

**Pledge of Allegiance**

**Present:**

Present at the meeting: Zachary Kansler, Vice Chairman Bill Yant, Frank Muzika, John Bosetti, and Jayne Hoy. Also in attendance were Susan Reese Hartzell and Kevin White, members of the Traffic Impact Committee.

**Absent:** Ed Patrick, Bob Mitall, Tony Spadaro-Council Liaison

**Minutes:**

**Public Comment:**

**New Business: The Acres at Magnolia Farms, S-5-19, Sardis Road & Saltsburg Road, Thirteen Lot Subdivision**

Greg Korniodis of Triangle Engineering explained the location of the proposed subdivision and noted that both roads (Sardis and Saltsburg) have frontage to the Plan. He further advised that the property is zoned R-R and has approximately 45.34 acres. The Plan will contain 13 single-family lots, each containing a minimum of 1.5 acres; 3 lots will have direct access off of Route 286, with the other 10 being accessed from a single cul-de-sac located just north of the intersection with Harvest Road. All lots will have access to public utilities, as well as storm water detention system. The sanitary sewers will be collected in the plan and then taken to the existing sanitary sewer located on Harvest Drive. He said the lots will have individual sanitary lines to the main trunk line, but some will have common easements. Ms. Hoy asked if there were easements already on the subdivision for the sanitary lines. Mr. Korniodis noted on the drawing an easement along Sardis Road that goes up along the adjacent corner, behind the initial lots, up into the cul-de-sac, then brought down and collected into the main trunk line. A drawing was displayed and Mr. Korniodis further explained how the sanitary lines will run. Indicating an existing residence on the property, Ms. Hoy asked if the owners would be able to tap into the sewage system if they desired to do so. Mr. Korniodis said they would not; they would have to have an agreement with the developer and have a grinder pump. Ms. Hoy said she would like to see some kind of easement that, if the septic system on existing property would become unusable, it would at least have an easement to get to the main line. Other members on the Commission also felt that was a reasonable request. Mr. Korniodis said that a representative of the developer was in attendance and said that could be done. Mr. Muzika asked if there were any sight problems with the entrance on Rt. 286. Mr. Korniodis replied that any issues would be dealt with according to PennDOT requirements. Mr. Korniodis noted that the positioning of the homes on the lots (on the drawing) is approximate just to show the homes on the lots; the grading of the homes is subject to change as well, depending on the style of home and the owners' specifications.

Mr. Morrison asked how the sumps and the size of the lines in the easements would be determined. Mr. Korniodis said, at this point, they are approximate and once the developer's

agreement is done, the specifications would be finalized at that time. Mr. Morrison noted that there have been sewage sump issues with a development off Coal Road (Les Chateaux) and suggested that the sizing of sumps and lines be a condition. Mr. Yant asked if there will be a Homeowners' Association and was told that is being worked on at this point. Mr. Yant then asked if a path for the waterline has been determined. Mr. Korniodis said he doesn't believe that has been finalized and introduced Colleen Heeley to address that question. She said they have met with the Water Authority and have had some hydrant tests done from Harvest Drive, up Sardis Road, into an unnamed road in the Plan. They are working on easements between the back of lots 9 through 6 to have water go into the 3 lots on Saltsburg Road. They are working with the Water Authority and are in the process of designing that out; if it doesn't work, they will have wells on those lots. Mr. Morrison reminded the members that the developer will not be boring Sardis but will have to cut under the road. This matter will be brought back before the Commission at the July 16, 2019 meeting

### **Old Business:**

#### **1. Powers Subdivision, S-4-19, 4901 Logan Ferry Road, Two Lot Subdivision**

There was no representative present regarding this application. Mr. Morrison advised that staff suggests that the Planning Commission recommend that Council deny the subdivision. A review comment letter was sent to the applicant, with a follow-up email, with no response being received; the applicant will have to re-submit the application. Mr. Kansler moved that this application be forwarded to Council with the recommendation for denial. Ms. Hoy seconded. All present voted aye. Motion to recommend denial approved.

#### **2. Neuwirth Subdivion, S-3-19, 3440 School Road, Two Lot Subdivision**

There was no representative present. Mr. Morrison advised that he had spoken with Chairman Mitall based on receipt of an email from Red Swing, the applicant's representative; Mr. Mitall agreed with Red Swing's position that this is simple subdivision and it had to do with the language in the deed. There were no objections from Commission members to moving forward with the application as a minor subdivision.

#### **3. GetGo #3142, SP-2-19; CU-2-19, 4806 William Penn Highway, New Construction**

Attorney Bill Sittig, representing Giant Eagle for the proposed GetGo, explained that, after receiving feedback from the Commission and staff, a revised plan is being presented, which he believes to be a much-improved plan. The major changes are that the size of the convenience store has been shrunken and the number of pumps has been reduced from 8 to 6. With these changes, the site has a lot more room, which will affect the concerns regarding traffic. There has been a revised impact traffic study done, which PennDOT is reviewing. Because staff wanted to see the site cleaned up, the only thing on the exterior will be propane, which will be contained and not visible. The only signage on the building will be the GetGo signage; any sub-signs indicating and locating the usage within the convenience store have been eliminated. Mr. Sittig said that after the recommendations and changes that have been made, the goal, after tonight's meeting, is to have the Commission's recommendation to

Council. Mr. Yant said that, since it has been some time since this was before the Commission, he would like someone to walk them through the plan, specifically the traffic flow, as now recommended.

John Heyl showed a drawing of the original Plan with full access from the AutoZone lot, in and out from Route 22, full access on Old William Penn Highway, a 5,000 sf building and 8 pumps. The new Plan shows the entrance at the corner between the AutoZone lot, with a right in-right out only; the full access on Old William Penn has been adjusted (widened) for trucks; and right in-right out from William Penn Highway didn't change. He said the Municipality's traffic engineer recommended, as a third alternative to the driveway between AutoZone and the GetGo is to move the access back to the middle of the lot, with a right in-right out flow. Mr. Heyl said they believe that is a better suggestion, since the right in turn from Old William Penn in the corner is a tight turn; he is asking for the Commission's direction. With the reduction in square footage of the building and taking away 2 gas pumps, he believes there is adequate space for trucks to maneuver the lot. Mr. Yant asked Mr. Heyl to show how the gasoline tanker traffic will flow. Once he explained that, there was some confusion on fuel delivery and store delivery. Pat Avolio, who is with Giant Eagle, explained that there are 2 different directions: the fuel will be coming from the terminal which is past Delmont and heading back to that location; the predominant store delivery will be coming from Pittsburgh and heading back to Pittsburgh – thus there are two different traffic patterns shown. Mr. Yant asked if Murrysville's ordinance still requires a loading zone. Mr. Heyl pointed out the loading zone on the Plan.

Mr. Muzika asked about the fuel tank capacity. Mr. Avolio explained that there is a 20,000 gallon regular unleaded tank and one tank (split into two)-one of which holds 6,000 which is blended premium, the other holds 6,000 of auto diesel.

Mr. Heyl produced a revised rendering of the building and noted that there is only one sign on the building (the GetGo sign); there are no signs on the canopy or in the windows; the only outdoor storage is propane, which has to be outside.

Mr. Sittig then introduced Josh Haydo, the traffic engineer with David Wooster Associates, to explain the internal driveway configuration and to address Mr. Mudry's (Municipality's engineer) review. Mr. Sittig said the traffic engineers believe the proposed configuration is not the ideal scenario, and they are willing to take the Commission's direction to Council and would like the Commission members to have the benefit of reviewing the various options. He discussed the original plan for the driveway connecting the AutoZone and GetGo lots to be in the middle of the GetGo site but, because of parking and other concerns on the AutoZone site, the access was moved to the north end of the GetGo site and made it right-in/right-out only, which eliminates the conflict with the AutoZone traffic. Mr. Haydo said the Municipality's engineer said that the new design is acceptable and has recommended another alternative, which would be to move the entrance back to the middle of the site and make it right-in/right-out only. Mr. Haydo said his group is in agreement with the Municipality's traffic engineer on the alternative design if it is acceptable to the Commission. Mr. Kansler said his concern is if cars are turning in and all the gas stalls are full, but they don't want gas; therefore, they

will have to go around. With the entrance at the north end, it would be a clear shot to the building.

Mr. Muzika said he doesn't prefer the entrance at the top of the site because it's too tight of a turn coming into the area, especially if it was a pick-up truck with a trailer towing lawn mowers, etc., and he would like to see it in the middle of the site. Ms. Hoy asked if there was going to be a mountable curb in the middle because people would inevitably want to turn left out of the site; Mr. Haydo said there will be a mountable curb. Ms. Hoy and Mr. Yant both would prefer something other than the mountable curb. Ms. Hoy also said the top entrance is too tight and it should be moved back to the middle. Mr. Bossetti is also in favor of putting the entrance in the middle. Mr. Morrison asked for clarification as to the right-in/right-out island whether it is landscape or concrete. Ms. Hoy said she didn't have the landscape plan and thought it was concrete. Mr. Muzika said it's concrete. Mr. Yant said that, no matter what it is, it is going to have to have signage and asked for a rough estimate of the physical size of the island. Mr. Aviolo said it is approximately 20 x 20 (he didn't use the microphone but I believe that was his comment). Mr. Aviolo said they would be willing to put in a tree and shrubs. It was the general consensus of the members that moving the ingress/egress to the center of the site is preferred over having it at the north end.

Moving on to the landscaping plan, Mr. Heyl explained the trees and shrubs that will be planted around the perimeter of the site, and lower trees along the front of the building so they don't block the security cameras. Mr. Yant asked if the plantings conformed with Murrysville's list of non-invasive species; Mr. Heyl said they do. Ms. Hoy asked if there was outdoor seating and Mr. Heyl indicated 2 red umbrellas on the drawing which have a seating capacity of 8 people. Mr. Muzika asked if they have received all PennDOT approvals. Mr. Haydo explained that the initial traffic study was prepared in April and submitted to PennDOT; PennDOT's first round of comments has been addressed and a revised traffic study was conducted on June 14. There are no recommended impacts or mitigations relative to the revised study. Mr. Haydo said he expects a response from PennDOT with 30 days.

Ms. Hoy noted that, based on a letter sent to Mr. Morrison on June 17, it appears that most of the items have been resolved and asked Mr. Morrison if, in his opinion, there are any outstanding items. He replied that there were not – other than the PennDOT review. Mr. Yant asked if the NPDES permit has been approved. Mr. Heyl said it has been approved and issued. A copy will be provided to Mr. Morrison.

Joan Kearns of 4997 Longview Court, addressed the Commission with several concerns. She asked about the route for tractor-trailer deliveries, specifically whether the fuel trucks will be exiting onto Old Route 22 and proceeding all the way to Delmont or turning back onto Rt. 22 and heading to Delmont. She also inquired about the deliveries to the store that will be coming from Pittsburgh and asked where they will be entering Old Route 22. Mr. Yant said the diagrams provided to the Commission clearly show the trucks entering from Cline Hollow Road. Mrs. Kearns said she would like that in writing because the effort has always been to keep tractor-trailers off Old Route 22 as much as possible. Mr. Yant said that is the traffic pattern followed by AutoZone, Rite Aid and Giant Eagle trucks. Mrs. Kearns then asked about the lighting on the site because of several residential properties in the area. She said

prior discussions regarding the comprehensive plan revolved around the concern that industries fronting on Old William Penn should not have a negative impact on residential properties. Mr. Kansler read from the review comments that the lighting should not exceed .1 of a foot candle at the residential property line. Mrs. Kearns also had concerns about the exterior maintenance of the site and she wants to make sure that the Municipality is not creating an eyesore in a very critical area. Ms. Hoy said she also had similar concerns, especially about signs all around the building. She said that the plans satisfied her. Mr. Aviolo confirmed that no trucks will be making a left turn onto Old William Penn, but will be using Cline Hollow to get back to Delmont. A question was asked about how the car wash will function (i.e. touchless, etc.). Mr. Aviolo said it will be the same as GetGo's competitor on School Road South except for the elevation and it will be a mechanical car wash.

Since Mrs. Kearns asked about lighting, Mr. Yant asked to see the lighting diagram. The lights will be facing toward the site; the lights along Old William Penn Highway will be decorative lights.

Mr. Sittig said that he believes all issues have been addressed with PennDOT and staff, and he would hope that the Planning Commission is also comfortable that everything has been addressed.

Ms. Hoy recommended that the Commission move forward to Council for approval of GetGo, #3142, SP-2-19; CU-2-19, 4806 William Penn Highway, New Construction of a GetGo, along with a car wash. Mr. Muzica seconded. Mr. Kansler suggested that the motion include that the entrance/exit on the east side be relocated to the middle of the property; Ms. Hoy also said "with PennDOT approval"; Mr. Yant suggested right-in/right-out only. Mr. Sittig said that the plan shows a mountable curb; whereas the members want a non-mountable curb. Mr. Yant suggested that the new items brought forward at tonight's meeting be included as part of the approval. All present voted aye. Motion approved.

**Other Business:** Ms. Hoy asked if there is anything new in the pipeline. Mr. Morrison said the only thing to be resolved is the tap ban; there are nine entities involved that must get it past their bodies and it is hoped that it will be resolved in July. FTMSA should be responding to comments from DEP regarding the consent order and, if approved, it will go to the governing bodies in July. LLC, the developer for AutoZone, has an option on the Weyerhauser property for a mixed use development. The representative for Crown Realty, which owns the trucking garage/office space on Trafford Road, called Mr. Morrison to stay in touch; they are continuing to assemble properties. The Gatto and Baker properties have been acquired and they have inquired about the Foster property, the veterinarian property, and the Ed Little property. Work on the 84 Lumber property should be starting soon; Chipotle and the Milkshake Factory should be opening soon; Smartie Artie's will be getting outdoor seating; Restaurant in Murrysville will be located in the Jimmy John's plaza.

Mr. Yant noted possible problems with the short entrance into the GetGo site from Route 22. Mr. Bosetti asked why GetGo would want to put 4 stores within a 10 mile radius. Mr. Muzika had some comment, but was away from the microphone and could not be heard. He did say that it was a marketing thing. Ms. Hoy said she didn't think they would do it if the

money wasn't there. Mr. Yant said GetGo's representative noted at another meeting that he believes this Murrysville will get a lot of the west-bound traffic because people don't want to wait at the light to make the left turn to Sheetz.

**Adjournment:**

Ms. Hoy: Moved to adjourn at 8:16 p.m.

Mr. \_\_\_\_\_: Seconded

Motion Approved: 5-0