

MEETING MINUTES

Subject: Richland Township Transportation Impact Fee
Advisory Committee Public Hearing

Meeting Date/Time: December 15, 2008/7:00 p.m.

Meeting Location: Richland Township Municipal Building

Attendees:

Tim Gaichas	Impact Fee Advisory Committee
Joe Pillart	Impact Fee Advisory Committee
Jim McChesney	Impact Fee Advisory Committee
Diane Pontoriero	Impact Fee Advisory Committee
Dean Bastianini	Richland Township Manager
Bob Goetz	Trans Associates

Members of the audience: 10

Purpose: To inform and obtain public comment on proposed program revisions to the Transportation Capital Improvement Plan and adjustments to the assessment of Transportation Impact Fees.

The following items were discussed:

1. When the Transportation Impact Fee Ordinance was set up, there were a total of 15 projects on it. These projects were to mitigate existing deficiencies; deficiencies caused by pass-through traffic and deficiencies caused by new development traffic.
2. There are three projects that have been completed in the Township: a) traffic signal at Route 8 and Grandview Drive, b) traffic signal at Route 910 and McIntyre/ Turner Road, and c) traffic signal at Bakerstown Road and Meridian Road. Of the three, only the signal at Bakerstown and Meridian had impact fees in the amount of \$57,881 paid by Pine Richland School District.
3. The Route 8 and Route 910 project is partially complete. The left turn lanes did get installed. The left turn lanes on Route 910 at Community Center Drive and a traffic signal at Community Center Drive are not completed yet. An eastbound right turn lane on Route 910 at Route 8 also needs to be installed. Further analysis has shown that a westbound right turn lane at this location is not needed. This project was paid in full by the developer of the Grandview Crossings Shopping Center. PennDOT had paid to replace the deck of the bridge on Route 910. No impact fees were expended on the project, but the approximate cost is about \$1 million.

4. The project for the extension of E. Ewalt Road to Applewood Drive in Orchard Park is being proposed to be dropped off of the Capital Improvements Plan. It has to be replaced to the point where it has to satisfy or mitigate a deficiency. What is being proposed is a left turn restriction at Applewood Drive and Route 8 in lieu of this project.
5. The last project discussed was Route 8 and Ewalt Road. This project is the widening of Route 8 and Ewalt Road to provide left turn lanes on Route 8. The design has been completed on this project and PennDOT has accepted it. During the design phase PennDOT required some changes, one of which includes a mountable median on Route 8 in lieu of just pavement markings. They also require either closing off the northern end of Cook Road with the median or providing a left turning lane to get into Cook Road. Ultimately the decision was to create a left turn lane and keep Cook Road open. This resulted in the project taking longer and the cost going up from an estimated \$1.6 to about \$2.4 million.

The revisions to the Capital Improvement Plan results in changes in the costs as follows:

The project at Route 8, Route 910 and Community Center Drive has been partially completed and funded so the project cost went down. It was approximately a \$4.5 – \$5 million project and it is now down to about \$1.5 million; however, the amount to be funded with impact fees remains the same.

The Route 8 and Applewood project is a replacement project for the extension of Ewalt Road and this is of minimal cost.

Left turn prohibition at Heckert Road is being moved up to next year (2009).

Route 8 and Ewalt Road construction startup has been bumped back to 2009. The project cost went up to \$2.4 million and the impact fee funding went up from \$772,541 to \$1,321,564.

What this amounts to is an increase in the impact fees needed in Transportation Service Area South that the Route 8 and Ewalt Road project is in. The amount needed in the impact fee fund in this district increases to \$3,311,798 and the impact fee in this particular district is proposed to be increased from \$1,250 per PM peak hour trip to \$1,684.

The Township solicitor has drafted the revised Transportation Impact Fee ordinance and the sections that would change. One change is that the Impact Fee Advisory Committee could now meet on an annual basis versus bi-annual.

At this time, questions from the audience were taken.

Ms. Nancy Sudo, 1723 Sturbridge Drive, Sewickley, PA 15143, asked if the items currently under review by the Planning Commission will be exempt from the changes in the Transportation Impact Fee. Mr. Bastianini said no, since it is scheduled for adoption at the January 5, 2009 Board of Supervisors meeting, the new fee will be set at the time of preliminary land development approved by the Board of Supervisors.

Ms. Annette Robinson, 108 Applewood Drive, Gibsonia, PA 15044, president of the Orchard Park Neighborhood Association, said she wanted to thank the Transportation Impact Fee Advisory Committee for acting on their request two years ago to consider alternatives to extending E. Ewalt Road to Applewood Drive. She does have concerns about the alternative that was chosen and had a question. She was wondering will the turn restriction go into effect after the improvements are made at Community Center Drive and Route 910. Mr. Goetz said the Community Center and Route 910 project is being proposed for as late as 2012, and the Township is proposing to do the turn restriction at Applewood sometime in 2009. Ms. Robinson had one final comment and that was to request that the Orchard Park Neighborhood Association be invited to any future discussion about Route 8 and Applewood Drive intersection. She referenced a specific meeting held with Senator Jane Orie, PennDOT, members of the School Board, Township officials and transportation people. She said it would have been nice if members of the committee that circulated the petition against the extension of Ewalt to Applewood would have been invited. Mr. Bastianini stated that those meetings were not his meetings and they were invited by Senator Orie. If she would like to be invited, she would have to make this request directly to Senator Orie.

This concluded the public meeting on the Transportation Impact Fee Advisory Committee's information with the amended Transportation Capital Improvements Plan as well as the updated ordinance.

**RICHLAND TOWNSHIP
PLANNING COMMISSION MEETING MINUTES
MONDAY, DECEMBER 15, 2008**

MEMBERS

Tim Gaichas – Chairman
Joseph Pillart – Vice Chairman
Bob Goetz
Jim McChesney
Diane Pontoriero – Secretary

OTHERS PRESENT

Jeff Walzer – Building & Code Enforce. Officer
Suzanne Owens – Recording Secretary

The meeting of the Planning Commission was called to order by Mr. Gaichas on December 15, 2008 at 7:30 p.m. There were ten people in the audience.

Ms. Pontoriero made a motion to approve minutes, with the one typographical error on page five, from the Planning Commission Meeting of November 17, 2008. The motion was seconded by Mr. McChesney and approved by all.

CORRESPONDENCE

None.

UNFINISHED BUSINESS

Max F. Rosarius – New Garage Structure – Consideration of preliminary and final land development plans for the construction of a masonry truck garage on property situate at Kramer and North Pioneer Roads. Zoning District “M” Light Industry Manufacturing, Lot & Block No. 1355-A-181. Revised plans dated November 23, 2008. Deemed approval date has been waived by applicant.

Mr. Anthony Dorsch, architect working for Max Rosarius, presented the revised plans and also provided a revised landscape plan. The following comments contained in Mr. Scott Shoup’s review letter dated December 9, 2008 were discussed:

Item 1 – Does building façade comply with Code Section 27-505.C(5)(d) – Mr. Dorsch went over the façade colors and the offsets of the split face block to the smooth face block. The color banding will continue all the way around on all four sides of the building.

Item 2 – Buffer yards and landscaping – Mr. Dorsch presented an updated landscape plan and a letter dated December 11, 2009 regarding the required number of trees. Mr. Gaichas stated that with these two items, comments A, B, C and D have been covered. Mr. Dorsch said comment E regarding the financial security for the landscaping for a 5-year period has been discussed with his client and he is prepared to do this.

Item 3 – Code Section 27-901.D(2) regarding the public roads adjacent to loading areas that shouldn't be used for maneuvering of trucks – The following two comments were placed on the record: Mr. Dorsch stated that this is not an issue and Mr. Walzer commented that this is a private road.

General Comments:

Mr. Gaichas commented regarding the location of the building on the site, even though Mr. Shoup did not mention it in his December 9, 2008 letter. He asked if the building has indeed been moved on the site to accommodate the truck loading. Mr. Dorsch said yes and Mr. Goetz confirmed that the 12' x 35' loading berth is on the property.

Mr. Gaichas questioned if the ADA parking spaces are the proper sizes. Mr. Goetz said it appeared to be fine. The only comment he had was there needs to be handicapped signs to make them legal. Mr. Dorsch said it will be taken care of. Mr. Dorsch asked if the sign could be placed on the building wall. Mr. Goetz said all ADA says is that you need a sign near the space. He suggested putting two signs up – one on the building and one in the planted island.

Mr. Gaichas wanted to make certain Mr. Dorsch was aware of the Transportation Impact Fee of \$3,750.

Ms. Pontoriero made a motion to grant preliminary and final land development approval for the construction of a masonry truck garage on property situate at Kramer and North Pioneer Roads with the following conditions:

- 1) Approval of the façade material of split faced block, banding and the colors presented on all four sides of the elevation.
- 2) The handicapped signage is addressed at the proper time.
- 3) Transportation Impact Fee of \$3,750.
- 4) Present the landscaping bond at the proper time.

The motion was seconded by Mr. Pillart and approved by all.

NEW BUSINESS

Anthony Crankovic – Custard Crossing Restaurant – Consideration of preliminary land development plans for the construction of a restaurant on property situate at 3771 Gibsonia Road. Zoning District "CM" Commerce/Industry, Lot & Block No. 1663-R-110. Revised plans dated November 24, 2008. Deemed approval date has been waived by applicant.

Mr. Gaichas asked Mr. Anthony Crankovic if he submitted to Mr. Shoup his comments and responses to the engineering letter dated November 10, 2008 and Mr. Crankovic said yes. The following items from this letter were discussed:

Highway Occupancy Permit from PennDOT – Mr. Crankovic stated this is in process; he spoke with Bill Lester and said they have approximately another 50 days. He also stated he has met separately with Mr. Goetz on the issue of traffic. Setbacks – A. Rear yard setback has been corrected to show 100 feet, B. Proposed front yard setback has been corrected to show 50 feet, C. Proposed side yard setback has been corrected to show 20 feet, D. Proposed rear yard is 100 feet, and E. Table has been updated showing proposed building coverage.

Parking spaces – A. Parking spaces have been correctly updated on the plans, B. Aisle width has been corrected, C. ADA handicapped stalls have been correctly dimensioned and shown, and D. The loading space is correctly shown and dimensioned.

Cross section detail – A typical cross section is shown on the site plan.

“Do Not Enter” and “Stop” signs – Signs have been added to the site plan.

Mechanical equipment, wall surfaces and facade – Mr. Crankovic stated that according to the photo that was submitted of the Mars Train Station, he changed the knee wall from two feet to three feet so there is no concern that this would completely hide the mechanicals. Mr. Crankovic stated he has found a stucco expert that can add foam profiles to mimic the wood siding, window frames and wainscoting look of the Mars Train Station. The paint scheme will also mimic the Mars Train Station. The modular building’s cloth canopy will be scrapped in favor of a decorative front porch and partial roof overhang on both sides of the building. A three foot parapet or knee wall will be constructed along the top, front and side walls of the existing modular building to support the porch and roof overhangs which will baffle noise upward and hide the mechanical equipment. The only change from the submitted photo is the top porch brackets will be “V” shaped rather than rounded like the Mars Train Station. The windows are primarily in the front, with two drive up side windows. On the train track side, which is visible to the road, he is planning to frame in two opaque windows. Mr. Gaichas stated that the mechanicals need to be hidden from sight as well as sound. He suggested taking the knee wall all the way around the building so that it stops the mechanical sound from being thrown back to the residential neighborhood. The height of the drive through area will be at least 9’ 7” and there will be a sign stating the height.

Light fixtures – Catalogue cuts were provided but Mr. Gaichas asked about the period style lighting. He explained that the goose neck light can be used as long as the bulb is not exposed and the correct wattage is used; however, the light fixture in the photo in the front of the building cannot be used as shown – it must be fully cutoff.

Dumpster – the height of the screening of the dumpster enclosure will be 6 feet high. Mr. Crankovic does not know what type of material will be used. Mr. Gaichas stated that details on what it will be made of, the colors, the fact that it needs to be surrounded on all four sides, etc. needs to be depicted on the plans.

Spot elevations – The information provided on the Existing Conditions Plan is current and was done after Territ and Associates did their survey. The modular building will be on virgin ground – part of the parking lot will be on fill. Mr. Crankovic also stated that there is no need for a retaining wall.

Financial security for landscaping – Mr. Gaichas explained to Mr. Crankovic this means any landscaping put in as a result of the site plan, he is responsible for the next five years, and the cost of replacement of anything that would die or fail has to be paid to the Township for that period of time. Mr. Walzer said this could be a bond, an escrow account or a letter of credit.

The items (some of which have previously been discussed and addressed) in Mr. Shoup's comment letter dated December 9, 2008 were discussed as follows:

Item 1 – Highway Occupancy Permit – previously discussed.

Item 2 – Setbacks – previously discussed.

Item 3 – “Do Not Enter” sign – Mr. Goetz suggested to put two signs in, one on each side.

Item 4 – Mechanicals – The screening/covering along with the height was previously discussed. The false parapet will be created and carried along all four sides. The mechanicals on the roof top will be three feet or less in height and completely obscured. Mr. Gaichas suggested Mr. Crankovic have a foot note on the plan stating that the parapet will go around all four sides and the mechanicals will not exceed the height of the parapet.

Item 5 – Wall surface material to be stucco – previously discussed.

Item 6 – Building façade – previously discussed.

Item 7 – Code Section 27-508 – Mr. Gaichas suggested Mr. Crankovic supply a narrative or document which states and identifies each item one by one and whether it is a non issue or an issue that will be dealt with and how.

Item 8 – Lighting – Lights must be full cut off fixtures and supply cut sheets.

Item 9 – Bioretention facility – Mr. McChesney clarified that on the drawing it shows the roof leader discharging down into the stone. Mr. Shoup wants it to discharge on top of the ponding area so it sifts down through the soil into the gravel. Mr. Crankovic had a new drawing from his engineer that showed it had been corrected.

Item 10 – previously discussed.

Mr. Gaichas asked if Mr. Crankovic had the Transportation Impact Fee document, he said yes but he wanted to discuss this further. Currently the TIF is \$11,250 but Mr. Goetz said it will change. The Municipality Planning Code states that the fee is set upon the preliminary land development approval. Even if Mr. Crankovic received preliminary approval from the Planning Commission, it still needs to go to the Board of Supervisors and that meeting will be after the new fee is adopted. Mr. Crankovic presented information on a car count study of a similar building that falls into the same category as his Custard Crossing Restaurant. He also stated that he had drawings prepared and at the eleventh hour he was contacted by Mr. Goetz that he had to move everything back 25 feet because the geographical survey information was not accurate. This cost him an additional \$2,500 to get the drawings revised. Mr. Crankovic did not feel this was justified and he wanted to make a motion that this amount be deducted from his impact fee. Mr. Gaichas said unfortunately there is nothing that can be done about this situation. It was noted that per the ordinance Mr. Crankovic can do another study within 18 months of date of the certificate of occupancy and present that information to see if he would be entitled to a refund.

General Comments:

Mr. Gaichas suggested Mr. Crankovic be certain to bring in plans for everyone on the Planning Commission. It makes it much easier for everyone to review their own set of plans.

Mr. Goetz mentioned that the front yard setback is inconsistent between some of the sheets and should be corrected.

Mr. Walzer mentioned that due to Martin Luther King Day, the next Planning Commission meeting is scheduled for January 12, 2009. Therefore, Mr. Crankovic needs to have plans submitted to Mr. Shoup as soon as possible for review and also to the Township.

Ms. Pontoriero made a motion to table the preliminary land development plans for the construction of a restaurant on property situate at 3771 Gibsonia Road. The motion was seconded by Mr. Pillart and approved by all.

Helen Stacharzewski – Stack Plan of Lots – Lot Line Revision – Consideration of a two lot subdivision for purpose of a lot line revision for the property situate at 3812 Shepard Road. Zoning District “RL” Low Intensity Residential District, Lot & Block No. 1664-R-325. Plans dated November 2008. Deemed approval date of March 14, 2009.

Mr. James Stack, son of Helen Stacharzewski, presented the plan for a two lot subdivision for the purpose of a lot line revision. They are seeking a change in the two lots within the single property. The original property was purchased in 1951 and has an east/west dividing line. He would like to change property line so it goes north/south.

The revised property line location would be where there is a naturally occurring valley that runs from the north towards the south. The second lot that would be vacant at this time is basically a level lot. The house, shed and sewage system for the existing house are all within Lot No. 1. They are looking to subdivide this for sale for a potential second single family dwelling on Lot No. 2.

Mr. Gaichas stated that according to Mr. Scott Shoup's November 24, 2008 review letter, the plan conforms to the applicable sections of the Richland Township code and there are no outstanding issues from the engineering perspective.

Mr. McChesney made a motion to grant preliminary and final approval to the two lot subdivision for the property situate at 3812 Shepard Road, Lot & Block No. 1664-R-325. The motion was seconded by Ms. Pontoriero and approved by all.

OTHER BUSINESS

Reminder – the January 2009 meeting will be held on the second Monday of the month due to a conflict with the Martin Luther King Holiday. The date of the meeting will be January 12, 2009.

It was noted that Mr. Bob Goetz term as a member of the Planning Commission expires December 31, 2008. Mr. Gaichas suggested, based on his exemplary service to the Township and his very necessary and needed skills as an engineer and long time member of the Planning Commission, Mr. Goetz be reappointed to the commission. Mr. McChesney made a motion to reappoint Bob Goetz to the Planning Commission board. The motion was seconded by Ms. Pontoriero and approved by all.

The Planning Commission wanted to thank the Board of Supervisors for the gift certificates.

There being no further business, the meeting was adjourned at 8:50 p.m.

Approved by,

Respectfully submitted,

Tim Gaichas, Chairman

Suzanne Owens, Recording Secretary

sro/

cc: Richland Township Board of Supervisors
Zoning Hearing Board