaries (of Policies 1.1 and 1.4).

The applicant identifies a target Power Usage Effectiveness (PUE) of approximately 1.25 and proposes to coordinate electrical service with the utility provider as development phases advance. The LVPC encourages continued pursuit of energy-efficient equipment, renewable energy opportunities and other measures that reduce resource consumption (of Policy 3.4).

Natural Resources
The proposed development plans identify streams, wetlands, steep slopes and environmentally sensitive habitat areas, including mapped bog turtle habitat buffers. Although this project is within the Township's Industrial Zoning District, given the preference of FutureLV to take a conservation-first approach to development, the LVPC strongly recommends ensuring that the site design is configured to avoid disturbing sensitive natural features. The applicant should provide an updated environmental impact assessment identifying the existing condition of each resource, previous and proposed disturbance, and measures to avoid, minimize or mitigate impacts. The assessment should distinguish improvements authorized under previous approvals from changes proposed with the current application. These measures support conserving natural resources and minimizing environmental impacts of development (of Policies 3.1 and 3.2).

Community Compatibility, Scenic Resources and Landscaping
The plans identify proposed building heights that are 80 feet tall, substantially changing the scale and appearance of development in the surrounding rural landscape. Buildings, cooling equipment, electrical infrastructure and outdoor equipment yards may be visible from River Road, Route 611, the Township Community Park, neighboring properties and locations across the Delaware River.

The LVPC recommends providing building elevations and visual simulations from representative public viewpoints, including the Community Park, scenic roadways and river corridor. These should depict buildings and major equipment at their proposed heights, with landscaping shown at installation and maturity.

The project narrative identifies landscaped berms, native plantings, equipment screening and full-cutoff lighting. The LVPC supports these measures and recommends ensuring that the final plans demonstrate their effectiveness. Particular attention should be given to the landscape berm adjacent to the Community Park, the visibility of electrical and mechanical equipment, and the protection of scenic views along River Road.

The applicant should also incorporate building materials, façade treatments and equipment screening that reduce the visual scale of the development. Coordination with

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the National Park Service, Lower Delaware Wild and Scenic River Management Council and neighboring municipalities is encouraged where scenic impacts extend beyond the Township.

These measures support development that complements the surrounding environment and community character (of Policies 3.2 and 5.4).

Regional Trail Connection and Multimodal Accessibility
FutureLV identifies a conceptual regional trail connection along River Road. This corridor provides an important connection between existing and proposed trails in Portland Borough and Lower Mount Bethel Township. The LVPC previously recommended connecting the River Pointe development's internal walking trails to River Road and the surrounding trail network. The current proposal provides an opportunity to advance this regional connection.

The LVPC recommends that the applicant coordinate with the Township, LVPC and surrounding municipalities to identify and preserve a feasible continuous trail corridor along the River Road frontage. Where appropriate, the applicant should incorporate a trail alignment or easement into the land development plans, with consideration of roadway crossings, utility infrastructure, environmental constraints and future connections beyond the site.

The development should also provide safe pedestrian connections between building entrances, parking areas, internal open spaces and the regional trail corridor. Bicycle parking and clearly designated pedestrian routes should be incorporated where appropriate.

The LVPC also encourages coordination with the Lehigh and Northampton Transportation Authority (LANTA) regarding potential future transit service. A designated passenger pick-up and drop-off area, and space for a future transit stop with appropriate pedestrian access, would improve transportation options for employees. These improvements support multimodal transportation and regional recreational connectivity (of Policies 2.2, 5.2 and 5.3).

Transportation Impacts and Roadway Infrastructure
The applicant submitted a Transportation Impact Study (TIS) prepared by Dynamic Traffic, dated October 2026. The study uses Institute of Transportation Engineers (ITE) Land Use Code 160, Data Center, to estimate traffic generated by the proposed development.

The LVPC recognizes that data centers generally generate fewer routine truck and employee trips than similarly sized warehouse and distribution facilities. However, several transportation issues remain.

Trip Generation and Construction Traffic

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Compared with the previously proposed logistics campus, data center operations are expected to involve fewer routine truck deliveries and employee trips. This change has the potential to reduce some of the freight-related transportation impacts previously identified by the LVPC. The proposed dedicated turn lanes and coordinated site access improvements also support transportation safety and efficiency, subject to the refinements discussed above (of Policies 2.2 and 2.4).

Note that the proposed square footage exceeds the range of data represented in the ITE trip generation dataset for data center land uses. The LVPC recommends that the Township evaluate trip estimates using document anticipated staffing, shift schedules, deliveries and other operational assumptions.

The project narrative also references a construction traffic management plan that was not included in the materials provided for this review. The LVPC recommends providing this plan with estimated construction vehicle trips, truck and oversized-load routes, delivery schedules, staging areas and measures to minimize impacts on neighboring communities and roadways. Construction activity should be evaluated separately from routine operations (of Policy 2.2).

Regional Roadway Improvements and the Norfolk Southern Rail Bridge
The TIS identifies roadway improvements at the Portland-Columbia Bridge approaches, including intersection realignments and coordinated traffic signals. Without mitigation, the southbound ramp/bridge approach intersection is projected to experience level of service F for an eastbound movement during the weekday evening peak hour. The LVPC recommends documenting the status of these improvements, required agency approvals, implementation responsibilities and the development phases they are intended to serve.

The Norfolk Southern railroad bridge over Delaware Avenue/Route 1039, north of the development, remains a significant transportation constraint previously identified by the LVPC. The existing vertical clearance of approximately 13 feet, 8 inches leaves limited clearance for large commercial vehicles. The narrow roadway beneath the bridge also presents potential conflicts between opposing trucks.

The LVPC strongly recommends continued coordination among the applicant, Norfolk Southern, PennDOT, Portland Borough, Upper Mount Bethel Township and the Pennsylvania Public Utility Commission to evaluate feasible improvements. The study should address vertical and horizontal clearances, roadway drainage and flooding, utility lines beneath the bridge, and the types of vehicles expected to serve the campus. Feasible safety measures and improvements should be identified and coordinated with development phasing.

The TIS also proposes a 250-foot southbound right-turn lane at River Road and Demi Road, although the available length may be constrained by the railroad bridge. The LVPC recommends confirming the feasibility of the proposed improvement with the

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responsible roadway agencies. These recommendations support a safe and efficient transportation network (of Policies 2.2 and 2.4).

Site Access, Loading and Internal Circulation
The project narrative identifies 27 loading docks, but the locations and configurations of the docks are not clearly shown on the site plans. The LVPC recommends depicting loading areas and providing sufficient truck staging or parking to prevent delivery vehicles from stopping along River Pointe Drive or other access roadways.

A vehicle-turning analysis should be provided to demonstrate that delivery trucks, emergency vehicles, refuse trucks and other service vehicles can safely navigate the internal road network. The plans should also identify appropriate site access controls, wayfinding and circulation routes.

New Marshfield Drive is identified for dedication to Upper Mount Bethel Township. The LVPC recommends confirming responsibility for roadway maintenance, snow removal and long-term infrastructure upkeep following dedication. The applicant is also encouraged to provide electric vehicle charging infrastructure for employees and appropriate electrical connections at loading areas to reduce unnecessary vehicle idling.

Water Supply, Wastewater and Cooling Systems
The applicant proposes to extend public water and sanitary sewer service from Portland Borough systems. The project narrative estimates approximately 35,000 gallons per day of domestic water use and an equivalent volume of wastewater. The campus would also include approximately five million gallons of on-site fire protection water storage.
The applicant proposes closed-loop cooling without evaporative cooling towers. The cooling system would require an initial fill from an approved off-site source, with the water then recirculated during operation. The LVPC supports this approach as a means of reducing ongoing demand on local water resources (of Policies 3.1 and 3.2).

The applicant should document the volume and source of the initial cooling-system fill, anticipated replenishment needs, the timing and rate of filling fire-water storage tanks, and any additional water demand associated with power generation or other equipment. These demands should be evaluated separately from routine domestic consumption.

The LVPC recommends obtaining documentation from the appropriate water and wastewater service providers addressing available capacity, necessary system improvements and the anticipated schedule for service extensions. The applicant should also coordinate with PADEP, the Delaware River Basin Commission and other applicable agencies regarding required approvals.

Act 58 of 2026, effective December 7, 2026, clarifies that the water supply evidence required under MPC §503.1 must be provided before final subdivision and land development approval. These measures support reliable infrastructure and the conservation of water resources (of Policies 1.1, 3.1 and 3.2).

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Noise, Vibration, Heat and Air Quality
The campus would operate continuously, with potential exterior noise sources including chillers, heat-rejection equipment, transformers, generators and other electrical infrastructure. The project narrative states that a site-specific acoustical study will be prepared.

The LVPC recommends providing a cumulative noise study for the full campus that evaluates normal operations, generator testing and other reasonably foreseeable operating conditions. The study should assess sound levels at property lines and nearby sensitive receptors, including residential properties and the Community Park, and address low-frequency and tonal noise where applicable.

The final design should identify equipment locations and demonstrate how screening, enclosure, orientation and sound attenuation will achieve applicable noise standards. Post-construction sound testing is also recommended to verify performance once the facilities are operational.
The applicant should additionally identify the expected locations and impacts of heat rejection equipment, and provide information about the number, capacity, fuel types, operating schedules and anticipated emissions of generators and any proposed on-site power plant. Required PADEP air quality permits and associated operating conditions should be coordinated with the Township's land development review.

These measures support minimizing environmental and public health impacts and maintaining compatibility with surrounding land uses (of Policies 3.2 and 5.3).

Emergency Access and Public Safety
The proposed campus includes high-voltage equipment, battery systems, generators, cooling fluids and extensive internal circulation infrastructure. The scale and complexity of the development require coordinated emergency-response planning.

The plans identify two emergency connections to Potomac Street and one to River Road. The LVPC recommends confirming that these connections are suitable for emergency vehicles, remain accessible in all weather conditions, and are clearly identified through signage and access controls.

The internal road network should also be evaluated for redundant emergency access to individual building pads. Particular attention should be given to buildings served by long driveways or limited access points, including the southern development areas. Clear building identification and wayfinding signage are necessary to help emergency responders locate incidents quickly.

The applicant should coordinate with the Township, Northampton County emergency management personnel, local fire and emergency medical service providers and applicable utilities to prepare a campus-wide emergency response plan. The plan should address fire suppression, fire-water storage, emergency shutoffs, battery storage hazards, fuel and chemical inventories, spill response, access to electrical facilities and

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evacuation routes. Emergency responder training and facility orientation should occur before operations begin.

This coordination supports safe community design, effective emergency services and protection of critical infrastructure (of Policy 5.1).

Coordinated Plan Review
The current submission relies on infrastructure and design concepts developed through the previous River Pointe Logistics approvals. The LVPC recommends that the applicant provide a coordinated summary identifying which previously approved improvements remain applicable, which have been completed, and which are being revised or replaced.

The applicant also indicates an intent to maintain communication with the Township and community as the project advances. Continued engagement and public availability of relevant technical information can support informed land use decisions and regional coordination (of Policy 1.4). The LVPC also encourages continued communication with Portland Borough, Lower Mount Bethel Township and other affected communities regarding construction, infrastructure improvements and the development's regional impacts (of Policy 1.4).

Conclusion
The Slate Belt Technology Campus represents a substantial change from the previously proposed logistics development. The proposed use has the potential to reduce the previously anticipated freight traffic and water consumption while creating new economic opportunities. However, the campus's scale, electrical demand, supporting infrastructure and proximity to sensitive natural, scenic and recreational resources present significant regional planning considerations.

The LVPC encourages the applicant to provide a written response identifying how the review recommendations will be addressed. This will help the Township, reviewing agencies and surrounding communities understand the status of outstanding issues and any proposed mitigation.

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 I §105, Article III §§303, 304 and 306(a), and Article VI §603(j)]. The LVPC review does not include an in-depth examination of the plans relative to municipal subdivision and land development ordinance requirements, which are addressed through the Township's review.

The LVPC has copied appropriate agencies and neighboring municipalities to support coordinated land use decisions across municipal boundaries (of Policy 1.4).

Sincerely,

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Jill Seitz, AICP
Director of Regional Planning + Policy

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Lehigh Valley Planning Commission

CHRISTINA "TORI" MORGAN
Chair

JUDY HALDEMAN
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

November XX, 2026

Nick Graziano, Manager
Upper Mount Bethel Township
387 Ye Olde Highway
Mount Bethel, PA 18343

Re: Slate Belt Technology Campus (Design 2, West & East) –
Land Use of Regional Significance
Upper Mount Bethel Township
Northampton County

Dear Manager Graziano:

The Lehigh Valley Planning Commission (LVPC) considered the subject preliminary land development application at its Comprehensive Planning Committee and Full Commission meetings, pursuant to the Pennsylvania Municipalities Planning Code (MPC). The meetings occurred on:

LVPC Comprehensive Planning Committee Meeting:	LVPC Full Commission Meeting:
November 17, 2026, at 12:00 PM (Virtual) https://lvpc.org/lvpc-meetings	November 19, 2026, at 7:00 PM Virtual https://lvpc.org/lvpc-meetings

Background
Slate Belt Holdings, LLC proposes the Slate Belt Technology Campus, also referred to as the River Pointe Data Center Campus, along River Road, Marshfield Drive, Demi Road and Potomac Street in Upper Mount Bethel Township. Design 2 includes six data center buildings, with five west of River Road and one east of River Road. The project narrative identifies approximately 1.4 million square feet of building footprint, 35-foot building heights. The project also includes electrical substations, switchyards, standby generators, battery systems, cooling equipment, internal roads, parking and loading areas, water and sewer connections, fire protection facilities, and stormwater infrastructure. The eastern development area also contains proposed power generation and battery energy storage facilities.

The applicant identifies an ultimate electrical demand of up to 2,100 megawatts (MW), including 1,020 MW currently under agreement with FirstEnergy and additional capacity anticipated through grid service and potential on-site generation. Other proposed characteristics include approximately 600 employees, 17,500 gallons per day of

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domestic water and wastewater demand, and up to three million gallons of fire protection water storage.
Design 2 represents an alternative to Slate Belt Technology Campus (Design 1, West & East), a separate application submitted concurrently for the same properties. Both proposals are under LVPC review. The Township and applicant should clearly identify the development alternative being pursued and ensure that approvals, infrastructure commitments and phasing are consistent with the selected design.

The property was previously proposed for the River Pointe Logistics Center, a planned industrial park containing approximately 5.9 million square feet of industrial development. The LVPC reviewed several applications associated with that proposal in 2023. Those reviews identified significant regional considerations involving roadway limitations, natural resources, scenic character, public infrastructure and emergency services. Design 2 retains elements of the previously planned industrial park, including portions of the grading, road network and stormwater design.

Existing Conditions



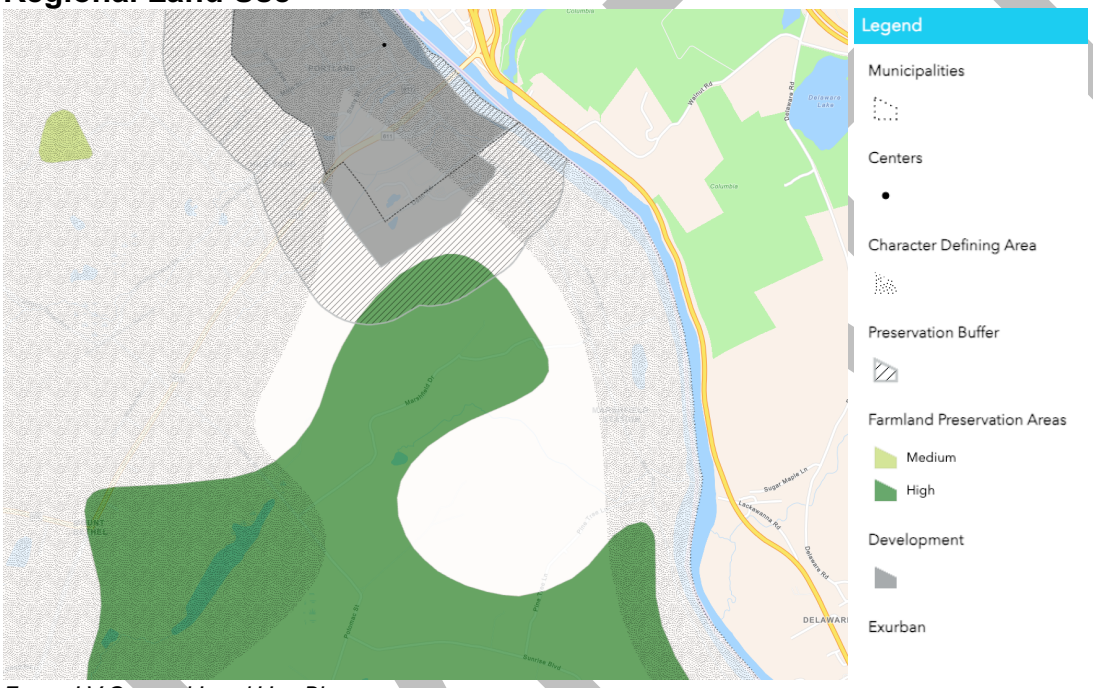
Google Aerial Imagery

The site is located in a rural area south of Portland Borough and west of the Delaware River. Surrounding land uses include existing industrial facilities along River Road, agricultural lands, woodlands, residential properties and the Upper Mount Bethel Community Park. The site's landscape and environmental setting are important regional considerations. The submitted natural resource and existing conditions plans identify

streams, wetlands, steep slopes, areas of dense vegetation and brush, and environmentally sensitive habitat areas.
The area also contains significant scenic and recreational resources. River Road and Route 611 are identified as Scenic Drives in the *FutureLV Parks, Outdoor Recreation, Open Space and Scenic Plan*, and the Delaware River is a federally designated Wild and Scenic River. *FutureLV* also identifies a proposed regional trail connection along River Road, which could connect existing and planned trails in Portland Borough to the north and Lower Mount Bethel Township to the south.

The LVPC recognizes the site's industrial zoning and previous approvals. However, its location, surrounding communities and sensitive natural resources require careful consideration of the proposed development's regional impacts. The LVPC offers the following recommendations to improve consistency with *FutureLV: The Regional Plan*.

Regional Land Use



FutureLV General Land Use Plan

Design 2 proposes six data center buildings and associated infrastructure on the same campus lands on both sides of River Road. The campus area includes lands identified for High Priority Farmland Preservation, Preservation Buffer and Exurban uses on the FutureLV: The Regional Plan General Land Use Plan. Character-Defining Areas are also mapped within the surrounding landscape, including along the Delaware River corridor.

FutureLV prioritizes farmland preservation, natural resource conservation and maintenance of rural character in these areas. Development within Preservation Buffer and Exurban areas should be evaluated against the Plan's development criteria, including infrastructure capacity, proximity to existing development and protection of

high-priority natural resources. The proposed conversion of lands identified for farmland preservation to industrial development does not align with these regional recommendations (Policies 1.1, 1.3, 3.1 and 3.3).

The LVPC recognizes that Design 2 proposes a smaller total building footprint than Design 1 and builds upon prior industrial park approvals. A smaller building footprint may provide opportunities to retain more agricultural land and natural resources, but the extent of those benefits depends on the full disturbance associated with equipment yards, roads, grading and utility infrastructure. The LVPC recommends documenting these impacts and using the reduced building footprint to preserve larger, connected areas of agricultural land, woodlands and open space. Particular attention should be given to protecting the natural and scenic character of the Delaware River corridor and limiting disturbance within mapped preservation areas (Policies 3.1 and 3.2).

Economic Development
The proposal would establish a technology-related industry within the Township's existing planned industrial area. The applicant's reuse of previously developed infrastructure plans and its proposed investment in utilities could support economic activity and coordinated infrastructure development. Employment and tax revenue benefits may also result from construction and operation of the campus (of Policies 1.1 and 4.2).

Development Scale and Electrical Demand
Design 2 substantially reduces the number of data center buildings compared with Design 1, but the applicant continues to identify a maximum electrical demand of 2,100 MW. The smaller building footprint and lower building heights do not, by themselves, demonstrate that electrical infrastructure or operating impacts would be reduced. The LVPC recommends that the applicant explain how the stated electrical demand relates to the six-building configuration, including anticipated demand per building, supporting equipment loads and the proposed sequence of development. The assessment should distinguish contracted electrical service, additional capacity under consideration and electricity that may be generated on-site.

The eastern site plans (CS-211 and CS-212) depict a proposed power plant, electrical equipment and substantial battery storage areas. The eastern zoning information also describes the proposed use as data center development and a power plant. In contrast, the narrative indicates that on-site generation remains subject to future design decisions. The LVPC recommends reconciling these descriptions and identifying which improvements are included in the current land development application.

The applicant should provide a coordinated infrastructure plan identifying the location, size and purpose of each major electrical facility. This should include substations, transformers, standby generators, battery energy storage systems, fuel-related equipment and any generation intended for regular operation. The applicant should also identify applicable approvals and which facilities may constitute separate principal uses

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rather than accessory improvements. The Township should evaluate the relevant zoning classifications with its Solicitor.

The LVPC supports continued coordination with FirstEnergy and the responsible regulatory agencies to document the facilities necessary to serve each phase, their implementation schedule and responsibility for associated costs. This would help align infrastructure planning with development intensity and regional capacity (of Policies 1.1 and 1.4).

Natural Resources
The project narrative references an Environmental Impact Statement and separate stormwater narratives for the eastern and western portions of the campus. These documents should be available to the Township and reviewing agencies to evaluate the cumulative environmental effects of the full development. Particular attention should be given to mapped wetlands, streams, steep slopes, riparian buffers and protected species habitat. The applicant should also document existing and proposed vegetation conditions, identify areas suitable for restoration, and preserve undisturbed natural features wherever feasible.

Continued coordination with PADEP, the Northampton County Conservation District and applicable environmental agencies is recommended to advance conservation of natural resources and reduce potential environmental impacts (of Policies 3.1 and 3.2).

Scenic Character, Building Appearance and Riverfront Compatibility
The Design 2 narrative identifies typical building heights of 35 feet, compared with approximately 80 feet under Design 1. This lower profile could lessen the visual prominence of the data center buildings from surrounding properties and public viewpoints. However, the visual impact of the overall campus will also depend on the size and placement of buildings, grading, electrical installations, outdoor equipment, perimeter fencing and the condition of existing vegetation. Power generation and battery storage facilities on the eastern property are particularly important because of their proximity to the Delaware River corridor.

The LVPC recommends providing building elevations and visual simulations showing how the completed campus would appear from River Road, Route 611, the Upper Mount Bethel Community Park, nearby residential areas and representative viewpoints across the Delaware River. Simulations should include buildings and supporting infrastructure, rather than only the data center structures.

The proposed landscape buffers and berms should be evaluated for their ability to screen equipment and reduce the perceived scale of development. The LVPC encourages preserving existing trees where possible and using native vegetation, building articulation and materials that respond to the site's rural and riverfront setting. The National Park Service, Lower Delaware Wild and Scenic River Management Council and affected neighboring municipalities should be included in appropriate

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scenic-resource coordination. This approach supports development that responds to the region's distinctive landscape and community character (of Policies 3.2 and 5.4).

Regional Trail Connectivity and Employee Accessibility
A conceptual regional trail follows the River Road corridor in the *FutureLV* Parks Recreation and Open Space plan map. This location offers a potential connection between trail facilities in Portland Borough and the broader Slate Belt trail network extending south toward Lower Mount Bethel Township.
The LVPC previously encouraged incorporating trail connections into the River Pointe industrial park. Design 2 should continue to accommodate the long-term opportunity for a connected trail along the site's frontage.

The applicant is encouraged to work with the Township and LVPC to identify an appropriate trail alignment, account for roadway crossings and utility conflicts, and preserve sufficient space for future construction. An easement or other appropriate arrangement should be considered where supported by the applicable municipal requirements and agreements.

Internal pedestrian circulation should provide safe routes between parking areas, building entrances and employee amenities. Bicycle parking and sheltered pedestrian waiting areas would further improve accessibility.

With approximately 600 employees anticipated, the LVPC also encourages discussion with the Lehigh and Northampton Transportation Authority (LANTA) about potential future service. Identifying a suitable location for transit passenger loading, a shelter and an accessible pedestrian connection could reduce barriers to future transportation options (of Policies 2.2, 5.2 and 5.3).

Transportation Analysis and Regional Roadway Conditions
Dynamic Traffic submitted a Trip Generation Comparison memorandum dated October 12, 2026. Rather than preparing a separate Transportation Impact Study (TIS) for Design 2, the memorandum compares the western building program with the western development analyzed in the Design 1 TIS and concludes that the earlier analysis provides a conservative basis for evaluating Design 2.

The LVPC recognizes that fewer data center buildings may generate less routine traffic. However, several assumptions require clarification.

Trip Generation and Study Scope
The trip generation memorandum evaluates five western buildings totaling 1,251,010 square feet. The Master Site Plan (CS-200) also identifies a 228,186-square-foot data center on the eastern property, resulting in approximately 1,479,196 square feet across the six data center buildings. This differs from the narrative's approximately 1.4-million-square-foot total. The LVPC recommends reconciling these figures and updating the transportation documentation to clearly account for the complete Design 2 proposal,

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including the eastern development and any trips associated with power generation, maintenance and supporting facilities.

The LVPC independently evaluated the narrative's 1.4 million square feet using ITE Land Use Code 160 and calculated approximately 775 weekday vehicle trips, including 80 trips during the morning peak hour and 70 during the evening peak hour. However, the proposed development exceeds the square-footage range of the underlying ITE data. The average-rate methodology produces considerably higher estimates than the fitted-curve approach.
The applicant should compare these methods, explain the selected assumptions and demonstrate that anticipated employee shifts, service deliveries and other operating characteristics are reflected in the analysis. The Township and PennDOT should also confirm whether the Design 1 study's traffic assumptions and recommended improvements remain applicable to the full Design 2 configuration.

Roadway Capacity and Rail Bridge Constraints
The existing transportation network has several limitations identified during previous River Pointe reviews, including constrained access to the regional highway system and the Norfolk Southern railroad bridge over Delaware Avenue/Route 1039 north of the development.

The bridge provides approximately 13 feet, 8 inches of vertical clearance. Its limited width and nearby overhead utilities may also constrain movement by large trucks and specialized equipment. These conditions are particularly relevant during construction and installation of electrical transformers, generators and other oversized components. The LVPC strongly encourages the applicant to coordinate with Norfolk Southern, PennDOT, the Pennsylvania Public Utility Commission, Portland Borough and Upper Mount Bethel Township to assess bridge clearances, roadway width, utility conflicts and feasible safety improvements. The proposed southbound right-turn lane at River Road and Demi Road should also be evaluated for feasibility given its proximity to the railroad crossing.

The Design 1 TIS identifies improvements at the Portland-Columbia Bridge approaches, including intersection realignments and coordinated traffic signals. The applicant should clarify whether these improvements remain necessary under Design 2, the status of associated agency approvals and how their construction would be coordinated with the campus's development phases. The transportation assessment should consider the cumulative effects of surrounding industrial uses, not only traffic generated by the subject buildings (of Policies 2.2 and 2.4).

Construction Traffic, Loading and Site Circulation
The project narrative references a construction traffic management plan, but one was not included in the materials provided to LVPC. A construction-specific assessment is recommended because temporary truck movements and delivery of major electrical equipment may have different impacts than routine data center operations.

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The construction plan should estimate vehicle volumes, identify designated routes, staging locations and delivery restrictions, and address potential conflicts with nearby residential areas, roadways and the railroad bridge.

The narrative also identifies 24 loading docks, although their locations are not clearly depicted on the site plans. The LVPC recommends showing the loading facilities and providing adequate truck waiting and staging areas to prevent vehicles from obstructing internal roadways or access drives.
A vehicle-turning analysis should demonstrate safe circulation for delivery trucks, emergency vehicles and refuse collection vehicles, including access around the larger individual buildings proposed under Design 2.

New Marshfield Drive is identified for dedication to the Township. The applicant and Township should document future maintenance responsibilities, including snow removal, pavement maintenance and other long-term roadway obligations.
Electric vehicle charging stations should also be considered in employee parking areas, along with appropriate electrical connections at loading facilities to reduce unnecessary idling (of Policies 2.2 and 3.4).

Water Supply, Sewer Service and Cooling
The project proposes connecting to Portland Borough public water and wastewater systems. The narrative estimates domestic water use and wastewater generation at approximately 17,500 gallons per day. Fire protection would rely in part on on-site storage totaling up to three million gallons.

Design 2 proposes a closed-loop water cooling system that recirculates cooling fluid rather than relying on routine evaporative cooling. The applicant states that the initial cooling system fill would come from an approved off-site source and that cooling fluids would be collected for off-site disposal when necessary. The LVPC recognizes the potential water conservation benefits of this system. The applicant should nonetheless provide a complete water demand assessment distinguishing domestic consumption, the initial cooling-system fill, periodic replenishment, fire storage filling and any process water requirements associated with electrical generation.

Documentation from Portland's water and sewer service providers should identify available capacity, proposed extensions, necessary improvements and the schedule for providing service. The review should also consider how infrastructure construction and service commitments may affect existing users.

Act 58 of 2026, effective December 7, 2026, requires the water-supply evidence specified in MPC §503.1 to be presented before final subdivision and land development approval. The Township should coordinate this requirement with the applicant and applicable service providers.

The LVPC encourages maintaining the proposed water conservation measures while documenting their full operating requirements (of Policies 1.1, 3.1 and 3.2).

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Noise, Air Emissions, Heat and Mechanical Equipment
Even with fewer data center buildings, Design 2 may generate substantial continuous noise and heat from cooling equipment, transformers and other mechanical systems. The proposed electrical generation and battery storage facilities introduce additional operational considerations.

The project narrative anticipates a future acoustical study. The LVPC recommends preparing this assessment using the final equipment configuration, including the cumulative sound from all six buildings and associated electrical facilities. The study should identify existing background conditions and predict sound levels at nearby residences, property boundaries, the Community Park and other sensitive locations. Evaluation should address continuous operations, low-frequency or tonal noise, generator testing and any proposed regular power-generation activities. The applicant should identify the equipment enclosures, acoustic barriers and operating practices needed to meet applicable standards. Post-construction sound measurements are recommended to confirm that operating conditions are consistent with the approved analysis.

Information should also be provided on the amount and location of heat discharged from the cooling and generation systems, including potential impacts on surrounding property, vegetation and equipment. For proposed emission sources, the applicant should identify fuel types, capacity, anticipated operating hours and applicable PADEP permits. These studies would provide a more complete basis for determining the compatibility of the proposed use with nearby land uses and natural resources (of Policies 3.2 and 5.3).

Emergency Access and Operational Safety
Design 2 consolidates data center activity into fewer, larger buildings but continues to rely on an extensive internal road network. Emergency access, equipment isolation and incident response should be evaluated for the entire campus rather than for individual buildings alone.

The plans identify emergency connections to Potomac Street and River Road. The LVPC recommends confirming that these routes provide reliable access for responding fire, police and emergency medical personnel, with suitable turning areas, roadway widths, surface conditions and access controls.

Individual building pads should have adequate access for emergency vehicles from more than one direction where feasible. Particular attention should be given to Building Pad 9 and other locations served by extended internal access drives. A clear system of building numbers, directional signage and emergency access markers should be incorporated into the plans. Appropriate emergency-route signage should also be coordinated along Route 611 and other approaches to the site.

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The applicant should work with local responders and Northampton County emergency management personnel to develop a campus-wide emergency response plan. This should address high-voltage equipment, generators, battery systems, fire-water storage, fuel and chemical inventories, emergency shutdowns, spill response and evacuation procedures.

Emergency responder orientation and training should be completed before facilities begin operation. These measures support coordinated emergency planning and public safety (of Policy 5.1).

Conclusion
Design 2 presents a different development configuration from Design 1, with fewer buildings and reduced building heights. These changes could provide certain benefits for transportation and visual compatibility. Because both Design 1 and Design 2 have been submitted for the same property, the LVPC urges the Township to maintain clear records of which design and associated infrastructure are being considered for approval. The applicant is encouraged to provide a written response to the LVPC recommendations, identifying proposed revisions, outstanding technical studies and planned mitigation.

The applicant indicates that it intends to communicate with the Township, reviewing agencies and residents during the development process. Continued public access to relevant environmental, transportation and utility information would help residents and municipal officials understand the project's proposed operations and impacts. The LVPC supports this coordination and encourages the applicant to provide clear summaries of technical studies, major design changes and proposed mitigation measures as information becomes available (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 I §105, Article III §§303, 304 and 306(a), and Article VI §603(j)]. The LVPC review does not include an in-depth examination of the plans relative to municipal subdivision and land development ordinance requirements, which are addressed through the Township's review.

The LVPC has copied appropriate agencies and neighboring municipalities to support coordinated land use decisions across municipal boundaries (of Policy 1.4).

Sincerely,

Jill Seitz, AICP
Director of Regional Planning + Policy

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Lehigh Valley Planning Commission

CHRISTINA "TORI" MORGAN
Chair

JUDY HALDEMAN
Vice Chair

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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

November XX, 2026

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

Re: Bethlehem Earth Commerce Data Center – Land Use of Regional Significance
City of Bethlehem
Northampton County

Dear Director Fletcher,

The Lehigh Valley Planning Commission (LVPC) considered the proposed project at the LVPC Comprehensive Planning Committee and Full Commission meetings, pursuant to the Pennsylvania Municipalities Planning Code (MPC). The meetings occurred on:

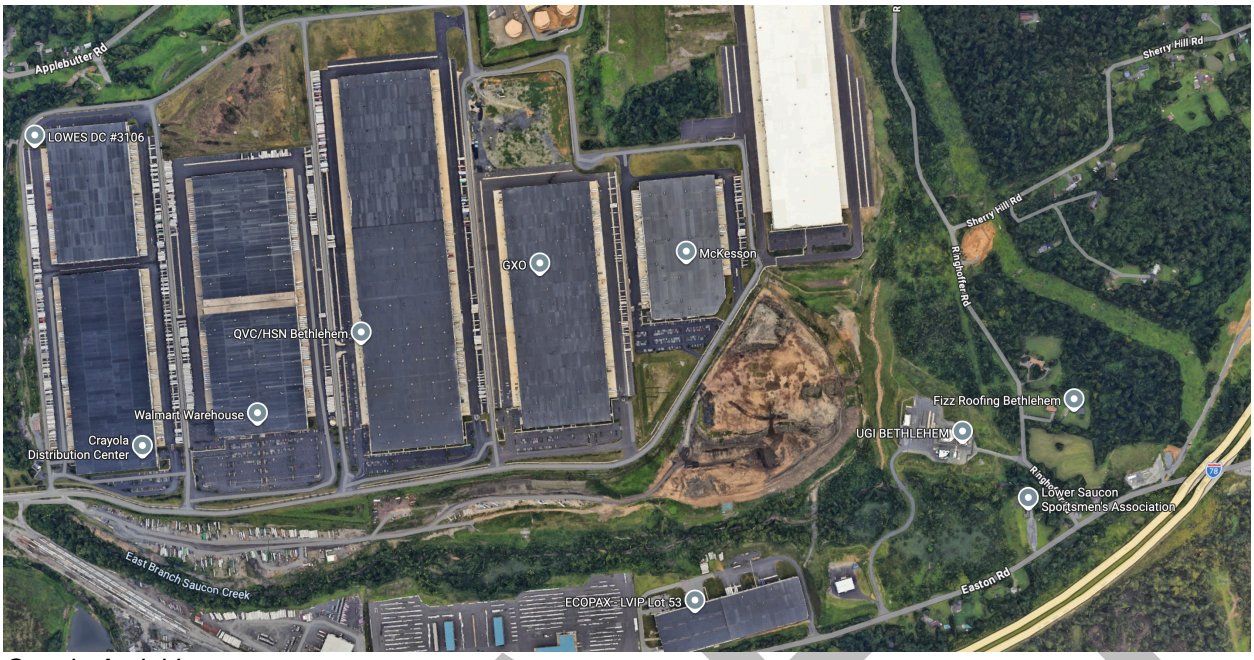
LVPC Comprehensive Planning Committee Meeting:	LVPC Full Commission Meeting:
November 17, 2026, at 12:00 PM (Virtual) https://lvpc.org/lvpc-meetings	November 19, 2026, at 7:00 PM Virtual https://lvpc.org/lvpc-meetings

Background
Bethlehem Earth LP proposes to construct an 805,000-square-foot, two-story data center at 3700 Commerce Center Boulevard (parcel P7-15-2C). The 68.1-acre property would accommodate an 80-foot tall building with a 402,500-square-foot footprint, generator yards, a 123,750-square-foot electrical substation area, parking, stormwater facilities and associated infrastructure. Access and utility connections are proposed across the adjacent 20.7-acre property at 3200 Commerce Center Boulevard (parcel P7-15-2B).

The site is located within the City's Industrial (IN) zoning district, on land formerly associated with Bethlehem Steel manufacturing operations.

The surrounding Commerce Center area has been developed primarily with large industrial and distribution facilities. The East Branch Saucon Creek runs along the southern edge of the properties, with wetlands, wooded areas and steep slopes located near the creek corridor. The site is also near the City of Bethlehem's boundary with Lower Saucon Township and the UGI Bethlehem LNG facility.

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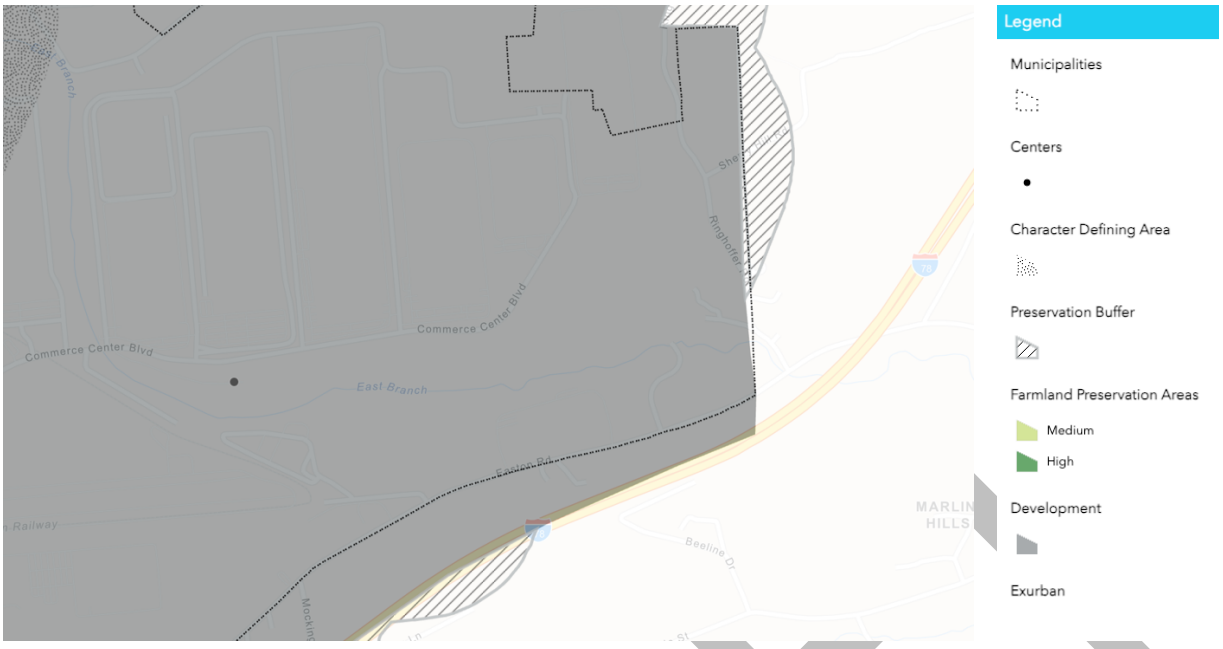
Google Aerial Imagery

The submission is missing essential information about the data center's proposed operations and associated infrastructure needs. The plans identify generator yards, a private electrical substation and water treatment and storage infrastructure, but do not adequately describe their capacity, equipment, operations or potential impacts. These details are essential to evaluating the project's effects on infrastructure, natural resources, public health and neighboring properties.

Regional Land Use and Site Suitability

The properties are identified within a Development area on the *FutureLV* General Land Use Plan. Development areas generally contain existing development and infrastructure and are appropriate locations for continued development and redevelopment. Reusing previously disturbed industrial land supports the Regional Plan's recommendations to encourage the use of vacant and underutilized properties (of Policy 5.4).

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The project would reuse land formerly associated with Bethlehem Steel operations within an established industrial development area. This supports the efficient use of existing infrastructure and redevelopment of underutilized properties (of Policies 1.1 and 5.4). The proposed land use is generally compatible with the surrounding industrial development pattern. However, the intensity and operational characteristics of the facility require further evaluation to demonstrate that the development will use infrastructure responsibly and minimize impacts on nearby properties (of Policies 1.4, 3.1, 3.2 and 5.4).

Electrical Demand and Infrastructure
The plans identify a proposed privately owned electrical substation occupying approximately 123,750 square feet. However, the submission does not identify the data center's projected electrical demand, the substation's capacity or the infrastructure improvements needed to provide service.

The LVPC recommends that the applicant:

- Identify the anticipated electrical demand, including the maximum load at full operation and any planned expansion.
- Provide written coordination with PPL Electric Utilities confirming the proposed service arrangement, available capacity and any necessary transmission, distribution or substation improvements.
- Identify whether off-site utility improvements are needed, who will be responsible for their costs and how service reliability for existing customers will be maintained.
- Provide the anticipated Power Usage Effectiveness (PUE) and describe measures to reduce energy consumption and incorporate renewable energy sources.

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These measures would support responsible infrastructure investment, protect the reliability of existing services and advance regional energy sustainability goals (of Policies 3.4 and 4.6).

Water Supply, Cooling and Wastewater
The project description identifies water treatment and storage infrastructure, and the utility plans depict water and sewer connections. However, the submission does not describe the proposed cooling technology or quantify the facility's anticipated water use and wastewater generation.

Data centers can have substantially different water demands depending on their cooling systems. The LVPC recommends that the applicant identify the type of cooling system proposed, including whether it uses air cooling, evaporative cooling, water cooling or a hybrid system.

The applicant should also provide:

- Projected daily, peak and annual water demand, including cooling, equipment maintenance and domestic uses.
- The proposed source and capacity of water treatment and storage facilities, along with any water reuse or conservation measures.
- The anticipated wastewater volume and discharge characteristics, including any cooling-system discharge.
- Written coordination with Bethlehem Water and Sewer Resources confirming adequate capacity for the facility's projected demands, including periods of drought or peak system demand.

The LVPC also encourages evaluation of water-efficient cooling alternatives and water reuse opportunities to reduce long-term demand on regional water resources (of Policies 3.2 and 3.4).

Noise, Vibration, Air Quality and Heat
The plans identify generator yards along both sides of the proposed building. These areas, together with the electrical substation and cooling equipment, have the potential to generate continuous noise, vibration, heat and air emissions. The application does not provide sufficient information about these systems to evaluate their impacts.

The LVPC recommends that the applicant identify the number, location, capacity and fuel type of all proposed generators, along with fuel storage, emissions controls and anticipated testing and maintenance schedules. The applicant should identify applicable state and federal air quality permitting requirements. A professional noise and vibration impact study should evaluate the facility under full operational conditions, including cooling equipment, transformers, generator testing and other mechanical systems. The evaluation should address audible and low-frequency noise, identify anticipated levels at property boundaries and nearby sensitive properties, and recommend mitigation where necessary.

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The applicant should also provide a thermal impact assessment identifying where waste heat will be discharged and whether the cooling system could affect nearby properties or environmental resources.

The need for noise attenuation, equipment screening, generator testing schedules and other mitigation measures should be evaluated and incorporated into the final site design based on the results of these evaluations. Post-construction testing should also be considered to verify actual operating conditions (of Policies 3.2 and 5.3).

Natural Resources
The East Branch Saucon Creek is a significant natural resource along the southern edge of the development. The plans identify nearby wetlands, watercourse buffers, steep slopes and stormwater management facilities. The LVPC recognizes the proposed buffers and landscaping intended to separate development from the creek corridor. The applicant should confirm that the proposed grading, drainage facilities, utility improvements and equipment areas will not adversely affect the creek, wetlands or associated buffers to protect surface water and groundwater, manage stormwater runoff and minimize the environmental impacts of development (of Policies 3.1 and 3.2).

The proposed landscape improvements offer opportunities to reduce visual impacts, restore vegetation and improve the transition between industrial development and the surrounding natural landscape. These measures support context-sensitive development and environmental stewardship (of Policies 3.2 and 5.4).

Emergency Services and Public Safety
Data centers present specialized emergency response considerations because of their electrical infrastructure, backup power systems, security controls and potential hazardous materials.

The proposed facility includes a long access driveway with staffed security controls and a separate emergency access point closer to the building. The LVPC recommends that the applicant coordinate with the City of Bethlehem's fire, police and emergency medical services to confirm adequate emergency access, equipment clearances, fire suppression, water supply and procedures for entering the secured site.

The applicant should prepare an emergency response plan identifying the proposed electrical and mechanical systems, fuel and chemical storage, equipment isolation procedures, emergency shutdown protocols and any specialized response requirements. Emergency access signage should be installed along Commerce Center Boulevard and other appropriate approaches to direct responders to the correct entrance.

Coordination with surrounding municipalities and nearby industrial facilities, including the UGI Bethlehem LNG facility as appropriate, is also encouraged to support regional emergency preparedness (of Policies 1.4 and 5.1).

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Transportation
The applicant submitted a trip generation evaluation prepared by Kimley-Horn using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th Edition, Land Use Code 160, Data Center.

The study estimates 588 weekday daily vehicle trips, including 72 trips during the morning site peak hour and 64 during the afternoon site peak hour. The LVPC reviewed the trip generation calculations and confirmed the projected totals.

These estimates suggest relatively limited operational traffic compared with other industrial uses of similar building size. However, employee shift schedules have not been established, and the study provides limited information about construction traffic, truck deliveries and other service vehicles.

The project's access to an established industrial roadway network, comparatively low projected operational vehicle trips, proposed sidewalks and bicycle parking support efficient transportation and improved access options for employees (of Policies 2.2, 2.3, 5.1 and 5.3).

Freight Operations and Site Access
Access would be provided by an existing driveway from Commerce Center Boulevard, with improvements to accommodate truck turning movements and a proposed westbound left-turn lane.

The submitted plans include truck and fire apparatus turning exhibits. The LVPC recommends supplementing these exhibits with information on anticipated construction and operational truck activity, delivery schedules and the types of vehicles that will regularly serve the facility. Garbage trucks and other service vehicles should be included in the turning analysis where applicable.

The applicant should also evaluate dedicated truck parking or staging areas to prevent vehicles from waiting along access drives when multiple deliveries arrive. The proposed security gate should provide sufficient vehicle queuing space without obstructing internal circulation or emergency access.

A construction transportation plan should identify truck volumes, anticipated routes, construction-related access needs and measures to minimize conflicts with existing Commerce Center operations. Final driveway design, sight distances and proposed roadway improvements should be coordinated with the City and applicable reviewing agencies (of Policies 2.2 and 5.1).

Pedestrian Access and Sustainable Transportation
Sidewalks are proposed along the site access drive, and pedestrian connections are included within the development. These improvements support safer movement

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between parking areas, building entrances and other site facilities (of Policies 5.1 and 5.3).

LANTA Route 105 operates along Hellertown Road (PA 412), and Route 605 serves Commerce Center Boulevard, including a stop near the adjacent McKesson facility. The LVPC encourages the applicant to coordinate with LANTA and the City to ensure that employees have a safe, accessible pedestrian route between the transit stops and the facility.

The plans also identify bicycle parking near the building. The LVPC supports this provision and encourages the installation of electric vehicle charging infrastructure, or accommodations for future charging facilities, within the employee parking areas (of Policies 2.3, 2.5 and 5.3).

Conclusion
The Bethlehem Earth Commerce Data Center is proposed on a previously disturbed industrial property within an area designated for Development in *FutureLV: The Regional Plan*. This location is generally appropriate for industrial redevelopment and offers opportunities to make use of existing infrastructure.

However, the submitted materials do not provide sufficient information for the LVPC to determine the project's overall impact and alignment with *FutureLV* Goals and Policies. The proposed generator yards, electrical substation, water infrastructure and cooling systems are integral parts of the development. Their operational characteristics and associated impacts must be understood to properly evaluate the project.

The LVPC strongly recommends that the City obtain and review the additional information identified in this letter before taking final action on the land development plan, to the extent authorized by applicable ordinances and state law. Where additional studies are not expressly required under the standards governing the application, the LVPC encourages the City and applicant to work collaboratively to provide this information for public and agency review.

If additional information or subsequent design changes substantially modify the submitted plans, the revised materials should be provided to the LVPC for further review before plan signing and recordation.

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 I §105, Article III §§303, 304 and 306(a), and Article VI §603(j)]. The LVPC review does not include an in-depth examination of the plans relative to municipal subdivision and land development ordinance requirements, which are addressed through the Township's review.

The LVPC has copied appropriate agencies and neighboring municipalities to support coordinated land use decisions across municipal boundaries (of Policy 1.4).

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Sincerely,

Jill Seitz, AICP
Director of Regional Planning + Policy

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Lehigh Valley Planning Commission

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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

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

Re: 605 Kuebler Road – Land Use of Regional Significance
Forks Township
Northampton County

Dear Ms. Asure,

The Lehigh Valley Planning Commission (LVPC) considered the subject preliminary land development application at its Comprehensive Planning Committee and Full Commission meetings, pursuant to the Pennsylvania Municipalities Planning Code (MPC). The meetings occurred on:

LVPC Comprehensive Planning Committee Meeting:	**LVPC Full Commission Meeting:**
November 17, 2026, at 12:00 PM (Virtual) https://lvpc.org/lvpc-meetings	November 19, 2026, at 7:00 PM Virtual https://lvpc.org/lvpc-meetings

Background
The application proposes redeveloping a former Dixie cup facility that is currently a brownfield into a 465,500 square-foot warehouse, at 605 Kuebler Road (PIN: J9 15 8 & J9 21 3). The site still contains most of the foundations of the original building, as well as the parking lots and substation. The site also contains a railroad crossing and is directly adjacent to Kesslerville Road.

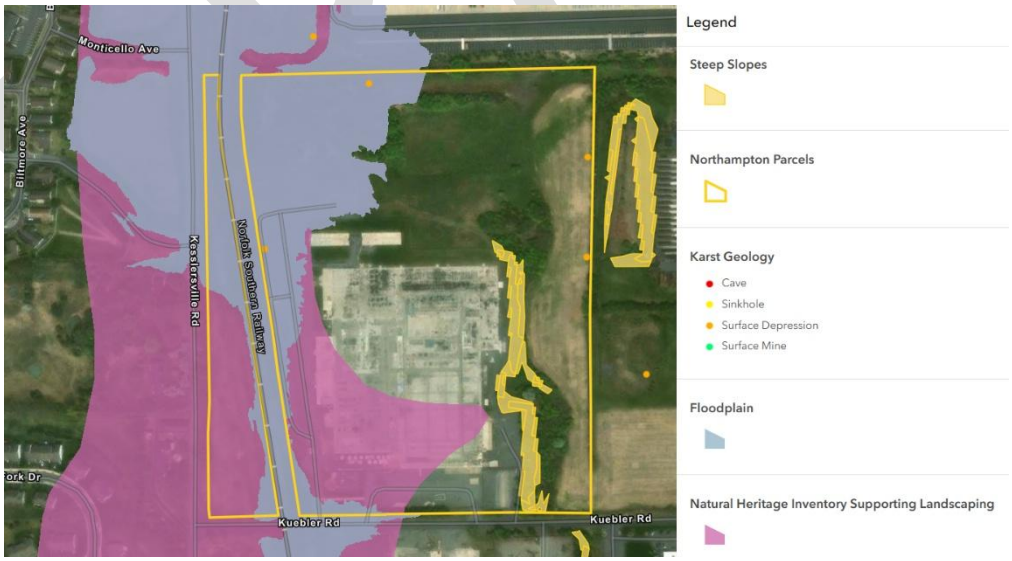


Land Use



FutureLV: The Regional Plan General Land Use Map identifies the site in three different overlapping sections. The project is located within the Development Area, where factors appropriate for development may exist, but also in the Farmland Preservation Area, which is predominantly agriculture and recommended to remain agricultural. The site is also located within the Preservation buffer, areas where the factors may be present but conservation may also be appropriate. *FutureLV* lays out specific development criteria for determining whether an area of the preservation buffer is appropriate for development:

- If 'the proposal is consistent with the conservation of high-priority natural resources' as outlined in the Natural Resources Map in *FutureLV*.



The Natural Resource Map in *FutureLV* highlights several different existing natural resources on the site, including the 1% Annual Chance Flood Hazard, Natural Heritage Inventory Supporting Landscape, which contains environmentally sensitive species or habitats, steep slopes, and several surface depressions from mapping provided by USGS. The proposal does take steps to ‘minimize the environmental impact of

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development’ (of Policy 3.2) by providing flood studies and mitigation to reduce the impact of flood hazard as a part of their conditional approval, expanding basins to contain the extra stormwater created by the steep slopes, and including karst mitigation in the erosion and sedimentation plan. The Natural Heritage Inventory Supporting Landscaping is unlikely to contain the sensitive species because of the existing brownfield, but the LVPC recommends the township consider requesting a Pennsylvania Natural Diversity Inventory (PNDI).

- If 'the site is contiguous to existing development'.

  Most of the site's surroundings to the north, east, and south are industrial like warehousing and manufacturing. To the west of the site are several high-density residential neighborhoods with both condos and single-family homes. Given the site was previously industrial prior to much of the surrounding industrial expansion and the construction of adjacent SR 1009, the site serves as the outer limits of development in the industrial area and is contiguous.

- If 'Adequate sewage conveyance capacity, allocation, and treatment capacity is available at the site'.

  The site will connect to the Easton Area Joint Sewer Authority System and a will-serve letter should be requested prior to final approval of land development.

- If 'the site is identified in the municipal comprehensive plan, zoning ordinance and Act 537 sewage facilities plan for development/public sewage disposal'.

  The site is identified in the Forks Township 2022 Comprehensive Plan as a site for future Industrial Development and is in the Industrial Designation District (ID) which is permitted as a conditional use under the zoning ordinance and was granted permission by the Forks Township Board of Supervisors on June 4, 2026.

- If 'The site will be served by public water with adequate supply and delivery capacity'.

  The site will connect to the Easton Suburban Water Authority to provide public water, and a will-serve letter should be requested prior to final approval of land development.

- If 'The development will not create adverse impacts to the transportation system with respect to roads, bridges, transit facilities and bicycle/pedestrian facilities, including traffic safety or congestion, based on accepted transportation planning and engineering professional standards'.

  The project submitted a Traffic Impact Study (TIS), and a supplemental review as a part of the study. According to the Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th Edition, ITE Land Use Code 150, Warehouse, based on the 473,000 square foot facility, will generate 71 new AM trips, 80 new PM trips and 653 Total New Trips during Weekdays. The LVPC noted a discrepancy in the square-footage of the land development plans and the traffic impact study, so the LVPC relied on the higher of the two numbers for the ITE estimate to create a more conservative estimate. The original site, a 355,947 square-foot manufacturing facility, is estimated to have generated the same number of truck trips as the proposed use while generating 260

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fewer daily car trips compared to the new proposed use. Therefore, the development will not create adverse impacts exceeding the previous impacts of development

Overall, the site is largely consistent with the development criteria in *FutureLV*, and the township should take steps like ensuring the sewage and water capacity is available, and the environmentally sensitive features will not be impacted by development in order to 'guide location and intensity of development' (of Policy 1.1). The proposal also 'encourages reuse of vacant and underutilized properties' (of Policy 5.4).

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, green roofs, solar panels and greywater reuse for irrigation and plumbing. Some systems, like green roofs, can also provide additional opportunity to 'manage the rate, volume and quality of storm runoff' and 'minimize environmental impacts of development to protect the health, safety, and welfare of the public' (of Policy 3.2)

The LVPC also makes the following recommendations related to the potential impacts of freight on the site to 'strengthen freight mobility to minimize quality of life impacts to residents' (of Policy 2.4):

- The LVPC supports the addition of a truck turning report with fire truck and garbage truck turn radii in the plan.

- The LVPC supports the inclusion of truck parking on the site. However, the trailer parking spaces are only 55'; a connected tractor trailer requires 70 feet of parking to safely park and allows movement of other vehicles around the parked vehicle. It is not clear if the parking spaces are long term or available to address hours of compliance. These "overnight" or long-term parking spaces are a critical safety element for drivers and trucks as well as the community to provide safe and designated parking locations for drivers who may not be allowed to drive. Truck parking is a national problem and freight-centric facilities such as this project can accommodate a limited number of parking spaces to help the truck parking shortage. It is strongly recommended that several parking spaces be provided for tractor-trailers who may require them to rest and reset their hours-of-service timeframes.

- There are no shown snow removal provisions for compliance with the Pennsylvania Snow Removal law requiring snow and ice to be removed from the tops of vehicles so as not to cause road hazards and unsafe conditions. Snow removal equipment to provide compliance with the law for drivers is becoming commonplace for freight-centric facilities.

Additionally, the employee parking lots are an opportunity for the installation of vehicle charging infrastructure to accommodate the emergence of electric vehicles by most automobile manufacturers. It is also recommended that medium and heavy-duty vehicle charging be planned for as the availability of medium and heavy-duty short haul trucks and tractor trailers emerges through industry confidence in purchasing these non-fossil fuel powered vehicles and refrigerated trailers. Environmental noise and pollution mitigation should begin with the ability of the trailer storage areas to connect to electricity for refrigeration units of trailers that are able to have a hybrid run operation of diesel or other fuel and electricity. These efforts would help

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‘reduce transportation-related emissions’, ‘minimize the environmental impact of development’, and ‘reduce climate change impacts through mitigation and adaptation’ (of Policies 2.2, 3.2 & 3.4)

The LVPC commends the proposed sidewalk along the frontage of the site which supports pedestrian safety and reducing fatalities toward zero (of Policies 5.1 and 5.3). The sidewalk should also be expanded within the site to run along the driveways and create a full loop through the site. Where pedestrian paths cross internal truck circulation routes, high-visibility crosswalk markings and signage should be provided to enhance safety for employees walking within the site to further Policies 5.1 and 5.3.

The sidewalks should include the “Truncated Dome Pattern for ADA Detectable Warning Surfaces (ADW). These are an Americans with Disabilities Act (ADA) infrastructure requirement and should be constructed to meet ADA Federal Guidelines and ‘ensure transportation accessibility for all persons’ (of Policy 5.2).

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,



Jacob Weinberg
Community and Regional Planner

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Lehigh Valley Planning Commission

Project Review Summary Sheet

Comprehensive Planning Committee **Date: November 2026**

Project	Municipality	Brief Statement of Purpose	LVPC Comment
Zoning Map Amendment	**Lower Mount Bethel Township**	*Martins Creek LLC Private Petition* - to Amend the Lower Mount Bethel Township Zoning Map and change the zoning classification of properties identified at Northampton County from AP-Agricultural Preservation Zoning District to I-Industrial Zoning District.	The proposed zoning map amendment presents an opportunity to accommodate industrial growth adjacent to established quarry and power generation operations, potentially making more efficient use of existing infrastructure and supporting economic development. However, it would also expand industrial zoning into an undeveloped area identified for farmland preservation in FutureLV, near natural and scenic resources of regional importance.
Subdivision and Land Development Ordinance	**Palmer Township**	*Palmer Township Subdivision and Land Development Ordinance* - to update the structure and usability of the ordinance, better align with other municipal and county plans, make improvements to streets and active transportation, improve recreation area and environmental provisions, and requires studies that inform the decision making while adding steps to expedite reviews and transparency.	The substantial update represents the achievement of many goals outlined in FutureLV: The Regional Plan by 'integrating efficiency measures and emerging technologies' and 'supporting evolution and adaptability of government' (of Policy 1.1).
Zoning Ordinance Amendment	**City of Bethlehem**	*Health Care Adaptive Reuse in Residential Districts* - to create 'heathcare adaptive reuse' as a permitted use in the Single-Family Residential District (RS) and add several provisions under additional requirements for certain uses.	The implementation of this ordinance would allow an existing nonconforming use to become a conforming use without needing to meet the requirements of said use as a part of the adaptive reuse. The proposal also does not define what 'healthcare adaptive reuse' means which makes measuring its potential impact difficult.

Lehigh Valley Planning Commission

Project Review Summary Sheet

Environment Committee **Date: November 2026**

Project	Municipality	Brief Statement of Purpose	LVPC Comment
Act 97 Solid Waste Management Review - Solid Waste Transfer Station Permit Renewal Application	Lower Nazareth Township	The purpose of the application is for East Penn Sanitation, Inc. to obtain a permit renewal from the PA Department of Environmental Protection (DEP) for its existing solid waste transfer station located at 4687 Hanoverville Road. The facility is permitted to accept up to 750 tons per day of municipal solid waste, construction/demolition and residual waste as well as recyclable materials for transferring and processing. The renewal application involves no changes to the permit. The transfer station permit is on a ten-year renewal cycle.	The permit renewal application aligns with the *FutureLV: The Regional Plan* action to: "provide environmentally responsible and economical solid, electronic and hazardous waste disposal and recycling" (under Policy 3.2). The PA DEP performs the technical review of the application.
Act 537 Plan Review – Lowhill Township Act 537 Plan Update	Lowhill Township	The purpose of this plan update is to document the sewage disposal needs within the Township and identify alternatives to consider and address short- and long-term sewage needs. A small area of the southernmost part of the Township adjacent to Upper Macungie Township, approximately 1%, are provided with public sewer and water service and wastewater from these lots are ultimately conveyed to and treated at the Kline's Island Wastewater Treatment Plant. The majority of the Township is served by on-lot sewage disposal. The plan update notes that over the next 5-year and 10-year planning periods, the Township's sewage planning needs and projected population growth should be satisfied with the installation, management and oversight of existing and future on-lot sewage disposal systems and should not require the expansion of public sewer infrastructure. The plan further notes that growth is anticipated incrementally rather than as a concentrated development build-out. Based upon the absence of any suspected or confirmed malfunctions during the required field verification surveys and the absence of any concentrated sewage needs area, implementation of a formal Township-wide Sewage Management Program is not proposed at this time. Therefore, the Township has selected a No-Action Alternative.	The LVPC recommends that the Township reconsider the implementation of a Sewage Management Program as these programs provide proactive and preventative safeguard measures for potential future on-lot sewage disposal system malfunctions and would help to 'protect the quality and quantity of surface water and groundwater" as well as 'minimize environmental impacts to protect the health, safety and welfare of the public' (of *FutureLV* Policy 3.2). The benefits and cost of regular pumping and cleanout maintenance versus the cost it would take to repair or replace a malfunctioning on-lot system should also be further evaluated and would align with the *FutureLV* action to 'promote use of cost-benefit analysis in planning, development and infrastructure decisions' (of Policy 4.6).

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LVPC Lehigh Valley Planning Commission / LVTS Lehigh Valley Transportation Study

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Chair, Coordinating Committee

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BECKY A. BRADLEY, AICP
Secretary,
Coordinating Committee +
Technical Committee

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

Working Group Meeting #3 Summary

October 28, 2026

LVPC Office – 615 Waterfront Drive, Suite 201, Allentown, PA 18102

Attendees:
Bryan Cope
Michael Drabenstott
Cathy Fletcher
Sunny Ghai
Kent H. Herman, Esq.
Tung-To Lam
Ryan Mayberry
Samantha McLean
Rob Melosky
David Petrik
Kevin A. Schmidt

Staff Present: Hannah Milagio, Jill Seitz, Jacob Weinberg, Giovanna Rizkallah, Subham Kharel, Steve Webber

Member of the Public: Dylan Schlosser, Scott Kressman

4.1 Enhance growth by rooting economic development strategies in the unique competitive advantages of the region.

Main priorities of this policy: Connectivity, Livability, Local Assets, Education and Workforce

Is anything missing from this policy? If so, what?
• Not immediately evident what competitive advantages are   ○ Geography ? , Higher Education, Cultural Assets, Medical Care • Quality of life • Success of the region drives affordability issue • How do we make LV attractive for people to come to. Facilitate immigration • 22 is not going to get better on its own • Think about land on corridor • Residential > warehouses • Add QOL strategies as an equal to econ development

ADOPTED ACTIONS	**Specific/Other Plan References**	**What would you change?**	**Why would you change it?**
· Leverage proximity and connection to major metropolitan regions	***Lehigh Valley Employment and Population Projections, Eastern Pennsylvania Freight Infrastructure Plan***	• Think in terms of auto/passenger/truck/freight rail • Sustain and improve • Deliberately plan to fix major traffic used here; traffic corridors. Interstate vs. Route 22 • Talk about proximity to other major recreation areas • Also leverage access to Poconos, Jim Thorpe • Rethink land use to reflect transportation	• Access to trade hubs • Lots of opportunities in northern tier of the valley • Its a double-edged sword • Proximity to Port --> warehouse tracking
· Maintain quality and affordability of life.	***Lehigh Valley Housing Supply + Attainability Strategy, Lehigh County Livable Landscapes - A Park, Recreation, Open Space, Agricultural and Historical Lands Plan for Lehigh County, Livable Landscapes - An Open Space Plan for Northampton County***	• Separate affordability given how much it drives choice these days. • Separate “quality of life” from “affordability” • Maybe separate affordability from QOL. Needs own focus. Expand affordability • Think about housing affordability, access to transportation. Be more specific • Change “maintain” to “improve” • Develop strategies to sustained improved • Through appropriate land use planning/zoning • “improve” better than “maintain” • Chain “maintain” to “improve” or “enhance”	• Are we still affordable? • Not everyone can improve but should avoid deterrability

· Enhance the character and economic viability of natural, mineral, cultural and historic assets.	***Pathway to a Resilient Greater Lehigh Valley; Lehigh Valley Return on Environment Plan; Lehigh County Livable Landscapes - A Park, Recreation, Open Space, Agricultural and Historical Lands Plan for Lehigh County, Livable Landscapes - An Open Space Plan for Northampton County***	• Combining unlike concepts. Mineral is separate from other assets
		• Is mineral extraction still relevant?
		  ○ Mandated by MPC
		• What does mineral mean?
		  ○ Slate, limestone, concrete?
		• Even if MPC mentions it, do we need to emphasize?
			• What are our unique assets?
			• Musikfest?
			• What are the assets that really drew business.
			• How much control do municipalities have.
			• Is extraction sustainable

· Expand access to education and job training.	***Pathway to a Resilient Greater Lehigh Valley; Lehigh Valley Employment and Population Projections; Local Technical Assistance Programs; Lehigh Valley’s Workforce Local Plan (WBLV)***	• Maybe consider it under 4.3? • Look for ways to help instituting to promote Future LV • How can they be expanded into another tier? • How do we enhance equality and bring access to northern tier • Reduce barriers to education/training • Transportation, childcare, broadband	• Transportation still a challenge in northern tier. Less transit • Improve access to those programs. • Limits potential workforce • Bring big city to valley – like Jefferson Med school
· Encourage local institutions to invest in their surrounding communities	***Pathway to a Resilient Greater Lehigh Valley; Lehigh Valley Employment and Population Projections; Local Technical Assistance***	• List out strategies --> mentorship, educational • Focus on workforce needs today • How? • Make sure development supports comprehensive plans	

	Programs; Lehigh Valley's Workforce Local Plan (WBLV)		
· Encourage strategies at all levels that are geared toward preparing students for the workfoce of tomorrow	***Pathway to a Resilient Greater Lehigh Valley; Lehigh Valley Employment and Population Projections; Local Technical Assistance Programs; Lehigh Valley's Workforce Local Plan (WBLV)***	• Focus on workforce needs today	• Already experiencing labor shortages in trades skilled work. Mechanics, plumbers

Is anything missing from these actions? If so, what?
• Passenger rail as way • Renewable energy • How does agriculture relate to this policy?

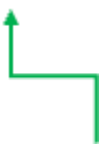
4.2 Continue diversification of the regional economy to strengthen economic resilience.

Main priorities of this policy: Economic Diversification, Business Growth and Revitalization

Is anything missing from this policy? If so, what?
• Include healthcare access • Having diversification so that the area is not focused only on one field like technology, medicine, so maybe add language to encourage more field diversification • Diversity in the economy will makes us resilient • Maybe better word than 'diversification' • Continue exploring new opportunities for the region

ADOPTED ACTIONS	Specific/Other Plan References	What would you change?	Why would you change it?
· Adapt to the contemporary retail economy.	***Pathway to a Resilient Greater Lehigh Valley; Lehigh Valley Employment and Population Projections; Lehigh Valley's Workforce Local Plan (WBLV)***	• Change "Adapt" to "Adopt" • Amazon has changed this a lot since the last version of this plan • Does it have to be 'retail' • Is it local or online? Be more specific and keep general • Change "contemporary" to "changing" • Instead of contemporary be "changing retail economy • Online stores have affected and limited region • Finding more flexibility in retail zoning	• Contemporary retail economy no longer is the same as it was 8 years ago now with Amazon. Also not adapting it should be adopting it. You no longer co-exist with it specific incentives • Have strategy for places like dying malls • To allow us to adapt to changes in economy • Now when a store closes you can't do much with it so enable more land use flexibility
· Revitalize historic centers and redevelop post-war centers.	***Plan Slate Belt Multi-Municipal Comprehensive Plan, River Central Multi-Municipal Comprehensive Plan; Northern Lehigh Multimunicipal Comprehensive Plan***	• What does "revitalize" mean? • What is the metric of success? • Explain the purpose of this –> are you trying to increase tourism? Preserve? • What is the metric 'revitalize'? • Revitalize should not be confused with growth • Make sure the places are identified on a map. • Change 'post war' language • Hard to retrofit post wars to be walkable • Is it historic district? Define more • Nothing has to change	• We may not want to revitalize non-touristy historic places
· Expand small businesses and entrepreneurship.	***Pathway to a Resilient Greater Lehigh Valley; Lehigh Valley Employment and Population Projections; Lehigh Valley's Workforce Local Plan (WBLV)***	• State how you will do this --> through educational opportunities? Mentorship programs? Financing? • Entrepreneurs will be the people brining different fields in the area and so there should be more encouragement (specific) to bring people here in • Small businesses are part of the valley • Tie it into locations • Promote local opportunities	• To encourage boutique type of stores not only in downtown but we may want to think not to encourage small business in areas that set them up for failure
· Promote next generation manufacturing and technology.	***Lehigh County Industrial Land Use Guide; Pathway to a Resilient Greater Lehigh Valley; Lehigh Valley Employment and Population Projections; Lehigh Valley's Workforce Local Plan (WBLV)***	• Change 'next generation' • Promote industries we already have; build on eco-system, semi, pharma, etc • Make sure it's built sustainable and not a burden if it goes away • Would that apply to old for example 'cement manufacturing' • Promote business we already have	• This show always future plans and not now • So not only next generation but maybe existing and innvation
· Increase social, cultural, and artistic opportunities.	***Lehigh Valley Arts and Culture Plan***	• State in what ways • How? In what ways? • Give reason for people to live in the areas • Maybe 'higher density areas' would benefit from more people drivers there • Change "increase" to "promote" • Instead of increase, we need to promote what we have	• Hard to measure progress if you are not defining steps to get there • There are a lot already
· Encourage and purchase local goods and services.	***Discover Lehigh Valley's website***	• Valid but may need to be worded differently • Identify what towns need	• Encourage small business (raise awareness) not to rely on local opportunities only and may market online for other areas also
· Identify and support the region's natural resource assets to maximize	***Pathway to a Resilient Greater Lehigh Valley; Lehigh Valley Return on Environment***	• Explain a bit more what 'ecotourism' • Promote renewable energy • Change to: support outdoor recreation economy	• Is ecotourism just a walk near a river or renting kayak for rafting; maybe add specific strategies • Could be vague to also allow farm markets, parks, etc... Allow

potential for recreation and ecotourism.			opportunities for lands to be outdoor recreation. Also is a lot for large corporations since they look for these types of places. Also counties could do it
· Reduce blight to improve safety, quality of life and promote sustainable economic activity.	***Lehigh Valley Traffic Safety Plan; Northampton County Blight Reversal & Remediation Plan, Lehigh County and Cities Efforts***	• Blight is not understanable by a lot of people but most of the people using the plan are planners • HB 369 • Towns need resources to go after blight • Land banking; encourage reuse of vacant lands for house	• Muni need legal way to go after there types of places



Is anything missing from these actions? If so, what?

- Kids in school need to be educated on how much economy of the area is important
- Promote renewable energy
- Muni need funds for small businesses: to help them open businesses and not have an empty space
- Encourage small ‘supermarket’ type of store especially in regions where no food access is close
- Encourage re-development so that retail stores that closes do not remain sitting there
- Missing something to support old school businesses also

4.3 Improve equity by encouraging the creation of living wage jobs, the expansion of technology access, the development of a well-trained workforce and the removal of barriers to employment.

Main priorities of this policy: Workforce Development, Employment Equity, and Technology Access

Is anything missing from this policy? If so, what?
• "Diverse living wage jobs accessible to a diverse workforce" • Education and jobs not matching – bringing in more sectors language missing is "not just improve equity" --> creating enough to make a difference. • Difficult to create multiple of jobs that match to caliber.

ADOPTED ACTIONS	Specific/Other Plan References	What would you change?	Why would you change it?
· Support job training programs in industries with an identified workforce need.	***Pathway to a Resilient Greater Lehigh Valley; Lehigh Valley Employment and Population Projections; Lehigh Valley's Workforce Local Plan (WBLV)***	• Workforce programs for new industries	
· Prioritize development that provides living wages and career path opportunities.	***Pathway to a Resilient Greater Lehigh Valley; Lehigh Valley Employment and Population Projections; Lehigh Valley's Workforce Local Plan (WBLV)***	• Inclusive mix development • Clarify infrastructure. • Education programs • Infrastructure vs. Programs and learning opportunities • Infrastructure and/or programs and learning opportunities	• Workforce change frequently and do the programs need to change • What kind of eeducation?
· Promote education that improves social and economic opportunities.	***Lehigh County Industrial Land Use Guide; Pathway to a Resilient Greater Lehigh Valley; Lehigh Valley Employment and Population Projections; Lehigh Valley's Workforce Local Plan (WBLV); Coordinated Public Transit-Human Services Transportation Plan***	• Include emphasis/opportunities to trade • Emphasis the trades • Emphasis on the trades • What about someone changes career midway through --> career development?? • Add emerging industries • Promoting modes of education	• Best fits what is in demand • Connect right people to right jobs and evolving areas
· Locate schools, colleges, hospitals, and clinics in centers along corridors.	***Lehigh Valley Trail Connection Strategy; Walk/Roll LV: The Lehigh Valley Active Transportation Plan; Lehigh Valley Congestion Management Plan; Coordinated Public Transit-Human Services Transportation Plan***	• Add "and centers" or further define corridors • Explain in terms of what a corridors • Broadened to other community amenity types • Diversifying and efficiency centers and corridors type • Not only locate but identify neighborhood/town where these services lack • Support neighborhoods near these locations • How important? • Diversity corridors	• Cannot put schools near 105 and 22 for example
· Improve mixed-transportation access to areas with high or growing employment opportunities.	***Lehigh Valley Trail Connection Strategy; Walk/Roll LV: The Lehigh Valley Active Transportation Plan; Lehigh Valley Congestion Management Plan; Coordinated Public Transit-Human Services Transportation Plan***	• Have employment centers support bussing, educate their employees on options • What about locations where few industries are there or local shops • Determine the use where applicable/promote efficiency of usage • Where applicable --> are we capable of doing this? • Add an efficiency word • And ensure reliable • Remove high/growing, need not be limited to that • And bring jobs and housing mix together • Revitalize reinvestment and mixed use areas need to be added • Doesn't it have to be high growing?	• Only areas like Eli Lilly, etc? • Fit the mixed use where appropriate, consider everywhere • Because need to get return of investment

· Encourage the purchase of local goods and services.	**Discover Lehigh Valley's initiatives**	• Shift this to support small businesses in order for them to be local (training, etc) • Multi-tiered sectors that work together • Targets small businesses to function better with an evolving economy • Add assistance in distribution • Through enabling small to medium businesses that are in an existing community or space • Buy fresh, buy local	
· Expand equitable access to technology.	***Lehigh County Industrial Land Use Guide; Pathway to a Resilient Greater Lehigh Valley; Lehigh Valley Employment and Population Projections; Lehigh Valley's Workforce Local Plan (WBLV)***	• Be more specific --> what is this supposed to accomplish? • Access to technology for what (tech, software, education) • Connecting people with disabilities job (action that not only generally connects population to jobs but targeted population • Sector diversification • Add affordable • Incentivizing it through zoning and development reviews • Maintain before expand, age specific	• Technology can range at add levels

Is anything missing from these actions? If so, what?
• Include a particular focus on connecting people with disability to jobs • Promote sector diversification --> move to Policy 4.2 • Actions more focused on people- but action to help businesses themselves to come • Support counseling opportunities to provide future paths to populations of all generations • Opportunities for new cover development • Encourage the use of renewable energy through more equitable planning and zoning

4.4 Continue diversification of the regional economy to strengthen economic resilience.

Main priorities of this policy: Agriculture, Agritourism, and Outdoor Recreation

Is anything missing from this policy? If so, what?

- Support agriculture and open space (change what Policy 4.4 means)
- No as cohesive – split ag/rec
- Farming economy?
- More policy on outdoor recreation (separate from this one)
- Promote Agriculture where applicable
- Agricultural economy
- Outdoor recreation --> seperate policy
- Agritourism separate policy from recreation
- Indoor and outdoor athletic

ADOPTED ACTIONS	Specific/Other Plan References	What would you change?	Why would you change it?
· Provide for the operational needs of regional farms.	***Pathway to a Resilient Greater Lehigh Valley; Lehigh Valley Return on Environment Plan; Lehigh County Livable Landscapes - A Park, Recreation, Open Space, Agricultural and Historical Lands Plan for Lehigh County, Livable Landscapes - An Open Space Plan for Northampton County***	• Increase farm share • Cost of farm equipment • Change provides to support/encourage/etc • “support” • Leveraging	• Provide seems like a challenge without budget/funds helping to expose/expand resources/planning/ etc
· Support agricultural processing and distribution facilities.	***Pathway to a Resilient Greater Lehigh Valley; Lehigh Valley Return on Environment Plan; Lehigh County Livable Landscapes - A Park, Recreation, Open Space, Agricultural and Historical Lands Plan for Lehigh County, Livable Landscapes - An Open Space Plan for Northampton County***	• How farms evolve with new industry (dairy and Chobani) • Grocery/farm markets • Food hub – centralize farm sources to connect to distribution (buy fresh, buy local) • Increase/create opportunities	
· Create opportunities for new farmers.	***Pathway to a Resilient Greater Lehigh Valley; Lehigh Valley’s Workforce Local Plan (WBLV)***	• How would those opportunities be created? • Promote in HS --> like trades • Community garden • Mid range farms • Vague – farm land availability • Increase moderate size opportunities	
· Expand municipal agricultural products.	***Pathway to a Resilient Greater Lehigh Valley; Lehigh Valley’s Workforce Local Plan (WBLV)***	• Change to “Expand municipal security areas.” • Change to “security areas” • Security areas • Be more specific “expand” • Identifying where farm land makes sense • Contiguous • Specify in areas with water access • Change ‘products’ to ‘security areas’ • Change ‘security areas’	• Maintain municipal solvency
· Promote sustainable agritourism.	***Pathway to a Resilient Greater Lehigh Valley; Lehigh Valley Return on Environment Plan***	• Elevate --> keep tourism in LC, not Lancaster destinations	

· Connect regional trails to centers, corridors and historic assets.	***Lehigh Valley Trail Connection Strategy***	• Last four actions should be a separate policy? (Connect, Diversify, Preserve, and Mitigate) • Leveraging proximity / access • Elevate and extend	
· Diversify outdoor recreation opportunities.	***Lehigh Valley Trail Connection Strategy; Lehigh County Livable Landscapes - A Park, Recreation, Open Space, Agricultural and Historical Lands Plan for Lehigh County, Livable Landscapes - An Open Space Plan for Northampton County***	• Last four actions should be a separate policy? (Connect, Diversify, Preserve, and Mitigate) • Fishing opportunities	
· Preserve key scenic corridors and viewsheds.	***Pathway to a Resilient Greater Lehigh Valley; Lehigh Valley Return on Environment Plan; Lehigh County Livable Landscapes - A Park, Recreation, Open Space, Agricultural and Historical Lands Plan for Lehigh County, Livable Landscapes - An Open Space Plan for Northampton County***	• Last four actions should be a separate policy? (Connect, Diversify, Preserve, and Mitigate) • NPS scenic views / overlays	•
· Mitigate impacts of invasive species on natural resources and agriculture.	***Pathway to a Resilient Greater Lehigh Valley; Lehigh Valley Return on Environment Plan***	• Last four actions should be a separate policy? (Connect, Diversify, Preserve, and Mitigate)	•

Is anything missing from these actions? If so, what?
• How do community gardens fit in? Hoe do they get promoted? Do they get promoted? • Promote community gardens • Solar on farms, wind turbines on farms • Organic farming/natural resource impacts • Conservation planning diversify farm acreage/usage • Need farming infrastructure • Buy fresh, buy local • How do agritourism with preservation restrictions increase moderate size opportunities



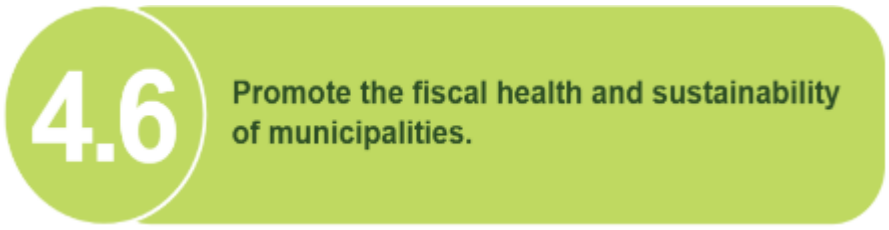
Main priorities of this policy: Housing Diversity, Affordability, Strategic Development, and Housing and Job Accessibility

Is anything missing from this policy? If so, what?
• Add clear definitions • Define “emotional health” • Add “support” to the policy language • Consider adding access and walkability • Include healthy lifestyles • Review recurring terms such as access and walkability for consistency across the policy and actions

ADOPTED ACTIONS	**Specific/Other Plan References**	**What would you change?**	**Why would you change it?**
· Diversify price points and types of available housing.	***Lehigh Valley Housing Supply + Attainability Strategy***	• Add “encouraging diverse” instead of diversify • Who is impacting how diverse this can be? • Rephrase to “encourage” • Encouraging diverse price points • Specific in types – list • Encourage more affordable housing • Study or research housing, price points and types of affordable housing • Emphasize types • Encourage low cost housing	• Want to make sure its available • Open availability
· Create a local balance between housing and jobs.	***Lehigh Valley Housing Supply + Attainability Strategy; Lehigh Valley Employment and Population Projections; Lehigh Valley’s Workforce Local Plan (WBLV); Pathway to a Resilient Greater Lehigh Valley***	• Are these the same? --> ones that talk about housing and jobs • Clarify that this is looking at #’s of geographically • Classify balance meaning	
· Increase housing density in centers and along corridors.	***Lehigh Valley Housing Supply + Attainability Strategy***	• Are these the same? --> ones that talk about housing and jobs • How do we handle increased population within built environments • Public transit • Prioritize housing density	• It should be our first goal
· Reduce barriers to accessory dwelling units.	***Lehigh Valley Housing Supply + Attainability Strategy***	• Are these the same? --> ones that talk about housing and jobs • Are ADU still relevance --> microcommunity • Refining where appropriate	
· Expand housing options near employment areas.	***Lehigh Valley Housing Supply + Attainability Strategy; Lehigh Valley Employment and Population Projections; Lehigh Valley’s Workforce Local Plan (WBLV); Pathway to a Resilient Greater Lehigh Valley***	• Are these the same? --> ones that talk about housing and jobs • Or employment near housing • Overlays promade	
· Encourage land use regulations to facilitate development in centers and along corridors.	***Lehigh County Industrial Land Use Guide***		
· Promote mixed-income neighborhoods.	***Lehigh Valley Housing Supply + Attainability Strategy; Lehigh County Industrial Land Use Guide; Lehigh Valley’s Workforce Local Plan (WBLV); Pathway to a Resilient Greater***		

	Lehigh Valley; Northampton County Blight Reversal & Remediation Plan		
· Use publicly owned property to meet housing needs.	***Northampton County Blight Reversal & Remediation Plan; Lehigh Valley Housing Supply + Attainability Strategy***	• Change “publicly” to civic institutional • Land bank, etc • Make it address housing issues --> more specific --> mixed income • Infill needs, specify locations “where appropriate” • Land banking resolution elm street program	•

Is anything missing from these actions? If so, what?
• Time sensitive housing --> making housing possible



Main priorities of this policy: Fiscal Sustainability, Strategic Investment, and Regional Collaboration

Is anything missing from this policy? If so, what?
• What does strategic investment mean?   ○ Economic development --> capital improvements • Sees LVPC as partner and encouragement, not much we can do capacity-wise on our own end

ADOPTED ACTIONS	**Specific/Other Plan References**	**What would you change?**	**Why would you change it?**
· Educate municipalities on the long-term impacts of subdivision, development, zoning and planning.	*Lehigh County Industrial Land Use Guide*	• Who needs to be educated? • More education on comp planning – helping everyone understanding • Who in municipalities? PW does not understand the general the "why", goals, would be helpful • Technical assistance --> add • Challenges with existing ordinances – balance of preservation and development • Add training to recruit more folks to support local government • Understanding impacts beyond just municipal boundaries • Education for all (the public)	
· Promote use of cost-benefit analysis in planning, development and infrastructure decisions.	*Pathway to a Resilient Greater Lehigh Valley; Lehigh Valley Return on Environment Plan*	• Is this for public awareness/transparency or for internal purposes for municipalities • Maybe add explanation of what CBA is • Grant support needed to be able to compete all needed projects	
· Encourage reinvestment in commercial areas.	*Northampton County Blight Reversal & Remediation Plan*	• Be more specific to areas in the plan where development or redevelopment makes sense (land use maps) ○ Not in places for housing, ag, recreation • Not necessarily commercial reinvestment in commercial areas (housing, workforce development) • Focus on business recruitment for Slatington • How can this support redevelopment, infill? • Why just commercial? Broaden the word commercial	• Reinvestment and/or reimagining • Encourage reinvestment in long-range planning goal areas?
· Coordinate infrastructure investments that support Centers and Corridors.	*Lehigh Valley Housing Supply + Attainability Strategy; Lehigh Valley Trail Connection Strategy; Walk/Roll LV: The Lehigh Valley Active Transportation Plan; Lehigh Valley Congestion Management Plan; Coordinated Public Transit-Human Services Transportation Plan*	• What is infrastructure, specifically? And this is just for C and C, so transpo? • Wescosville as emerging • Understanding the needs of communities with transportation infrastructure specifically • Partnerships to support this • What does this look like? How do we clearing C and C language, reference map? • Clarify that this is transportation, to keep development where it makes sense and encourage open space preservation	• Add future C and C
· Expand collaboration on planning and development between neighboring communities.	*Plan Slate Belt Multi-Municipal Comprehensive Plan, River Central Multi-Municipal Comprehensive Plan; Northern Lehigh Multimunicipal Comprehensive Plan*	• How to support coordination for regional entities on a multi-municipal level • Understanding impact beyond mm boundaries • Advanced coordination beyond multi-muni • Implementation instead of development? • Include preservation or take it all out and encourage collaboration point blank	

Is anything missing from these actions? If so, what?

- Public understanding of Muni financial decisions
- Muni employee turnover
- Public education on planning and zoning process
- Education on long term financial planning for municipalities
- Concerns with relationships with state offices and top-down unfunded mandates
- LVPC outreach, what does that look like, build that up? Formalize it?
- Shared services and collaboration
- How does LVPC outreach and support impact municipal financial health
- Missing preservation in these actions

Lehigh Valley Transportation Study

OWEN O'NEIL
Chair, Coordinating Committee

RYAN MEYER
Chair, Technical Committee

BECKY A. BRADLEY, AICP
Secretary,
Coordinating Committee +
Technical Committee

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

MEMORANDUM

DATE: October 16, 2026
TO: Gene Porochniak, Senior Community Planner, Pennsylvania Division Office
Federal Highway Administration, U.S. Department of Transportation
FROM: Lehigh Valley Planning Commission, Transportation Section
CC: PENNDOT Planning and Programming
REGARDING: Timeline for the Update of the Lehigh Valley's Long-Range Transportation Plan

Gene:

Per the conversation that we had after the Joint Lehigh Valley Transportation Study/Lehigh Valley Planning Commission *FutureLV: The Regional Plan*/Long-Range Transportation Plan Working Group meeting on September 30, 2026 the plan update is coming along as anticipated. Below is the written version of the calendar that we reviewed on after the working group. We closed the open call for projects the same day and we've started the timeline at this point for ease of identifying next steps. If you have any questions please reach out to us.

Upcoming Milestones	Date
Open Call for Projects Closed	September 30, 2026
LVPC Processing Carry Forward, Unmet Needs and New Project Requests Through Adopted Project Selection Process Criteria in Preparation for LVTS Discussion	October 1-November 3, 2026
Joint LVPC/LVTS Working Group Meeting #3 – Goal 4	October 28, 2026
LVTS Project Selection Meetings (additional meetings will be scheduled as required)	November 3, 2026, November 18, 2026
Joint LVPC/LVTS Working Group Meeting #4 – Goal 3	November 18, 2026
Joint LVPC/LVTS Working Group Meeting #5 – Goal 2	December 16, 2026
Joint LVPC/LVTS Working Group Meeting #6 – Goal 1 (additional meetings will be scheduled as required)	January 20, 2026
Deadline for LVTS Approval of Draft Fiscally-Constrained Project List	January 20, 2027
LVPC Finishing Draft Plan Text, Maps, Charts, Lists, Documentation; Reporting Through Regularly Scheduled Monthly LVPC and LVTS Meetings	January 20-March 30, 2027
Draft Project List Submitted to Intergovernmental Coordination Group (ICG)	January 21, 2027
Anticipated Response from ICG; Begin Travel Demand Modeling	February 18, 2027
Complete Draft Plan to LVPC and LVTS for Discussion	April 7, 2027
Travel Demand and Air Quality Modeling and Conformity Report Complete	April 7, 2027
Anticipated LVTS Discussion of Conformity Report	April 14, 2027
Anticipated Presentation of Draft Goals, Policies, Actions and Project List Agency Coordination Group (ACM)	April 15, 2027
US Department of Transportation (USDOT) Review of Draft Long-Range Transportation Plan, Conformity Report	April 15-May 15, 2027

LVTS Consideration of Final Draft Plan Prior to Public Comment Period	May 19, 2027
LVPC Consideration of Final Draft Plan Prior to Public Comment Period	May 27, 2027
45-Day Public Comment Period; Formal Transmission of Final Draft Plan to School Districts, Municipalities, Counties, LANTA, LNAA, City Libraries; Public Release	May 28, 2027-July 12, 2027
LVTS Joint Technical and Coordinating Committee and *FutureLV* Public Meeting	June 16, 2027
Two Additional LVTS *FutureLV* Public Meetings	June 1-July 11, 2027
Lehigh County *FutureLV* Public Meeting	July 14, 2027
Northampton County *FutureLV* Public Meeting	July 15, 2027
LVPC Full Commission and *FutureLV* Public Meeting	July 22, 2027
Any Final Revisions to FutureLV Complete	July 23-August 10,2027
LVTS Joint Technical and Coordinating Committee and Adoption of *FutureLV*	August 18, 2027
LVPC Transmits Metropolitan Planning Organization Adopted Revised *FutureLV* to USDOT	August 19, 2027
LVPC adopts *FutureLV* and forwards to Lehigh and Northampton Counties for Public Hearing and Adoption	August 26, 2027
Lehigh County *FutureLV* Public Hearing and Plan Adoption	September 8, 2027
Northampton County *FutureLV* Public Hearing and Plan Adoption	September 16, 2027
Revised and Adopted *FutureLV* Active for Transportation Planning Purposes	October 1, 2027

Lehigh Valley Planning Commission

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PHILLIPS ARMSTRONG
Treasurer

BECKY A. BRADLEY, AICP
Executive Director

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MEMORANDUM

DATE:	November 12, 2026
TO:	Lehigh Valley Planning Commission Executive Committee
FROM:	Tracy Oscavich, Director of Administration
CC:	Becky Bradley, AICP, Executive Director
REGARDING:	LVPC Food Drive supporting Second Harvest Food Bank

The Lehigh Valley Planning Commission (LVPC) will facilitate a food drive in support of Second Harvest Food Bank this year. Donations will be collected at the LVPC offices located at 501 Waterfront Drive, Suite 201, Allentown, PA 18102. Donations will be accepted from Tuesday, November 10th through Thursday, December 17th.

Second Harvest Food Bank's goal is to provide the most nutritious food to the neighbors they serve. The list of foods that are both high in demand and nutritional value they suggest include:

- Peanut Butter
- Jelly
- Pasta
- Cereal (low sugar)
- Soup (low sodium)
- Canned Chicken
- Canned Tuna (low sodium or water packed)
- Cooking Oils
- Rice
- Soy Milk (shelf stable, unsweetened, unflavored)

Second Harvest asks that only nonperishable, non-expired products that are in boxes, cans or plastic be provided. All items should be recently purchased and in good condition.

October| 2026

BUILD LV

SUBDIVISON + LAND DEVELOPMENT REPORT

LVPC Lehigh Valley Planning Commission

Review Activity by County





Development | Subdivisions and Lot Line Adjustments | Environment | Municipal Ordinances, Maps and Plans | Data/Support Requests | Transportation

Regional Totals*

19	Development
23	Subdivision/Lot Line Adjustments
5	Environment
8	Municipal Ordinances, Maps and Plans
3	Data/Support Requests
0	Transportation

Residential Development

38 Total Units

13	14	9	2	0	0	0
Single-Family Detached	Townhouses	Apartments	Twins	Assisted-Living	Manufactured Homes	Condos

Non-Residential Development

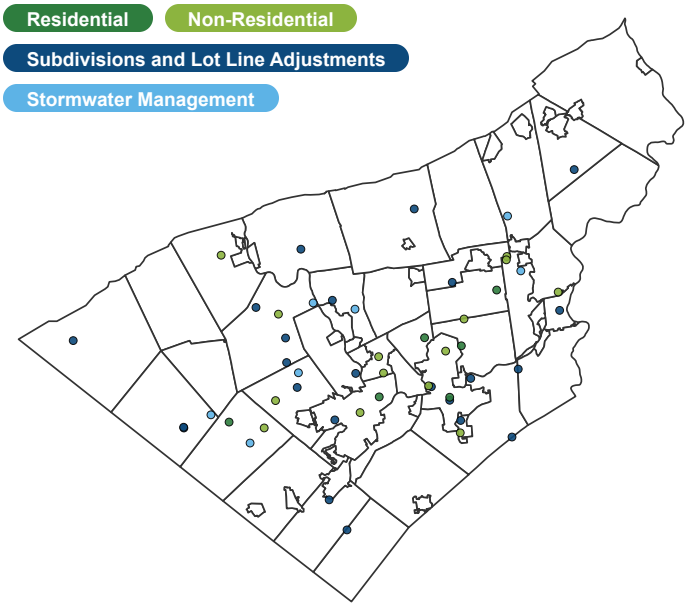
261,007 Total Square Feet

40.6K	0	92.4K	128.0K	0	0	0	0	0
Commercial	Retail	Public/Quasi-Public	Industrial	Warehouse**	Office	Transportation	Agricultural	Recreational

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

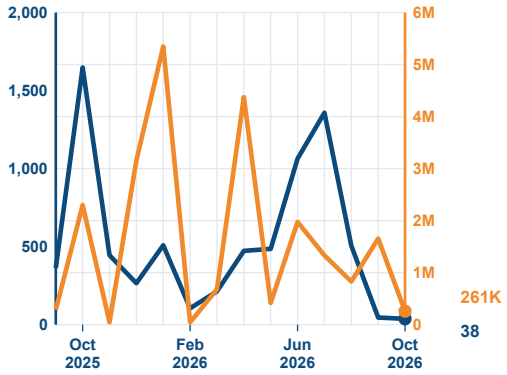
Location of Development

Residential | Non-Residential | Subdivisions and Lot Line Adjustments | Stormwater Management

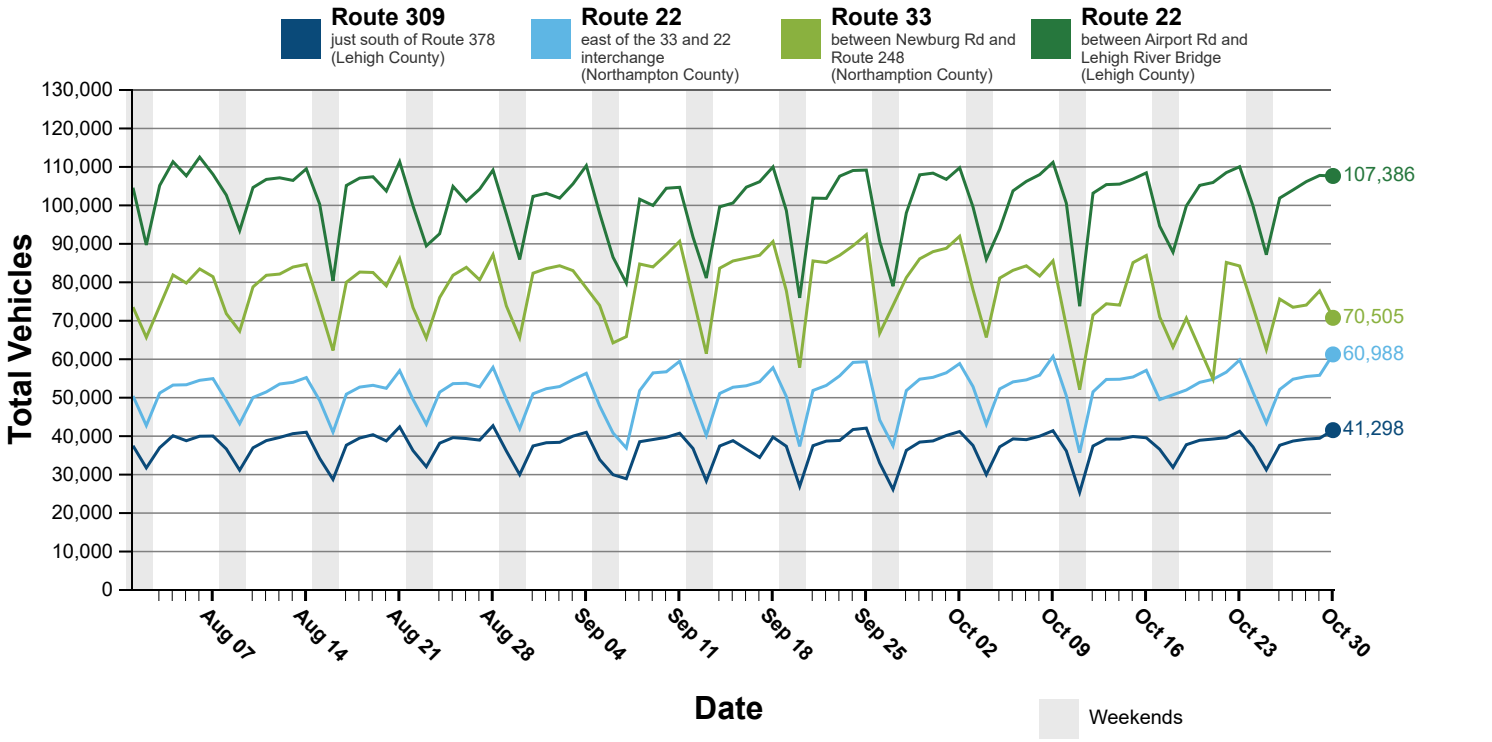


Development Trends

Residential Units | Non-Residential Square Footage

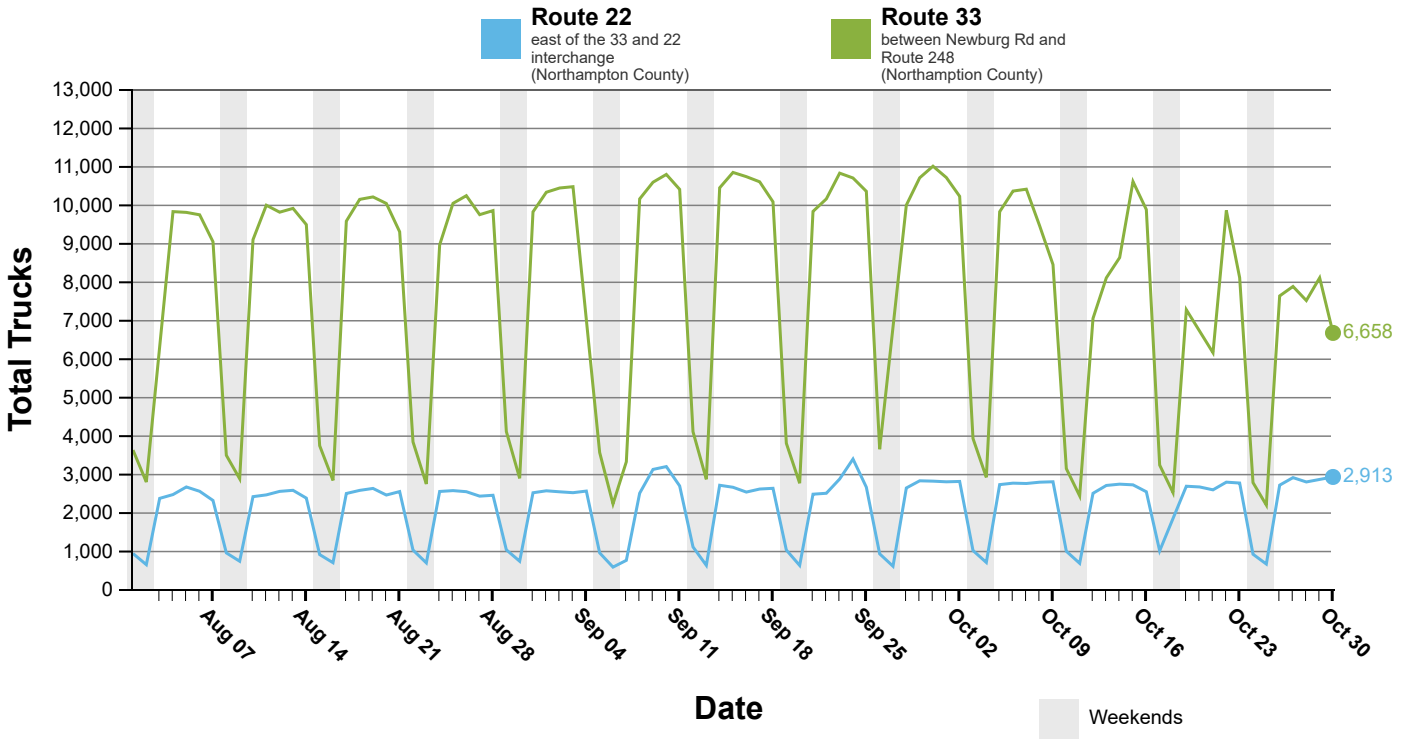


Traffic Volumes Throughout the Lehigh Valley



*Data from Aug/01/2026 - Oct/30/2026 at daily intervals

Truck Volumes Throughout the Lehigh Valley



Data from Aug/01/2026 - Oct/30/2026 at daily intervals

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MEMORANDUM

DATE: November 9, 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, November 2 on WDIY radio 88.1 FM, gave a preview of the upcoming Lehigh Valley Awards + Gala event scheduled for Dec. 2 at the Hotel Bethlehem. Guest Christina "Tori" Morgan, LVPC Board chair, talked about its mission to celebrate good planning work across development, revitalization, open space, environment and transportation, in addition to awarding the Dr. Percy H. Dougherty Award recognizing leadership and excellence in planning. Morgan explained that the highest honor of the evening will be given to one municipality that is chosen as the 2026 Community of Distinction. The podcast is now streaming at www.wdiy.org/show/plan-lehigh-valley and www.lvpc.org/newslv. The next Plan Lehigh Valley show will air Monday, December 7 at 6:30 pm.

Grant Opportunities

PennDOT's Green Light-Go

The Green Light-Go Program is a competitive state grant program designed to improve the efficiency and operation of existing traffic signals located in the Commonwealth. It is a reimbursement grant program that requires a minimum 20% match, and the total funding available for 2027 is approximately $40 million. Pre-application scoping forms are required and due by January 4, 2027. Applications will be accepted from March 1 to March 31, 2027. More information is available at:
https://docs.penndot.pa.gov/Public/Bureaus/BOO/TSPortal/FUNDGLG.html