

**TOWNSHIP OF SOUTH WHITEHALL
LEHIGH COUNTY, PENNSYLVANIA**

PLANNING COMMISSION

FEBRUARY 18, 2021

GOTOMEETING VIRTUAL MEETING

<https://global.gotomeeting.com/join/757430189>

A G E N D A

	<u>Estimated Time</u>
<u>AGENDA ITEM #1</u> – CALL TO ORDER/PLEDGE OF ALLEGIANCE	7:30 pm
<u>AGENDA ITEM #2</u> - APPROVAL OF MINUTES	7:35 pm
The minutes of the November 19, 2020 meeting.....PAGE 2	
<u>AGENDA ITEM #3</u> – BOARD OPENINGS/COMP PLAN UPDATE SUMMARY	7:40 p.m.
<u>AGENDA ITEM #4</u> – SUBDIVISION REVIEW	
A. PREMIER CENTER LUXURY APARTMENTS CONDITIONAL USE 2020-601 <u>REQUEST FOR CONDITIONAL USE REVIEW</u>.....PAGE 21	7:45-9:30 pm
1. Staff Presentation	
2. Applicant Presentation	
3. Courtesy of the Floor	
4. Planning Commission Decision	
B. PROPOSED FLEX BUILDING 1215 HAUSMAN ROAD MAJOR PLAN 2018-106 <u>REQUEST FOR PRELIMINARY/FINAL PLAN REVIEW</u>PAGE 119	9:30-10:15 pm
1. Staff Presentation	
2. Applicant Presentation	
3. Courtesy Of The Floor	
4. Planning Commission Decision	
<u>AGENDA ITEM #5</u> – TRANSPORTATION INFRASTRUCTURE UPDATE	10:15 pm
<u>AGENDA ITEM #6</u> – COMPREHENSIVE PLAN UPDATE	10:20 pm
<u>AGENDA ITEM #7</u> – COURTESY OF THE FLOOR	10:30 pm
<u>AGENDA ITEM #8</u> – ADJOURNMENT	10:30 pm

NOTE: Estimated time is only a guide. Applicants are expected to be on time.

TOWNSHIP OF SOUTH WHITEHALL
LEHIGH COUNTY, PENNSYLVANIA
PLANNING COMMISSION

REGULAR SESSION

MINUTES

NOVEMBER 19, 2020

The Regular Session of the South Whitehall Township Planning Commission was held on the above date in a virtual meeting held on GoToMeeting.com.

Members in attendance:

William H. MacNair, Chairman
Brian Hite, Vice-Chairman
Alan Tope, Secretary
David Dunbar
Diane E. Kelly
David Wilson

Staff members in attendance:

Gregg Adams, Planner
Dave Manhardt, Long Range Planner
Anthony Tallarida, Assistant Township Engineer
Jennifer Alderfer, Assistant Township Solicitor

AGENDA ITEM #1 – CALL TO ORDER/PLEDGE OF ALLEGIANCE

Chairman MacNair called the meeting to order at 7:30 p.m. He announced that all meetings are electronically monitored. He then led the assembled in the Pledge of Allegiance.

AGENDA ITEM #2 – APPROVAL OF MINUTES

Chairman MacNair announced that the minutes of the September 17, 2020 meeting were distributed prior to this evening's meeting for review and comment. Chairman MacNair asked the members if they had any changes to the minutes. Mr. Wilson stated that, in the fourth paragraph from the bottom on page 4 of 20, he had actually inquired as to whether the road openings onto Blue Barn Road would be coordinated with the development to the north. Mr. Dunbar noted that, in the seventh paragraph from the bottom on page 5 of 20, the "He" beginning the third sentence should be "She". Mr. Tope noted that, in the list of interested parties on page 7 of 20, "Susan Lategus" should be changed to "Susan Lapidus". Chairman MacNair called for a motion to approve the minutes as amended. Mr. Tope made a motion to that effect. Mrs. Kelly seconded the motion and it passed unanimously, 6-0.

AGENDA ITEM #3 – COMPREHENSIVE PLAN UPDATE SUMMARY

No summary was made at this time.

AGENDA ITEM #4 – SUBDIVISION REVIEW

A. 1420 NORTH 22ND STREET MINOR PLAN 2020-202 REQUEST FOR PRELIMINARY/FINAL PLAN REVIEW

Chairman MacNair polled the audience for interested parties other than the developer regarding the application to subdivide the property located at 1420 North 22nd Street. There was no response.

At the request of Chairman MacNair, Mr. Adams read the Community Development Department's recommendation into the record. The Department recommended that the Planning Commission recommend preliminary/final plan approval to the Board of Commissioners subject to the applicant complying with the following conditions:

1. That subdivision improvement, security, maintenance and indemnification agreements acceptable to the Township be executed, that sufficient security in a form acceptable to the Township be posted, such security shall be available for draws/presentation no further than 60 miles from the Township's office, and evidence of necessary insurance coverage be provided prior to the plan being recorded.
2. That the applicant address to the satisfaction of the Township Engineer, the comments of the Township Engineer, as contained in his review dated November 13, 2020.
3. That the applicant address to the satisfaction of the Township Water & Sewer Engineer, the comments of the Township Water & Sewer Engineer, as contained in his forthcoming review.
4. That the applicant address to the satisfaction of the Community Development Department, the comments of the Department, as contained in its review dated November 15, 2020.
5. That the applicant address to the satisfaction of the Public Works Department, the comments of the Public Works Department, as contained in Superintendent Herb Bender's review dated October 20, 2020.
6. That the applicant obtains a review from the Lehigh Valley Planning Commission prior to the plan being presented to the South Whitehall Township Board of Commissioners.

7. If deemed to be necessary, the applicant shall obtain a letter from the Lehigh County Conservation District approving the Soil Erosion and Sedimentation Control Plan pursuant to Section 312-39(e) of the Subdivision and Land Development Ordinance.
8. That the applicant obtains a letter from the Pennsylvania Department of Environmental Protection approving a sewage facilities planning module or an exemption thereto.
9. That the applicant contributes fees in lieu of parkland dedication, in the amount of \$2,500.00 in order to meet the parkland and open space requirements of the Subdivision and Land Development Ordinance.
10. That the applicant complies with the forthcoming recommendation of the Landscape and Shade Tree Commission.
11. That the applicant addresses all issues and obtains all approvals deemed necessary by the South Whitehall Township Board of Commissioners in so far as matters pertaining to the Township's water and sewer service are concerned.
12. That the applicant shall provide a Utility Easement of sufficient size across Lot 1 to permit installation and maintenance of utility connections to Lot 2. The Easement shall be in a form acceptable to the Township Solicitor.
13. That the applicant coordinates with the Township Engineer's office to have addresses assigned to the plan of record.
14. If deemed to be necessary, that a Declaration of Covenants and Easement for Maintenance of Stormwater Management Facilities prepared by the Township Solicitor be executed for the maintenance of the on-site stormwater management facilities.
15. That the applicant reconciles all open invoices for Township engineering and legal services prior to the plan being recorded.
16. That the plans are to be revised and deemed to be "clean" prior to them being presented to the Board of Commissioners.

Engineer Joseph Rentko accompanied Mr. Karadsheh to present the plan and answer questions. He reviewed the proposal to subdivide the lot in anticipation of the construction of a new home for a family member. He inquired as to whether he should submit the E&SC Plan to LCCD now or wait until the new dwelling is to be constructed.

Mr. Wilson inquired as to whether the Township would be able to review the E&SC Plan, given the small size of the project.

Mr. Adams suggested that a note be placed on the plan requiring the LCCD approval do the E&SC Plan at building permit phase.

Engineer Rentko inquired as to the Sewage Facilities Planning Module requirement.

Mr. Wilson pointed out that the sanitary facilities planning was a long process and that the applicant may not want to start it now.

Mr. Adams suggested that Engineer Rentko investigate the requirements more to confirm exactly what will be required.

Mr. Dunbar inquired as to the Landscaping Plan.

Mr. Adams pointed out that new trees are proposed on the site plan.

Engineer Rentko also noted that they are shown on the stormwater detail.

Mr. Wilson stated that he would like to see sidewalk installed. He suggested that it could be installed when the new dwelling is constructed.

Engineer Rentko inquired as to whether the sidewalk could be constructed along Grove Street only.

Mr. Wilson stated that it should be constructed along both streets, as the Township would like to start filling in gaps in sidewalk.

Mr. Tallarida inquired as to the installation of curbing as well along the entire frontage.

Chairman MacNair, Mrs. Kelly and Mr. Dunbar all stated their support of curbing along the entire frontage.

Chairman MacNair reviewed the waiver requests.

Mr. Wilson made a motion to support the waiver of the requirement of Section 312-23(b)(20) of the Subdivision and Land Development Ordinance to include the locations and widths of all sidewalks, trails, driveways, streets, easements, and rights-of-way platted or existing in the subdivision and within four hundred (400) feet of any part of the subdivision tract.

Mrs. Kelly seconded and the motion passed unanimously, 5-0, with Mr. Hite absent.

Mrs. Kelly made a motion to support the deferral of the requirement of Section 312-35(b)(3)(A)(i)(1) of the Subdivision and Land Development Ordinance pertaining to the requirement for the installation of curbing on all public and private streets and for the ingress and egress of all parking lot access drives and non-residential driveways until such time as the dwelling on Lot 2 is constructed.

Mr. Tope seconded and the motion passed unanimously, 5-0, with Mr. Hite absent.

Mrs. Kelly made a motion to support the deferral of the requirement of Section 312-35(b)(3)(A)(ii)(1)(A) of the Subdivision and Land Development Ordinance pertaining to the requirement for sidewalks within all subdivisions until such time as the dwelling on Lot 2 is constructed.

Mr. Dunbar seconded and the motion passed unanimously, 5-0, with Mr. Hite absent.

Mrs. Kelly made a motion to support the deferral of the requirement of Section 312-35(b)(3)(D) of the Subdivision and Land Development Ordinance requiring that the Street Cross Section be in accordance with Township Standard Construction Documents (latest revision) for Local Streets for Grove Street and for North 22nd Street until such time as right-of-way improvements are required.

Mr. Dunbar seconded and the motion passed unanimously, 5-0, with Mr. Hite absent.

Mrs. Kelly inquired as to the zoning comments mentioned in the Community Development review dated November 15, 2020.

Mr. Adams stated that those items will be reviewed with the building permit review.

Mrs. Kelly made a motion to recommend preliminary/final approval to the Board of Commissioners subject to the applicant complying with the following conditions:

1. That subdivision improvement, security, maintenance and indemnification agreements acceptable to the Township be executed, that sufficient security in a form acceptable to the Township be posted, such security shall be available for draws/presentation no further than 60 miles from the Township's office, and evidence of necessary insurance coverage be provided prior to the plan being recorded.
2. That the applicant address to the satisfaction of the Township Engineer, the comments of the Township Engineer, as contained in his review dated November 13, 2020.
3. That the applicant address to the satisfaction of the Township Water & Sewer Engineer, the comments of the Township Water & Sewer Engineer, as contained in his forthcoming review.
4. That the applicant address to the satisfaction of the Community Development Department, the comments of the Department, as contained in its review dated November 15, 2020.
5. That the applicant address to the satisfaction of the Public Works Department, the comments of the Public Works Department, as contained in Superintendent Herb Bender's review dated October 20, 2020.
6. That the applicant obtains a review from the Lehigh Valley Planning Commission prior to the plan being presented to the South Whitehall Township Board of Commissioners.
7. If deemed to be necessary, the applicant shall obtain a letter from the Lehigh County Conservation District approving the Soil Erosion and Sedimentation Control Plan pursuant to Section 312-39(e) of the Subdivision and Land Development Ordinance.

8. If deemed to be necessary, the applicant obtains a letter from the Pennsylvania Department of Environmental Protection approving a sewage facilities planning module or an exemption thereto.
9. That the applicant contributes fees in lieu of parkland dedication, in the amount of \$2,500.00 in order to meet the parkland and open space requirements of the Subdivision and Land Development Ordinance.
10. That the applicant complies with the forthcoming recommendation of the Landscape and Shade Tree Commission.
11. That the applicant addresses all issues and obtains all approvals deemed necessary by the South Whitehall Township Board of Commissioners in so far as matters pertaining to the Township's water and sewer service are concerned.
12. That the applicant shall provide a Utility Easement of sufficient size across Lot 1 to permit installation and maintenance of utility connections to Lot 2. The Easement shall be in a form acceptable to the Township Solicitor.
13. That the applicant coordinates with the Township Engineer's office to have addresses assigned to the plan of record.
14. If deemed to be necessary, a Declaration of Covenants and Easement for Maintenance of Stormwater Management Facilities prepared by the Township Solicitor be executed for the maintenance of the on-site stormwater management facilities.
15. That the applicant reconciles all open invoices for Township engineering and legal services prior to the plan being recorded.
16. That the plans are to be revised and deemed to be "clean" prior to them being presented to the Board of Commissioners.

Mr. Wilson seconded and the motion passed unanimously, 5-0, with Mr. Hite absent.

B. GEORGE SAM
MINOR PLAN 2020-201
REQUEST FOR PRELIMINARY/FINAL PLAN REVIEW

Chairman MacNair polled the audience for interested parties other than the developer regarding the application to resubdivide the properties located at 2449 Walbert Avenue and 2421 Belmont Street. There was no response.

At the request of Chairman MacNair, Mr. Adams read the Community Development Department's recommendation into the record. The Department recommended that the Planning Commission recommend preliminary/final plan approval to the Board of Commissioners subject to the applicant complying with the following conditions:

1. If deemed to be necessary, subdivision improvement, security, maintenance and indemnification agreements acceptable to the Township be executed, that sufficient security in a form acceptable to the Township be posted, such security shall be available for draws/presentation no further than 60 miles from the Township's office, and evidence of necessary insurance coverage be provided to the plan being recorded.
2. That the applicant address to the satisfaction of the Township Engineer, the comments of the Township Engineer, as contained in his review dated November 13, 2020.
3. That the applicant address to the satisfaction of the Community Development Department, the comments of the Department, as contained in its review dated November 15, 2020.
4. If deemed to be necessary, the applicant shall obtain a letter from the Lehigh County Conservation District approving the Soil Erosion and Sedimentation Control Plan pursuant to Section 312-39(e) of the Subdivision and Land Development Ordinance.
5. If deemed to be necessary, the applicant shall obtain a letter from the Pennsylvania Department of Environmental Protection approving a sewage facilities planning module or an exemption thereto.
6. If deemed to be necessary, the applicant shall obtain highway occupancy permit(s) from the Pennsylvania Department of Transportation for the road and utility work within the right-of-way of Walbert Avenue.
7. That the applicant complies with the forthcoming recommendation of the Landscape and Shade Tree Commission.
8. That the applicant shall dedicate to the Township additional right-of-way along the frontage of Walbert Avenue at a width acceptable to the Township. The dedication shall occur prior to the plan being recorded. The dedication shall be by Deed of Dedication in a form acceptable to the Township Solicitor, and an Opinion of Record Title prepared by applicant's counsel indicating that the dedication is free and clear of liens and encumbrances that would affect the Township's use of said property. The applicant shall furnish to the Township Solicitor a description for the dedication that has been approved by the Township Engineer, a copy of the current deed for the property showing current ownership and recites the deed book volume and page reference.
9. That the applicant reconciles all open invoices for Township engineering and legal services prior to the plan being recorded.
10. That the plans are to be revised and deemed to be "clean" prior to them being presented to the Board of Commissioners.

Engineer Mark Leuthe accompanied Mr. Sam to present the plan and answer questions. He inquired as to whether the conditions #4, 5 and 6 were necessary, given the Planning Commission's support of the deferral requests.

Mr. Adams responded that they were until the Board of Commissioners actually deferred the appropriate SALDO sections.

Engineer Leuthe inquired as to whether conditions #4 and 8 could be removed as both Public Works and the Township Water and Sewer Engineer had no comments.

Mr. Tallarida stated that condition #8 could be removed, but that condition #4 should remain, as it is unclear as to whether the dwelling is connected to the onsite well or to public water.

Engineer Leuthe stated that he could work through the remaining comments.

Mrs. Kelly made a motion to support the deferral of the requirement of Section 312-35(b)(3)(A)(i)(1) of the Subdivision and Land Development Ordinance pertaining to the requirement for the installation of curbing on all public and private streets and for the ingress and egress of all parking lot access drives and non-residential driveways until such right-of-way improvements are required.

Mr. Tope seconded and the motion passed unanimously, 6-0.

Mr. Wilson stated that he would recommend that the standard deferral language be used rather than specifying a timeframe for calling in the deferral.

The Planning Commission members discussed the language proposed on the plan and came to the consensus that the standard language be used.

Mrs. Kelly made a motion to support the deferral of the requirement of Section 312-35(b)(3)(A)(ii)(1)(A) of the Subdivision and Land Development Ordinance pertaining to the requirement for sidewalks within all subdivisions until such right-of-way improvements are required.

Mr. Hite seconded and the motion passed unanimously, 6-0.

Mr. Dunbar made a motion to support the deferral of the requirement of Section 312-35(b)(3)(A)(iv) of the Subdivision and Land Development Ordinance pertaining to the requirement for concrete aprons until such right-of-way improvements are required as the requirement for sidewalk has been deferred.

Mrs. Kelly seconded and the motion passed unanimously, 6-0.

Mr. Hite made a motion to support the deferral of the requirement of Section 312-35(b)(3)(B)(i) of the Subdivision and Land Development Ordinance pertaining to the requirement for arterial streets to be constructed in accordance with the Arterial Street Cross Section within the Township Standard Construction Documents (latest revision) with regard to Walbert Avenue until such right-of-way improvements are required.

Mrs. Kelly seconded and the motion passed unanimously, 6-0.

Mr. Dunbar made a motion to support the deferral of the requirement of Section 312-40 of the Subdivision and Land Development Ordinance to plant street trees within the right-of-way of streets along the perimeter of the property until such right-of-way improvements are required.

Mrs. Kelly seconded and the motion passed unanimously, 6-0.

Mrs. Kelly made a motion to recommend preliminary/final plan approval to the Board of Commissioners subject to the applicant complying with the following conditions:

1. If deemed to be necessary, subdivision improvement, security, maintenance and indemnification agreements acceptable to the Township be executed, that sufficient security in a form acceptable to the Township be posted, such security shall be available for draws/presentation no further than 60 miles from the Township's office, and evidence of necessary insurance coverage be provided to the plan being recorded.
2. That the applicant address to the satisfaction of the Township Engineer, the comments of the Township Engineer, as contained in his review dated November 13, 2020.
3. That the applicant address to the satisfaction of the Community Development Department, the comments of the Department, as contained in its review dated November 15, 2020.
4. If deemed to be necessary, the applicant shall obtain a letter from the Lehigh County Conservation District approving the Soil Erosion and Sedimentation Control Plan pursuant to Section 312-39(e) of the Subdivision and Land Development Ordinance.
5. If deemed to be necessary, the applicant shall obtain a letter from the Pennsylvania Department of Environmental Protection approving a sewage facilities planning module or an exemption thereto.
6. If deemed to be necessary, the applicant shall obtain highway occupancy permit(s) from the Pennsylvania Department of Transportation for the road and utility work within the right-of-way of Walbert Avenue.
7. That the applicant complies with the forthcoming recommendation of the Landscape and Shade Tree Commission.
8. That the applicant shall dedicate to the Township additional right-of-way along the frontage of Walbert Avenue at a width acceptable to the Township. The dedication shall occur prior to the plan being recorded. The dedication shall be by Deed of Dedication in a form acceptable to the Township Solicitor, and an Opinion of Record Title prepared by applicant's counsel indicating that the dedication is free and clear of liens and encumbrances that would affect the Township's use of said property. The applicant shall furnish to the Township Solicitor a description for the dedication that has been approved by the Township Engineer, a copy of the current deed for

the property showing current ownership and recites the deed book volume and page reference.

9. That the applicant reconciles all open invoices for Township engineering and legal services prior to the plan being recorded.
10. That the plans are to be revised and deemed to be “clean” prior to them being presented to the Board of Commissioners.

Mr. Tope seconded and the motion passed unanimously, 6-0.

**C. SKILLED NURSING ADDITION FOR CEDARBROOK SENIOR CARE AND REHAB
MAJOR PLAN 2020-108
REQUEST FOR PRELIMINARY/FINAL PLAN REVIEW**

Chairman MacNair polled the audience for interested parties other than the developer regarding the application to further develop the property located at 350 South Cedarbrook Road. There was no response.

At the request of Chairman MacNair, Mr. Adams read the Community Development Department’s recommendation into the record. The Department take the plan under advisement to afford the applicant the time necessary to address the reviewing agencies’ comments, contingent upon the applicant granting the Township a waiver from the timeframe in which to act upon the plan.

Engineer Adam Whalen accompanied Mr. Richard Molchany of The County of Lehigh to present the plan and answer questions. He started by reviewing the project and the consolidation of the lots that make up the campus, including a piece being acquired from PennDOT. He reviewed the changes proposed to the 5-point intersection at Cedarbrook Road and Dorney Park Road. He stated that he is working through the parking calculation. He noted that the campus is a non-conforming use in within the R-4 Zoning District and that he is using the criteria for Retirement Facility found in the R-5 Zoning District. He reviewed the proposed stormwater detention basin in the northeast corner of the Cedarbrook Road/Dorney Park Road intersection, noting that the Cedar Creek is a high-quality watercourse that requires more stringent stormwater management standards. He stated that he is proposing a rain garden and modifying the existing basin in the northwest corner to handle the proposed increased impervious surface there. He noted that public utilities will be used. He noted that the Township is looking to improve the intersection of Cedarbrook Road and Dorney Park Road and that a meeting is scheduled to review options.

Mr. Hite inquired as to the possibility of a roundabout.

Engineer Whalen stated that one has not yet been considered. He stated that a traffic narrative for the project will be provided. He noted that there is to be no increase in residents, rather moving them from the A-Wing to allow the renovation of A-Wing into larger apartments.

Mr. Hite inquired as to the possibility of widening the driveway by the old Juvenile Center.

Engineer Whalen stated that widening from twenty feet to twenty-four feet is proposed. He stated that plans have been submitted to LANTA and that LANTA has provided comments. He stated that sidewalks will be added to improve access to the bus stop. He stated that plans have been submitted to LVPC but comments have not yet been received. He noted that the Zoning comment regarding the addition being greater than the maximum 25% permitted for non-conforming uses will require a variance from the Zoning Hearing Board. He also noted that the building addition is proposed to exceed the maximum height of fifty feet by fifteen feet, requiring another variance. He noted that the D-Wing building height is over eighty feet. He stated that plans have been submitted to Lower Macungie Township, even though no improvements are proposed within Lower Macungie Township. He noted that parking lot trees have been provided per the Zoning Ordinance.

Mrs. Kelly inquired as to whether the number of beds in the facility would remain the same after the construction is complete.

Engineer Whalen stated that was his understanding.

Mrs. Kelly inquired as to the increase in parking proposed.

Engineer Whalen stated that the County wishes to maximize parking with this project. He opined that there may have been a shortage of parking in the past. He stated that some parking could be removed and noted that some spaces encroach on the front yard parking setback, making them good candidates for removal.

Mr. Lee Solt of 3731 Manchester Road inquired as to whether the addition would replace Cedar Village.

Engineer Whalen stated that it would not.

Mr. Solt inquired as to why the size of the facility would be increased with no increase in residents.

Engineer Whalen stated that the plan is to phase out beds in each wing and renovate each wing into assisted living apartments. He opined that there may be an increase in residents once the entire renovation is complete.

Mr. Solt inquired as to the possible improvements to the Cedarbrook Road/Dorney Park Road intersection.

Engineer Whalen stated that the proposed changes will decrease the number of driveways by one. He stated that no roadway improvements are proposed at this time but that the applicant would work with the Township on future improvements.

Mr. Solt noted that the fish hatchery is nearby and expressed concerns for the water quality.

Engineer Whalen stated that the Cedar Creek is a high-quality stream and, as such, requires a 150-foot buffer. He stated that the buffer is the reason for the location of the basin. He also noted that the plan proposes to decrease the rates and volumes of stormwater release due to additional infiltration.

Mr. Richard Molchany of Lehigh County stated that the addition would add skilled nursing beds that are currently located in B, C and D Wings. He reviewed the current campus facilities and stated that the goal is to reclaim skilled nursing beds through renovations. He stated that the renovations would produce at most 42 new apartments. He stated that there is no increase in skilled nursing beds planned but that some space may be re-tasked as it comes available. He stated that Phase 2 planning is currently in progress. He stated that additional parking, although not needed with Phase 1, is being added to accommodate growth anticipated in Phase 2.

Engineer Whalen stated that he will grant the waiver from the time limitation to review the plan.

Mr. Hite made a motion to take the plan under advisement to afford the developer the time necessary to address the reviewing agencies' comments.

Mrs. Kelly seconded and the motion passed unanimously, 6-0.

**D. 900 SOUTH HILLVIEW ROAD REZONE FROM R-3 TO R-5
REZONING REQUEST 2020-502
REQUEST FOR REZONING REVIEW**

Chairman MacNair polled the audience for interested parties other than the developer regarding the application to rezone a portion of the property at 900 South Hillview Road. The following individuals indicated interest:

Alex & Liza-Alec Ackerman	921 South Hillview Road
Karen & Dominic Bartels	1181 South Hillview Road
Julie Bartocci	Unknown
David Burke	1436 Buck Trail
Michael Calogero	4291 Ascot Circle
Tony Fidalleh	1187 Hillview Road
Robert Hodges	1707 Penns Crossing
Sue Hyatt	1160 Hillview Road
I. Henry Kalb	3735 Vale View Drive
Matt Kressin	1187 Clearview Circle
Karl and Karol Mabry	909 South Hillview Road
Joann Markowicz	833 South Hillview Road
Peter McAfee	716 Hillview Road
Richard Schaller	1170 South Hillview Road
Jenna Smith	3749 Crestview Drive
Lee Solt	3731 Manchester Road

Mark Walter
Michael Wolk

3877 Highpoint Drive
1740 Valley Forge Road

At the request of Chairman MacNair, Mr. Adams read the Community Development Department's observations and comments into the record.

Attorney Blake Marles, Engineer William Erdman, Traffic Engineer Peter Terry and Architect Gene Berg accompanied Abraham and Priya Atiyeh to present the request and answer questions. Attorney Marles stated that the applicant is working with the Board of Commissioners and Lower Macungie Township. He stated that the Conditional Use proposal for a retirement facility received a favorable recommendation from the Lower Macungie Township Planning Commission. He reviewed the traffic impacts. He stated that the Traffic Impact Study (TIS) submitted relates to the entire site, including the proposed Assisted Living building on the South Whitehall side. He stated that Assisted Living generates little traffic.

Traffic Engineer Peter Terry stated that he had prepared the TIS, concentrating on Kressler Road and the Kressler Road/Hillview Road intersection. He stated that there are three access scenarios: a driveway onto Hillview Road; a driveway onto Hillview Road with an emergency access to Clear Way; and driveways onto Hillview Road and onto Clear Way. He stated that all local intersections are currently at "A" or "B" levels of service. He stated that the proposed site driveway at Hillview3 Road would be an "A" level of service. He stated that the TIS looked at 2022 and 2027 traffic, AM and PM peaks plus mid-afternoon peak plus school traffic. He stated that he adjusted the traffic counts to account for the impact of COVID. He stated that the TIS determined that all local intersections would be level "B" or higher after the facility opens. He stated that trips to South Whitehall would increase by 5 in the AM peak, 14 in the PM peak and 27 in the mid-afternoon peak. He stated that trips from South Whitehall would increase by 9 in the AM peak, 16 in the PM peak and 14 in the mid-afternoon peak. He stated that there would be little difference in trips between R-3 uses and R-5 uses.

Mr. Hite inquired as to the worst-case scenario for traffic in the R-5 zone.

Engineer Erdman stated that the South Whitehall portion of the site is long and narrow and is not conducive to yielding a large number of dwelling units.

Mr. Tallarida noted that the TIS proposed a 50/50 split in traffic between South Whitehall and Lower Macungie. He noted that intersections in Lower Macungie were studied and inquired as to South Whitehall intersections.

Traffic Engineer Terry stated that the volume of traffic from the facility was so low that South Whitehall intersections did not make the threshold for study. He suggested that they could be added to the study during land development.

Mr. Tallarida pointed out a turning issue with a 90-degree turn on Hillview Road in South Whitehall.

Mr. Wilson also noted issues with maneuvering Hillview Road and inquired as to the size of the delivery trucks anticipated.

Mr. Abraham Atiyeh stated that the typical delivery trucks are twelve-foot minimum vehicles for food delivery and fifteen- to eighteen-foot trucks for miscellaneous supply deliveries. He stated that no tractor trailers deliver to Atiyeh facilities.

Engineer Erdman stated that the Comprehensive Plan does not address zoning changes and that rezonings could occur long after the Comprehensive Plan is adopted.

Mr Wilson stated that he reviewed the Comprehensive Plan data to date and noted that public surveys pointed to medium density population and employment growth in the area. He opined that more dense uses should be located near the highway. He stated that the retirement facility is low impact, especially with regard to potential criminal activity and to schools. He stated that the greater impact would likely be ambulance traffic and emergency services, particularly due to the proximity to Lehigh Valley Hospital.

Mrs. Kelly stated that she attended the Comprehensive Plan exercises and recalled that the exercises were for potential areas of growth. She noted that the exercise would not necessarily lead to the rezoning of specific parcels.

Mr. Hite inquired as to how similar the proposed use would be to Parkland Manor.

Mr. Atiyeh stated that the proposed building would be a similar design, with the differences being due to different grades at the proposed location. He stated that he had designed mainly two-bedroom apartments but found that most residents want private rooms, so there are fewer residents than he had initially planned for.

Mr. Hite stated that he drives by Parkland Manor twice daily and sees very little traffic. He noted that the independent living building is not completed yet and may have a greater impact on traffic. He opined that he wouldn't see much impact from the independent living apartments.

Mr. Adams pointed out that the Comprehensive Plan is a policy document and provides direction for Township Ordinances, including the Zoning Ordinance.

Mr. Richard Schaller of 1170 South Hillview Road in Lower Macungie inquired as to whether South Whitehall Township has done a traffic study.

Traffic Engineer Terry stated that the TIS assumed 50 percent of the traffic would route through South Whitehall but a specific study of the traffic in South Whitehall was not done. He stated that the additional traffic is below the level that typically triggers an analysis of the impacts. He stated that there is an issue with tractor trailers negotiating Hillview Road in South Whitehall, but noted that the site will not utilize tractor trailers for deliveries.

Mr. Schaller noted that Lower Macungie recommended that the driveway align with Nonnemacher Lane. He also noted that the use of Nonnemacher Lane creates a dangerous situation. He stated that sight lines at the intersection of Nonnemacher Lane and Hillview Road are blocked by the bridge abutments and by telephone poles.

Mr. Mark Walter of 3877 Highpoint Drive noted that the mail entrance to the proposed facility is on Hillview and an emergency access is proposed for Clear Way. He stated his concern that most traffic will be travelling through South Whitehall, as there is much cut-through traffic now. He stated that Mr. Atiyeh claims that the speed limit on Hillview is 25 miles per hour but there are no signs posted. He stated that there has been no study of the intersections in South Whitehall. He noted issues with speeding along South Hillview. He stated that widening roads and installing sidewalks will impact the neighbors. He noted that Lower Macungie has a Traffic Impact Fee but South Whitehall does not.

Mr. Karl Mabry of 909 South Hillview Road objected to the three-minute time limitation. He then objected to the TIS.

Ms. Joann Markowicz of 833 South Hillview Road questioned the TIS. She stated that people will vary their routes according to the time of day. She stated that many people use routes through South Whitehall to travel through the area. She stated her concerns with stormwater and the outflow onto PennDOT property at I-78. She noted that Lower Macungie required that the outflow not face Lower Macungie.

Mr. Wilson pointed out that stormwater is typically a land development issue.

Mr. Robert Hodges of 1707 Penns Crossing inquired as to why the rezoning request has returned to the Planning Commission when the Planning Commission denied it at a previous meeting.

Solicitor Alderfer stated that the Board of Commissioners requested that the Ordinance amendment be returned to the Planning Commission after it was revised.

Mr. Alex Ackerman of 921 South Hillview Road stated that 900 South Hillview Road has been rezoned back in 2006. He inquired as to the conditions to allow a rezoning.

Mr. Adams stated that a rezoning is a political decision with few conditions. He acknowledged that the property in question had been rezoned in 2006. He stated that anyone can request a rezoning of their property and the request can be entertained by the Township.

Mr. I. Henry Kalb of 3735 Vale View Drive stated that the bridge over I-78 is a popular walking path and that traffic will increase with the project. He noted that there is a sidewalk on the bridge but not on Hillview Road approaching the bridge.

Mr. Michael Calogero of 4291 Ascot Circle stated that the Lower Macungie Planning Commission recommended approval for the Conditional Use on a 5-2 vote and limited the number of stories to two. He noted that one of the Planning Commission members felt that the project was not consistent with the neighborhood.

Mr. Schaller inquired as to whether South Whitehall had done a traffic study for the South Whitehall intersections.

Mr. Manhardt stated that South Whitehall had not done a traffic study.

Karen and Dominic Bartels of 1181 South Hillview Road in Lower Macungie stated their opposition to the rezoning.

Mr. Matt Kressin of 1187 Clearview Circle in Lower Macungie stated that the TIS extrapolated data from a 2019 TIS. He stated that COVID shows the differences in traffic patterns and speeds. He recommended that the traffic study not be taken seriously due to discrepancies and errors and that a new traffic study be done post-COVID.

Mr. Mabry stated that the trips through South Whitehall were estimated low.

Ms. Liza-Alec Ackerman stated that the property had been rezoned to R-3 and was not developed. She questioned rezoning it to R-5.

Ms. Monica Hodges of 1707 Penns Crossing stated that the Comprehensive Plan exercises showed the fallout from Ridge Farm and the strong NIMBY sentiment in the community. She stated that the community feels unheard, that it wants buildings to be re-purposed.

Mr. David Erdman of 3811 Highpoint Drive stated that Highpoint Drive is currently used as a cut-through and sees many speeding vehicles.

Ms. Julie Bartocci stated her concerns with additional traffic along Lincoln Avenue, as there is a park on the north side that is frequented by children from the south side. She also noted that this project is a poor comparison with Parkland Manor, as this is in a residential area and Parkland Manor has few residences nearby.

Ms. Karol Mabry of 909 South Hillview Road noted that the closest amenities to the site are in South Whitehall Township. She stated that this project cannot be compared to Parkland Manor.

Mr. Kressin stated that the TIS was not available at the last Planning Commission meeting.

Ms. Markowicz stated that the residents feel ignored.

Mr. Lee Solt of 3731 Manchester Road inquired as to the most recent changes proposed to the plan.

Attorney Marles stated that the Lower Macungie Planning Commission made recommendations to the Conditional use application but the Lower Macungie Board of Commissioners has not ruled on the Conditional Use application yet. He stated that the applicant will redesign the plan to comply with the approved recommendations.

Engineer Erdman stated that the Assisted Living building was never proposed for Lower Macungie and that the plan in the packet is the current plan.

Mrs. Kelly inquired as to why there are two plans in the packet – a 30% impervious surface plan and a 40% impervious surface plan.

Engineer Erdman stated that the 40% plan is contingent upon Lower Macungie approval. He stated that the Lower Macungie Township Planning Commission

requested a plan showing more amenities but no more units. The 40% plan is the result. Both plans show the buildings in the same location and footprint.

Mr. Atiyeh stated that the drawings are the same except the 40% plan shows a two-way access onto Clear Way.

Ms. Markowicz inquired as to whom at South Whitehall read the TIS.

Mr. Manhardt stated that the South Whitehall Township Engineer reviewed the TIS.

Mr. Peter McAfee of 716 Hillview Road noted that the Public Safety Commission was not asked to provide comment. He stated his concerns with residents wandering away. He inquired as to where the land will come from to widen the road.

Engineer Erdman stated that there have been discussions of providing sidewalks but not of widening the road.

Mr. Erdman stated that he is not opposed to all development but requested that the Planning Commission think deeply about the area, especially the traffic.

Mr. Walter stated that the Township should not maximize tax revenue at the expense of the residents. He inquired as to whether the neighbors will be permitted to access the amenities.

Mr. Atiyeh stated that he was working on a design to allow the neighbors to use the amenities, including the pools.

Mr. David Burke of 1436 Buck Trail inquired as to why all of the buildings could not be moved to the Lower Macungie side. He stated that he rezoning would not be needed then.

Mr. Atiyeh stated that the site would be too tight and there would be too much impervious surface. He stated that he would have to cut down on the amenities to compensate.

Mr. Mabry stated that there are multiple discrepancies in the TIS, including signage and traffic origin. He stated that there have been inaccuracies in the testimony of Attorney Marles and Mr. Atiyeh. He opined that the request is spot zoning.

Ms. Markowicz stated her concern with the two-story limit. She stated her concerns with rezoning the property and the project stopping, allowing other dense uses to be build there.

Ms. Mary Turk of 1045 Manor Drive opined that general access to Clear Way will not be approved, but emergency access would.

Mr. Kalb encourage Mr. Atiyeh to re-use and re-purpose vacant buildings rather than building new.

Mr. Mabry stated that PennDOT has not approved receiving the stormwater yet.

Ms. Sue Hyatt of 1160 Hillview Road stated her concerns for additional traffic, particularly tractor trailers during construction. She also noted that ambulances use their sirens at intersections. She noted that Lehigh Valley Health Network purchased the fields east of Hillview Road and they will be developed in the future. She stated that sidewalks will impact the property owners along Hillview Road. She stated that a petition against the rezoning was sent to the South Whitehall Board of Commissioners.

Mr. Atiyeh confirmed that LVHN owns the land east of Hillview Road and that it will be developed in the future.

Ms. Jenna Smith of 3749 Crestview Drive stated that there are still many residents in the area who are not informed of this. She stated that Mr. Atiyeh's statements at the Board of Commissioners meeting were dubious.

Mr. Tony Fidalleh of 1187 Hillview Road stated his opposition to the project. He stated that changing the zoning is like stealing from the residents.

The Planning Commission members discussed the language of the proposed Ordinance. Mr. Hite read the "Whereas clauses".

Mrs. Kelly inquired as to whether the "Whereas clauses" apply only to the Commissioners.

Solicitor Alderfer stated that the ordinance is what the Board of Commissioners requires. She stated that the Planning Commission is only a recommending Board making a recommendation on whether a property should be rezoned. She stated that the draft Ordinance would facilitate the actual rezoning.

Mr. Michael Wolk of 1740 Valley Forge Road opined that the Planning Commissioners should vote on the rezoning and not the language of the draft Ordinance.

Mr. MacNair made a motion to recommend rezoning the tract from R-3 to R-5 to the Board of Commissioners.

Mr. Hite seconded and the motion failed 1-5.

AGENDA ITEM #5 – TRANSPORTATION INFRASTRUCTURE UPDATE

Mr. Tallarida stated that he had nothing to report this evening.

AGENDA ITEM #6 – COMPREHENSIVE PLAN UPDATE

Mr. Manhardt stated that there have been 450 respondents to the "How Shall We grow" survey to date, most of them township residents.

Mrs. Kelly inquired as to when the survey would close.

Mr. Manhardt stated that the deadline date is still open at this point. He reviewed the categories of respondents.

Mr. Adams pointed out that the information regarding the categories of respondents are required to be submitted with the survey.

Mrs. Kelly stated that she would like to promote re-use and re-purposing of buildings and properties.

AGENDA ITEM #7 – COURTESY OF THE FLOOR

Mr. Robert Hodges of 1707 Penns Crossing noted that it was announced the Vinny Quinn had left the Planning Commission. He suggested that an announcement be made at the beginning of every meeting wherein there is an opening on the Board.

AGENDA ITEM #8 – ADJOURNMENT

Chairman MacNair requested a motion to adjourn at 11:39 p.m. Mr. Tope made the motion, Mrs. Kelly seconded the motion and it passed unanimously.

ADOPTED THIS DATE:

ATTEST:

Secretary

Chairman

PREMIER CENTER LUXURY APARTMENTS
CONDITIONAL USE REQUEST 2020-601
ATTACHMENTS

- 1. Memorandum**
- 2. Site Plan**
- 3. Township Engineer Review dated February 11, 2021**
- 4. Township Water and Sewer Engineer “Will Serve” Letter dated December 16, 2020**
- 5. Township Water and Sewer Engineer Review dated February 12, 2021**
- 6. Public Works Department Review dated January 28, 2021**
- 7. Zoning Officer Review dated February 17, 2021**
- 8. TND Consultant Review dated February 17, 2021**
- 9. Public Safety Commission Review dated December 8, 2020**
- 10. General Conditional Use Conditions Section 350-18(b)(1)**
- 11. Specific Conditional Use Conditions Section 350-31(f)(3) and (g)**
- 12. Applicant’s Correspondence:**
 - A. Project Narrative**
 - B. Conditional Use General Standards Narrative dated January 11, 2021**
 - C. Revised Traffic Impact Study Executive Summary dated January 19, 2021**
 - D. Applicant’s Response to Pidcock’s December 14, 2020 Review**
 - E. Waiver Request Letter**
 - F. Design Manual**

TO: PLANNING COMMISSION
FROM: GREGG ADAMS, PLANNER
SUBJECT: PREMIER CENTER LUXURY APARTMENTS
CONDITIONAL USE REVIEW 2020-601
REQUEST FOR CONDITIONAL USE REVIEW

DATE: FEBRUARY 15, 2021

COPIES: BOARD OF COMMISSIONERS, R. BICKEL, D. MANHARDT, L. HARRIER,
A. SILVERSTEIN, J. ZATOR, ESQ., J. ADLERFER, ESQ, S. PIDCOCK,
APPLICANT, SUB. FILE #2020-601

LOCATION AND INTENT:

An application to further develop the property located at 1151 Bulldog Drive. The plan proposes the demolition of the existing Park View Motel and associated buildings and the construction of: 35 townhomes (25 of which front Crackersport Road), six three- or four-story mixed buildings containing 26,780 square feet of non-residential floorspace and 360 apartments, 909 parking spaces, stormwater management facilities, and 256,435 square feet of open space , on a 0.81-acre portion of the 23.55-acre site. The subject property is zoned HC Highway Commercial and TND-Commercial Retrofit Overlay. The property is being developed under the TND-Commercial Retrofit Overlay District regulations. E&B Partnership LP is the owner and applicant.

PREVIOUS TOWNSHIP CONSIDERATION:

On November 20, 2020, E&B Hotel Partnership submitted an application for a Conditional Use Review for Premier Center Luxury Apartments 2020-601. At their December 20, 2020 meeting, the Planning Commission took the plan under advisement to allow the applicant to address the comments of the reviewing agencies.

On January 13, 2020, E&B Hotel Partnership LP submitted a Sketch Plan application for Bizate Park View Major Plan 2020-101.

At their October 23, 2019 hearing, the Zoning Hearing Board denied E & B Hotel Partnership's appeals for all of the following: a Use Variance from Section 350-24(c)(13) to allow for a multi-family residential apartments as a stand-alone use; a variance from Section 350-48(d)(4)(D) from the minimum parking requirements of an apartment building; a variance from Section 350-48(d)(3) from the parking requirements of apartment as part of a mixed-use building; and a variance from Section 350-24(C)(13) from the maximum height requirement within the HC District.

At their December 16, 2003 hearing, the Zoning Hearing Board granted Special Exception approval to permit a Temporary Use for "Special Outdoor Events" for the year 2004. ZHB-2003-054

At their March 26, 2003 hearing, the Zoning Hearing Board granted Special Exception approval to permit a Temporary Use for an outdoor dog show event. ZHB-2003-008.

At their March 6, 2003 hearing, the Zoning Hearing Board granted Special Exception approval to permit a Temporary Use for an outdoor dog show event. ZHB-2003-007

At their March 6, 2003 hearing, the Zoning Hearing Board granted Special Exception approval to permit a Temporary Use for an outdoor dog show event. ZHB-2003-009

At their September 23, 1992 hearing, the Zoning Hearing Board granted a Temporary Use approval to host a dog show on the premises. ZHB-1992-050

REVIEWING AGENCIES COMMENTS:

- A. Township Engineer** – The comments of the Township Engineer are contained in Mr. Scott Pidcock’s review dated February 11, 2021. His comments pertain to plan detail, traffic, and vehicular and pedestrian circulation.
- B. Township Water & Sewer Engineer** – The comments of the Township Water and Sewer Engineer are contained in Mr. Jason Newhard’s review dated February 12, 2021. He makes no further comments.
- C. Public Works Department** – The comments from the Public Works Department are contained in Superintendent Herb Bender’s review dated December 11, 2020. His comments pertain to Township utilities.
- D. Zoning Officer** – Ms. Laura Harrier’s comments are contained in her review dated February 17, 2021. Her comments pertain to the General Conditional Use Standards within Section 350-18(b) and the Specific Conditional Use Standards within Section 350-31(f)(3) and (g), and 350-48.
- E. TND Consultant** – Mr. Thomas Comitta’s comments are contained in his review dated February 17, 2021. His comments pertain to ground floor mixed-use commercial uses, open space amenities, ground floor mixed-use building facades, street trees, and conceptual elevation details.
- F. Lehigh Valley Planning Commission** – The comments of the Lehigh Valley Planning Commission have not been received at the time of this writing.
- G. Public Safety Committee** – The Public Safety Commission reviewed the plan at its December 7, 2020 and made no comments regarding the proposed use on the property.
- H. Environmental Advisory Council** – The Environmental Advisory Council has not reviewed the plan due to a lack of a quorum available.

COMMUNITY DEVELOPMENT DEPARTMENT RECOMMENDATION:

The Department recommends that the Planning Commission utilize the comments of the reviewing agencies to develop conditions of approval for the application. Should the applicant require additional time to answer the Planning Commissions’ questions, a Waiver from the Time Limitation to Review the Request shall be required.

Planning Commission deadline date to act on the plan: February 18, 2021
Board of Commissioners deadline date to act on the plan: February 18, 2021

Premier Center Luxury Apartments Conditional Use Review 2020-601





Premier Center Luxury Apartments Conditional Use Review 2020-601

Location Map



Illustrative Plan
Scale: 1" = 60'-0"

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Premier Center Luxury Apartments

Allentown, PA

Project Number: 19019P
Client: E&B Hotel Partnership, LP
Date: 2020.11.17

BARTON PARTNERS
urban design + architecture + interiors

Contact
610.930.2800
www.bartonpartners.com

Norristown
700 E. Main St. Suite 301
Norristown, PA 19401

Philadelphia
1524 Delancey St. 3rd Floor
Philadelphia, PA 19102

Ms. Tracy J. Fehnel
Executive Assistant
South Whitehall Township

Mr. Aaron Silverstein
Zoning Officer
South Whitehall Township

Ms. Laura M. Harrier
Building Code Official/Zoning Officer
South Whitehall Township

Joseph A. Zator, II, Esq.
South Whitehall Township Solicitor
Zator Law

Jennifer R. Alderfer, Esq.
Assistant South Whitehall Township Solicitor
Zator Law

Mr. Kevin P. Markell, P.E.
Department Head, Civil Engineering
Barry Isett & Associates, Inc.

Mr. Seth A. Shapiro
Principal
Barton Partners

Mr. Matthew J. Koenig, AIA
Principal
Barton Partners

Mr. Robert L. Hoffman, P.E., PTOE
Regional Manager
Traffic Planning and Design, Inc.

Mr. Tony M. Ganguzza, P.E.
Vice President of Preconstruction Services
Boyle Construction, Inc.

Mr. Nick Bizati
E&B Hotel Partnership, LP

James F. Preston, Esquire
Broughal & DeVito, LLP

(all via e-mail)

REPORT:

South Whitehall Township Ordinances:

Zoning Ordinance (ZO)

Subdivision and Land Development Ordinance (SALDO)

See attached list for documents reviewed.

Proposal:

23.5± Park View Inn and Conference Center Site at northeast quadrant of the Routes 309 and 22 interchange;

Traditional Neighborhood Development (TND) Commercial Retrofit;

6 Mixed Use Buildings (4 stories) consisting of apartments (3 stories above ground-floor uses – 360 total apartments) and the following commercial uses: one 8,000 square foot (s.f.) daycare with 4,900 s.f. outdoor play area; one 3,500 s.f. medical office; one 2,540 s.f. retail store; one 5,000 s.f. professional services office; one 2,840 s.f. leasing office; one 3,500 s.f. restaurant; and one 1,400 s.f. dog grooming store;

7 Townhouse Buildings (5 units per building);

Driveway / street connections to Bulldog Drive (with a roundabout) and Crackersport Road;

1.7± Acres of active open space;

5.9± Acres of open space;

2 Stormwater Retention Basins;

Parking areas (total 917 parking spaces); and

Public Water and Sanitary Sewer.

Waivers Granted:

(none to date – see Comment 1.b below).

Recommendation:

We offer the attached comments to assist the Township in its consideration of the Conditional Use Application.

mjg/acc

Enclosures

South Whitehall Township
Premier Center Luxury Apartments (Bizati Park View)
Conditional Use Application #2020-601

February 11, 2021

REVIEW COMMENTS

1. The following general Sketch Plan comments pertain to the Conditional Use, ZO §350-18(c)(3):
 - a. The project is in the Little Lehigh Creek Watershed Act 167 Subarea 176 which is a 30/70 percent release rate district. Stormwater management system plans and design calculations which demonstrate that the proposed development will meet the Act 167 runoff and water quality volume (WQv) requirements for discharge to any contiguous properties for each discharge point should be submitted for review with the Preliminary Plan. Documentation of the adequacy of all downstream drainage paths will be required with the Preliminary Plan submission. There are 2 underground stormwater retention systems and possible spray areas shown on the Site Plan;
 - b. Crackersport Road is designated on the Township Official Map as a collector road, which requires a 70-foot right-of-way and 40-foot cartway SALDO §312-26 and §312-35. Provide frontage improvements to collector street standards (e.g., pavement widening, concrete monuments, street trees, etc.) – proposed drainage, utility, landscaping, etc., designs should account for design of these road improvements. In his response letter dated January 21, 2021, the Design Engineer indicates that a waiver from the cartway widening along Crackersport Road will be requested (36-foot cartway existing). Provide a formal written waiver request with the Land Development submission;
 - c. Reviews and approvals will be required from Atlantic Pipeline Corp., PPL, and the Township for any work within their easements shown on the Plan. We note a townhouse building appears to be proposed directly over an existing sanitary sewer easement. In his response letter dated January 21, 2021, the Design Engineer indicates that the sanitary sewer easement will be removed and approvals from other agencies will be obtained during the Land Development process;
 - d. Show any proposed project staging, SALDO §312-10(b)(11). In his response letter dated January 21, 2021, the Design Engineer indicates that staging/phasing is under evaluation and will be shown on the Land Development Plans;
 - e. The Township should determine the extent of bicycle paths and recreation trails required, SALDO §312-35(d);

- f. Contact the Postmaster to determine whether a central mailbox system will be necessary. We understand that the Postmaster has been contacted and his comments will be addressed as necessary; and
 - g. Matters pertaining to the design of water distribution and sanitary sewerage systems should be discussed with the Public Works Department.
2. Township Zoning Ordinance compliance and Comprehensive Plan consistency is required for a Conditional Use, ZO §350-18(b)(1)(B), §350-18(b)(1)(D). We defer to the Township Staff and the Planning Consultant regarding the review of the recently submitted Conditional Use Standards Memorandum from Attorney Preston and also the previously submitted General Manual of Written and Graphic Design Standards;
3. The following comments relate to the Transportation Impact Study (TIS) and Supplemental Analyses, submitted in support of the Conditional Use, ZO §350-18(b)(1)(H):
 - a. The following comments pertain to the Route 309 and Ridgeview Drive intersection:
 - i. During the AM Peak, the westbound left turn movement exceeds capacity in both the 2025 Base condition (volume to capacity ratio of 1.16) and the 2025 Projected condition (v/c of 1.35). The LOS degrades from LOS F (133.2 seconds of delay per vehicle) to LOS F (209.7 seconds per vehicle) in the AM Peak and from LOS E to LOS F (96.6 seconds per vehicle) in the PM Peak;
 - ii. During the AM Peak, the westbound left turn movement queue length is anticipated to increase from 738 feet in the No-Build condition to 1,065 feet in the Build condition. While the volume of westbound left turn movements into Bulldog Drive is low (8 and 5), these vehicles will be using the same left turn lane and are not included in the 1,065-foot queue. Further, a portion of the required 1,065-foot queue results from northbound Bulldog Drive left-turning vehicles. We recommend that a microsimulation of these intersections be prepared (see below Comment 3.b). The Developer's Engineer recently provided the microsimulation files, and they will be reviewed and separately discussed;
 - iii. During the PM Peak hour, the northbound through/right turn movement is shown to degrade from LOS D to LOS F (68.6 seconds per vehicle);
 - iv. During the AM Peak hour, the overall intersection LOS is anticipated to degrade from LOS D (50.8 seconds per vehicle) to LOS E (64.9 seconds per vehicle); and

- v. We note that the clearance intervals are proposed to be revised for the No-Build and Build conditions. Provide justification for the revised yellow and all-red clearance times.

- b. At the Ridgeview Drive and Bulldog Drive intersection, the northbound left/right movement degrades from LOS C to LOS D during the AM Peak and LOS C to LOS E during the PM Peak. Given the close proximity of this intersection to Route 309 and the capacity analysis limitations which assume free-flow movements, a microsimulation of the intersections should be prepared and compared for the No-Build and Build conditions to demonstrate the potential mitigation improvements;

- c. The TIS indicates that the intersection of Springhouse Road and Crackersport Road does not satisfy the traffic volume warrants for an All-Way stop but that the available sight distance to the right for Crackersport Road traffic is less than PENNDOT's Safe Stopping Sight Distance. A crash history should be provided to identify past performance of the intersection (we note the presence of a mirror to assist Crackersport Road motorists to see oncoming northbound traffic). The TIS indicates that the operation of the intersection will be significantly impacted if an All-Way Stop is installed (all Springhouse Road traffic will be required to stop but Crackersport Road traffic will be better accommodated). Calculations along with a description of the steps taken to calculate the Projected Traffic Volumes in Table 13 (All-Way Stop Control Warrant Summary) should be provided. The basis for the Crackersport Road volumes should be identified. We note that while the Springhouse Middle School (on the northwest corner of the intersection) is currently operating under a modified scenario (some students are learning remotely; the remaining students are split half on Monday / Tuesday and half on Thursday / Friday), the School District indicates that traffic volumes at Springhouse Middle School are similar to 'normal operations'. The TIS recommends the Township consider installation of an All-Way stop at this intersection. The Developer should identify proposed improvements, including recommended stop sign locations, pedestrian accommodations, restriping, etc.;

- d. We note that the Site Plan included with the TIS is not consistent with the latest plans submitted for review. The TIS should be updated to reflect the latest Site Plan and include recommendations regarding internal traffic control;

- e. The percentages provided for the Trip Distribution Assumptions for Jobs Located in Each Municipality for South Whitehall Township in the Volume Development Worksheets of Appendix F equals 80 percent (30+5+20+25). The percentages should be revised to total 100 percent. Similarly, the Percentage of Total Site Trips Assigned to Each Route table should be checked to confirm the movement percentages total the total percent of jobs column;

- f. The title and number for the Residential Trip Distribution for the Weekday PM Peak Hour figure should be revised to be Figure 11 and to reflect PM, not AM;

- g. The Turn Lane Warrant and Length Calculations for the westbound left and eastbound right turn movements at the Crackersport Road and Winchester Road / Site Driveway intersection are labeled as the AM Peak. It appears the second set of analyses should be for the PM Peak. Additionally, all the analyses should be updated to identify the approaches they represent;
 - h. Tables 5 and 14 (Sight Distance Analysis) should be expanded to include PENNDOT's Intersection Sight Distance based on AASHTO criteria for the Crackersport Road / Site Driveway and Springhouse Road / Crackersport Road intersections; and
 - i. The pass-by trip assignments should be reviewed and revised, as necessary. We note that based on the site layout and the locations of the retail / commercial, pass-by traffic would likely utilize both access points to exit the development for both eastbound and westbound traffic.
4. The proposed roundabout at the Bulldog Drive entrance should be designed to PENNDOT and national design standards, including splitter islands, signing, and marking.

The comments noted above are the result of our engineering review. We have not reviewed items associated with legal, geotechnical, lighting, water/sanitary sewerage systems, environmental, building code, public safety, and other non-engineering issues, which should be reviewed by the appropriate Township Staff and Consultants.

South Whitehall Township
Premier Center Luxury Apartments (Bizati Park View)
Conditional Use Application #2020-601

List of Plans and Supplemental Information
Prepared by Barry Isett & Associates, Inc.
and dated or last revised January 21, 2021, except as noted

1. Title Sheet, Sheet 1 of 5;
2. Existing Features Plan, Sheet 2 of 5, dated November 19, 2020 (cursory review only);
3. Conditional Use – Site Plan, Sheet 3 of 5;
4. Conditional Use – Conceptual Grading Plan, Sheet 4 of 5;
5. Autoturn Movements, Sheet 1 of 1;
6. Comment response letter (traffic related comments) prepared by Traffic Planning and Design, Inc. (TPD) and dated January 19, 2021;
7. Transportation Impact Study prepared by TPD and dated January 19, 2021; and
8. Comment response letter.



December 16, 2020

Kevin Markell
Barry Isett and Associates, Inc.
85 South Rte. 100
Allentown PA 18106

Email: kmarkell@barryisett.com

Re: Bizate Park View Development
Conditional Use Water & Sewer Service
SSM File 103400.00

Dear Mr. Markell:

We are in receipt of your request to South Whitehall Township for correspondence on water and sewer service to the proposed redevelopment of the former Days Inn Hotel a.k.a. Bizate Park View in conjunction with a Conditional Use application to South Whitehall Township. We are responding on behalf of South Whitehall Township. The site is currently served by Township owned public water and sanitary sewer and the Township intends to serve the proposed redevelopment with water and sanitary sewer.

Please contact our office should you have any questions or comments.

Sincerely,
Spotts, Stevens and McCoy

A handwritten signature in blue ink that reads "Jason M. Newhard".

Jason M. Newhard, CMIT
Construction Services Administrator
Water and Wastewater Engineering
jason.newhard@ssmgroup.com

cc: SWT

Gregg R. Adams

From: newhard, jason <jason.Newhard@ssmgroup.com>
Sent: Monday, December 14, 2020 1:33 PM
To: Gregg R. Adams
Cc: Mike Elias; Herb Bender
Subject: Primere Center - Bizate LD Comments

We have one comment:

The applicant shall provide new vs existing water flow data in order to assess any new or additional tapping fees and for sewer planning purposes.

Jason M. Newhard, CMIT
Construction Services Administrator
Spotts, Stevens and McCoy
Lehigh Valley Regional Office
1605 N. Cedar Crest Blvd., Suite 106
Allentown PA 18104
P: 610-849-9700 D: 484-821-5258
www.ssmgroup.com



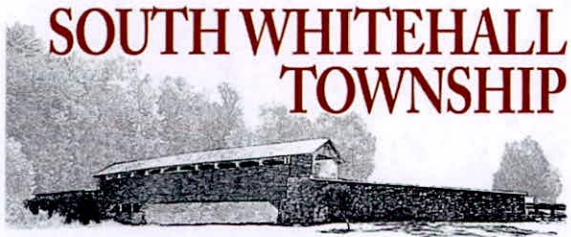
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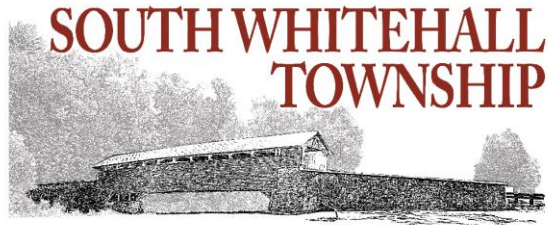


INTEROFFICE MEMORANDUM

TO: Dave Manhardt, Director of Community Development
FROM: Herb Bender, Public Works Manager *HB*
DATE: January 28, 2021
SUBJECT: Premier Center Luxury Apartments (Bizate Park View) - 2020-601

The Public Works Department reviewed the above project and has the following comments:

1. Show existing Township utilities on plans.



MEMORANDUM

TO: Board of Commissioners
FROM: Laura Harrier
DATE: February 17, 2021
SUBJECT: Premier Center Luxury apartments (Bizate Park View)
Conditional Use Review Request 2020-601
Plan dated January 21, 2021.
COPIES: D. Manhardt, G. Adams, J. Alderfer, S. Pidcock, Applicant

This application is for a **CONDITIONAL USE REVIEW**. The Applicant is proposing a TND Commercial Retrofit Development. Prior to any zoning approval being granted for any Use listed as a Conditional Use in this Ordinance, a Site Plan shall be reviewed by the Township Planning Commission and approved by the Township Board of Commissioners. This review requires the Zoning Officer to submit a written recommendation to the Board of Commissioners on whether a plan is compliant with the Zoning Ordinance utilizing the following standards and criteria.

350-18 THE GRANTING OF CONDITIONAL USES

It is hereby recognized that the establishment, maintenance and operation of certain uses may be necessary to serve the needs and convenience of the public and the Township, but that such uses may be adverse to the public health, safety and general welfare by reason of their inherent nature and/or operation and maintenance and, therefore, require special and proper consideration of, inter alia, the proposed Use, and characteristics of the surrounding area. Such uses are hereby declared to be Conditional Uses and may be permitted upon application to and approval by the Board of Commissioners, provided said Use is shown as a Conditional Use in the zoning district schedule for the district in which the Use is located, in accordance with the Specific Standards found in Section 350-48 and subject to General Standards and considerations.

SECTION 350-18(c)(5). The Zoning Officer shall, within thirty (30) days of receipt of a completed submission by the Township, review the plan and submission to determine compliance with this Ordinance, and submit a written recommendation to the Board of Commissioners.

CONDITIONAL USE STANDARDS:

SECTION 350-18(b) – The following *standards* shall apply for all approvals by the Board of Commissioners:

- (A) The design, characteristics, maintenance and operation of the Use are such that the public health, safety and general welfare will be protected and reasonable consideration is given to, among other things, the character and suitability of the location in question and the zoning district, traffic safety and road capacities, conservation of property values, preservation of the nature and quality of the environment.
Information should be provided to the Township demonstrating consistency based on the Township Engineer's letter dated February 11, 2021, clarification is required for the traffic safety and road capacities for the proposed project as described in letter.
- (B) Consistent with the community development objectives articulated in the Zoning Ordinance (pursuant to Section 606 of the Municipalities Planning Code).
Given the materials submitted and reviewed to date, should the project continue to its conclusion and gain all necessary approvals, both from the Township and all applicable agencies, it is the opinion of the Zoning Officer that this condition has been satisfied.
- (C) Consistent with the statement of purpose articulated for the district in which the Use is proposed and promote the harmonious and orderly development of such zoning district.
Given the materials submitted and reviewed to date and the TND Commercial Retrofit Overlay regulations under which the plans have been developed, it is the opinion of the Zoning Officer that this condition is consistent with the outlined purpose.
- (D) Consistent with the South Whitehall Township Comprehensive Plan and Official Map.
Given the materials submitted and reviewed to date and the TND Commercial Retrofit Overlay regulations under which the plans have been developed, it is the opinion of the Zoning Officer that this condition is consistent with the outlined purpose.
- (E) Compatible with the character and type of development existing in the area that surrounds the site and permitted in the underlying zoning district, in terms of the size, scale, height and bulk of the proposed uses and the size, shape and placement of Buildings and other Structures.

Given the materials submitted and reviewed to date and the Commercial Retrofit Overlay regulations under which the plans have been developed, it is the opinion of the Zoning Officer that this condition has been satisfied.

- (F) Compatible with the uses permitted in the surrounding area and permitted in the underlying zoning district, in terms of the Density and/or Intensity of land Use.

Given the materials submitted and reviewed to date and the Commercial Retrofit Overlay regulations under which the plans have been developed, it is the opinion of the Zoning Officer that this condition has been satisfied.

- (G) Reflective of sound engineering and land development design and construction principles, practices and techniques.

The Zoning Officer defers to the Township Engineer for compliance of any sound engineering and land development design. Given the materials submitted and reviewed to date and the TND Commercial Retrofit Overlay regulations under which the plans have been developed, it is the opinion of the Zoning Officer that this condition is consistent with the outlined purpose.

- (H) Provide safe and efficient access to roads and will not create traffic congestion, hazardous traffic conditions or excessive traffic volumes.

The Traffic Impact Study (TIS) that has been submitted for Township review has produced comments by the Township Engineer dated February 11, 2021 that should be addressed. The TIS indicates an adverse impact to at least two intersections. The applicant has not demonstrated that the adverse impacts shown by the TIS are no worse than those of any other permitted uses within the HC Highway Commercial Zoning District nor the TND Commercial Retrofit Overlay District.

- (I) Provide continuity of existing circulation systems, including roads, sidewalks, and trails.

The proposal would add to the existing circulation system in the form of parking garages integrated with the commercial uses on the ground level of the mixed use buildings. Information should be provided to the Township demonstrating the ingress and egress from the mixed used buildings by means of the parking garages. It should be demonstrated if there are continuous flows through the entire building, partial areas, or individual bays.

(J) Provide for adequate environmental controls and performance standards to minimize noise, vibration, glare, heat, odor, smoke, dust, fumes, vapors, gases, air emissions, water emissions and outdoor storage.

Given the materials submitted and reviewed to date, should the project continue to its conclusion and gain all necessary approvals, both from the Township and all applicable agencies, it is the opinion of the Zoning Officer that this condition has been satisfied.

(K) Each Conditional Use shall adhere to the minimum standards specified for the particular Use by the applicable regulations of this Ordinance. Section 350-31(f)(3)(B) Eligibility Criteria for TND-Commercial Retrofit Overlay District is as follows:

(i) Ownership: The Tract of land may be held in single and separate ownership or by multiple owners; however, when a Tract is held in multiple ownership, it shall be planned as a single entity with common authority and common responsibility.

(ii) Minimum Tract Size: 8 acres

(iii) Public Sewer is available and shall be connected to the development, with confirmation in writing of such availability from the South Whitehall Township Authority.

The Water and Sewer Engineer confirmed that the Township currently serves the site with public sewer and intends to continue for the proposed redevelopment of the site.

(iv) Public Water is available and shall be connected to the development, with confirmation in writing of such availability from the South Whitehall Township Authority.

The Water and Sewer Engineer confirmed that the Township currently serves the site with public water and intends to continue for the proposed redevelopment of the site.

(v) All applications for development of a Tract as a TND shall be accompanied by, and comply with the Manual of Written and Graphic Design Standards in Appendix C, as enabled by Section 708-A of the Pennsylvania Municipalities Planning Code. The Applicant may prepare and submit a specific manual (“Applicant’s Specific Manual”) which shall be subject to Township approval, pertaining to such specific proposed features as Building location, fencing, walls, landscaping, signs, Streets, pedestrian circulation, parking, lighting and Streetscape. The Applicant’s Specific Manual shall be consistent with the Design Standards in Appendix C of this Ordinance.

The design manual is incomplete and not consistent with the Design Standards found within Appendix C of the Zoning Ordinance as required by Section 350-31(e)(5). The Applicant shall revise the design of the commercial mixed use building area to show greater consistency with the design standards as outlined in Appendix C, to the satisfaction of the Township staff. While the term parking garage could be interpreted as a single use building served only with the purpose of parking on multiple floors, for this TND proposal it could also be interpreted that a parking garage is as part of a mixed use building since there are parking garages contained on much of the ground floor mixed use buildings. Of Appendix C, Page C-5, numbers 4.10, 4.12, 4.13, and 4.14 should be addressed for design standards for the ground floor parking garages, liner buildings, and shops. The applicant shall submit additional architectural elevations to show parking garages wrapped by liner buildings or shops on the ground floor and shall be designed to have a façade that is consistent with the facades of the surrounding buildings. Additional elevations of the buildings surrounding the CLOSE shall be provided to demonstrate the consistency of the façade of all the buildings, in addition to each building around its entire perimeter.

(L) All of the specific standards for the proposed Use, listed in Sections 350-30 or in 350-48. Section 350-31(f)(3)(c) Use Regulations for TND-Commercial Retrofit Overlay District are as follows:

(i) When an applicant meets the Eligibility Criteria for this Overlay District and elects to develop pursuant to it, the following Uses are permitted in a TND-Commercial Retrofit in the TND- Commercial Retrofit Overlay District:

- (a) Apartment as part of a Mixed-Use Building
- (b) Assisted Living Facility
- (c) Mixed-Use Building
- (d) Motor Vehicle Service Facility (in accordance with “Convenience Store with Fuel Pumps” in Appendix C)
- (e) Nursing Home
- (f) Personal Service Business (in accordance with Appendix C)
- (g) Pet Shop
- (h) Primary Uses permitted in the GC District
- (i) Retail Sales (in accordance with Appendix C)

- (j) Retirement Facility
- (k) Schools, Elementary and Secondary
- (l) Service Business
- (m) Single Detached Dwelling Unit (maximum of 20% of residential units);
- (n) Three-flat
- (o) Townhouse
- (p) Two-unit Dwellings
- (q) Veterinarians Office

Given the materials submitted and reviewed to date, the uses that are proposed are permitted within subsection (i) above. Should the project continue to its conclusion and gain all necessary approvals, both from the Township and all applicable agencies, it is the opinion of the Zoning Officer that this condition has been satisfied.

SPECIFIC USE CRITERIA:

SECTION 350-31 PROVISIONS FOR INNOVATION OVERLAY DISTRICTS

350-31(e)(2). Application of the TND Innovation Overlay Districts provisions is optional and shall be available to applicants meeting the eligibility criteria contained in each Overlay District and with Conditional Use approval by the Board of Commissioners in accordance with the specific standards contained herein and the general standards set forth in Section 350-18(b). A Sketch Plan submission shall be required for all Land Developments that utilize the TND Innovation Overlay District regulations that require a Conditional Use review and approval.

350-31(f)(3). TND - Commercial Retrofit Overlay District

- (A) Intent of the Overlay District
 - (i) Promote smart growth policies and innovations in commercial development that foster a greater mix of uses, including residential uses, within a pedestrian-oriented layout.
 - (ii) Promote economic vitality in older or underutilized commercial centers through greater flexibility and variety in development options.
 - (iii) Promote a more efficient use of land and integration of Uses by enabling increased Building heights along major road corridors.
 - (iv) Provide Dwelling options that do not require an automobile to fulfill the full array of daily tasks.

(v) Promote planned nonresidential centers that have useable Open Spaces that serve as gathering spaces for patrons.

(vi) Allow new residential development to serve as a transition and Buffer between new nonresidential development and existing neighborhoods.

1. **350-31(f)(3)(D)(i).** Open Space, Active Open Space, and Lot Areas of Commercial Uses shall be based upon percentage of the gross acreage of the Tract. The minimum designated Open Space required herein shall count toward the Open Space required by the Township Subdivision and Land Development Ordinance, Section 312-36(d) for Open Space and Prime Open Space, and shall be so dedicated in accordance with Section 312-36(d). Any additional Open Space, beyond the required minimum designated Open Space, may also be dedicated in accordance with Section 312-36(d) or may be held in private ownership as a Low Intensity Recreation Use.

Given the materials submitted and reviewed to date, should the project continue to its conclusion and gain all necessary approvals, both from the Township and all applicable agencies, it is the opinion of the Zoning Officer that this condition has been satisfied. Any changes during the Land Development process would require additional review.

2. **350-31(f)(3)(E)(i).** Area and Bulk Regulations: Individual lots may be required for the townhouse areas. Townhouse units are listed at 2,800 minimum lot area. ***It is noted in the Applicant's Engineer letter dated January 7, 2021, Comment No. 2, that the Townhomes are not intended to be for sale and do not have individual lots. Given the materials submitted and reviewed to date, should the project continue to its conclusion and gain all necessary approvals, both from the Township and all applicable agencies, it is the opinion of the Zoning Officer that this condition has been satisfied.***

3. **350-31(f)(3)(E)(iii)(d)(1).** Up to four (4) stories or sixty (60) feet may be permitted along Arterial and Collector Roads in the Overlay District, so long as any portion of a Building that exceeds 35 feet in height shall be located a minimum of three hundred (300) feet from any Lot Line abutting an existing residential district or Use that is not included in the same TND application as the building. ***Given the materials submitted and reviewed to date, should the project continue to its conclusion and gain all necessary approvals, both from the Township and all applicable agencies, it is the opinion of the Zoning Officer that this condition has been satisfied.***

4. **350-31(f)(3)(E)(v).** Buffer Strips and yards. Buffer strips and yards shall be provided in accordance with subsections (a) and (b). ***The Applicant's Engineer has provided a note on the plan as stated in Barry Isett's letter dated January, 7, 2021, that the buffer yards shall be in accordance***

with the Zoning Ordinance and that additional information will be provided regarding the specific plantings during the Land Development process. Given the materials submitted and reviewed to date, should the project continue to its conclusion and gain all necessary approvals, both from the Township and all applicable agencies, it is the opinion of the Zoning Officer that this condition has been satisfied.

5. **350-31(f)(3)(F)(iii)(c).** Parking shall be located to the side or rear of a commercial Use. No parking shall be located between the commercial Building and the Street.
Given the materials submitted and reviewed to date, should the project continue to its conclusion and gain all necessary approvals, both from the Township and all applicable agencies, it is the opinion of the Zoning Officer that this condition has been satisfied.

6. **350-31(g)(3).** A maximum of sixty (60) percent of the Open Space may contain floodway, wetlands, or slopes in excess of twenty-five (25) percent. Such features shall not be located within the Active Open Space.
Given the materials submitted and reviewed to date, should the project continue to its conclusion and gain all necessary approvals, both from the Township and all applicable agencies, it is the opinion of the Zoning Officer that this condition has been satisfied.

7. **350-31(g)(4).** Minimum designated Open Space shall not include storm water management basins or Easements. Underground stormwater infiltration areas and spray irrigation fields shall be permitted within the minimum designated Open Space in accordance with subsections A, B, and C.
Given the materials submitted and reviewed to date, should the project continue to its conclusion and gain all necessary approvals, both from the Township and all applicable agencies, it is the opinion of the Zoning Officer that this condition has been satisfied.

8. **350-31(g)(6)(E).** Active Open Space: The minimum percentage of the total Tract area that is designed as Active Open Space in accordance with TND Overlay District shall count toward the minimum designated Open Space, and shall meet the following standards: Documentation that the Open Space and Active Open Space meets the requirements contained within this section has been provided. The Active Open Space should contain at least 4 of the amenities listed in ZO §350-31(g)(6)(E).
Documentation that the Open Space and Active Open Space meet the requirements contained within has been provided. There are three (3) Active Open Space areas located on the plan. The Active Open Space should contain at least 4 of the amenities listed in ZO §350-31(g)(6)(E). The amenities shown on

the plan in the Active Spaces include: (ii) Walking Trails, (v) Gazebo and a hardscape Plaza, (vii) Bicycle Racks, and (viii) Benches. Given the materials submitted and reviewed to date, should the project continue to its conclusion and gain all necessary approvals, both from the Township and all applicable agencies, it is the opinion of the Zoning Officer that this condition has been satisfied.

9. **350-31(g)(6)(G).**The ownership and maintenance of Open Space shall be governed by Section 350-32(h), substituting “TND” for “Planned Residential Development” and “Open Space” for “Common Open Space” when applying that section to a TND.

A note has been added to the plan stating the Open Space will be privately owned and maintained. Given the materials submitted and reviewed to date, should the project continue to its conclusion and gain all necessary approvals, both from the Township and all applicable agencies, it is the opinion of the Zoning Officer that this condition has been satisfied.

SALDO WAIVERS

The Applicant has requested one SALDO waiver which does not have any impact on zoning requirements.

Laura Harrier, Zoning Officer
Community Development



THOMAS COMITTA ASSOCIATES, INC.
Town Planners & Landscape Architects

MEMORANDUM

TO: South Whitehall Township Officials & Staff
Premier Center Luxury Apartments Team

FROM: Thomas J. Comitta, AICP, CNU-A, RLA
Erin L. Gross, RLA, ASLA, APA

DATE: February 17, 2021

SUBJECT: **SOUTH WHITEHALL TOWNSHIP: CONDITIONAL USE PLAN - PREMIER CENTER LUXURY APARTMENTS, DATED REVISED 1-21-21; AND GENERAL MANUAL OF WRITTEN AND GRAPHIC DESIGN STANDARDS, DATED 11-19-2020**

Please note the enclosed Review Comments pertaining to the following items that we received on February 11, 2021, including:

- Project Narrative: Premier Center Luxury Apartments, dated 11-19-2020;
- Conditional Use Plans: Premier Center Luxury Apartments, prepared by Barry Isett & Associates, Inc., dated revised 1-21-2021;
- Premier Center Luxury Apartments: General Manual of Written and Graphic Design Standards, dated 11-19-2020;
- Premier Center Luxury Apartments: Illustrative Plan, prepared by Barton Partners, dated 11-17-2020; and
- Response Letter, prepared by Barry Isett & Associates, Inc., dated 1-21-2021.

Please call if there are any questions.



THOMAS COMITTA ASSOCIATES, INC.
Town Planners & Landscape Architects

SOUTH WHITEHALL TOWNSHIP: CONDITIONAL USE PLAN - PREMIER CENTER LUXURY APARTMENTS, DATED REVISED 1-21-21; AND GENERAL MANUAL OF WRITTEN AND GRAPHIC DESIGN STANDARDS, DATED 11-19-2020

February 17, 2021

Please note the Review Comments below pertaining to the documents listed in the cover Memorandum.

1. Plan Relation to Graphic Design Standards

- 1.1. Overall, TCA believes that the proposed development complies with the General Manual of Design Standards. However, please see comments 1.3., 3.1., 3.2., 4.1., which specifically pertain to the clarification/compliance with the General Manual of Design Standards.

2. Overall Commercial Mixed-Use Design and Layout

- 2.1. Overall, we believe that the layout of the TND is appropriate with the Townhomes in the northern portion of the tract near the adjacent residential neighborhood, and the Mixed Use component in the southern portion of the tract closer to the limited access roads of Route 22 and Route 309.
- 2.2. We believe that the design and layout of the Mixed Use component with the boulevard element will help to create a “main street”, and will promote a pedestrian friendly environment for the proposed neighborhood.
- 2.3. Please clarify the proposed “mixed use” component intended for the first floor of the Mixed Use Buildings. The Design Standards on page 3 indicate that the mixed use includes a “copious and continuous ground level retail”. In addition, the Project Narrative indicates that the ground floor non-residential will include uses such as “storage, commercial uses, parking ,etc.”.

We recommend uses that will activate the Streetscape with uses such as commercial, restaurants, and shops per 4.13 of the General Manual of Design Standards. Uses such as storage will not promote a lively main street or create a pedestrian friendly Streetscape.

3. TND Open Space & Public Realm

- 3.1. On page 12 of the Design Standards indicates in C-11 11.4 that “all Greens will have pedestrian amenities such as benches, shade trees, and open structures such as pavilions”. Currently the Greens illustrated on page 12 do not depict any of these pedestrian amenities. Therefore, please clarify what pedestrian amenities will be proposed.



THOMAS COMITTA ASSOCIATES, INC.
Town Planners & Landscape Architects

SOUTH WHITEHALL TOWNSHIP: CONDITIONAL USE PLAN - PREMIER CENTER LUXURY APARTMENTS, DATED REVISED 1-21-21; AND GENERAL MANUAL OF WRITTEN AND GRAPHIC DESIGN STANDARDS, DATED 11-19-2020

February 17, 2021

- 3.2. The proposed Public Realm: Close feature on page 13 of the Design Standards illustrates in the top diagram a counter-clockwise vehicular travel per 12.4 of the General Manual of Design Standards. However, the perspective rendering on the bottom of the page illustrates on-street parking directed for a clockwise vehicular travel. Please ensure that the proposed vehicular travel and parking are both in a counter-clockwise direction.
- 3.3. The Plan indicates Active Open Space in the two (2) Greens illustrated on page 12 of the Design Standards. However, proposed Green is a Dog Park. Per §350-31(g)(6)(E) (ZO) Active Open Space shall include at least four types of uses. Please clarify if there will be any recreation opportunities such as outdoor play spaces/tot lots for children, sports courts/playfields, gazebos and pavilions, picnic facilities and the like on the site?
- 3.4. A majority of the proposed Open Space is located in the southern portion of the development near the Mixed Use Buildings. Please consider adding at least one (1) Open Space area near the proposed Townhomes, in the form of a pocket park or other green space.

Perhaps a “linear park” or “linear pedestrian allee” could be created in the parking area between the proposed Townhomes and Mixed Use Buildings C1 and C2. This would create an open space area for the Townhome residents, as well as help to “break up the sea of parking”.
- 3.5. We recommend that the Applicant submit refined Public Realm Plans to indicate all currently proposed public space, and additional public space as mentioned above.

4. Main Street Environment & Streetscape

- 4.1. Relative to the Main Street Environment, the Design Standards for the ground floor parking garages, liner buildings, and shops needs to be addressed. Per the General Manual of Written and Graphic Design Standards, parking garages are intended to be wrapped by linear buildings or shops on the ground floor, and designed to have a façade that is consistent with the facades of the surrounding buildings. Therefore, please better address this issue in number 4.10, 4.12, 4.13, and 4.14 of the Design Standards. (Also submit architectural elevations per comment 5.1. in order to better demonstrate the consistency of the façade of all buildings surrounding the Close, and each building around its perimeter.)



THOMAS COMITTA ASSOCIATES, INC.
Town Planners & Landscape Architects

SOUTH WHITEHALL TOWNSHIP: CONDITIONAL USE PLAN - PREMIER CENTER LUXURY APARTMENTS, DATED REVISED 1-21-21; AND GENERAL MANUAL OF WRITTEN AND GRAPHIC DESIGN STANDARDS, DATED 11-19-2020

February 17, 2021

- 4.2. Section 13.5 of the General Manual of Design Standards indicates that the “Streetscape shall be embellished with street trees and street lights...”. The proposed Streetscape along the located west and south perimeter of the Central Green Area/Close feature is lacking in street trees. Please consider adding street trees along these streets in order to provide a more enhanced Streetscape.

5. Architecture

- 5.1. We realize that the conceptual renderings in the Design Guidelines are intended to convey the form, composition, and massing of the proposed buildings. However, we would like to comment in the future on the proposed materials and colors of the buildings, after the Applicant provides a Materials and Colors Legend on Conceptual Building Elevations.

Please call if there are any questions.

Gregg R. Adams

From: John G. Frantz
Sent: Tuesday, December 8, 2020 10:57 AM
To: Gregg R. Adams
Subject: Premier Center Luxury Apartments (Bizate Park View), 2020-601

Gregg,

I have no comments to the plan.

John G. Frantz, CFEI, BCO

Fire Marshal, Building Code Official
South Whitehall Township
4444 Walbert Avenue
Allentown PA 18104-1699
610-398-0401 (office)
610-398-1068 (fax)
www.southwhitehall.com



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350-18 THE GRANTING OF CONDITIONAL USES

(b) Approval of Conditional Uses.

(1) The Board of Commissioners shall approve any proposed Conditional Use only if they find sufficient evidence that any proposed Use will meet:

(A) The design, characteristics, maintenance and operation of the Use are such that the public health, safety and general welfare will be protected and reasonable consideration is given to, among other things, the character and suitability of the location in question and the zoning district, traffic safety and road capacities, conservation of property values, preservation of the nature and quality of the environment;

(B) Consistent with the community development objectives articulated in the Zoning Ordinance (pursuant to Section 606 of the Municipalities Planning Code);

(C) Consistent with the statement of purpose articulated for the district in which the Use is proposed and promotes the harmonious and orderly development of such zoning district;

(D) Consistent with the South Whitehall Township Comprehensive Plan and Official Map;

(E) Compatible with the character and type of development existing in the area that surrounds the site and permitted in the underlying zoning district, in terms of the size, scale, height and bulk of the proposed uses and the size, shape and placement of Buildings and other Structures;

(F) Compatible with the uses permitted in the surrounding area and permitted in the underlying zoning district, in terms of the Density and/or Intensity of land Use;

(G) Reflective of sound engineering and land development design and construction principles, practices and techniques;

(H) Provide safe and efficient access to roads and will not create traffic congestion, hazardous traffic conditions or excessive traffic volumes;

(I) Provide continuity of existing circulation systems, including roads, sidewalks, and trails;

(J) Provide for adequate environmental controls and performance standards to minimize noise, vibration, glare, heat, odor, smoke, dust, fumes, vapors, gases, air emissions, water emissions and outdoor storage;

(K) Each Conditional Use shall adhere to the minimum standards specified for the particular Use by the applicable regulations of this Ordinance.

(L) All of the specific standards for the proposed Use, listed in Sections 350-30 or in 350-48.

350-31 Provisions for Innovation Overlay Districts

(f) Overlay Districts:

(3) TND - Commercial Retrofit Overlay District

(A) Intent of the Overlay District

(i) Promote smart growth policies and innovations in commercial development that foster a greater mix of uses, including residential uses, within a pedestrian-oriented layout.

(ii) Promote economic vitality in older or underutilized commercial centers through greater flexibility and variety in development options.

(iii) Promote a more efficient use of land and integration of Uses by enabling increased Building heights along major road corridors.

(iv) Provide Dwelling options that do not require an automobile to fulfill the full array of daily tasks.

(v) Promote planned nonresidential centers that have useable Open Spaces that serve as gathering spaces for patrons.

(vi) Allow new residential development to serve as a transition and Buffer between new nonresidential development and existing neighborhoods.

(B) Eligibility Criteria

(i) Ownership: The Tract of land may be held in single and separate ownership or by multiple owners; however, when a Tract is held in multiple ownership, it shall be planned as a single entity with common authority and common responsibility.

(ii) Minimum Tract Size: 8 acres

(iii) Public Sewer is available and shall be connected to the development, with confirmation in writing of such availability from the South Whitehall Township Authority.

(iv) Public Water is available and shall be connected to the development, with confirmation in writing of such availability from the South Whitehall Township Authority.

(v) All applications for development of a Tract as a TND shall be accompanied by, and comply with the Manual of Written and Graphic Design Standards in Appendix C, as enabled by Section 708-A of the Pennsylvania Municipalities Planning Code. The Applicant may prepare and submit a specific manual ("Applicant's Specific Manual") which shall be subject to Township approval, pertaining to such specific proposed features as Building location, fencing, walls, landscaping, signs, Streets, pedestrian circulation, parking, lighting and Streetscape. The Applicant's Specific Manual shall be consistent with the Design Standards in Appendix C of this Ordinance.

(C) Use Regulations.

(i) When an applicant meets the Eligibility Criteria for this Overlay District and elects to develop pursuant to it, the following Uses are permitted in a TND-Commercial Retrofit in the TND- Commercial Retrofit Overlay District:

- (a) Apartment as part of a Mixed-Use Building
- (b) Assisted Living Facility
- (c) Mixed-Use Building
- (d) Motor Vehicle Service Facility (in accordance with “Convenience Store with Fuel Pumps” in Appendix C)
- (e) Nursing Home
- (f) Personal Service Business (in accordance with Appendix C)
- (g) Pet Shop
- (h) Primary Uses permitted in the GC District
- (i) Retail Sales (in accordance with Appendix C)
- (j) Retirement Facility
- (k) Schools, Elementary and Secondary
- (l) Service Business
- (m) Single Detached Dwelling Unit (maximum of 20% of residential units);
- (n) Three-flat
- (o) Townhouse
- (p) Two-unit Dwellings
- (q) Veterinarians Office

(ii) The following Uses are permitted as Accessory Uses in a TND-Commercial Retrofit in the TND- Commercial Retrofit Overlay District:

- (a) those accessory uses listed within the underlying base Zoning District
- (b) accessory uses customary to the Primary Uses not listed within the underlying base Zoning District but listed within this Section

(c) Off-Street Parking: the requirements for Off-Street Parking for the non-residential uses are to be determined as a Coordinated Development, see Section 350-48(c)(10). For the purposes of this Section 350-31(f)(3), delineated Parking Spaces on Public or Private Streets fronted by the tract developed under this Section 350-29(f)(3) shall count as Off-Street Parking Spaces.

(iii) The following uses shall be permitted within the Open Space, subject to Township Board of Commissioners approval:

- (a) Gazebos, Pavilions, benches, and bicycle racks
- (b) Playfields, tennis and basketball courts, playground equipment and the like
- (c) Paved Trails
- (d) Hardscaped Plazas
- (e) other uses consistent with the character, nature and purposes of the development's Open Space, as approved by the Board of Commissioners.

(D) Overall Development Regulations

Development Option	Min Tract Size (acres)	Maximum Dwelling Units per Gross Acre	Min % of Open Space	Min % Active Open Space	Area of Residential Uses	Maximum Lot Areas of Commercial Uses
TND- Commercial Retrofit	8	15	15%	5%	Min 10% Max 25%	75%

(i) Open Space, Active Open Space, and Lot Areas of Commercial Uses shall be based upon percentage of the gross acreage of the Tract. The minimum designated Open Space required herein shall count toward the Open Space required by the Township Subdivision and Land Development Ordinance, Section 312-36(d) for Open Space and Prime Open Space, and shall be so dedicated in accordance with Section 312-36(d). Any additional Open Space, beyond the required minimum designated Open Space, may also be dedicated in accordance with Section 312-36(d) or may be held in private ownership as a Low Intensity Recreation Use.

(ii) Measurement of Lot Area of Commercial Uses shall be based upon the total Lot Area of such uses. For purposes of this calculation, Mixed-Use Buildings (including those with upper Story Apartment Units), Nursing Homes, and any nonresidential or skilled nursing component of a Retirement Facility shall count toward the maximum Lot Area of Commercial Uses.

(iii) Maximum Dwelling Units per Gross Acre shall be based upon the acreage of the Residential Uses and shall not count the Area of Commercial Uses.

(E) Area and Bulk Regulations

(i) Area and Bulk Regulations:

Primary Use	Minimum Lot Area (sq. ft.)	Minimum Frontage (ft.)	Minimum Side Yard (ft.)	Minimum Rear Yard (ft.)	Maximum Lot Coverage (%)
Single Detached Dwelling Unit	6,000	50	8	25	45
Twin	4,800/unit	40 /unit	10	25	50
Two-flat	8,400	70	10	25	50
Three-flat	12,000	100	10	25	55
Townhouse	2,800	20/unit	15	45	65
Commercial Uses	20,000	100	5	20	75
Mixed-Use Building	15,000	90	10	20	75

(a) Lot width of Single Detached Dwellings shall vary from Lot to Lot, so that not more than three (3) adjoining residential Lots may have the same width in order to induce variety in the layout of the plan. To meet the purposes of this section, the Lot width shall vary by a minimum of five (5) feet from an adjoining Lot.

(b) Accessory Uses and Structures shall be setback in accordance with the Zoning District Schedule of the Base Zoning District.

(ii) Build-to Line:

- (a) Along residential Streets: 10-15 feet;
- (b) Along nonresidential or Mixed-Use Streets: 5-15 feet.

(iii) Building Height:

- (a) Residential Minimum: 20 feet
- (b) Residential Maximum: 35 feet
- (c) Nonresidential Minimum: 2 stories or 20 feet;
- (d) Nonresidential (including Mixed-Use Buildings)

Maximum: Unless otherwise permitted by the underlying base zoning district at that location, 3 stories or 45 feet, except that:

(1) up to four (4) stories or sixty (60) feet may be permitted along Arterial and Collector Roads in the Overlay District, so long as any portion of a Building that exceeds 35 feet in height shall be located a minimum of three hundred (300) feet from any Lot Line abutting an existing residential district or Use that is not included in the same TND application as the building.

(2) Up to five stories or seventy-five (75) feet may be permitted within 2,000 feet of the intersection of Cedar Crest Boulevard and Route 22, so long as any portion of such Building that exceeds sixty (60) feet in height shall be located a minimum of five hundred (500) feet from any Lot Line abutting an existing residential district or Use that is not included in the same TND application as the building.

(vi) Building Separation Distances (Between Buildings on the same Lot)

(a) A minimum distance of twelve (12) feet shall separate all single detached Dwellings and Two-unit Dwellings from one another.

(b) Townhouses and Three-flat Dwellings shall be separated from Single Detached Dwelling Unit/Twins/Two-flat, and other Townhouses or Three-flats by a minimum of fifteen (15) feet.

(c) Non-residential Buildings shall have a minimum separation distance of twenty (20) feet to any other principal freestanding Building.

(v) Buffer Strips and yards

(a) Buffers shall be planted in accordance with Section 350-42(b). At locations where the underlying base zoning district is Residential, the required buffer shall be twice the width normally required where abutting an existing residential use.

(b) Non-residential Primary Use Buildings shall be Setback a minimum of forty (40) feet from any perimeter Lot Line abutting existing residential uses or districts. Unless abutting a Residential Use, Non-residential Primary Use Buildings along the perimeter lot line shall utilize the same setbacks along the perimeter lot line as required by the adjoining non-residential district.

(c) Residential Primary Use Buildings shall be Setback a minimum of forty (40) feet from any perimeter Lot Line abutting existing non-residential uses or districts. Unless abutting a Non-residential Use, Residential Primary Use Buildings along the perimeter lot line shall utilize the same setbacks along the perimeter lot line as required by the adjoining residential district.

(F) Design Standards and Development Regulations.

(i) The Design Standards in Appendix C shall apply to the Building Location, Building Height, Main Street Environment, Parking Location, Alleys, Public Realm, and Streetscape of the TND- Commercial Retrofit.

(ii) The Open Space Development Regulations in Section 350-31(g) shall apply.

(iii) Commercial Area Development Regulations

(a) A minimum of thirty percent (30%) of the nonresidential Floor Area shall be located in Mixed-Use Buildings.

(b) A minimum of sixty (60%) of the Commercial or Mixed-Use Floor Area shall be designed in accordance with the Design Standards (Appendix C), and oriented towards a Green, Plaza or Square and/or towards a Close. The minimum area of the aforementioned "central Plaza" or "central Green" shall be:

(1) 6,000 square feet for tracts from eight (8) acres to ten (10) acres in size.

(2) 10,000 square feet for tracts greater than ten (10) acres to fifteen (15) acres in size.

(3) 15,000 square feet for tracts greater than fifteen (15) acres in size.

(c) Parking shall be located to the side or rear of a commercial Use. No parking shall be located between the commercial Building and the Street.

(d) All Anchor stores, Drive-through facilities, Motor Vehicle Service Facilities, and parking Garages shall be designed in accordance with Appendix C, Lot Diagrams, whether or not located in a Main Street Environment.

(iv) Additional Standards for Retirement Facilities:

(a) For purposes of Density calculations, every two (2) Nursing Home beds shall count as one (1) Dwelling unit.

(b) There shall be no more than one (1) Nursing Home bed for every ten (10) Independent Living Units or Assisted Living Residences.

(g) Common TND Open Space Design Standards

(1) Areas regulated by Sections 350-31(f)(2), (3) and (4) and designated for Open Space shall be configured to meet the following purposes:

(A) Maximize the conservation of site features identified as having environmental, historical or recreational value. Existing natural features, such as streams, creeks, ponds, Woodlands, specimen trees and other areas of mature vegetation shall be preserved in a natural state wherever possible.

(B) Provide links to existing or planned Open Space or recreation areas located on abutting Lots, including, but not limited to pedestrian trails, sidewalks, or greenways. This shall not apply to Open Space or recreation located on the opposite side of a Collector or Arterial road.

(C) Provide useable space for active and passive recreation, community gatherings, and civic interaction by the residents or employees of the TND and their guests.

(D) Minimize intrusion of views, on and off the site, through the Use of evergreen and deciduous trees, and Open Space Buffers.

(E) Implement municipal Open Space and recreation plans, where such plans have been adopted by the Township.

(F) Provide Buffers between the TND development and adjacent development, adjoining parks or protected lands, where appropriate.

(2) The Open Space areas shall be interspersed throughout the residential and nonresidential areas and linked by a common pedestrian system that is accessible to all residents.

(3) A maximum of sixty (60) percent of the Open Space may contain floodway, wetlands, or slopes in excess of twenty-five (25) percent. Such features shall not be located within the Active Open Space.

(A) Accessible artificial wetlands, such as (i) rain gardens, (ii) wet-bottom retention or detention basins or (iii) similar stormwater management Best Management Practices, shall be permitted within the sixty (60) percent of the Open Space. Other stormwater management facilities, including but not limited to traditional, grass bottomed stormwater detention basins, shall not be permitted in Open Space. Similarly, any artificial wetlands areas that are enclosed with fencing or are otherwise inaccessible shall not be permitted in Open Space.

(4) Minimum designated Open Space shall not include storm water management basins or Easements. Underground stormwater infiltration areas and spray irrigation fields shall be permitted within the minimum designated Open Space in accordance with the following:

(A) Such stormwater facilities and areas shall not be located within floodway, wetlands, or steep slopes;

(B) No above ground facilities or areas shall be located within the required Active Open Space; and

(C) Such facilities and areas shall be located a minimum of twenty (20) feet from a Lot Line.

(5) Minimum dimensions: Any area designated as Open Space shall be a minimum of five hundred (500) square feet and fifty (50) feet in width, except in the case of a Trail corridor or other linkage between two larger, noncontiguous, Open Space areas, which shall be a minimum of twenty (20) feet in width.

(6) Active Open Space: The minimum percentage of the total Tract area that is designed as Active Open Space in accordance with TND Overlay District shall count toward the minimum designated Open Space, and shall meet the following standards:

(A) Maximum grade of 5%;

(B) Open Space for passive recreation and pedestrian gathering shall be provided;

(C) In a Residential Cluster TND, a minimum of fifty (50) percent of the Active Open Space, shall be in the form of a Green, Square, Plaza or Close, and shall be centrally located to a majority of Dwelling units within the development. Such central Open Space shall be surrounded by Dwelling units or Mixed-Use Buildings on at least two (2) sides.

(D) Active Open Space in the TND- Commercial Retrofit or TND-Industrial Retrofit: At least one (1) Open Space area shall be centrally located among the nonresidential Buildings. This “central Plaza” or “central Green” shall be lined by Buildings on at least two (2) sides. Where a Main Street Environment is provided, such Open Space shall be located adjacent to the Main Street Environment. The minimum area of the aforementioned “central Plaza” or “central Green” shall be:

(i) 6,000 square feet for tracts from eight (8) acres to ten (10) acres in size.

(ii) 10,000 square feet for tracts greater than ten (10) acres to fifteen (15) acres in size.

(iii) 15,000 square feet for tracts greater than fifteen (15) acres in size.

(E) In addition to landscaping in the form of shade trees, evergreen and deciduous shrubs, and groundcovers, amenities shall include at least four (4) of the following types of uses, subject to Township Board of Commissioners approval:

(i) Gazebos and Pavilions, which shall be set back a minimum of fifteen (15) feet from any Lot or Lease Lot Line and thirty (30) feet from a Street or Alley;

(ii) Trails, which shall be a paved surface with a minimum of six (6) feet in width and Setback a minimum of five (5) feet from a Lot Line.

(iii) Playground equipment, which shall be Setback a minimum of twenty (20) feet from a Lot Line.

(iv) Playing Fields, which shall be Setback a minimum of twenty (20) feet from a Lot Line.

(v) Gazebo and a hardscape Plaza. The Gazebo shall be located on a hardscaped Plaza. The hardscaped Plaza shall be at least 1,000 square feet in area, set back a minimum of ten (10) feet from a Lot Line.

(vi) Sports Courts, which shall be Setback a minimum of twenty (20) feet from a Lot Line.

(vii) Bicycle Racks. Bicycle racks shall be located on a hardscaped pads of sufficient size that every bicycle parked at the rack is parked on a hardscaped surface and connected to a sidewalk and/or Walking Trail by a hardscaped path a minimum of six (6) feet in width.

(viii) Benches, which shall be located on hardscaped pads.

(F) Off-Street Parking. Active Open Space area shall provide off-street parking spaces in accordance with the Open Space Minimum Required Off-Street Parking requirements. The area provided for such Off-Street Parking Spaces shall not be counted as Open Space.

(i) Parking shall be buffered in conformance with Section 350-48(o)(2)(E)(5).

(iii) Parking areas shall be limited to no more than six (6) contiguous parking spaces.

(G) The ownership and maintenance of Open Space shall be governed by Section 350-32(h), substituting "TND" for "Planned Residential Development" and "Open Space" for "Common Open Space" when applying that section to a TND.

(H) The Open Space required herein for a TND shall count toward Open Space required by Subdivision and Land Development Ordinance Section 312-36(d).

(I) Open Space shall be developed in accordance with Appendix C.

Project Narrative
Premier Center Luxury Apartments
November 19, 2020

OVERVIEW

The Proposed Premier Center Luxury Apartment site is located at 1151 Bulldog Drive in South Whitehall Township. The parcel is surrounded by Crackersport Road; Bulldog Drive; Route 309 and the Route 22/309 ramp.

The project site is comprised of 1 parcel totaling 23.55 acres. The site currently is occupied by the Parkview Inn and Conference Center (multiple buildings on site) and generally slopes from Crackersport Road toward the route 22/309 ramp. There has a relatively gentle slope across the site with an elevation change of approximately 20+ feet. The site fronts on Township roads Bulldog Drive and Crackersport Road.

This community will be served by public water and sanitary sewer systems. The potential areas for stormwater management facilities are shown on the Conditional Use Plan and include infiltration basins and detention basins.

The development was planned and designed based on the guidelines of the TND – Commercial Cluster Overlay District. Features of the plan assure positive development and long-term quality for all residences of the development and the Township:

1. High end luxury apartment living
2. Many amenities throughout the development to satisfy all residents (walking trail, clubhouse, year around pool, dog park, etc.)
3. Major park areas for common and active open space, easily accessible to all residents
4. Main Street type commercial areas walkable for all residents and nearby neighborhoods
5. Housing choices including townhouses and apartments

The Conditional Use Plan proposes a Traditional Neighborhood Design, featuring a “Main Street”, tree lined streets with sidewalks, and paths linking residents to the commercial shops, eateries, and parks/open space.

TND ZONING

The entire parcel lies within the TND Commercial Retrofit Overlay District. The underlying zoning for the site area is HC – Highway Commercial.

The plan complies with the Zoning Ordinance latest revised September 1, 2020, the Subdivision and Land Development Ordinance latest revised April 1, 2019 and Appendix C – General Manual of Written and Graphic Design Standards.

Premier Center Development Program:

- 360 Apartments (above non-residential space)
- 35 Townhouses
- 26,780 sf of Commercial Space (includes leasing area)

Bulk Requirements Overview:

TND COMMERCIAL RETROFIT OVERLAY ZONING REQUIREMENTS – MIXED USED BLDG.		
BULK REQUIREMENTS	REQUIRED	PROPOSED
MIN. LOT AREA	348,480 S.F. (8 ACRES)	897,544 S.F. (20.80 AC.)
MIN. LOT FRONTAGE	90 FT.	>1500 FT.
MIN. BUILDING SETBACKS		
BUILDING SEPARATION	MIN. 20 FT.	MIN. 20 FT. (SEE PLAN)
BUILD TO LINE	MIN. 10 FT / MAX. 15 FT.	MIN. 10 FT / MAX. 15 FT.
SIDE (EA.)	10 FT.	>10 FT.
REAR	20 FT.	>20 FT.
MAX. BLDG. HEIGHT	60 FT. (IF 300 FT. FROM LOT LINE)	<60 FT.
MAX. LOT COVERAGE	75%	57.9% (520,128 S.F.)

TND COMMERCIAL RETROFIT OVERLAY ZONING REQUIREMENTS – RESIDENTIAL		
BULK REQUIREMENTS	REQUIRED	PROPOSED
MIN. LOT AREA	MIN. 10% / MAX. 25%	11.7% 120,968 S.F. (2.78 AC.)
MIN. LOT FRONTAGE	20 FT./UNIT	>20 FT.
MAX DU/AC	15 DU/AC	12.6 DU/AC
MIN. BUILDING SETBACKS		
BUILDING SEPARATION	MIN. 15 FT.	MIN. 15 FT. (SEE PLAN)
BUILD TO LINE	MIN. 10 FT / MAX. 15 FT.	MIN. 10 FT / MAX. 15 FT.
SIDE (EA.)	15 FT.	>15 FT.
REAR	45 FT.	>45 FT.
MAX. BLDG. HEIGHT	35 FT.	MAX. 35 FT.
MAX. LOT COVERAGE	65%	64.6% (77,185 S.F.)

TND COMMERCIAL RETROFIT OVERLAY ZONING REQUIREMENTS – OVERALL		
BULK REQUIREMENTS	REQUIRED	PROPOSED
MIN. LOT AREA	348,480 S.F. (8 ACRES)	1,018,512 S.F. (23.38 ACRES)
MIN. OPEN SPACE	15%	25.2% (256,435 S.F.)
MIN. ACTIVE OPEN SPACE	5%	7.4% (75,327 S.F.)
AREA OF RESIDENTIAL USE (EXCLUDES OPEN SPACE USE)	MIN. 10% / MAX. 25%	11.6% 117,702 S.F. (2.70 AC.)
MAX. LOT AREAS OF COMMERCIAL (EXCLUDES OPEN SPACE USE)	75%	63.3% 644,375 S.F. (14.79 AC.)

TND OPEN SPACE

The provided total Open Space is 25.2% or 5.89 acres of the total site area (23.38). The provided Active Open Space area is 7.4% or 1.73 acres of the total site area. The Active Open Space is located throughout the development and is made up of Greens and Plazas. There are several amenity types located through the development including walkways, trails, gazebos, pavilions, clubhouse recreation facilities, swimming pool, hardscape plaza areas, seating areas and bike racks. The Open Space and Active Open Space provided as part of the community will be owned and maintained by the Owner.

OPEN SPACE CALCULATIONS

- OPEN SPACE REQUIRED: 15%(INCLUDES ACTIVE OPEN SPACE)
ACTIVE OPEN SPACE REQUIRED: 5%
- OPEN SPACE REQUIRED: 15% x 23.38 AC. = 3.51 AC. (152,765 S.F.)
ACTIVE OPEN SPACE REQUIRED: 5% x 23.38 AC. = 1.17 AC. (50,922 S.F.)
- OPEN SPACE PROPOSED: 5.89 AC. (256,435 S.F.)
ACTIVE OPEN SPACE PROPOSED: 1.73 AC. (75,327 S.F.)

PEDESTRIAN CONNECTIVITY

All areas of the community are pedestrian accessible. The Conditional Use Plan shows interconnected network of sidewalks and trails which connect all areas of the community including along the entire frontage of Crackersport Road. The trails and sidewalks are located with the streetscape, Open Space and Active Open Space.

RESIDENTIAL COMPONENT OF THE COMMUNITY

This TND community will contain two different housing types apartments and townhouses. All buildings have the front façade located at the build to line as measured from the right-of-way along Crackersport Road and the edge of pavement along the interior roads (no ROW). All buildings have a maximum 15' build to line dimension as required by Ordinance. The townhouses have a varying front façade at 24' in

width; will have 2 car garages and meet all required dimensional requirements of the Ordinance. All apartments are above the non-residential uses on the ground floor. The apartments will consist of one- and two-bedroom units.

COMMERCIAL/MIXED USE COMPONENT OF THE COMMUNITY

The Mixed-Use Buildings are 4-story with a building height of less than 60 feet (60 feet is permitted if greater than 300 feet from a residential use/district). Mixed-Use buildings will have ground floor commercial and non-residential uses such as storage, commercial uses, parking, etc., with 3-stories of apartments above. The structure for the four (4) straight line buildings will be recessed on the 2nd to 4th floors to comply with the Ordinance on percentage of residential use. The build to line is a maximum 15 feet from edge of pavement on all internal roads.

COMMUNITY CLUBHOUSE

The entire community will be served by a 21,119 sf clubhouse consisting of community areas, exercise rooms, gathering areas, game room, bathrooms, indoor pool that will have glass doors that open during summer months, leasing office, mailroom, etc.

PARKING REQUIREMENTS

The entire community will be served by 909 parking spaces, most of which are external to the buildings, some of which are under the buildings to service the commercial uses. In addition, seven (7) large parking spaces are provided as well as 4 electric charging station spaces. See calculations below.

Parking Requirements

- Townhouse: 2.25 spaces per unit
- Apartments: 2.25 spaces per unit PLUS 1 large space in lot with 50 spaces
- Daycare: 1 space per 500 sf PLUS 1 space per employee
- Medical Office: 1 space per 200 sf
- Open Space: 1 space per 0.1 acres
- Personal Service Business: 1 space per 250 sf
- Dog Grooming (Pet Shop): 1 space per 200 sf
- Sit Down Restaurant: 1 space per 80 sf PLUS 1 large space
- Retail: 1 space per 200 sf
- Clubhouse: 1 space per 300 sf of office space; for public assembly, 1 space for each permanent seat PLUS 1 space per 50 sf of additional room used for assembly of residents & guests, excluding lobbies, vestibules & similar areas
- Maintenance Building: 1 space per employee
- 15% parking reduction can be applied to non-residential calculations total

Parking Calculations Residential

- Townhouse: 2.25 spaces x 35 units = 79 spaces
- Total Required: 79 spaces

Parking Calculations Non-Residential/Coordinated Development

- Apartments: $2.25 \text{ spaces} \times 360 \text{ units} = 810 \text{ spaces}$
- Daycare: $1 \text{ sp}/500\text{sf} \times 8000 \text{ sf} + 20 \text{ employees} = 36 \text{ spaces}$
- Dog Grooming: $1 \text{ sp}/200\text{sf} \times 1400 \text{ sf} = 7 \text{ spaces}$
- Medical Office: $1 \text{ sp}/200 \text{ sf} \times 3500 \text{ sf} = 18 \text{ spaces}$
- Personal Service Business: $1 \text{ sp}/250 \text{ sf} \times 5000 \text{ sf} = 20 \text{ spaces}$
- Sit Down Restaurant: $1 \text{ sp}/80\text{sf} \times 3500\text{sf} = 44 \text{ spaces}$
- Retail: $1 \text{ sp}/200\text{sf} \times 2540 \text{ sf} = 13 \text{ spaces}$
- Clubhouse: $1 \text{ sp}/300\text{sf} \times 2,840\text{sf} = 10 \text{ spaces}$
- Maintenance Building: $1 \text{ sp}/\text{employee} \times 4 \text{ employee} = 4 \text{ spaces}$
- Active Open Space: $1\text{sp}/0.1\text{ac} \times 1.45\text{ac} = 15$
- Total Required: 977 spaces
- Total Required w/ 15% reduction of parking: 830 spaces

Total Overall Parking Required: 909 spaces (79 + 830)

Parking Provided:

- Parking Structure (Mixed Use Bldgs): 164 spaces
- Townhouse Garages: $2 \text{ car per garage} \times 35 \text{ garages} = 70 \text{ spaces}$
- Surface Parking: 675 spaces
- **Total Parking Provides = 909 spaces**
- Large Parking Spaces = 7 spaces
- Electric Vehicle Parking = 4 spaces

TND STREETS & STREETSCAPE

The community will be serviced by all private street. There will be a Main Street coming off Bulldog Drive with parallel parking on both sides. The Main Street will have two 13' travel lanes with 8' parking aisles along with an 8' center landscape island. This Main Street will lead to an intersecting road, which will connect to Crackersport Road, directly opposite Winchester Road. Typical two-way traffic road will have a 24' travel width and two 8' parking lanes for a total of 40 feet. One-way traffic road will have an 18' travel width and two 8' parking lanes for a total of 34'. The streetscape is defined by buildings located along the build to line with sidewalks on both sides of the road for community connectivity. Most of the parking is off street located to the rear of buildings.

The townhouses will have rear entry garages (two car garage) along a proposed alley. The townhouses are setback approximately 10 feet from the alley not permitting parking within that area. The alleys have a 20' one-way paved travel lane width plus parking aisle of 8' on one side (majority of the townhouses).

TO: South Whitehall Township Planning Commission
FROM: James F. Preston, Esquire
DATE: January 11, 2021
RE: E & B Partnership, LP – Conditional Use Standards

The South Whitehall Township Zoning Ordinance contains two fundamentally different sets of standards governing conditional uses: General and Specific. The General Standards (i.e. standards applicable to all Conditional uses) are listed in the Z.O. § 350-18(b); the Specific Standards (i.e. standards applicable exclusively to the use proposed) are listed in Z.O. §§ 350-31(f)(3)(B) and (C). It must be noted that once a conditional use applicant satisfies the Specific Standards, the burden shifts to the objectors to prove that the impact of the proposed use is such that it would violate the General Standards. **Bray v. Zoning Bd. of Adjustment**, 48 Pa. Cmwlth. 523, 410 A.2d 909 (Pa. Cmwlth.1980).

General Standards

The Planning Commission has asked the Applicant to address the General Standards governing the Applicant’s proposed Conditional Use. The Applicant addresses those standards below in the order they appear in the Township Zoning Officer’s December 10th Memorandum.

- (A) The design, characteristics, maintenance and operation of the Use are such that the public health, safety and general welfare will be protected and reasonable consideration is given to, among other things, the character and suitability of the location in question and the zoning district, traffic safety and road capacities, conservation of property values, preservation of the nature and quality of the environment**

This is a general standard applicable to all conditional uses. The Applicant’s proposed use is as a conditional use under the Commercial Retrofit Overlay District. The Township’s overlay Districts are areas deemed by the Township to have the potential for compact growth, including, but not limited to, areas designated as “Growth Opportunity Areas” on the Future Land Use Plan of the 2009 South Whitehall Township Comprehensive Plan. Those areas, which include the Applicant’s Property, are intended to be developed, redeveloped, or infilled under specific sets of Design Standards and Development Regulations that address the unique conditions of each area and a particular vision for future land Use. The Design Standards and Development Regulations pertaining to such elements assure the protection of the public health, safety, and general welfare; and assure reasonable consideration of the concerns listed in (A) above. The Applicants proposed use complies with those standards.

(B) Consistent with the community development objectives articulated in the Zoning Ordinance (pursuant to Section 606 of the Municipalities Planning Code)

This is a general standard applicable to all conditional uses. Ordinance Section § 350-03 states that the Ordinance implements the Comprehensive Plan and Official Map for the Township of South Whitehall. Consequently, the Ordinance's inclusion of the Applicant's proposed use as a conditional use at the Applicant's Property implements the Comprehensive Plan and Official Map for the Township of South Whitehall.

(C) Consistent with the statement of purpose articulated for the district in which the Use is proposed and promotes the harmonious and orderly development of such zoning district

This is a general standard applicable to all conditional uses. Ordinance Section § 350-03 states that the Ordinance is designed to implement and foster the land development and use objectives, policies, and recommendations of the Comprehensive Plan of South Whitehall Township. Designating the use as a conditional use at the Applicant's property represents a determination by the Township's legislative body that the use at the Applicant's property is consistent with the public health, safety and welfare. We defer to the legislative judgment that an objectively compliant application will have no adverse affect on the public health, safety and welfare.

(D) Consistent with South Whitehall Township Comprehensive Plan and Official Map

This is a general standard applicable to all conditional uses. Ordinance Section § 350-02 states that the Ordinance is enacted to implement the Comprehensive Plan and Official Map for the Township of South Whitehall. Consequently, the Ordinance's inclusion of the Applicant's proposed use as a conditional use at the Applicant's property confirms compliance with this standard.

(E) Compatible with the character and type of development existing in the area that surrounds the site and permitted in the underlying zoning district, in terms of the size, scale, height and bulk of the proposed uses and the size, shape and placement of Buildings and other Structures

This is a general standard applicable to all Conditional uses. Designating the use as a conditional use at the Applicant's property represents a determination by the Township's legislative body that the use at the Applicant's property is suitable for the Applicant's property when built in accordance with the Ordinance's design requirements. We defer to the legislative judgment that an objectively compliant application will satisfy this standard.

(F) Compatible with the uses permitted in the surrounding area and permitted in the underlying zoning district, in terms of the Density and/or Intensity of Land Use

This is a general standard applicable to all Conditional uses. Zoning Ordinance § 350-31(f)(3) lists the criteria governing uses, density, and intensity of the proposed use. The proposed under review meets all listed density and/or intensity criteria.

(G) Reflective of sound engineering and land development design and construction principles, practices and techniques

This is a general standard applicable to all Conditional uses. The proposed use is designed by the Applicant's professionals - and reviewed by the Township's professionals - to be reflective of sound engineering and land development design and construction principles, practices and techniques.

(H) Provide safe and efficient access to roads and will not create traffic congestion, hazardous traffic conditions or excessive traffic volumes

This is a general standard applicable to all Conditional uses. Designating the use as a conditional use at the Applicant's property represents a determination by the Township's legislative body that the use at the Applicant's property is consistent with the public health, safety and welfare. The traffic conditions generated by the Applicant's proposed use are consistent with traffic conditions typically generated by such uses. We defer to the legislative judgment that an objectively compliant application will have no adverse traffic impacts.

(I) Provide continuity of existing circulation systems, including roads, sidewalks, and trails

This is a general standard applicable to all Conditional uses. The proposal under review proposes no changes to an existing circulation system and provides continuity of existing circulation systems, including roads, sidewalks, and trails.

(J) Provide for adequate environmental controls and performance standards to minimize noise, vibration, glare, heat, odor, smoke, dust, fumes, vapors, gases, air emissions, water emissions and outdoor storage

This is a general standard applicable to all Conditional uses. The proposed use is designed by the Applicant's professionals - and reviewed by the Township's professionals - to assure compliance with the Township's performance standards.

Eligibility Criteria

Ordinance § 350-31(f)(B) lists the eligibility criteria for the Applicant's proposed use. The Applicant's proposed use meets those criteria in that:

- (i) The subject tract is held in single and separate ownership
- (ii) The subject tract exceeds eight acres

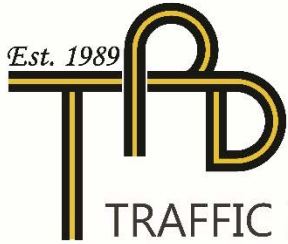
- (iii) Public sewer is available and shall be connected to the development
- (iv) Public water is available and shall be connected to the development
- (v) The Applicant has submitted a manual of written and graphic design standards consistent with Ordinance requirements.

Specific Standards

Ordinance § 350-31(f)(3)(c) lists specific, objective criteria governing Applicant's proposed use. The Township's professionals have reviewed the Applicant's proposed use for compliance with those criteria.

January 19, 2021

TPD# BOYC.00003



TRAFFIC PLANNING AND DESIGN, INC.



Traffic Impact Study

Parkview Inn Redevelopment
South Whitehall Township, Lehigh County, PA

For Submission To:
South Whitehall Township

PARKVIEW INN REDEVELOPMENT TRANSPORTATION IMPACT STUDY

FOR SUBMISSION TO:

South Whitehall Township, Lehigh County, PA

Prepared For:

Boyle Construction, Inc
1209 Hausman Road, Suite B
Allentown, PA 18104

January 19, 2020

TPD # BOYC.00003

Phone: (484) 223-0726

Fax: (484) 223-0767



TRAFFIC PLANNING AND DESIGN, INC.

Prepared By:

Traffic Planning and Design, Inc.
1720 Spillman Drive, Suite 260
Bethlehem, Pennsylvania 18015

Phone: (610) 326-3100

Fax: (610) 326-9410

E-mail: TPD@TrafficPD.com

Website: www.trafficpd.com



Robert Hoffman, P.E., PTOE

Regional Manager

Pennsylvania License Number PE 075571

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EXECUTIVE SUMMARY

The purpose of this study is to examine the potential traffic impact associated with the proposed Parkview Inn redevelopment on the roadway network in South Whitehall Township, Lehigh County, PA. Based on this evaluation, the following conclusions were reached:

1. The project scope and the extent of the study area were confirmed with representatives from the Township via email correspondence. The study area intersections included in this TIS are as follows:
 - » Route 309 & Ridgeview Drive;
 - » Ridgeview Drive & Bulldog Drive;
 - » Ridgeview Drive & Walbert Avenue;
 - » Bulldog Drive & Crackersport Road;
 - » Crackersport Road & Winchester Road;
 - » Crackersport Road & Springhouse Road;
 - » Springhouse Road & Winchester Road.
2. The proposed project site is to be located on the property of the Parkview Inn. The proposed site is bound by Route 309 (S.R. 0309) to the west, Route 22 (S.R. 0022) to the south and Crackersport Road to the north.
3. The proposed mixed-use development will consist of the following land uses: 360 apartments, 35 low-rise townhomes, an 8,000 SF daycare facility and 15,540 square feet (SF) of retail space.
4. Access to the site will be served by two full-access driveways: one existing driveway at the intersection of Bulldog Drive and Crackersport Road and one proposed driveway on Crackersport Road aligned directly opposite Winchester Road.
5. Under the 2025 projected conditions all approaches and turning movements at the site driveway intersections with the external roadway network will operate at LOS B or better during weekday A.M. and weekday P.M. peak hours.
6. The available sight distance at the proposed new site driveway location will exceed PennDOT's desirable and safe stopping sight distance (SSSD) criteria.
7. Upon full build-out, the proposed development is expected to generate 330 new vehicle-trips during the weekday A.M. peak hour and 333 new vehicle-trips during the weekday P.M. peak hour.
8. All study area intersections will operate at an acceptable overall intersection level of service (ILOS) D or better under the 2025 projected condition scenarios with the exception of the intersection of Route 309 & Ridgeview Drive during the AM peak hour.
9. Traffic Planning and Design Inc. (TPD) recommends the following roadway improvements at the site access study area intersection with Crackersport Road:

Crackersport Road & Winchester Road/Proposed Full-Access Driveway

- » Provide a stop sign (PennDOT designation R1-1) to control traffic;
 - » Design the driveway with sufficient width and radii to accommodate the anticipated traffic utilizing the access.
10. TPD has prepared an all-way stop control warrant analysis for the intersection of Springhouse Road and Crackersport Road. Given the current configuration and the results of the all-way stop analysis

performed at the intersection of Springhouse Road & Crackersport Road, the Township may wish to consider pursuing the installation of all-way stop control at this intersection.

11. Levels of Service (LOS) for the study area intersections have been summarized in matrix form. **Table I** details the overall intersection LOS for each study area intersection.

TABLE I
LEVELS OF SERVICE (DELAY) SUMMARY

Intersection	Movement	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour		
		Existing Conditions	Opening Year 2025		Existing Conditions	Opening Year 2025	
			Base	Projected		Base	Projected
Route 309 & Ridgeview Drive	EB L	C (23.2)	C (26.9)	C (27.6)	C (23.9)	C (24.3)	C (24.8)
	EB T	C (22.1)	C (25.1)	C (25.2)	C (24.1)	C (24.1)	C (24.2)
	EB R	B (15.0)	B (17.1)	B (17.1)	B (15.4)	B (15.5)	B (15.5)
	WB L	D (44.1)	F (133.2)	F (209.7)	D (36.3)	E (58.2)	F (96.6)
	WB TR	C (22.8)	C (26.1)	C (26.5)	C (23.7)	C (23.6)	C (23.9)
	NB L	C (23.3)	E (68.1)	E (68.1)	C (20.2)	D (53.5)	D (53.5)
	NB TR	C (26.2)	C (29.7)	C (33.4)	C (24.6)	D (45.2)	F (68.6)
	SB L	C (30.7)	C (34.2)	D (39.0)	C (30.7)	D (46.7)	E (55.4)
	SB TR	D (35.5)	D (41.9)	D (41.9)	C (28.6)	D (43.2)	D (43.2)
ILOS	C (30.7)	D (50.8)	E (64.9)	C (25.0)	D (41.4)	D (51.0)	
Ridgeview Drive & Bulldog Drive	WB L	B (10.1)	B (10.4)	B (10.6)	B (10.7)	B (11.2)	B (11.7)
	NB L/R	C (17.9)	C (21.0)	D (33.9)	C (19.2)	C (24.0)	E (37.5)
	ILOS	A (1.7)	A (1.9)	A (4.8)	A (1.5)	A (1.6)	A (3.9)
Walbert Avenue (S.R. 1006) & Ridgeview Drive	EB L	A (6.0)	A (6.8)	A (6.8)	B (10.5)	B (11.4)	B (11.4)
	EB TR	A (5.9)	A (6.3)	A (6.3)	A (8.6)	A (9.0)	A (9.0)
	WB L	A (7.9)	A (9.9)	A (9.9)	B (10.9)	B (13.2)	B (13.2)
	WB TR	A (5.7)	A (6.2)	A (6.2)	A (9.4)	A (9.7)	A (9.7)
	NB LT	B (10.2)	B (12.1)	B (12.1)	B (10.9)	B (13.2)	B (13.2)
	NB R	B (15.0)	B (17.8)	B (17.8)	B (11.2)	B (16.0)	B (16.0)
	SB L/T/R	B (10.7)	B (12.5)	B (12.5)	A (8.4)	B (10.3)	B (10.3)
	ILOS	A (8.5)	A (9.9)	A (9.9)	B (10.0)	B (12.0)	B (12.0)
Bulldog Drive & Crackersport Rod	WB L	A (8.4)	A (8.4)	A (8.7)	A (8.2)	A (8.2)	A (8.5)
	NB L/R	A (9.5)	A (9.5)	B (10.8)	A (8.8)	A (8.8)	A (9.6)
	ILOS	A (0.9)	A (0.9)	A (3.6)	A (2.0)	A (1.9)	A (3.1)
Crackersport Road & Winchester Road/ Proposed Site Driveway	EB L/T/R	A (8.4)	A (8.4)	A (8.4)	A (8.2)	A (8.2)	A (8.2)
	WB L/T/R	A (0.0)	A (0.0)	A (8.3)	A (0.0)	A (0.0)	A (8.3)
	NB L/T/R	--	--	B (10.3)	--	--	B (10.5)
	SB L/T/R	A (8.4)	A (8.4)	B (10.9)	A (8.6)	A (8.6)	B (11.4)
	ILOS	A (2.4)	A (2.3)	A (7.8)	A (1.6)	A (1.5)	A (7.1)
Crackersport Road & Springhouse Road	EB L	D (28.6)	D (32.4)	E (47.9)	C (24.2)	D (26.8)	D (33.8)
	EB R	B (11.6)	B (12.2)	B (12.8)	B (11.9)	B (12.3)	B (12.8)
	NB L	B (10.7)	B (11.0)	B (11.6)	A (9.8)	A (9.9)	B (10.2)
	NB T	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)
	SB T	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)
	SB R	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)
ILOS	A (3.0)	A (3.0)	A (4.4)	A (1.3)	A (1.3)	A (2.2)	
Springhouse Road & Winchester Road	EB L/T/R	A (10.0)	B (10.3)	B (11.2)	B (10.9)	B (11.4)	B (12.6)
	WB L/T/R	B (10.5)	B (10.8)	B (11.5)	C (17.2)	C (18.9)	C (22.3)
	NB L/T/R	B (11.0)	B (11.8)	B (13.0)	D (26.0)	E (35.7)	E (48.7)
	SB L/T/R	B (12.8)	B (14.2)	C (16.6)	B (14.2)	C (16.0)	C (19.3)
ILOS	B (11.6)	B (12.5)	B (14.1)	C (20.0)	D (25.3)	D (32.1)	

Base = No-Build scenario / Projected = Build scenario,

INTRODUCTION

Traffic Planning and Design, Inc. (TPD) has completed a Transportation Impact Study (TIS) for the proposed redevelopment of the Parkview Inn site in South Whitehall Township, Lehigh County, Pennsylvania. The proposed site is bounded by Route 309 (S.R. 0309) to the west, Route 22 (S.R. 0022) to the south and Crackersport Road to the north, as depicted in **Figure 1**.

As shown in **Figure 2**, The proposed mixed-use development will consist of the following land uses: 360 apartments, 35 low-rise townhomes, an 8,000 SF daycare facility and 15,540 square feet (SF) of retail space. Access to the site will be served by two full-access driveways: one existing driveway at the intersection of Bulldog Drive and Crackersport Road and one proposed driveway on Crackersport Road aligned directly opposite Winchester Road.

The scope of the Traffic Impact Study was confirmed with representatives from the Township via email correspondence. All relevant correspondence pertaining to this project has been included in **Appendix A**.

Internal Site Circulation

The internal street system design for the development includes traffic calming techniques such as a mini-roundabout, curb bump-outs, medians, and on-street parking. Implementation of these design techniques will result in lower vehicular speeds, which in turn will provide an environment conducive to bike and pedestrian activities. The plan includes a limited number of one-way internal streets, but the primary roadways through the development have been designed to accommodate two-way traffic.

EXISTING ROADWAY NETWORK

A field review of the existing roadway system in the study area was conducted. The existing roadway characteristics within the study area are summarized in **Table 1**. The existing lane configuration and intersection controls for the study area intersections are shown in **Figure 3**. Photographs of the study area intersections are included in **Appendix B**. The traffic signal permit plans are included in **Appendix C**.

TABLE 1
ROADWAY CHARACTERISTICS WITHIN STUDY AREA

Roadway	Ownership	Functional Classification/ Roadway Type	Predominant Directional Orientation	Average Daily Traffic	Posted Speed Limit
Route 309	State (S.R. 0309)	Principal Arterial Highway	North-South	17,684	55 mph
Ridgeview Drive ¹	Township	Local	North-South	Not Available	35 mph
Walbert Avenue	State (S.R. 1006)	Urban Collector	East-West	9,384	45 mph
Bulldog Drive	Township	Local	North-South	Not Available	35 mph
Crackersport Road	Township	Local	East-West	Not Available	35 mph
Winchester Road ²	Township	Local	East-West	422	25/35 mph
Springhouse Road	Township	Urban Minor Arterial	North-South	7,311	30 mph

Land Use Context

In Chapter 4 of the *Smart Transportation Guidebook*, dated March 2008, there is guidance pertaining to defining the land use context(s) for a given area. Based upon review of this information, the land uses surrounding the proposed site best fits the Suburban Neighborhood designation, as described below:

Suburban Neighborhood, "predominately low density residential communities... typically arranged in a curvilinear internal system of streets with limited connections to regional road network or surrounding streets. . . .Neighborhoods can include community facilities such as schools, churches, recreational facilities, and some other stores and offices. When suburban houses line and arterial roadway but have their primary access to frontage roads or rear access roads, it is possible to classify this area as a suburban corridor."

Roadway Type

In Chapter 5 of the *Smart Transportation Guidebook*, there is guidance pertaining to defining the transportation context(s) for a given area. Comparing the existing condition roadway characteristics to the various options presented in Table 5.1 of the *Smart Transportation Guidebook*, the study area roadways best fit the following categories, as described below:

Community Arterial, traffic volumes of 5,000 to 25,000 vehicles per day, intersection spacing of 300 to 1,320 feet, a desired operating speed of 25-55 mph, and a description as follows: "often classified as Minor Arterial in traditional classification but may include road segments classified as Principal Arterial."

- Route 309 (S.R. 0309).

Community Collector, traffic volumes of 5,000 to 15,000 vehicles per day, intersection spacing of 300 to 660 feet, a desired operating speed of 25-55 mph, and a description as follows: "often similar in appearance to a community arterial. Typically classified as Major Collector."

- Walbert Avenue (S.R. 1006).

Neighborhood Collector, traffic volumes of <6,000 vehicles per day, intersection spacing of 300 to 660 feet, a desired operating speed of 25-35 mph, and a description as follows: "similar in appearance to local roadways. Typically classified as Minor Collector."

- Springhouse Road

Local Road, traffic volumes of <3,000 vehicles per day, intersection spacing of 000 to 660 feet, a desired operating speed of 20-30 mph.

- Ridgeview Drive;
- Bulldog Drive;
- Crackersport Road;
- Winchester Road.

EXISTING TRAFFIC CONDITIONS

Intersection Turning Movement Counts

TPD conducted intersection turning movement counts on 15-minute intervals during the weekday morning (7:00 to 9:00 A.M.) and the weekday evening (4:00 to 6:00 P.M.) peak periods. Data pertaining to heavy vehicles and pedestrians were also recorded. Peak hours and count dates for the study area intersections are identified in **Table 2**. The peak hour consists of the four consecutive 15-minute intervals where the highest traffic volumes occur.

**TABLE 2
TRAFFIC COUNT INFORMATION**

Intersection	Date of Traffic Counts	Time Period	Intersection Peak Hour
Route 309 & Ridgeview Drive ¹	Thursday, June 1, 2017	Weekday A.M.	7:30 to 8:30 A.M.
		Weekday P.M.	4:45 to 5:45 P.M.
Ridgeview Drive & Bulldog Drive	Thursday, October 15, 2020	Weekday A.M.	7:00 to 8:00 A.M.
		Weekday P.M.	4:30 to 5:30 P.M.
Walbert Avenue (S.R. 1006) & Ridgeview Drive ¹	Thursday, June 1, 2017	Weekday A.M.	7:15 to 8:15 A.M.
		Weekday P.M.	4:45 to 5:45 P.M.
Bulldog Drive & Crackersport Road	Thursday, October 15, 2020	Weekday A.M.	7:00 to 8:00 A.M.
		Weekday P.M.	5:00 to 6:00 P.M.
Crackersport Road & Winchester Road	Thursday, October 15, 2020	Weekday A.M.	7:00 to 8:00 A.M.
		Weekday P.M.	4:15 to 5:15 P.M.
Crackersport Road & Springhouse Road	Thursday, October 15, 2020	Weekday A.M.	7:00 to 8:00 A.M.
		Weekday P.M.	4:00 to 5:00 P.M.
Springhouse Road & Winchester Road	Thursday, October 15, 2020	Weekday A.M.	7:15 to 8:15 A.M.
		Weekday P.M.	4:00 to 5:00 P.M.

1 = TPD utilized 2017 traffic counts since they were the most recent counts on record prior to COVID-19

Existing condition traffic volumes for the weekday A.M. and the weekday P.M. peak hours are illustrated in **Figures 4 & 5**, respectively. Traffic count data sheets are provided in **Appendix D**.

Automatic Traffic Recorder Counts

TPD also conducted Automatic Traffic Recorder (ATR) counts along the following roadways in the vicinity of the proposed site in order to determine the existing traffic volumes/patterns on a 24-hour weekday basis:

- » Existing Parkview Inn Driveway (“Bulldog Drive”), East of Park Manor Automotive;
- » Winchester Road between Crackersport Road and Valley Drive.

The ATR counts were conducted from Wednesday, October 14, 2020 until Wednesday, October 21, 2020.

Due to technical issues with the first set of counts, the following roadway was counted again:

- » Springhouse Road between Trexler Boulevard and Highland Street.

The additional ATR count was conducted from Tuesday, January 5, 2021 until Wednesday, January 13, 2021. Traffic count data sheets are provided in **Appendix D**.

COVID-19 Adjustments

TPD conducted new traffic counts at all study area intersections in October 2020. However, since traffic patterns have been impacted by COVID-19, TPD compared the 2020 traffic counts to historic traffic counts to assess whether it was appropriate to apply a traffic adjustment factor.

TPD compared the traffic counts at the two signalized intersections to 2017 traffic counts at the same locations. The results are summarized in **Table 3**.

**TABLE 3
TRAFFIC COUNT COMPARISON**

Intersection	Time Period	2017 Volumes	2020 Volumes	Difference
Route 309 & Ridgeview Drive	Weekday A.M.	2,786	2,092	-25%
	Weekday P.M.	2,883	2,366	-18%
Walbert Avenue (S.R. 1006) & Ridgeview Drive	Weekday A.M.	984	594	-40%
	Weekday P.M.	1,301	921	-29%

To be conservative, at locations where they were available TPD utilized the 2017 traffic counts as the “existing conditions” volumes for this traffic study. TPD adjusted the existing traffic volumes at the intersection of Ridgeview Drive & Bulldog Drive to balance with the intersection of Route 309 & Ridgeview Drive.

Since historic traffic counts were not available at the other study area intersections, TPD reviewed 2018 traffic counts from PennDOT’s TIRe database at two locations: Springhouse Road between Highland Street and Trexler Boulevard and along Winchester Road between Crackersport Road and Valley Drive. TPD then compared the 2018 traffic counts to ATR counts conducted by TPD at the same locations in 2020 and 2021. A comparison is summarized in **Table 4**.

**TABLE 4
TRAFFIC COUNT COMPARISON**

Roadway	Time Period	2018 Volumes	2020/2021 Volumes	Difference	Adjustment Factor
Springhouse Road	Weekday A.M.	672	528	-21%	1.27
	Weekday P.M.	867	716	-17%	1.21
Winchester Road	Weekday A.M.	47	33	-30%	1.42
	Weekday P.M.	43	45	--	0.96

Based on this data, TPD applied an adjustment factor of 1.27 to AM peak hour traffic counts and an adjustment factor of 1.21 to PM peak hour counts at the following intersections:

- » Crackersport Road & Bulldog Drive;
- » Crackersport Road & Winchester Road;
- » Crackersport Road & Springhouse Road;
- » Winchester Road & Springhouse Road.

It should be noted that the traffic adjustment methodology was provided and discussed with the Township Engineer prior to implementation in this study. It was agreed that the aforementioned adjustment methodology was appropriate. Traffic count data sheets are provided in **Appendix D**.

BASE (NO-BUILD) CONDITIONS

Annual Background Growth

A background growth factor for the roadways in the study area was developed based on growth factors for August 2020 to July 2021 obtained from the PennDOT Bureau of Planning and Research (BPR). The PennDOT BPR suggests using a background growth trend factor of 0.38% per year in Lehigh County for urban non-interstate roadways. As such, the background growth factor was applied annually to yield overall growth percentages of 1.91% (0.38% per year, compounded over 5 years) for the year 2025.

Nearby Proposed Developments

Base (no-build) traffic conditions were calculated to include traffic volumes from proposed developments, which, though not operating under existing conditions, may be operating by the year (2025) for the full-build out of the proposed development. Based on the scoping process and discussions with the Township Engineer, the following nearby planned developments were specifically included in this study:

Crackersport Road DC is a proposed flex warehouse project split into two sites. The total project consists of 898,800 sf. of warehouse space. The site is located on Crackersport Road and Eck Road. Trip distributions for this development were developed based on data provided in the Transportation Impact Study, dated January 3, 2018, prepared by Langan Engineering and Environmental Services, Inc. Excerpts from the study can be found in **Appendix E**.

4741 Chapmans Road is a proposed 156,000 s.f. flex warehouse facility. The site is located on Chapmans Road west of Route 309. Trip distributions for this development were developed based on data provided in the Supplement to the Transportation Impact Assessment Report, dated August 13, 2019, prepared by Keystone Consulting Engineers. Excerpts from the study can be found in **Appendix E**.

Parkland Manor Phase 4 is a proposed senior living facility consisting of 64 1-bedroom units and 16 studios. The site is located along Crackersport Road west of Hausman Road. Trip distributions for this development were developed based on data provided in the Trip Generation Analysis, dated January 30, 2020, prepared by Penn Technology Consulting, LLC. Excerpts from the study can be found in **Appendix E**.

1215 Hausman Road is a proposed flex warehouse facility consisting of 90,100 s.f. of warehouse/light industrial space. The site is located on Hausman Road between Crackersport and Ridgeview Drive. Trip distributions for this development were developed based on data provided in the Trip Generation Assessment for the Hausman Road Warehouse Development, dated April, 2019, prepared by McMahon Associates, Inc. Excerpts from the study can be found in **Appendix E**.

The Hills at Winchester is a proposed age-restricted residential and restaurant development consisting of 42 single family detached dwelling units, 118 detached senior housing units, 88 attached senior housing units, and a 5,000 s.f. quality restaurant. The site is located on the north side of Walbert Avenue (S.R. 1006) west of Cedar Crest Boulevard (S.R. 1019) and east of S.R. 309. Access is proposed via three proposed access locations from the site directly onto Walbert Avenue (S.R. 1006), two of which are opposite Hampton Road and 40th Street. Trip distributions for this development were developed based on data provided in Lehigh Engineering's *Traffic Impact Study for the Hills at Winchester*, last revised November 2015. Trip generation and trip distribution data for the site is included in **Appendix E**.

The Ridge Farm is a proposed mixed-use development consisting of approximately 181 single family homes and 280 twin homes, 408 apartments, 17,200 SF of restaurant space, 20,000 SF of retail space and 30,000 SF of medical office space. The site is located on both the west and east sides of Cedar Crest Boulevard (S.R. 1019), north of Walbert Avenue (S.R. 1006). Access is proposed as follows:

- » One full access driveway to Walbert Avenue (S.R. 1006), aligned with Office Center Road;
- » One right-in/right-out driveway to Walbert Avenue (S.R. 1006);
- » Two right-in/right-out/left-in driveways to Cedar Crest Boulevard (S.R. 1019);
- » Two full access driveways to Huckleberry Road east of Cedar Crest Boulevard (S.R. 1019);
- » One full access driveway to Huckleberry Road west of Cedar Crest Boulevard (S.R. 1019);

- » Seven single-family home driveways to Huckleberry Road west of Cedar Crest Boulevard (S.R. 1019);
- » Connection to Buchman Street at Roosevelt Street;
- » One full access driveway to the Yellowstone Road extension (being created by this project);
- » One connection to Ridge Lane.

Trip distributions for this development were developed based on data provided in Traffic Planning & Design's *Traffic Impact Study for the Ridge Farm Development*, last revised January 21, 2020. Trip generation and trip distribution data for the site is included in **Appendix E**

The additional traffic volumes due to background growth and background developments were added to the existing traffic data to produce 2025 base (no-build) condition traffic volumes. 2025 base condition volumes for the weekday A.M. and the weekday P.M. peak hours are illustrated in **Figures 6 & 7**. Trip distribution information for the nearby developments are included in **Appendix E**.

SCHEDULED ROADWAY IMPROVEMENTS

Programmed Improvements

Based on a review of the Pennsylvania Transportation Improvement Program (TIP) there are no programmed roadway improvements in the vicinity of the proposed site.

The following is a summary of roadway improvements proposed in conjunction with nearby developments:

Ridge Farm Development

As outlined in the *Ridge Farm Development Traffic Impact Study*, prepared by TPD, last revised January 21, 2020, the planned roadway improvements associated with the development include the restriping of Ridgeview Drive to provide a 530-foot long left-turn lane at the intersection of Route 309 & Ridgeview Drive.

Crackersport Road DC/Eck Road Warehouses

As outlined in the *Crackersport Road DC/Eck Road Warehouses Traffic Impact Study*, prepared by Langan, last revised January 3, 2018 planned roadway improvements associated with the development include signal equipment and retiming, as well as radii improvements and restriping at the intersection of Route 309 & Ridgeview Drive.

The roadway improvements summarized above have been included in all future condition analyses (base and projected conditions). A copy of the conceptual design for the turn lane extension improvement is included in **Appendix F**. A copy of the updated signal timings is included in **Appendix C**.

PROPOSED SITE ACCESS

Access to the site will be served by two full-access driveways: one existing driveway at the intersection of Bulldog Drive and Crackersport Road and one proposed driveway on Crackersport Road aligned directly opposite Winchester Road.

Sight Distance Analysis

A sight distance analysis was prepared for the proposed site driveways. In general, recommended safe sight distances depend upon the posted speed limit and roadway grades. The existing sight distances at the proposed driveways were measured in accordance with PennDOT Publication 282 Highway Occupancy Permit Operations Manual and compared to PennDOT’s desirable sight distance standard, which is identified in 67 PA Code Chapter 441.8(h), “Access to and Occupancy of Highways by Driveways and Local Roads.” In addition, measured sight distances at the proposed driveways were compared to PennDOT’s safe stopping sight distance standard, which is calculated by the following equation:

$$SSSD = 1.47VT + V^2/[30(f \pm g)]$$

SSSD = safe stopping sight distance (acceptable sight distance)

V = Vehicle Speed

T = Perception Reaction Time of Driver (2.5 seconds)

f = Coefficient of Friction for Wet Pavements

g = Percent of Roadway Grade Divided by 100

Table 5 shows the measured, desirable, acceptable (SSSD), and required sight distances at the new site driveway along Crackersport Road for vehicles entering and exiting the site.

TABLE 5
SIGHT DISTANCE ANALYSIS
SITE DRIVEWAY TO CRACKERSPORT ROAD OPPOSITE WINCHESTER ROAD

	Direction	Speed	Grade ¹	Sight Distances (feet)		
				DES	SSSD	EXIST
Exiting Movements	To the left	35 mph	0%	440'	249'	500'+
	To the right	35 mph	-1%	350'	252'	500'+
Entering Left Turns	Approaching same direction	35 mph	-1%	300'	252'	375'
	Approaching opposite direction	35 mph	0%	300'	249'	500'+

DES = PennDOT Desirable Sight Distance

SSSD = PennDOT Acceptable Sight Distance

EXIST = Existing (measured) Sight Distance

¹ = Roadway Grade Approaching Driveway

As shown in **Table 5** above, the measured sight distances at the site driveway exceeds PennDOT’s desirable sight distance requirements.

TRIP GENERATION

The trip generation rates for the proposed development were obtained from the *Trip Generation Manual*, Tenth Edition, 2017, an institute of Transportation Engineers (ITE) Informational Report. The statistics in *Trip Generation* are empirical data based on more than 4,800 trip generation studies. The data are categorized by Land Use Codes, with total vehicular trips for a given land use estimated using an independent variable and statistically generated rates or equations.

For the proposed townhouses, TPD utilized Land Use Code 220 (Multifamily Housing – Low-Rise). For the proposed apartments, TPD utilized Land Use Code 221 (Multifamily Housing – Mid-Rise). For the proposed daycare center, TPD utilized Land Use 565 (Day Care Center), and for the remainder of the proposed commercial

space TPD utilized Land Use Code 820 (Shopping Center). **Table 6** shows the rates/equations and directional percentages for the analyzed time periods.

TABLE 6
ITE TRIP GENERATION DATA

Land Use	ITE #	Time Period	Independent Variable	Equations/Rates	Entering %	Pass-By %	Maximum Pass-by% ¹
Mid-Rise Multi-Family Housing	221	Average Weekday	360 units	$T = 3.44*(X)$	50%	0%	0%
		Weekday AM Peak Hour		$T = 0.30*(X)$	26%	0%	0%
		Weekday PM Peak Hour		$T = 0.36*(X)$	61%	0%	0%
Low-Rise Multi-Family Housing	220	Average Weekday	35 units	$T = 7.56*(X) - 40.86$	50%	0%	0%
		Weekday AM Peak Hour		$\ln(T) = 0.95 \ln(X) - 0.51$	23%	0%	0%
		Weekday PM Peak Hour		$\ln(T) = 0.89 \ln(X) - 0.02$	63%	0%	0%
Day Care Center	565	Average Weekday	8,000 SF	$T = 47.62*(X)$	50%	0%	0%
		Weekday AM Peak Hour		$T = 11.00*(X)$	53%	44%	25%
		Weekday PM Peak Hour		$T = 11.12*(X)$	47%	44%	22%
Shopping Center	820	Average Weekday	15,540 SF	$\ln(T) = 0.68 \ln(X) + 5.57$	50%	0%	0%
		Weekday AM Peak Hour		$T = 0.50*(X) + 151.78$	62%	24%	14%
		Weekday PM Peak Hour		$\ln(T) = 0.74 \ln(X) + 2.89$	48%	34%	19%

T = number of site-generated vehicular trips

X = independent variable

1 = Maximum pass-by trips were calculated as 20% of total adjacent street volumes. The resulting percentages are based on pass-by trips vs. total trips

Pass-By Trips and Diverted Linked Trips

According to the *Trip Generation Manual*, not all of the trips generated by the proposed development will be new to the surrounding area. A distinction was made between “new” trips, which are trips made to/from the study area for the express purpose of visiting the site, “pass-by” trips, which are trips made to the site by traffic passing the retail center on the adjacent roadways en route to another destination, and “diverted-linked” trips, which are trips made to the site by traffic diverting from a nearby roadway or freeway. TPD assumed that all pass-by trips would occur on Crackersport Road but limited the number of pass-by trips to 20 percent of the existing traffic volumes.

The calculated trip generation for the proposed development is shown in **Table 7**.

TABLE 7
TRIP GENERATION SUMMARY

Land Use	Size	External Trips			Pass-By Trips			New Trips		
		Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
Weekday										
Mid-Rise Multifamily Housing	360 units	1238	619	619	0	0	0	1238	619	619
Low-Rise Multifamily Housing	35 units	224	112	112	0	0	0	224	112	112
Daycare	8,000 SF	382	191	191	0	0	0	382	191	191
Shopping Center	15,540 SF	1696	848	848	0	0	0	1696	848	848
Total		3540	1770	1770	0	0	0	3540	1770	1770
Weekday A.M. Peak Hour										
Mid-Rise Multifamily Housing	360 units	108	30	78	0	0	0	108	30	78
Low-Rise Multifamily Housing	35 units	18	4	14	0	0	0	18	4	14
Daycare	8,000 SF	88	47	41	22	11	11	66	36	30
Shopping Center	15,540 SF	160	99	61	22	11	11	138	88	50
Total		374	180	194	44	22	22	330	158	172
Weekday P.M. Peak Hour										
Mid-Rise Multifamily Housing	360 units	130	91	39	0	0	0	130	91	39
Low-Rise Multifamily Housing	35 units	23	14	9	0	0	0	23	14	9
Daycare	8,000 SF	89	42	47	20	10	10	69	32	37
Shopping Center	15,540 SF	137	66	71	26	13	13	111	53	58
Total		379	213	166	46	23	23	333	190	143

Based on the trip generation analysis summarized in **Table 7**, the development will generate approximately **330** new trips during the weekday A.M. peak hour and **333** new trips during the weekday P.M. peak hour.

TRIP DISTRIBUTION

The trip distribution calculations for the residential portion of the development were based on an analysis of US Census Bureau data, as obtained from OnTheMap.com in November 2020. TPD analyzed data regarding the workplace location of all people who live in census tract 60.02. TPD determined what percentage of people who live in census tract 60.02 work in each of the surrounding municipalities and then assigned the trips based on the most direct travel route(s) to each municipality. The trip distribution calculations and a map of the census tract location is included in **Appendix G**. Based on feedback from the Township Engineer, it was agreed that the retail trip distribution would be adjusted to reflect a more localized service area for the retail uses.

The new trips for the proposed development were distributed to the local roadway network based on the percentages shown in **Table 8**.

TABLE 8
TRIP DISTRIBUTION PERCENTAGES

Direction (To/From)	Assignment (To/From)	Distribution Percentage	
		Residential	Retail
East	via Route 22 (using Route 309 Interchange)	10%	5%
	via Route 22 (using Cedar Crest Blvd. Interchange)	10%	5%
	via Winchester Road	0%	10%
	via Walbert Avenue	15%	30%
West	via Route 22 (using S.R. 309 Interchange)	25%	5%
	via Ridgeview Drive	5%	5%
North	via S.R. 309	5%	5%
South	via S. R. 309	20%	5%
	via Springhouse Road	10%	30%

A portion of retail trips were assumed to be local from adjacent neighborhoods due to the nature of the proposed land uses. Therefore, 10 percent of traffic traveling via Winchester to/from the east and 10 percent of traffic traveling via Walbert Avenue to/from the east were assumed to be local traffic which would be distributed into local streets off Winchester Road between Crackersport Road and Springhouse Road.

The site-generated retail trips for the weekday A.M. and P.M. peak hours are shown in **Figures 8 & 9**, and the site-generated residential trips are shown in **Figures 10 & 11**. The total site-generated trips are shown in **Figures 12 & 13**.

PROJECTED (BUILD) CONDITION TRAFFIC VOLUMES

The site-generated trips for the proposed development were added to the 2025 base (no-build) condition traffic volumes to develop 2025 projected (build) condition traffic volumes. Projected condition traffic volumes for the opening year of 2025 for the weekday A.M. and weekday P.M. peak hours are shown in **Figures 14 & 15**. Traffic volume development worksheets are contained in **Appendix G**.

LEVELS OF SERVICE FOR AN INTERSECTION

For analysis of intersections, level of service is defined in terms of delay, which is a measure of driver discomfort and frustration, fuel consumption, and lost travel time. LOS criteria is stated in terms of control delay per vehicle for a one-hour analysis period. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The criteria are shown in **Table 9**. Delay, as it relates to level of service, is a complex measure and is dependent upon a number of variables. For signalized intersections, these variables include the quality of vehicle progression, the cycle length, the green time ratio, and the volume/capacity ratio for the lane group in question. For unsignalized intersections, delay is related to the availability of gaps in the flow of traffic on the major street and the driver's discretion in selecting an appropriate gap for a particular movement from the minor street (straight across, left or right turn).

TABLE 9
LEVEL OF SERVICE CRITERIA
UNSIGNALIZED AND SIGNALIZED INTERSECTIONS¹

Level of Service	Control Delay Per Vehicle (Seconds)	
	Signalized	Unsignalized
A	< 10	< 10
B	> 10 and < 20	> 10 and < 15
C	> 20 and < 35	> 15 and < 25
D	> 35 and < 55	> 25 and < 35
E	> 55 and < 80	> 35 and < 50
F	> 80 or v/c > 1.0	> 50 or v/c > 1.0

¹ Obtained from Exhibits 18-4 and 19-1 of the Transportation Research Board's Highway Capacity Manual 2010

CAPACITY ANALYSIS METHODOLOGY

Capacity analyses were conducted for the weekday A.M. and weekday P.M. peak hours at the study area intersections. These analyses were conducted according to the methodologies contained in the *Highway Capacity Manual 6th Edition* (HCM) using *Synchro 10* software, a Trafficware product.

The following conditions were analyzed, as applicable:

- » Existing conditions;
- » 2025 Base conditions (Build-out year without development);
- » 2025 Projected conditions (Build-out year with development).

It should be noted that based on methodologies contained in Chapter 10 of PennDOT's Publication 46, TPD adjusted the HCM default values in the *Synchro 10* capacity analysis. These adjustments were made at both the signalized and unsignalized intersections within the study area for all time periods based on the study area location being classified as suburban. The capacity analysis worksheets are included in **Appendix H**. Critical and follow-up headway calculation worksheets are included in **Appendix I**.

LEVELS OF SERVICE IN THE STUDY AREA

Level of service (LOS) matrices for the study area intersections are shown in **Table 10** for the weekday A.M. and the weekday P.M. peak hours. Per PennDOT standards, the signal timings at the signalized study area intersections have been optimized under base conditions and projected conditions.

**TABLE 10
LEVEL OF SERVICE DELAY (SECONDS) SUMMARY**

Intersection	Movement	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour		
		Existing Conditions	Opening Year 2025		Existing Conditions	Opening Year 2025	
			Base	Projected		Base	Projected
Route 309 & Ridgeview Drive	EB L	C (23.2)	C (26.9)	C (27.6)	C (23.9)	C (24.3)	C (24.8)
	EB T	C (22.1)	C (25.1)	C (25.2)	C (24.1)	C (24.1)	C (24.2)
	EB R	B (15.0)	B (17.1)	B (17.1)	B (15.4)	B (15.5)	B (15.5)
	WB L	D (44.1)	F (133.2)	F (209.7)	D (36.3)	E (58.2)	F (96.6)
	WB TR	C (22.8)	C (26.1)	C (26.5)	C (23.7)	C (23.6)	C (23.9)
	NB L	C (23.3)	E (68.1)	E (68.1)	C (20.2)	D (53.5)	D (53.5)
	NB TR	C (26.2)	C (29.7)	C (33.4)	C (24.6)	D (45.2)	F (68.6)
	SB L	C (30.7)	C (34.2)	D (39.0)	C (30.7)	D (46.7)	E (55.4)
	SB TR	D (35.5)	D (41.9)	D (41.9)	C (28.6)	D (43.2)	D (43.2)
	ILOS	C (30.7)	D (50.8)	E (64.9)	C (25.0)	D (41.4)	D (51.0)
Ridgeview Drive & Bulldog Drive	WB L	B (10.1)	B (10.4)	B (10.6)	B (10.7)	B (11.2)	B (11.7)
	NB L/R	C (17.9)	C (21.0)	D (33.9)	C (19.2)	C (24.0)	E (37.5)
	ILOS	A (1.7)	A (1.9)	A (4.8)	A (1.5)	A (1.6)	A (3.9)
Walbert Avenue (S.R. 1006) & Ridgeview Drive	EB L	A (6.0)	A (6.8)	A (6.8)	B (10.5)	B (11.4)	B (11.4)
	EB TR	A (5.9)	A (6.3)	A (6.3)	A (8.6)	A (9.0)	A (9.0)
	WB L	A (7.9)	A (9.9)	A (9.9)	B (10.9)	B (13.2)	B (13.2)
	WB TR	A (5.7)	A (6.2)	A (6.2)	A (9.4)	A (9.7)	A (9.7)
	NB LT	B (10.2)	B (12.1)	B (12.1)	B (10.9)	B (13.2)	B (13.2)
	NB R	B (15.0)	B (17.8)	B (17.8)	B (11.2)	B (16.0)	B (16.0)
	SB L/T/R	B (10.7)	B (12.5)	B (12.5)	A (8.4)	B (10.3)	B (10.3)
	ILOS	A (8.5)	A (9.9)	A (9.9)	B (10.0)	B (12.0)	B (12.0)
Bulldog Drive & Crackersport Rod	WB L	A (8.4)	A (8.4)	A (8.7)	A (8.2)	A (8.2)	A (8.5)
	NB L/R	A (9.5)	A (9.5)	B (10.8)	A (8.8)	A (8.8)	A (9.6)
	ILOS	A (0.9)	A (0.9)	A (3.6)	A (2.0)	A (1.9)	A (3.1)
Crackersport Road & Winchester Road/ Proposed Site Driveway	EB L/T/R	A (8.4)	A (8.4)	A (8.4)	A (8.2)	A (8.2)	A (8.2)
	WB L/T/R	A (0.0)	A (0.0)	A (8.3)	A (0.0)	A (0.0)	A (8.3)
	NB L/T/R	--	--	B (10.3)	--	--	B (10.5)
	SB L/T/R	A (8.4)	A (8.4)	B (10.9)	A (8.6)	A (8.6)	B (11.4)
	ILOS	A (2.4)	A (2.3)	A (7.8)	A (1.6)	A (1.5)	A (7.1)
Crackersport Road & Springhouse Road	EB L	D (28.6)	D (32.4)	E (47.9)	C (24.2)	D (26.8)	D (33.8)
	EB R	B (11.6)	B (12.2)	B (12.8)	B (11.9)	B (12.3)	B (12.8)
	NB L	B (10.7)	B (11.0)	B (11.6)	A (9.8)	A (9.9)	B (10.2)
	NB T	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)
	SB T	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)
	SB R	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)
	ILOS	A (3.0)	A (3.0)	A (4.4)	A (1.3)	A (1.3)	A (2.2)
Springhouse Road & Winchester Road	EB L/T/R	A (10.0)	B (10.3)	B (11.2)	B (10.9)	B (11.4)	B (12.6)
	WB L/T/R	B (10.5)	B (10.8)	B (11.5)	C (17.2)	C (18.9)	C (22.3)
	NB L/T/R	B (11.0)	B (11.8)	B (13.0)	D (26.0)	E (35.7)	E (48.7)
	SB L/T/R	B (12.8)	B (14.2)	C (16.6)	B (14.2)	C (16.0)	C (19.3)
	ILOS	B (11.6)	B (12.5)	B (14.1)	C (20.0)	D (25.3)	D (32.1)

Given the current configuration of the intersection of Springhouse Road & Crackersport Road, the Township may wish to consider pursuing the installation of all-way stop control at this intersection.

95TH PERCENTILE QUEUE ANALYSIS

Queue analyses were conducted at the study area intersections using *Synchro 10* software. For this analysis, the 95th percentile queue is defined as the queue length that is exceeded in 5% of the signal cycles. As an example, for a signal with a 90-second cycle, this means that the 95th percentile queue length will be exceeded during 2 of the 40 signal cycles that occur during the peak hour. The queue analysis results are summarized in **Table 11** for the analyzed peak hours.

TABLE 11
95TH PERCENTILE QUEUE ANALYSIS

Intersection	Movement	Storage Lengths	Weekday A.M. Peak Hour		Weekday P.M. Peak Hour	
			Opening Year 2025		Opening Year 2025	
			Base	Projected	Base	Projected
Route 309 (S.R. 309) & Ridgeview Drive	EB L	50	<25	<25	<25	<25
	EB T	--	<25	<25	63	70
	EB R	60	38	38	138	138
	WB L	530	738	1065	343	483
	WB TR	--	45	60	38	48
	NB L	225	315	315	328	328
	NB TR	--	428	465	588	783
	SB L	225	<25	<25	<25	35
	SB TR	--	430	430	363	363
Ridgeview Drive & Bulldog Drive	WB L	120	<25	<25	<25	<25
	NB L/R	--	35	100	30	83
Walbert Avenue (S.R. 1006) & Ridgeview Drive	EB L	85	<25	<25	<25	<25
	EB TR	--	30	30	60	60
	WB L	125	48	48	58	58
	WB TR	--	25	25	73	73
	NB LT	--	<25	<25	98	98
	NB R	275	63	63	100	100
Bulldog Drive & Crackersport Road	WB L	50	<25	<25	<25	<25
	NB L/R	--	<25	<25	<25	<25
Crackersport Road & Winchester Road/Proposed Site Driveway	EB L/T/R	--	<25	<25	<25	<25
	WB L/T/R	--	<25	<25	<25	<25
	NB L/T/R	--	<25	<25	<25	<25
	SB L/T/R	--	<25	<25	<25	<25
Crackersport Road & Springhouse Road	EB L	--	<25	<25	<25	<25
	EB R	55	<25	25	<25	<25
	NB L	225	<25	30	<25	<25
	NB T	--	<25	<25	<25	<25
	SB T	--	<25	<25	<25	<25
Springhouse Road & Winchester Road	SB R	225	<25	<25	<25	<25
	EB L/T/R	--	<25	<25	<25	<25
	WB L/T/R	--	<25	<25	98	118
	NB L/T/R	--	58	65	255	310
	SB L/T/R	--	88	110	75	100

Queue analysis worksheets are included with the capacity analysis worksheets provided in **Appendix H**.

AUXILIARY TURN LANE ANALYSIS

TPD evaluated auxiliary turn lane warrants at the new site access intersection. The warrant analysis methodology contained within Chapter 11 of PennDOT's *Publication 46*, Section 11.17 was utilized for this evaluation. The results are summarized in **Table 12** below.

TABLE 12
AUXILIARY TURN LANE ANALYSIS SUMMARY

Intersection	Auxiliary Lane	Warrant Satisfied?		Required Lane Length	Proposed Lane Length
		A.M. Peak	P.M. Peak		
Crackersport Road & Winchester Road/Site Driveway	WB Left-Turn Lane	No	No	--	--
	EB Right-Turn Lane	No	No	--	--

The calculations for the auxiliary turn lane warrants are included in **Appendix J**.

INTERSECTION CONTROL EVALUATION

The intersection of Springhouse Road & Crackersport Road currently has stop signs on the eastbound approach. TPD conducted data collection and field observations at the intersection to assess whether all-way stop control may be more appropriate at the intersection.

All-Way Stop Warrant Analysis

The *Manual on Uniform Traffic Control Devices (MUTCD)*, Section 2B.07, "Multi-Way Stop Applications" contains provisions regarding the application of multi-way stop control at an intersection. The following provisions from the MUTCD were considered in reviewing the intersection for the application of multi-way stop control:

- (A) *Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.*

This criterion is not applicable at this location.

- (B) *Minimum volumes:*

- (1) *The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day, and*
- (2) *The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor street vehicular traffic of at least 30 seconds per vehicle during the maximum hour, but*
- (3) *If the 85th percentile approach speed of the major street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70% of the above values.*

The relevant traffic data is summarized in **Table 13** below.

TABLE 13
ALL-WAY STOP CONTROL WARRANT SUMMARY

Time Period	Projected Traffic Volumes				Warrant Criteria	
	Nortbound (Major)	Southbound (Major)	Northbound & Southbound Combined	Eastbound (Minor)	Major Street	Minor Street
12:00 AM	15	10	25	7	300 (N)	200 (N)
1:00 AM	7	4	11	4	300 (N)	200 (N)
2:00 AM	5	4	9	1	300 (N)	200 (N)
3:00 AM	5	4	9	2	300 (N)	200 (N)
4:00 AM	8	6	14	3	300 (N)	200 (N)
5:00 AM	47	36	83	15	300 (N)	200 (N)
6:00 AM	169	136	305	51	300 (Y)	200 (N)
7:00 AM	473	380	853	145	300 (Y)	200 (N)
8:00 AM	418	304	722	144	300 (Y)	200 (N)
9:00 AM	472	313	785	181	300 (Y)	200 (N)
10:00 AM	520	308	828	229	300 (Y)	200 (Y)
11:00 AM	699	396	1095	320	300 (Y)	200 (Y)
12:00 PM	444	386	830	95	300 (Y)	200 (N)
1:00 PM	408	354	762	89	300 (Y)	200 (N)
2:00 PM	606	535	1141	113	300 (Y)	200 (N)
3:00 PM	628	555	1183	114	300 (Y)	200 (N)
4:00 PM	571	500	1071	110	300 (Y)	200 (N)
5:00 PM	455	393	848	98	300 (Y)	200 (N)
6:00 PM	289	246	535	72	300 (Y)	200 (N)
7:00 PM	190	160	350	50	300 (Y)	200 (N)
8:00 PM	126	104	230	35	300 (N)	200 (N)
9:00 PM	69	56	125	22	300 (N)	200 (N)
10:00 PM	45	38	83	11	300 (N)	200 (N)
11:00 PM	26	22	48	6	300 (N)	200 (N)

As shown in Table 13, the projected traffic volumes at the intersection do not satisfy Criteria C.1 or C.2.

(A) *Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.*

This criterion is not satisfied. Criteria C.1 and C.2 are not satisfied to 80 percent of the minimum values.

The MUTCD also lists the following additional criteria that may also be considered in an engineering study for a multi-way stop sign installation:

(A) *The need to control left-turn conflicts;*

Based on field observations there are no left-turn conflicts that would be mitigated by multi-way stop control.

(B) *The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;*

No significant vehicle/pedestrian conflicts were observed at the intersection.

- (C) Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop;

A sight distance evaluation was performed at the intersection. Results are shown below.

- (D) An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.

The two streets are both residential through streets of similar design and operating characteristics. TPD performed a level of service analysis at the intersection to evaluate the operational impact of changing the intersection control. The results are detailed below.

Sight Distance Analysis

Table 14 shows the measured, desirable, acceptable (SSSD), and required sight distances at the eastbound approach of Crackersport Road at Springhouse Road.

TABLE 14
SIGHT DISTANCE ANALYSIS
CRACKERSPORT ROAD EASTBOUND APPROACH AT SPRINGHOUSE ROAD

	Direction	Speed	Grade ¹	Sight Distances (feet)		
				DES	SSSD	EXIST
Exiting Movements	To the left	30 mph	-2%	345	201	500'
	To the right	30 mph	+2%	273	191	164'
Entering Left Turns	Approaching same direction	30 mph	+2%	245	191	500+
	Approaching opposite direction	30 mph	-2%	245	201	500+

DES = PennDOT Desirable Sight Distance
SSSD = PennDOT Acceptable Sight Distance

¹ = Roadway Grade Approaching Driveway
EXIST = Existing (measured) Sight Distance

As shown in **Table 14**, the available sight distance at the intersection does not meet PennDOT's sight distance standards.

Levels of Service (Delay) Analysis

Table 15 shows the operational analysis of the intersection of Crackersport Road at Springhouse Road. The Base and Projected analyses consider the current stop control configuration. The Projected with Improvements column depicts the levels of service considering and all-way stop control configuration.

**TABLE 15
ALL-WAY STOP CONTROL LEVEL OF SERVICE DELAY (SECONDS) SUMMARY**

Intersection	Movement	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour		
		Opening Year 2025			Opening Year 2025		
		Base	Projected	Proj with Imps	Base	Projected	Proj with Imps
Crackersport Road & Springhouse Road	EB L	D (32.4)	E (47.9)	B (11.8)	D (26.8)	D (33.8)	B (11.3)
	EB R	B (12.2)	B (12.8)	B (12.4)	B (12.3)	B (12.8)	B (10.9)
	NB L	B (11.0)	B (11.6)	B (14.6)	A (9.9)	B (10.2)	A (9.9)
	NB T	A (0.0)	A (0.0)	C (21.7)	A (0.0)	A (0.0)	E (35.6)
	SB T	A (0.0)	A (0.0)	D (26.9)	A (0.0)	A (0.0)	D (31.7)
	SB R	A (0.0)	A (0.0)	A (8.9)	A (0.0)	A (0.0)	A (8.0)
	ILOS	A (3.0)	A (4.4)	C (20.2)	A (1.3)	A (2.2)	D (29.3)

RECOMMENDATIONS AND CONCLUSIONS

Based on the results of the transportation impact study, TPD offers the following conclusions:

1. The project scope and the extent of the study area were confirmed with representatives from the Township via email correspondence. The study area intersections included in this TIS are as follows:
 - » Route 309 & Ridgeview Drive;
 - » Ridgeview Drive & Bulldog Drive;
 - » Ridgeview Drive & Walbert Avenue;
 - » Bulldog Drive & Crackersport Road;
 - » Crackersport Road & Winchester Road;
 - » Crackersport Road & Springhouse Road;
 - » Springhouse Road & Winchester Road.
2. The proposed project site is to be located on the property of the Parkview Inn. The proposed site is bound by Route 309 (S.R. 0309) to the west, Route 22 (S.R. 0022) to the south and Crackersport Road to the north.
3. The proposed mixed-use development will consist of the following land uses: 360 apartments, 35 low-rise townhomes, an 8,000 SF daycare facility and 15,540 square feet (SF) of retail space.
4. Access to the site will be served by two full-access driveways: one existing driveway at the intersection of Bulldog Drive and Crackersport Road and one proposed driveway on Crackersport Road aligned directly opposite Winchester Road.
5. Under the 2025 projected conditions all approaches and turning movements at the site driveway intersections with the external roadway network will operate at LOS B or better during weekday A.M. and weekday P.M. peak hours.
6. The available sight distance at the proposed new site driveway location will exceed PennDOT's desirable and safe stopping sight distance (SSSD) criteria.

7. Upon full build-out, the proposed development is expected to generate 330 new vehicle-trips during the weekday A.M. peak hour and 333 new vehicle-trips during the weekday P.M. peak hour.
8. All study area intersections will operate at an acceptable overall intersection level of service (ILOS) D or better under the 2025 projected condition scenarios with the exception of the intersection of Route 309 & Ridgeview Drive during the AM peak hour.
9. Traffic Planning and Design Inc. (TPD) recommends the following roadway improvements at the site access study area intersection with Crackersport Road:

Crackersport Road & Winchester Road/Proposed Full-Access Driveway

- » Provide a stop sign (PennDOT designation R1-1) to control traffic;
 - » Design the driveway with sufficient width and radii to accommodate the anticipated traffic utilizing the access.
10. Given the current configuration of the intersection and the results of the all-way stop analysis performed at the intersection of Springhouse Road & Crackersport Road, the Township may wish to consider pursuing the installation of all-way stop control at this intersection.
 11. Levels of Service (LOS) for the study area intersections have been summarized in matrix form. **Table I** details the overall intersection LOS for each study area intersection.
 12. With the implementation of the site-related recommendations, it is TPD's opinion that the construction of the proposed development will not adversely affect the health, safety, and welfare of the community from a traffic engineering perspective.



85 South Route 100, Allentown, PA 18106

610.398.0904 610.481.9098

barryisett.com

January 21, 2021
Project #1015920.000

Mr. Gregg R. Adams
Planner, Community Development Dept.
South Whitehall Township
4444 Walbert Avenue
Allentown, PA 18104

Dear Mr. Adams:

RE: PREMIER CENTER LUXURY APARTMENTS
South Whitehall Township, Lehigh County, Pennsylvania
Conditional Use Review – Response to Township Engineer Comments

The following responses are offered to the specific items outlined in review letter from the Township Engineer Review dated January 15, 2021.

REVIEW COMMENTS

1. Review Comments
 - a. Additional Stormwater Management requirements will be addressed during land development approvals.
 - b. The Plan indicates right-of-way to be dedicated and a waiver has been requested to not widen the cartway. Regarding the waiver request, the current cartway width of Crackersport Road is 36 feet and the question of delivery trucks parking on Crackersport Road and impacting the travel lanes has been raised. With a half width of 18 feet for the cartway, there would still be adequate space for a delivery truck to be parallel parked along the curb and still allow a car to pass and remain in the same lane and not cross the centerline of the road. Currently there are no parking restrictions in place along Crackersport, so this situation could occur today. The remaining items will be addressed during the Land Development process.
 - c. A note has been added to Conditional Use Plans to indicate that the sanitary sewer easement will be removed as it only served the one existing building on-site. Approvals from other agencies will be obtained during the Land Development process.
 - d. Staging/Phasing of the project is under evaluation and will be shown on the Land Development Plans.
 - e. No response required.
 - f. Mixed use buildings are to have mailboxes inside buildings for mail and package deliveries. Commercial buildings will receive direct delivery. The postmaster is reviewing options for Townhomes.
 - g. The delineation of overflow spaces has been revised accordingly.
 - h. No response required.

2. Responses to zoning items were previously provided under separate covers.
3. A revised Transportation Impact Study was submitted directly by Traffic Planning & Design on January 19, 2021.
4. The revised Turning Template Plan shows turning movements into the large parking spaces. Please note that large parking spaces were relocated with this submission.
5. Will comply as part of land development approvals.
6. The revised Turning Template Plan shows turning movements based on the revised Emergency Response Vehicle template provided.

Please contact our office at 610-398-0904 if you have any questions or require additional information.

Sincerely,

A handwritten signature in green ink, appearing to read "K. Markell".

Kevin P. Markell, P.E.
Sr. Project Manager



85 South Route 100, Allentown, PA 18106

610.398.0904 610.481.9098

barryisett.com

November 23, 2020
Project #1015920.000 CT-01ADMSD

Mr. Gregg Adams, Planner
South Whitehall Township
4444 Walbert Avenue
Allentown, PA 18104-1699

Dear Mr. Adams:

RE: PREMIER CENTER LUXURY APARTMENTS
South Whitehall Township, Lehigh County, Pennsylvania
Waiver Request Letter

On behalf of the applicant, Barry Isett & Associates, Inc. is hereby requesting a recommendation to waive the requirements from the following sections of the Subdivision and Land Development Ordinance (SALDO):

1. SALDO Section 312-35(b)(3)(C)(i) – Collector Street Standards

This section of the Ordinance requires that Collector Street cross-sections be in accordance with the Township Standard Construction Documents. The Township Standard Construction documents require a total right-of-way width of 70 feet (35-foot half width) and a total cartway width of 40 feet (20 feet half width).

Justification: A waiver is being requested for the cartway width only. The project is proposing to dedicate additional right-of-way to meet the 35-foot half width and is proposing sidewalk along the frontage of Crackersport Road. The cartway width is currently 36 feet (18-foot half width) and applicant is requesting to not widen Crackersport Road along the property frontage for the additional 2 feet. Crackersport Road is already curbed along the property frontage and the current width of the road is consistent with the remainder of the road as you travel east to Spinghouse Road. Widening in front of the applicant's property would serve no benefit to current traffic flow and is not warranted by the Traffic Impact Study prepared for this project.

Please contact our office with any questions or comments.

Respectfully,

A handwritten signature in black ink, appearing to read "K. Markell". The signature is stylized with a large, looped initial "K" and a cursive "Markell".

Kevin Markell, PE
Department Head, Civil

cc: Tony Ganguzza (Boyle Construction, Inc.)
Rob Hoffman, PE (Traffic Planning & Design, Inc)
James Preston, Esq. (Broughal & Devito, LLP)
Nick Bizati (E&B Hotel Partnership LP)



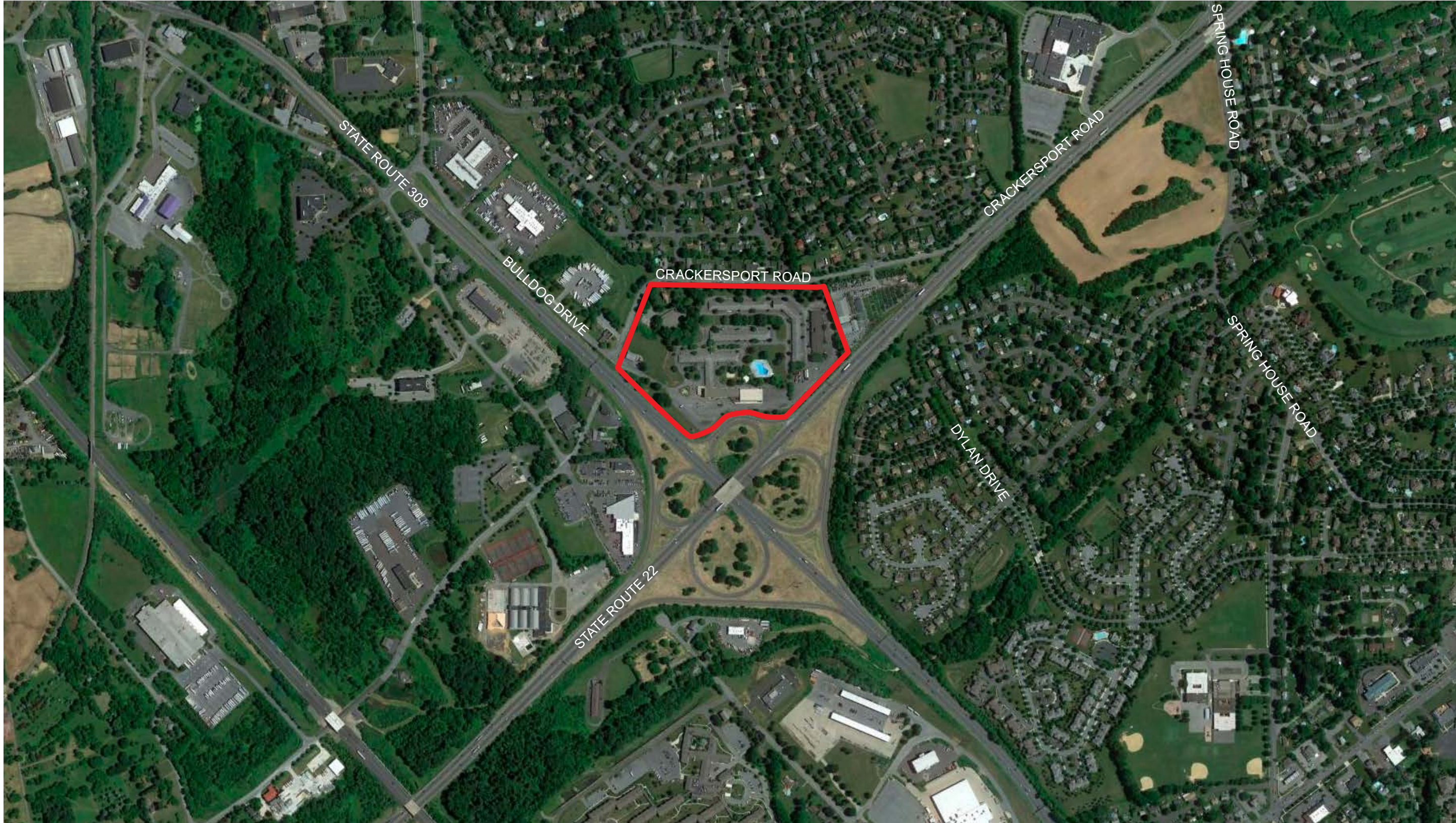
***PREMIER CENTER
LUXURY APARTMENTS***
*General Manual of Written and
Graphic Design Standards*

SOUTH WHITEHALL TWP, LEHIGH COUNTY
November 19th, 2020

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E&B HOTEL PARTNERSHIP, LP





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TABLE OF CONTENTS

On behalf of the Premier Center Luxury Apartments Development Team, we are pleased to present this General Manual of Written and Graphic Design Standards for the property located at 1151 Bulldog Drive, in South Whitehall, PA.

C-1

Legislative Intent

- 1.1 This Manual is intended to comply with Section 708-A of the Pennsylvania Municipalities Planning Code titled: Manual of Written and Graphic Design Guidelines.
- 1.2 This Manual is intended to help protect and enhance the character of South Whitehall Township and promote preferred development types.
- 1.3 This Manual is intended to depict and illustrate the Design Standards and Development Regulations for preferred development outcomes.
- 1.4 The graphics provided are intended to illustrate the primary design element listed for each page and no other.

Design Standards

- 1.5 This Manual shall be applied to the Innovation Overlay Districts, as specified within certain zoning districts.
- 1.6 This Manual shall be utilized to plan, design, construct and maintain buildings, structures, streetscapes, and common open space.
- 1.7 The Design Standards depicted in the places, spaces, buildings, and streetscapes shown in this Manual shall be emulated.
- 1.8 This Manual shall be used in conjunction with the full text of the Zoning Ordinance and that of the Subdivision and Land Development Ordinance.
- 1.9 The pictures accompanying the text of this Appendix are for illustrative purposes only and shall not regulate any land use activity. An application's similarity or dissimilarity to any picture contained in this Appendix shall not be a basis of approval or denial of said application. Rather an application shall be judged solely on the basis of its compliance with the text of the Ordinance, including, without limitation, the text of this Appendix.

The mixed-use community proposed here is intended as a transformative redevelopment of an under-utilized and highly visible parcel located just to the northwest of the interchange of Routes 22 and 309 in South Whitehall Township, Lehigh County, PA. The site is zoned HC, or Highway Commercial, but is also afforded the option of utilizing the standards and guidelines outlined within the TND Commercial Retrofit Overlay District. When applying that option, this document entitled "General Manual of Written and Graphic Standards", is a requirement as part of a Conditional Use Submission.

Indeed, we have formatted this booklet to precisely mirror the outline provided in Appendix C of the South Whitehall Township Zoning Ordinance which provides the framework for this deliverable. As will be evident, not all categories within that document are applicable to this project. Those items are listed in the table of contents but assigned N/A as a page number.

While the entirety of the internal network of streets, parks and opens spaces are located on private property inside this project, we have designed these elements to comply

with the guidelines in Appendix C, understanding that the intent of those standards are to frame the public realm. As an example, we have designed our central boulevard to comply with the Main Street Environment (MSE) standards and we have designated our central open space as a "Close."

Finally, while the proposed project is indeed mixed use and includes program other than residential on the ground floor as is required by the ordinance, the project site's limited access characteristics prevent this project from being designed as a town center with copious and continuous ground level retail as envisioned in the guidelines. We have therefore attempted to carefully strike a balance between the need for active, non-residential uses on the ground floor, and the economic and practical realities associated with this location.

In the end, we believe we have met the spirit and intent of Appendix C of the South Whitehall Township Zoning Ordinance and look forward to working with the municipality on implementation of this exciting project.

OVERALL GOALS



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C-2

Legislative Intent

- 2.1 Buildings are intended to be located close to sidewalks and in general alignment with other buildings on a block.
- 2.2 Buildings located along a Build-to Line are intended to help define a pedestrian friendly Streetscape.
- 2.3 Buildings located at corners are intended to provide "anchors" or "bookends" along both streets.

Design Standards

- 2.4 New buildings shall be placed at Build-to Lines in accordance with the TND Overlay Districts. A Build-to Line shall be established for each block and shall fall within the following ranges:
 - Neighborhood Infill Overlay Districts:
 - Broadway: 10 feet
 - Greenwalds: 15 to 20 feet
 - Clifford Park: 25 feet
 - All TND-Residential Areas: 10 to 15 feet
 - All TND- Nonresidential Areas: 5 to 15 feet
- 2.5 In the TND Overlay Districts, Build-to Lines shall progress from a shallower depth in the area of highest development intensity (i.e., the Main Street Environment, other nonresidential area, or highest density residential) to a less shallow Build-to Line in the less intense areas of development (typically the lowest density residential option).
- 2.6 New buildings on corner lots shall be placed along both Build-to Lines, unless an approved Green, Plaza, or Square is provided at the same street corner.
- 2.7 A maximum of 25% of the linear frontage of an individual building Facade may be offset from the Build-to Line by four (4) to twenty (20) feet in order to provide to provide visual diversity, architectural enhancement, or Open Space in the form of a Pedestrian Gathering Area or Plaza.

C-2 2.2 - All Townhomes along Crackersport Road are located along the Build-to Line in order to help create a pedestrian-friendly Streetscape.

C-2 2.3 & C-2 2.6- All buildings located on street corners are designed to anchor these intersections, and are placed at the Build-to Line.



C-2 2.1 - All buildings are close to sidewalks and align with one another on each block.

C-2 2.4 - All Build-to Lines within the site comply with being 10 to 15 feet from the internal street right of way.

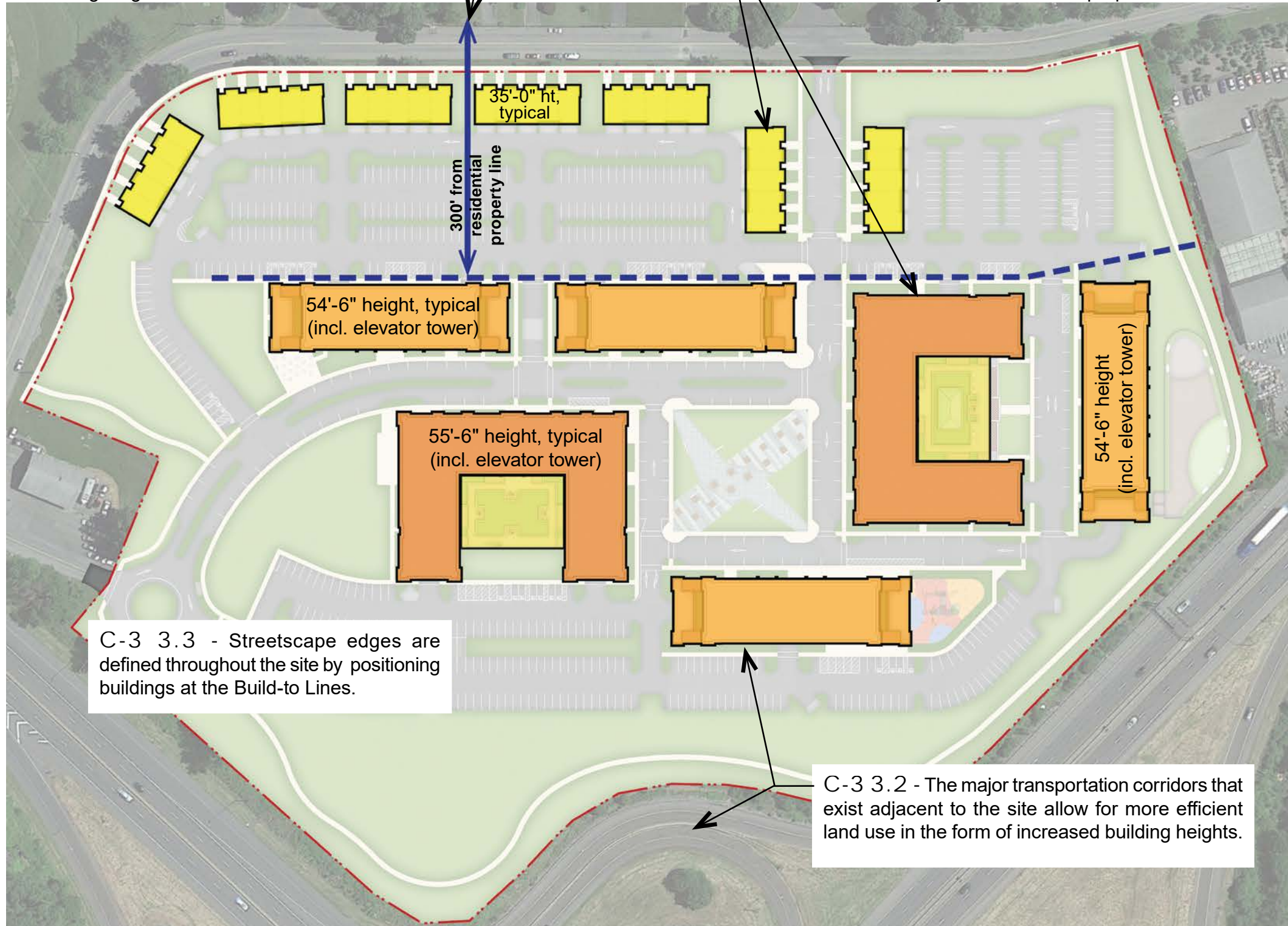
C-2 2.5 - All Build-to Lines within the site are most shallow along the main drive, which is the area of highest development intensity.

C-2 2.7 - All building facades have offsets less than 25% of the facade length from the Build-to Line.

BUILDING LOCATION

C-3 3.6 - All building heights higher than 35' are set back accordingly. A 300' setback is necessary for building heights between 45' and 60'.

C-3 3.1 - Building heights vary based on internal and external road hierarchy. Specifically, the lot's relation to Route 22 and adjacent residential properties.



C-3 3.3 - Streetscape edges are defined throughout the site by positioning buildings at the Build-to Lines.

C-3 3.2 - The major transportation corridors that exist adjacent to the site allow for more efficient land use in the form of increased building heights.

C-3

Legislative Intent

- 3.1 Maximum Building Height is intended to vary by Overlay District and location in relation to major commercial corridors.
- 3.2 Higher building heights are intended to induce more efficient land use while providing opportunities for a vertical mix of uses, particularly along major transportation corridors.
- 3.3 Minimum building heights along Build-to Lines are intended to help define more recognizable Streetscape edges.

Design Standards

- 3.4 A minimum Principal Building height of twenty (20) feet shall be provided in all Innovation Overlay Districts.
- 3.5 Maximum Principal Building heights permitted in the following Overlay Districts shall be:
 - Neighborhood Infill Overlay Districts/TND-Residential Cluster Overlay: 3 stories or 45 feet
 - TND-Commercial Retrofit: 3 stories and 45 feet, except along Arterial or Collector Roads: 4 stories and 60 feet; within 2000 feet of intersection with Route 22: 5 stories or 75 feet
 - TND-Industrial Infill: 3 stories and 45 feet, except along Arterial or Collector Roads: 4 stories and 60 feet
- 3.6 Buildings, or portions of Buildings, with heights greater than 35 feet shall be setback a minimum distance from existing residential uses or districts on adjacent non-TND lots, as measured from the lot line of such residential use or district:

Height	Setback
• 35 to 45 feet:	minimum of 50 feet;
• 45 to 60 feet:	minimum of 300 feet;
• 60 to 75 feet:	minimum of 500 feet.

C-3 3.4 - All building heights are above 20'

C-3 3.5 - N/A; maximum building height for those above 35' are determined by setbacks, per C-3 3.6.

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BUILDING HEIGHT

C-4

Legislative Intent

- 4.1 A Main Street Environment (MSE) is intended to serve as the focal point of a neighborhood.
- 4.2 A Main Street Environment is intended to be comprised of a mix of commercial, residential, and public uses, including open spaces, in a pedestrian friendly setting.
- 4.3 A Main Street Environment is intended to be provided in all Commercial Retrofit TND or where commercial uses are proposed in an Industrial TND.

Design Standards

- 4.4 The blocks that comprise the Main Street Environment shall be designed for a mix of commercial, residential and public uses, including common open space, in a series of attached and detached buildings located along a common Build-to Line.
- 4.5 The Streetscape Width in a Main Street Environment shall be between sixty (60) and one hundred (100) feet.
- 4.6 Buildings shall line the entire length of the Build-to Line along a Main Street Environment, except along curb cuts or where a Common TND Open Space is located.
- 4.7 The Main Street Environment shall provide on-street parking on at least one side of the street.
- 4.8 Off-street parking shall be located to the rear of buildings.
- 4.9 A minimum of 50% of the buildings in the MSE shall provide a second floor useable for apartments or office space.
- 4.10 When anchor stores (larger than 75,000 square feet ground floor area), parking garages, commercial with drive-through service, or convenience stores with fuel pumps are located along a Main Street Environment, the buildings shall comply with the Lot Diagrams shown on the following pages.

C-4 4.10 - Non-Applicable.

C-4 4.1, C-4 4.2, & C-4 4.3- The main street through Premier Center Luxury Apartments is intended to emulate a Main Street Environment and provides a focal point for the neighborhood. This focal point is exhibited through using a mixture of first floor uses along the length of the street, as well as providing pedestrian friendly Open Spaces.



C-4 4.4 & C-4 4.6 - The MSE provides a mix of commercial, residential and public uses along its length, as well as providing building frontages along the same Build-to Line. The only breaks between buildings are due to curb cuts and TND Common Open Spaces.

C-4 4.5 - The proposed MSE streetscape width is between 60' & 100'.

C-4 4.9 - 100% of the buildings along the MSE have their second floor useable for apartments or office space.

C-4 4.7 & C-4 4.8 - The MSE provides on-street parking along both sides of the road, as well as off street parking in the rear of buildings.

MAIN STREET ENVIRONMENT (MSE)



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C-8

Legislative Intent

- 8.1 Off-street parking areas are intended to be located to the rear of buildings.
- 8.2 Residential off-street parking is intended to be accessed via alleys to the greatest extent feasible to minimize curb cuts and preserve the streetscape character.
- 8.3 On-street parking is intended to provide necessary convenience parking spaces, while buffering pedestrians from passing vehicular traffic.

Design Standards

- 8.4 Off-street parking areas shall be located to the rear of buildings.
- 8.5 Off-street parking areas shall not be located at street corners.
- 8.6 A minimum of eighty (80) percent of off-street parking spaces for townhouse units, including garage access, shall be accessed via alleys.
- 8.7 All off-street parking for apartment buildings shall be located to the side or rear of the residential building.
- 8.8 On-street parking shall be provided where feasible, and be used to meet guest parking needs.

→ Off-street Parking: Garage Entry	■ Off-street Parking	●●● Primary Street
	■ On-street Parking	●●● Alley



C-8 8.1 C-8 8.4, & C-8 8.5 - Off street parking is located to the rear of buildings and avoids street corners.

C-8 8.2, C-8 8.6, & C-8 8.7 - All off-street parking, including garage spaces, are accessed via alleys and secondary streets.

C-8 8.3 & C-8 8.8 - On-street parking is proposed where feasible, and provides a pedestrian buffer while providing convenience spaces.

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PARKING LOCATION

● ● ● Alley



C-9

Legislative Intent

- 9.1 Alleys are intended to provide a secondary means of access to the side and/or rear of lots, provide access to required off-street parking, including garages, and installation of utilities.
- 9.2 Alleys are intended to minimize curb cuts and preserve a pedestrian oriented streetscape along the fronts of buildings.

Design Standards

- 9.3 A minimum of eighty (80) percent of off-street parking spaces for townhouse units, including garage access, shall be accessed via Alleys.
- 9.4 Alleys shall not terminate in a dead end or cul-de-sac.
- 9.5 Alleys shall be designed to have a minimum right-of-way width of eighteen (18) feet and minimum cartway width of sixteen (16) feet.
- 9.6 Garages and other structures shall be set back a minimum of four (4) feet from the alley.
- 9.7 Alleys shall meet the Intersection Standards and Construction Standards contained in the Subdivision and Land Development Ordinance for local roads, except that curbs and sidewalks shall not be required.
- 9.8 Alleys shall be privately owned and operated. The ownership and maintenance document shall be recorded prior to final approval of the Plan.

C-9 9.1, C-9 9.4 - The proposed alleys provide rear lot access to off street parking. No alleys terminate in dead ends but rather connect to the greater off street parking lot and secondary street grid.

C-9 9.2 & C-9 9.3 - 100% of off street parking spaces for townhomes are accessed via alleys. These off street parking are utilized for minimizing curb cuts.

C-9 9.5 & C-9 9.6 -All proposed alleys have a cartway width of 20', and all garages have access 2' off he alley.

C-9 9.7 -All proposed alleys meet the required Intersection Standards and Construction Standards.

C-9 9.8 -All proposed alleys will be privately owned and operated.

ALLEYS

C-10

Legislative Intent

10.1 The Public Realm is intended to be comprised of the complete network of sidewalks, crosswalks, public parks, and Common TND Open Space.

10.2 Useable Open Space is intended to be in the form of a Plaza(s); Green(s) or Square(s), Close, or like-type Pedestrian Gathering Area(s).

Design Standards

10.3 Provide Common Open Space and Useable Open Space in accordance with the TND Overlay Districts of South Whitehall Township.

10.4 Greens, Squares, Plazas, Closes, and other Pedestrian Gathering Areas shall comply with the Design Standards on the following pages.

C-10 10.1 & C-10 10.2 - The Public Realm includes sidewalks, crosswalks as well as TND Open Spaces. Active Open Spaces are proposed in the form of Greens and Closes, as well as a larger Open Space trail network.

C-10 10.3 - Active Open Space for this site is required to be 1.17 acres; this site plan proposes 1.73 acres.

C-10 10.4 - The proposed Greens and Closes comply with the requirements on the following pages.



PUBLIC REALM: OVERVIEW



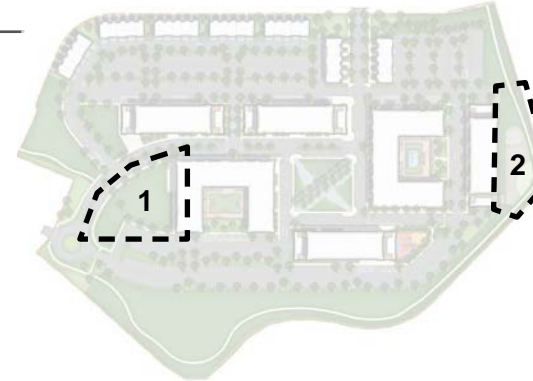
1) Proposed Green - 24,490 SF



2) Proposed Green - 29,387 SF

Key Plan

Locations of C-11 Open Spaces



C-11

Legislative Intent

11.1 Greens, Squares, and Plazas are intended to provide important public space to add balance and attractiveness to a proposed development.

Design Standards

11.2 Unless otherwise specified, Greens and Squares shall be sized in the range of 4,000 to 30,000 square feet.

11.3 Unless otherwise specified, Plazas shall be sized in the range of 1,000 to 4,000 square feet.

11.4 Greens, Squares, and Plazas shall have benches, shade trees, pavilions, gazebos, and other pedestrian amenities.

C-11 11.1 & C-11 11.2 - The proposed Greens are an invitation for public use and to balance the space between the buildings in a intentional way. All Greens are within 4,000 to 30,000 square feet.

C-11 11.3 - Non-Applicable, no Plazas are proposed.

C-11 11.4 - All Greens will have pedestrian amenities such as benches, shade trees, and open structures such as pavilions.

PUBLIC REALM: GREENS, SQUARES AND PLAZAS

C-12

Legislative Intent

- 12.1 The Close is intended as a public realm feature that provides green space in the center of the vehicular travel lanes.
- 12.2 The Close is intended to serve as an alternative to a conventional cul-de-sac, and to provide the opportunity for a Pedestrian Gathering Area in the center.
- 12.3 The Close is intended to be enclosed with buildings on three sides.

Design Standards

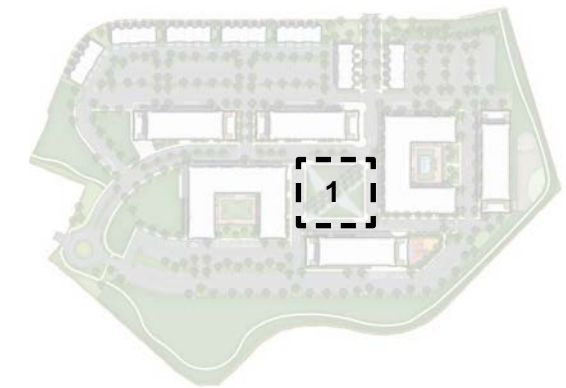
- 12.4 The Close shall be designed for one lane of counter-clockwise vehicular travel, with on-street parking on the building sides of the vehicular travel lane.
- 12.5 On-Street parking may be angled or parallel with the curb.
- 12.6 Green space of at least 4,500 square feet shall be created in the center of the Close.
- 12.7 The average width (shorter dimension) of the green space shall not be less than 25% of its average length (longer dimension).
- 12.8 The Close shall be wrapped with buildings on three sides, and the buildings shall be a minimum of two (2) stories or twenty (20) feet in height.
- 12.9 The Close may be utilized for development of tracts of 10 acres and greater.
- 12.10 The Close shall be used in lieu of a cul-de-sac.



1) Proposed Close - 21,450 SF

Key Plan

Locations of C-12 Open Spaces



C-12 12.1, C-12 12.2, & C-12 12.10 - The proposed Close is a green area designed to provide diagonal pedestrian access to opposite corners of the blocks surrounding the Close, while minimizing the number of times a pedestrian needs to cross vehicular traffic. The cartway provides the opportunity for vehicles to turn around as well as access both primary streets.

C-12 12.4, C-12 12.5, C-12 12.6 & C-12 12.7 - The proposed Close is surrounded by one lane travel on three sides, which is buffered by parallel parking spaces. Proposed green space within the close (not including proposed paving) is approximately 9,492 square feet. The width and length are equal.

C-12 12.3 & C-12 12.8 - There are buildings on four sides of the Close, as the two primary streets that converge at the Close are not centered upon it. All four buildings are greater than 20' in height.

C-12 12.9 - The greater site is 23.38 acres in size.



PUBLIC REALM: CLOSE



C-13

Legislative Intent

- 13.1 The Streetscape is intended to be a pedestrian friendly area defined by Mixed-Use Buildings located along Build-to Lines, in close proximity to sidewalks, and buffered by on-street parking.
- 13.2 The Streetscape is intended to be enhanced with such features as street trees, street lights, benches, and like-type amenities.

Design Standards

- 13.3 A Streetscape, defined by buildings located in alignment and close to the sidewalk and curb, shall be established and maintained.
- 13.4 Where existing buildings are not located along the Build-to Line, a fence, pier and hedge combination, or a low, free-standing wall shall be installed and maintained along the Build-to Line.
- 13.5 The Streetscape shall be embellished with street trees and street lights, and enhanced with other street furniture and amenities.
- 13.6 Streetscape Width shall range in size from 60 feet to 100 feet, whereby Bookend Buildings opposite one another help to create the outdoor room character of the Streetscape.

C-13 13.1, C-13 13.3 & C-13 13.6 - The Streetscape's architectural elements encourage pedestrian traffic in multiple ways. The position and orientation of mixed-use buildings create a sense of enclosure which directly interacts with those walking next to them.

C-13 13.2 & C-13 13.5 - The Streetscape will be furnished with pedestrian-oriented amenities such as pedestrian and street lights, street trees, and benches.

C-13 13.4 - Non-Applicable; all buildings are on the Build-to Line.



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STREETSCAPE

PROPOSED FLEX BUILDING 1215 HAUSMAN ROAD
MAJOR SUBDIVISION #2018-106
ATTACHMENTS

- 1. Memorandum**
- 2. Site Plan**
- 3. Township Engineer Review dated January 15, 2021**
- 4. Township Water and Sewer Engineer Review dated October 3, 2019**
- 5. Township Geotechnical Review dated January 11, 2021**
- 6. Public Works Department Review dated January 14, 2021**
- 7. Community Development Department Review dated February 12, 2021**
- 8. Zoning Officer Review dated February 5, 2021**
- 9. Public Safety Commission Review dated January 3, 2021**
- 10. Parks and Recreation Board Review dated October 15, 2018**
- 11. Landscape and Shade Tree Commission Review dated October 10, 2019**
- 12. LVPC Review dated August 16, 2019**
- 13. LCCD Review dated December 28, 2020**
- 14. Applicant's Correspondence:**
 - A. Project Narrative dated September 19, 2019**

TO: PLANNING COMMISSION
FROM: GREGG ADAMS, PLANNER
SUBJECT: PROPOSED FLEX BUILDING 1215 HAUSMAN ROAD
MAJOR SUBDIVISION #2018-106
REQUEST FOR PRELIMINARY/FINAL PLAN REVIEW
DATE: FEBRUARY 15, 2021
COPIES: BOARD OF COMMISSIONERS, R. BICKEL, D. MANHARDT, L. HARRIER,
A. SILVERSTEIN, J. ZATOR, ESQ., J. ALDERFER, ESQ, S. PIDCOCK,
APPLICANT, SUB. FILE #2018-106

LOCATION AND INTENT:

The application to develop the property located at 1215 Hausman Road. The plan proposes the razing of the existing barn and the construction of a 90,100 square-foot flex building, an 89-car parking lot, truck court and associated stormwater management facilities on the 10.7-acre tract. The subject property is zoned IC-1 industrial-Commercial-1 (Special Height Limitation). Lee Butz is the owner and Forge Development Group is the applicant.

PREVIOUS TOWNSHIP CONSIDERATION:

On February 17, 2020, Forge Development Group filed an application for Appeal 2020-02 1215 Hausman Road Warehouse for a variance from the requirement for 450 feet of road frontage for a Warehousing and Distribution Use. The application was subsequently withdrawn by the applicant on December 1, 2020.

On November 21, 2019, Forge Development Group submitted an application for Conditional Use Review 2019-601 1215 Hausman Road Warehouse. The application was withdrawn from the December 19, 2019 Planning Commission agenda prior to the meeting at the request of the applicant. The application is still active.

At their October 18, 2018 meeting, the Planning Commission reviewed Major Sketch Plan 2018-106 Proposed Flex Building 1215 Hausman Road

On February 17, 1986, the Zoning Hearing Board, through Zoning Appeal A-2-86, made a favorable interpretation of Section 12.25(b)(2) regarding the extent, size and intensity of a residential accessory use to permit a 1,440 square foot garage.

REVIEWING AGENCIES COMMENTS:

A. Township Engineer – Mr. Scott Pidcock’s comments are contained in his review letter dated January 15, 2021. Mr. Pidcock’s comments pertain to waiver requests, zoning issues, stormwater management, traffic, pavement repairs, and outside agency approvals.

- B. **Township Water and Sewer Engineer** – Mr. Jason Newhard’s comments are contained in his review letter dated October 3, 2019. Mr. Newhard’s comments pertain to fire hydrant protection, water line tie-in, and sewer line tie-in.
- C. **Township Geotechnical Engineer** – Mr. Chris Taylor’s comments are contained in his review letter dated January 11, 2021. Mr. Taylor’s comments pertain to a waiver request.
- D. **Public Works Department** – The comments from the Public Works Department are contained in Manager Herb Bender’s memorandum dated January 14, 2021. His comment pertains to downstream stormwater impacts.
- E. **Lehigh Valley Planning Commission** – The comments of the Lehigh Valley Planning are contained in Ms. Jillian Seitz’s review dated August 16, 2018. Ms. Seitz’s comments pertain to truck traffic’s impact on the local road network, and truck staging capabilities, driver amenities, and alternate transportation linkages. Ms. Seitz notes that the Drainage Plan is inconsistent with Act 167 requirements.
- F. **Lehigh County Conservation District** – The comments of the Lehigh County Conservation District are contained in Ms. Holly Kaplan’s review dated December 28, 2020. Ms. Kaplan notes that the applicant’s application to the LCCD is complete and technically adequate and that a technical review of the submission will commence.
- G. **Pennsylvania Department of Environmental Protection** - The applicant is to obtain approvals from the PA Department of Environmental Protection for wetland disturbance, NPDES Permits, and Sewage Facilities Planning Module Exemption.
- H. **Landscape and Shade Tree Commission** –The Landscape and Shade Tree Commission reviewed the plan at its September 23, 2019 meeting and found the plan acceptable
- I. **Public Safety Committee** – The Public Safety Commission reviewed the plan at its January 3, 2021 meeting and reported that the prior comments have been addressed.
- J. **Parks and Recreation Board** –The Parks and Recreation Board reviewed the plan at its October 8, 2018 meeting and recommended that the applicant contribute money in lieu of land dedication to meet the parks and open space requirements of the Subdivision and Land Development Ordinance.
- K. **Community Development Department** – The Department’s technical review letter is dated February 12, 2021 and provides comment pertaining to zoning issues, public safety, open space, water and sewer, stormwater, plan detail, waiver and deferral requests, and Comprehensive Plan and Official Map consistency.

COMMUNITY DEVELOPMENT DEPARTMENT RECOMMENDATION:

The Department recommends that the Planning Commission take the plan under advisement to afford the applicant the time necessary to address the reviewing

agencies' comments. Our recommendation is contingent upon the applicant granting the Township a waiver from the timeframe in which to act upon the plan.

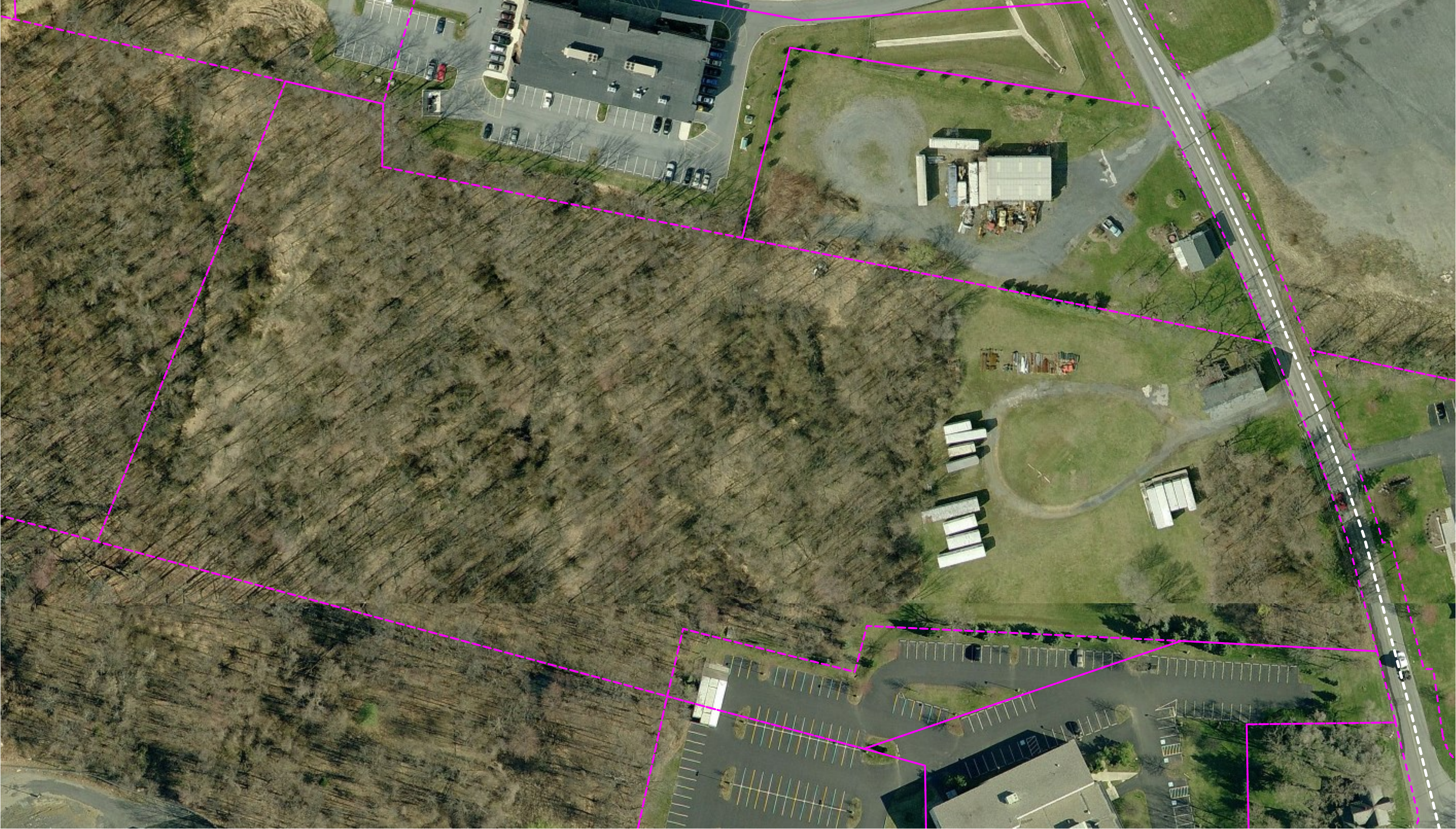
Planning Commission deadline date to act on the plan: February 15, 2021

Board of Commissioners deadline date to act on the plan: March 17, 2021



PROPOSED FLEX BUILDING 1215 HAUSMAN ROAD MAJOR SUBDIVISION #2018-106

Location Map



PROPOSED FLEX BUILDING 1215 HAUSMAN ROAD MAJOR SUBDIVISION #2018-106

1215 Hausman Road



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REVISION	DATE	DESCRIPTION	BY
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6-24-2020		FOR SUBMISSION	MVM
10-20-2020		PER TOWNSHIP REVIEW	GSP
11-02-2020		PER LCDD REVIEW	GSP
12-04-2020		PER TOWNSHIP REVIEW	GSP

PLAN DATE: **FEBRUARY 11, 2019**
 DRAWING SCALE: 1"=40'
 DRAWN BY: GSP
 CHECKED BY: PAS

PRELIMINARY/FINAL

PROJECT: PROPOSED

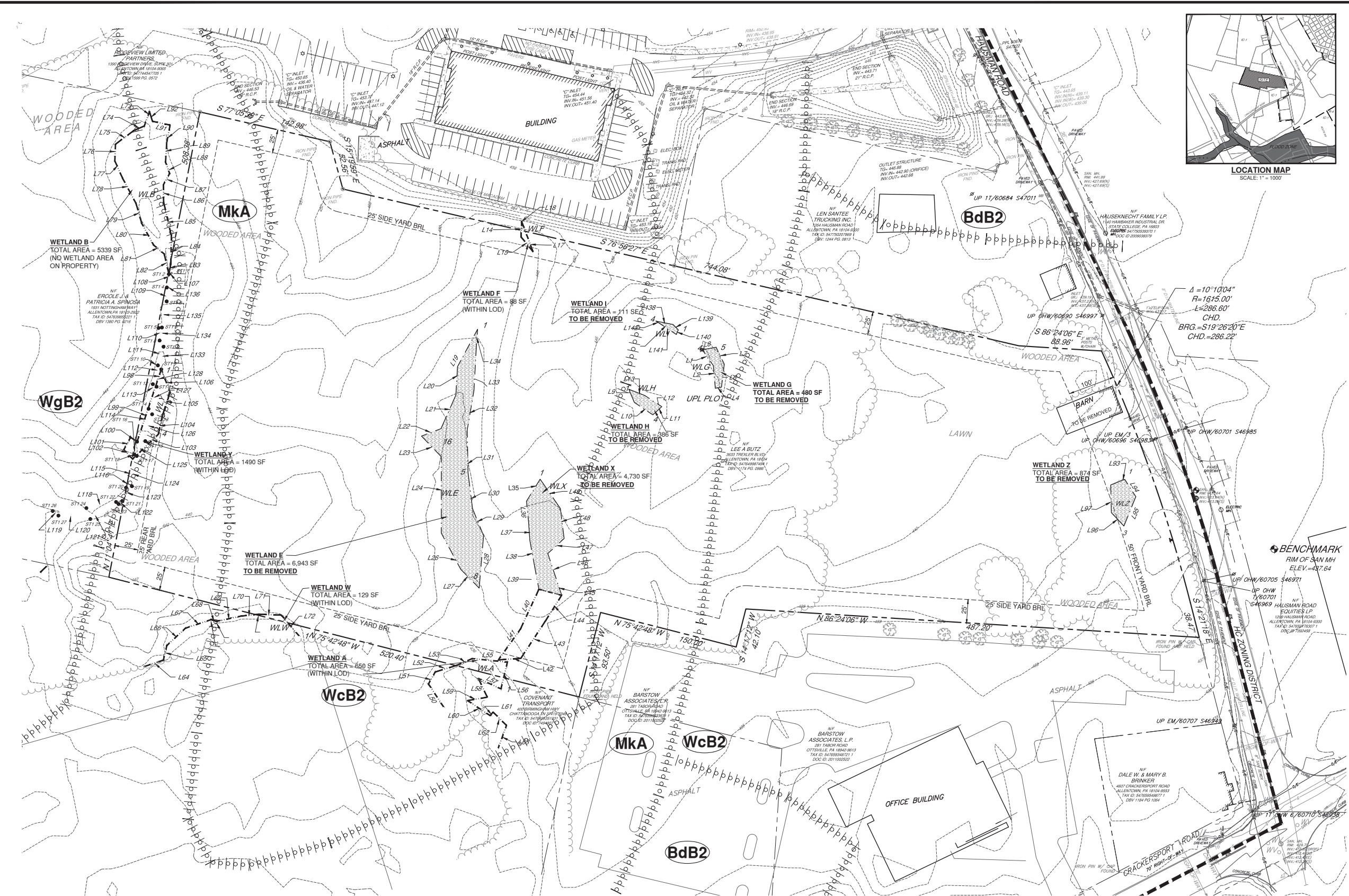
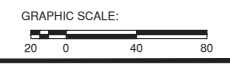
FLEX BUILDING

1215 HAUSMAN ROAD
 SOUTH WHITEHALL TOWNSHIP,
 LEHIGH COUNTY,
 PENNSYLVANIA

SHEET TITLE: **EXISTING FEATURES PLAN**

PROJECT NUMBER: 1877

SHEET: **3 OF 26**



TOWNSHIP REVIEW STATEMENT
 THE PLAN HAS BEEN REVIEWED BY THE TOWNSHIP STAFF AND TOWNSHIP ENGINEER FOR CONSISTENCY WITH MUNICIPAL REGULATIONS AND ORDINANCES RELATING TO LAND USE AND ZONING REQUIREMENTS OF ZONING, INVESTIGATIONS REGARDING PERIPHERAL LAND AND PLAN ISSUES WHICH ARE NOT REQUIRED AS PART OF A REVIEW PROCESS SUCH AS CLARITY OF TITLE, SURFACE CONDITIONS INCLUDING BUT NOT LIMITED TO SOIL AND WATER QUALITY, KARST GEOLOGICAL ACTIVITY, AND HISTORIC AND ARCHAEOLGICAL ISSUES OR SUCH OTHER ISSUES AS APPROPRIATE THAT MAY AFFECT THE MERCHANTABILITY OF THE LAND, HAVE NOT BEEN INVESTIGATED OR REVIEWED BY THE TOWNSHIP OR THE TOWNSHIP ENGINEER. THE TOWNSHIP AND TOWNSHIP ENGINEER MAKE NO REPRESENTATION OR WARRANTY CONCERNING THESE ISSUES, WHICH SHOULD BE ADDRESSED BY QUALIFIED PROFESSIONALS. THE TOWNSHIP ENGINEER HAS REVIEWED THE PLAN AND FOUND IT TO BE IN ACCORDANCE WITH THE APPROPRIATE REGULATIONS AND ORDINANCES AND IS ISSUING THIS REVIEW STATEMENT. THE TOWNSHIP ENGINEER'S REVIEW IS LIMITED TO THE TECHNICAL ASPECTS OF THE PLAN AND DOES NOT CONSTITUTE A GUARANTEE OF THE ACCURACY OF THE INFORMATION PROVIDED IN THE PLAN. THE TOWNSHIP ENGINEER'S REVIEW IS LIMITED TO THE TECHNICAL ASPECTS OF THE PLAN AND DOES NOT CONSTITUTE A GUARANTEE OF THE ACCURACY OF THE INFORMATION PROVIDED IN THE PLAN. THE TOWNSHIP ENGINEER'S REVIEW IS LIMITED TO THE TECHNICAL ASPECTS OF THE PLAN AND DOES NOT CONSTITUTE A GUARANTEE OF THE ACCURACY OF THE INFORMATION PROVIDED IN THE PLAN.

GROUND WATER ELEVATION TESTING CHART

INFILTRATION TEST NUMBER	GROUND SURFACE ELEVATION	INFILTRATION TEST ELEVATION	INFILTRATION TEST DEPTH (FT.)	FINAL RECORDED RATE (IN./HR.)
TP-1	450	449	1.0	0.0
TP-2	446	445	1.0	3.5
TP-3	441	439.6	1.4	1.0
TP-4	440	439.2	0.8	2.25
TP-5	442	440.6	1.4	1.0
TP-6	442	440.7	1.3	2.5
TP-7	441	439.25	1.75	2.5

INFILTRATION TESTING PERFORMED BY GEO-TECHNOLOGY ASSOCIATES, INC. (GTA) IN MARCH 2019.

NOTES:

- DATE OF AS-BUILT SURVEY: DECEMBER 11, 2018.
- HORIZONTAL: NAD83 (2011).
- VERTICAL: NAVD 88.
- A TITLE COMMITMENT HAS NOT BEEN PROVIDED TO THE SURVEYOR.

SURVEY REFERENCES:

- PLAN ENTITLED "SKETCH - LOT LINE ADJUSTMENT PLAN FOR THE LANDS OF ALVIN H. BUTZ, INC. & L.A.F. REALTY PARTNERSHIP", PREPARED BY KEYSTONE CONSULTING ENGINEERS INC., DATED DECEMBER 06, 1996, LAST REVISED MAY 12, 1997.
- PLAN ENTITLED "SITE PLAN - PRELIMINARY/FINAL LAND DEVELOPMENT PLAN FOR I.C.A.S. INC.", PREPARED BY KEYSTONE CONSULTING ENGINEERS INC., DATED DECEMBER 22, 1995, LAST REVISED MARCH 01, 1997 AND RECORDED IN THE LEHIGH COUNTY RECORDER OF DEEDS OFFICE IN PLAN MAJOR VOL. 34, PAGE 96.

SOIL CLASSIFICATION

THIS SOIL TAKEN FROM THE SOIL SURVEY OF LEHIGH COUNTY, PA PERFORMED BY THE U.S. DEPT. OF AGRICULTURE SOIL CONSERVATION SERVICE, DATED NOVEMBER 1963. THIS SITE IS FOUND ON MAP PAGE 25.

MKA	MELVIN SILT LOAM LOCAL ALLUVIUM 0-3% SLOPES	WcB2	WASHINGTON GRAVELLY LOAM COARSE VARIANT 3-8% SLOPES MODERATELY ERODED
WgB2	WASHINGTON GRAVELLY LOAM COARSE VARIANT 3-8% SLOPES MODERATELY ERODED	BdB2	BEDFORD SILT LOAM MODERATELY ERODED

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CLIENT LOG: Table with columns DATE, DESCRIPTION, BY.

REVISIONS: Table with columns DATE, DESCRIPTION, BY.

PLAN DATE: FEBRUARY 11, 2019 DRAWING SCALE: 1"=40'

PRELIMINARY/FINAL PROJECT: PROPOSED

FLEX BUILDING

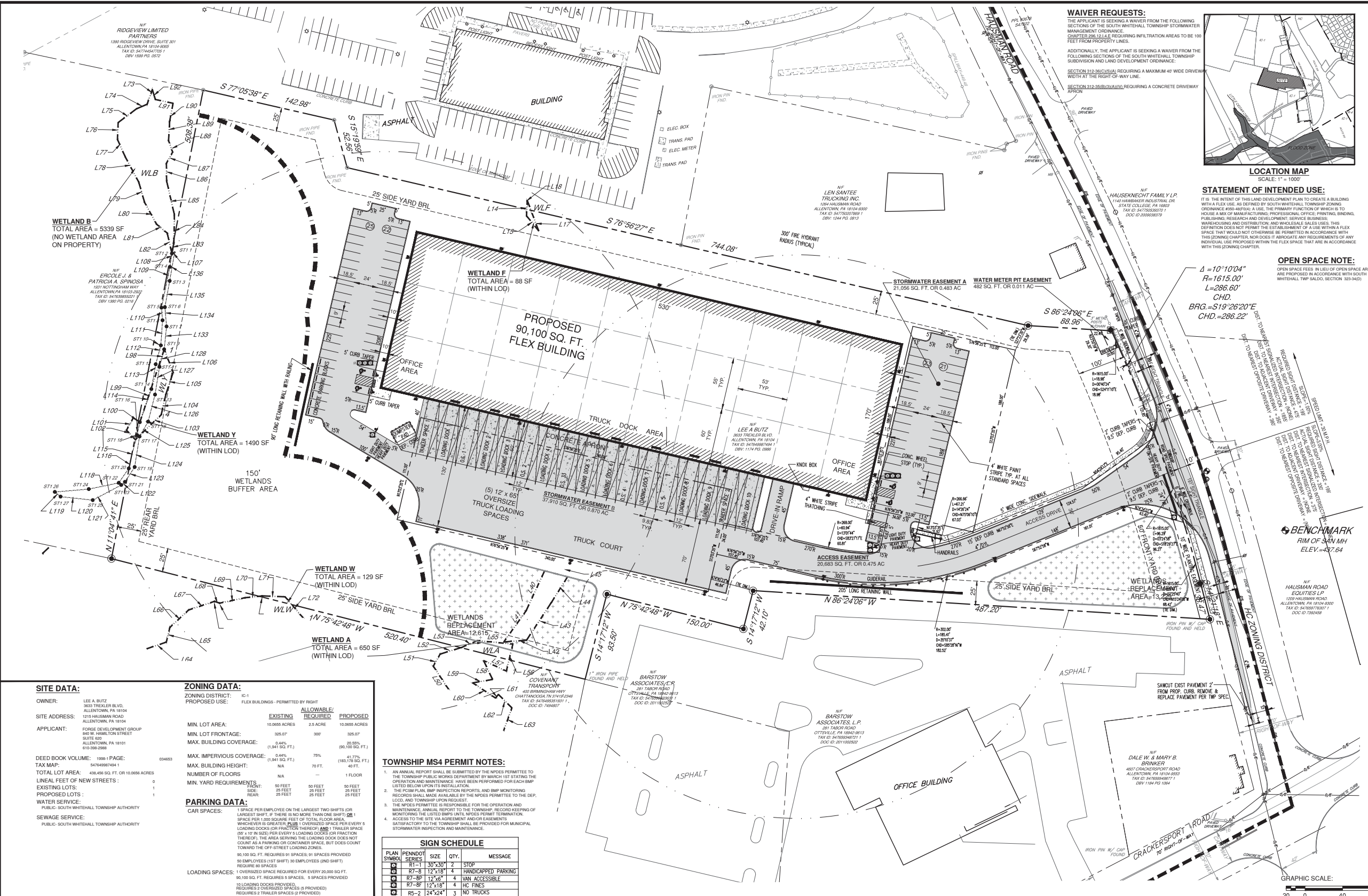
1215 HAUSMAN ROAD SOUTH WHITEHALL TOWNSHIP, LEHIGH COUNTY, PENNSYLVANIA

SITE PLAN

PROJECT NUMBER: 1877

4 OF 26

LEHIGH CO. RECORDING INFORMATION



SITE DATA: OWNER, APPLICANT, DEED BOOK VOLUME, TOTAL LOT AREA, EXISTING LOTS, PROPOSED LOTS, WATER SERVICE, SEWAGE SERVICE.

ZONING DATA: PROPOSED USE, MIN. LOT AREA, MIN. LOT FRONTAGE, MAX. BUILDING COVERAGE, MAX. IMPERVIOUS COVERAGE, MAX. BUILDING HEIGHT, NUMBER OF FLOORS, MIN. YARD REQUIREMENTS, PARKING DATA, CAR SPACES, LOADING SPACES.

TOWNSHIP MS4 PERMIT NOTES: 1. AN ANNUAL REPORT SHALL BE SUBMITTED... 2. THE PCFPM PLAN, BMP INSPECTION REPORTS... 3. THE NPDES PERMITTEE IS RESPONSIBLE... 4. ACCESS TO THE SITE VIA AGREEMENT AND/OR EASEMENTS...

SIGN SCHEDULE: TABLE with columns PLAN SYMBOL, PERIOD, SERIES, SIZE, QTY., MESSAGE.

TOWNSHIP REVIEW STATEMENT: THE PLAN HAS BEEN REVIEWED BY THE TOWNSHIP STAFF AND TOWNSHIP ENGINEER FOR CONSISTENCY WITH MUNICIPAL REGULATIONS...

ENGINEER'S CERTIFICATION: I HEREBY CERTIFY THAT THE ABOVE PLAN AND SURVEY TO BE CORRECT IN ALL OF ITS DETAILS.

TOWNSHIP PLANNING COMMISSION: RECOMMENDED FOR APPROVAL ON... TOWNSHIP BOARD OF COMMISSIONERS: APPROVED ON... LEHIGH VALLEY PLANNING COMMISSION: REVIEWED BY...

APPLICANT CERTIFICATION: THE APPLICANT IS THE OWNER, EQUITABLE OWNER OR HAS AN OPTION OR CONDITIONAL CONTRACT OF SALE ON THE LAND PROPOSED TO BE SUBDIVIDED OR DEVELOPED...

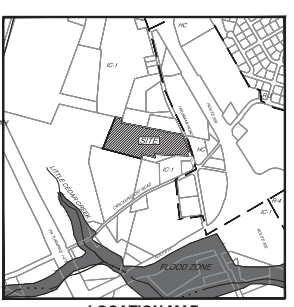
APPLICANT CERTIFICATION: THE APPLICANT ACKNOWLEDGES THAT FOLLOWING APPROVAL OF THIS PLAN, PLAN CHANGES MAY BE REQUIRED TO ADDRESS THE COMMENTS AND REGULATIONS OF THE OUTSIDE AGENCIES...

CORPORATION NOTARY CERTIFICATION: ON THIS, THE ____ DAY OF _____, 20____, BEFORE ME APPEARED ANDREW BALDO WHO ACKNOWLEDGED HIMSELF TO BE A PRINCIPAL OF FORGE DEVELOPMENT GROUP...

STORMWATER STATEMENT: NOTwithstanding any provisions of the TOWNSHIP STORMWATER MANAGEMENT PLAN INCLUDING EXEMPTION AND WAIVER PROVISIONS...

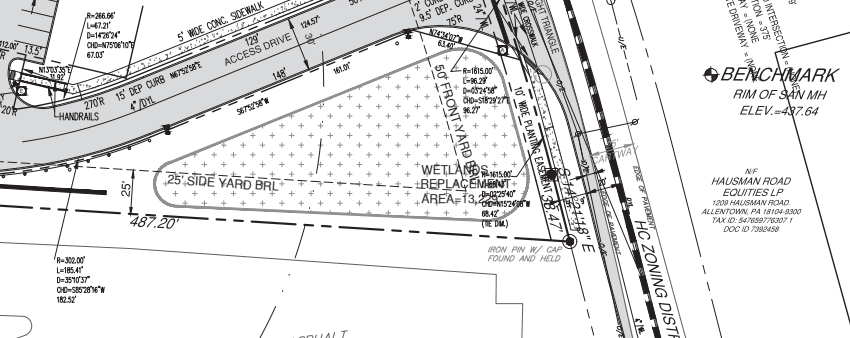
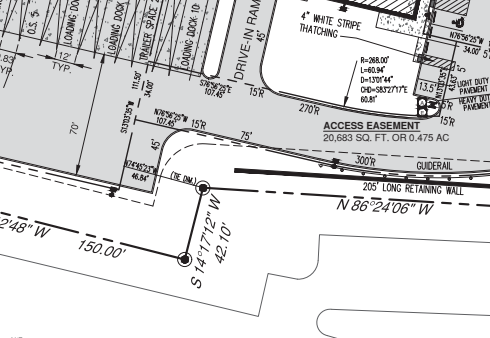
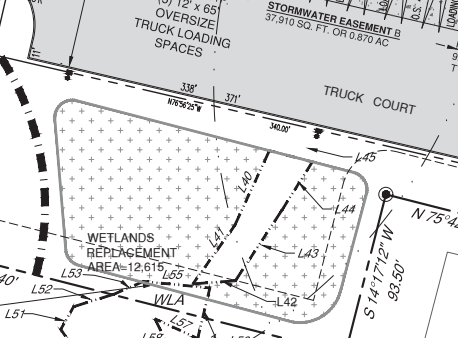
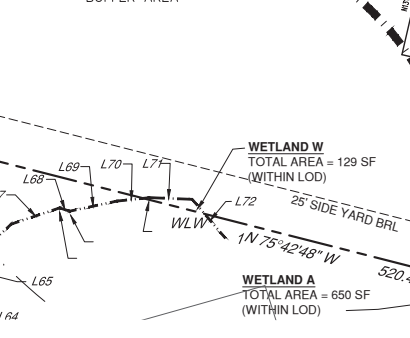
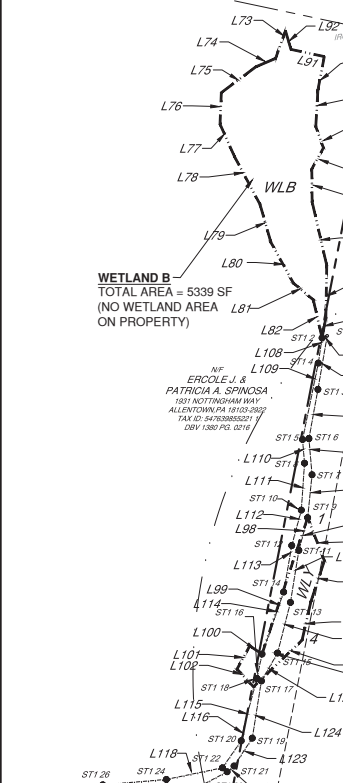
LEHIGH CO. RECORDING INFORMATION: PLANS FILED IN THE OFFICE OF THE RECORDER OF DEEDS OF LEHIGH COUNTY, PENNSYLVANIA, AS DOCUMENT # 2____ ON THE ____ DAY OF _____, 20____.

WAIVER REQUESTS: THE APPLICANT IS SEEKING A WAIVER FROM THE FOLLOWING SECTIONS OF THE SOUTH WHITEHALL TOWNSHIP STORMWATER MANAGEMENT ORDINANCE...




STATEMENT OF INTENDED USE: IT IS THE INTENT OF THIS LAND DEVELOPMENT PLAN TO CREATE A BUILDING WITH A FLEX USE AS PERMITTED BY SOUTH WHITEHALL TOWNSHIP ZONING ORDINANCE 330-4B(04): A USE...

OPEN SPACE NOTE: OPEN SPACE FEES IN USE OF OPEN SPACE AREAS ARE PROPOSED IN ACCORDANCE WITH SOUTH WHITEHALL TWP. SUDO, SECTION 333-34(01).




ENGINEER:


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 ALLENTOWN, PA 18106
 484-223-1761 FAX: 484-223-1768

EMAIL: INFO@LIBERTYENGR.COM
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SEAL:


 MICHAEL V. MINERVINI
 LICENSE NO. 14170

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12-04-2020	PER TOWNSHIP REVIEW	GSP

PLAN DATE: FEBRUARY 11, 2019
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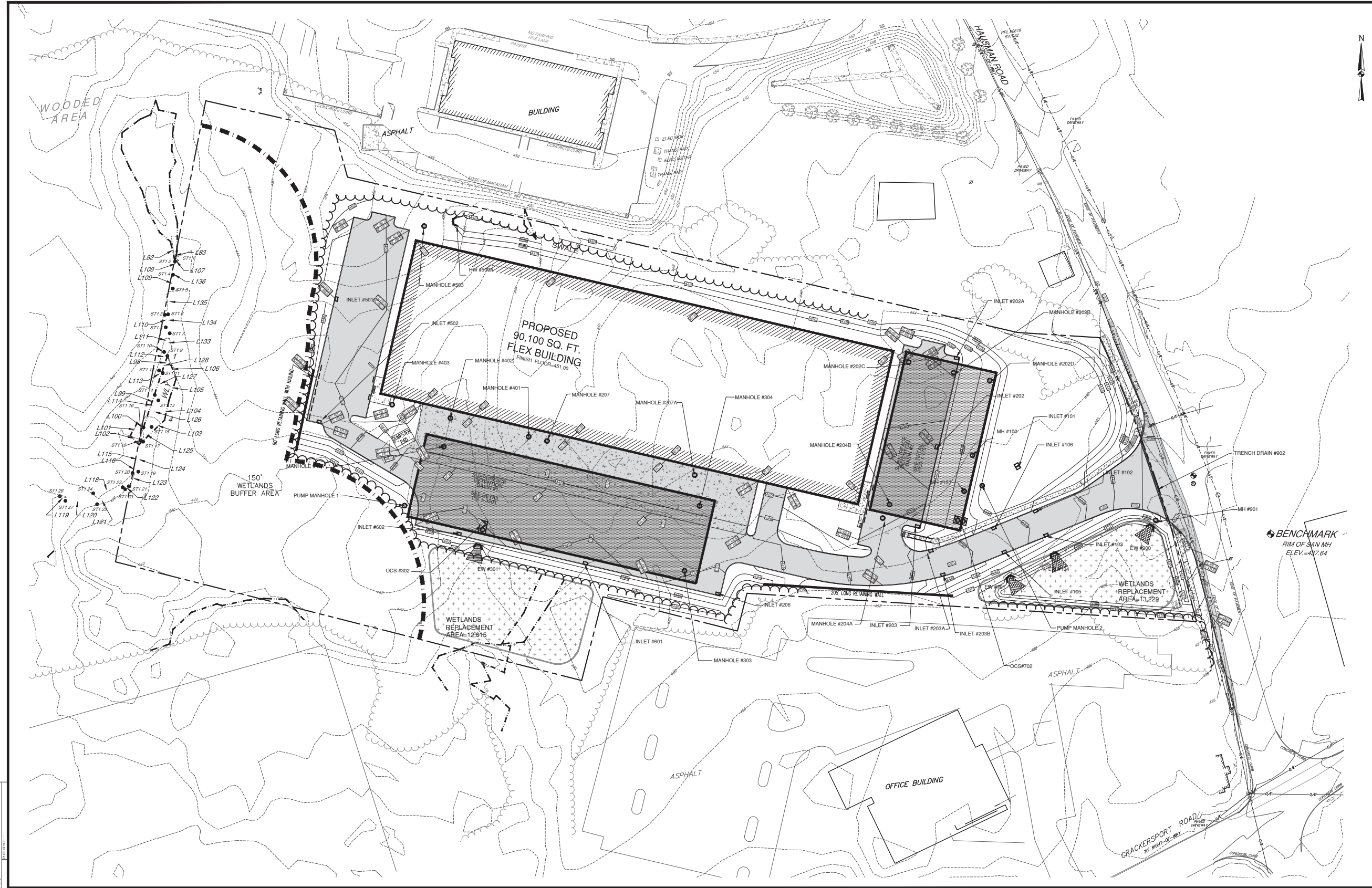
1215 HAUSMAN ROAD
 SOUTH WHITEHALL TOWNSHIP,
 LEHIGH COUNTY,
 PENNSYLVANIA

SHEET TITLE:

GRADING PLAN

PROJECT NUMBER:
1877

SHEET:
5 OF 26



TOWNSHIP REVIEW STATEMENT

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UNDERGROUND DETENTION BASIN NOTES

1. BASIN SURGRADE SHALL BE FULLY EXPOSED FOR INSPECTION BY THE TOWNSHIP'S GEOTECHNICAL CONSULTANT PRIOR TO PLACEMENT OF LNER MATERIAL. A MINIMUM OF 48 HOURS NOTICE PRIOR WHEN REQUESTING INSPECTION.
2. SUBGRADE SHALL BE FREE FROM UNCONTROLLED FILL, ORGANICS, OR OTHER DELETTERIOUS MATERIALS.
3. SUBGRADE SHALL BE LEVEL WITH NO COURSE FRAGMENTS PROTRUDING ABOVE THE SURFACE. CONTRACTOR SHALL PROVIDE SURVEY CONTROL AND LEVELING EQUIPMENT TO DEMONSTRATE THAT THE SUBGRADE IS LEVEL AND AT THE CORRECT ELEVATION.
4. IF OVER-EXCAVATION IS REQUIRED, THE PROJECT GEOTECHNICAL ENGINEER SHALL PROPOSE THE MATERIAL AND METHOD OF PLACEMENT TO FILL ANY VOIDS CREATED BY OVER-EXCAVATION. THIS PROPOSAL SHALL BE PROVIDED TO THE TOWNSHIP GEOTECHNICAL CONSULTANT FOR REVIEW AND APPROVAL PRIOR TO BEGINNING WORK.

CALL BEFORE YOU DIG

POSSIBLE UNLAWFUL WORKER'S WORKING DAYS NOTICE FOR CONSTRUCTION PENALTY AND 15 WORKING DAYS IN DESIGN STAGE STOP CALL

BENCHMARK

RIM OF SANITARY MANHOLE
 ELEV.=437.64 (NAVD 88 DATUM)

NO. 20183530923 DATE: 12-19-2018





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11-02-2020	PER LCCD REVIEW	GSP
12-04-2020	PER TOWNSHIP REVIEW	GSP

PLAN DATE:

FEBRUARY 11, 2019

DRAWING SCALE: **1"=40'**

DRAWN BY: GSP

CHECKED BY: PAS

PRELIMINARY/FINAL

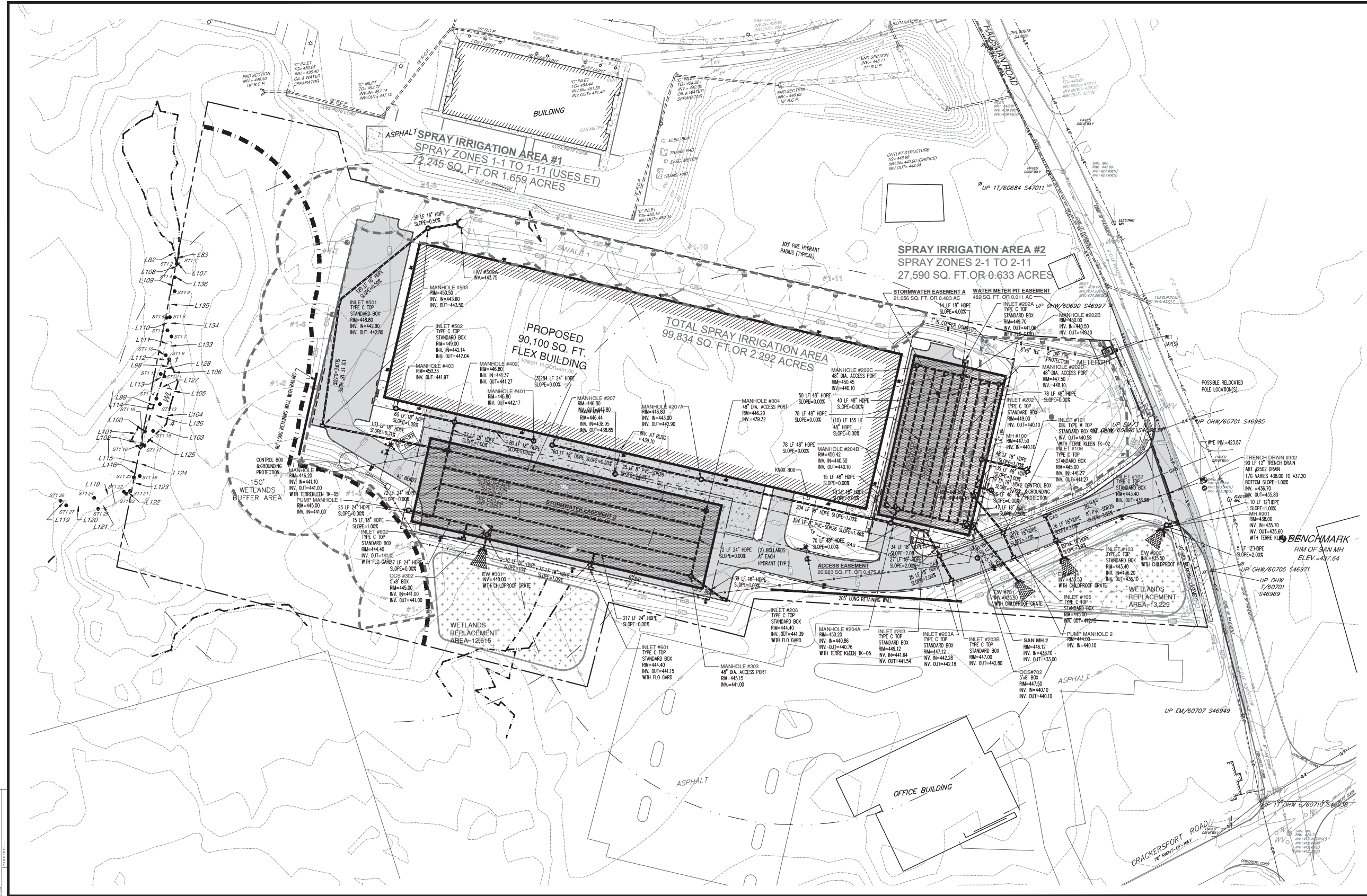
PROJECT: **PROPOSED FLEX BUILDING**

1215 HAUSMAN ROAD
 SOUTH WHITEHALL TOWNSHIP,
 LEHIGH COUNTY,
 PENNSYLVANIA

SHEET TITLE: **UTILITY PLAN**

PROJECT NUMBER: **1877**

SHEET: **6 OF 26**



TOWNSHIP REVIEW STATEMENT

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TRENCH DRAIN NOTE:
 AT THE TIME OF CONSTRUCTION, CATALOG CUTS OF THE TRENCH DRAIN AND CONNECTION TO THE DOWNSTREAM PIPE ARE REQUIRED TO BE SUBMITTED TO THE TOWNSHIP TO DEMONSTRATE CONSTRUCTIBILITY AND THE ABILITY TO WITHSTAND HS-20S LOADING IN ACCORDANCE WITH SOUTH WHITEHALL TOWNSHIP STANDARD CONSTRUCTION DOCUMENTS AND PENNDOT SPECIFICATIONS.

CALL BEFORE YOU DIG

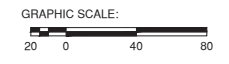
FORWARD CALL REQUIRED 3 WORKING DAYS NOTICE FOR CONSTRUCTION PHASE AND 15 WORKING DAYS IN DESIGN PHASE PRIOR TO CALL.

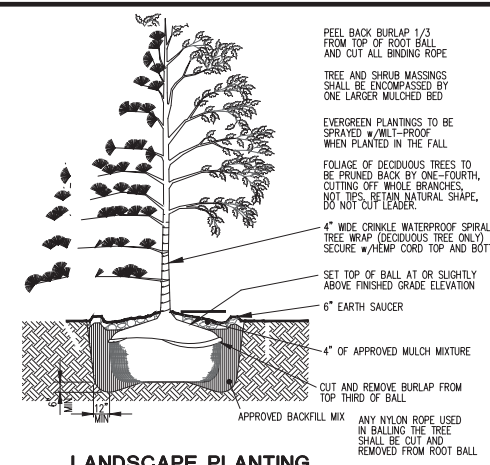
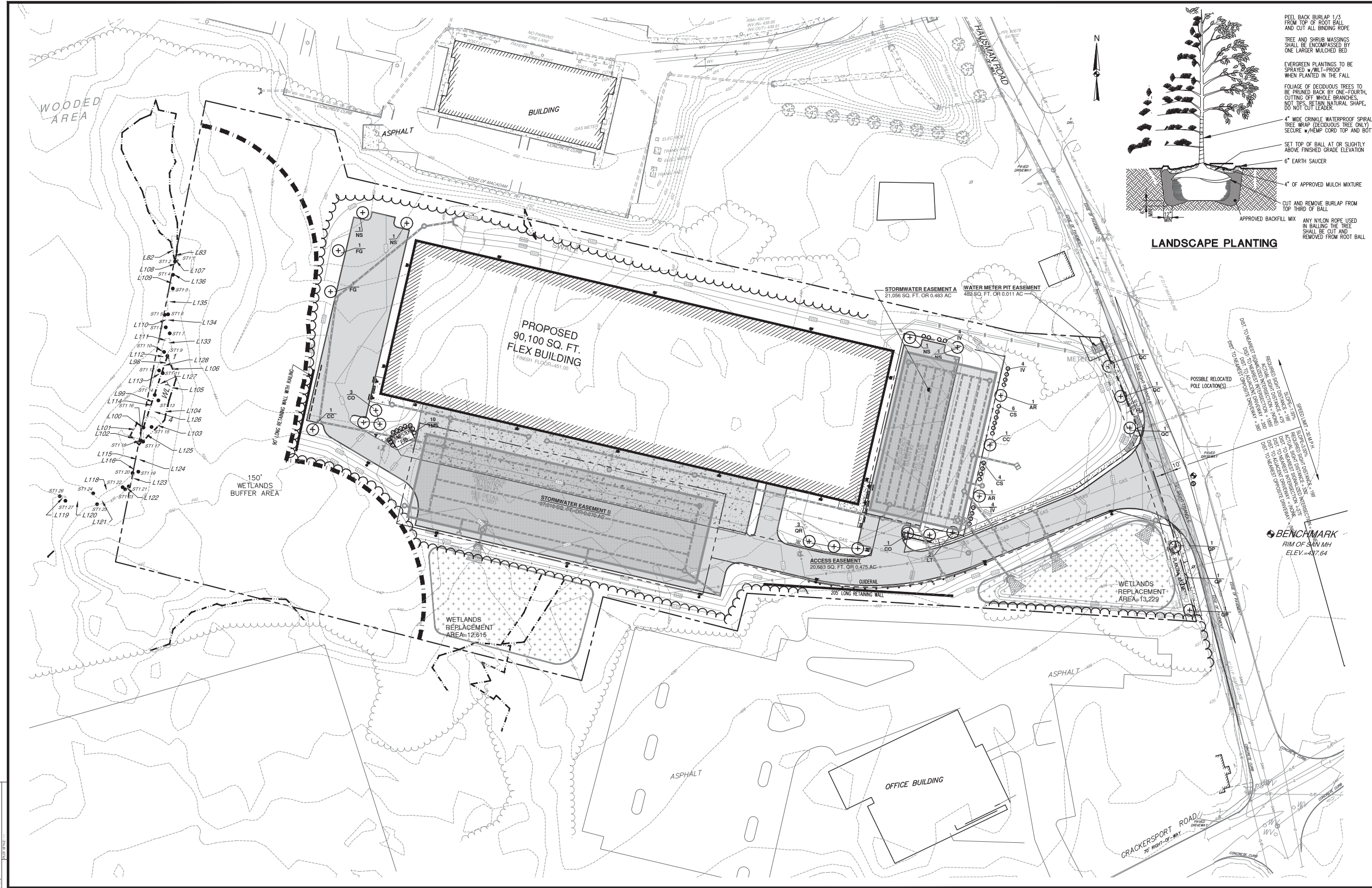
1-800-242-1776

BENCHMARK

RIM OF SANITARY MANHOLE ELEV.=437.64 (NAVD 88 DATUM)

NO. 20183530923 DATE: 12-18-2018





LIBERTY ENGINEERING INC.
 CIVIL/STRUCTURAL/MECHANICAL/ELECTRICAL

7150 WINDSOR DR., SUITE 5
 ALLENTOWN, PA 18106
 484-223-1761 FAX: 484-223-1768

EMAIL: INFO@LIBERTYENGR.COM
 WWW.LIBERTYENGR.COM

SEAL: MICHAEL V. MINERVINI

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CLIENT LOGO:

DATE	DESCRIPTION	BY
7-18-2019	GENERAL REVISIONS	MVM
9-19-2019	GENERAL REVISIONS	GSP
11-4-2019	PER TOWNSHIP REVIEW	GSP
1-22-2020	GENERAL REVISIONS	GSP
2-14-2020	FOR NPDES SUBMISSION	GSP
3-23-2020	PER TOWNSHIP REVIEW	GSP
4-7-2020	GENERAL REVISIONS	GSP
6-24-2020	FOR SUBMISSION	MVM
10-20-2020	PER TOWNSHIP REVIEW	GSP
11-02-2020	PER LCDD REVIEW	GSP
12-04-2020	PER TOWNSHIP REVIEW	GSP

REVISIONS / ISSUED:

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10-20-2020	PER TOWNSHIP REVIEW	GSP
11-02-2020	PER LCDD REVIEW	GSP
12-04-2020	PER TOWNSHIP REVIEW	GSP

PLAN DATE: **FEBRUARY 11, 2019**

DRAWING SCALE: **1"=40'**

DRAWN BY: GSP
 CHECKED BY: PAS

PRELIMINARY/FINAL

PROJECT: **PROPOSED FLEX BUILDING**

1215 HAUSMAN ROAD
 SOUTH WHITEHALL TOWNSHIP,
 LEHIGH COUNTY,
 PENNSYLVANIA

SHEET TITLE: **LANDSCAPE PLAN**

PROJECT NUMBER: **1877**

SHEET: **7 OF 26**

TOWNSHIP REVIEW STATEMENT

THIS PLAN HAS BEEN REVIEWED BY THE TOWNSHIP STAFF AND TOWNSHIP ENGINEER FOR CONSISTENCY WITH MUNICIPAL REGULATIONS AND ORDINANCES RELATING TO LAND USE AND ORDINANCE REQUIREMENTS OF ZONING, INVESTIGATIONS REGARDING PERIPHERAL LAND AND PLAN ISSUES WHICH ARE NOT REQUIRED AS PART OF A REVIEW PROCESS SUCH AS GARY OF TITLE, SURFACE CONDITIONS INCLUDING BUT NOT LIMITED TO, SOIL AND WATER QUALITY, KARST GEOLOGICAL ACTIVITY, AND HISTORIC AND ARCHAEOLGICAL ISSUES, OR SUCH OTHER ISSUES AS APPROPRIATE THAT MAY AFFECT THE MERCHANTABILITY OF THE LAND. HAVE NOT BEEN INVESTIGATED OR REVIEWED BY THE TOWNSHIP OR THE TOWNSHIP ENGINEER. THE TOWNSHIP AND TOWNSHIP ENGINEER MAKE NO REPRESENTATION OR WARRANTY CONCERNING THESE ISSUES, WHICH SHOULD BE ADDRESSED BY QUALIFIED PROFESSIONALS. THE COMMISSIONED BY THE DEVELOPER AND/OR LAND OWNERS AS APPROPRIATE, AND ENGAGED IN THE APPROPRIATE FIELD OF PRACTICE, UNDERSTANDING AND GEOGRAPHY OF THE PROPERTY BOUNDARY AND ANY INTERNAL LOTS AND STREETS HAVE BEEN OVERVIEWED WITH RESPECT TO APPLICABLE ORDINANCE STANDARDS FOR MATHEMATICAL COMPLETENESS, CLARITY OF DETECTION, CONSISTENCY, CLOSURE, AND AREA ONLY. THE RESEARCH FOR AND DETERMINATION AND LOCATION OF PROPERTY LINES, STREET RIGHTS-OF-WAY, AND OTHER EASEMENTS, ETC. ARE THE RESPONSIBILITY OF THE SURVEYOR OR RECORD WHOSE SEAL APPEARS ON THIS PLAN, AND HAVE NOT BEEN INDEPENDENTLY CONFIRMED OR VERIFIED BY THE TOWNSHIP, THE TOWNSHIP ENGINEER, OR THE TOWNSHIP SOLICITOR.

CALL BEFORE YOU DIG

811

FORWARD YOUR LAW REQUIREMENTS WORKING DAYS NOTICE FOR CONSTRUCTION PERMITS AND 15 WORKING DAYS IN ADVANCE. STAKE-OUT CALL. 1-800-242-1776. NO. 20183530923 DATE: 12-19-2018

BENCHMARK
 RIM OF SANITARY MANHOLE
 ELEV.=437.64 (NAVD 88 DATUM)



PAVED AREA TREE SCHEDULE					
QTY	KEY	BOTANICAL NAME	COMMON NAME	SIZE**	REMARKS
2	AR	ACER REDRUM	RED MAPLE	2 1/2" MIN. CALIPER	BALLED & BURLAPPED
2	CC	CARPINUS CAROLINIANA	AMERICAN HORNBEEAM	2 1/2" MIN. CALIPER	BALLED & BURLAPPED
4	CO	CELTIS OCCIDENTALIS	COMMON HACKBERRY	2 1/2" MIN. CALIPER	BALLED & BURLAPPED
2	FG	FAGUS GRANDIFLORA	AMERICAN BEECH	2 1/2" MIN. CALIPER	BALLED & BURLAPPED
2	LT	LIRIODENDRON TULIPIFERA	TULIP POPLAR	2 1/2" MIN. CALIPER	BALLED & BURLAPPED
4	NS	NYSSA SYLVATICA	BLACK GUM	2 1/2" MIN. CALIPER	BALLED & BURLAPPED
3	QR	QUERCUS RUBRA	RED OAK	2 1/2" MIN. CALIPER	BALLED & BURLAPPED

STREET TREE SCHEDULE					
QTY	KEY	BOTANICAL NAME	COMMON NAME	SIZE**	REMARKS
3	QC	QUERCUS COCCINEA	SCARLET OAK	2 1/2" MIN. CALIPER	BALLED & BURLAPPED
3	QP	QUERCUS PHELLOS	WILLOW OAK	2 1/2" MIN. CALIPER	BALLED & BURLAPPED

SHRUB SCHEDULE					
QTY	KEY	BOTANICAL NAME	COMMON NAME	SIZE	REMARKS
10	CS	CORNUS SERICIA	REDTWIN DOGWOOD	3' HEIGHT	BALLED & BURLAPPED
12	IV	ILEX VERTICILLATA	COMMON WINTERBERRY	3' HEIGHT	BALLED & BURLAPPED
10	TMS	TAXUS X MEDIA DENSIFORMIS	SMALL DENSEIFRONS YEW	3' HEIGHT	BALLED & BURLAPPED

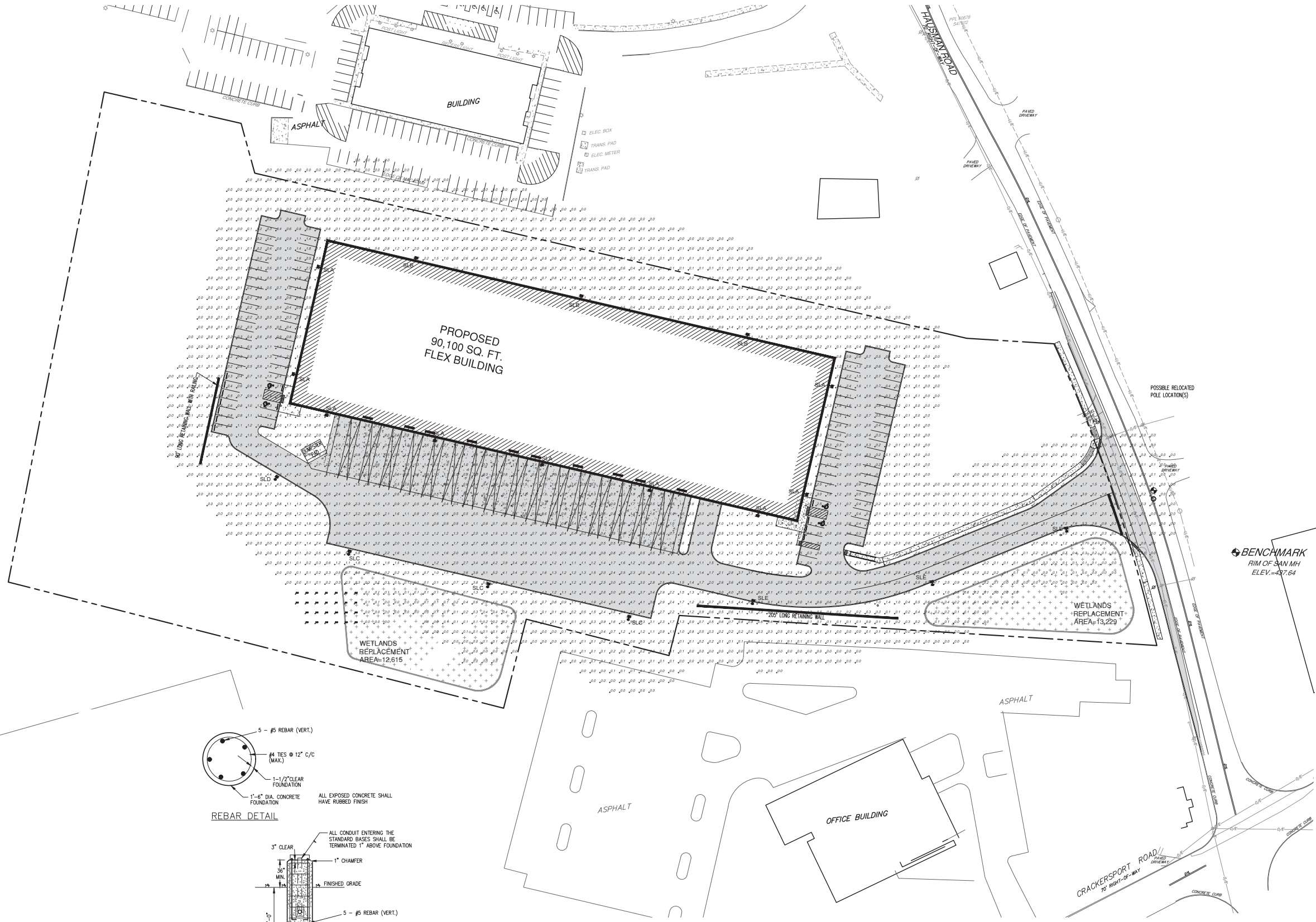
TREE SPECIFICATIONS

- TREES SHALL BE OF NURSERY STOCK QUALITY, GROWN UNDER THE SAME CLIMATE AS THE LOCATION OF THE DEVELOPMENT.
- ALL PLANTING SHALL BE DONE IN CONFORMANCE WITH GOOD NURSERY PRACTICE AND TO THE STANDARDS ESTABLISHED AT THE LOCATION OF THE DEVELOPMENT.
- TREES PERMITTED SHALL BE OF SYMMETRICAL GROWTH, FREE OF INSECT PESTS AND DISEASE.
- THE TRUNK DIAMETER MEASURED AT A HEIGHT OF SIX(6) INCHES ABOVE GROUND LEVEL SHALL BE A MINIMUM OF 2 TO 2 1/2" INCHES. TREES SHALL HAVE A MINIMUM OF A FOUR(4) FOOT SINGLE STRAIGHT STEM TO THE FIRST LATERAL BRANCHES, ABOVE GROUND LEVEL.

PLANTING LEGEND:

- EXISTING TREE MASS
- EXISTING TREE LOCATION
- PROPOSED SHRUB LOCATION
- PROPOSED CONIFER TREE LOCATION
- PROPOSED DECIDUOUS TREE LOCATION
- INDICATES BUFFER YARD PLANTING
- SPECIAL COUNT TREES (SEE TREE COUNT SCHEDULE)
- QUANTITY OF TREES IN GROUP TREE TYPE (SEE SCHEDULE)
- TREE PROTECTION FENCE

**MEASURED 6" ABOVE GRADE



ENGINEER:

LIBERTY ENGINEERING
 INC.
 CIVIL • STRUCTURAL • MECHANICAL • ELECTRICAL
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11-02-2020	PER LCDC REVIEW	GSP
12-04-2020	PER TOWNSHIP REVIEW	GSP

PLAN DATE:
FEBRUARY 11, 2019
 DRAWING SCALE:
1"=40'
 DRAWN BY:
 GSP
 CHECKED BY:
 PAS

PRELIMINARY/FINAL

PROJECT:
 PROPOSED

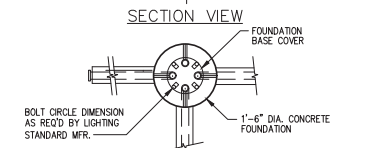
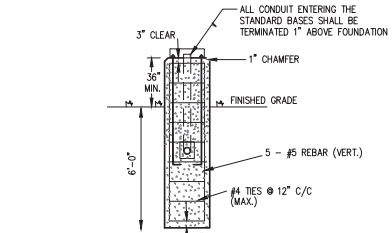
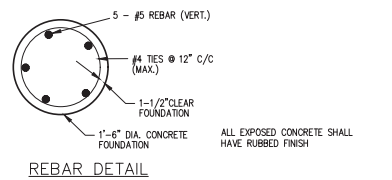
FLEX BUILDING

1215 HAUSMAN ROAD
 SOUTH WHITEHALL TOWNSHIP,
 LEHIGH COUNTY,
 PENNSYLVANIA

SHEET TITLE:
SITE LIGHTING PLAN

PROJECT NUMBER:
 1877

SHEET:
8 OF 26

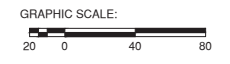


LIGHTING STANDARD - FOUNDATION DETAIL
 NO SCALE

LUMINAIRE SCHEDULE

Symbol	Label	Catalog Number	Manufacturer	Lamp	Mounting
SLA	SLA	DSKW2 LED 30C 1000 40K T1M MVOLT	LITHONIA	LED, (30) @ 4000K LEDS DRIVEN @ 1000mA FORWARD THROW OPTICS	20' HIGH MAXIMUM - WALL MOUNTED
SLB	SLB	DSKW2 LED 30C 1000 40K T3M MVOLT	LITHONIA	LED, (30) @ 4000K LEDS DRIVEN @ 1000mA TYPE 3 MEDIUM OPTICS	20' HIGH MAXIMUM - WALL MOUNTED
SLC	SLC	DSK2 LED 80C 1000 40K T4M MVOLT HS	LITHONIA	LED, (80) @ 4000K LEDS DRIVEN @ 1000mA TYPE 4 MEDIUM OPTICS HOUSE SIDE SHIELD	20' HIGH MAXIMUM - SQUARE STEEL POLE CONCRETE BASE - 3'-0" ABOVE GRADE
SLD	SLD	DSK2 LED 80C 1000 40K T4M MVOLT HS	LITHONIA	LED, (80) @ 4000K LEDS DRIVEN @ 1000mA TYPE 3 MEDIUM OPTICS HOUSE SIDE SHIELD	20' HIGH MAXIMUM - SQUARE STEEL POLE CONCRETE BASE - 3'-0" ABOVE GRADE
SLE	SLE	DSK2 LED 80C 1000 40K T4M MVOLT HS	LITHONIA	LED, (80) @ 4000K LEDS DRIVEN @ 1000mA TYPE 4 MEDIUM OPTICS HOUSE SIDE SHIELD	20' HIGH MAXIMUM - SQUARE STEEL POLE CONCRETE BASE - 3'-0" ABOVE GRADE

LIGHTING NOTE:
 A BUILDING PERMIT IS REQUIRED FOR LIGHT POLE FOUNDATIONS PRIOR TO INSTALLATION.



TOWNSHIP REVIEW STATEMENT
 THE PLAN HAS BEEN REVIEWED BY THE TOWNSHIP STAFF AND TOWNSHIP ENGINEER FOR CONSISTENCY WITH MUNICIPAL REGULATIONS AND ORDINANCES RELATING TO LAND USE AND DIMENSIONAL REQUIREMENTS OF ZONING, INVESTIGATIONS REGARDING PERIPHERAL LAND AND PLANNING ISSUES WHICH ARE NOT REQUIRED AS PART OF A REVIEW PROCESS SUCH AS CLARITY OF TITLE, SURFACE CONDITIONS INCLUDING BUT NOT LIMITED TO SOIL AND WATER QUALITY, KARST GEOLOGICAL ACTIVITY, AND HISTORIC AND ARCHAEOLOGICAL ISSUES, OR SUCH OTHER ISSUES AS APPROPRIATE THAT MAY AFFECT THE MERCHANTABILITY OF THE LAND, HAVE NOT BEEN INVESTIGATED OR REVIEWED BY THE TOWNSHIP OR THE TOWNSHIP ENGINEER. THE TOWNSHIP AND TOWNSHIP ENGINEER MAKE NO REPRESENTATION OR WARRANTY CONCERNING THESE ISSUES, WHICH SHOULD BE ADDRESSED BY QUALIFIED PROFESSIONALS. COMMISSIONED BY THE DEVELOPER AND/OR LAND OWNERS) AS APPROPRIATE, AND ENGAGED IN THE APPROPRIATE FIELD OF PRACTICE, DIMENSIONS AND GEOMETRY OF THE PROPERTY BOUNDARY AND ANY INTERNAL LOTS AND STREETS HAVE BEEN OVERVIEWED WITH RESPECT TO APPLICABLE ORDINANCE STANDARDS FOR MATHEMATICAL COMPLETENESS, CLARITY OF DIRECTION, CONSISTENCY, CLOSURE, AND AREA (ONLY). THE RESEARCH FOR AND DETERMINATION AND LOCATION OF PROPERTY LINES, STREET RIGHTS-OF-WAY, AND OTHER EASEMENTS, ETC. ARE THE RESPONSIBILITY OF THE SURVEYOR OR RECORD WHOSE SEAL APPEARS ON THIS PLAN, AND HAVE NOT BEEN INDEPENDENTLY CORROBORATED OR VERIFIED BY THE TOWNSHIP, THE TOWNSHIP ENGINEER, OR THE TOWNSHIP SOLICITOR.

CALL BEFORE YOU DIG
 PENNSYLVANIA LAW REQUIRES 3 WORKING DAYS NOTICE FOR CONSTRUCTION PENALTIES AND 10 WORKING DAYS IN PENNSYLVANIA. PENNSYLVANIA
 1-800-242-1776
 NO. 20183530923 DATE: 12-19-2018

BENCHMARK
 RIM OF SANITARY MANHOLE
 ELEV.=437.64 (NAVD 88 DATUM)

SOUTH WHITEHALL TOWNSHIP

4444 Walbert Avenue, Allentown, PA 18104-1699
www.southwhitehall.com • (610) 398-0401

MEMORANDUM

TO: Mr. Gregg R. Adams via e-mail
Planner
South Whitehall Township

FROM: Mr. Anthony F. Tallarida, P.E. *AFT*
Manager, Municipal Division – Planning

SUBJECT: South Whitehall Township
1215 Hausman Road – Flex Building
Major Subdivision #2018-106
Preliminary/Final Plan Review

DATE: January 15, 2021

COPIES: Ms. Renee Bickel, SHRM-SCP, SPHR
Township Manager
South Whitehall Township

Mr. Randy Cope
Director of Township Operations
South Whitehall Township

Mr. David Manhardt, AICP
Director of Community Development
South Whitehall Township

Mr. Herb Bender
Public Works Superintendent
South Whitehall Township

Mr. Mike Elias
MS4 Program Coordinator
South Whitehall Township

TOWNSHIP ENGINEER

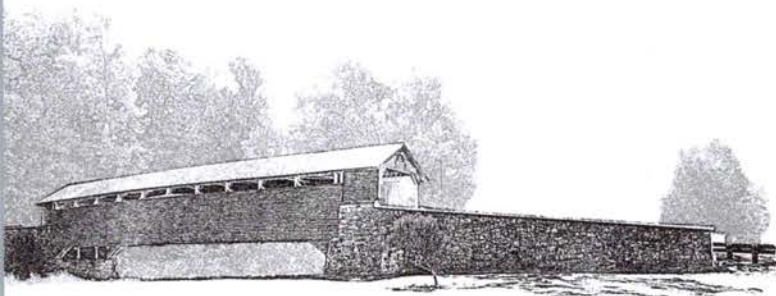
J. Scott Pidcock, P.E., R.A.

The Pidcock Company

2451 Parkwood Drive, Allentown, PA 18103-9608

Phone: (610) 791-2252 • Fax: (610) 791-1256

E-mail: info@pidcockcompany.com



Ms. Tracy J. Fehnel
Executive Assistant
South Whitehall Township

Mr. Aaron Silverstein
Zoning Officer
South Whitehall Township

Ms. Laura M. Harrier
Building Code Official/Zoning Officer
South Whitehall Township

Joseph A. Zator, II, Esq.
South Whitehall Township Solicitor
Zator Law

Jennifer R. Alderfer, Esq.
Assistant South Whitehall Township Solicitor
Zator Law

Mr. Christopher A. Taylor, PG
Senior Geologist
Hanover Engineering Associates, Inc.

Mr. Paul A. Szewczak
Partner / Director
Liberty Engineering, Inc.

Mr. Andrew Baldo
Principal
Forge Development Group

(all via e-mail)

REPORT:

We reviewed for general conformance with plan requirements contained in Chapter 312 – the Subdivision and Land Development Ordinance (SALDO), in Chapter 296 – the Stormwater Management Plan (SMP), for general conformance with the requirements of Chapter 304 – Street Excavation Ordinance (SEO), and for general conformance with the dimension requirements of Chapter 350 – the Zoning Ordinance (ZO), the documents identified on the attached List of Plans and Supplemental Information.

The Plans propose the development of a 90,100 square foot flex building on a 10± acre lot. The tract is located on the west side of Hausman Road within the Industrial Commercial – Special Height Limitation (IC-1) Zoning District, and the TND – Industrial Retrofit and Infill Overlay District. A majority of the tract is wooded and contains an existing barn, and one gravel driveway connection to Hausman Road. Wetlands are also present on the site. A new paved driveway connection to Hausman Road is proposed, as well as a 44-space eastern parking lot and a 47-space western parking lot. A 5-space truck court is proposed on the south of the proposed building. Two underground infiltration basins are proposed, one below the eastern parking lot and one below the southern truck court. Wetlands replacement areas are also proposed on the east and south sides of the lot.

In conclusion, we will recommend engineering approval of the 1215 Hausman Road Flex Building Preliminary/Final Land Development Plan when the following comments have been satisfactorily addressed.

jfw/acc

Enclosures

South Whitehall Township
1215 Hausman Road – Flex Building
Major Subdivision #2018–106
Preliminary/Final Plan Review

January 15, 2021

REVIEW COMMENTS

A. Waiver Requests

As indicated in the Design Response Letter dated September 19, 2019, and by plan notation, waivers are requested from the following SMP Section and SALDO Sections:

1. SMP §296-12.I(4)(e) – requiring infiltration facilities to be set back 100 feet from the property line. The concerns noted in the Township Geotechnical Consultant’s (TGC) review letter dated January 11, 2021, regarding this request should be satisfactorily addressed;
2. SALDO §312-36(c)(5)(A) – requiring a maximum 40-foot driveway width at the right-of-way line in all non-residential subdivisions. We have no engineering objection to this request; and
3. SALDO §312-35(b)(3)(A)(iv) – requiring concrete driveway aprons for all driveways which cross an existing or proposed sidewalk. We have no engineering objection to this request.

In the event waivers are granted, the Waiver Requests Note should be updated to include the dates of approval and the Board which took the action.

B. General

1. The parking requirements calculation provided on the Plan is based upon a General Industrial Use, ZO §350-48(o)(2)(E)(ii)(2)(b). Flex Building parking requirements are established on the basis of the ultimate uses, ZO §350-48(f)(4)(D). Once tenants are identified, the parking requirements will require review with the Township Staff.

C. Traffic

1. Correspondence with PPL regarding Work ID #58445643 associated with pole relocation work in Township road right-of-way should be provided to the Township and our office for review.

D. Stormwater Management

The project site is tributary to the Little Cedar Creek and is located within the Little Lehigh Creek Watershed Act 167 Stormwater Management Plan. There are two general site drainage patterns, one to the southeast and one to the southwest. The southeast area flows towards Hausman Road and is located in Subarea 176 which is a 30/70 percent release rate district. The 2-year storm post-development peak runoff rate should be less than or equal to 30 percent of the pre-development rate, and the 10-, 25-, 50-, and 100-year storm post-development peak runoff rates should be less than or equal to 70 percent of the pre-development rates. The southwest area is located in Subarea 174 which is a 30/90 percent release rate district. The 2-year storm post-development peak runoff rate should be less than or equal to 30 percent of the pre-development rate, and the 10-, 25-, 50-, and 100-year storm post-development peak runoff rates should be less than or equal to 90 percent of the pre-development rates. We have the following comments:

1. There are several wetland areas identified on the Existing Features Plan. Confirmation on the wetland mitigation proposal should be provided from DEP;
2. An Operations and Maintenance Agreement should be executed for the proposed stormwater BMPs, SMP §296-32;
3. The BMP Alteration Statement should ultimately be signed by the property owner acknowledging that stormwater BMPs are fixtures that cannot be altered or removed without approval by the Township, SMP §296-29, §296-30, and §296-31;
4. The scope of our irrigation system review was (only) to determine that the treatment volume is consistent with the required water quality volume, and that the Operations and Maintenance Plan provides for the ongoing maintenance for the system components. The mechanical and electrical components, operational effectiveness, and geotechnical aspects of the irrigation system have not been reviewed; and
5. There are multiple storm sewer inconsistencies between the Plans and reports which should be resolved (MH 204A to MH 204B, MH 502 to MH 404, Inlet 203 to MH 204A).

E. Policy and Information

1. Proposed roadway restoration should meet the requirements of SEO §304-26.J. We recommend that the Township reserve the right to require additional pavement repairs – including full depth pavement reconstruction to current standards – if it determines the proposed construction has caused deterioration warranting such additional work as determined by the Township Department of Public Works;
2. Copies of all correspondence, including all data submitted to outside agencies regarding required permits and approvals, should continue to be provided to the Township and our office;

3. Copies of deeds, any easements, and any zoning decisions should be submitted for review;
4. Upon submission of plans for recording, all Statements and Certifications shall be signed and sealed/notarized as applicable; and
5. The comments contained in the TGC review letters dated July 22, 2020, and January 11, 2021, should be satisfactorily addressed. We note that there are outstanding comments in the TGC letters that may affect the stormwater management design. If during the process of addressing the comments significant revisions to the layout or stormwater management system are made, a re-review of the layout and/or stormwater management system would be necessary.

The comments noted above are the result of our engineering review. We have not reviewed items associated with legal, geotechnical, lighting, water/sanitary sewerage systems, environmental, building code, public safety, and other non-engineering issues, and presume that the corresponding data has been forwarded to the appropriate Township Staff and Consultants to facilitate a complete review of the Proposal.

South Whitehall Township
1215 Hausman Road – Flex Building
Major Subdivision #2018-106
Preliminary/Final Plan Review

List of Plans and Supplemental Information
Prepared by Liberty Engineering, Inc. and
dated or last revised December 4, 2020

1. Cover Sheet, Sheet 1 of 26;
2. Notes, Sheet 2 of 26;
3. Existing Features Plan, Sheet 3 of 26 (cursory review only);
4. Site Plan, Sheet 4 of 26;
5. Grading Plan, Sheet 5 of 26;
6. Utility Plan, Sheet 6 of 26 (water and sanitary not reviewed);
7. Landscape Plan, Sheet 7 of 26 (cursory review only);
8. Site Lighting Plan, Sheet 8 of 26 (not reviewed);
9. Erosion Control Plan, Sheet 9 of 26 (cursory review only);
10. Erosion Control Notes, Sheet 10 of 26 (cursory review only);
11. Erosion Control Details, Sheets 11 and 12 of 26 (cursory review only);
12. Construction Details, Sheets 13 through 19 of 26 (water and sanitary not reviewed);
13. Truck Turning Plan, Sheet 20 of 26;
14. Fire Truck Turning Plan, Sheet 21 of 26;
15. Grading Enlargements, Sheets 22 and 23 of 26;
16. Profiles, Sheets 24 and 25 of 26;
17. Aerial Plan, Sheet 26 of 26;
18. Post Construction Stormwater Management (PCSM) Plan, Sheet PCSM 1;
19. PCSM – Notes, Sheet PCSM 2;
20. PCSM – Spray Irrigation Plan, Sheet PCSM 3 (cursory review only);
21. PCSM – Spray Irrigation Details, Sheet PCSM 4 (cursory review only);
22. PCSM – Details, Sheets PCSM 5 and PCSM 6;
23. Water Quality Max During Construction – Drainage Plan, Sheet WQ;
24. Pre-Development Drainage Plan, Sheet PRE;
25. Post-Development Drainage Plan, Sheet POST;
26. Post-Development Inlet Drainage Plan, Sheet INLET;
27. Drainage Calculations and Post-Construction Stormwater Management Report for New Flex Building on Hausman Road, revised December 2, 2020;
28. Response Letter to TPC comments; and
29. Letter of Transmittal.



October 3, 2019

Mr. Gerald Charvala
Assistant Public Works Director
South Whitehall Township
4444 Walbert Avenue
Allentown PA 18104

Re: Flex Warehouse – 1215 Hausman Road
Land Development #2018-106
Review of Preliminary /Final Land Development Plan
SSM File 103400.0029

Dear Mr. Charvala:

This correspondence is provided as a review of the Preliminary Land Development Plan submitted for the above referenced project dated September 25, 2019. We have the following comments regarding the utility plans:

Water Comments:

1. The proposed fire hydrants shall have protective bollards installed on both sides of fire hydrant in order to protect against damage from truck movements.
2. Tie into existing water line on Hausman Rd. should be done by a wet tap.

Sanitary Sewer Comments:

1. Since the proposed sanitary line is 8-inch diameter, the tie-in to the existing main should be in a manhole. The developer could possibly tie into the existing manhole or install a new man hole on Hausman Rd.

Please contact us should you have any questions, or require any additional information regarding our comments.

Sincerely,
Spotts, Stevens and McCoy

A handwritten signature in blue ink that reads "Jason M. Newhard".

Jason M. Newhard
jason.newhard@ssmgroup.com

cc: Gregg Adams



HanoverEngineering

252 Brodhead Road • Suite 100 • Bethlehem, PA 18017-8944
Phone: 610.691.5644 • Fax: 610.691.6968 • HanoverEng.com

January 11, 2021

Mr. Gregg Adams, Planner
South Whitehall Township
4444 Walbert Avenue
Allentown, PA 18104-1699

RE: Geotechnical Engineering Review of
Stormwater Infiltration Waiver Request
1215 Hausman Road – Flex Building
Major Subdivision #2018-106
South Whitehall Township, Lehigh County,
Pennsylvania
Hanover Project SWT19-11(013)

Dear Mr. Adams:

It is our understanding that the applicant is seeking a waiver from Chapter 296.12.I.4.E requiring infiltration areas to be one hundred feet (100') from property lines. Hanover Engineering has been asked by The Pidcock Company to comment on the waiver request as it bears on the Wetlands Replacement Area proposed in the southeast corner of the site. The grading plan, for this area, indicates that the proposed bottom elevation is 435 (by contour) and the proposed spillway elevation is 435.5 (as labelled), resulting in a maximum ponded water depth of one-half foot (0.5'). The stormwater calculations for this area are routed like a conventional basin but have been run under two (2) different scenarios at the beginning of each stormwater runoff event: that the wetland basin is empty; and that the wetland basin is at the spillway elevation. However, the applicant is still assuming that the area will dry up in a reasonable amount of time. For this to be the case, infiltration through the basin bottom would have to take place. It is recognized that plant uptake and evapotranspiration would be a factor during certain times of the year but cannot be counted on in all instances.

In order for this office to support this waiver request, the applicant must satisfy the requirements of this section. Specifically, they must provide documentation to show that all setbacks from existing or potential future wells, foundations and drainfields on the neighboring property will be met.

We trust that this is the information that you require. Should you have any questions or concerns regarding this information, please do not hesitate to contact our office.


Mr. Gregg Adams
Planner

2

January 11, 2021

Respectfully,

HANOVER ENGINEERING

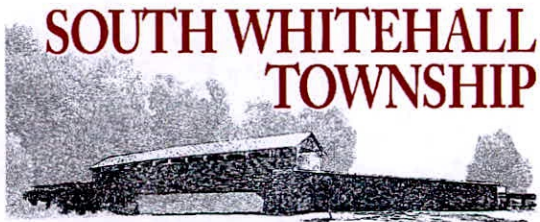


Christopher A. Taylor, PG

cat:jfm

S:\Projects\Municipal\WhitehallTownship\Swt19-11(013)-1215HausmanRd-FlexBuilding#2018-106\Docs\SWT Geotech, 1215 Hausman Rd Flex Building geotech ltr re waiver request for infil_2021-01-11_jfm.doc

cc: Mr. Dave Manhardt, Director of Community Development (via email)
Mr. Herb Bender, Public Works Department Superintendent (via email)
Mr. Anthony Tallarida, The Pidcock Company (via email)
Mr. Mark Gnall, The Pidcock Company (via email)
Forge Development Group
Mr. Michael Minervini, PE, Liberty Engineering, Inc.



INTEROFFICE MEMORANDUM

TO: Dave Manhardt, Director of Community Development
FROM: Herb Bender, Public Works Manager
DATE: January 14, 2021
SUBJECT: Proposed Flex Building 1215 Hausman Road - 2018-106

The Public Works Department has reviewed the project and has the following comments:

1. Show downstream storm impact.

SOUTH WHITEHALL TOWNSHIP

4444 Walbert Avenue, Allentown, PA 18104-1699
www.southwhitehall.com • (610) 398-0401

February 12, 2021

Mr. Andy Baldo
Forge Development Group
840 West Hamilton Street,
Allentown, PA 18101

**RE: PROPOSED FLEX BUILDING 1215 HAUSMAN ROAD
MAJOR SUBDIVISION #2018-106
REQUEST FOR PRELIMINARY/FINAL PLAN REVIEW**

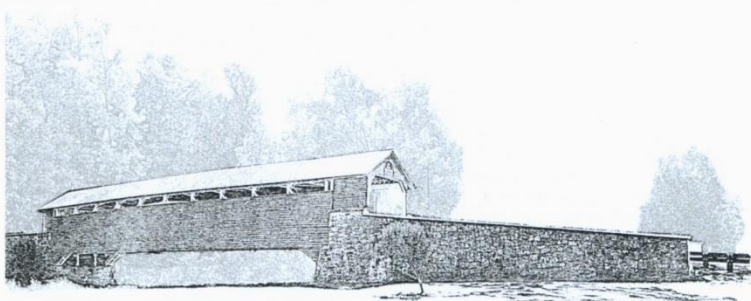
Dear Mr. Baldo:

The purpose of this letter is to report zoning and non-engineering related comments that are to be addressed. My comments follow:

Zoning

1. The first half of the driveway at the entrance is labeled as "Access Drive", and the area at the curve is labeled "Access Easement".
Clarification should be provided for the area of driveway labeled as "Access Easement".
2. Clarification is required for the areas labeled as Stormwater Easement A and Stormwater Easement B.
Provide the easement information/agreements to the Township for review.
3. Section 350-05(d) Definitions, Structure – Any man made object constructed or erected on or in the ground or water or upon another structure or building and having an ascertainable stationary location. This definition shall not include walks or driveways as structures.

*Although a driveway is not considered a structure by definition in the zoning ordinance, and since the Access Driveway at the area of the curve extends over the building restriction line, a Note shall be placed on the Record Plan indicating that the Access Driveway is permitted to encroach into the setbacks in accordance with this Section, **but not the parking lot areas (see No. 4 below).***



BOARD OF COMMISSIONERS

Christina (Tori) Morgan, *President*; Glenn Block, *Vice President*;
David L. Bond, *Assistant Secretary*; Matthew J. Mulqueen; Mark Pinsley

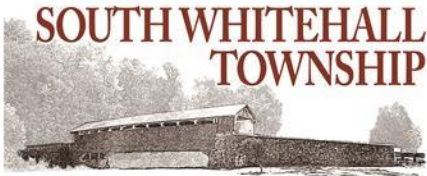
4. Section 350-24(c)(16) Primary Uses Criteria. Side Yard Setbacks for structures are twenty-five (25') feet. Both the retaining wall and guide rail at the curve of the Access Driveway are shown encroaching within the side yard building setback line.
A variance is required to permit both structures (as defined in 350-05(d)) within the side yard building setback.
5. Section 350-48(o)(2)(E)(iv)(a) Off-Street Parking. Parking Areas greater than 8,000 square feet require a fifty (50') foot setback from the Ultimate Right of Way Line, and Side Yard Parking Area setbacks are twenty-five (25') foot setback.
Site Plan, Sheet 4, the area of the "truck court" is showing a side yard setback of approximately five (5') feet. A variance is required from the required twenty-five (25') foot side yard setback.
6. Section 350-42(e)(3)(B) Fences and Retaining Walls. Two (2) retaining walls are proposed. A retaining wall is proposed along the curve of the Access Drive and to the rear of the property next to the parking lot. Information regarding the retaining walls is not provided in plan set. A Geotechnical review by the Township is required.
Retaining walls may not be taller than six (6) feet above the uphill (retained side) of the adjacent ground. A variance may be required.
7. Section 350-48(f)(4)(D). Off-street parking calculations are determined by the individual uses occupying the Flex Space. No tenants are provided at this time.
The general parking criteria, Section 350-48(o) and Section 350-48(o)(2), has been utilized for this plan on Sheet 4, and shall be noted on the plan under the Zoning Criteria on Sheet 4, and as applicable elsewhere. Since a specific use or tenant has not been determined at this time, a Note shall be added to the Record Plan that each individual tenant must apply for permits for their zoning use.

Fire Inspector

1. The Fire Inspector reported that the previous comments of the Public Safety Commission have been addressed.

Open Space and Recreation

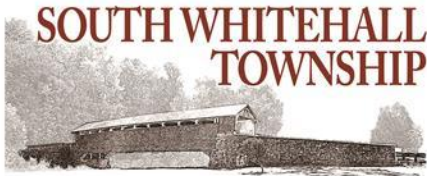
1. The Parks and Recreation Board recommended that the developer pay fees in lieu of common open space land dedication to meet the open space and recreation



requirements of Section 312-36(d)(4) of the Subdivision and Land Development Ordinance. For nonresidential developments a fee shall be Twenty-Five Cents (\$0.25) per square foot of additional proposed impervious coverage (post-development impervious surface minus pre-development impervious surface) in lieu of the requirement for public dedication of land. Per the Zoning Data Block on Sheet 4, the amount of additional impervious surface proposed is 181,237 square feet (183,178 total proposed minus 1,941 existing). Therefore the fee in lieu of Open Space dedication would be \$45,309.25 (181,237 x \$0.25).

Water & Sewer

1. The applicant is to request allocations for water and sewer from the South Whitehall Township Board of Commissioners. Please be aware that the Board of Commissioners now charges both allocation fees and tapping (connection) fees. The applicant must address all water and sewer service issues, and obtain all approvals deemed necessary by the South Whitehall Township Board of Commissioners. You are advised to contact the Public Works Manager Herb Bender, as soon as practicable, to learn of, or confirm any or all of:
 - a. The amount of any water and/or sewer **allocation fees**. The application is available on the Township website under Water/Sewer Forms/FAQs/Links. The fee for the allocation(s) will be due with the submission of the application.;
 - b. The amount of any water and/or sewer **connection fees**. The fees are due at or before the building permit is to be issued. Application is also available on the Township website under Water/Sewer Forms/FAQs/Links;
 - c. The amount of any **contributions** that would cover the cost of extending the water and/or sewer system so that it can serve your development.
2. The applicant is to contact the PA Department of Environmental Protection to determine what Sewage Facility Planning requirements are to be met for this development.
3. The plan is to be forwarded to PPL for a recommendation on street lighting per Section 312-41(a)(1) of SALDO.



Legal and Other

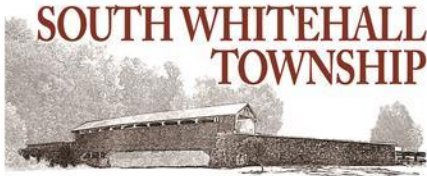
1. The Township Solicitor and Township Engineer may want to comment upon the legal requirements of the MS4 program with regard to any private stormwater management facilities.
2. Confirmation of a plan submittal to LANTA shall be provided.
3. Signature Blocks and Certifications to appear on each plan sheet to be recorded.

Waiver and Deferral Requests

1. Request to Waive Section 296-12.1(4)(e) – Staff is concerned that, should the Geotechnical Consultant that the applicant cannot adequately address the comment, the plan will likely have to return to the Planning Commission for review. Staff is also concerned that the 100-foot setback allows sufficient space for infiltrated stormwater to disperse, minimizing impact to adjoining properties. Staff is also concerned with the proposed spillway of the basin in question directly facing Hausman Road, noting that the stormwater discharged over the spillway will flow along the west side of Hausman Road and then cross Hausman Road at the Crackersport Road intersection on its way to the nearest inlet in the northeast corner of the Hausman Road/Crackersport Road intersection, potentially creating hazardous conditions. Staff would prefer to see the applicant address these concerns with greater certainty before the Planning Commission makes a recommendation to the plan.
2. Request to Waive SALDO Section 312-36(c)(5)(A) – Staff has no objection to the request.
3. Request to Waive SALDO Section 312-35(b)(3)(A)(iv) – Staff has no objections to this request.

Official Map & Comprehensive Plan

1. The Official Map depicts the subject parcel as underlain by karst geology and containing a portion of a significant woodland stand on the western portion of the lot.
2. The Comprehensive Plan envisions a D-4 Industrial District, intending compact, mixed-use areas that are pedestrian-friendly and will support alternative public transportation in the long term.



Your plan is scheduled to be reviewed by the Planning Commission on Thursday, February 18, 2021 at 7:30 p.m. Due to the COVID-19 outbreak, the meeting will be held electronically via GoToMeeting. To access the meeting through your phone, dial 1-224-501-3412 and, when prompted, enter 757 430 189 to join the meeting. To access the meeting through your computer, go to <https://global.gotomeeting.com/join/757430189>.

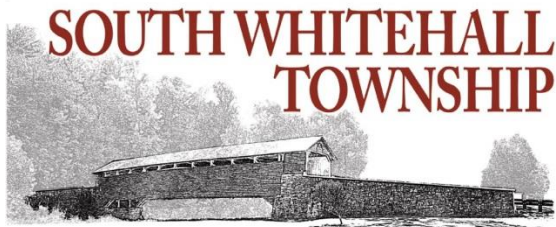
If you have any questions, please call.

Sincerely,

A handwritten signature in black ink, appearing to read "Gregg R. Adams", with a long horizontal flourish extending to the right.

**Gregg R. Adams, Planner
Community Development Department**

cc:	R. Bickel	R. Cope	D. Manhardt	L. Harrier
	A. Silverstein	H. Bender	J. Frantz	J. Zator, Esq.
	J. Alderfer, Esq.	S. Pidcock	A. Tallarida	File #2018-106
	M. Minervini, Liberty Engineering		B. Marles, Esq.	



MEMORANDUM

TO: Planning Commission
FROM: Laura Harrier, Zoning Officer
DATE: February 5, 2021
SUBJECT: 1215 Hausman Road
Major Plan #2018-106
Plan Dated December 4, 2020
COPIES: D. Manhardt, G. Adams, A. Silverstein, J. Alderfer, S. Pidcock,
Applicant

The plan proposes the development of a 90,100 square foot Flex Space building, on a 10+ acre lot. The tract is located on Hausman Road within the Industrial Commercial – Special Height Limitation (IC-1) Zoning District. A Flex Space building is a Use permitted by right (no Conditional Use required).

An application (ZHB-2020-02) was before the Zoning Hearing Board for a Warehouse and Distribution Use and has been withdrawn on December 1, 2020. Moving forward, any Applicant pursuing a Warehouse and Distribution Use would require the Applicant to apply for the Conditional Use request for approval of the Use, in addition to the Zoning Hearing Board for the relief for the lot frontage (in addition to any other items that may have the potential of presenting themselves on a new plan).

Any Applicant may pursue the Flex Space Use as a Use permitted by right. However, each proposed tenant’s Use would require zoning approval prior to occupancy of the Flex Space. Other uses permitted within the Zoning District may be included within the Flex Building, but all will be subject to a zoning permit review prior to initiation of the new use and each new use will be subject to all appropriate regulations and approvals as required by the Zoning Ordinance.

The following comments pertain to a Flex Space Use only (no conditional use criteria is applied).

1. The first half of the driveway at the entrance is labeled as “Access Drive”, and the area at the curve is labeled “Access Easement”.

Clarification should be provided for the area of driveway labeled as “Access Easement”.

2. Clarification is required for the areas labeled as Stormwater Easement A and Stormwater Easement B.

Provide the easement information/agreements to the Township for review.

3. Section 350-05(d) Definitions, Structure – Any man made object constructed or erected on or in the ground or water or upon another structure or building and having an ascertainable stationary location. This definition shall not include walks or driveways as structures.

*Although a driveway is not considered a structure by definition in the zoning ordinance, and since the Access Driveway at the area of the curve extends over the building restriction line, a Note shall be placed on the Record Plan indicating that the Access Driveway is permitted to encroach into the setbacks in accordance with this Section, **but not the parking lot areas (see No. 4 below).***

4. Section 350-24(c)(16) Primary Uses Criteria. Side Yard Setbacks for structures are twenty-five (25') feet. Both the retaining wall and guide rail at the curve of the Access Driveway are shown encroaching within the side yard building setback line.

A variance is required to permit both structures (as defined in 350-05(d)) within the side yard building setback.

5. Section 350-48(o)(2)(E)(iv)(a) Off-Street Parking. Parking Areas greater than 8,000 square feet require a fifty (50') foot setback from the Ultimate Right of Way Line, and Side Yard Parking Area setbacks are twenty-five (25') foot setback.

Site Plan, Sheet 4, the area of the "truck court" is showing a side yard setback of approximately five (5') feet. A variance is required from the required twenty-five (25') foot side yard setback.

6. Section 350-42(e)(3)(B) Fences and Retaining Walls. Two (2) retaining walls are proposed. A retaining wall is proposed along the curve of the Access Drive and to the rear of the property next to the parking lot. Information regarding the retaining walls is not provided in plan set. A Geotechnical review by the Township is required.

Retaining walls may not be taller than six (6) feet above the uphill (retained side) of the adjacent ground. A variance may be required.

7. Section 350-48(f)(4)(D). Off-street parking calculations are determined by the individual uses occupying the Flex Space. No tenants are provided at this time.

The general parking criteria, Section 350-48(o) and Section 350-48(o)(2), has been utilized for this plan on Sheet 4, and shall be noted on the plan under the Zoning Criteria on Sheet 4, and as applicable elsewhere. Since a specific use or tenant has not been determined at this time, a Note shall be added to the Record Plan that each individual tenant must apply for permits for their zoning use.

Laura Harrier, Zoning Officer
Community Development

Gregg R. Adams

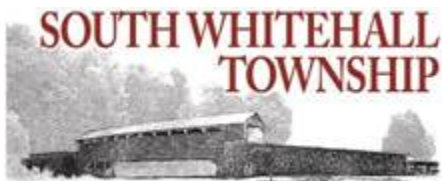
From: John G. Frantz
Sent: Monday, January 4, 2021 2:00 PM
To: Gregg R. Adams
Subject: Proposed Flex Building 1215 Hausman Road, 2018-106

Gregg,

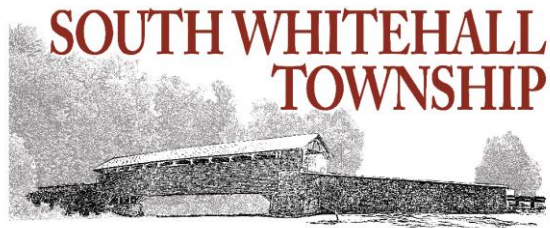
I have no comments to the plan.

John G. Frantz, CFEI, BCO

Fire Marshal, Building Code Official
South Whitehall Township
4444 Walbert Avenue
Allentown PA 18104-1699
610-398-0401 (office)
610-398-1068 (fax)
www.southwhitehall.com



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MEMORANDUM

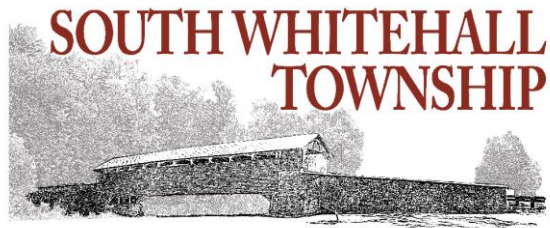
TO: Planning Commission
FROM: Gregg Adams, Planner
DATE: October 15, 2018
SUBJECT: Subdivision Plan Review
Proposed Flex Building 1215 Hausman Road
Major Subdivision #2018-106
Plan Dated July 3, 2018
COPIES: Parks and Recreation Board, R. Bickel, R. Cope, P. Durflinger,
G. Kinney, G. Harbison, G. Adams, S. Koenig, S. Pidcock, Applicant

At their October 8, 2018 meeting, the Parks and Recreation Board recommended that the developer pay fees in lieu of common open space land dedication to meet the open space and recreation requirements of Section 312-36(d)(4) of the Subdivision and Land Development Ordinance. For nonresidential developments a fee shall be Twenty-Five Cents (\$0.25) per square foot of additional proposed impervious coverage (post-development impervious surface minus pre-development impervious surface) in lieu of the requirement for public dedication of land. Please provide the additional square footage of existing and proposed impervious surface with the next plan submission so that the fee may be calculated.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Gregg Adams", written over a light blue horizontal line.

Gregg Adams, Planner
Community Development Department



MEMORANDUM

TO: Planning Commission
FROM: Gregg Adams, Planner
DATE: October 10, 2019
SUBJECT: Landscaping Plan Review
Proposed Flex Building 1215 Hausman Road
Major Plan 2018-106
Plan dated September 19, 2019

COPIES: Landscape and Shade Tree Commission, G. Kinney, J. Alderfer,
S. Pidcock, Applicant

At their September 23, 2019 meeting, the Landscape and Shade Tree Commission reviewed the above-mentioned plan and recommended the following:

The plan is acceptable.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Gregg Adams", written over a horizontal line.

Gregg Adams, Planner
Community Development Department



STEPHEN REPASCH
Chair

GREG ZEBROWSKI
Vice Chair

STEVEN GLICKMAN
Treasurer

BECKY A. BRADLEY, AICP
Executive Director

August 16, 2019

Mr. George Kinney, Director
Community Development Department
South Whitehall Township
4444 Walbert Avenue
Allentown, Pennsylvania 18104

**RE: Hausman Road Warehouse Development – Land Development
South Whitehall Township
Lehigh County**

Dear Mr. Kimmerly:

The subject application proposes to construct a 90,100 square-foot industrial flex building. The project is located on Hausman Road near Crackersport Road (Parcel number 547649987494). While this proposal is consistent with the County Comprehensive Plan, the LVPC notes several concerns regarding the existing roadway infrastructure surrounding the site and its ability to facilitate truck turning and movements.

The number of trips to be generated by this development were calculated based on the Institute of Transportation engineers (ITE) Trip Generation Manual, 10th edition, for land use code 110. The development is anticipated to generate a total of 399 daily trips, with 58 of those daily trips generated by trucks.

The roadways of Hausman Road and Crackersport Road are adequate for automobiles but were not built to support large trucks. The increase in usage of these roads will incur significant maintenance costs to the Township due to wear and tear.

The developer should ensure that the truck-turning radii of nearby intersections are appropriate in order to prevent damage and the costs of maintenance to any municipal traffic control devices and signs. These intersections include Hausman Road and Ridgeview Drive, Hausman Road and Crackersport Road, and the site driveway onto Hausman Road.

On-street truck staging has been an issue in the region. Accordingly, the Township should request assurances that all trucks are able to access the site at any time of the day or night and that sufficient amenities are provided within the site to accommodate both the tractor-trailers and drivers. Driver amenities including bathrooms, showers,

food services, sleeping areas, and entertainment and waiting areas should also be considered. Site management should also include appropriate measures to limit tractor trailer idling to reduce emissions and support the improvement of air quality.

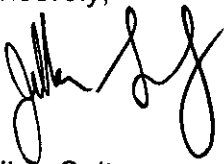
Route 309 has been identified as a current congested corridor from Walbert Avenue to Levans Road, and is a future congested corridor projected for the year 2040 from Walbert Avenue to Route 873. LVPC has concern with the cumulative impacts of development to identified congested corridors, and recommends the Township and developer meet with LVPC and the Pennsylvania Department of Transportation to discuss the real impact and solutions for this development's impact on the area's infrastructure system. Furthermore, multimodal congestion relief improvements such as pedestrian and bicycle linkages should be considered for the benefit of the employees serving the proposed development.

The project site is located within the Little Lehigh Creek watershed. This watershed has a fully implemented Act 167 Stormwater Management Ordinance. Comments relative to our review of the project's stormwater management plan are included as attachment 1.

Our review does not include an in-depth examination of the plan relative to subdivision design standards or ordinance requirements since these items are covered in the municipal review.

In order to better meet the needs of all involved, the LVPC is now requiring an appointment for plan signings. Please call the office and ask for a Community Planning staff person. Generally, your appointment will be within two business days.

Sincerely,



Jillian Seitz
Senior Community Planner

cc: Renee C. Bickel, SPHR, South Whitehall Township Manager
John Ralph Russek, Jr., PE, South Whitehall Township Engineer
Michael V. Minervini, PE, Liberty Engineering Inc.
Garrett Cook, Lehigh County Conservation District
Geoffrey Reese, LVPC
Charles Doyle, LVPC

ATTACHMENT 1

Act 167 Drainage Plan Review

August 15, 2019

Re: Hausman Road Warehouse Development
Plans Revised July 18, 2019
South Whitehall Township
Lehigh County.

The proposed storm drainage concept presented in the plans revised July 18, 2019 and storm drainage calculations revised July 15, 2019 has been reviewed for consistency with the *Little Lehigh Creek Watershed Act 167 Storm Water Management Ordinance*, June 1999. A checklist of the Act 167 review items is attached for your information. As indicated on the checklist, each item of the Drainage Plan has been reviewed for consistency with the Act 167 Ordinance. A brief narrative of the review findings is as follows:

The proposed development is located within drainage districts 174 and 176 of the Little Lehigh Creek Watershed as delineated in the Act 167 Plan. As such, the runoff control criteria for district 174 are a 30% Release Rate for the 2-year storm and a 90% Release Rate for the 10-, 25- and 100-year return period storms. The runoff control criteria for district 176 are a 30% Release Rate for the 2-year storm and a 70% Release Rate for the 10-, 25- and 100-year return period storms. Based on review of the plans and calculations, the following deficiencies are noted. Based on the web soil survey, the site is hydrologic soil B and D but is treated as hydrologic soil group C and D. Evaluation of the impact of the wetlands present on site for the pre-development condition analysis needs to be provided. Based on contours, the off-site drainage area to point of interest 1 from west appears to be underestimated. In the site analysis, an additional point of interest should be considered to evaluate the flow on the eastern area of the site. The time of concentration path and calculations need to be provided for the existing condition. Irrigation plans need to be provided. The acreage of the drainage areas shown on the pre-development drainage map is not consistent with the values used in the curve number calculations. A note indicating the party responsible for the maintenance of the stormwater facilities needs to be provided. Therefore, the Drainage Plan has been found to be inconsistent with the Act 167 requirements.

Note that only those details of the Drainage Plan included on the checklist have been covered by this review. **Therefore, notable portions of the Drainage Plan not reviewed include any aspect of the post-construction storm water management plan concerning water quality, the details and design of any proposed water quality BMPs, the Erosion and Sedimentation Control Plan and the details of the runoff collection system (piping).** These items are reviewed by the municipal engineer and/or others, as applicable.

Once the outlined issues have been addressed, the revised plans and appropriate review fee will need to be resubmitted to our office. Please call me with any questions regarding these comments.

Sincerely yours,



Geoffrey A. Reese, PE
Director of Environmental Planning

Attachment

LVPC ACT 167 REVIEW CHECKLIST

Development Name: Hausman Road Warehouse Development Watershed: Little Lehigh Creek
 Municipality: South Whitehall Township Reviewer: Elena Tucci
 Date: August 15, 2019 Checked by: Geoffrey A. Reese, PE

Ordinance Reference	Item	Consistency w/Ordinance		Comment
		Yes	No N/A	

301.A-G. General storm water management requirements		X	/	/
H. Consideration of volume controls		X	/	/

302.A,B. Applicable Storm Water Management Provisions

Subarea(s)	174	176
Criteria	30%/90% RR	30%/70% RR

Criteria Key: RR = release rate; CND = conditional no detention

303.A. Design consistency with applicable management provisions from 302.A. and B / X /

B. Mapping of Storm Water Management District Boundaries X / /

C. Downstream capacity analysis / / X

D. Multiple discharge points within a single subarea / X /

E,F. Multiple discharge points within multiple subareas / / X

K. Documentation of "no increase in peak or volume" / / X

L. Documentation of "no harm" downstream / / X

M. Regional or subregional detention analysis / / X

N. Capacity improvements analysis / / X

See Attachment 1 for details.

See Attachment 1 for details.

304.A. Computation method (rational or soil-cover-complex) X / /

B. Verification of detention design by routing X / /

C. Minimum detention pond freeboard specifications / / X

E. Soil-cover-complex method design rainfall X / /

F. Rainfall intensities for rational method / / X

G. Curve Numbers for soil-cover-complex method X / /

H. Runoff coefficients for the rational method / / X

I. Volume control storage volume / / X

K. Common time of concentration / / X

L. Manning equation to calculate watercourse capacity X / /

Soil-cover-complex method used.

403. Drainage Plan Contents / X /

See Attachment 1 for details.



Lehigh County Conservation District

Lehigh County Agricultural Center, Suite 102
4184 Dorney Park Road, Allentown, PA 18104 - 5728

Telephone (610) 391-9583

FAX (610) 391-1131

December 28, 2020

Andrew Baldo
Forge Development Co.
840 West Hamilton St.
Allentown, PA 18101

Re: Completeness Notification Letter
Flex Building - 1215 Hausman Road
NPDES Permit Application No. PAD390171
South Whitehall Township, Lehigh County

Dear Mr. Baldo:

The Lehigh County Conservation District has reviewed the above referenced Application for completeness, and has determined that the Application is complete and technically adequate. The District will now proceed with the technical review of the Application. During the technical review, the adequacy of the application and its components will be evaluated to determine if sufficient information exists to render a decision on the technical merits of your Application.

If you have questions about your Application please contact Maggie Wallner by e-mail at mwallner@lehighconservation.org or by telephone at 610-391-9583 and refer to PAD390171.

Sincerely,

Holly Kaplan

Holly Kaplan
Assistant District Manager
Lehigh County Conservation District

cc: Michael Minervini, Liberty Engineering (email)
DEP Application Manager (email)
Gregg Adams, South Whitehall Township (email)
Ralph Russek, The Pidcock Co., South Whitehall Township Engineer (email)
File

Project Narrative

Zoning District: IC-1

Frontage Street: Hausman Road
Road Owner: South Whitehall Township

Parcel Owner Name: Lee A. Butz

Applicant Name: Forge Development Group

Existing Use: Undeveloped
Proposed Use: Flex Building

Lot Area: 10.0655 Acres
Number of Lots: 1

Proposed Building Size: 90,100 SF
Parking Count: 91 stalls provided

Water Service: Public
Sanitary Service: Public

Stormwater rate and volume to be controlled through underground detention basins and reuse of 2-year volume.

There are no nearby historic sites.