



STEVEN GLICKMAN
Chair

CHRISTOPHER AMATO
Vice Chair

KEVIN SCHMIDT
Treasurer

BECKY A. BRADLEY, AICP
Executive Director

LEHIGH VALLEY PLANNING COMMISSION
Minutes from the Thursday October 26, 2023, Meeting

The LVPC held a hybrid public meeting on Thursday, October 26, 2023. The meeting was advertised in the Lehigh Valley Press on October 18, 2023.

Chair Steven Glickman chaired the meeting.

Mr. Joey Dotta took Roll Call.

Members in Attendance:

Lehigh County

Geoff Brace, Bob Elbich, Steven Glickman, Jennifer Gomez, Kent Herman, Dennis Klusaritz, Rick Molchany, Joyce Moore, Christina Morgan, Owen O'Neil, Kathy Rader, Stephen Repasch, and Kevin Schmidt.

Northampton County

Christopher Amato, Charles Elliott, Judy Haldeman, Carl Manges, John McGorry, Stephen Melnick, Armando Moritz-Chapelliquen, Edward Nelson, and Tara Zrinski.

Members Absent:

Lehigh County

Phillips Armstrong, Percy Dougherty, Michael Drabenstott, Philip Ginder, Jamie Johnson, Santo Napoli, and Matthew Tuerk.

Northampton County

Jessica Cope, Andrew Elliott, Dan Engle, Darlene Heller, John Gallagher, Rachel Leon, Lamont G. McClure Jr., William McGee, Scott Minnich, Salvatore J. Panto Jr., J. William Reynolds, Tina Smith, and Taiba Sultana.

Staff Present: Steve Neratko, Mackenzie Geisner, Matt Assad, Sue Rockwell, Becky Bradley, Joey Dotta, Jill Seitz, Bambi Griffin-Rivera, Christian Martinez, Brian Hite, Evan Gardi, and Angela Ellis.

Public Present: Jeff Ward, Jeff Williams, Michael Onufrak, Charles Cole, David Wiley, Lauryn (Guest), KP (Guest), Lou Pektor, Chris Callie, Connor Lagore, Luke Jandl, Graysen Golter, "LDR," Ryan Gaylor, Judith Henckel, Belinda Roberts, "L," "John," Lauryn Rotunda, and several unidentified people.

COURTESY OF THE FLOOR

Ms. Bradley shared with members of the Commission and the attending public that former LVPC Transportation Planner Brad Stewart passed away.

CHAIRMAN'S REPORT

Chair Glickman presented that there has been not only an unprecedented number of reviews but, some of the most complex land developments the Commission has ever seen. This month's reviews included 18 land uses of regional significance, plus many municipal plans, ordinances and map amendments. Non-action items are largely in the meeting packet and will not be presented by staff to keep business of

Commission moving as efficiently as possible. Because the Commission operates with collegiality, if another person has made the same comment or asked the same question a commissioner wishes to express, please accept that the interest has been represented.

Chair Glickman added that the goal is to complete all business within two hours and to accomplish this action item reports will be limited as either the Comprehensive Planning Committee or the Environment Committee has already completed an in-depth review at their meetings early this week. He commended the Committee and the Staff for managing to process, prepare in-depth reviews, discuss these, edit them and have them ready for action this evening. He commended the Environment Committee and Staff for also doing the same for the largest number of water and sewer-related reviews. Chair Glickman thanked the Transportation Committee for their willingness to move their regularly scheduled meeting to Wednesday to accommodate the earlier start time. Lastly, he thanked all the Commissioners for arriving in-person and on time to help to make sure they could complete all the business.

Next, Chair Glickman presented details of Metroplan, the council of local governments and Metropolitan Planning Organization for central Arkansas, and their visit to the Lehigh Valley. The Little Rock Arkansas Metropolitan Planning Organization Metroplan contacted us several months ago with a request to visit the Lehigh Valley with the idea of sharing best practices.

The Arkansas visitors started their trip Tuesday evening with a welcome dinner at the Hotel Bethlehem, where Becky, Vice Chairman Amato, the County Executives and Chair Glickman gave them an overview of the Region. On Wednesday, the day began with a welcome to the City of Bethlehem and a bus ride on LANTA's Express Bus Service (EBS) from Bethlehem to Allentown. In Allentown, Mayor Matt Tuerk and ANIZDA Executive Director Steve Bamford led a walking tour of downtown, which was followed by a tour of the Coca-Cola Park by IronPigs Team owners, Executive Armstrong, and Commissioner Molchany. Staff also arranged a tour of the Waterfront site because public-private partnerships were something our friends from Arkansas were looking to better understand. Thursday included a presentation and bus tour of Easton by Mayor Sal Panto, followed by a small community's panel discussion in Hellertown with several borough and township managers, which was then followed by a bike ride with Wildlands Conservancy along the D&L Trail from Bethlehem to Allentown with non-profit partners, including the Coalition for Appropriate Transportation and Community Bike Works. Their visit closed at SteelStacks, where ArtsQuest CEO Kassie Hilgert talked about how Steelstacks was built on the strength of public/private partnerships and providing an experience of authenticity.

Chair Glickman said that the Metroplan board members were blown away by their experience in the Lehigh Valley. The Arkansas partners were genuinely impressed by the passion and dedication of everyone they met, and they were struck by how virtually every person they met, and every project they learned about, involved municipal, and in some cases, public/private collaboration.

MINUTES

Chair Glickman stated that the minutes of the Thursday, September 28, 2023, LVPC meeting are attached, and Mr. Dotta presented the previously voted on agenda items.

Chair Glickman asked for a motion to approve the minutes. Commissioner Moore made a motion to approve the minutes and Commissioner Melnick seconded the motion. Chair Glickman asked for any comments or questions. Chair Glickman called for a vote and the motion passed. Commissioners Morgan, Nelson and Charles Elliott abstained.

COMMITTEE REPORTS

Comprehensive Planning Committee:

INFORMATION ITEM: River Pointe Logistics Lots 3A, 3B, 3C, 4, 5, 7, 8 and 9 Overview – Land Use of Regional Significance – Upper Mount Bethel Township

Ms. Seitz presented that there were several overarching issues related to the overall Planned Industrial Park that impact all of the lots reviewed, so we're going to go over those issues first, before we provide an overview of the unique comments of the individual Lot review letters for the Commission to take action on. The Lehigh Valley Planning Commission (LVPC) has been made aware that misinformation regarding state-mandated county planning review was shared at the Upper Mount Bethel Township Planning Commission meeting on Wednesday, October 18, 2023. Per the Pennsylvania Municipalities Planning Code (Section 502, Subsection b) municipalities with a subdivision and land development ordinance "shall not approve such applications until the county report is received or until the expiration of 30 days." As the application was received on October 4, 2023, the LVPC has not issued comment on the application. We invited the Township and developer to attend the Comprehensive Planning Committee and Full Commission meetings. It is anticipated that Upper Mount Bethel Township will receive notification of comments by no later than November 3, 2023, the end of the 30-day comment period outlined in state statute.

Ms. Seitz noted that the Proposed Lots for review are associated with the River Pointe Logistics planned industrial park development, consisting of 12 industrial buildings totaling 5,873,000 square feet on approximately 804 acres of land. At full build out the Planned Industrial Park will generate an average of 19,250 passenger car trips and 3,749 truck trips in a typical weekday. The LVPC previously reviewed preliminary plans for four lots, and the remaining lots are included in this review. The site of the Planned industrial park is located on River Road just south of the Township border with Portland Borough. The overall Planned Industrial Park development aligns with the Township's designated General Industrial zoning district for the area (I-2), is in a Local Economic Revitalization Tax Assistance program (LERTA) and has the potential to provide economic benefits to the Township and Lehigh Valley. However, the size and scale of the project significantly surpasses any existing development and infrastructure in the surrounding area. Numerous issues related to the overall industrial park are outstanding or unresolved, and aspects of individual lot site designs can also be improved. Ensuring that freight mobility is matched with appropriate infrastructure to accommodate it should occur prior to approving land development plans (of Policy 2.4).

Mr. Hite presented that at full build out, the Planned Industrial Park will generate a total of nearly 23,000 vehicle trips – that's the equivalent amount of traffic we see daily on Airport Road at City Line Road at the entrance to the Airport. At that intersection it's five lanes across, adjacent to three industrial parks and an international airport. Additionally, the Planned Industrial Park will generate 1,000 more trucks per day than the Airport Road intersection. River Road has two lanes, one in each direction, and all are anticipated to travel beneath a low clearance, narrow-width rail bridge.

This Norfolk Southern rail line bridge crosses over Delaware Avenue in Portland Borough, which becomes River Road in Upper Mount Bethel Township, located north of the project site. This is the main access point for the River Pointe Logistics Planned Industrial Park, through which all truck traffic will be directed. The current clearance beneath this rail trestle, barely high enough for tractor-trailers, poses a severe safety and mobility concern. The LVPC recognizes this overpass as an obstacle that will severely limit the viability of the development. This is a practical matter that must be addressed, or the development will not function at a sustainable level. The bridge opening is also too narrow for two tractor-trailers to pass through safely.

The TIS states that, *"The applicant is studying the feasibility of modifications to the Norfolk Southern railroad overpass to provide additional clearance height as well as widening of the underpass on River Road. It is our understanding that the Applicant itself is prohibited from modifying this overpass within the*

PennDOT right-of-way (based on discussions with Norfolk Southern), and therefore the Applicant will assist Norfolk Southern in its efforts with PennDOT for any feasible modifications.”

The LVPC strongly encourages the developer to continue coordination to study and engineer design alternatives to increase the overpass clearance to promote roadway safety and limit environmental impacts of development (of Policy 2.2 and 3.2). State Route 611 was identified as a future 2040 Congested Corridor even before this project was proposed. Trucks are likely to use several other routes in the area, and impacts should be assessed to ‘consider the global effects of new or expanded freight businesses’ (of Policy 2.4) and minimize adverse impacts to adjacent communities’ infrastructure.

Ms. Seitz noted that the TIS states that access to the River Pointe Planned Industrial Park is proposed via one signalized, full movement driveway along River Road. Several additional roadways shown on the plan connect to the external roadway network, however these roadways are not clearly or consistently labeled as emergency access, and the plans do not show signage, gating, or any other indicator that these roads will be limited. The plans should be revised to clearly indicate the intent of all proposed roads and emergency access roadways. All emergency access routes, including Potomac Street and River Road, need to be coordinated with emergency service providers to ensure they are adequate for their needs. An emergency evacuation plan should be prepared for the Planned Industrial Park (of Policy 5.1).

The plans also identify that each lot will be served by central water and central sewer, and an on-site wastewater treatment plant is depicted in the Overall Site Plan. In the May 26, 2023 review letter for River Pointe Logistics Lots 1, 2 and 6, the LVPC encouraged continued coordination between the Township and developer to ensure the sewer system is ultimately overseen by a municipal authority. Since the time of that review, the Township has established a newly created Township Authority which will ultimately own, operate and maintain the wastewater treatment plant and sewer and water utility infrastructure throughout the Planned Industrial Park development. The proposal has the potential to provide proper long-term operation and maintenance.

The site plans for each individual lot were thoroughly evaluated for necessary amenities to accommodate tractor trailers based on LVPC’s recommendations and best practices for freight-based land uses. Each site plan indicates several designated “truck” parking spaces, however the proposed length of all of these spaces is too small to accommodate the largest sized tractor trailer legally allowed on highways. The LVPC recommends the tractor-trailer parking spaces and layout be configured to park a 70-foot truck within the space provided (of Policies 2.4 and 5.4). The plans do not indicate any long-term truck parking spaces or amenities, which are essential to freight operations as Federal law regulates the hours of operation for commercial truck drivers.

Mr. Hite noted that electrical hookups for Tractor-trailers are not indicated on any of the plans. Both truck parking and passenger vehicle parking lots should be prepared for the future of electric vehicles by providing the necessary charging infrastructure that may be required (of Policy 2.5). No snow removal equipment is indicated on the plans which is required to be included for the safety of drivers on the road (of Policy 3.4). Thousands of employees are anticipated upon full build-out, and the vicinity lacks the housing needed to support so many workers, resulting in extended commutes from surrounding communities. Multimodal amenities are also important for internal site mobility. “Proposed Open Space” areas and a walking trail are shown on the plans and may be a recreational or break time destination for employees and visitors to the industrial park if they are accessible.

Sidewalks are minimally included in each of the proposed lots, posing a safety concern for pedestrians of all abilities. No bicycle storage racks are included in any of the proposed lots and should be installed in a

convenient location at the proposed building to support mixed-transportation integration (of Policies 2.2 and 5.2). Transit service plays a critical role in the ability for the workforce to travel to and from work. The Lehigh and Northampton Transportation Authority (LANTA) does not provide fixed-route transit service to the project site or in the vicinity and has no plans to extend service to serve the project site at this time; however, given the proposed employment uses on the site, LANTA anticipates service requests in the vicinity. LANTA strongly recommends including a comprehensive pedestrian network within the River Pointe complex. Rideshare has emerged as an increasingly used mode of travel, especially by those that do not own a car or who share a vehicle with others in their household. A specific drop-off and pick-up location internal to the site should be provided with a covered waiting area.

Ms. Seitz added that the overall Planned Industrial Park is in an area with an abundance of natural features. The LVPC strongly recommends that the Township ensure the environmental impacts generated by the development are scrutinized, particularly impacts to critical habitats, to 'minimize environmental impacts of development' (Policy 3.2). Renderings of proposed buildings should also be provided from critical viewing points to assess what impact the development scale will have on the viewshed from the surrounding area. For each proposed building, the LVPC strongly recommends that the developer consider incorporating sustainable systems and green building design.

In consideration of the outstanding issues of the Overall Planned Industrial Park and each individual lot as outlined in detail in the review letters, the project fails to align with the policies of *FutureLV*.

Ms. Seitz finished saying that at Tuesday's Comprehensive Planning Committee meeting the Committee voted to add language to each of the RPL Lot letters which is highlighted in the final packets.

ACTION ITEM: River Pointe Logistics Lot 3A – Land Use of Regional Significance – Upper Mount Bethel Township

Mr. Hite presented Lot 3A, which proposes to construct a 210,000-square-foot building on 41.5 acres and will generate an average of 428 total vehicle trips per day, which includes 48 commercial vehicles. The proposed building is similarly sized compared to other existing industrial facilities in the area, however the proposed building is haphazardly located between several buildings, with only one main access drive, creating a flag lot. The design of a single access driveway poses safety and maintenance concerns with extremely limited available access points to and from the building. It is strongly recommended that sidewalk infrastructure be installed along the Lot 3A access driveway at the time of land development, connecting to the proposed building (of Policy 5.3).

Chair Glickman called for a motion to accept the staff comments. Commissioner Repasch made the motion, Commissioner Manges seconded the motion. Chair Glickman asked for any comments or questions.

Commissioner Zrinski asked what the consequences are for Upper Mount Bethel taking a vote without the project review letter in hand. Ms. Bradley responded that it is something that needs to be and will be determined in Executive Committee. Commissioner Zrinski expressed that it was "bothersome" that the officials tried to pass without any recommendations or approvals from the planning commission. Ms. Bradley noted that if Upper Mount Bethel Township officials approved projects before receiving the LVPC comment letter, it would be a clear violation of the Pennsylvania Municipal Planning Code (MPC). Commissioner Charles Elliott expressed that citizen planners should pursue legal action in recourse, if such a vote occurred. Commissioner Zrinski expressed that the developers have more capital and are wearing down dissenters.

Commissioner Melnick asked LVPC staff to explain what a flag lot is. Ms. Seitz explained that it is a lot with a single, long access road and lot behind other lots.

A flag lot makes emergency access difficult. Commissioner Melnick asked if there is a preliminary plan for wastewater treatment. Commissioner Nelson answered that it does not need to occur until later in the development process. Commissioner Nelson objected to the concerns of the nearby bridge height and stated that the height is taller than posted and is already in use by truck traffic coming to and from Ultra Poly. Commissioner Nelson noted that the clearance is visually small, but it is adequate for truck traffic and the potential issue be rectified as development goes along.

Vice Chair Amato requested that Upper Mount Bethel officials pay attention and incorporate LVPC's comments and recommendations. Commissioner Nelson responded that many of the recommendations mentioned in the letter have already been discussed and addressed. Commissioner Nelson stated that the report was detailed but it would have benefited from incorporating the information that has been discussed by Township officials. Chair Glickman responded that the LVPC staff is supposed to react to whatever information is in front of them and are unable to react to things that are not contained in the plans filed. Commissioner Nelson argued that the information should have been shared through discussions that occurred with the Township engineer.

Commissioner Mortiz-Chapelliquen asked about detailing a timeline for a request for Township response. Ms. Bradley clarified that the highlighted addition is a suggestion, and not legally binding, so the Commission cannot specify a timeline for response.

"It does beg the question though. Why don't we have the most current set of plans? And that opens a legal question as well," said Ms. Bradley.

Charles Cole of Upper Mount Bethel Township thanked the LVPC staff for the thorough review. Cole expressed that the comments are unfortunately underutilized and there is not enough discussion before votes are taken. Cole expressed that the sentiment that the project is ready to go is misleading. Cole stated that within the entire proposed industrial project site there are untested environmental sites and stream crossings. Cole expressed that the most pressing issue is the potential tenets are unknown which makes planning for water and sewer usage difficult.

Judith Henckel of Upper Mount Bethel expressed appreciation to the LVPC. Henckel voiced appreciation for the information the review letter provides and that the residents will continue to make the project as beneficial as possible with the resources available. Henckel expressed distinct concern for the existing wetlands and a want for a site-wide environmental review to occur.

Chair Glickman called for a vote to accept the staff comments and the motion passed. Commissioner Nelson voted nay.

ACTION ITEM: River Pointe Logistics Lot 3B – Land Use of Regional Significance – Upper Mount Bethel Township

Mr. Neratko presented Lot 3B, which proposes to construct a 60,000-square-foot building on 11.8 acres and will generate an average of 115 total vehicle trips per day, which includes 13 commercial vehicles. The proposed 60,000-square-foot building is appropriately sized compared to other existing industrial facilities in the area. However, aspects of the Lot 3B site design can be improved. 68 "truck" parking spaces are shown on the plans, however the proposed length of 35 feet for these spaces is too small to accommodate the largest sized tractor-trailer legally allowed on highways. If the intent is for the building to only be served by trucks 35 feet or less in length, lease agreements should specify this requirement (of *FutureLV* Policies 2.4 and 5.4).

Mr. Neratko suggested a sidewalk be provided along the unnamed roadway and internal driveways to connect pedestrians from the proposed building to the rest of the Industrial Park. Lot 3B includes one access point on the northeastern side of the lot that connects to River Pointe Drive via an unnamed roadway. While the inclusion of an emergency access point supports 'safe and secure community design and emergency management' (of Policy 5.1), the LVPC recommends providing two separate access points for commercial vehicles and passenger vehicles to minimize traffic conflicts (of Policy 2.2).

Chair Glickman called for a motion to accept the staff comments. Commissioner Manges made the motion, Commissioner Moore seconded the motion. Chair Glickman asked for any comments or questions.

Commissioner Zrinski asked if the impacts that were stated cumulative or individual? Mr. Neratko stated that the impacts were analyzed on both levels to understand what the true impact a development of this magnitude would result in. Ms. Seitz explained that the letters weave back and forth between cumulative effects and lot-specific recommendations. Ms. Bradley noted that the LVPC is regulatory for stormwater reviews and the technical engineering review is not advisory. Commissioner Zrinski noted the intensity of work required to complete these reviews and Mr. Neratko noted that sometimes LVPC are not afforded the full 30 days to review if a monthly meeting occurs before. Commissioner Brace added that the bombardment of reviews seems almost intentional.

Commissioner Nelson added that as each lot goes through the development phases it will be reviewed through the municipality. Vice Chair Amato commended the LVPC staff's work to complete the review letters while maintaining their degree of professionalism. Vice Chair Amato also added that he wished there was better SLAPP laws that may have aided the process and made it less contentious.

Chair Glickman called for a vote to accept the staff comments and the motion passed. Commissioner Nelson voted nay.

ACTION ITEM: River Pointe Logistics Lot 3C – Land Use of Regional Significance – Upper Mount Bethel Township

Mr. Neratko presented Lot 3C, which proposes to construct a 43,200-square-foot building on 9.4 acres and will generate an average of 111 total vehicle trips per day, which includes 20 commercial vehicles. This proposed building is appropriately sized compared to other existing industrial facilities in the area, however aspects of the site design can be improved. The sidewalk is only included adjacent to the passenger vehicle parking area along the proposed building, however there is also sidewalk along the south side of River Pointe Drive. A sidewalk should be provided along the internal access roads and on both sides of River Pointe Drive to better facilitate connectivity and substantially improve pedestrian safety. A shared emergency access road is proposed on the northeast side of the lot, connecting to Lot 3B that supports 'safe and secure community design and emergency management' (of Policy 5.1).

Chair Glickman called for a motion to accept the staff comments. Commissioner Melnick made the motion, Commissioner Zrinski seconded the motion. Chair Glickman asked for any comments or questions.

Commissioner Melnick brought up Commissioner Elbich's previous comments regarding inadequate spacing for emergency vehicles on the access driveways.

Chair Glickman called for a vote to accept the staff comments and the motion passed. Commissioner Nelson voted nay.

ACTION ITEM: River Pointe Logistics Lot 4 – Land Use of Regional Significance – Upper Mount Bethel Township

Mr. Dotta presented Lot 4, which proposes to construct a 527,500-square-foot building on 46.4 acres and will generate an average of 1,572 total vehicle trips per day, which includes 256 commercial vehicles. The inclusion of two access points on the unnamed roadway supports 'safe and secure community design and emergency management' (of Policy 5.1), however the configuration of the building behind another building (Lot 6) creates a flag lot that can make it difficult for emergency responders to locate. If future iterations of individual lots or the overall Planned Industrial Park include revised lot designs or building configurations as end users are identified, these flag lot site design concerns should be addressed to better ensure the health, safety and welfare of the public. Any substantially revised site plans deviating from their original submissions must be submitted to LVPC for review. Sidewalks should be installed along the Lot 4 access driveways and connect from the River Pointe Drive pedestrian network to the proposed building (of Policy 5.3). To 'ensure accessibility for all persons', the ADA parking spaces should be located as close as possible to the building entrances, with appropriate curb cuts that minimize travel distance (of Policy 5.2).

Chair Glickman called for a motion to accept the staff comments. Commissioner Repasch made the motion, Commissioner Herman seconded the motion. Chair Glickman asked for any comments or questions.

Commissioner Nelson stated that lots 4, 5, and 6 are now combined into one lot. Vice Chair Amato asked to clarify when the vote for that occurred. Commissioner Charles Elliott asked if there was an approved set of plans not sent to the LVPC at all. Commissioner Nelson responded that he believed it was a conditional use, so a new set of plans were not required. Commissioner Melnick stated that he was still confused about what transpired and Chair Glickman stated that they can only react to what was submitted.

Mr. Neratko stated that while the differing impact is unknown, the LVPC was made aware of talk to consolidate the three lots and make one large building totaling about 1.5 million square feet. The building would be the ninth largest building in the United States. Commissioner Melnick asked if voting on the separate lots would be meaningless, and Ms. Bradley responded that the Commission should act on what is in front of them.

Judith Henckel responded that the developer came into township meetings and told them of the conditional use. According to Henckel, the developer and their attorney stated that they could go with either the one large, consolidated lot or three individual lots depending on who they get as tenants. Developer of the RPL site, Lou Pektor, responded that the lots were passed a conditional use so that they could market the property either way for prospective tenants. Pektor stated that the new building footprint would be less square footage and be 65 feet high, instead of 100 feet. Pektor also mentioned that the potential 1.5 million square-foot building being portrayed as the ninth largest building is completely false and that there are 20 buildings within 110 miles that are larger. Commissioner Charles Elliott asked Mr. Pektor if the vote was for conditional use or land development. Mr. Pektor answered that the vote was for concept plan for conditional use and that land development would eventually be brought to the LVPC when that is determined.

Chair Glickman called for a vote to accept the staff comments and the motion passed. Commissioner Nelson voted nay.

ACTION ITEM: River Pointe Logistics Lot 5 – Land Use of Regional Significance – Upper Mount Bethel Township

Mr. Dotta presented Lot 5, which proposes to construct two industrial buildings totaling 1,124,000 square feet on 88.4 acres and will generate a combined average of 3,351 total vehicle trips per day, which includes 546 commercial vehicles. The proposed site layout includes a long access driveway connecting from River Pointe Drive to the two buildings. The configuration of the site design as a flag lot with a long access driveway causes issues and potential delays for emergency vehicles in finding or accessing the property and does not 'promote safe and secure community design and emergency management' (Policy 5.1). Additionally, no direct route is provided for the Building 5B employee parking area. In the current configuration, passenger vehicles would need to travel through the area between truck parking and loading docks. Separate driveways for vehicle types would better improve safety and navigation through the site (of *FutureLV* Policy 5.4).

Sidewalks should be installed along the Lot 5 access driveway and interior roads, connecting from the River Pointe Drive pedestrian network to the proposed buildings (of Policy 5.3). The Americans With Disabilities Act (ADA) parking spaces shown on the plan within the passenger vehicle parking lots are located offset from the proposed buildings at each of the corners. ADA parking spaces should be located as close as possible to building entrances to 'ensure accessibility for all persons' (of Policy 5.2).

Chair Glickman called for a motion to accept the staff comments. Vice Chair Amato made the motion, Commissioner Zrinski seconded the motion. Chair Glickman asked for any comments or questions. There were none.

Chair Glickman called for a vote to accept the staff comments and the motion passed. Commissioner Nelson voted nay.

ACTION ITEM: River Pointe Logistics Lot 7 – Land Use of Regional Significance – Upper Mount Bethel Township

Ms. Seitz presented Lot 7, which proposes to construct a 401,650-square-foot building on 44.2 acres and will generate an average of 1,353 total vehicle trips per day, which includes 229 commercial vehicles. One site access point is provided for Lot 7, leading to the truck dock and parking area. The interaction of passenger vehicles and commercial truck vehicles both using the same ingress and egress should be clarified and communicated through appropriate signage and pavement markings to minimize commercial vehicles from using the passenger vehicle parking lots on the south side of the building. The walking trail proposed on the southwest and east sides of Lot 7 should be connected directly to the Lot 7 building via sidewalks and clearly designated pedestrian paths (of Policies 1.1, 2.3 and 5.2). Where the walking trail crosses the proposed emergency access road to the southwest of Lot 7, adequate signage and pavement markings should be provided to ensure the safety of people crossing the road (of Policy 5.2).

The Lot 7 plans identify a bog turtle habitat in the south and southwest areas of the lot. Land disturbance is proposed within the 300-foot bog turtle habitat buffer, encroaching on this habitat. Aside from concern that this biologically significant species will vanish from the landscape, bog turtles also serve as a bioindicator to gauge the health of wildlife habitats along the east coast as environments continue to change. The LVPC urges the developer to reduce the proposed scale of the Lot 7 building so that areas of disturbance do not encroach within 300 feet of the bog turtle habitat buffer to 'preserve natural resources in the land development process' (of Policy 3.1), and to revise the overall site plan to provide open space areas that are connected and unfragmented to better support critical habitats and wildlife movements (of Policy 3.1)

Chair Glickman called for a motion to accept the staff comments. Commissioner Manges made the motion, Commissioner Moritz-Chapelliquen seconded the motion. Chair Glickman asked for any comments or questions.

Vice Chair Amato expressed that this lot presented an opportunity to set an example and do the project right in the context of the bog turtle habitat. Commissioner Nelson noted that Upper Mount Bethel supervisors have already been notified and are planning for the sensitive species.

Chair Glickman called for a vote to accept the staff comments and the motion passed. Commissioner Nelson voted nay.

ACTION ITEM: River Pointe Logistics Lot 8 – Land Use of Regional Significance – Upper Mount Bethel Township

Ms. Seitz presented Lot 8, which proposes to construct a 796,500-square-foot building on 87.1 acres and will generate an average of 2,373 total vehicle trips per day, which includes 387 commercial vehicles. The proposed site layout includes a single access driveway that poses safety and maintenance concerns and does not 'promote safe and secure community design and emergency management' (Policy 5.1). The interaction between passenger vehicles and commercial truck vehicles sharing the same roadways should be clarified, and the LVPC recommends traffic movement directions communicated through appropriate signage and pavement markings (of Policy 5.4).

Sidewalks should be installed along the Lot 8 roadways, connecting from the passenger vehicle parking areas to the unnamed roadway and to the River Pointe Drive pedestrian network (of Policy 5.3). The ADA parking spaces should be located as close as possible to building entrances, with appropriate curb cuts, to minimize travel distance and 'ensure accessibility for all persons' (of Policy 5.2). The walking trail proposed through Lot 8 should be connected to the Lot 8 building with a designated pedestrian path to ensure employees and visitors can use outdoor recreation facilities provided throughout the industrial park (of Policies 1.1, 2.3 and 5.2) with adequate signage and pavement markings to ensure the safety of people crossing the road.

Chair Glickman called for a motion to accept the staff comments. Commissioner Repasch made the motion, Commissioner Schmidt seconded the motion. Chair Glickman asked for any comments or questions. There were none.

Chair Glickman called for a vote to accept the staff comments and the motion passed. Commissioner Nelson voted nay.

ACTION ITEM: River Pointe Logistics Lot 9 – Land Use of Regional Significance – Upper Mount Bethel Township

Ms. Seitz presented Lot 9, which proposes to construct a 795,000-square-foot building on 154.9 acres and will generate an average of 2,369 total vehicle trips per day, which includes 386 commercial vehicles. Lot 9 includes a single access driveway at the terminating end of an unnamed roadway that connects to River Pointe Drive. This long access driveway and the configuration of the Lot 9 building behind another building (Lot 8) creates a flag lot that can make it difficult for emergency responders to locate and does not 'promote safe and secure community design and emergency management' (Policy 5.1). In the current

site configuration, the internal roadways are shared by passenger vehicles and tractor-trailers, which causes concern for traffic movements and should be clarified (of *FutureLV* Policy 5.4).

Lot 9 also includes an access road to the sewage treatment and water tower complex near the southwest side of the proposed building. The current roadway design around the utility complex does not make turnarounds easy for trucks if they mistakenly travel down that access. Access to the utility complex roadway should be limited to authorized users, with appropriate signage access controls such as gating. Sidewalk should be provided on the roadway connecting the site to River Pointe Drive, and a pedestrian path should be provided connecting the Lot 9 building to the walking trail and trail loop proposed in the southeast area of the lot.

Chair Glickman called for a motion to accept the staff comments. Commissioner Zrinski made the motion, Commissioner Charles Elliott seconded the motion. Chair Glickman asked for any comments or questions.

Commissioner Repasch asked if the utility complex is intended to serve just lot 9 or the entire proposed industrial park. Ms. Seitz clarified that the utility complex would serve the entire site. Vice Chair Amato asked if the concerns of the Upper Mount Bethel Fire Chief had been taken into consideration and if they are satisfied. Commissioner Nelson responded that nearby fire chiefs have been involved and have given recommendations. Commissioner Nelson added that a fire department in upper mount bethel would not be able to singularly handle a fire at one of these buildings. Vice Chair Amato asked if the developer would be able to find more volunteers for the fire department and where the money would come from. Commissioner Nelson added that the developer may choose to go professional. Chair Glickman noted that there are expected to be sprinklers and adequate water supply to help mitigate fire.

Vice Chair Amato expressed his concern that if the development is not done carefully there are a myriad of issues that could affect the adjacent drinking water supply for millions of people. Commissioner Nelson expressed his belief that it could be something that the rest of the state could follow and the potential tax revenue is an opportunity to revitalize the local economy.

Commissioner Repasch asked where the statement of the potential building being the ninth largest in the U.S. came from. Mr. Pektor responded that it came from a municipal supervisor and is completely untrue.

Chair Glickman called for a vote to accept the staff comments and the motion passed. Commissioner Nelson voted nay.

ACTION ITEM: River Pointe Logistics East (GenOn South) – Land Use of Regional Significance – Upper Mount Bethel Township

Mr. Neratko presented the project proposal to construct two industrial buildings, totaling 1,512,950 square feet at 5027 River Road. Building 2 is proposed to be 787,950 square feet and Building 3 is proposed to be 725,000 square feet. This is in addition to the 375,000 square feet already reviewed as part of Building 1 application on the site. Overall, this project faces many of the logistical challenges the larger RPL faces, with the additional risk of being so close to the Delaware River. These resources need to be preserved, and the developer should reconsider placing buildings with a massive amount of impervious surface, along with driveways and parking areas, so close to the water resources without additional buffering or filtering. Roadway runoff is a major concern.

The redevelopment of the site should consider the overall community and region's health when siting the structures. The structures are proposed to be less than 200 feet from the Delaware River, and driveways and parking areas a mere few feet from the designated floodway and 500-year flood plain. Due to the undammed nature of the river, it is more prone to flooding. Building this close to sensitive areas is not

only harmful to the environment, but also puts the structures, its occupants and those downstream in danger.

Chair Glickman called for a motion to accept the staff comments. Commissioner Melnick made the motion, Commissioner Repasch seconded the motion. Chair Glickman asked for any comments or questions.

Commissioner Nelson commented that the development of this site would potentially revitalize the railroad and alleviate the overall traffic impact. Commissioner Melnick stated the section a wild and scenic part of the river which stresses environmental protection.

Commissioner Zrinski shared a google search of the top 10 largest warehouses in America that would place the previously discussed building as the ninth largest.

Chair Glickman asked where the railroad was on the plan and Mr. Neratko pointed it out on the map. Commissioner Nelson added that any commissioner that would like a tour of any of the discussed project sites to contact him.

Vice Chair Amato expressed careful development of the property due to the unknown environmental factors and health risks.

Mr. Pektor responded to Commissioner Zrinski's google search and offered to provide a list of buildings that are larger. Chair Glickman responded that it is not necessary.

Chair Glickman called for a vote to accept the staff comments and the motion passed. Commissioner Nelson voted nay.

ACTION ITEM: Ultra Poly Building 3 Recycling Facility – Land Use of Regional Significance – Upper Mount Bethel Township

Ms. Seitz presented the proposed project site located within the existing Portland Industrial Park and a portion of the project site located within the Portland Borough boundary. The proposal is in an area designated for Development and developing within a designated industrial park supports the intent of *FutureLV* to encourage reinvestment in commercial areas (of Policy 4.6). While the project location is suitable for development, *FutureLV* encourages applicants to preserve natural resources in the land development process, maximize preservation of woodlands and critical habitats, and to minimize environmental impacts of development (of Policies 3.1 and 3.2). The LVPC commends the retention of existing woodlands on the northeast, southeast and southwest perimeters of the site in a contiguous manner with existing woodlands on adjacent lots.

The LVPC commends the requirement that plans be provided to local fire chiefs for comment, and that applicants comply with local fire chief recommendations as a condition of the granted zoning decision, which serves to enhance planning and emergency response efforts among emergency management personnel (of Policy 5.1).

Ms. Seitz added that the comments provided for the River Pointe Logistics Planned Industrial Park proposal also apply to this project given its adjacent location. As development increases south of the nearby height restricted and narrow rail trestle, the mobility of freight and passenger vehicles will continue to be further compromised.

Chair Glickman called for a motion to accept the staff comments. Commissioner Moore made the motion, Commissioner Repasch seconded the motion. Chair Glickman asked for any comments or questions. There were none.

Chair Glickman called for a vote to accept the staff comments and the motion passed. Commissioner Herman abstained and Commissioner Nelson voted nay.

ACTION ITEM: Bethlehem Landfill Phase V Expansion – Land Use of Regional Significance – Lower Saucon Township

Ms. Seitz presented a proposal of an 86-acre expansion of an existing landfill located at 2335 Applebutter Road. Landfills and Waste Disposal Facilities are high intensity land uses that have significant social and environmental impacts, and expansion must be cautiously scrutinized to ‘reduce greenhouse gas emissions’ (of Policy 3.4), ‘provide environmentally responsible and economical solid waste disposal and recycling’, ‘protect the quality and quantity of surface water and groundwater’ and ‘improve regional air quality’ (of Policy 3.2). The proposal conflicts with *FutureLV* because most of the area proposed for expansion of the landfill to the northeast is within a Character-Defining area of the General Land Use Plan, representing the natural and scenic character of the Lehigh Valley, including woodlands, steep slopes and the Bull Run Natural Heritage Inventory Core Habitat, shown in green. This Core Habitat is of State significance, and fragmenting the existing forested areas should be avoided. Landfill expansion in this area is strongly discouraged to ‘preserve natural, recreational, and scenic assets’ (of Policy 3.1).

The submitted plans depict an existing conservation easement to the north and east the proposed landfill expansion. The LVPC strongly recommends confirmation that the proposal does not infringe upon any legal agreements in the interest of the fiscal health and sustainability of the Township (of Policy 4.6).

The LVPC strongly recommends retention of existing woodland areas rather than tree removal and landscaping plantings to better serve as a buffer between development and the conservation easement area, and to ‘maximize preservation of woodlands and critical habitats’ (of Policy 3.1).

A Transportation Impact Study (TIS) was included with the proposal, and the project is estimated to generate an average of 102 new trips per day. The proposal includes a second driveway east of the original driveway, which improves access to the site in cases of emergency (of Policy 5.1). As the proposed expansion will not substantially increase the number of vehicles entering and leaving the location, the additional driveway could be utilized strictly for emergency access.

Chair Glickman called for a motion to accept the staff comments. Commissioner Zrinski made the motion, Commissioner Manges seconded the motion. Chair Glickman asked for any comments or questions.

Commissioner Nelson asked a clarifying question about the zoning area of the expansion. Vice Chair Amato noted that one of the region’s largest employers is taking legal action versus this development and that raises red flags for him. Commissioner Repasch clarified that the zoning of the area proposed for the expansion is currently in litigation. Commissioner Zrinski noted that Northampton County passed a resolution to reaffirm the landfill expansion is not in its best interest and authorized the county executive to take steps against it. It was mentioned that the expansion is near a natural heritage site that is important to residents’ quality of life.

Ms. Bradley added public comment that was emailed prior to the Full Committee meeting. The comments detailed erosion and soil measures that are pertinent to the landfill expansion and the severe limitations. The email urged extensive geotechnical testing to mitigate stormwater and environmental risks.

Chair Glickman called for a vote to accept the staff comments and the motion passed. Commissioner Charles Elliott abstained.

ACTION ITEM: 110 PA Route 100 Manufacturing – Land Use of Regional Significance – Upper Macungie Township

Mr. Dotta presented a proposed project that is in an area that can be best categorized as primarily industrial and commercial. The parcel is zoned as Light Industrial according to the Upper Macungie Zoning Ordinance Map and the existing use of the parcel is agricultural fields with one existing building. The General Land Use Plan in *FutureLV: The Regional Plan* designates the project site within a Development area which means it has most, or all the factors needed to support growth, such as sewer and transportation infrastructure capacity and contiguity to existing development and can accommodate additional industrial development. The LVPC encourages the developer to consider opportunities for incorporating sustainable energy systems that reduce overhead operational costs and ‘minimize environmental impacts of development’ (Policy 3.1).

There is LANTA service along Schantz Road and continuing north along Route 100. The LVPC recommends that the existing sidewalk throughout the property which would promote use of universal design (of Policy 5.2). Bicycle racks should be included on site (of Policy 2.3, 5.2 and 5.3). The LVPC recommends another access driveway into the property. A separate entrance to the site from the current access driveway could be considered and be strictly used for emergency use. The proposal is located between Interstate 78/Route 22 and Route 222, and both highways are accessed via the Route 100 interchanges. The proposed 17 trailer standing and lounging spots should be available for trucks utilizing the site at all hours for truck drivers who may be out of hours, as regulated by the federal government (of Policy 2.4).

Chair Glickman called for a motion to accept the staff comments. Commissioner Repasch made the motion, Commissioner Schmidt seconded the motion. Chair Glickman asked for any comments or questions. There were none.

Chair Glickman called for a vote to accept the staff comments and the motion passed. Commissioner Rader abstained.

ACTION ITEM: Male Road Industrial Development – Land Use of Regional Significance – Bushkill Township

Ms. Griffin-Rivera presented a proposal with parcels in an exurban area with few of the factors necessary for development. Over half of the larger parcel are agricultural lands that are part of a farmland preservation area. Sections are a mix of high and medium-conservation priority areas and should be used to prioritize conservation efforts. A considerable part of the larger parcel falls into a character-defining area that represents the natural and scenic character of the Lehigh Valley and has hydric soils and woodlands that are part of a Natural Heritage Inventory Core Habitat of State significance. Maximizing the preservation of woodlands and critical habitats, such as hydric soils and natural resources in the land development process are part of Policy 3.1 of *FutureLV: The Regional Plan*.

Trip generation calculations estimated 2,145 daily trips. Having only one access for three buildings is a concern. The LVPC recommends a boulevard-style access to mitigate issues. Coordination between the developer, PennDOT, Bushkill Township, Wind Gap Borough and Plainfield Township is encouraged for truck routing and traffic planning coordination to Interstates 78 and 80 via Route 33 and Male Road Bridge. PennDOT lists Male Road bridge condition as “poor” and it is listed as a replacement project in *FutureLV*, in the Long-Range Transportation Plan. The municipality and developer should engage with PennDOT to mitigate traffic congestion along Route 512 from Male Road to Route 33. The project should provide sidewalk connectivity along Male Road to eventually connect to Route 512 and the LANTA Bus Route that serves that corridor.

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

Chair Glickman called for a vote to accept the staff comments and the motion passed.

ACTION ITEM: Penn Dixie Commercial Park – Land Use of Regional Significance – Upper Nazareth Township

Mr. Neratko presented the proposal for the subdivision of an existing 100-acre parcel into six individual lots, the relocation of existing land uses on the site and the development of the Penn Dixie Commercial Park. Each of the six lots has a separate proposed use. Lot 1 is proposed to be 43.5 acres and to be developed into a 624,720-square-foot warehouse or manufacturing facility. Lot 2 is proposed to be 5.1 acres and to include the relocated ready-mix concrete plant and an office structure totaling 2,655 square feet. Lot 3 is proposed to be 5.9 acres and to include a 7,000-square-foot office and storage structure. Lot 4 would subdivide off 1.35 acres for the existing apartment building. Lot 5 is proposed to include the remaining 34.5 acres that are not planned to be developed at this time, including the quarry and the existing seasonal cabins. Lot 6 is proposed to be 4.4 acres and would include the development of an 8,940-square-foot office.

Bicycle racks should be placed in areas safe for employees and visitors. It is strongly recommended that sidewalk infrastructure be constructed to mitigate the potential conflict of motor vehicles and pedestrians using the same pathways. 950 daily passenger vehicles and 375 commercial vehicle trips are projected daily, with 1,025 of those being new. With that much new traffic, it is strongly recommended that the developer consider connecting parking areas to promote better on-site movement. It is recommended that the developer study truck movement on the site especially as it relates to turning radiuses for garbage trucks, fire trucks and other emergencies.

Chair Glickman called for a motion to accept the staff comments. Commissioner Melnick made the motion, Commissioner Rader seconded the motion. Chair Glickman asked for any comments or questions.

Vice Chair Amato asked if there was anything the Commission could add about speed limits at the nearby park to further help safety. Vice Chair Amato made a motion to amend the letter to include a part requesting lowering speed limits to further improve safety. During the vote Commissioner Nelson stated that is not how it works.

Commissioner Rader stated that there were several things that Vice Chair Amato suggested so far that would be clearer with a better understanding of local government. The lowering of the speed limits is something that the LVPC has nothing to do with, according to Commissioner Rader. Commissioner Rader went back to Vice Chair Amato's comments regarding fire service and that it is not a subject that pertains to the review.

Vice Chair Amato responded there are times to think outside the box and suggest reasonable solutions. The Commission talked about the state of the vote and Vice Chair Amato retracted his original motion and made a new motion to conduct a traffic impact study pertaining to the nearby park. Commissioner Charles Elliott suggested to add a sentence saying: "We suggest the township communicate with PennDOT regarding the possible necessity to reevaluate the speed limit and/or traffic controls along Tuskes Park."

Commissioner Charles Elliott made the motion to add the sentence and Vice Chair Amato seconded the motion. The amendment passed.

Chair Glickman called for a vote to accept the staff comments with the amendment and the motion passed.

ACTION ITEM: Myers Power Products – Land Use of Regional Significance – Tatamy Borough

Ms. Griffin-Rivera presented a proposal consolidating two parcels into 6.8 acres and constructing an 80,485-square-foot manufacturing facility at 100 Commerce Lane. This location is within a Development area and has transportation infrastructure capacity and proximity to existing development. The LVPC encourages addressing the need for overnight truck parking and integrating electric charging into the passenger vehicle parking lot. LANTA provides fixed-route public transportation close to this site. Efforts to include a sidewalk along the frontage of 100 Commerce Lane that will connect with the existing sidewalk will improve walkability and safe access to the existing bus stops, the LVPC commends this addition which 'improves connections between mass transit and pedestrian infrastructure' (of Policy 2.3). The LVPC recommends a bicycle rack be included in the plans to support employees who use a bicycle either alone or in combination with public transportation (of Policy 5.2).

Chair Glickman called for a motion to accept the staff comments. Commissioner Manges made the motion, Commissioner Moore seconded the motion. Chair Glickman asked for any comments or questions.

Chair Glickman noted that the next-door Martin Guitar is an example of solar energy on warehouses.

Chair Glickman called for a vote to accept the staff comments and the motion passed.

ACTION ITEM: Beekmantown Industrial Development – Land Use of Regional Significance – Whitehall Township

Mr. Dotta presented a proposal for the construction of a 689,000-square-foot warehouse or manufacturing structure in Whitehall Township. The existing features on the site include two abandoned quarries, one being actively filled under a Pennsylvania Department of Environmental Protection (DEP) permit for this project, and the other filled with water. The bottom of each quarry has penetrated the aquifer, and the water levels in both fluctuate with the water table. The quarry being filled is actively pumped, and the pump will be permanent. The developer should continue to work with DEP to ensure that the fill, cap, and water removal system is adequate for a large-scale redevelopment of a site such as this.

The project site is situated on some steep slopes although some of this is to be filled. The LVPC recommends that the riparian buffer be preserved during development to 'protect the quality and quantity of surface water and groundwater' (of FutureLV Policy 3.2). The plans show that some of the slopes will remain, so that the relatively tall structure will take up less of the viewshed for the neighboring residential district. It is recommended that another emergency access to the site be considered, potentially from Briar Lane to the southwest. It is strongly suggested that a traffic study be conducted on freight turning movements to traffic mobility. There are no sidewalks, bicycle racks or other pedestrian amenities shown on the submitted plans. It is strongly suggested that the developer implement sidewalks along Beekmantown Road and West Coplay Road, connecting to this current sidewalk system.

Chair Glickman called for a motion to accept the staff comments. Vice Chair Amato made the motion, Commissioner Charles Elliott seconded the motion. Chair Glickman asked for any comments or questions.

Chair Glickman inquired about the height of the building and Mr. Neratko responded that the building would sit in an indent. Mr. Pektor responded that the building will be 50 feet tall. Commissioner Rader asked about the feasibility of building on top of a filled in quarry and what is being implemented to ensure

the development is safe. Mr. Pektor responded that the proper geotechnical testing had been completed and there are not questions regarding the soil.

Commissioner Molchany virtually chatted asking about the foundation design whether it be compaction or piles. Mr. Pektor responded that they have not yet determined what ground stabilization preparation will be needed or what foundation design they will use.

Chair Glickman called for a vote to accept the staff comments and the motion passed.

ACTION ITEM: Lehigh Valley Town Center – Land Use of Regional Significance – Lower Macungie Township

Mr. Gardi presented an updated site plan submitted with a Traffic Impact Study (TIS). The LVPC strongly recommends that a separate secondary preliminary plan be submitted detailing phase two and that with each phase of the development a separate TIS be submitted. Many improvements are within the state's right-of-way and located in PennDOT's jurisdiction. Coordination with PennDOT will be required for both on and off-site improvements. PennDOT has jurisdiction over many of the adjacent roadways and a nearby Park and Ride location at Kessler Road. Spine Road will create a connection between Schantz Road and State Route 222. According to the TIS, the connection will not generate significant cut-through traffic, as there are more "desirable" routes in the area. However, this is the only direct connection between these routes and provides an opportunity for access. The LVPC commends the proposed sidewalk and crosswalk network throughout the development which will 'increase social and economic access to daily needs for all people' (Policy 5.2). Bicycle racks, however, should be included in the parking lots (of Policy 2.3, 5.2 and 5.3). There are LANTA bus stops and routes within a quarter mile of the proposal, however pedestrians from Lehigh Valley Town Center would not be able to reach them safely. Coordination with LANTA regarding these potential passengers is strongly recommended (of Policy 2.3).

Chair Glickman called for a motion to accept the staff comments. Commissioner Repasch made the motion, Commissioner Herman seconded the motion. Chair Glickman asked for any comments or questions. There were none.

Chair Glickman called for a vote to accept the staff comments and the motion passed.

ACTION ITEM: Topgolf Lehigh Valley – Land Use of Regional Significance – Lower Macungie Township

Mr. Dotta presented an application proposing construction of a Topgolf driving range with a two-story 20,460-square-foot facility which includes 72 bays, as the first of several planned developments for the Lehigh Valley Town Center.

The LVPC has a safety concern regarding the orientation of the proposed Topgolf range and the adjacent Interstate 78. Topgolf works to ensure that golf balls stay within the confines of the range, but there are times when customers may intentionally or unintentionally hit a ball outside the nets. Golf balls potentially hitting passing cars on I-78 is a major safety concern and should be taken into consideration during development. The LVPC recommends that the developer consider rotating the orientation of the Topgolf so that the hitting bays are facing northwest, parallel to I-78. If the proposed orientation remains, the LVPC recommends that the nets are built at a sufficient height to ensure that errant golf shots remain inside the confines of the facility. It is recommended that the developer specify the length of the proposed driving range and height of the nets on all sides. As golf balls and clubs advance in technology, the possibility of hitting over the net will only increase in probability and put more interstate drivers in danger. The LVPC recommends that the back net is, at a minimum, 150 feet in height to ensure that longer drivers are unable to hit outside the facility. The LVPC also encourages the developer to consider potential light spillage onto nearby properties and I-78, as well as bird migration patterns when

constructing the tall nets. Using adaptive LED lighting can help mitigate light pollution and 'minimize impacts of Land Uses of Regional Significance' (of Policy 1.4).

Mr. Dotta also showed a video of Anaheim Angel's baseball star Mike Trout hitting drives over the net at an unspecified Topgolf location.

Chair Glickman called for a motion to accept the staff comments. Commissioner Herman made the motion, Commissioner Repasch seconded the motion. Chair Glickman asked for any comments or questions.

Commissioner Herman asked if PennDOT had been notified and Ms. Bradley responded that a District five representative had been contacted.

Ms. Bradley shared a public comment expressing concern for drivers on I-78. The email described the Topgolf as a high-risk endeavor.

Chair Glickman called for a vote to accept the staff comments and the motion passed.

ACTION ITEM: Project Review Summary Sheet

Comprehensive Planning Committee:

Commissioner Melnick presented the Comprehensive Planning Committee summary sheet including review of the Plan Slate Belt Multi-Municipal Plan, Bethlehem Township's Active Transportation Plan, and a comprehensive rewrite of Emmaus Borough's municipal code related to zoning. Also included was another comprehensive rewrite to Emmaus Borough's municipal code relating to Subdivision and Land Development Ordinances, an official map update for Emmaus Borough, and a zoning ordinance amendment in Upper Nazareth Township.

Chair Glickman called for a motion to accept the staff comments. Commissioner Brace made the motion, Commissioner Amato seconded the motion. Chair Glickman asked for any comments or questions.

Commissioner Moritz-Chapelliquen commended the official map update of Emmaus Borough for taking the steps to implement such an important tool.

Chair Glickman called for a vote and the motion passed.

Environment Committee:

Commissioner Repasch presented the Environment Planning Committee summary sheet that included an Act 537 Plan Update for South Whitehall Township and four Delaware River Basin Commission reviews involving wastewater treatment plant and discharge renewals. The Environment Committee also reviewed an additional four Delaware River Basin Commission reviews involving a wastewater treatment plant renewal, two wastewater plant upgrade projects and a surface water allocation renewal.

Chair Glickman called for a motion to accept the staff comments. Commissioner Amato moved to accept the staff comments and Commissioner Moore seconded the motion. Chair Glickman asked for any comments or questions. There were none.

Commissioner Morgan abstained from the North Whitehall project and Commissioner Haldeman abstained from the South Whitehall plan update. The motion passed.

Transportation Committee:

Commissioner Herman encouraged increased participation in the Transportation Committee monthly meetings. Commissioner Herman summarized the Transportation Committee meeting that included

updates regarding the Long-Range Transportation Plan that the Lehigh Valley Transportation Study is currently out for another 15-day public comment period. There were also updates to the carbon reduction work and the Priority Climate Action Plan on transportation decarbonization, and a vulnerable road user assessment review. There were no action items. Chair Glickman asked for any comments or questions.

Old Business:

INFORMATION ITEMS: Activity Reports

Chair Glickman noted that, due to the length of the agenda, the activity reports and information were in the meeting packet: Chair Glickman asked for any comments or questions. There were none.

New Business:

Visit from Senator Bob Casey, Jr.

Ms. Bradley briefly discussed a visit from Senator Bob Casey to the LVPC office. The discussion focused on various projects the LVPC staff are working on and the increasing levels of development in the region.

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

Executive Director's Report:

Ms. Bradley notified the Commissioners that the LVPC would be monitoring plan activity and gave a quick update that there are 13 staff level subdivision and/or land development plans and 10 stormwater reviews. Ms. Bradley thanked the future investment from Lehigh County and encouraged Northampton County to match their increase in contributions for 2024.

Ms. Bradley then thanked the Commissioners for their continued volunteerism and the LVPC staff for maintaining their level of work while facing an unprecedented number of plan submissions.

Communications and Public Engagement:

INFORMATION ITEM: Communications Attachments

Chair Glickman shared that, in the interest of time, summaries of Becky's Morning Call column, the most recent Plan Lehigh Valley radio show and upcoming Local Technical Assistance Program virtual training classes are included in the packets.

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

ADJOURNMENT:

Chair Glickman stated that the next LVPC meeting is set to be virtual on November 16th at 7pm. Commissioner Brace notified that Commissioner Napoli is not in attendance and someone erroneously said here during roll call. Ms. Bradley recognized this.

Chair Glickman then asked if there was a motion to adjourn the meeting and Commissioner Molchany made a motion to adjourn. The meeting was adjourned.

Submitted by:

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