



CITY OF BETHLEHEM

10 East Church Street, Bethlehem, Pennsylvania 18018-6025

BUREAU OF PLANNING AND ZONING

Phone: 610-865-7088
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November 8, 2019

Laura Eberly, PE
Pennoni Associates, Inc.
2040 Avenue C
Suite 100
Bethlehem, PA 18017

RE: (19-005LD&S) – 19080023 – Bethlehem Armory Land Development & Subdivision Plan and Waiver
Request– 345 2nd Avenue - Ward 10, Zoned RT, Plan dated July 30, 2019 and last revised
October 15, 2019.

Dear Ms. Eberly:

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

ENGINEERING

Stormwater

1. The catch basin at the Northeast corner of the lot shall be connected to proposed inlet A-9 and shall be shown on the Drainage and Utility Plan.

Sanitary

1. In accordance with Ordinance No. 4342, at the time of execution of the Developer's Agreement, a sanitary sewer tapping fee of \$128,035.00 will need to be paid.

Miscellaneous Engineering

1. Show the widths of the sidewalks on the site plan as they vary along 2nd Ave.
2. Due to the impact of the new building, more foot traffic will be generated and pedestrians will need to use ADA ramps to walk from and to the building. The City is requesting 4 ADA ramps at the intersection of 2nd Ave. and Prospect Ave. Also, a receiving ADA ramp on the Northeast and Northwest sides of the intersection at 2nd Ave and Spring St. will be required.
3. Details (including dimensions and slopes) of all proposed ADA ramps shall be included on subsequent development plan submissions.
4. The City requires Second Avenue to be milled and paved from Prospect Ave to Spring Street.

Public Works – Traffic

1. Trip generation calculations have been reviewed and are acceptable. No traffic study is required.
2. A note shall be added to the plans that all parking stall striping along 2nd Ave and the old 2nd Ave ramp shall be maintained by the developer.
3. A note shall be added to the plan that the crosswalks at the northern and southern end of 2nd Ave shall be installed with thermoplastic markings.
4. On street parking on both sides of Second Avenue shall be maintained.

FIRE

1. The turning plan submitted, Drawing CS9801, does not show complete interaction with the curb line on the east side of 2nd Ave traveling north. Drawing FM-3 in the submitted memorandum indicates turn radius continues to

- the curb line; on street parking spaces may need to be eliminated in this area. The architect/engineer must confirm Fire Department vehicles have the required turning space to access all areas. (See attached turning radius information for our largest vehicle). Please submit a revised turning plan.
2. Fire lane is indicated to be through the parking lot on the East side of the building (see requirements for Fire Lanes in comment 4 below). The Fire Lane as submitted does not meet the width requirements for buildings over 30'. The applicant is working with the Fire Marshal to redesign the plan to gain compliance.
 3. Dead end fire access roadways may have a maximum length of 150' without a turnaround. (Refer to International Fire Code, 2009 ed., Section 503 and Appendix D for additional information). If fire lane remains on the east side of the building the parking lot on the south side of the building will not be considered a fire lane and the turnaround criteria will not be required.
 4. All buildings less than 30 feet in height must have 20 foot wide, minimum, access road(s). All buildings 30 feet or greater in height must have 26 foot wide, minimum, access road(s) and must accommodate a fire apparatus weighing 84,000 lbs. (Refer to International Fire Code, 2009 ed., Section 503 and Appendix D for additional information.) At least one of the required access routes meeting this condition shall be located within a minimum of 15 feet (4572 mm) and a maximum of 30 feet (9144 mm) from the building, and shall be positioned parallel to one entire side of the building. (Refer to International Fire Code, 2009 ed., Section 503 and Appendix D for additional information.)
 5. Contact the Fire Department at 610-865-7143 and request Fire Marshal Craig Baer (cbaer@bethlehem-pa.gov) or Chief Fire Inspector Michael Reich at (mreich@bethlehem-pa.gov) with any questions regarding Fire Code requirements.

ZONING

1. Approved pending resubmission. Applicant, as agreed to, shall provide a revised photometrics plan eliminating light spill onto any adjacent parcel.
2. Section 1319.03.h requires a solid fence, architectural wall or evergreen planting at least 4 feet in height designed to screen visibility and headlight glare for all parking areas of 5 or more cars. Two parking areas on the plan do not provide appropriate buffering.

GENERAL

1. A recreation fee of \$106,500 for 71 dwelling units shall be paid prior to finalizing the Developer's Agreement.
2. Trash enclosures must be constructed of decorative solid wood, vinyl or block, including gates. Details provided on Detail Sheet CS6002 indicate "Clear Gate Opening". Describe solid material used for gates.
3. This plan will be placed on the November 14, 2019 Planning Commission Agenda for review. Please bring a site plan and colored elevations on boards to the meeting.

Sincerely,



Tracy E. Samuelson
Assistant Director of Planning and Zoning

Cc: M. Dorner C. Baer
C. Peiffer Z. Sayegh
T. Wells J. Callahan

Enclosure

WEIGHT REVIEW ESTIMATE

Job # 29396

BETHLEHEM

Reviewed By: JBL

Date Reviewed: 10-28-15

The following are the estimated fully loaded weights including all people, water/foam, hose, and NFPA equipment allowances:

	<u>Front Axle</u>	<u>Rear Axle</u>
Rating	24,000 LB	60,000 LB
Total Weight	23,266 LB	59,543 LB
Reserve Capacity	734 LB	457 LB
Distribution	28%	72%

REVIEWED & ACCEPTED

WITH CHANGES



Robert Novatnack, Fire Chief
December 8, 2015

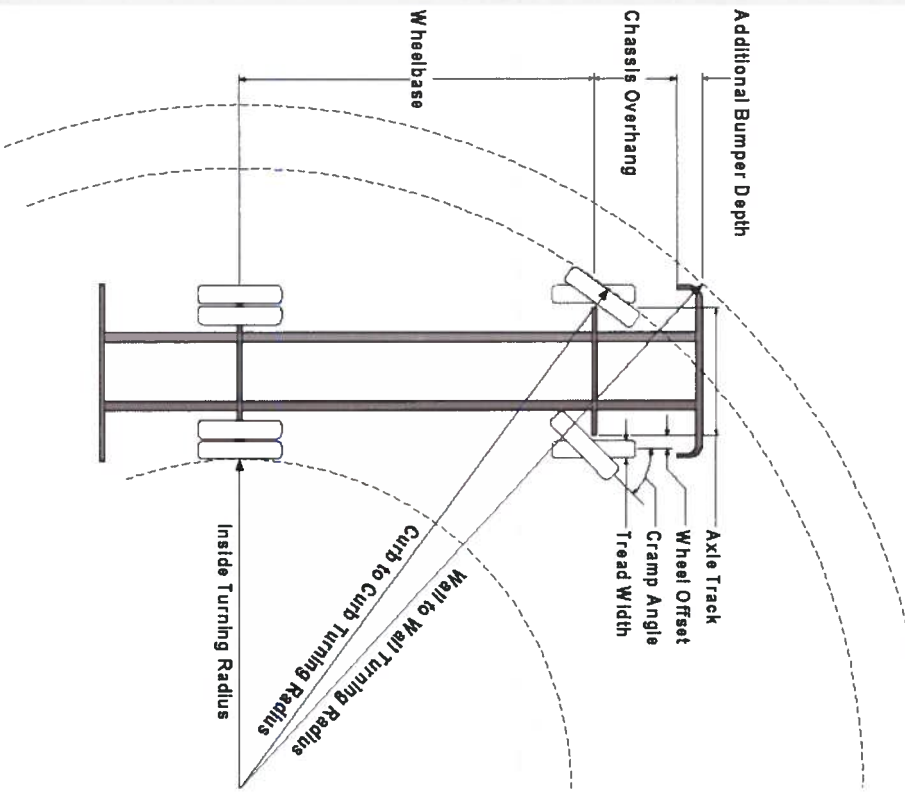


Turning Performance Analysis

02/01/2016

Bid Number: 365
Department: Bethlehem City Fire Dept

Chassis: Velocity Chassis, PAP/Midmount (Big Block), 2010
Body: Aerial, Platform, 95', Mid-Mount, Alum Body



Parameters:

Inside Cramp Angle: 45°
 Axle Track: 82.92 in.
 Wheel Offset: 5.25 in.
 Tread Width: 17.7 in.
 Chassis Overhang: 78 in.
 Additional Bumper Depth: 7 in.
 Front Overhang: 85 in.
 Wheelbase: 274.5 in.

Calculated Turning Radii:

Inside Turn: 21 ft. 8 in.
 Curb to curb: 38 ft. 9 in.
 Wall to wall: 43 ft. 1 in.

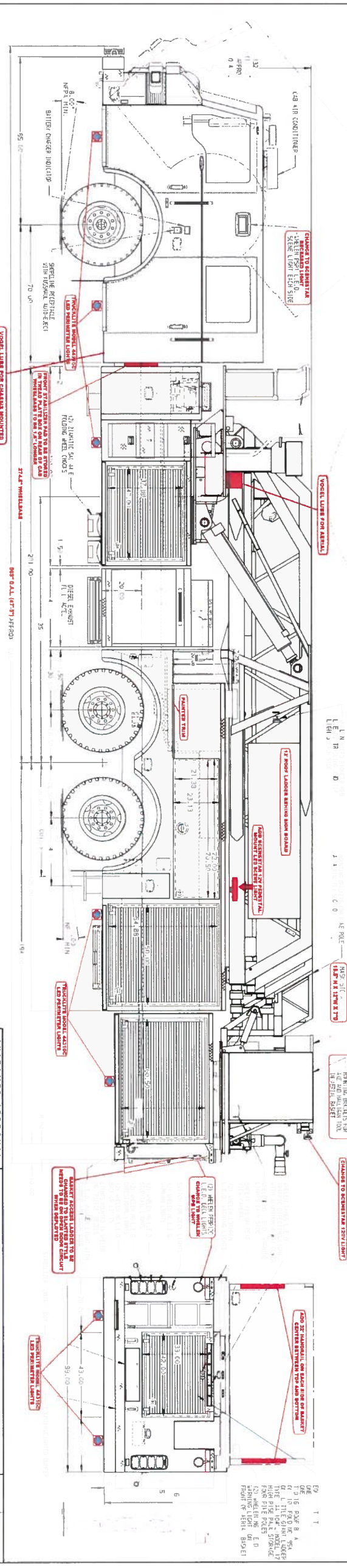
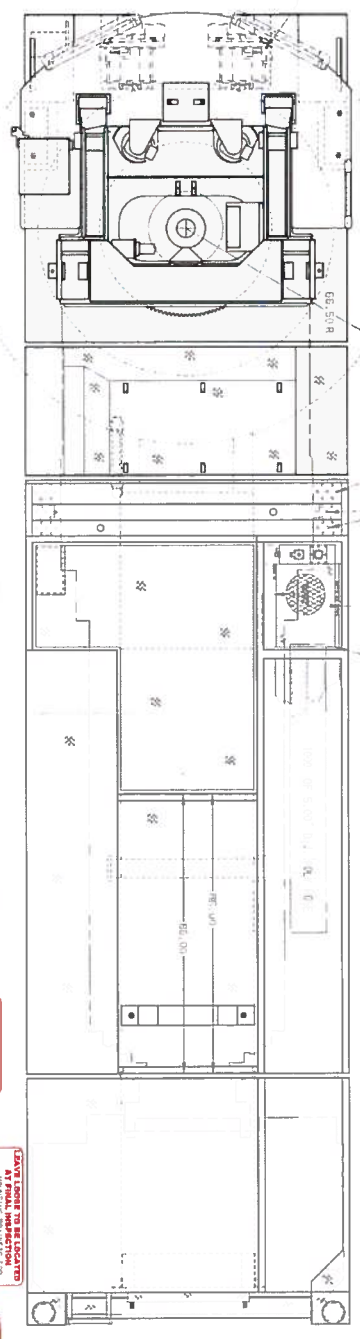
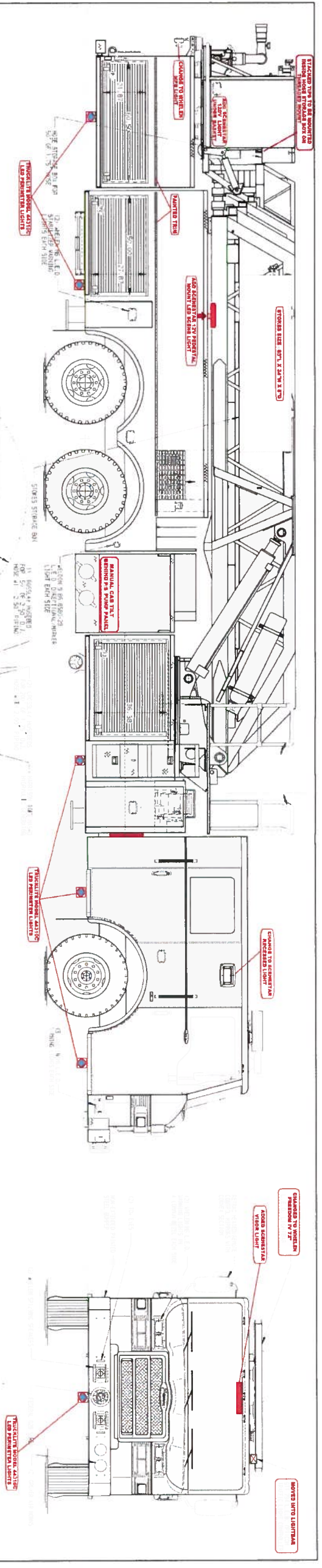
Comments:

Category Description:	OptionID:	Option Description:
Axle, Front, Custom	0637059	Axle, Front, Oshkosh TAK-4, Non Drive, 24,000 lb, Velocity (425 Tires)
Wheels, Front	0001656	Wheels, Front, 22.50" x 12.25", Steel, Hub Pilot
Tires, Front	0677684	Tires, Front, Michelin, XFE (wb), 425/65R22.50, 20 ply, Fire Service Load Rating
Bumpers	0633464	Bumper, Non-Extended, Steel, Painted, Imp/Vel
Aerial Devices	0592911	Aerial, 95' Pierce PAP, Mid Mount

Notes:

Actual inside cramp angle may be less due to highly specialized options.

Curb to Curb turning radius calculated for 9.00 inch curb.



ALUMINUM BODY

SIDE LIGHT AND P.T.L. PROTECTION

CUSTOMER APPROVAL

APPROVED BY: *Karl Kwik*

DATE: December 3, 2015

DATE	BY	OR	VELOCITY
12/03/15	SK	OR	VELOCITY

Pierce MANUFACTURING INC.

JOB NO. 29396
SCALE 1:24
DATE 280115

CHASSIS TITLE 95 FT. MIDMOUNT AERIAL PLATFORM & BODY ASSY (M99954)
DATE 0413
MAKE PIERCE
P/P BETHLEHEM CITY FIRE DEPARTMENT
P/P BETHLEHEM, PA
NO. 29396AD

DRW NO. SHU
REVISED BY GPM
DATE 290315

SHEET NO. 1 OF 1

NOTE:
DIMENSIONS SHOWN ARE APPROXIMATE AND ARE SUBJECT TO MINOR DEVIATIONS AS MAY OCCUR OR BE NECESSARY IN CONSTRUCTION.
MINOR DETAILS NOT SHOWN.

1. OVER ALL HEIGHT TO BE 135" TO BE PROVIDED AT 24"
2. AIR BRACKET WITH SHOCKS TO BE 10" FROM TOP OF BODY
3. AIR LINE WITH SHOCKS TO BE 10" FROM TOP OF BODY
4. AIR LINE WITH SHOCKS TO BE 10" FROM TOP OF BODY
5. ONE (1) AIR LINE WITH SHOCKS TO BE 10" FROM TOP OF BODY
6. ONE (1) AIR LINE WITH SHOCKS TO BE 10" FROM TOP OF BODY
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9. ONE (1) AIR LINE WITH SHOCKS TO BE 10" FROM TOP OF BODY
10. ONE (1) AIR LINE WITH SHOCKS TO BE 10" FROM TOP OF BODY
11. FRONT BRACKET TO BE 10" FROM TOP OF BODY
12. AIR LINE WITH SHOCKS TO BE 10" FROM TOP OF BODY
13. AIR LINE WITH SHOCKS TO BE 10" FROM TOP OF BODY
14. AIR LINE WITH SHOCKS TO BE 10" FROM TOP OF BODY
15. AIR LINE WITH SHOCKS TO BE 10" FROM TOP OF BODY
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