



Lehigh Valley Planning Commission

DR. CHRISTOPHER R. AMATO
Chair

CHRISTINA V. MORGAN
Vice Chair

ARMANDO MORITZ-CHAPELLIQUEN
Treasurer

BECKY A. BRADLEY, AICP
Executive Director

LEHIGH VALLEY PLANNING COMMISSION MEETING

Thursday, April 24, 2025, at 7:00 PM

Microsoft Teams

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

AGENDA

Roll Call

Courtesy of Floor

Chairman's Report

1. Staff Introduction
 - a. Chris Embert, Creative Manager

Minutes

1. *ACTION ITEM*: Minutes and Review of Roll Call Actions of the March 27, 2025, Commission Meeting (JD)

Comprehensive Planning Committee:

1. *ACTION ITEM*: Bethlehem Township – Land Use of Regional Significance – Primrose School Childcare Center (JD)
2. *ACTION ITEM*: South Whitehall Township – Land Use of Regional Significance – Parkland High School Expansion (JD)
3. *ACTION ITEM*: City of Allentown – Land Use of Regional Significance – ASD Family Engagement and Resource Center (JD)
4. *ACTION ITEM*: Lowhill Township – Comprehensive Subdivision and Land Development Ordinance Update (JS)
5. *INFORMATION ITEM*: Housing Supply and Attainability Strategy Update (JS)

Environment Committee:

1. *ACTION ITEM*: Upper Macungie Township Draft Comprehensive Parks, Recreation, & Open Space Plan (CM)
2. *ACTION ITEM*: Summary Sheet (SR)
3. *INFORMATION ITEM*: Greater Lehigh Valley Regional Climate Action Plan Update

Transportation Committee:

1. *INFORMATION ITEM*: Roadway Functional Classification System Update (FU, MG, SK)

2. *INFORMATION ITEM*: National Electric Vehicle Infrastructure (NEVI) Planning (EG)

New Business:

1. *INFORMATION ITEM*: General Assembly (MA)
 - a. Lehigh Valley Planning Commission Office – 615 Waterfront Drive, Suite 201, Allentown, PA 18102
 - b. Wednesday, April 30 at 7 PM
 - c. Registration at this [link](#).

Monthly Reports:

1. *PRESENTATION ITEM*: 1st Quarter of 2025 (January to March) Subdivision, Land Development, Stormwater and Municipal Ordinances/Plans Report
2. *PACKET ITEMS*:
 - a. March Monthly Subdivision, Land Development, Stormwater and Municipal Ordinances/Plans Report
 - b. 1st Quarter of 2025 (January to March) Traffic Monitoring Report

Executive Director's Report:

1. LVPC Strategic Plan Update

Communications and Engagement

1. *PACKET ITEM*: Morning Call Business Cycle Column (MA)
 - a. Published April 13: "How We'll Climb Out of This Housing Shortage"
 - b. [lvpc.org](#); [mcall.com](#)
 - c. Next column: May 25
2. *PACKET ITEM*: Monthly, Plan Lehigh Valley Talk Show on WDIY, Lehigh Valley Public Radio, 88.1 (MA)
 - a. Air Date: April 7 - "The Lehigh Valley Housing Supply and Attainability Strategy with LVPC Chief Community and Regional Planner Jill Seitz."
 - b. [lvpc.org](#); [wdiy.org/show/plan-lehigh-valley](#)
 - c. Next show – 6:30 pm, May 5
3. *PACKET ITEM*: Lehigh Valley Government Academy
 - a. Pennsylvania Municipal Planning Education Institute (PMPEI)
 - o Subdivision and Land Development: May 5, 12, 19, 5:30-9 pm
 - o Register at [www.lvpc.org/lvga](#)
 - b. Local Technical Assistance Program Classes
 - o May 16: PennDOT Traffic Calming Guidelines Update, 11 am to Noon (Virtual)
 - o May 20: Stop signs and Intersection Traffic Control, 8 am to Noon (In Person at the LVPC Conference Center, 615 Waterfront Drive, Suite 201, Allentown PA 18102)
 - o June 5: Difficult Conversations in Municipal Workplaces, 11 am to Noon (Virtual)
 - o June 10: Bridge and Culvert Inspections for Municipalities, 8 am to 3 pm (In person at the LVPC Conference Center, 615 Waterfront Drive, Suite 201, Allentown PA 18102)

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

Next Lehigh Valley Planning Commission Meeting:

Thursday, May 22, 2025, at 7:00 pm

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, March 27, 2025, Meeting

The LVPC held a public meeting on Thursday, March 27, 2025. The meeting was advertised in the Lehigh Valley Press on January 8th, 2025.

LVPC Chair Dr. Chris Amato chaired the meeting.

Mr. Joey Dotta took Roll Call.

Members in Attendance:

Lehigh County

Michael Drabenstott, Bob Elbich, Sunny Ghai, Philip Ginder, Steve Glickman, Jennifer Gomez, Kent Herman, John Inglis, Richard Molchany, Christina Morgan, Santo Napoli, Stephen Repasch and Kevin Schmidt.

Northampton County

Christopher Amato, Charles Elliott, John Gallagher, Steve Melnick, Scott Minnich, Armando Moritz-Chapelliquen, Crystal Rose and Jean Versteeg.

Members Absent:

Lehigh County

Phillips Armstrong, Ron Beitler, Percy Dougherty, Diane Kelly, Dennis Klusaritz, Owen O'Neil and Matthew Tuerk.

Northampton County

Jessica Cope, Andrew Elliott, Judith Haldeman, Ken Kraft, Rachel Leon, Carl Manges, Lamont McClure, John McGorry, Edward Nelson, Salvatore Panto, Jr., J. William Reynolds, Tina Smith and Basel Yandem.

Staff Present: Joey Dotta, Becky A. Bradley, Jillian Seitz, Matt Assad, Susan Myerov, Brian Hite, Christian Martinez, Corinne Ruggiero, Denjam Khadka, Mackenzie Geisner, Angela Ellis, Evan Gardi, Scott Greenly, Samantha Pearson, Taylor Beasley, Subham Kharel and Faria Umy.

Public Present:

Phil Gianficaro, Jason, Steve Althouse and Jim Ferlino

COURTESY OF THE FLOOR

Ms. Ellis gave an update on the progress of LVPC's food donation drive for Second Harvest Food Bank.

CHAIR'S REPORT

Chair Amato introduced a new LVPC Commission, City of Bethlehem Chief Engineer Basel Yandem who will be the alternate for City of Bethlehem Mayor J. William Reynolds.

Chair Amato also highlighted that the Lehigh Valley Transportation Study (LVTS) received the Considering Pedestrians Award from the Coalition for Appropriate Transportation (CAT).

MINUTES

Chair Amato stated that the minutes of the Thursday, February 27, 2025, LVPC meeting are attached. Chair Amato asked for a motion to approve the minutes. Commissioner Repasch made a motion to approve the minutes and Commissioner Melnick seconded the motion.

Chair Amato asked for any comments or questions. There were none. The motion passed.

COMPREHENSIVE PLANNING COMMITTEE

ACTION ITEM: City of Allentown – Land Use of Regional Significance – Executive Education Academy Charter School Stadium

Mr. Dotta presented a review for a proposal for a 127,000-square-foot stadium at the Executive Education Academy Charter School (EEACS) at 555 Union Boulevard. The site is adjacent to Coca-Cola Park and the EEACS building includes the Lehigh County Assistance Office, PA CareerLink Lehigh Valley, Workforce Board LV, and various others. The stadium will be elevated by concrete columns and shear walls, a structural element designed to resist lateral forces that prevent buildings from warping or collapsing. The proposal will retain all but 26 of the existing parking spaces below the constructed stadium.

Chair Amato called for a motion to accept the staff review. Commissioner Elbich made the motion, and Commissioner Morgan seconded the motion.

Chair Amato asked for any comments or questions.

Commissioner and Allentown Planning Director Jennifer Gomez mentioned that the easement agreement between Coca-Cola Park and the landowner will be a consideration when the City reviews this project in the coming weeks. Commissioner Molchany added specifics about the easement agreement. There was a brief discussion regarding the Comprehensive Committee amendment to the letter for events and traffic coordination between EEACS and Coca-Cola Park. Commissioner Melnick made a motion and Commissioner Ghai seconded the motion to add the word transportation to the recommendation in the amended paragraph.

The motion passed unanimously. Commissioners Molchany and Gomez abstained.

ACTION ITEM: Comprehensive Planning Committee Summary Sheet

Comprehensive Planning Committee Chair Melnick briefed the Commission on the Comprehensive Committee Summary Sheet that featured zoning ordinance amendments in the City of Allentown and Whitehall Townships. A zoning map amendment was reviewed in the City of Bethlehem and a zoning ordinance and subdivision and land development ordinance amendment in Plainfield Township.

Chair Amato called for a motion to accept the summary sheet. Commissioner Minnich made the motion, and Commissioner Elbich seconded the motion. Chair Amato asked for any comments or questions. There were none.

Chair Amato called for affirmative votes to accept the staff comments. The motion passed. Commissioner Ginder abstained from the Whitehall Township vote.

ENVIRONMENT COMMITTEE

ACTION ITEM: Act 537 Review – Sewage Facilities Plan Update – North Branch Interceptor Extension Project – Upper Saucon Township

Ms. Ruggiero presented a review of a proposed extension of the North Branch Interceptor within Upper Saucon Township to provide public sewage service for the areas adjacent to Ackerman's Lane, Sunset Drive, Limeport Pike and St. Joseph's Road. The service area will specifically include providing public sewage service to Mount Trexler Manor, Saint Michael Archangel School and Saint Joseph Catholic Church developments. In addition, the Mountain Greene Subdivision located north of the intersection of Limeport Pike and Chestnut Hill Road is also proposed to be serviced by public sewage disposal.

Chair Amato called for a motion to accept the staff review. Commissioner Morgan made the motion, and Commissioner Ghai seconded the motion. Chair Amato asked for any comments or questions. There were none.

Chair Amato called for affirmative votes to accept the staff comments. The motion passed. Commissioner Inglis abstained.

ACTION ITEM: Act 537 Review – Sewage Facilities Plan Update – Sheridan Drive Pump Station – Palmer Township

Ms. Ruggiero presented a review of the plan update to consider the long-term wastewater management alternatives for Palmer Township, as identified and required by the Pennsylvania Department of Environmental Protection (PA DEP). Specifically, the planning area being evaluated is the sewer service area/drainage basin to the Sheridan Drive Pump Station located in Palmer Township.

Chair Amato called for a motion to accept the staff review. Commissioner Elbich made the motion, and Commissioner Repasch seconded the motion. Chair Amato asked for any comments or questions. There were none.

Chair Amato called for affirmative votes to accept the staff comments. The motion passed. Commissioners Herman, Morgan and Gallagher abstained.

ACTION ITEM: Environment Committee Summary Sheet

Commissioner Repasch briefed the Commission on Environment Committee's business that included an Act 97 Hazardous Waste Permit Renewal Application for the Bethlehem Apparatus Company facility in Hellertown Borough.

Chair Amato called for a motion to accept the summary sheet. Commissioner Melnick made the motion, and Commissioner Repasch seconded the motion. Chair Amato asked for any comments or questions. There were none.

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

INFORMATION ITEM: Greater Lehigh Valley Regional Climate Action Plan Update

Ms. Myerov recapped the activities supporting the preparation of the Greater Lehigh Valley Regional Climate Action Plan. Recent workshops and public engagement events were summarized, and the next scheduled workshop will be Wednesday, April 23 at 8:30 AM in the LVPC office. Chair Amato asked for any comments or questions. There were none.

TRANSPORTATION COMMITTEE

INFORMATION ITEM: Transportation Committee Summary

Transportation Committee Chair Schmidt briefed that the Transportation Committee discussed the PennDOT Highway Projects Status and had a brief overview of the public comment period going on the State Transportation Commission Twelve Year Program. Also, discussion of LVTS work plan items involving the Enhanced Bus/Bus Rapid Transit Partnership project and the passenger rail update.

INFORMATION ITEM: 2020 to 2025 Local Technical Assistance Program

Mr. Hite presented an overview of Local Technical Assistance Program courses which included a variety of options for education. In total there were 44 in-person classes held at the LVPC or at a municipality host. Additionally, the LVPC, in collaboration with PennDOT, provided 136 virtual classes. Chair Amato asked for any comments or questions. There were none.

OLD BUSINESS:

PACKET ITEM: Monthly Reports

Chair Amato notified the Commission that monthly reports are featured in each Commissioner's packet. Chair Amato asked for any comments or questions. There were none.

NEW BUSINESS:

Numerous members of the LVPC staff presented workplan highlights by departments. These updates included the Housing Supply and Attainability Strategy, multi-municipal planning, subdivision and land development data, the Climate Action Plan, the Roadway Functional Classification System, Eastern Pennsylvania Freight Plan and various other initiatives that are vital to support the mission of the LVPC. Chair Amato asked for any comments or questions. There were none.

EXECUTIVE DIRECTOR'S REPORT:

Ms. Bradley explained some of the recent decisions made by the Executive Branch and their effects on LVPC's workplan moving forward. Projects like the Climate Action Plan and the National Electric Vehicle Infrastructure (NEVI) plan were mentioned.

COMMUNICATIONS AND PUBLIC ENGAGEMENT:

Mr. Assad notified the Commission about the Pennsylvania Municipal Planning Education Institute (PMPEI) training course coming up in May. This course is a great introduction to the Subdivision and Land Development regulation and ordinance requirements, review procedures, and design and technical standards of subdivision and land development.

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

ADJOURNMENT:

Chair Amato stated that the next LVPC meeting will be on Thursday, April 24 at 7 pm. Chair Amato then asked if there was a motion to adjourn the meeting and Commissioner Melnick made a motion to adjourn and Commissioner Minnich seconded the motion. The meeting was adjourned.

Submitted by:

Becky Bradley, AICP, Executive Director and Joey Dotta, Regional Planner



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Executive Director

April xx, 2025

Samantha Smith, Community Development Director
Bethlehem Township
4225 Easton Avenue
Bethlehem, PA 18020

**Re: Primrose Schools Childcare Center – Land Use of Regional Significance
Bethlehem Township
Northampton County**

Dear Ms. Smith:

The Lehigh Valley Planning Commission (LVPC) will consider the subject application at its Comprehensive Planning Committee and Full Commission meetings, pursuant to the requirements of the Pennsylvania Municipalities Planning Code (MPC). The meetings are on:

- LVPC Comprehensive Planning Committee Meeting
 - o April 22, 2025, at 12:00 Noon
 - o <https://lvpc.org/lvpc-meetings>
- LVPC Full Commission Meeting
 - o April 24, 2025, at 7:00 PM
 - o <https://lvpc.org/lvpc-meetings>

The application is considered a Land Use of Regional Significance under *FutureLV: The Regional Plan* in the Educational Facilities category. The project proposes a 14,088-square-foot childcare center along with associated parking at 5007 Freemansburg Avenue (Parcel Identification Number N8 1 2).

Background

Adjacent to the proposed site are various densities of residential properties and some commercial/retail buildings. Less than one mile to the east is State Route 33 and St. Luke’s Anderson Campus. The LVPC previously reviewed a sketch plan application at this site in June 2022 for a 26-unit apartment building.

Site Suitability

According to the General Land Use in *FutureLV: The Regional Plan*, this parcel is in a Development area and has the factors needed to support growth, such as sewer and transportation infrastructure capacity and contiguity to the surrounding residential neighborhoods. The proposal serves to ‘expand access to education and job training’

(of Policy 4.1) which serves to stimulate investment in local institutions and increase social opportunities (of Policy 4.2).

Transportation

Reuse for increasing educational opportunities in an urban area located in centers and along corridors supports Policy 1.1 and Policy 4.3 of *FutureLV*. The proposed external and internal sidewalk improvements align with Policy 5.1 of *FutureLV* to ‘promote safe and secure community design’. A large percentage of students walk to and from school, as well as some parents and teachers. The inclusion of new crosswalks, sidewalks, and ADA compliant ramps help visitors navigate the property and promote safe routes to schools and playgrounds (of Policy 5.2). The Township is encouraged to identify opportunities to extend the external sidewalk east along Freemansburg Avenue to connect with Wagner Drive. This would further facilitate safe routes to schools from the various residential neighborhoods nearby.

Sustainability

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

Stormwater

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

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,



Mary Grace Collins
LVPC Community Fellow

cc: Jason Lang, Applicant; Reid Cooksey, Project Engineer/Surveyor; Ron Gawlick, Township Engineer.



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BECKY A. BRADLEY, AICP
Executive Director

April 18, 2025

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

**Re: Parkland High School Expansion – Land Use of Regional Significance
South Whitehall Township
Lehigh County**

Dear Mr. Manhardt:

The Lehigh Valley Planning Commission (LVPC) will consider the subject application at its Comprehensive Planning Committee and Full Commission meetings, pursuant to the requirements of the Pennsylvania Municipalities Planning Code (MPC). The meetings are on:

- LVPC Comprehensive Planning Committee Meeting
 - April 22, 2025, at 12:00 Noon.
 - <https://lvpc.org/lvpc-meetings>
- LVPC Full Commission Meeting
 - April 24, 205, at 7:00 pm.
 - <https://lvpc.org/lvpc-meetings>

The application is considered a Land Use of Regional Significance under *FutureLV: The Regional Plan* in the Educational Facilities category.

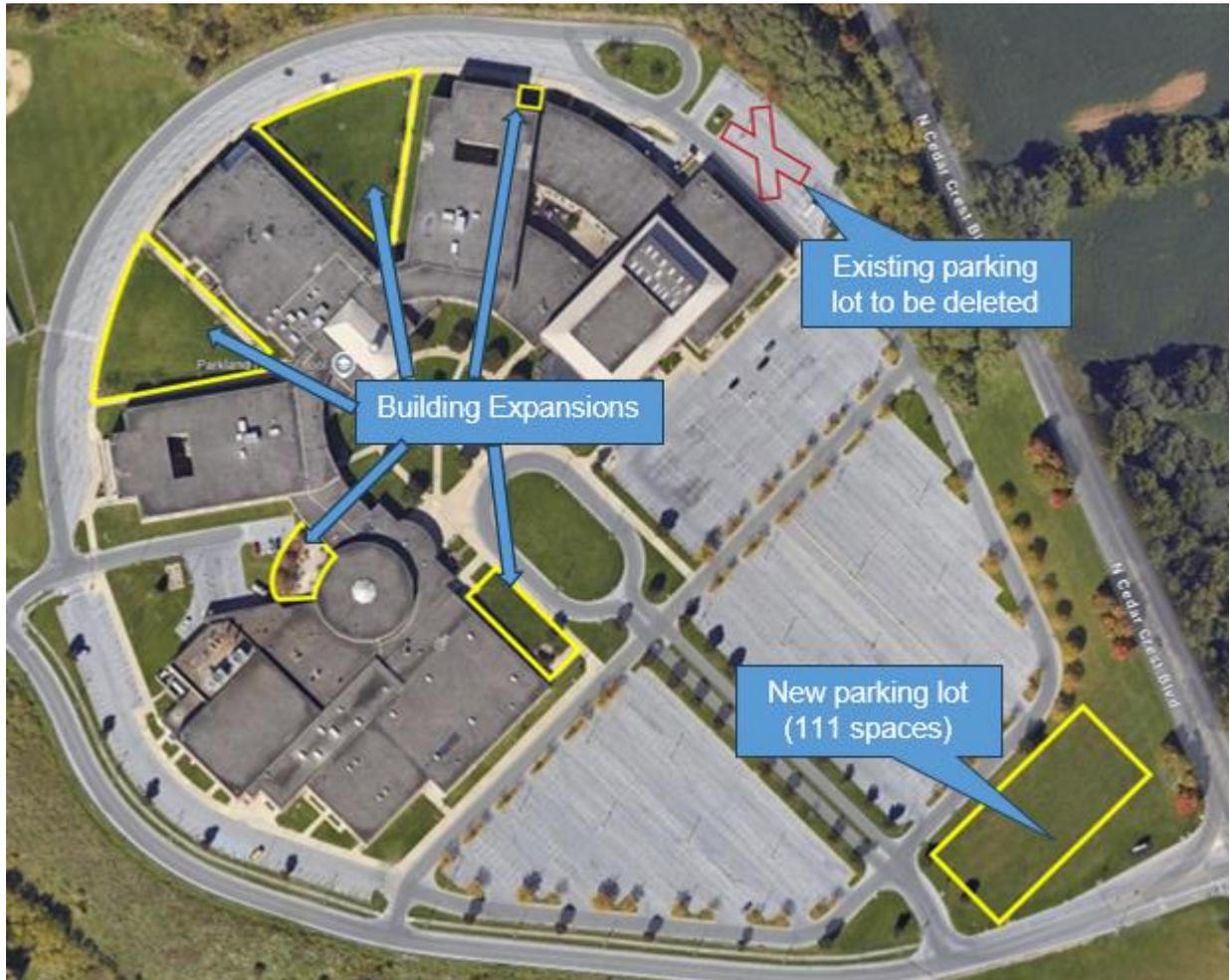
Background

The project proposes five building expansions to the Parkland High School at 2700 N Cedar Crest Boulevard. Construction includes a:

- 5,385-square-foot athletic entrance expansion
- 2,753-square-foot cafeteria expansion
- 18,773-square-foot and a 19,782-square-foot classroom expansion
- 572-square foot building addition

In addition to the building expansions, the project also includes the extension of the existing bus loop to create an additional 11 bus parking spaces. This will eliminate the 63-space parking lot adjacent to the bus loop. A new parking lot will be constructed to the southeast of the existing parking lots near Cedar Crest Boulevard, adding 111 new

parking spaces to the site. The changes to the parking areas will increase the total number of parking spaces on the site from 1,445 to 1,489.



Site Suitability

The proposal supports a core strategy of *FutureLV: The Regional Plan* to increase density in urban areas using infill development (Density Special Section, page 71), which serves to ‘expand access to education and job training’ (of Policy 4.1) and increase social opportunities (of Policy 4.2). Reuse in an urban area located in centers and along corridors supports Policy 1.1 and Policy 4.3 of *FutureLV* for increasing educational opportunities.

Environment

To offset the heat island effect, additional natural landscaping is recommended to ‘minimize environmental impacts of development’ (Policy 3.2). The LVPC recommends that educational institutions incorporate environmentally sensitive building and landscape design, such as green roofs or solar panels. This would increase the cost-effectiveness of building operation and further academic endeavors related to these technologies, while enhancing the campus setting, demonstrating environmental

leadership within the region, and 'reducing climate change impacts through mitigation and adaptation' (of Policy 3.4).

The developer is also encouraged to include electric vehicle charging spaces, recognizing the rapidly expanding need for renewable energy sources and the advancement of autonomous and electric vehicle technologies (of Policies 2.5 and 3.2).

Stormwater Review

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

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,



Mary Grace Collins
LVPC Community Fellow

cc:
Arthur J. Oakes, Applicant;
Laura Eberly, Project Engineer/Surveyor;
Anthony Tallarida, Township/Borough Engineer;

m
oakesa@parklandsd.net
leberly@reutherbowen.com
atallarida@pidcockcompany.com



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Executive Director

April xx, 2025

Ms. Jennifer Gomez, Director of Planning and Zoning
City of Allentown
435 Hamilton St.
Allentown, PA 18101

**Re: ASD Family Engagement and Resource Center – Land Use of Regional Significance
City of Allentown
Lehigh County**

Dear Ms. Gomez:

The Lehigh Valley Planning Commission (LVPC) will consider the subject application at its Comprehensive Planning Committee and Full Commission meetings, pursuant to the requirements of the Pennsylvania Municipalities Planning Code (MPC). The meetings are on:

- LVPC Comprehensive Planning Committee Meeting
 - April 22, 2025, at 12:00 Noon
 - <https://lvpc.org/lvpc-meetings>
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 - April 24, 2025, at 7:00 PM
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The application is considered a Land Use of Regional Significance under *FutureLV: The Regional Plan* in the Educational Facilities category. The project application proposes construction of a 9,360-square-foot, two-story addition to the existing Allentown School District Building 21 for a family engagement and resource center at 265 Lehigh Street (Parcel Identification Number 640629328216). The expansion is on the north side of the property and includes a new 20-space paved parking lot and sidewalks.

Site Suitability

According to the General Land Use in *FutureLV*, this parcel is in a Development area and has the factors needed to support growth, such infrastructure capacity and contiguity to Building 21 Allentown. The proposal serves to ‘expand access to education and job training’ (of Policy 4.1) which serves to stimulate investment in local institutions and increase social opportunities for current students and teachers of Building 21 (of Policy 4.2).

Transportation

Reuse in an urban area located near centers and along corridors supports Policy 1.1 and Policy 4.3 of *FutureLV*. The proposed external and internal sidewalk improvements align with Policy 5.1 of *FutureLV* to 'promote safe and secure community design'. A large percentage of students walk to and from school, as well as some parents and teachers. The inclusion of new crosswalks, sidewalks, and ADA compliant ramps help visitors navigate the property and promote safe routes to schools and playgrounds (of Policy 5.2).

Lehigh and Northampton Transportation Authority (LANTA) provides fixed-route public transportation directly to the southern portion of the project site, with a pair of bus stops (Bus Stop IDs 6376 and 1356) located just north of the Lehigh Street and Martin Luther King Jr. Drive intersection. It is recommended that the addition of a second bus stop be considered at the northern part of the property near the new proposed sidewalk across Union Street. The existing topography along this portion of the Lehigh Street corridor is a substantial hill, and the existing bus stop is located at the base of the hill. While this bus stop serves many nearby residents to the south, a second bus stop closer to the northern entrance of the proposed ASD resource center facility will benefit many in the Lehigh Street and Union Street vicinity. A five-foot concrete pad with a bench is recommended to further enhance public transit service (Policy 2.3).

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

Environment

To offset the heat island effect, additional natural landscaping is recommended to 'minimize environmental impacts of development' (Policy 3.2). The LVPC recommends that educational institutions incorporate environmentally sensitive building and landscape design, such as green roofs or solar panels. This would increase the cost-effectiveness of building operation and further academic endeavors related to these technologies, while enhancing the campus setting, demonstrating environmental leadership within the region, and 'reducing climate change impacts through mitigation and adaptation' (of Policy 3.4).

Municipalities, when considering subdivision/land developments, should reasonably attempt to be consistent with *FutureLV: The Regional Plan*, as required by the Pennsylvania Municipalities Planning Code (MPC) [Article 1§105, Article III§303, §304 & §306(a), Article VI§603(j)].

The LVPC review does not include an in-depth examination of plans relative to subdivision design standards or ordinance requirements since these items are covered in the municipal review.

Sincerely,

A handwritten signature in black ink that reads "Joseph Dotta". The signature is written in a cursive style with a prominent initial "J" and a long, sweeping underline.

Joseph Dotta
Regional Planner

cc: Robert Whartenby, Applicant; Paul Schmoll, Project Engineer/Surveyor; David Petrik, City of Allentown Deputy Director of Public Works; Jesse Sadiua, City of Allentown Chief Planner; Brandon Jones, City of Allentown Planner; Lillian Bernstein, City of Allentown Assistant Planner.



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Executive Director

April xx, 2025

Ms. Jill Seymour, Secretary
Lowhill Township
7000 Herber Road
New Tripoli, Pennsylvania 18066

**RE: Subdivision and Land Development Ordinance – Comprehensive Update
Lowhill Township
Lehigh County**

Dear Ms. Seymour:

The Lehigh Valley Planning Commission (LVPC) will consider the subject application at its Comprehensive Planning Committee and Full Commission meetings, per requirements of the Pennsylvania Municipalities Planning Code (MPC). The meetings occur on:

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The application proposes a comprehensive update to the Lowhill Township Subdivision and Land Development Ordinance (SALDO). The project follows the recent adoption of the updated Northern Lehigh Multi-Municipal Comprehensive Plan, and the Township recently coordinated updates to the Township Zoning Ordinance with the other five Northern Lehigh municipalities. The purpose of the proposed SALDO, as specified in Section 102 of the proposed ordinance, is to ‘regulate and control the subdivision and development of land within Lowhill Township... creating conditions favorable to the health, safety and welfare of the community and consistent with the goals and policies of the 2022 Northern Lehigh Multi-Municipal Comprehensive Plan and its intergovernmental agreements, the Lowhill Township Zoning Ordinance and Official Map’.

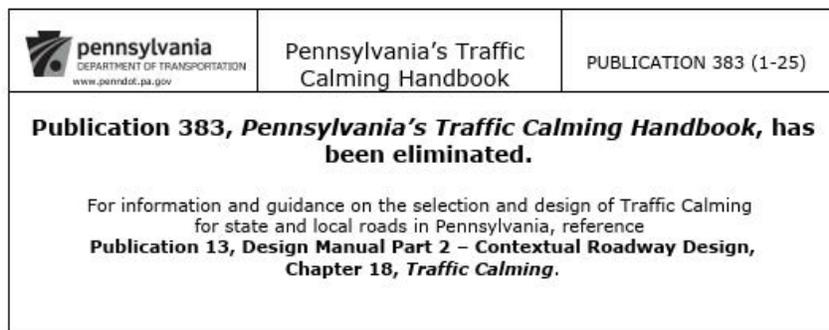
Administration

The General Provisions of the proposed Ordinance align with Article V of the Pennsylvania Municipalities Planning Code (MPC), which grants powers to municipalities to regulate subdivision and land development and outlines the contents of subdivision and land development ordinances. Article 2 of the proposed ordinance, which outlines Procedures for Processing Applications, supports transparency in the

process of subdivision and land development application and review. The proposed definitions for 'Land Development' and 'Subdivision' are written to align with definitions provided in the MPC and are best practices in managing development (of *FutureLV* Policy 1.4).

The LVPC recommends including definitions for bicycle path, bicycle lane and recreation trail to improve clarify for Ordinance users and further strengthen provisions of Section 507.

The proposed definition for 'Traffic Calming Devices' references the Pennsylvania Department of Transportation (PennDOT) Traffic Calming Handbook of 2001. PennDOT recently eliminated this publication in January of 2025, and the LVPC recommends updating the definition with the current applicable publication reference (see below). Section 502.H should also be updated with this new reference:



Plan Review Procedures / Applications

The Township's proposed site plan submission criteria and review procedures align with MPC requirements for plan review timelines and approval procedures (MPC Section 508. Approval of Plats). The LVPC commends the clarity and specificity of the proposed submission requirements and review procedures which support an efficient development process (of Policy 1.4).

The LVPC appreciates the inclusion of Section 203.B.4 which specifies the requirement of LVPC's review prior action by the Township within the allotted 30 day review timeframe as provided by the MPC (of *FutureLV* Policy 1.4).

The LVPC recommends identifying Township emergency service providers as consultants for review and recommendations during the plan review process to 'enhance planning and emergency response efforts among emergency management personnel' (of Policy 5.1).

The LVPC encourages the Township to require LVPC's review of sketch plans in Section 202 Optional Review Procedures. This provides the Township with the benefit of input from the County and Regional perspective at an early stage in the planning process, and enables the LVPC to better support the Township through discussions or negotiations with the developer. These benefits come at no cost to the Township and can help 'coordinate land use decisions across municipal boundaries' (of Policy 1.4).

Site Plan Standards

Article 3 of the proposed Ordinance identifies drafting standards that provide a basis of the Township's considerations that ensure proposals promote public health, safety and welfare through the review process (of Policy 3.2). Cross-references to zoning ordinance requirements support users navigating both ordinances and encourage an efficient development process (of Policy 1.4).

Trail, Pedestrian and Bicycle Connectivity

Section 507 of the proposed Ordinance requires bicycle paths when designated by an official plan or map and supports the intent of *FutureLV* to 'improve access to green spaces' that promote physical and mental health (of Policy 5.3) and 'establish mixed-transportation corridors' and enhances walk/roll facilities along Corridors (of Policies 2.1 and 2.3). The LVPC recommends specifying that trail surface material aligns with standards of the Americans with Disabilities Act. All aspects of transportation should adhere to the Americans with Disabilities Act to provide transportation options and access to people of all abilities. Inclusion of this statement would support compliance of federal law (of *FutureLV* Policy 2.3).

Transportation

The Township's proposed ordinance provisions serve to 'maintain and enhance existing transportation infrastructure' (of *FutureLV* Policy 2.6). The LVPC commends Section 305.A.5 for requiring a transportation impact study when developments or changes in use generate greater than 500 new trips per day or greater than 50 trips during peak hours among other criteria. Requiring traffic impact studies serve to 'improve the efficiency of infrastructure and avoid traffic incidents' (of *FutureLV* Policy 2.2). Under Section 305.A.5.g, the LVPC recommends specifying that the trip generation rates used be approved by the Township engineer as acceptable to the Township for the study.

Stormwater Management

Section 515 of the proposed ordinance requires that erosion control and stormwater drainage systems be provided as specified in the Lowhill Township Standard Construction Details (Appendix 6). The LVPC cautions the Township that provisions of Section 515.3.i may be too prescriptive. Language should require a green stormwater infrastructure measure as first practice but not require that both rooftop and land practices be mandated.

Further in this paragraph, very specific measures are prohibited in designated Pennsylvania Department of Environmental Protection (PA DEP) High Quality and/or Exceptional Value Streams or within 150 feet of an exceptional value wetland. This includes, for example, rain gardens. LVPC understands the importance of protecting these vital resources from stormwater discharges but rather than include a list of prohibited practices, recommends that stormwater control measures (SCM) proposed must be suitable for a location as determined by site evaluations conducted by professional(s) experienced in soil classification, geology, and the design of infiltration SCMS to the satisfaction of the Township engineer. This is consistent with PA DEP's proposed post construction stormwater management guidance and provides a site-specific analysis.

Landscaping

The LVPC supports the Township's intent of preserving and protecting environmentally sensitive and natural features, as it aligns with the *FutureLV* vision of a 'protected and vibrant environment' (Goal 3) and 'preserve natural resources in the land development process (of Policy 3.1).

The landscaping requirements in the proposed Ordinance support creating community spaces that promote physical and mental health (of Policy 5.3). Section 518.A.3 requires that trees with a diameter of 10 or more inches removed or destroyed during development be replaced. The LVPC recommends requiring replacement of trees with a diameter of eight inches or more, which is a recommendation of the LVPC Woodlands Guide/Model Regulations and further promotes sustainable stewardship of natural resources (of Policy 3.1).

The LVPC recommends clarifying in all sections that landscaping consist of native plants to support use of native, climate-adapting and carbon-sequestering landscaping (of Policy 3.4). In particular, in section 518.C Landscaping Ground Cover. native plants chosen should be deep-rooted to prevent soil erosion.

The proposed Ordinance includes buffering requirements which minimize impacts of development by providing screening that mitigates visual and noise impacts and further reduces glare and light spillage onto neighboring properties (of Policy 3.2).

Sewer and Water Utility

Section 510.A.3 requires that each lot to be developed shall contain a suitable location for installation of a primary individual on-lot sewage system and shall also contain a suitable and approved perk tested location specifically for a replacement on-lot sewage system. This requirement serves to 'protect the quality and quantity of surface water and groundwater' (of *FutureLV* Policy 3.2). The provision of a tested replacement absorption area will ensure a future safeguard in the event of a non-repairable primary area malfunction.

Minor Text Clarifications

Minor text clarifications identified through the LVPC review process have been included as an Appendix to this review letter.

Overall, the Township's updated Subdivision and Land Development Ordinance is clear, concise, and supports current-day best practices for regulating subdivision and land development. The proposed Ordinance contains strong environmental protection standards including specifically requiring the use of Green Stormwater Infrastructure measures as a first option, specifying stormwater control measures in High Quality and Exceptional value streams and requiring analysis of special geologic conditions. The proposed Ordinance also includes strong landscape design standards which require sustainable practices including use of native vegetation, promoting adequate shading and plants into the exurban environment, greater landscape resiliency, tree protection and replacement standards, all that will enhance the natural environments of the township. Additionally, the proposed Ordinance promotes the integration of stormwater management and landscape design using trees and plants to promote compliance with

state water quality mandates and stormwater management and erosion control, through detention, treatment, infiltration and groundwater recharge of rainwater.

The proposed requirements support the community vision outlined in the *Northern Lehigh Multi-Municipal Comprehensive Plan* and *FutureLV: The Regional Plan*, and demonstrate an exemplary approach to guiding and managing development utilizing the tools municipalities have available, per the Pennsylvania Municipalities Planning Code (MPC).

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

The LVPC has copied appropriate representatives from the *Northern Lehigh Multi-Municipal Plan* to further expand collaboration on planning and development between neighboring communities (of Policy 4.6).

If you have any questions, please do not hesitate to call.

Sincerely,



Jillian Seitz
Chief Community Planner



Susan Myerov
Director of Environmental Planning



Brian Hite
Transportation Planner

cc: Mike Siegel, Lowhill Township Planning Consultant

Appendix

- Section 301.D.3 refers to Article 5 of the Township Zoning Ordinance, but this section is not found in the version of the Township's Zoning Ordinance recently updated in 2024 and should be clarified.

- Section 520.A.3 references “perk” testing and should be revised to “perc” or “percolation” for greater clarity and supper users’ understanding.
- Section 520.A.4 states that “on-lot sewage maintenance agreements with Lowhill Township shall be prohibited” and should be clarified.
- Section 521.A.2 references that all industrial developments and commercial sites with structures over 10,000 square feet shall connect to Township public water system in accordance with the Township’s Zoning Ordinance and Act 537 Plan. This reference in the Township’s Ordinance and Act 537 Plan could not be located and should be clarified.
- Section 524 references wellhead protection standards in the Township’s Ordinance, however the referenced standards could not be located and should be clarified.



DR. CHRISTOPHER R. AMATO
Chair

CHRISTINA V. MORGAN
Vice Chair

ARMANDO MORITZ-CHAPELLIQUEN
Treasurer

BECKY A. BRADLEY, AICP
Executive Director

April XX, 2025

Mr. Robert Ibach
Manager
Upper Macungie Township
8330 Schantz Road
Breinigsville, PA 18031

RE: Upper Macungie Township Draft Comprehensive Parks, Recreation & Open Space Plan

Dear Mr. Ibach:

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

- LVPC Environment Committee Meeting
 - April 22, 2025, at 10:30 AM
 - <http://www.tinyurl.com/LVPC2025>
- LVPC Full Commission Meeting
 - April 24, 2025, at 7:00 PM
 - <http://www.tinyurl.com/LVPC2025>

The Upper Macungie Township Draft Comprehensive Parks, Recreation & Open Space Plan aims to preserve and enhance the Township’s parks, recreational spaces and natural landscapes, to, “Ensure that residents of all ages and abilities have access to opportunities for active, healthy living.” The draft plan has been developed during a time of unprecedented population growth, and elevated interest in parks, recreation and open space since the COVID-19 pandemic. Upper Macungie Township’s population growth is predicted to continue, as the Township is projected to have a population of 31,457 by 2030 and 44,302 by 2050, an approximately 68% increase from the 2020 population, according to the *DataLV Population & Employment Forecast*. The Draft Comprehensive Parks, Recreation & Open Space Plan will help the Township plan for and adapt to future needs from a growing population and evolving recreational preferences. The Draft Plan’s development was influenced by the Township’s 2019 Comprehensive Plan and *2023 UMT Vision Zero Action Plan*, and will be able to work in concert to plan for the future of Upper Macungie Township. Based upon our review, we offer the following comments:

Elements of the draft plan consistent with relevant LVPC plans include:

- Identifying key regional planning documents and their connections to Upper Macungie Township, including *FutureLV: The Regional Plan*, *Lehigh County Livable Landscapes*, *Walk/RollLV* and the *Lehigh Valley Trails Inventory – 2013 Lehigh and Northampton Counties* in the “Summary of Existing Planning Documents” section.
- Recommendation 4.5, which proposes open space protections through planning mechanisms such as zoning and SALDO updates (*Lehigh County Livable Landscapes*, Goal 6).
- Identifying parcels for future possible open space acquisition by the Township and including these areas in municipal official map updates (*Lehigh County Livable Landscapes*, Goal 6).

- Identifying opportunities to expand and connect to regional trail and greenway networks, such as a potential connection of the Jordan Creek Greenway to the northern portion of Upper Macungie Township (*FutureLV* Policies 3.1 and 5.3).
- Utilizing recommendations from the 2023 *Upper Macungie Township Vision Zero Action Plan*, to improve pedestrian and bicycle safety and accessibility within the Township (*FutureLV* Policies 2.1 and 2.2).

The LVPC requests the following:

- Crediting the LVPC for publishing the *Lehigh Valley Return on Environment* study. Page 120 of the Draft Plan credits WeConservePA for the study; however, the LVPC was the publishing agency, even though the plan can be found in WeConservePA's online library.

The LVPC recommends the following:

- Within Vision 1.0, "Accessible, Safe, & Inviting Park Spaces for All," to describe how trails within the Township can be connected to the region-wide trail network.
- Adding potential connections to regional trails outside of the Township in Figure 2.17 on page 44.
- Including a woodland areas layer within one of the natural resource maps included in the "Inventory" section beginning on page 29.
- Mapping the Pennsylvania Natural Heritage Inventory Core Habitat areas within the "Inventory" section beginning on page 29. In addition, describe the 'Little Lehigh Grasslands' habitat area, which is one of two PA Natural Heritage Inventory Core Habitats within the Township, along with 'The Jungle.'

The LVPC is supportive of Upper Macungie Township as it looks to implement its Draft Comprehensive Parks, Recreation & Open Space Plan and is available as a resource if Township staff would like to discuss implementation strategies. The Draft Plan is a critical tool to preserve the parks, recreational spaces and natural landscapes in Upper Macungie Township, aligning with the Township's comprehensive plan, *Lehigh County Livable Landscapes* and *FutureLV: the Regional Plan*.

If you have any questions regarding the content of this letter, please do not hesitate to contact us.

Sincerely,

Susan Myerov, AICP
Director of Environmental Planning

Christian Martinez
Environmental Planner



Project Review Summary Sheet

Environment Committee

Date: April 2025

Project	Municipality	Brief Statement of Purpose	LVPC Comment
Application to Renew Approval of Existing Groundwater Withdrawal (DRBC Review)	Williams Township	Application by Morgan Hill Golf Course, Inc. to renew approval of existing groundwater withdrawal of up to 7.03 million gallons per month from Well No. IW-1 to the applicant's golf course irrigation system. No increase in groundwater allocation is proposed.	Aligns with <i>FutureLV: The Regional Plan</i> action to 'protect the quality and quantity of surface water and groundwater' (of Policy 3.2).
Application to Renew Approval of Existing Wastewater Treatment Plant and Discharge (DRBC Review)	City of Easton	Application by Easton Area Joint Authority to renew approval of existing 10.0 million gallons per day wastewater treatment plant and discharge. The current average flow to the plant is approximately 5.82 million gallons per day. No expansion or modifications to the plant are proposed.	Aligns with <i>FutureLV: The Regional Plan</i> action to 'protect the quality and quantity of surface water and groundwater' (of Policy 3.2).



Lehigh Valley Transportation Study

RICHARD MOLCHANY
Chair, Coordinating Committee

BRENDAN COTTER
Chair, Technical Committee

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

MEMORANDUM

DATE: April 16, 2025
TO: Lehigh Valley Transportation Study
FROM: Lehigh Valley Planning Commission

REGARDING: Roadway Functional Classification System Update

One of the objectives of the Lehigh Valley Planning Commission (LVPC) is to meet requirements within the Unified Planning Work Program (UPWP) to update the region’s roadway functional classification network, and to promote efficient transportation system management and operation. Functional road classification is the process by which roads are grouped into classes according to the character of service they are intended to provide and are designed to categorize segments based on their functional importance within the Transportation Network. Roads serve two primary functions: providing mobility for through-traffic or offering access to local parcels. Mobility is typically achieved by arterial roads and the interstate/freeway system, allowing higher speeds and efficient traffic flow. In contrast, local roads provide access to adjacent land through lower-speed, lower-volume traffic. Between these two are collector roads, which combine mobility and access, linking local roads with arterial routes. The classification is based on whether a road emphasizes mobility, access, or a combination of both. There are 7 functional road classifications within the transportation network. These are Interstate, Other Freeways and Expressways, Other Principal Arterial, Minor Arterial, Major Collector, Minor Collector, and Local. The authority to establish the highway functional classification is set forth in Section 105(b) of 23 CFR 470.

Functional classifications are used in a multitude of manners, ranging from planning to highway design to funding. These classifications of roads are utilized in the prioritization and programming of projects. These classifications also define road roles, design expectations (speed and capacity), funding eligibility, and benchmarks for performance monitoring. Traffic safety programs that identify and mitigate crashes utilize functional classifications. Lastly, updating functional classification ensures that Federal funds are allocated where most needed.

The functional classification of roadways should be reviewed and updated as needed or at least every 10 years. The update should coincide with the release of the decennial census data. The U.S. Census Bureau, every 10 years, reestablishes the urban area boundary based on population density. Classifications should also be updated more regularly based upon changes to growth in population, employment, households, and land use. Fast growing areas, such as the Lehigh Valley, could justify updating classifications every three to four years based upon its historically consistent population growth rates and more recent robust growth in warehousing/logistic centers.

Since the last review of road classification, both Lehigh and Northampton counties have experienced significant growth. Between 2015 and 2024, the approved residential units and non-residential square footage, have increased by 112% and 33.5% respectively, both leading

to higher traffic volumes. In 2015, the total Daily Vehicle Miles Traveled (DVMT) of both counties was almost 13.9 million, whereas in 2023, the DVMT was almost 14.8 million. That means, the DVMT has increased by almost 1 million in both counties since 2015. The opening of new traffic generators in the region has further increased demand on the road network. However, only one functional classification change took place in recent years. A 2.08-mile segment of the Route 309 corridor extending from State Route 22 to I-78 in South Whitehall Township, Lehigh County, was reclassified from a Principal Arterial to Other Freeway and Expressway in 2019. More recently, the functional classification of collector and arterial roads were assessed through Geographic Information System (GIS) queries based on the Annual Average Daily Traffic (AADT), to determine if they should be upgraded. Initial findings revealed that some roads have exceeded their current AADT threshold. These recent analyses, combined with continued population and economic growth, have made it imperative to update the functional classification in order to effectively manage congestion, maintain system efficiency, and enhance network cohesion and connectivity.

All public roads in Lehigh and Northampton counties must have a functional classification designation. When a functional classification update occurs in an area covered by a Metropolitan Planning Organization (MPO) such as Lehigh Valley Transportation Study (LVTS), coordination with the PennDOT Engineering District is required. A letter of concurrence from LVTS must accompany the request.

Functional Classification Update Methodology

LVPC staff have been working on collecting, analyzing, and mapping data on planning for future developments, population and employment density, land uses, traffic volume, and significant traffic generators to propose changes to the functional classification of road networks within Lehigh Valley region.

The primary objective of functional classification system is to connect traffic generators (population centers, colleges and universities, shopping areas, etc.) with a roadway network that channelizes trips logically and efficiently. LVPC staff have followed the procedures from Section 4 of the Federal Highway Administration's (FHWA), "Highway Functional Classification Concepts, Criteria and Procedures 2023 edition" manual to determine the appropriate functional classification to connect traffic generators.

The LVPC staff have identified 88 key traffic generators, categorized into business districts, air, rail, bus, and truck terminals, regional shopping centers, colleges and universities, consolidated schools, hospital complexes, military bases, industrial and commercial centers, stadiums, fairgrounds, and parks, based on the guidance from FHWA's manual. Additionally, LANTA's Enhanced Bus Routes and layers from *FutureLV: The Regional Plan* (Metropolitan Transportation Plan), including centers and corridors, regional parks, preservation buffers, and development zones, have been incorporated into the map to enhance the identification of traffic generators. These generators are visually represented on the map using graduated symbols, with varying colors corresponding to their respective categories.

The LVPC Data Team created an internal ArcGIS Online "Muddy Map" or overlay analysis map tool used to view every dataset mentioned above that helped determine traffic generators or significant locations that have the potential to generate trips in the Lehigh Valley. When every

GIS dataset is viewable, the darker or “muddy” locations indicate areas that have significant day-to-day activity. These findings were verified by mapping the high population areas and employment centers against the “muddy map”.

Additionally, the LVPC Data Team analyzed Average Annual Daily Traffic (AADT) data and first compared the descriptive statistics (mean, median, mode) for traffic data from before and after the pandemic. This analysis helped validate the decision to use 2019 data, as it avoided skewed results from COVID-19-related traffic changes. A recent GIS query across all road corridors, based on AADT, was then conducted to assess the need for upgrades. Some roads were found to have reached the threshold for a higher functional classification. These roads, with increased AADT, have been identified as candidates for functional classification changes, as their current design no longer supports the existing traffic flow effectively and requires updates.

The team will next analyze the correlations between the traffic generators on the muddy map, and the roads that have exceeded their present AADT threshold qualitatively. Lastly, the data team has been working on updating the Transportation Safety Plan. Using PennDOT crash data from the current updates, LVPC staff will also qualitatively verify if locations needing safety improvements correlate with the roads that need functional classification updates. This would be an additional benchmark of important consideration for the potential upgrading or downgrading of functional classification. With this analysis, upon review of the existing Federal Functional Classification of State Routes, National Highway System status, predominant travel distance, and travel shed served, the LVTS will be presented with the initial list of roads that have the potential to be upgraded to the next functional classification.

Upon LVTS approval, this document will be sent to PennDOT District 5-0, Central Office and the FHWA for consideration to be upgraded or downgraded according to the initial analysis. The proposed changes are not final until they are approved by PennDOT and the FHWA.

PLAN ACTIVITY BY COUNTY



REGIONAL TOTALS*

33
Subdivision/Lot Line
Adjustments

70
Development

39
Stormwater
Management

16
Municipal Ordinances,
Maps and Plans

2,755
Acres

*Includes preliminary and final plans



RESIDENTIAL DEVELOPMENT

903 Total Units



199
SINGLE-FAMILY
DETACHED



279
TOWNHOUSES



353
APARTMENTS



72
TWINS



0
ASSISTED-
LIVING



0
MANUFACTURED
HOMES



0
CONDOS

NON-RESIDENTIAL DEVELOPMENT

1,463,649 Total Square Feet



345,173
COMMERCIAL



23,939
RETAIL



70,709
PUBLIC/
QUASI-PUBLIC



890,369
INDUSTRIAL



616,484
WAREHOUSE*



29,674
OFFICE



103,785
TRANSPORTATION



0
AGRICULTURE

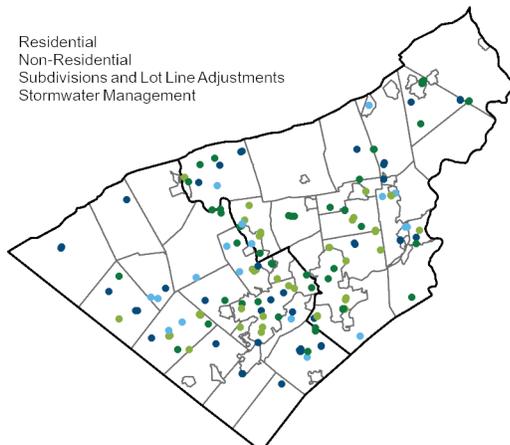


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RECREATIONAL

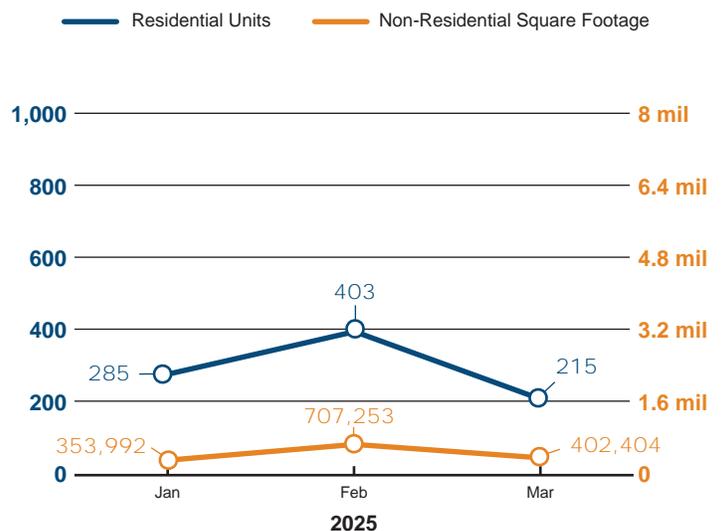
*Warehouse is a subset of Industrial

LOCATION OF DEVELOPMENT

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



YEAR TO DATE (YEAR TO YEAR)



PLAN ACTIVITY BY COUNTY



REGIONAL TOTALS*	
11	Subdivision/Lot Line Adjustments
24	Development
11	Stormwater Management
4	Municipal Ordinances, Maps and Plans
221	Acres

*Includes preliminary and final plans

RESIDENTIAL NON-RESIDENTIAL SUBDIVISIONS AND LOT LINE ADJUSTMENTS

STORMWATER MANAGEMENT MUNICIPAL ORDINANCES, MAPS AND PLANS

RESIDENTIAL DEVELOPMENT

215 Total Units



16
SINGLE-FAMILY
DETACHED



4
TOWNHOUSES



127
APARTMENTS



68
TWINS



0
ASSISTED-
LIVING



0
MANUFACTURED
HOMES



0
CONDOS

NON-RESIDENTIAL DEVELOPMENT

402,404 Total Square Feet



187,636
COMMERCIAL



6,139
RETAIL



60,950
PUBLIC/
QUASI-PUBLIC



136,245
INDUSTRIAL



55,760
WAREHOUSE*



11,434
OFFICE



0
TRANSPORTATION



0
AGRICULTURE

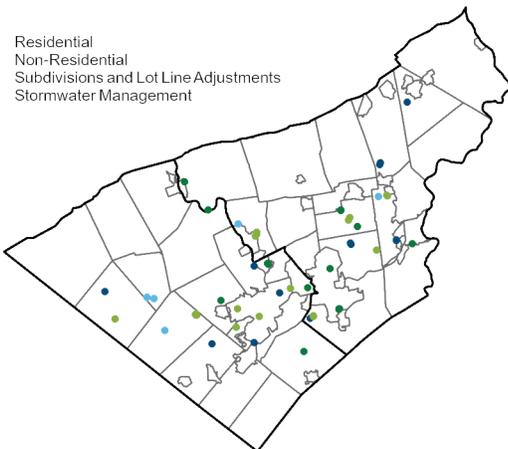


0
RECREATIONAL

*Warehouse is a subset of Industrial

LOCATION OF DEVELOPMENT

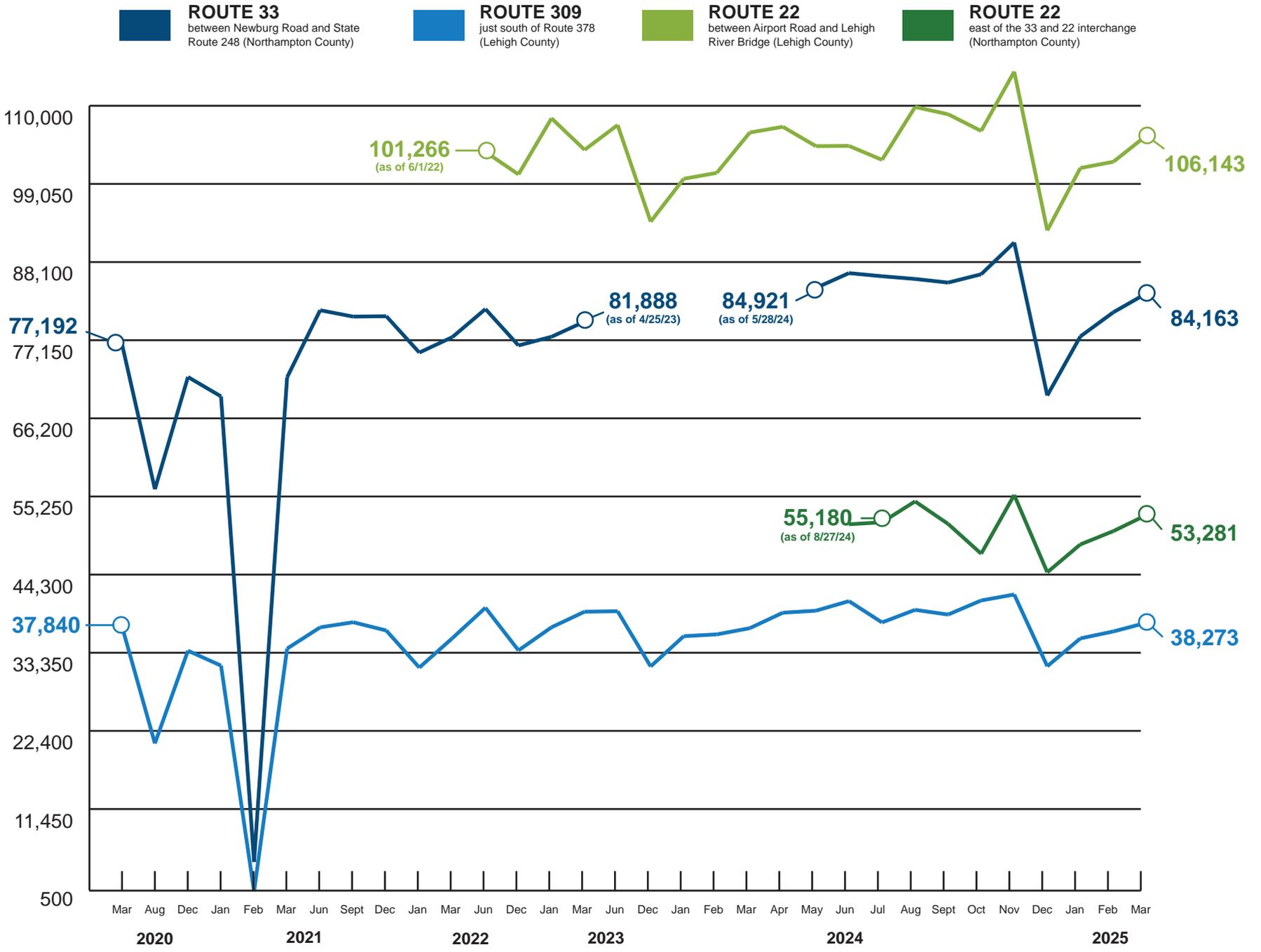
- Residential
- Non-Residential
- Subdivisions and Lot Line Adjustments
- Stormwater Management



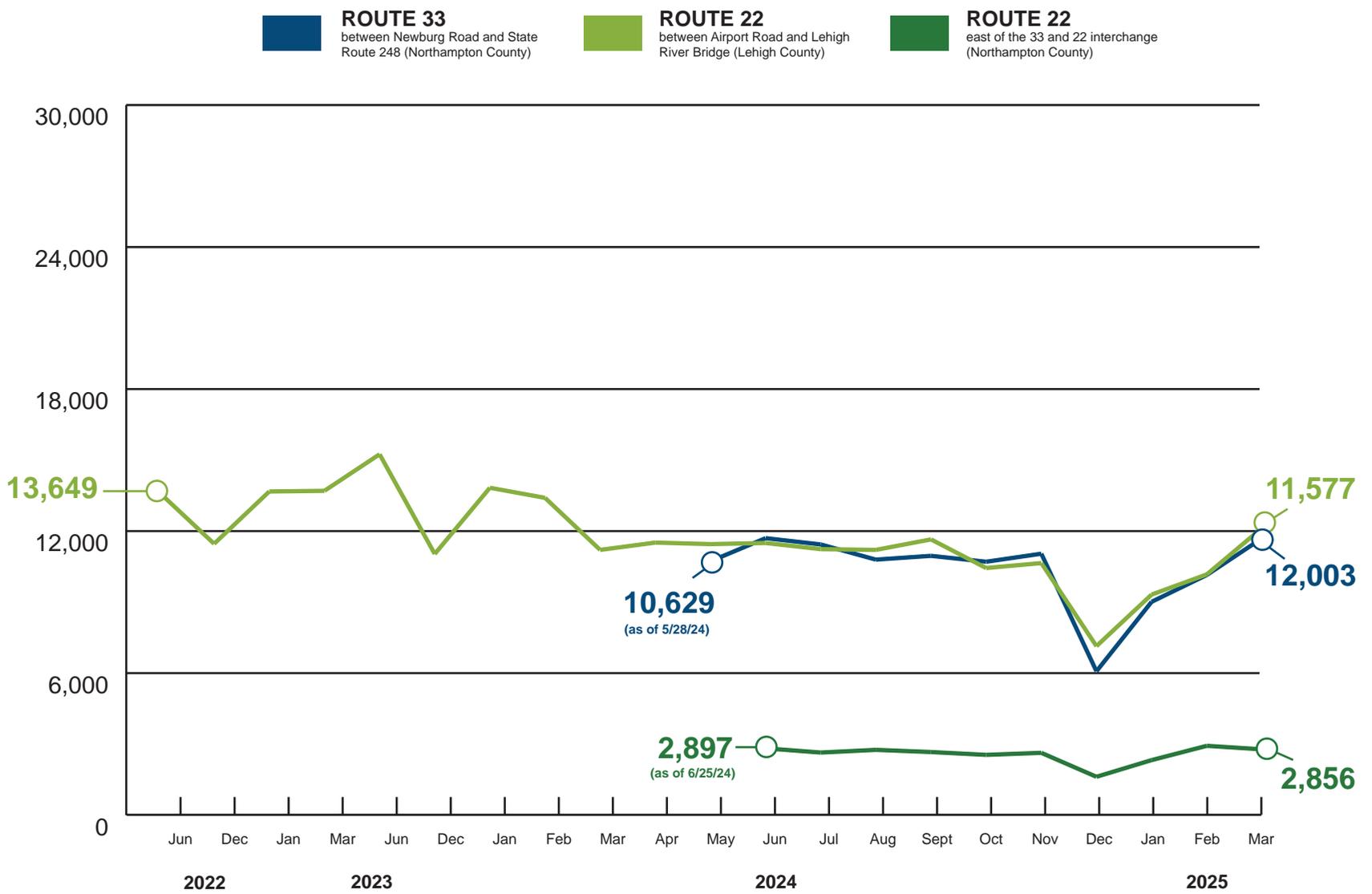
YEAR TO DATE (YEAR TO YEAR)



TOTAL VEHICLE TRAFFIC



TOTAL TRUCK TRAFFIC





Lehigh Valley Transportation Study

RICHARD MOLCHANY
Chair, Coordinating Committee

BRENDAN COTTER
Chair, Technical Committee

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

MEMORANDUM

DATE: April 7, 2025
TO: Lehigh Valley Transportation Study
FROM: Lehigh Valley Planning Commission

REGARDING: 1st Quarter of 2025, January to March Traffic Monitoring Report

This report covers traffic volumes and types of commercial trucks on roadways with active continuous traffic counters in operation in the Lehigh Valley during the 1st quarter of 2025 which comprises the months of January, February and March.

This data is a critical component of the Federal Highway Administration (FHWA) Highway Performance Monitoring System (HPMS) activities conducted by the Lehigh Valley Transportation Study (LVTS) and the Lehigh Valley Planning Commission (LVPC). Traffic data provides the basis for many transportation planning and programming purposes.

These are the continuous counters in operation and the associated data collected during the 1st quarter of 2025 with associated last Tuesday of the month data and any unusual variances provided.

- **Route 22 in Hanover Township** between Airport Road and Fullerton Avenue
Exits:
 - January 101,618 vehicles including 9,254 commercial trucks
 - February 102,493 vehicles including 10,063 commercial trucks
 - March 106,143 vehicles including 11,577 commercial trucks
- **Route 33 in Lower Nazareth Township** between Newburg Road and Route 248
Exits:
 - January 78,159 vehicles including 8,954 commercial trucks
 - February 81,532 vehicles including 10,087 commercial trucks
 - March 84,163 vehicles including 12,003 commercial trucks
- **Route 22 in Palmer Township** between Route 33 and the 25th Street Exits.
 - January 49,185 vehicles including 2,410 commercial trucks
 - February 51,042 vehicles including 3,001 commercial trucks
 - March 53,281 vehicles including 2,856 commercial trucks
- **Route 309 in Upper Saucon Township** between Fairmount Street and Passer Road
 - January 36,093 vehicles
 - February 37,064 vehicles
 - March 38,273 vehicles
 - *Note: the 309-traffic counter is unable to determine types of vehicles such as commercial trucks*

The 1st quarter of 2025 saw a return to normal seasonal traffic due primarily to travelling and commutes associated with the reactivation of employers and students coming off holiday time off. This is a normal trend associated with this time of year and is reflected through the steady increase to the end of the first quarter.

Comparison of the end of March 2024 to 2025 Traffic Volumes

During the 1st quarter of 2025 the Lehigh Valley had 4 counters in operation whereas in the 1st quarter of 2024 there were 2 active continuous traffic counters in operation collecting data.

The counters active during 2024 and 2025 were on US Route 22 near the Lehigh River Bridge in Hanover Township and Route 309 in Upper Saucon Township. The other continuous traffic counters on US Route 22 in Palmer Township and PA Route 33 were not in operation during the 1st quarter of 2024 due to installation or maintenance of the counters.

- **Route 22 in Hanover Township** saw a slight decrease from 106,568 vehicles in 2024 to 106,143 vehicles recorded in 2025. Commercial trucks were at 11,101 in 2024 as compared to 11,557 trucks in 2025. There is a difference of 425 less vehicles overall and 476 more commercial vehicles (trucks).
- **Route 309 in Upper Saucon Township** reported an increase from 2024 of 37,518 vehicles to 38,273 in 2025. An increase of 756 overall vehicles.

Slight variances year to year are normal, these pattern changes can be because of deviations of normal commutes or congestion allowing people to navigate different routes from normal commutes. The quarterly report does highlight the anticipated volumes and types of trucks are consistent during this seasonal change of traffic. Another factor that may result in changes in traffic volumes is land development, employment centers changing operations due to outside factors such as supply chain interruptions, consumer demand and available resources. Overall, the numbers are consistent with patterns we expect to see from quarter to quarter and analysis of year to year.

THE MORNING CALL

Talking Business with Becky Bradley: Climbing out of this housing shortage

By Becky Bradley

For The Morning Call

April 13, 2025 at 8:31 AM

One of the best things about being a planner is that most days the work is incredibly uplifting. Few experiences are more motivating than seeing people coordinating and collaborating to make their communities better, and I get to witness that repeatedly.

But then there are those times when you come across details or data that are eye-opening and downright frustrating. That's when you become even more motivated because the need to solve the problem, to advance our community becomes even more important. That's leadership and the expectation planners have of themselves and of others. And, yes, that means you, too.

We had a “we can and will do hard things moment” at the Lehigh Valley Planning Commission when we started looking at data from our Housing Supply and Attainability Strategy dashboard. It's a powerful online data tool that allows every community to analyze its housing supply and cost situation and match it against the incomes of people who live in those communities. Find it at lvpc.org/housing.

So, what challenges has this tool revealed? A home health aide with a median salary for that occupation doesn't make enough to afford the median rent or mortgage in any Lehigh Valley municipality. Not one. That's discouraging. Even a registered nurse, with a median salary of nearly \$90,000, can only afford the median rent or mortgage in 18 of the region's 62 municipalities. That is stunning to me. And even the median salary of a lawyer isn't enough to afford the median cost of a mortgage in Upper Saucon Township. Nearly a quarter of the homeowners and renters in Lower Macungie and Bethlehem townships are cost burdened, or house poor, paying more than 30% of their income towards their residence. It's an everywhere problem, not just an urban one. Full stop.

These are just a few data points that show us how steep this housing attainability mountain will be to climb. To be sure, this is a nationwide issue. However, it's exasperated in the Lehigh Valley, for two important reasons: After the housing crash of 2008, homebuilding slowed to a trickle; and even as that was happening this region

continued its seven-decade run of growing by more than 4,000 residents a year. A decade of suppressed housing production while the population continued to grow has left us with at least a 9000-unit housing shortage that's driving up prices. Combine that with four decades in which wage growth has not kept pace with steadily inclining real estate prices — also a national issue — and you end up with the housing crisis we have now.

Our analysis shows that in 1980, the median price of a Lehigh Valley home was a little more than twice the median household salary. Today, it is more than four times as much, and if the current trends continue, the median-priced home will cost seven times the median household income of the Lehigh Valley resident. Who among us would have been able to afford our first house if it was seven, or even four times our annual household income? And if you can't afford your first home, your ability to build wealth is greatly limited. Attracting and retaining talent will continue to be a challenge for our businesses, and school districts and other governments will see declining revenues, which in turn affect maintenance and improvements to sewer, water and transportation systems, among other public assets. When our kids can't afford to live here, the net result is that we jeopardize the community and economic success we took decades building.

It's exactly why we're partnering with the Urban Land Institute and Lehigh County to bring industries together and create the Lehigh Valley Housing and Attainability Strategy. The goal is to increase housing at appropriate income levels and in locations that support the needs of everyone. We've already collected and analyzed the data, so we know where things stand and how we got here. We've completed initial stakeholder interviews, including realtors, financiers, builders and developers, designers, planners, educators and government leaders, to develop a plan we hope to release this summer. It will include a healthy menu of doable recommendations designed to increase supply, improve efficiency and reduce costs. Our intent is to create an implementable housing business plan.

But I'm the first to say there is no magic wand here. Even through this busy period we've been in the past five years, this region has been approving an average of a little more than 2,000 new homes a year. Even if we're able to boost that by, say 50%, it would still take nearly a decade to erase that 9,000-unit deficit. Merely having more homes, and the right type of homes in sustainable locations, built through a more efficient review process, should help moderate prices, but that doesn't even begin to deal with rising materials costs or construction labor shortages.

Inflation has hit the development industry, too. One developer told us that with the typical 2,200-square-foot single-family detached home — the kind we saw by the thousands in the housing boom of two decades ago — just the “bricks and sticks” now costs at least \$300,000. That's before the land is purchased, paying the cost of getting through the process or making a profit. Innovative development and building techniques, multi-governmental collaborative review processes and shovel-ready sites all will certainly play into the solutions mix.

Yet, this is a complex problem with no easy fixes.

So, what's the answer? We roll up our sleeves, we keep working together toward a common goal, we climb this daunting housing mountain, and we make this community better. There is a reason we admire mountain climbers, especially those who scale the world's highest peaks. It's the ultimate expression of overcoming adversity, of persistence, patience, strategy, resource allocation, teamwork and talent that it takes to do really great things. It's the perfect combination of American values, as well. Rising to the challenge, not flinching when the answer is difficult, owning what needs to be done and then doing it well, is fundamentally who we are. That's truly uplifting. So, let's lock arms, put on our climbing cleats, grab the supplemental oxygen and get to work. I hear the view from the summit is spectacular.

This is a contributed opinion column. Becky Bradley is executive director of the Lehigh Valley Planning Commission. She can be reached at planning@lvpc.org. The views expressed in this piece are those of its individual author, and should not be interpreted as reflecting the views of this publication.

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MEMORANDUM

DATE: April 16, 2025
TO: Lehigh Valley Transportation Study
FROM: Lehigh Valley Planning Commission

REGARDING: Public Engagement, Education and Grants

Public Engagement

The most recent **Plan Lehigh Valley National Public Radio** show, which aired at 6:30 pm, April 7 on WDIY radio 88.1 FM, detailed the effort to tackle the Lehigh Valley’s housing shortage, with guest LVPC Chief Community and Regional Planner Jill Seitz. The show details the partnership between the LVPC, Urban Land Institute and Lehigh County to develop the Lehigh Valley Housing Supply and Attainability Strategy, and effort designed to increase housing at appropriate income levels and in locations that support the needs of everyone. The show is available at www.wdiy.org/show/plan-lehigh-valley and www.lvpc.org/newsly. The next Plan Lehigh Valley Radio Show will air May 5, at 6:30 pm.

The current **Business Cycle Column** was scheduled to be published Sunday, April 2, and it also detailed the effort to create the Lehigh Valley Housing Supply and Attainability Strategy. In the column, Becky discusses the mountain we’ll need to climb to tackle this housing shortage, with a particular focus on the many professions in the Lehigh Valley that don’t pay enough income to afford homes in many communities. The next column in the Morning Call will be published May 25.

Educational Opportunities

The following Lehigh Valley Government Academy (LVGA), Local Technical Assistance Program (LTAP) Classes will be held virtually:

Friday, May 16

PennDOT Traffic Calming Guidelines Update – 11 am to Noon

PennDOT has recently updated Pennsylvania’s traffic calming guidelines. Formerly called PennDOT Publication 383, Pennsylvania’s Traffic Calming Handbook, the updated guidelines will be in PennDOT Publication 13, Contextual Design Manual, Chapter 18. This session will review the updated traffic calming guidelines, how to locate the materials, and how to use them for your traffic calming program. Other discussion points will include traffic calming benefits/pitfalls, changes to key guidelines, and new tools for determining appropriate traffic calming measures.

Thursday, June 5

Difficult Conversations in Municipal Workplaces – 11 am to Noon

Effective communication is at the heart of public service, but difficult conversations, whether with colleagues, leadership, or the community—are inevitable. This interactive webinar equips municipal employees with tools to navigate challenging discussions with confidence, professionalism, and emotional intelligence. Join us to enhance your ability to handle tough talks while maintaining trust, collaboration, and a solutions-oriented mindset in your municipal workplace.

The following Lehigh Valley Government Academy (LVGA), Local Technical Assistance Program (LTAP) Classes will be held In Person at the LVPC Conference Center, 615 Waterfront Drive, Suite 201, Allentown PA 18102

Tuesday, May 20

Stops Signs and Intersection Traffic Control – 8 am to Noon

This course focuses on STOP signs and other controls that improve safety at unsignalized intersections. Beginning with reasons for effectively implementing STOP sign placement, course content will examine the components of STOP sign placement, as well as offering suggestions for accommodating uncommon challenges. In addition to STOP signs, the course will present content on other safety features often used at intersections along with signs such as pavement markings and rumble strips. The course will also offer content on common STOP intersection problems such as unwarranted STOP signs and multi-way STOP intersections. The methodology for studying an intersection to warrant STOP signs is included, along with a Workshop, during which participants will be challenged with an example problem and given an opportunity to work through a study to determine the best tools for intersection safety.

Tuesday, June 10

Bridge and Culvert Inspections for Municipalities – 8 am to 3 pm

The Federal Highway Administration requires the inspection of structures over 20 feet in length. This course discusses why the requirements for inspection were established and ownership responsibilities. As an introductory level course, components and terminology of smaller span structures are discussed to aid in reading bridge inspection reports. Components of different bridges, including the approach roadway, deck, superstructure, and substructure are discussed as well as culverts. The course discusses common (and uncommon) failure mechanisms typically encountered on smaller span structures. Three sample bridge inspection reports are reviewed, to familiarize municipal officials and employees with the importance of understanding these reports. Individuals who are involved in the maintenance of locally owned bridges (particularly spans less than 20 feet) are encouraged to attend.

Tuesday, July 29

Geosynthetics – 8 am to Noon

This course identifies various types of geosynthetic materials used in road maintenance operations. Attendees will gain the knowledge and understanding of the common types of geosynthetic materials as well as their applications and functions. Instructors will review the cost benefits in using geosynthetics in the preventive maintenance of roadway structures. Such uses of geosynthetics as subsurface drainage, subgrade stabilization, soil reinforcement, erosion and sedimentation control, and paving fabric will also be discussed.

Tuesday, August 19

Road Surface Management – 8 am to Noon

This course provides the basics for developing a road surface management program to help local governments manage their pavements. It provides an understanding of the concept and importance of road surface inventories and condition surveys. The basic components of flexible and rigid pavements are reviewed as well as pavement condition evaluations and how to recognize common pavement distress. Repair strategies at the system and project level are also discussed. Participants will perform sample pavement ratings.

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

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

Grant Opportunities

Safe Streets and Roads for All (SS4A)

The Streets and Roads for All program provides competitive grants to support planning, infrastructure, behavioral, and operational initiatives to prevent death and serious injury on roads and streets involving all roadway users, including pedestrians, bicyclists, public transportation, personal conveyance, micro-mobility users, motorists, and commercial vehicle operators. The program provides funding to develop the tools to help strengthen a community's approach to roadway safety and save lives and is designed to meet the needs of diverse local, Tribal, and regional communities that differ dramatically in size, location, and experience administering Federal funding. The maximum expected award for Planning and Demonstration Grants changed from \$10,000,000 to \$5,000,000. The application deadline is June 26, 2025, and the deadline for requesting PennDOT support is June 12, 2025.

<https://www.transportation.gov/grants/SS4A>

Pennsylvania Department of Community and Economic Development (DCED) Multimodal Transportation Fund (MTF)

The Multimodal Transportation Fund provides grants to encourage economic development and ensure that a safe and reliable system of transportation is available to the residents of the commonwealth. Funds may be used for the development, rehabilitation and enhancement of transportation assets to existing communities, streetscape, lighting, sidewalk enhancement, pedestrian safety, connectivity of transportation assets and transit-oriented development. Eligible entities include: Municipalities, Councils of Governments, Businesses, Economic Development Organizations, Public Transportation Agencies, and Ports-Rail/Freight. Grants are available for projects with a total cost of \$100,000 or more. Grants shall not exceed \$3,000,000 for any project. Applications will be accepted until May 31st.

<https://dced.pa.gov/programs/multimodal-transportation-fund/>

Pennsylvania Department of Transportation Automated Red-Light Enforcement (ARLE) Grant

The Automated Red Light Enforcement Transportation Enhancements Grant Program (ARLE Funding Program) is a PennDOT-administered competitive grant program. Funding for the program is generated from the net revenue of fines collected through Automated Red Light Enforcement Systems and Automated Speed Enforcement Systems. PennDOT will be accepting applications from June 1st through June 30th, 2025. The 2025 program will continue to prioritize safety enhancements considering both PennDOT's Safety Network Screening methods for the project location and Crash Modification Factors associated with proposed improvements. A pre-application scoping form is required prior to submitting an application, which is due on April 28th, 2025.

<https://www.dot.state.pa.us/public/Bureaus/BOMO/Portal/TSPortal/FUNDARLE.html>

Pennsylvania Department of Community and Economic Development (DCED) Greenways, Trails, and Recreation Program (GTRP)

The Marcellus Shale Legacy Fund allocates funds to the Commonwealth Financing Authority for planning, acquisition, development, rehabilitation and repair of greenways, recreational trails,

open space, parks and beautification projects using the Greenways, Trails, and Recreation Program (GTRP). The funding is available for projects that involve development, rehabilitation and improvements to public parks, recreation areas, greenways, trails, and river conservation. Eligible entities are: Municipalities, Councils of Governments, Watershed Organization, For-Profit Businesses, Authorized Organization, and Institutions of Higher Education. Grants shall not exceed \$250,000 for any project. A 15% match of the total project cost is required. Applications will be accepted until May 31st.

<https://dced.pa.gov/programs/greenways-trails-and-recreation-program-gtrp/>