

SUBDIVISION & LAND DEVELOPMENT ORDINANCE
CLIMATE ACTION PLAN SUPPORT

CLIMATE ACTION PLAN STRATEGY	SALDO - PROVISIONS / REQUIREMENTS
T1.1 - Enhance LANTA bus service	1349.04(K)17 – Bus shelters shall be incorporated into all streetscape designs. 1349.04(L)3.c – Bicycle/Pedestrian Improvements and Transit Improvements. All developments shall incorporate these improvements to increase walkability. 1349.04(M)3 – Contents of a traffic impact study shall include all nearby transit routes and stops 1349.04 (M)4(b) – Traffic study shall identify improvements/facilities to be installed or actions to be undertaken to ensure provision of mass transit access to the site where feasible in consultation with the transit provider. 1349.06(O) Public Transit Access – Where feasible, the City may require that a subdivision or land development include provisions for mass transit or paratransit access to the site in consultation with LANTA.

T1.2 – Improve bike mobility and safety	1349.04(K)14 – Bicycling. To the maximum extent possible, all new and widened streets should be designed to consider bicycle traffic. 1349.04(L)3.c – Bicycle/ Pedestrian Improvements and Transit Improvements. All developments shall incorporate these improvements to increase walkability. 1349.04(M)1 – Traffic Impact Studies. Purpose. . . . to promote the construction of transportation infrastructure which can accommodate pedestrians, bicyclists, mass transit servicesand emergency service vehicles. To promote safe on-site sheltered or indoor bike parking for all buildings over 20,000 sf or containing more than 20 dwelling units. To participate in creating funding of City bike routes in the vicinity of proposed development.
T1.3 – Provide "Safe Routes" for pedestrians in and around town	1349.04(K)16 – Pedestrian Improvements, Crosswalks, sidewalk bumpouts, hand man signalization and other appropriate pedestrian amenities shall be incorporated into all street designs where applicable. 1349.04(L)3.c - Bicycle/ Pedestrian Improvements and Transit Improvements. All developments shall incorporate these improvements to increase walkability. 1349.04(M)1.h – Traffic Impact Studies. Purpose. . . . to promote the construction of transportation infrastructure which can accommodate pedestrians, bicyclists, mass transit servicesand emergency service vehicles. 1349.14 Curbs. . . . Consideration should be given to extending curbs at street intersections in a manner that reduces the width of cartway that must be crossed by pedestrians. These curb extensions can be designed to still allow turning movements by buses and trucks and can be designed to only occupy areas where parking is already prohibited. 1349.15 Sidewalks, Pathways and Driveway Aprons. Sidewalks with curbs shall be required along each side of all new, widened or extended streets and when proposing new development.
T1.9 – Revise building codes and development zoning to allow for access for walkability and transit access	Throughout the new SALDO developers and redevelopment projects are encouraged/required to increase walkability and access for pedestrians, enhance sustainable transit practices and provide easily-accessible, sheltered bicycle parking. All of these initiatives are enhanced where the zoning ordinance allows for mixed use

	Bike racks are required in or around every multi-use, commercial, educational, and industrial use building in both the Zoning Ordinance and the SALDO. (See strategies T1.1, 2 and 3 above)
T2.2 – Decrease parking, provide parking discounts, and eliminate minimum parking requirements	Parking requirements are located in the Zoning Ordinance rather than the SALDO, but since the completion of the Climate Action Plan the parking requirements in the Zoning Ordinance were reduced. The prior requirement for parking was 1.75 spaces per dwelling unit. The current requirements are 1.5 spaces per dwelling unit and 1 space per unit if the unit qualifies as an affordable unit. The Zoning Ordinance currently provides some parking modifications for adaptive reuse projects, commercial uses in the CL zoning district, seasonal outdoor dining, shared parking and off-site parking.
T3.2 – Adjust city codes and zoning to expedite EV infrastructure	EV charging is not addressed in the SALDO, zoning ordinance or building codes at this time. Representatives of the EAC are currently reviewing best practices for these requirements/provisions in both private and public parking areas. Our offices continue to work with EAC members to find appropriate solutions for Bethlehem.
L1.1 – Review and update land use ordinance and zoning to encourage land-use patterns that mitigate climate change impacts	The new SALDO ordinance has been under development for a few years and includes many of the updates necessary to address the related CAP recommendations. The Zoning Ordinance will be reviewed in 2024 for further updates and amendments to address, not only CAP recommendations, but also recommendations from the newly completed Opening Doors housing strategies report.
L1.2 – Integrate land use and transportation to reduce trip lengths and promote multiple modes of travel, including public transit	See Strategies T.1, 2 and 3 above.

L1.3 – Review new developments through the lens of sustainability via a recommending body	All new developments are reviewed by Bethlehem's Environmental Advisory Commission (EAC) and LANTA. All EAC and LANTA comments are shared with applicants and incorporated into final plans to the greatest extent possible.
L2.1 – Expand the inventory of Bethlehem's trees and ecosystem services	1349.19 Landscaping – Street trees shall be required meeting the requirements of the Zoning Ordinance. All tree species are subject to the approval of the City Forester and should be chosen to be tolerant to droughts and extreme precipitation conditions, which will worsen because of global climate change. SALDO landscaping requirements also state that additional planting materials shall be liberally located throughout the site.
L3.1 – Update tree ordinances and other applicable regulations/zoning ordinances to prioritize and preserve native species of plants and trees, as well as climate-resistant species	1349.19 Landscaping - All tree species are subject to the approval of the City Forester and should be chosen to be tolerant to droughts and extreme precipitation conditions, which will worsen because of global climate change. 1349.19 Existing healthy mature trees shall be preserved wherever practical and protected during construction. A variety of species is also recommended to make landscaping more resistant to disease and harmful insects. Use of native plant species of trees and plantings are strongly encouraged.
L4.1 – Promote green roofs	Incentives for green roofs are currently provided in the Zoning Ordinance by removing any building areas covered by green roofs from any impervious coverage calculation for a project.

L6.3 – Create and expand permeable parking lots and driveways	1349.04(F)9 – Street Design Standards . . . With approval of the Planning Commission and after review by the City Engineer, requirements for street design may be altered to reduce total site impervious areas, provided that the public safety objectives are still met. 1349.04(K)15 – Porous Surfaces. Applicants are strongly encouraged to consider suitable alternative surfaces that allow infiltration, . . . Where porous/pervious surfaces are used for streets, driveways, or public sidewalks, a construction detail shall be provided to the City, along with information that shows the material is suitable for its intended purpose. The location and construction detail for the porous impervious material shall be subject to approval by the City. 1349.15 – Sidewalks, Pathways and Driveway Aprons. This section allows a main pedestrian walkway constructed of concrete, but with un-mortared porous pavers used between the sidewalk and curb . . . to reduce stormwater runoff . . . and to promote the health of street trees.
Goal L6. Improve stormwater management through green infrastructure	1349.08(C) Green Stormwater Design - . . . opportunities shall be considered to incorporate planting and infiltration areas in coordination with the layout and design of utilities, sidewalks and street trees. . . . grass or vegetated areas or porous paving materials should be considered between the curb and sidewalk. . . . areas of paving shall be minimized . . . Rain gardens and bioswales should be installed and planted to promote infiltration and filtering of pollutants where appropriate. Storm basins should be designed in a more naturalist manner with plantings that do not require weekly mowing for the interior. 1349.15 Sidewalks, Pathways and Driveway Aprons. – This section allows a main pedestrian walkway constructed of concrete, but with un-mortared porous pavers used between the sidewalk and curb . . . to reduce stormwater runoff . . . and to promote the health of street trees.