

MUNICIPALITY OF MONROEVILLE

PLANNING COMMISSION

JUNE 21, 2017

MINUTES

The meeting was called to order at 7:30 p.m. by Chairman Ed Diel.

PLEDGE OF ALLEGIANCE AND MOMENT OF SILENCE

The Pledge of Allegiance was recited and a moment of silence was observed.

ROLL CALL

The Recording Secretary, Sharon McIndoe, called roll and the following were present: Ed Diel, Daren Morgante, Kimberly Krivda, Georgiana Woodhall, Domenic Russo, Paul Hugus and Paul Whealdon. Messrs. Biondo and Pokusa were absent.

APPROVAL OF MINUTES

Mr. Diel recommended the minutes for the May 17, 2017 Regular Meeting be tabled until next month. Whereupon, Mr. Russo duly made a motion to table the minutes and Ms. Krivda seconded it. Upon a voice vote, the motion carried unanimously.

OLD BUSINESS

16-04-ST

HASHIM RAZA

The applicant is requesting site plan approval to construct a 4,704 square foot building for retail shops and associated site amenities. The property is located at 2646 Pitcairn Road in the C-2, Business/Commercial Zoning District.

The applicant requested tabling and waived all time limits.

Whereupon, Mr. Russo duly made a motion to table Application No. 16-04-ST and Mr. Morgante seconded it. Upon a voice vote, the motion carried unanimously.

17-1-ST

THE IMAMIA ORGANIZATION OF PITTSBURGH

The applicant is requesting site plan approval to construct an 8,094 square foot church and associated site amenities. The property is located at 351 Old Haymaker Road in the M-1, Planned Industrial and R-2, Single-Family Residential Zoning District. The application is a modification to previously approved Site Plan Application 14-8-ST and Conditional Use Application 14-5-C.

The applicant requested tabling and waived all time limits.

There being no further discussion, Mr. Russo duly made a motion to table Application No. 17-1-ST and Mr. Morgante seconded it. Upon a roll voice vote, the motion carried unanimously.

17-3-ST

ZOKAITES PROPERTIES, LP
PENN MONROE SHOPS

The applicant is requesting site plan approval to construct a 29,430 square foot retail plaza, 7,165 square foot restaurant and associated site amenities. The property is located at 3985 William Penn Highway in the C-2, Business/Commercial Zoning District.

The applicant requested tabling and waived all time limits.

Whereupon, Mr. Russo duly made a motion to approve the tabling and Ms. Krivda seconded it. Upon a voice vote, the motion carried unanimously.

17-1-C

ZOKAITES PROPERTIES, LP
PENN MONROESHOP

The applicant is requesting conditional use approval for a cut and fill operation totaling approximately 147,000 cubic yards of earth. The property is located at 3985 William Penn Highway in the C-2, Business/Commercial Zoning District.

The applicant requested tabling and waived all time limits.

There being no discussion, Mr. Russo duly made a motion to table and Mr. Morgante seconded it. Upon a voice, vote, the motion carried unanimously.

NEW BUSINESS

17-3-SUB

SHANE KUEHN/JIM MARKEL
MARKEL SUBDIVISION

The applicant is requesting preliminary and final subdivision approval of Tax Parcel 859-J-192 (Markel Property) in order to create a parcel that will be consolidated with Tax Parcel 859-J-176 (Kuehn Property). Lot 1 (Markel) will be reduced to 1.778 acres and Lot 2 (Kuehn) will be increased by 0.122 acres. The Markel Property is located at 2163 Grandview Avenue and the Kuehn Property is located at 2165 Grandview Avenue in the R-2, One-Family Residential Zoning District.

Mr. Shane Kuehn, the applicant, came forward to explain he wants to increase his lot size off to the side. He indicated that he has a parking pad and he now wants to purchase the property. Mr. Russo inquired whether he purchased the property already and Mr. Kuehn answered negatively. There being

no further discussion, Mr. Russo duly made a motion to approve Application No. 17-3-SUB and Mrs. Woodhall seconded it. Upon a roll call vote, the motion carried unanimously.

17-4-SUB

MANJUNATHA SHERIGAR/ANKITHA LLC
SHERIGAR PIKE MARKET

The applicant is requesting preliminary and final subdivision approval of Tax Parcels 743-J-67; 743-K-72; 743-K-270 and 743-K-274 to create one parcel labeled Lot 1 with a total lot acreage of 0.941 acres. The properties are located at 3835, 3837 and 3839 Northern Pike and 204 Monroe Street in the C-2, Business/Commercial Zoning District.

17-5-ST

MANJUNATHA SHERIGAR/ANKITHA LLC
SHERIGAR PIKE MARKET

The applicant is requesting site plan approval to demolish five existing buildings and construct an 8,591 square foot retail building and associated site amenities. The property is located 3837 Northern Pike in the C-2, Business/Commercial Zoning District.

Mr. Robert McCollim, Civil Engineer from Red Swing Group, came forward representing the applicant. He explained the request is to consolidate four parcels that currently have four residences located on them with three fronting on Northern Pike and one fronting on Monroe Street. He stated they want to combine the lots and demolish the houses and the parking lot to create one property with a size of 1.088 acres for the development of a retail plaza. He added there would be some dedication of property to Northern Pike to even it up.

There being no further discussion, Mr. Russo duly made a motion to approve Application No. 17-4-SUB and Ms. Krivda seconded it.

Mr. Robert Williams, resident, came forward to express his concerns. He explained that he has lived in this area of Northern Pike for 60 years and he felt it affects the whole 6-3 corridor of Monroeville. He reported the concerns of the neighborhood is that the intersection of Northern Pike and Route 22 is at failure currently with no new development. He explained how the traffic backs up crossing through the stop sign to Value Lane and backs up to the bridge crossing over Route 22 at certain times of day. He suggested the solution would be to install a third lane from the stop sign out with two lanes out and one lane in. He felt there was plenty of room with a 50-foot right-of-way. He indicated he would be opposed to any further development without the third lane in that corridor and encouraged the planning commission to consider his request. He stated the sidewalk cannot be located on the PennDOT right-of-way but could be moved onto the property owner's right-of-way which would allow room for the third lane. He felt there is plenty of room coming off of Route 22 for the lanes. He suggested without those lanes this has to be the worst red light in Monroeville and is usually a three to four minute wait. Again, he stated he would be opposed to this without the installation of the extra lanes.

Mrs. Woodhall inquired whether the light was the one facing the municipal building or the one located on Route 22. Mr. Williams indicated it is the one coming off of Northern Pike onto Route 22. Mrs. Woodhall questioned the rating for that intersection and Mr. Darren Myer, traffic consultant for the municipality, answered that it is probably an E or F. Mr. Williams felt certain that it is at Level F. Mrs. Woodhall referred to the old comprehensive plan and the numbers of the average daily traffic and that the count was not done back in 2005. She stated they are currently working on a comprehensive plan. She inquired whether a traffic study was done in the area and questioned the daily counts. Mr. Myer answered the applicant did a traffic study.

Mr. McCollim reported they are proposing a retail plaza of 8,591 square feet as well as earth work to create walls, cut the site back and create parking. He stated the required number of parking spaces is 43 and they are providing 43 and a loading zone. He explained how they have gone through some coordination with both the municipality and PennDOT regarding the entrances. He pointed out that previously a right-in was proposed but due to the proximity to the private drive to Primanti Brothers it was eliminated and they only have one entrance at the intersection. He added they would also update the stop signs to be a four-way stop instead of a two-way stop. He reported the storm-water management will be done with underground piping and they will provide street tree plantings as per the ordinance relative to the number of parking spaces they have. He indicated they have responded to comment letters from the municipality through MS Consulting regarding the site plan and various items they want to add to it. He stated they have resubmitted the plans and provided a comment response letter to the municipality. He felt there were no significant issues and he reported they are still working with the municipality on the storm water management system so that it complies with the requirements.

Mr. Russo inquired whether they have approval for the four-way stop and Mr. McCollim answered they received approval of the traffic study. He reported they are starting to move forward with the highway occupancy permit. Mr. Myer corrected that a four-way stop is not being proposed but it is a revision to the current three-way stop. Mr. Russo pointed out that it is currently a two-way stop and Mr. McCollim asserted there will be a stop on the driveway. Mr. Russo questioned whether there would be no stop coming off of Route 22 onto Northern Pike and Mr. Myer answered affirmatively. He stated it will remain as it is currently because they do not want it to queue back onto Route 22. Further discussion ensued concerning a four-way stop. Mr. McCollim reported some of the changes made were to request that the two-way plaques be changed. Mr. Myer added that it is more clarification signage under the current stop signs so motorists understand the opposing traffic patterns.

Mr. Bob Goetz from Trans Associates came forward to add the control of the intersection will stay the same which is a three-way stop with four approaches. He explained there will not be a stop coming from William Penn Highway but the signage at the intersection will be cleaned up. He stated the current standard is not to have two-way stop plaques under the stop signs. He reported they will have signs coming from the municipal building reading traffic from the right will not stop and coming out of the plaza there would be a sign reading traffic from the left does not stop. He added the sign on the Northern Pike approach that has a stop sign will be supplemented with a sign that says, opposing traffic does not stop. He explained that is the standard since 2009 and some details needed to be cleaned up.

He stated the study recommended the signage update and some changing the vegetation looking to the right coming out of the plaza driveway. He asserted PennDOT has approved the study and the municipal traffic consultant had minor comments on some of the analysis that needs to be addressed.

Mrs. Woodhall requested clarification on the rating of the traffic signal. Mr. Goetz reported the scope of the study was set at a meeting with the municipality and PennDOT some time ago and did not include the William Penn Highway intersection. He indicated they looked at the driveway of the Five Guys Plaza and the CVS and also the intersection of Northern Pike Extension and Northern Pike and the site driveway. Again, he stated they were not asked to review the William Penn Highway intersection but they observed the queuing. He pointed out a lot of motorists give each other breaks pulling out of both the CVS and the Five Guys Plaza. He reported the rating of the intersection at the entrance is rated at a Level Service A. Mrs. Woodhall was concerned with the one on Route 22 and Mr. Goetz indicated that was not part of the scope of the study. He added they did notice the queuing backing up through the intersection but they were not requested to study it. Mrs. Woodhall questioned at what point the applicant would have to apply to PennDOT for a level of service waiver. Mr. Goetz answered not with this application and according to the ordinance which parallels PennDOT's requirements they are permitted an additional ten-second delay at their intersection. He stated this development would not generate any significant amount of traffic and the businesses would be commercial retail with the hours of operation from approximately from 9:30-10 a.m. to 9:30-10 p.m. He explained how they reviewed a week day p.m. peak hour of one hour between 4 and 6 p.m. and a Saturday afternoon peak hour which was one hour between 11 a.m. and 2 p.m. and the rating exiting their driveway is at a Level Service A and they would not add any substantial delay to the intersection. He stated during the p.m. peak hour they are only adding 31 additional trips over the whole hour or one additional car every two minutes and on Saturday they would add 21 additional trips or a car every three minutes. He felt they have a low traffic generator indicative of the number of parking spaces of a small plaza of under 9,000 square feet.

Mr. Morgante inquired whether the traffic study for this development for the intersection at the proposed intersection with no stop sign through traveling from Northern Pike is not going to significantly add any traffic to the area not including the stop light onto Route 22. Mr. Goetz answered affirmatively. He explained the intersection exists and they would increase the traffic on their leg of the intersection but nowhere near the degree they are permitted by PennDOT's policies or the municipal ordinances. Mr. Myer added if they studied the Route 22 intersection, the incremental increase in delay would be almost negligible and would not be responsible according to PennDOT for any improvements which is why it was not included in the study. Mrs. Woodhall questioned whether it was included when Primanti's was put in and Mr. Hugus was uncertain. Mr. Morgante pointed out this would not affect the Route 22 traffic light and he inquired whether an extra lane could even be considered for the area. Mr. Myer agreed it would be a great improvement for the corridor but it could not be attributed solely to this development.

Mr. McCollim added they are helping by making a dedication to the right-of-way to make the intersection more uniform and it would assist with any future widening of the road. Mr. Morgante questioned whether all the other requirements have already been met and Mr. Whealdon answered affirmatively. He reported it has been reviewed by the municipality along with MS Consultants and

HRG. He indicated comments have been sent to Red Swing and they replied but MS Consultants have not made a re-review of the responses but it looks to be in order.

Mrs. Woodhall inquired whose responsibility it would be to do any upgrades to that particular traffic light that is failing. Mr. Myer reported the traffic signal is owned by the municipality and there is currently a planned program project to continue the adaptive system throughout the Route 22 corridor which should decrease the delay on the side street at that intersection. Mrs. Woodhall questioned the status and Mr. Hugus reported it would happen this year. Mrs. Woodhall questioned whether Mr. Williams was aware of it. Further discussion ensued and Mr. Hugus reviewed the Adaptive System that will be installed from the Intersection of Routes 22 and 48 to Rodi Road by PennDOT. Mr. Myer explained currently the corridor is a pre-timed system where cycles are fixed and side streets are timed out at a certain predetermined allotted time. He stated with the Adaptive System that will expand and contract and likely more time will be given to that approach which should decrease the delay on the side street approach. Mr. William agreed that the proposed intersection would not impact that area but once the traffic is out of the business it has to move along Northern Pike onto Route 22. He stated the intersection is not the problem but the backs up to it.

Mr. Richard Stanley, a resident of Monroe Street, came forward to express his concerns. He explained the problem is not coming off Route 22 but the traffic coming from the municipal building and the traffic back on Northern Pike. He was concerned with the traffic coming off of Route 22. Mrs. Woodhall inquired whether the municipality is aware of the problem and Mr. Hugus answered affirmatively. Mr. Morgante questioned whether these are current issues and Mr. Stanley insisted they would get worse with additional traffic. Mr. Hugus mentioned Monroeville Center adds to the problem because it is a large office building. Mr. Morgante felt these are the municipality's problems not the applicant's and Mr. Hugus suggested they are ongoing problems. Mr. Williams pointed out that the intersection is backed up at 2 p.m. not just a quitting time.

Mr. Dennis Spritz, a resident of Monroe Street, came forward to explain that at 2:15 p.m. on Friday, the Masque lets out and the traffic is lined up from the traffic signal past the back entrance to Value City. He questioned why the left turn was permitted turning into the CVS off of Northern Pike because it causes a backup from traffic coming out of the Primanti's and traffic traveling eastbound to get on Route 22. He reported he is well aware of the traffic issues in the area because he has lived there for 60 years and there are three or four accidents a week at that intersection turning toward the municipal building. Mr. Spritz was not opposed to the proposed development as long as it complies with all the municipal requirements. He indicated he requested a three-way stop 30 years ago but was told they did not want the traffic to back up to Route 22. He again mentioned that left turn into CVS coming off Route 22. He stated that the one house is a historical home that dates back to the early 1800s and questioned whether it would be taken down by the Historical Society. Mr. Hugus reported they were at the municipal building that day for a meeting with the manager. Mr. Woodhall questioned how that would be handled and Mr. Hugus was uncertain. Mr. Spritz pointed out there is article about it on the Monroeville website of that home being the original stage coach house. Further discussion ensued. Mrs. Woodhall inquired when demolition would begin and Mr. McCollim answered they do not have a construction time schedule at this time. He stated construction will begin once they get through

the approval process and take care of any additional items. He mentioned the erosion and sedimentation control approval that they are working through with the conservation district and the Highway Occupancy Permit working through PennDOT. He stated they have no date for breaking ground currently but was hopeful that it could be this fall.

Mrs. Krivda inquired whether the Historic Society discussed this issue and Mr. Hugus answered affirmatively. Mrs. Krivda questioned the results and Mr. Hugus was uncertain. Mrs. Woodhall inquired whether it would be an issue to table the applications. Mr. Russo explained there are two issues, combining the lots and the proposed development. He felt combining of the subdivision should be addressed first then the development.

Whereupon, the motion to approve Application No. 17-4-SUB was approved unanimously with five affirmative votes.

Mr. Hugus addressed the historic landmark issue and stated it would have been attached to the deed when Mr. Sherigar purchased the property. Mr. McCollim pointed out that their surveyor went through all the deeds as part of the consolidation plan and there were no flags. Mrs. Krivda felt the Historic Society apparently has a question about it. Further discussion ensued. Mr. Morgante questioned whether it made a difference if it is a historic landmark with all the information presented to the planning commission to make a decision. Mrs. Woodhall asserted the solicitor is not available to question and she recommended it be tabled for a month. Mr. Hugus explained there is enough time from now until the council meeting to discuss the information for council to make a decision. Mrs. Woodhall inquired whether the applicant would have a problem tabling and Mr. McCollim indicated they wanted to move forward. Mr. Hugus inquired when the property was purchased and Mr. Sherigar answered five years ago. Further discussion ensued about the property.

Mr. James Smith, a resident of Monroe Street, came forward to express his concerns. He explained there is a speed limit sign of 35 miles per hour before Monroe Street coming off of Route 22 onto Northern Pike. He stated no one travels at that speed and they are going much faster. He suggested the speed limit sign needs to be reviewed.

Whereupon, Mr. Morgante duly made a motion to approve Application No. 17-5-ST contingent upon them meeting all the requirements with all the conditions set forth. Mr. Russo seconded it. Upon a roll call vote, the motion carried unanimously.

17-5-SUB
EDMUND HABERLE
HABERLE CONSOLIDATION PLAN

The applicant is requesting preliminary and final subdivision approval of Tax Parcels 545-M-228 and 545-M-231 to consolidate the two properties into one parcel labelled Lot One with total lot acreage of 0.142 acres. The properties are located at 2635 Third Street in the R-2, One-Family Residential Zoning District.

Mr. Richard Terret, Consulting Engineers, came forward representing the applicant. He explained it is a two-lot consolidation plan and he pointed out the existing home on the left and a vacant home on the right. He stated this would combine the lots into one parcel.

There being no further discussion, Mr. Russo duly made a motion to approve Application No. 17-5-SUB and Mr. Morgante seconded it. Upon a roll call vote, the motion carried unanimously.

17-6-SUB
BPMI/ELMHURST GROUP

The applicant is requesting preliminary and final subdivision approval of Tax Parcel 744-F-200 in order to create Parcel B consisting of 6.7569 acres which is to be consolidated with Tax Parcel 744-J-386. Parcel 744-F-200 will be reduced to 105.1143 acres and Parcel 744-J-386 will be increased to 23.2457 acres and renamed Parcel C. The properties area is located at 3500 Technology Drive in the L, Special Use Zoning District.

Mr. Ben Hunter with Langon Engineering came forward representing the applicant. He pointed out the parcel which is 16.5 acres and the piece that would be subdivided that would be consolidated into their property for a total of 23.25 acres.

There being no discussion, Mr. Russo duly made a motion to approve Application No. 17-6-SUB and Mr. Morgante seconded it. Upon a roll call vote, the motion carried unanimously.

17-6-ST
BPMI/ELMHURST GROUP

The applicant is requesting site plan approval to construct a 90,000 square foot office building addition and associated site amenities. The property is located at 3500 Technology Drive in the L, Special Use Zoning District.

Mr. Hunter explained the existing site has a 179,000 square foot building and they are proposing an addition totaling 90,000 square feet. He stated they are requesting the subdivision consolidation to allow for the additional parking area required for the addition. He reported the proposed parking

spaces will be 1,243 spaces and the total building square footage will be 269,000 square feet. He pointed out that the site would address all the necessary storm water requirements addressed by the comments of the municipality and the requirements from the Allegheny Conservation District with the soil erosion and sediment control and the DEP requirements for their sewage facility planning module.

Mr. Hunter pointed out the existing building and the addition. He stated there would be a small plaza area to accommodate lunching. He pointed out the existing parking lots and proposed parking area. Mr. Diel inquired whether the building materials will be the same as the existing building and Mr. Hunter answered affirmatively. Ms. Krivda questioned what direction the access to the property would come from and Mr. Hunter answered most will come through Technology Drive and Tech Center. Ms. Krivda felt it would be a huge increase in traffic on Jamison Lane. Mr. Hunter explained they are proposing to add the traffic to Technology Drive and Tech Center not Jamison Lane. He stated the majority of the traffic will be at the a.m. and p.m. peaks because it is an office building. He added the general traffic is spread over a period of time because they have flexible starting and quitting times. He explained overall the addition of the 90,000 square feet based on the traffic study will have little or no effect to the majority of the intersections.

Ms. Krivda indicated there is a sign on Jamison Lane coming out of Tech Center saying no left turn but she assured him there is a considerable amount of traffic that makes the left turn. She mentioned it happens in the morning and it does not pose a problem at this time of the year because the children are not in school. She was hopeful that the motorists would not make the left turn. Mr. Hunter asserted the intent is not to have people make the left turn. He explained how it has been stressed to the employees that Jamison Lane is residential but no everyone pays attention. He stated it is not their intention to send their traffic onto Jamison Lane and it should go through Technology Drive and Tech Center.

Mrs. Woodhall questioned when construction would begin and how long it would take. Mr. Brian Miller from Elmhurst Group came forward to answer they are hopeful to start construction in September 2017 and the main construction would run 18 months then the renovation of the existing facility would take another 18 months. He stated the heavy work would be the first six months. Mrs. Woodhall requested signage that construction vehicles use Technology Drive and not Jamison Lane. Mr. Hunter indicated they are trying to move forward to get a construction manager and that is one of the requirements that no heavy axle trucks are permitted on Jamison Lane. He added they would patrol it if necessary.

Mr. Morgante mentioned the 90,000 square foot office building and inquired whether there would be new jobs in Monroeville and Mr. Miller answered. He explained it will be new jobs over the course of time and will be a gradual pick up of young recruits. Further discussion ensued.

Whereupon, Mr. Russo duly made a motion to approve Application No. 17-6-ST on the condition that all construction vehicle traffic be restricted to Technology Drive during the construction period and

Mr. Morgante seconded it. Upon a roll call vote, the motion carried unanimously. Mr. Miller agreed to the condition and assured them no construction traffic would be permitted on Jamison Lane.

17-2-C
BPMI/ELMHURST GROUP

The applicant is requesting conditional use approval pursuant to Section 401.8 of the Monroeville Zoning Ordinance No. 1443, as amended, to permit the cut and fill operation of approximately 77,800 cubic yards of earth for site preparation and construction of a 90,000 square foot addition and related site amenities. The property is located at 3500 Technology Drive in the L, Special Use Zoning Districts.

Mr. Hunter gave a brief overview of the site. He explained that to meet the general slope requirements for the parking lot they will excavate the top, construct a small retaining wall and fill in the bottom. He stated their site cut is 45,000 cubic yards and their site fill is 34,000 cubic yards. He reported the majority of the earth work would be within the parking lot but some of the extra earth work as a result of cut will be used to flatten out another area to allow for the building addition. He added the extra cut will be exported off site but most of it will be used to flatten the parking lot area and bring up the building addition.

Whereupon, Mr. Russo duly made a motion to approve Application No. 17-2-C with the condition that all traffic for the transfer of the dirt be on Technology Drive. Mr. Morgante seconded it and upon a roll call vote, the motion carried unanimously. Mr. Miller agreed to the condition.

ADJOURNMENT

There being no further business to come before the planning commission, at this time, Mr. Russo duly made a motion to adjourn the meeting at 8:29 p.m. and Mr. Morgante seconded it. Upon a voice vote, the motion carried unanimously.

Respectfully submitted,

Ed Diel
Chairman

ED/sam