



CITY OF BETHLEHEM

BUREAU OF PLANNING AND ZONING

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August 20, 2019

David Wilson, PE, CPESC
Civitas Regio
532 W. Hamilton Street, Suite 2
Allentown, PA 18101

RE: (18-009LD) – #18100400 – 548 N. New Street Apartments – LAND DEVELOPMENT PLAN,
Ward 7, Zoned CB, Plan dated May, 2018 and last revised July 23, 2019.

Dear Mr. Wilson:

The above-referenced plan has been reviewed by the appropriate city offices. We offer the following comments:

ENGINEERING

Sanitary

1. In accordance with Ordinance No. 4342, at the time of execution of the Developer's Agreement, a sanitary sewer tapping fee of \$53,866 will need to be paid.

Miscellaneous Engineering

1. The construction cost estimate for use in preparing the Developer's agreement is currently under review. A total will be provided once the review is finalized.

Public Works – Water

1. Per Sheet Keynotes, #5 and #2 water laterals shall be called out as: 12"x4" Tapping, Sleeve, & Valve.
2. Per Sheet Keynotes, #13: The sprinkler line shall show a 4" Post Indicating Valve and a 4" Gate Valve on the Domestic Line.

Public Works – Traffic

1. On Sheet 4 (C-111), Notes #3 & #4 shall be removed as loading zones and lines are not to be painted on the roadway. Signage for the loading zone (and the gore markings) will be all that is required and approved.
2. The loading zone shall only be 8' wide to provide for an 11' travel lane. The gore marking shall be revised to only extend 8'.
3. Note #14 shall be revised to state "thermoplastic pavement marking" rather than paint.
4. The developer has agreed to upgrade the signal at Walnut and New Streets to include the hand / man signal due to the fact that all tenants will be parking at the Walnut Street garage and crossing New Street at Walnut Street. The developer has also agreed to update signal timings on New Street at Broad, Walnut, and Market Streets.
5. It is understandable that during construction, there may be a large delivery that may need to be made from New Street, or that a crane will need to operate from New Street; however, the staging of trailers, equipment, etc. shall be made from the rear of the property. If vehicles parked in the rear lot are the concern, the

developer shall make arrangements for those vehicles to be moved elsewhere or to the nearby garage. Long-term lane closures / shifts shall be avoided on New Street. In addition, the developer has agreed to remove the rock construction entrance on New Street.

6. The Developer's Agreement shall include a statement to the effect of "If the first floor retail use becomes a high-traffic generator (such as a coffee shop), the developer shall be responsible for mitigating any negative impacts associated with this. This may be a signal timing change at the intersections of New and Broad Streets and New and Walnut Streets, for example."
7. Please refer to the City's Traffic Consultant's review letter dated July 31, 2019 for more comments.

GENERAL

1. The developer shall pay a recreation fee of \$51,375 prior to finalizing the developer's agreement.
2. The response to General Comment 2 in our January 7, 2019 review letter does not address why the parking lot agreement recorded in Volume 2008-1, Page 14567 between 548 N. New Street and the abutting neighbor at 540 N. New Street, which permits the lot owners of 548 to utilize the abutting parking lots in the rear to permanently access their property from Long Street, cannot extend to loading and unloading. We understand this easement can be used for recycling and garbage. Please respond to this aspect of the access easement.

This item will be placed on the August 26, 2019 Planning Commission agenda. Please bring a colored site plan and elevation drawings on boards to the meeting.

Sincerely,



Darlene Heller, AICP
Director of Planning and Zoning

Cc: M. Dorner
R. Taylor
A. Rohrbach
T. Wells
Peter Terry, Benchmark Engineering
Matador Holding Company, LLC

Enclosure



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July 31, 2019

Tiffany Wells
City of Bethlehem
10 E. Church Street
Bethlehem, PA 18018

RE: Traffic Review No. 3
548 N. New Street Apartments McMahon
Revised July 2019 TIS and Response Letter to
June 25, 2015 Review Letter
Benchmark Project No. 038063

Dear Tiffany:

Per your email request, *Benchmark* has reviewed the Transportation Impact Study for the 548 N. New Street Development dated Revised July 2019 and the response to our June 25, 2019 review letter prepared by McMahon Transportation Engineers and Planners. We offer the following comments.

1. The Appendix B Pedestrian Need Study does not indicate that with the removal of the northbound right turn lane on New Street at Broad Street, a sidewalk "bump out" would be constructed to improve pedestrian safety.
2. The developer and the City will need to come to an agreement concerning the construction of traffic signal improvements at the New Street/Walnut Street intersection and the pavement marking/signing and sidewalk bump out at the intersection of New Street and Broad Street. The design should also confirm that with the "bump-out" all distance requirements from the pedestrian push buttons to the crosswalks will continue to be satisfied.
3. Page 8 of the report makes reference that the 6th Edition of the Highway Capacity Manual (HCM) is unable to analyze an "all pedestrian signal phases." The text of the HCM does not indicate this with the methodological limitations. "All pedestrian signal phases" whether actuated or non actuated can be analyzed with both the HCS7 and Synchro software. Include an appropriate analysis in the traffic study. The capacity analysis results included in the report do not correctly use the software variables and should be corrected. Page 8 of the report indicates that the additional development traffic does not meet PennDOT's requirement for mitigation for the increase in delay, however, the increase indicated in the analysis provided is clearly more than the allowable 10 seconds of additional delay.

Tiffany Wells
City of Bethlehem
548 N. New Street Apartments McMahon
Benchmark Project No. 038063

July 31, 2019

4. The study indicates that elimination of the New Street northbound right turn lane into parking spaces will not result in a significant decrease in the operational conditions at the New Street intersection with Broad Street. We concur with this finding. In the event that this lane is eliminated, construction of the "bump-out" should be required.

If you have any questions please do not hesitate to contact me.

Sincerely,



Peter A. Terry, P.E., PTOE, PMP, RSP

PAT/slc

c: Tracy Samuelson