

PLAN SLATE BELT



November Steering Committee

Draft Issues and Opportunities Report, Development Analysis and Next Steps

Working Draft – 11/06/19

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- Portland • Roseto • Upper Mount Bethel • Washington • Wind Gap •



Steering Committee Agenda

- **Draft Issues and Opportunities Report –
Comments and Questions**
- **Development Analysis**
- **Next Steps**

Full Presentation available at:
www.planslatebelt.org

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Draft Issues and Opportunities Report

Comments and Questions

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Comments and Questions

Main Categories

- Typos and Punctuation
- Mapping Tweaks
- Transportation Concerns
- Land Analysis Interpretation
- Municipal Revenues
- Development Analysis

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General Questions

- How were the population and housing projections done?
 - Population projections are based on modeling software called REMI. The housing projections are based on the projected population divided by number of people per household.
- Does our agricultural zoning allow that high of a density?
 - Many agricultural areas allow very high densities under specific circumstances, such as when sewer or water are available.
- How was the percentage covered by property taxes calculated?
 - Previously, the calculation was based on percentage of Total Budget for Fiscal Year 2019. We have updated the calculation to be based on percentage of Total Revenue for 2019.

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Comments and Questions

Commuting Patterns

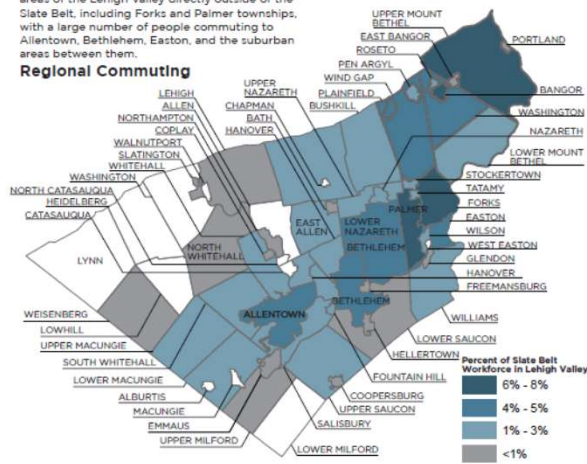
Regional

Both the Location Quotient and Shift-Share analyses indicate that there are not enough jobs in the Slate Belt for the local population. These numbers fit with local perceptions that the region has become more of a bedroom community in recent years. By looking at commuting data, we can see that this sense is correct—most people within the Slate Belt are commuting to outside areas for work.

Within the Slate Belt, areas of local employment include Bangor Borough and Upper Mount Bethel Township, with a number of people also working in Plainfield Township, Wind Gap Borough and Washington Township.

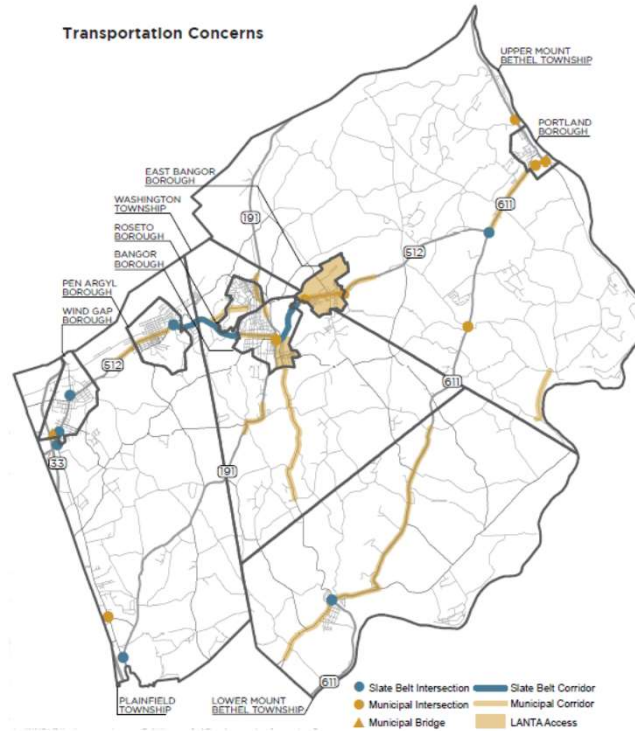
A large number of Slate Belt residents commute to areas of the Lehigh Valley directly outside of the Slate Belt, including Forks and Palmer townships, with a large number of people commuting to Allentown, Bethlehem, Easton, and the suburban areas between them.

Regional Commuting



59

Transportation Concerns



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Comments and Questions

PLAN SLATE BELT Municipal Transportation Concerns

Municipality	Location	Year	Vehicles Per Day	Trucks Per Day	Crashes*	Severity of Crashes
Bangor Borough	Route 512 west of Downtown Bangor	2019	7,788	769	High, Medium	Fatal, Major, Moderate
	Route 512 east of Downtown Bangor	2019	7,788	578	High, Medium, Low	Fatal, Major, Moderate, Minor
	Intersection of Route 512 and Route 191	2019	7,788	578	High, Medium, Low	Fatal, Major, Moderate, Minor
East Bangor Borough	Route 512 west of Downtown East Bangor	2019	7,788	578	High, Medium	Fatal, Major, Moderate
	Route 512 through Downtown East Bangor	2018	6,341	578	High, Medium	Fatal, Major, Moderate
	Route 512 east of Downtown East Bangor	2018	7,879	565	Medium	Moderate
Lower Mount Bethel Township	Route 611 near Front Street	2015	6,539	1,082	Medium, Low	Moderate, Minor
	Front Street near Abruzzi Avenue	2015	6,028	346	Medium, Low	Moderate, Minor
	Route 611 near Mount Pleasant Road	2019	2,711	639	High, Medium	Fatal, Major
Pen Argyl Borough	Route 512 near Main Street and Weona Park	2018	10,150	633	High, Medium	Fatal, Major
	Route 512 through Downtown Pen Argyl	2018	10,058	643	Medium, Low	Moderate, Minor
	Route 512 near South Main Street	2018	10,150	643	Medium, Low	Moderate, Minor
Plainfield Township	Intersection of Route 191 and Sullivan Trail	2018	3,818	489	High, Medium, Low	Fatal, Major, Moderate, Minor
	Intersection of Route 512 and Sullivan Trail	2019	4,844	398	High, Medium	Fatal, Major
	Intersection of Sullivan Trail and Belfast Road	2019	4,844	191	High, Medium	Fatal, Major
Portland Borough	River Road south of Route 611	2019	4,137	382	Low	Minor
	Route 611 Interchange	2019	8,888	118	Low	Minor
	River Road north of Route 611	2019	4,162	341	Low	Minor

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Municipality	Location	Year	Vehicles Per Day	Trucks Per Day	Crashes*	Severity of Crashes
Roseto Borough	Route 512 near Kennedy Drive	2017	9,052	826	High, Medium, Low	Fatal, Major, Moderate
	Slate Belt Boulevard from Route 512 to Front Avenue	2019	2,374	133	Medium	Moderate
	Route 191 through Roseto	2019	2,374	226	High, Medium	Fatal, Major
Upper Mount Bethel Township	Intersection of Routes 512 and 611	2019	8,888	742	High	Fatal, Major
	Intersection of Route 611 and Orchard Avenue	2017	3,977	390	High, Low	Fatal, Minor
	Intersection of Route 611 and Potomac Street	2019	8,888	958	High	Fatal, Major
Washington Township	Intersection of Route 512 and Kennedy Drive	2017	9,052	826	Medium	Moderate
	Lower South Main near True Blue Road	2017	5,851	102	Medium	Moderate
	Route 191 near O W Road	2017	5,851	466	Medium	Moderate
Wind Gap Borough	Intersection of Route 512 and Male Road	2017	20,365	744	High	Fatal, Major
	Intersection of Route 512 and Sullivan Trail	2017	18,028	770	High, Medium	Fatal, Major, Moderate
	Intersection of Route 512 and Broadway	2017	18,028	1,281	Medium, Low	Moderate, Minor

<https://www.dot7.state.pa.us/tire>
<https://www.lvpc.org/data-iv-transportation.html>

*Different sections of the same corridor can have High, Medium or Low crashes. The table reflects all the different crash conditions along the selected segment.

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Comments and Questions



Slate Belt Transportation Concerns

Route 512 Near Broadway and Route 512 and Male Road

The Route 512 and Male Road intersection and Route 512 Broadway corridor are located in Wind Gap Borough. They are in close proximity to each other. Safety was identified as the issue due to traffic congestion, and the intersection was ranked #1 by the municipalities. The corridor was tied for #9 by the municipalities. Crashes are high at this intersection, supporting community perceptions. However, crashes along the corridor are in the medium to low category.

Route 512 and Route 611

This Upper Mount Bethel Township intersection was identified as priority #2 by the municipalities. Traffic related to freight movements was the issue identified. Although this intersection contains moderate traffic volumes, truck traffic is present. This intersection is stop-controlled.

Route 512 and Sullivan Trail

The Route 512 and Sullivan Trail intersection is located in Plainfield Township, just east of the Route 33 and Route 512 interchange. This intersection was ranked #3 by the municipalities due to traffic congestion concerns and poor sight distance. This intersection carries significant traffic, averaging 18,028 vehicles per day in 2017, as it is a primary gateway to the Slate Belt communities. A high to medium number of crashes have occurred at this intersection. Both support community perceptions at this location.

Route 512 and Main Street

This Pen Argyl Borough intersection was tied for #4 by the municipalities. Pedestrian safety was the identified issue. The intersection is stop-controlled. Sidewalks are present. LANTA provides public bus service through this intersection.

Route 611 and Front Street

This Lower Mount Bethel Township intersection tied for #4 among area transportation concerns. Safety related to freight truck traffic was the identified issue of concern. The intersection carried the second-highest volume of truck traffic in the region, nearly 1,110 trucks per day, despite having only 6,639 vehicles per day on average. The area has medium to low crashes.

Route 512 Near Wels Market

This Bangor Borough corridor was tied for #4 by the municipalities. Pedestrian safety issues were identified as an issue of concern. This concern is supported by a high to medium number of crashes. The corridor is also served by LANTA and may have increased pedestrian activity.

Route 512 and Kennedy Drive

This Roseto Borough intersection was identified as a Slate Belt priority, with freight traffic being identified as the issue. This intersection was tied for #4 among area transportation concerns. Traffic volumes through this intersection averaged 9,052 vehicles per day in 2017.

Route 191 and Sullivan Trail

This Plainfield Township intersection was ranked #8 by the municipalities. Pedestrian safety was reported as an issue. The area around the intersection experienced high, medium and low crashes, depending on the specific location, and moderate traffic volumes, with 3,818 vehicles per day as of 2018. The intersection lacks defined crosswalks, possibly contributing to concerns.

Route 512 Near Bill Scott Boulevard

This Bangor Borough corridor was tied for #9 by the municipalities. Pedestrian safety issues were identified. This concern is supported by high to medium crashes. The corridor is also served by LANTA and may have increased pedestrian activity.

Additional Transportation Concerns

Municipality	Additional Concern	Near	Type	Vehicles Per Day	Crashes*
Lower Mount Bethel Township	Route 611	Howell Road	Corridor	2,501-5,000	High, Medium
Lower Mount Bethel Township	Belvidere Highway	Richmond Road	Corridor	2,501-5,000	High, Medium, Low
Lower Mount Bethel Township	Main Street	Good Road	Corridor	250-2,500	High, Medium, Low
Plainfield Township	Route 191	Kessler'sville Road	Corridor	5,001-10,000	High, Medium, Low
Plainfield Township	Pen Argyl Road	Grand Central Road	Corridor	2,501-5,000	High, Medium, Low
Washington Township	Delabole Road	O W Road	Corridor	250-2,500	High, Medium, Low
Upper Mount Bethel Township	Route 611	Mount Bethel Highway	Corridor	2,501-5,000	High, Medium, Low
Upper Mount Bethel Township	Route 512	Mount Bethel Highway	Corridor	5,001-10,000	High, Medium, Low
East Bangor Borough	Fox Gap Road	Creek Road	Corridor	250-2,500	High, Medium, Low
East Bangor Borough	Fox Gap Road	Lake Minsi Drive	Intersection	250-5,000	High
East Bangor Borough	Fox Gap Road	Creek Road	Intersection	250-2,500	High
Washington Township	Delabole Road	O W Road	Intersection	250-2,500	High
Plainfield Township	Delabole Road	Pen Argyl Road	Intersection	250-2,500	High

<https://www.dot7.state.pa.us/tire>

<https://www.lvpc.org/data-lv-transportation.html>

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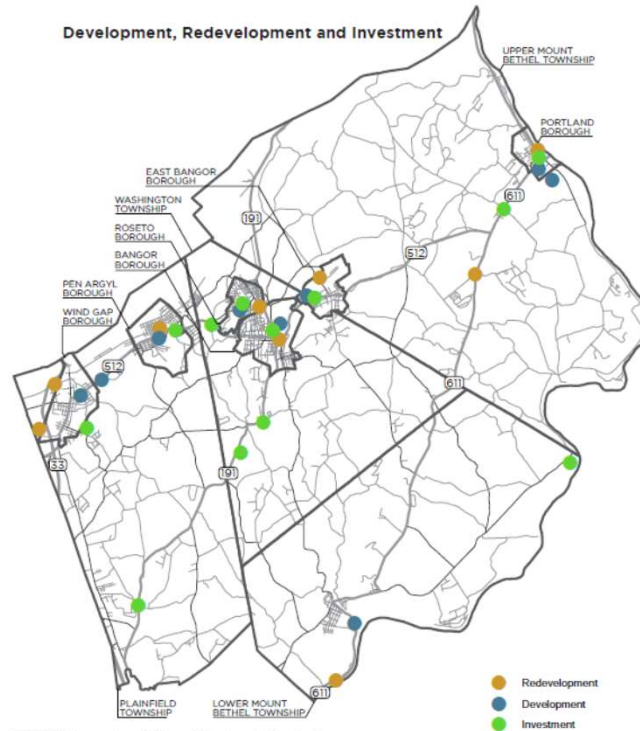


Comments and Questions

PLAN SLATE BELT Development Sites

Municipality	Address	Current Land Use	Future Land Use
Bangor Borough	North Main Street	Vacant	High-Density Residential
Bangor Borough	Downtown Bangor	Mixed-Use	High-Density Residential
East Bangor Borough	Capital Boulevard	Commercial	Commercial
East Bangor Borough	Lakewood Drive	Industrial	Industrial
Lower Mount Bethel Township	Howell Road	Agricultural	High-Density Residential
Lower Mount Bethel Township	Lower Mud Run Road	Industrial	Industrial
Pen Argyl Borough	Downtown Pen Argyl	Mixed-Use	Mixed-Use
Pen Argyl Borough	21 North Lobb	Vacant	High-Density Residential
Pen Argyl Borough	412 West Applegate Avenue	Vacant	Commercial
Plainfield Township	905 West Pennsylvania Avenue	Vacant	Industrial
Plainfield Township	593 Male Road	Industrial	Industrial
Portland Borough	102 Demi Road	Agricultural	Industrial
Portland Borough	Downtown Portland	Commercial	High-Density Residential
Roseto Borough	133 Front Street	Agricultural	High-Density Residential
Roseto Borough	122 Roseto Avenue	Low-Density Residential	High-Density Residential
Upper Mount Bethel Township	Marshfield Drive	Agricultural	Industrial
Upper Mount Bethel Township	1560 South Delaware Avenue	Industrial	Industrial
Wind Gap Borough	231 North Lehigh Avenue	Institutional	High-Density Residential
Wind Gap Borough	153 West 8 th Street	Industrial	Industrial

Development, Redevelopment and Investment



Municipality	Tax Rate	Percent of Revenue
Bangor Borough	1.63%	43%
East Bangor Borough	1.25%	45%
Lower Mount Bethel Township	0.51%	39%
Pen Argyl Borough	1.20%	39%
Plainfield Township	0.65%	36%
Portland Borough	2.00%	61%
Roseto Borough	1.15%	60%
Upper Mount Bethel Township	0.65%	40%
Washington Township	0.80%	45%
Wind Gap Borough	1.45%	49%

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Comments and Questions

Future Vision

The Slate Belt is a dynamic area of the Lehigh Valley with a unique quality of life rooted in its history and landscape. The legacy of manufacturing and farming runs deep and defines the character of its historic boroughs and rural townships.

The 21st century is bringing new challenges to the area. Population is projected to grow in the region, and new attainable housing will be needed. The economy is shifting away from manufacturing, and more people are commuting for work. Development in key areas can improve finances but will increase wear and tear of critical infrastructure.

Plan Slate Belt will confront these and many other issues, thoughts and concerns of the community. To help guide the development of the plan, the municipalities have agreed to six draft goals. While their final wording may change, they lay out a vision for the area that is balanced, high-quality, resilient, strong and prepared.



Draft Goals

1. A **balance** between growth and preservation.
2. A **high** regional **quality** of life.
3. **Efficient** local and regional governments.
4. A **resilient** transportation and infrastructure network.
5. A **strong** farming community.
6. A **prepared** student body and workforce.

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Development Analysis

Methodology

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Methodology

Average Cost Technique

- Averages Revenues and Costs across types of development
- Requires a common measurement to compare different types of development
- County and LVPC databases record Residential and Non-Residential development differently
- Acres is recorded for all development types

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Discussion Results

Development Scenarios

Existing

Estimate based on the current assessed value of the property.

Average

Estimate based on if the property had the same value per acre as a typical development of that type within your municipality.

High*

Estimate based on if the property had the same value per acre as a high-value development of that type within your municipality.*

Case Study*

Estimate based on if the property had the same value per acre as a recent development of that type within the county.*

*The High and Case Study Scenarios model value of new or redeveloped properties. **Working Draft – 11/06/19**

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Methodology

Steps for Average and High

1. Divide properties into general development types
2. Estimate value per acre
3. Estimate revenue per acre
4. Estimate cost per acre
5. Repeat for each development type and each municipality

Development Types

- High-Density Residential
- Low-Density Residential
- Mixed-Use
- Industrial
- Commercial
- Agricultural
- Vacant
- Institutional

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Methodology

Revenue

1. Estimate value per acre for each development type
2. Determine municipal tax rate
3. Multiply value per acre by municipal tax rate
4. Estimate revenue per acre of development

Cost

1. Divide budget into cost categories
2. Determine how categories apply to development types
3. Divide categories by acres of each development type
4. Estimate cost per acre of development

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Scenario Results

Existing and Average

- All sites were very low value (except Downtown Portland and an industrial property in Wind Gap)
- Bringing the property value up to average for the development type had significant benefits
- Vacant properties have extremely high costs

High and Case Study

- All sites saw significant improvement (except Downtown Portland and an industrial property in Wind Gap)
- Local high-value properties generally out-performed county case studies
- High-Density Residential and Mixed-Use have highest value

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Specific Development Type Results

High-Density Residential

- Highest value per acre (due to building value)
- Produces highest municipal revenue
- Pays for its school district costs if a higher-value property

Agriculture

- Low value per acre
- Produces low municipal revenue
- Does not pay for its school district costs
- Has many other community benefits

Industrial

- Low value per acre
- Produces moderate revenue
- Has low operating cost but high infrastructure costs
(Analysis does not take into account infrastructure impact costs)

Large scale or high-impact projects need to have their own fiscal impact analyses. **Working Draft – 11/06/19**

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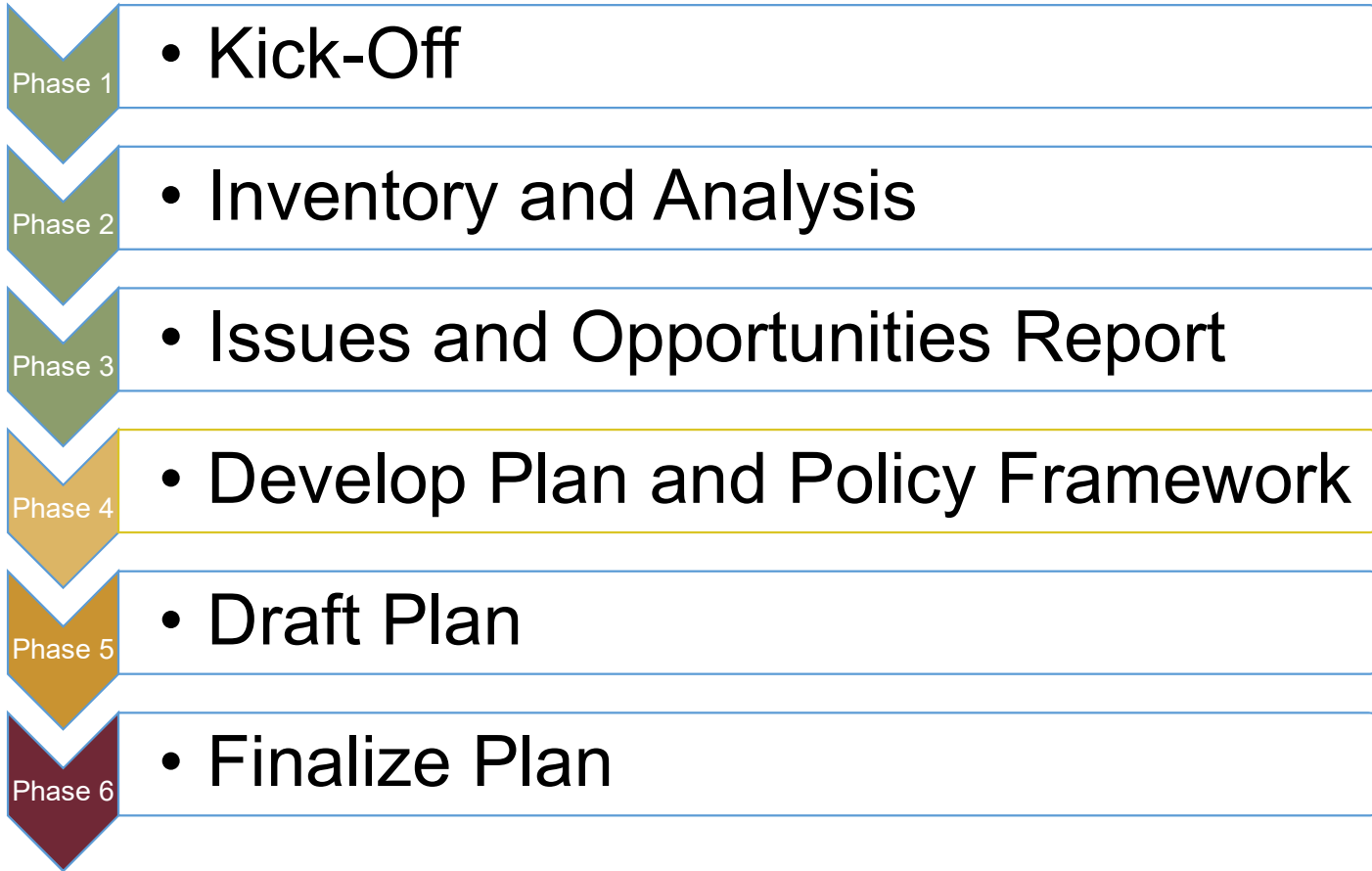
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Next Steps

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Next Steps



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Next Steps

4.1

- Plan Review/Integration

4.2

- Comp Plan Policies

4.3

- Future Land Use Plan

4.4

- Transportation Plan

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