

MUNICIPALITY OF MONROEVILLE

PLANNING COMMISSION

JUNE 19, 2024

MINUTES

The meeting was called to order by Chairman Leonard Bertoni at 7:30 p.m.

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: Leonard Bertoni, Heidi Lawrence, Bruce Walker, Ronald Massung, P. Lewis-Burke, Terry Segelson and Paul Whealdon.

APPROVAL OF MINUTES

There being no corrections, additions or deletions to the minutes of May 15, 2024, a motion was duly made by Mr. Walker to approve them, as submitted, and Mr. Massung seconded it. Upon a voice vote, the motion carried unanimously.

OLD BUSINESS

PLANNED RESIDENTIAL DEVELOPMENT 23-1-PRD

OLD STONE COMMONS

The applicant, Burkentine Land Development, is requesting approval, pursuant to Article VI, Planned Residential Development (PRD), of the Monroeville Zoning Ordinance, No. 2779, to construct a Planned Residential Development consisting of seven apartment buildings with a total of 426 units and associated site amenities. The property is located adjacent to Giant Eagle and identified as Tax Parcels 744-F-29, 744-F-41, 744-F-43, 744-F-51, 744-F-160 and 744-R-145 in the R-5, Multiple Residential and S, Conservancy Zoning Districts.

The applicant requested tabling until June 19, 2024.

CONDITIONAL USE 23-7-C

OLD STONE COMMONS

The applicant, Burkentine Land Development, is requesting Conditional Use approval, pursuant to Section 504. VV, Major Excavation of the Monroeville Zoning Ordinance, No. 2779, to permit a cut and fill operation totaling approximately 43,702 cubic yards of earth. The property is located adjacent to Giant Eagle and identified as Tax Parcels 744-F-29, 744-F-41, 744-F-43, 744-F-51, 744-F-160 and 744-R-145, in the R-5, Multiple-Family Residential and S, Conservancy Zoning Districts.

The applicant requested tabling until June 19, 2024.

SUBDIVISION 23-6-SUB  
OLD STONE COMMONS

The applicant, Burkentine Land Development, is requesting Preliminary and Final Subdivision approval to subdivide and consolidate Tax Parcels 744-F-29, 744-F-41, 744-F-43, 744-F-51, 744-F-160 and 744-R-145 into one lot with a total area of 53.785 acres, in the R-5, Multiple-Family Residential and S, Conservancy Zoning Districts. The properties are located adjacent to the Giant Eagle and Target Shopping Center.

The applicant requested tabling until June 19, 2024.

Whereupon, Mr. Walker duly made a motion to un-table the three applications and Mrs. Lawrence seconded it. Upon a voice vote, the motion carried unanimously.

Mr. Ray Gusty from Fahringer, McCarty and Grey came forward representing the applicant. He reported this plan was presented last month and the main issue was to meet with the homeowners association and address their concerns. He felt most of their comments have been addressed and they have eliminated the parking spaces that were in the conservancy district. He reported they have shortened the nature trail to address the residents' concerns. He stated they raised the sound wall in front of Building Nos. 4 and 5 since they are adding a fourth floor to those buildings to maintain the sight line that was part of the original agreement. He added they have provided them with revised cross sections that reflect the revised sight line. He explained there is an issue that still needs to be resolved in the corner where the sound wall is located and the fence where the utility crossings are located. He stated they need to work out where the gates go but they have eliminated a lot of the fence and replaced it with the sound wall.

Mr. Matt Flickinger, Vice President of Land Acquisitions for the Burkentine Group came forward representing the applicant.

Mr. Bertoni inquired whether the parties had a face-to-face meeting and worked out the problems and Mr. Flickinger answered affirmatively. He felt they worked through all the issues of the homeowners association and the Timberland Group and he was hopeful they could move forward.

Mr. Norman Edelstein, resident, came forward representing the Timberland Estate Homeowners Association and expressed his appreciation for the tabling last month. He reported they have been working with the developer and a memorandum of understanding was negotiated between Burkentine and the HOA. He added Mr. Flickinger corresponded with the HOA's attorney and the agreement includes that they will commit to finalizing the memorandum of understanding within two weeks and prior to council's consideration of the plan. He reported they agreed that the exhibits would be dated and referenced. He stated they would use their best efforts with the HOA to minimize the number of gates to be installed through the proposed sound wall and Target is one of them. He explained Burkentine confirmed that the memorandum of understanding is being worked on and it will be finalized and filed within the next two weeks so the HOA does not oppose the application moving onto council for review and consideration.

Mrs. Lois Drumheller, resident, came forward to express her concerns. She explained she attended the meeting last month but is not privy to any discussion between what was clearly the HOA's list of covenants but she did have questions. She pointed out the public has no idea what issues still

remain or were answered in an agreement. She reported her concerns last month with this development had to do with something that may have been worked out which was at least six parking spaces in front of Building No. 4 in the S, Conservancy zone. She questioned whether it was worked out and Mr. Gusty answered they have been removed. Mrs. Drumheller mentioned the walking path that goes through Building No. 1. Mr. Gusty explained how it was originally planned but they have shortened it around and back up. Mrs. Drumheller inquired whether any of it goes through the S, Conservancy zone and Mr. Gusty answered affirmatively. Mrs. Drumheller questioned whether they are permitted to construct something in a S, Conservancy zone as part of the plan development and Mr. Gusty asserted a walking trail is permitted in the Conservancy zone.

Mr. Bertoni explained the agreement needs to be clarified as to what is understood between the developer and the HOA. Mr. Gusty explained they shortened or reduced the length of the trail and moved it further away from the Timberland Estates per the residents' request. Mr. Whealdon reported the walking trail has been revised to the satisfaction of the HOA. He answered a walking trail is permitted in a S, Conservancy zone and added all of the paths in the parks are located in the S, Conservancy including parking lots, roads, play apparatus and structures. Mrs. Drumheller pointed out that is something that is under municipal construction and maintenance and Mr. Whealdon agreed. Mrs. Drumheller mentioned this proposed trail was not in a park and questioned whether the trail was a natural dirt trail or paved. Mr. Gusty stated it would be paved and Mr. Flickinger stated it would be a semi-compacted mulch trail. Mrs. Drumheller asserted it is cleared and inquired whether any land is being moved and Mr. Gusty answered negatively.

Mrs. Drumheller reported she was gravely concerned about the additional stop light installed when Giant Eagle and Target were built with the traffic coming from Monroeville Boulevard. She mentioned a left-hand turn lane turning into the Giant Eagle parking lot. She referred to the 426 units of planned residential development and felt that access road would be heavily traveled in order to travel to and from the development. She suggested that is not the type of road that was meant to be anything more than a path going through two major parking lots of Target and Giant Eagle. She mentioned the other access to the development is traveling down Stroschein Road going around the corner past the apartments and coming in the opposite end of the development. She felt that road has not been defined in terms of how it is constructed, how much earth is moved to make the road and whether or not it is a safety concern since it is located where there is a lot of mine subsidence in the area. She suggested there should be a safe exit and entrance into the proposed development and she again mentioned there is a perfectly good road leading into a shopping center and a traffic light that stacks if more traffic is added to it. She felt the entrance needs to be better defined and determine how much earth is moved to get there, what the traffic studies bear out and core samples were taken. Mr. Gusty stated a traffic study was done and a geotechnical report was submitted to the municipality for review. Mrs. Drumheller felt there are still some major concerns with the access to the proposed development and how it would not cause any more problems than were originally shown when the traffic light was installed. She felt those are big concerns for stacking back out on Monroeville Boulevard and to safely entering if there is another road. Further discussion ensued.

Mr. Zack Stehle from Trans Associates Engineering Consultants came forward to explain that they prepared a traffic study for this development in October 2023 and it was revised in June 2024. He stated they have addressed all of the municipal traffic consultant's comments. He reported there are only minor increases to the traffic impacts at all the intersections and there would not be anything that

would substantiate heavy impacts. Mrs. Drumheller inquired whether the information was available on line and Mr. Whealdon explained it can be obtained through a right-to-know request.

Mrs. Drumheller inquired whether there would be a certain portion of the development subsidized for low-income housing since there are a certain number of units in a PRD. Mr. Whealdon answered negatively. Mr. Bertoni stated that is not the case with this development.

Mr. Bertoni felt this has been addressed to satisfy the planning commission and the applicant has agreed to the stipulations from the one-on-one meeting.

Whereupon, a motion was duly made by Mrs. Lawrence to approve Application No. 23-1-PRD and Mr. Walker seconded it. Upon a voice vote, the motion carried unanimously.

Further, a motion was duly made by Mr. Walker to approve Application No. 23-7-C and Mr. Massung seconded it. Upon a voice vote, the motion carried unanimously.

There being no further discussion, Mr. Walker duly made a motion to approve Application No. 23-6-SUB and Mr. Segelson seconded it. Upon a voice vote, the motion carried unanimously.

#### NEW BUSINESS

##### SITE PLAN 24-3-ST

##### WILLOWCREST

The applicant, Primo Land Group, LLC, is requesting Site Plan approval pursuant to Article III of the Monroeville Zoning Ordinance, No. 2779, to construct a single-family residential development consisting of 95 units and associated site amenities. The property is vacant and used to be the airport located off of Logan's Ferry Road, identified as Tax Parcel 741-R-333 in the R-2, Single-Family Residential Zoning District and consists of 46.62 acres.

##### CONDITIONAL USE 24-2-C

##### WILLOWCREST

The applicant, Primo Land Group, LLC, is requesting Conditional Use approval pursuant to Section 504.W, Major Excavation, of the Monroeville Zoning Ordinance, No. 2779 to permit a cut and fill operation totaling approximately 100,000 cubic yards of earth. The property is vacant and used to be the airport located off of Logan's Ferry Road, identified as Tax Parcel 741-R-333 in the R-2, Single-Family/Multi-Family Residential Zoning District and consists of 46.62 acres.

##### SUBDIVISION 24-5-SUB

##### WILLOWCREST

The applicant, Primo Land Group, LLC, is requesting Preliminary and Final Subdivision approval to subdivide Tax Parcel 741-R-333 into 95 single-family lots and three open space parcels in the R-2, Single/Multi-Family Residential Zoning District. The property is vacant and used to be the airport located off Logan's Ferry Road and consists of 46.62 acres.

Mr. Ed Moore from Sheffler and Company came forward with Mr. Zack Stehle from Trans Associates and Mr. Ryan Kossol from Geo Mechanics. Mr. Moore reported the site is the former airport and key considerations for the project were to avoid any streams, wet lands or steep slopes and to

extend the existing streets into the property. He stated they propose to extend Buttercup Drive, Quince Road and Hazel Nut Drive. He pointed out the plan shows the lots and the buildings are shown in blue. He stated the project is R-2 zoning which is a permitted residential use with 46.62 acres and they are proposing 95, single-family lots which equates to two dwelling units per acre. He stated they will have 15.75 acres of open spaces or 34 percent and the construction will take place in two phases with the earth work and the home building. He added the earth work will balance on each phase by itself. He reported they are proposing three storm water management basins which are shown in red and these storm water basins are to control any increase in impervious runoff. He explained they are designed to dewater and infiltrate within 48 hours of any rain event so there will be no standing water and they will be fenced individually.

Mr. Moore pointed out Hazelnut Drive and Quince Road. Mr. Whealdon requested he point out where the current road terminates and where the proposed road starts. Mr. Moore reported the proposed road is in the gray and he pointed out where Hazel Nut terminates and where they pick up at Quince Road and where is picks up Buttercup. He pointed out a mailbox cluster for mail pickup, the plan has sidewalks and street trees on each side of the street, there will be lighting at the intersections in the back of the cul-de-sacs and there will be improvements made to Greenleaf Park. He reported they will repave the basketball courts, add mobile pickleball nets and paint the courts. He mentioned the project consists in two phases with Phase One of 30 lots which is 10.5 acres and Phase Two will be 65 lots with 36 acres. He showed a rendering of the proposed homes even though a builder has not been selected and there will be a homeowners association.

Mr. Zack Stehle from Trans Associates came forward to give a brief overview of the traffic. He referred to the overall study area for the Willowcrest Development which included six intersections: Garden City Drive with Dahlia Drive, Garden City Drive with Evergreen Drive, Old William Penn Highway with Garden City Drive, Blueberry Road with Buttercup Drive, Quince Road with Blueberry Road, and Dahlia Drive with Hazelnut Drive. He explained three of the intersections were analyzed for capacity analysis or to analyze the level of service and delays attributed to the project. He stated the other three intersections which are internal to the site and off the main roadway corridor were analyzed for site distance evaluation. He reported turning movement counts at the three intersections were performed in the morning from 7 to 9 a.m. and the evening 4 to 6 p.m. He added these times reflect the weekday peak hours of traffic. He stated these count locations and times represent the scope of study suggested by the municipality's engineering consultant which was discussed prior to the study. He reported the counts were performed in March 2024 while school was in session. He explained sight distance measurements at the three internal intersections: Blueberry Road with Buttercup Drive, Quince Road with Blueberry Road and Dahlia Drive with Hazelnut Drive were performed and the calculations utilized the posted speed limit of 25 miles per hours. He stated adequate sight distance is available at those intersections.

Mr. Stehle mentioned trip generations and stated 95 single-family homes are proposed and they use the Institute of Transportation Engineers Trip Generation Manual which is the national standard for generations for different land uses. He reported based on the calculations for the proposed development the number of trips is 964 daily trips with 71 a.m. trips and 95 p.m. peak hour trips. He explained their findings and capacity analysis resulted in poor levels of service at Old William Penn Highway with Garden City Drive which operates at a Level Service E which is a poor level of service. He stated the east and westbound approaches fail during the peak hours. He reported all other intersections

are anticipated to operate at no worse than a Level Service B. He pointed out Old William Penn Highway with Garden City Drive is considered a future failing unsignalized intersection according the Monroeville Comprehensive Plan which proposed multiple recommendations for improvement. He explained it included auxiliary turn lanes on the eastbound and westbound approaches and a traffic signal by the municipality.

Mr. Stehle referred to how this development will affect local streets. He stated Quince Road is expected during the peak hours of traffic to have one additional vehicle every minute or every one and a half minutes. He pointed out during the highest peak of the day there will be an additional car every minute and a half. He reported there would be 24 additional vehicles in the a.m. on Buttercup Drive and 32 during the p.m. which is one vehicle every two minute to two and a half minutes during the worst peak of the day. He stated Hazelnut Drive is expected to gain an additional vehicle every minute and a half during the worst times of the day. He reported these increases in traffic are considered negligible to minor increases in traffic. He concluded that the study found the proposed development had no significant impact on the traffic operations in the studied area. He suggested traffic signal control is essentially warranted at Old William Penn Highway and Garden City Drive under no build conditions stated by the Comprehensive Plan and there are no improvements recommended for this off-site intersection. He added stop signs are recommended for the internal intersections off the major roadway corridors on the minor approaches at Buttercup Drive with Blueberry Road, Blueberry Road with Quince Road and Hazelnut Drive with Dahlia Drive which would be installed by the municipality.

Mr. Stehle reported after the submission of the study they received a letter from HRG on May 31, 2024 which deems the study to be acceptable and had no further comments to be addressed. He asserted they had no concerns about the traffic study at this time.

Mr. Ryan Kossol from Geomechanics came forward as the project engineer. He reported they performed a detailed geotechnical investigation throughout the site and it is both deep mined and strip mined. He explained there is coal under the surface and some areas have been mined at the surface elevation and other areas it is below the surface. He stated they did borings at different locations to pick up the roadways and cut and fill embankment and stormwater management ponds. He reported after performing the test borings in the field they were correlated onto geotechnical cross sections to show the geology of the site which will reflect the depths of cuts, the heights of fills and what the soil looks like at each location whether it is soil, rock or coal. He summarized based on their test borings with their thorough geologic research, the area in orange has been deep mined and the area in pink has been strip mined. He explained when the soil is strip mined it gets put back with little compaction with poor soil conditions that are soft and loose which are easy to consolidate when built on. He suggested these soils need some form of improvement in order to make them suitable. He recommended a dynamic compaction to densify the soil in place to stabilize the ground which would make it suitable to build the structures with no problems. He reported the area in orange would require a deep mine stabilization which would require a specialty contractor. He explained they would drill at each individual lot with 15 to 20 holes down to the mine elevation and inject grout concrete mixture to fill in the mine cavity so there is no risk of mine subsidence or mine collapsing. He added there would be no problem building on it once that is complete.

Mr. Kossol showed a picture of the grid pattern that they have used for individual lots with 15 holes per lot spaced 20-25 feet and stated it may vary if the lots are not square. He explained the depth

to coal ranges from 25-30 feet on the outskirts of the site to up to 70 feet at the highest point which would be the old airport runway.

Mr. Kossol reported the limits of the strip mine area coincide with the limits of the Phase I as proposed by Sheffler and there would be no dynamic compaction or densification of the soil as part of Phase II but the deep mine stabilization would occur simultaneously for Phase I. He stated it would be done at the beginning of the project so everything will be taken care of at one time. He reported a limited number of test borings is justified by them doing many holes to the mine level during the mine stabilization process which would give them more in-depth information concerning the soil conditions, the thickness of the rock, the conditions of the rock and the conditions of the mine.

Mr. Bertoni inquired about the product mentioned to stabilize the stripped area to reinforce that the mine would not collapse. Mr. Kossol explained it is usually a concrete or it could be a grout mix or concrete mix or stone could be dumped down into the hole. He stated there are several options depending on the condition of the mine. Mr. Spagnolo added they would use grout or superior concrete like they have done on other sites. He explained it is injected into the hole. Mr. Kossol reported it is usual a hand mixed grout with fly ash and poured in cement with water and concrete is trucked in if something thicker is needed to fill in heavier. Mr. Bertoni questioned the longevity of the product and Mr. Kossol answered it lasts for good and does not wear away over time.

Mr. Whealdon mentioned the grouting under the structures and he questioned whether they would grout underneath the road that will be accepted by the municipality. Mr. Kossol answered affirmatively if it is needed. Mr. Whealdon requested it be included in the geotechnical report to provide reassurance that the road will not collapse and Mr. Spagnolo indicated it would be included in their next report.

Mr. Kossol reported they have received review letters from the municipality engineer Gavin, Boward and Bietko and they are addressing their comments.

Mr. Spagnolo reported they are in receipt of several review letters from the municipality and their consultants and they are working through them. He asserted there is nothing they cannot address and the revised plans will be resubmitted as necessary.

#### SCOTT BELEY

Mr. Scott Beley, resident, came forward to express his concerns. He indicated he was disappointed in Monroeville because the residents in the area were not notified and reported there were no letters or calls. He stated his house is at 413 Hazelnut Drive which is a dead-end along with Buttercup and Quince. He asserted this would change the quality of life for all the residents on that road and he felt it should be considered seriously. He pointed out the commission members work for the people of Monroeville not the municipality. He reported it would change all of those neighborhoods and how the children play in the roads. He explained when this airport rezoning took place, he understood that all the traffic would come off Logan's Ferry Road or through the Maplecrest Development. He questioned why that is not included in this plan. He referred to the reference to Old Route 22 and the traffic engineer referred to Monroeville Comprehensive Plan which states it needs upgrades. He reported it is a very busy road and vehicles have to wait at every stop sign. He referred to the comment about the Comprehensive Plan suggested red lights and turning lanes and he does not see any plans for them or the developer paying

for it. He stressed this must be considered because this development will generate a lot more traffic into the Garden City area. He felt it was not fair to the people there. He suggested the rezoning was handled poorly and it should have been rezoned for single-family homes which he supports. He agrees with developing Monroeville and increasing the tax base but it should be done in a planned way that makes sense. He asserted this does not make sense and it will ruin the residents' community which is not good. He reported the developer is putting in a senior citizens home that abuts his property and they made a commitment to him to cut down trees but it has never been done. He suggested a similar developer is coming in to do this development which abuts his property which is owned by Clover Communities and he does not trust them.

NICOLE KELLY

Ms. Nicole Kelly, a resident of Buttercup Drive, came forward to express her concerns. She felt this development would ruin their communities that they have built and lived in and their children play in. She asserted people with money put gates on their communities but that cannot be done. She reported they are all working people and they sustain the communities. She described how all the children play on the street because it is safe and everyone on the street watches out for the children. She suggested if the roads are opened up it would open up the possibility of the kids getting hit by cars or kidnappings. She felt one extra car a minute is a big deal and she was concerned with them traveling 25 miles per hour on Buttercup because it is dangerous and irresponsible. She reported most of the residents in attendance bought their house because of the neighborhood and the cul-de-sac and it is safe. She could not understand why this development needed to use the cul-de-sac opened for access. She mentioned the debris and dust from all the vehicles. She could not imagine anyone wanting this in their neighborhood unless it is for a monetary gain. She pointed out this new development will have a lot of cul-de-sacs even though it is tearing theirs up to get to the development. She requested the planning commission think about the community, the neighbors and the safety of their children before they make a irresponsible and detrimental decision.

JULIA FEENEY

Ms. Julia Feeney, a resident of Buttercup Drive, came forward to express her concerns. She reported she has six children that play on the street and that is their only play area. She stated the street is narrow and the cars are tight and her children get picked up by the school bus in front of their house. She felt the school bus would not be able to stop if the road opens up and there will be so much traffic. She added there are a lot of elderly people in the area. She again stated the children play in the area and she moved there because it is a cul-de-sac. She felt safe there, her children feel safe playing in the street and everyone looks out for each other. She was very concerned about the street opening up because of the traffic and reported there is only one way in and one way out. She agreed the traffic lights were a good idea but disagreed with opening up the cul-de-sacs. She reported the children walk to the bus stop and now one pays attention. She suggested anyone with children would understand where she is coming from.

TAMBRI IRITI

Ms. Tambri Iriti, a resident of Buttercup Drive, came forward to express her concerns. She reported she has been a resident of Monroeville for 49 years. She pointed out all eight houses have ring camera's, they talk to each other and everyone looks out for each other. She reported it is a quiet, safe

street with wildlife in the back yards and she was concerned with the wildlife in the area. She explained the children play in the street instead of staying in playing video games and this would take that away from them. She reported she came to the meeting on behalf of the children because she felt it was unfair to do this to them. She inquired whether there would be any access from the development to Logan's Ferry Road.

Ms. Iriti reported Buttercup Drive is a very narrow street, there are ten children that live there and they play in the street. She inquired whether they could make a playground for the children to play. She agreed with progress in Monroeville with new homes being built in the area because it increases the value of other homes but she felt this was about the children. She encouraged the planning commission to consider a lot of things before it is approved.

Mr. Bertoni wanted to make it clear that he supports the community and the residents' feedback and stated everyone is concerned about the children. He explained the planning commission is a recommending body and the members try to do the best they can. He stated depending on how the vote goes, the residents will be able to voice their opinions and other concerns to council. He pointed out any other type of revisions such as the playground or other amenities to keep the children safe maybe could be added. He was proud of the police department and was sure they would keep the area safe. He stated the planning commission is here and they do hear their voices and they want to do the best for everyone but it is important to move forward with ongoing development continuing to make Monroeville a beautiful place. He asserted Monroeville is a great place to live with a great school district. He stated that is important to him as chairman that the planning commission is here for the people and are doing the best they can for all parties.

#### JIM DALLAS

Mr. Jim Dallas, a resident of Buttercup Drive, came forward to express his concerns. He reported he lives at the end of Buttercup so this affects him directly. He stated he is not opposed to the development but he is opposed to the size of the development and the way the access roads will come in. He pointed out they would build houses right next to him and he wanted to see buffer zones, green areas, and parks and trails. He mentioned there were concessions with the other development and he suggested that for this development. He reported the street is too narrow and there are delivery trucks that can barely get up the street. He suggested a cul-de-sac at the end of his street so these trucks could turn around because currently they use his driveway. He mentioned the new development between the Parkway and Old William Penn Highway with the townhouses and the housing complex off of Evergreen Drive and how much additional traffic it will generate on Old William Penn Highway. He stated the traffic study was done before the houses were built and there will be additional traffic. He explained how there is too much traffic and the roads cannot handle it. He reported this development was built in the late 1950's or early 1960's and it is not going to work in 2024.

Mr. Bertoni acknowledged everyone in room was not happy with this development but the public comments would have to be cut off so the commission could move on with a vote.

#### CHAR MLYNAR

Ms. Char Mlynar, a resident at the corner and Quince and Valleyview Drives, came forward to express her concerns. She stated her parents built her house in 1955 and were the first residents of the

immediate area. She reported when her father purchased the land he was informed there would be no throughway on Quince. She explained how she was informed of this proposed development that would open their no outlet road. She felt the municipality is responsible to notify each resident who would be directly impacted. She reported they have enjoyed a safe and quiet neighborhood for 69 years. She stated this proposal will significantly increase traffic, their property values will decrease and their safety will decrease. She asserted most of the residents purchased their homes based on the fact that this is a dead-end street. She pointed out the municipality cannot currently control the speeding vehicles now and no one stops at the stop signs. She was disappointed that there would be no access point off on Logan's Ferry Road. She disagreed with the developer imposing on her neighborhood for their development. She pointed out the traffic consultant alluded to 60 cars per hour on her street with this development and she felt that was unacceptable. She again stated they have been there for 69 years and she disagreed that the planning commission was listening to them. She was adamant that the access should be off of Logan's Ferry Road and the developer should not involve the residents in their development. She disagreed with them taking over Quince Road which would affect Buttercup Drive. She questioned whether the homeowners' association would affect them and asked whether they would have to pay a fee. She could not believe she was not informed of this major development that would impact them and would be a hardship on her neighborhood. She mentioned the newspapers and reported she was informed by her neighbor.

Mr. Bertoni inquired whether this was posted on the Monroeville Website. Mr. Whealdon answered the agenda was posted but the legal notification is sent out for the council meeting not the planning commission meeting. He stated the letters are sent out for the council meeting not the planning commission. Further discussion ensued.

Ms. Mlynar again stated there would be 60 additional cars per hour and it is too many for the children in the area. She reported one out of ten people stop at the stop sign on her corner. She suggested the developer take the proposed development somewhere else or utilize Logan's Ferry Road.

Mr. Whealdon reported the access to Logan's Ferry Road was removed by the residents of Willowhedge. He explained when the Clover development was approved the residents on Willowhedge required the developer of Clover to never use that road in the future. He stated those three roads were designed to be extended to service this property. Further discussion ensued.

#### DEBRA BECKER

Ms. Debra Becker, a resident on Valleyview Drive, came forward to express her concerns. She thanked everyone for listening and stated she appreciated all the passion expressed because this is their community. She reviewed how she built her career as a woman in Pittsburgh sports and she takes pride in being the former Gateway Gators Mascot. She noted she is a resident of Valleyview Drive which connects to Quince and Buttercup and reported there are a lot of children in the area. She mentioned the cars never stop. She pointed out there are lots of problems with mine subsidence and mine water on Valleyview. She suggested the developer did not look at all the properties surrounding that area and felt it would be nothing but trouble for Monroeville and the residents because it is old land. She felt this is asking for a disaster. She referred to the issue that the residents were not informed and reported she only knew about the meeting because her neighbor saw it on Facebook. She pointed out there are residents that do not utilize social media and she stated she was upset as a loyal resident of Monroeville and the community. She felt they were not given the fair treatment they deserve in the community.

JOE BRANDT

Mr. Joe Brandt, a resident at Quince and Valleyview Drives, came forward to express his concerns. He referred to the mines under the airport and he reported he worked in the mines. He stated there is water in that mine going down to Valleyview Drive and there are houses that have problems with leaking. He was concerned with the developer building and drilling and putting fill in the mine. He felt this would only make it worse and he questioned how deep the holes are that they drill.

Mr. Kossol stated the mine is 70 feet from the airport runway and 30 feet from Hazelnut Drive. Mr. Brandt inquired whether it was an underground mine and Mr. Kossol answered affirmatively. He explained it has been strip mined down. He stated on the new Buttercup it would be 70 feet and get lesser as you moved in either direction. Further discussion ensued. Mr. Kossol stated it may be very deep in other spots but at this spot it is only 70 feet. Mr. Brandt felt they would not be able to fill all the spaces in the hole. He explained they started to mine the area in 1972 and it was shut down in 1989 and it is undermined which is why it fills with water. He felt once they start drilling and putting measures on it, the houses below will get water in them.

Mr. Whealdon requested it be explained how the grouting works and how it creates pyramids underneath the mine ceiling to keep them from collapsing and the distance between the mine holes and how it will not create pressure on the water.

Mr. Kossol agreed there is water in the mine but it is a common occurrence. He explained when the grout is injected it will either soak up the water or disperse of it. A woman stated there is a natural spring under there. Mr. Kossol explained the natural spring is unrelated to the mine and they occur in the rock outside the mine. He stated for each of the red dots they will drill a hole and inject the grout and the grout builds pyramids and columns. Mr. Whealdon added they are from the mine floor to ceiling. Mr. Kossol reported the mine is anywhere from five to eight feet or ten feet. Mr. Brandt stated it could be from seven to twelve feet and Mr. Kossol agreed. He further explained they are filled up which creates a column and stiffens the rock above the mine and fills in any of the cracks and stabilizes the open area and anything that is collapsed between when it was mined and now. He stated it fills it up so the ground does not settle underneath under that specific lot. Mr. Whealdon explained every 15 feet there will be a column so there will be 2,000 columns under the homes. Mr. Kossol stated it would be 15 times 95 plus under the roadways. Mr. Whealdon suggested if it is rounded up to 100 it would be 1,500.

Mr. Brandt felt once the people start to subsidize like it is done in the old coal mine towns, the homes will start going down and it will be too late. Mr. Kossol stated that is why they are doing it ahead of time. Ms. Becker inquired about the failure rate on everything that was just explained. She wanted to know what that meant for the people who have lived in those houses built in the 1950s. She was concerned that their houses would shake and crumble. Mr. Kossol stated there would be no shaking or crumbling with this drilling. He explained no one will feel anything with the drill rig. Ms. Becker referred to all the houses that do have problems with mine subsidence and mine water and houses built near natural springs. Mr. Kossol stated this will not impact her house negatively. He explained she may be experiencing subsidence if her house was built with no mine stabilization. Ms. Becker disagreed that this drilling 30 to 50 feet away from their houses would not affect them. Mr. Whealdon asserted it would help their area because it would stabilize the mine. Mr. Kossol added if they are 30 feet away it would disperse in the mine area and fill in to help stabilize beneath the house. Further discussion

ensued. Ms. Becker was concerned that the residents would have crumbling houses and families that suffer from this development. She suggested residents will have problems with the physical nature of their house. Mr. Whealdon stated the mine grouting will not affect anyone outside the development.

Mr. Jim Dallas again came forward to suggest this plan be taken back to the planning table and redesign it. He felt no one agrees with it currently. He requested they consider the residents concerns and make a new design.

Mr. Bertoni requested a motion to table this issue so the planning commission could see if there is any additional agreements that can be made to satisfy the residents. He wanted to stay on track with the development.

Mr. Beley again came forward to report he has done developments in Monroeville and they met with the developers privately then had public meetings. He reported they did the Willow Hedge Plan and the residents on Dahlia Drive blocked the road so they came off Logan's Ferry Road. He pointed out the Maplecrest Plan was approved and there is a road which was supposed to be extended to the airport property. He felt Willow Hedge is not good because there is a four or five story building behind all those houses which should have been zoned single-family residential but multi-family residential was allowed. He felt it was a nice development in the wrong place. He suggested they meet with the residents and come up with a better plan instead of everything being done behind closed doors.

#### JOE VENTRESCA

Mr. Joseph Ventresca came forward representing Dahlia Drive and reported he was informed of the meeting by a little girl that lives in the area. He stated this is for the children and explained how the children play on Dahlia Drive and there are a lot of walkers all times of the day. He suggested it would affect their everyday life.

Mr. Bertoni inquired whether the developer would meet with the residents to listen to their concerns and come to some agreement. Mr. Spagnolo reported they did a few layouts on the development and the design that they submitted to the planning commission utilized all three of the stub roads that were designed for future development so they did not single out any one road. He stated they connected the grid pattern in a nice way. He reported they are open to talk to the residents but those are the three access points to get to the property. He stated they are open to any suggestions. Mr. Bertoni again suggested the developer meet with the residents to listen to their concerns and it will be tabled for a month so the two parties can meet and work things out. He understood the residents' concerns with the children and safety but he also understood the developer. He stated he wants the development and the homes because it is good for Monroeville. He again stated it would be tabled for a month so the developer could meet with the residents. Mr. Spagnolo agreed.

Mr. Whealdon requested anyone with a comment that has not already been stated to come forward.

#### RON CAPPuccio

Mr. Ron Cappuccio, a resident of Hazelnut Drive, came forward to express his concerns. He reported he moved there in 1998 because it is quiet and he explained how he has one neighbor to the left of him and nothing to the right. He stated the streets are narrow and cannot deal with the traffic.

He was concerned with the streets being widened because they would take his property to make sidewalks. He reported he has issues with the mines underneath. He does not like the development and was opposed to it.

LOIS DRUMHELLER

Mrs. Lois Drumheller, resident, came forward to address the planning commission. She requested a point of clarification and inquired whether the map presented at this meeting was inaccurate. She pointed out it cannot be voted on if the map is inaccurate. Mr. Bertoni stated it is being tabled and no vote will be taken. Mrs. Drumheller inquired where the municipality is in the process of this being reviewed by Allegheny County. Mr. Whealdon stated it has been submitted but no comments have been returned.

Ms. Deborah Becker again came forward to refer to the comment that access to Logans' Ferry Road was removed by the residents of Willowhedge because it is a landlock property. She inquired how the residents of Valleyview, Quince, Buttercup, Blueberry and Dahlia can meet with the developers to make sure this is clearly communicate to all residents of Garden City. She requested the developers meet with a representative of the residents.

TIM SNYDER

Mr. Tim Snyder, a resident of Dahlia Drive, came forward to express his concerns. He reported he has lived here for 14 years and all three of his children go to Gateway. He was concerned with what this development would do to the school system because Evergreen is a very small elementary school and they are already full. He wanted to know how this would affect the school and questioned whether there were any plans to build a bigger one. He pointed out the traffic counts were not done during the school release when buses are coming through which finishes at 3:50 p.m. He reported there are a lot of walkers in the area and there is hardly enough room for one car because people park on the street. He requested the developer consider an alternative route to the development. He was disappointed with how the residents were notified of the meeting by another resident. He suggested there should be more notification to the residents because it sounds like a backdoor deal.

Mr. Dallas again came forward to express his concerns for emergency services and he reported they would have to access Buttercup Drive and it is a narrow street. Mr. Bertoni stated provisions have been made for emergency vehicles. Mr. Dallas felt the road is too narrow for the fire trucks.

Ms. Mlynar again came forward to express her concerns about not being notified of this application when the planning commission was ready to vote on it at this meeting. She felt the developer should have known that they would be dependent on the no-outlet roadways. She opposed this development. She suggested they use the entrance from the Maplecrest development. She stated the residents were not in favor of this development and they do not want it.

Mr. Whealdon explained the municipality cannot refuse them access to those public rights-of-ways. Ms. Mlynar stated it has been that way for 69 years. Mr. Whealdon contended that it is a public road that can be extended. Ms. Mlynar suggested the municipality make the residents happy. She pointed out their roads are narrow and there is no designated access. She felt this development is unacceptable with 60 additional cars per hour and dangerous. She respectfully requested the planning

commission deny this authorization and the developer have access in a different way because it impacts the resident's lives.

LOUIS SZUMETZ

Mr. Louis Szumetz, a resident of Buttercup Drive, came forward to inquire about a previous proposal to build on the airport property and it was voted down. He questioned whether this developer could come up with an alternate plan with a different design and suggested other developers make proposals. He referred to when Garden City was developed and inquired whether they had a setup to go down to Greenleaf. He explained there is a space on Greenleaf that would allow access from the airport in Garden City. Mr. Whealdon reported the developer did look at it and it is owned by another party which refuses to sell it. He explained it is a separately owned parcel and they could not purchase it. Further discussion ensued. Mr. Szumetz felt there is an alternative to this plan and the planning commission should look at more than one option. He inquired whether this is the only developer that put a bid in on this property and the other proposal that left no access to Logan's Ferry Road. Mr. Whealdon stated the airport road is a private road so the municipality had no control over it. Further discussion ensued. Mr. Whealdon explained when the developer submitted a proposal, the Willowhedge residents demanded that road would never be used and the developer agreed. He stated the municipality cannot force them to put in a right-of-way. Further discussion ensued. Mr. Szumetz mentioned how the core drilling from 1969 at Monroeville Mall is now failing. He suggested the municipality should get two other contractors to submit proposals before it is decided. Mr. Whealdon reported the municipality does not control who develops proposals and the property has been available for sale for years. Mr. Szumetz reported all the foundations for the houses built in Garden City are on slag from the steel mills. Mr. Whealdon indicated that is why they are having problems. He explained that will not be done in this development.

Mr. Beley again came forward to state Monroeville would not zone the airport property residential for years. He explained they backed off of that when the senior residential development was proposed. Further discussion ensued concerning why the road was not allowed to be used. Mr. Whealdon reported the people from Willowhedge demanded that the road never be used. Mr. Beley questioned why there could not be a plan with the road on the other side of the senior center and Mr. Whealdon answered because there is a high-pressure gas line on that side. Further discussion ensued. Mr. Beley pointed out the developer does not own the property. He questioned why this was not thought through by the developer of Clover Communities so they could put the senior home way in the back and the residential community in the front and the road for the senior home would be way on the other side. Further discussion ensued. Again, Mr. Beley suggested they go back to the drawing board and make the development they were originally going finish and forget this project unless there is a better access.

Mr. Spagnolo explained they are coming in with a by-rights development and are not doing a PRD or asking for any variances. He stated this is a by-rights development the way the municipal code reads off of three municipal owned roads. Mr. Beley contended it is affecting the community. Mr. Spagnolo stated they are not doing a backdoor deal and again he stated it is a by-rights plan. He stated he is willing to meet with the residents.

Further discussion ensued regarding the residents meeting the developer. Mr. John Spagnolo came forward representing the developer and suggested the residents try to organize their representatives. Mr. Bertoni suggested everyone get organized to meet.

Whereupon, Mrs. Lewis-Burke duly made a motion to table Application Nos. 24-3-ST, 24-2-C and 24-5-SUB and Mr. Segelson seconded it. Upon a voice vote, the motion carried unanimously.

ADJOURNMENT

There being no further business to come before the planning commission, Mrs. Lawrence duly made a motion to adjourn the meeting at 9:29 p.m. and Mr. Walker seconded it. Upon a voice vote, the motion carried unanimously.

Respectfully submitted,

Leonard Bertoni  
Chairman

LB/sam