

Agenda

**Township of Wilkins
Planning Commission Meeting
May 17, 2023**

Join Zoom Meeting

<https://us02web.zoom.us/j/81424890110>

1. Call to Order
2. Public Comments
3. Approval of the minutes of the Planning Commission meeting of April 19, 2023.
4. Modwash Expansion – 3474 William Penn Highway
5. Review of application for GTRP Funding - Basketball court renovations – Eastmont park.
6. Next meeting date: June 17, 2023
7. Adjournment

TOWNSHIP OF WILKINS PLANNING COMMISSION MEETING

April 19, 2023

The Planning Commission meeting was brought to order by Ms. Greco at 7:00 p.m. The purpose of the meeting was to approve the minutes of the February 15, 2023 meeting, review the first submission made by Benderson Commercial Retail Development of 3475 William Penn Highway and review the first submission made by ModWash for 3474 William Penn Highway.

The following members were present: Mr. Mark Wolfgang, Dr. Donald Hoffman (via Zoom), Mr. Rodrick Campbell, Mr. Richard DeRiso and Ms. Erin Greco.

Also in attendance: Rebecca Vargo, Township Manager, John Rushford, Solicitor, and Robert Arnold, Engineer.

On behalf of the Applicant Benderson Development: Mr. James Boglioli, Benderson Development, 570 Delaware Avenue, Buffalo, New York, 14202 (via Zoom) and Mr. Jake Weiland, P.E., Senior Project Manager with the Red Swing Group, 4314 Old William Penn Highway, Suite 101, Monroeville, PA 15146.

On behalf of the Applicant Modwash: Mr. Garret Varner, EIT, Morris Knowles & Associates, Inc., 443 Athena Drive, Delmont, PA 15626.

The following items were presented:

- 1) Wilkins Township Planning Commission Meeting Minutes of February 15, 2023.
- 2) Benderson Commercial Retail Development – 3475 William Penn Highway
 - a. Correspondence dated March 14, 2023 from James Boglioli, Benderson Development Company, LLC describing the proposed Land Development Application for 3475 William Penn Highway and enclosing required documents for the Planning Commission review process.
 - b. Township Development Application received March 17, 2023.
 - c. Deed for Lot/Block 542-C-250 and 542-C-250-A, 3475 William Penn Highway
 - d. Benderson Development Retail Shells – exterior elevations for proposed building 1 and 2 dated March 7, 2023.
 - e. Chick-Fil-A prototypical elevation plans (Sheet X-900)
 - f. Benderson Development Commercial Retail Plans as of March 13, 2023
 - i. Sheet No. C100 – Title Sheet
 - ii. Sheet No. C101 – General Notes
 - iii. Sheet No. C102 – Existing Conditions
 - iv. Sheet No. C103 – Demolition Plan
 - v. Sheet No. C200 – Site Plan
 - vi. Sheet No. C201 – Parking Tabulation Plan
 - vii. Sheet No. C202 – Fire Truck Routing Plan
 - viii. Sheet No. C203 – Delivery Truck Routing Plan
 - ix. Sheet No. C250 – Site Details (1 of 2)
 - x. Sheet No. C251 – Site Details (2 of 2)
 - xi. Sheet No. C300 – Grading Plan

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- xii. Sheet No. C400 – Post Construction Stormwater Management Plan (PCSM)
 - xiii. Sheet No. C450 – PCSM Details (1 of 4)
 - xiv. Sheet No. C451 – PCSM Details (2 of 4)
 - xv. Sheet No. C452 – PCSM Details (3 of 4)
 - xvi. Sheet No. C453 – PCSM Details (4 of 4)
 - xvii. Sheet No. C500 – Utility Plan
 - xviii. Sheet No. C550 – Utility Details
 - xix. Sheet No. C600 – Erosion and Sedimentation Control Plan
 - xx. Sheet No. C650 – Erosion and Sedimentation Control Notes
 - xxi. Sheet No. C651 – Erosion and Sedimentation Control Details
 - xxii. Sheet No. C652 – Erosion and Sedimentation Control Details
 - xxiii. Sheet No. C700 – Lighting Plan
 - xxiv. Sheet No. C750 – Lighting Details
 - xxv. Sheet No. C800 – Landscape Plan
 - xxvi. Sheet No. C850 – Landscape Details
 - g. Benderson Development – Commercial Retail Post-Construction Stormwater Management Report dated March 2023 prepared by Red Swing Group, 4314 Old William Penn Highway, Suite 101 Monroeville, PA 15146.
 - h. Geotechnical Investigation prepared by ACA Engineering, Inc., 40 Western Avenue, Pittsburgh, PA 15202-1708 dated November 24, 2010
 - i. Barron & Associates, P.C., 10440 Main Street, Clarence, New York, 14031 report presenting the findings of the subsurface investigation program and geotechnical engineering recommendations for 3475 William Penn Highway, dated March 31, 2014.
 - j. Crash Analysis SR 2048 (William Penn Highway) Segment 0300/Offset 0800 through Segment 0050/Offset 0000; Segment 0031/Offset 0910 through Segment 0051/Offset 0000 dated March 28, 2023 prepared by Traffic Planning and Design, Inc.
 - k. Traffic Impact Study for 3475 William Penn Highway Retail Development, prepared by Traffic Planning and Design, Inc., March 28, 2023.
 - l. Copies of accident reports provided by Chief Randy Lamb for accidents at Pep Boys / Home Depot from 2017 through 2022.
 - m. Letter dated March 20, 2023 from Rebecca Vargo to William McClain, Allegheny County Economic Development, Planning Division requesting review and recommendation of the proposed Benderson Commercial Retail Development.
 - n. Letter Dated March 21, 2023 from Rebecca Vargo to Robert L. Arnold, P.E., HRG, Inc., requesting review and comment on the proposed Benderson Commercial Retail Development.
 - o. Correspondence dated April 13, 2023 from Robert L. Arnold, P.E., HRG, Inc., providing comments on the Benderson Development
 - p. Correspondence dated April 19, 2023 from Matthew Trepal, AICP Manager, Planning Division, providing comments and recommendations on the Benderson Development – Commercial Retail.
- 3) Modwash Expansion – 3474 William Penn Highway

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- a. Correspondence from Mark Zimmerman, P.E., Morris Knowles & Associates, dated April 6, 2023 enclosing the Modwash Expansion Plan.
- b. Township Development Application dated 4/5/23
- c. Deed for 3474 William Penn Highway (Modwash) – Lot/Block No. 542-F-130
- d. Deed for 3480 William Penn Highway (Auto Zone) – Lot/Block No.'s: 542-F-138 and 542-G-060.
- e. (Reverse) Subdivision plan, showing the subdivision of 2,590 square feet of land from Lot/Block No.'s 542-F-138 and 542-G-060 (collectively Lot 13) and the addition of the same square footage to Lot/Block No. 542-F-130, dated March 31, 2023.
- f. Land development plan dated April 2023
 - i. Sheet No. C000 – Title Sheet
 - ii. Sheet No. C100 – Existing Conditions/Demolition plan
 - iii. Sheet No. C200 – Site Plan
 - iv. Sheet No. C300 – Grading Plan
 - v. Sheet No. C500 – PCSM / Landscape Plan
 - vi. Sheet No. C600 – General Details
 - vii. Sheet No. C700 – Erosion and Sedimentation Control Title Sheet
 - viii. Sheet No. C701 – Erosion and Sedimentation Control Plan
 - ix. Sheet No. C702 – Erosion and Sedimentation Control Details
- g. Post Construction Stormwater Management Report dated April 2023
- h. Correspondence to William McClain, Allegheny County Economic Development, Planning Division from Rebecca Vargo, dated April 10, 2023, seeking recommendations on the proposed Modwash Expansion
- i. Correspondence to Robert L. Arnold, P.E., HRG, Inc., dated April 10, 2023, seeking comments on the proposed Modwash Expansion
- j. Correspondence from Robert L. Arnold, P.E., HRG, Inc., dated April 19, 2023 providing comments on the expansion plan.

There were no public comments.

APPROVAL OF MINUTES:

The minutes of the Planning Commission meeting of February 15, 2023 were presented for approval. It was **MOVED WOLFGANG – HOFFMAN** to approve the minutes of the regular meeting of the Planning Commission of February 15, 2023. All in favor and so ordered.

BENDERSON DEVELOPMENT – COMMERCIAL RETAIL:

Mr. James Boglioli presented the plan of development to the Planning Commission. The property is located on the north side of William Penn Highway. There is currently a Pep Boys on the site. It was previously improved by another large retail building (Circuit City) that was demolished some 10 or 11 years ago. It has a single driveway, controlled by a traffic signal. There is a parking lot in the back of Pep Boys and the residual pavement/parking area that remains from the former use.

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Benderson proposes to redevelop the front of the site. The current proposal includes the construction of a 17,745 square foot commercial building in the back (left) corner of the site. The structure is proposed to contain two drive-thru tenants. Benderson has a signed tenant for one of the two restaurants showing a drive thru lane. The proposal includes patios for outdoor eating in the front of the proposed restaurants. In addition, the site proposes a 4,997 fast food restaurant with a drive thru (Chick-fil-A). There is a Chase ATM proposed for the front of the site. The plan also shows an additional right-in access from William Penn Highway, east of the existing driveway and signal. The developer has had an initial meeting with PennDot to determine the feasibility of the right-in lane. The project is not dependent upon the right-in only lane. The redevelopment will also feature new parking pavement, greenspace, lighting and drainage.

Mr. Boglioli next reviewed the comments received from Matthew Trepal, Manager for Allegheny County Planning, as follows:

1. Parcel ID#s 542-C-250 and 542-C-250-A are zoned C-Commercial and abut a residential district. Per §450-13(F) of the Township Zoning Ordinance, the minimum side or rear yard abutting any lot in any residential district is 20 feet for off-street parking spaces and access drives for nonresidential uses. The lot information table notes that 13.5 feet is provided and 13.5 feet is called out with an asterisk. This notation should be explained on the plan. Is 13.5 feet the side or rear yard distance for the Pep Boy's parking lot or is it the side or rear yard for the proposed development? Has the applicant requested a variance? **Mr. Boglioli stated that this is an existing condition, located behind Pep Boy's. It is not being changed by this project. It appears that a variance was granted in February of 1997, Case #1-97 for that setback. No further variance should be necessary.**
2. The minimum separation distance of any vehicular entrance or exit from a residential lot line is 250 feet. However, per the lot information table, the plan only provides for approximately 15 feet of distance from the drive-thru entrance. How was this figure calculated? The 115-foot measurement appears to correspond to the exit for the proposed retail building drive-thru. **Mr. Boglioli stated that this seems like an odd request, claiming that the developer provide 250' from the drive thru to the residential lot line, instead of the entrance to the project to the residential lot line. If that is the case, they will need a variance and they will have to determine where that would be measured from.**
3. A curb cut is proposed from the site into the westbound lane of William Penn Highway, SR 22. William Penn Highway is a state route, and a state HOP will be required. **Noted and in progress.**
4. On the landscape plan euonymus alatus, also known as burning bush and winged euonymus, has been identified in the planting schedule. Euonymus alatus is recognized by the Pennsylvania Department of Conservation and Natural Resources (DCNR) as an invasive plant species. Because winged euonymus spreads easily and outcompetes native species, this plant should be avoided. We recommend that the applicant select a native shrub instead. **They will make that change.**

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5. A Pittsburgh Regional Transit (PRT) bus stop is located at the main entrance to the development. The bus stop is located on an uninviting grassy strip with no pedestrian connections from the bus stop to the development. We recommend that the applicant make improvements to the bus stop to enhance transit user and pedestrian safety. **Mr. Boglioli stated that they will take a look at that.**

Mr. Boglioli also shared the exterior elevation drawings with the Planning Commission. He stated that Chipotle has signed a lease for one of the drive thru spaces and they are talking to two other tenants for that building right now. The Planning Commission was also provided with the drawings for Chick-Fil-A.

The Planning Commission next asked Mr. Arnold to go through his comments on the plan. He stated that they will also have some verbal comments. A lot of the comments in this review are typical to the first review of a plan.

Comments related to the submission:

1. Tract boundaries with bearings and distances should be included in the plan set [385-16.B(6)].
2. Please provide evidence to the Board of Commissioners that the land development is to be supplied by a certified public utility for water supply [385-16.B(25)].
3. Front yard setback is shown on the plan; however, the side and rear yard setbacks are missing.
4. The retail elevation sheet does not show the proposed height of the building. Please provide the maximum height to ensure it does not exceed the allowable maximum height of 35 feet.
5. Minimum side/rear yard abutting any lot in any R district for off-street parking spaces and access drives for nonresidential is 30 feet. The chart on the site plan shows 13.5 feet being provided. **This comment was addressed earlier. There is a variance from 1997 that provides the relief required to permit these parking spaces to be within the required setback.**
6. The parking tabulation for restaurants states that one space is required for every 50 square feet of public floor space plus one for every 3 outdoor seats, plus 1 for every employee working on the largest shift. Please provide a breakdown of how 60 spaces is the required amount. Estimates of the employee count on largest shift and number of outdoor seating area will help determine the correct number of spaces.
7. A statement of the approvals and permits that will be required for the proposed development from the County and Commonwealth should be on the plans [385-16.B(33)].
8. A copy of the sewage planning module for land development approval by PA DEP [385-17B(23)]. Right now, the property is serviced by a privately owned sewage pump station that pumps sewage up to Hart Drive. The developer needs to determine when and if to use that pump station. That is a significant outstanding issue.

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9. The final plan shall have all storm drainage and sanitary sewer easements shown [385-17.I].
10. The final plan shall be accompanied by an updated approval of the highway occupancy permit by PennDOT [385-17.K].
11. Please submit a full Traffic Impact Study for HRG to review. Further comments are expected once received. Verbally, the right turn in is not Mr. Arnold's favorite. If that turn is permitted, then the Planning Commission will need to see how that lines up with the proposed parking aisles on the plan. It is yet to be determined whether or not there will be a deceleration lane.
12. Streets shall be provided with sidewalks.
13. For all commercial and industrial subdivisions or land developments, a landscaping plan shall be provided and shall include sufficient plantings for the required open space, planting strips, screenings, formal gardens, shade trees and natural barriers [385-28.F].
14. Please see buffer yard planting requirements in 450, Zoning [385-28.F].
15. An approved E&S plan shall be submitted to the township once issued by Allegheny County Conservation District.
16. Public sewer system. When the subdivision or land development is to be provided with a complete sanitary sewer system connected to a public sanitary sewer system, a statement of approval from the engineer of the sewerage system to which it will be connected shall be submitted to the Board of Commissioners. Where required, DEP planning module approval shall also be obtained for the final plan approval [385-35].
17. Provision of system. The subdivision or land development shall be provided with a complete water supply system which shall be connected to a municipal water supply or with a community water supply approved by the engineer of the applicable water utility company and the Pennsylvania Department of Environmental Protection with satisfactory provision for the maintenance thereof [385-36].
18. Easements for utilities shall be a minimum of 15 feet [385-38A].
19. Shade trees shall be provided as specified in 385-28E of the SALDO.
20. Sidewalks shall be required within the public right-of-way for all properties abutting arterial streets in the C Commercial District upon the transfer of ownership of property, the new development of property, a subdivision or reverse subdivision of property, or a major renovation of infrastructure located on the property. All sidewalks shall be installed in accordance with the design standards of Chapter 379, Streets and Sidewalks [450-27]. An "in-lieu-of action" may need to be requested for sidewalks along SR 22 [379-39]. Mr. Arnold stated that from previous submission on this site, the recommendation has been to pay toward a sidewalk on the Home Depot side of the street.
21. In the PCSM report, the "Post development of drainage area calculations with BMP" and "2 Year chamber system hydrograph" show different values for volume routed to the BMP (inflow area, inflow, outflow, discarded). See pages 103 & 202 of the PCSM report. The "2 Year chamber" values appear to match the DEP Spreadsheet. Verify that values match across all documents.

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Supplemental Information to be provided prior to recording of the Stormwater Management Site Plan [374]:

- Signed and executed Operations and Maintenance Agreement.
- Signed and executed easements for all on-site and off-site work.

Outstanding items to be provided to the Township upon Completion and/or During Final Land Development Application:

- Sewage Planning Module approved by DEP
- Approved NPDES permit by ACCD

Mr. Wolfgang asked whether there was a survey for the site that could be submitted. Mr. Weiland stated that there is a survey from a previous development attempt. Mr. Wolfgang reiterated that the Planning Commission needs to know what the height of the proposed structures is so that they confirm that they meet the requirements of the ordinance. He also questioned whether they were proposing any new signage. Mr. Boglioli responded that he believed that they were going to reuse the existing sign, but he will provide that information the next time they are before the board.

Mr. Wolfgang requested that the building materials on the elevation plans be specified (yes); questioned whether the Fire Marshal had reviewed the plan to determine whether or not the existing fire hydrant was adequate (in process); and questioned the lighting package. Mr. Wolfgang stated that the lighting photometrics include a picture, but it is a wall-pack, as they call it. The information is just a general catalogue page. The plans do not specify what was actually picked out of that catalogue. Even more importantly, the pole lights are listed as LED flood. There's no photometric information. He is concerned about the elevation of the lights and whether they will be at the same elevation as the residential homes on Hart. He is looking for some type of cutoff. Mr. Boglioli stated that he will provide the cutsheet for the cutoffs of the pole lights. They are a shoe box fixture which are used at all of Benderson's shopping centers.

Mr. Wolfgang stated that this site has had issues with subsidence. The Circuit City building was condemned because of this issue. The firefighters avoid driving firetrucks on certain parts of the site because of an existing culvert. He does have reservations. He would like to know if there is going to be anything done to mitigate this. Mr. Boglioli stated that a full geotechnical study was performed on the site. Part of this site was an old dump. That was in the area of the former Circuit City. The geotechnical engineer recommended that the buildings be located on the most stable area, where shallow foundations are still recommended. Mr. Boglioli stated that the fill material that was under the Circuit City site slid down the hillside. That is why they are staying away from it.

Mrs. Vargo stated that there are two geotechnical reports that were provided to the members of the Planning Commission electronically. One is from 2010 and the other is from 2014. Both reports included a number of core samples and both reports said similar things about the site. The further towards Pep Boys that the building takes place, the better

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off it is. As the core borings go toward the Union Railroad, the worse the soil is. There are recommendations in both reports for how the structure should be built. Mr. Arnold recommended that the developer include recommendations for the foundations for the buildings in the next submission.

Mr. Wolfgang stated that there needs to be a landing pad at the bus stop. Mrs. Vargo provided details about the plans from the previous submissions that included an escrow payment for the sidewalk to be placed at Home Depot, as well as the construction of a landing pad for the existing bus stop.

Ms. Greco questioned if the traffic is coming in the main entrance by Pep Boys, is there going to be any type of crosswalk in front of the new retail buildings? Mr. Boglioli stated that they will add crosswalks to the front of the new building. Ms. Greco also questioned the way that the drive thru lanes will work. Mr. Boglioli stated that the driveway on the left is not a typical drive thru, but just a driveway where customers, who have preordered, have the opportunity to just stop and pickup their order.

Mr. DeRiso stated that his only experience with Chick-Fil-A is the one at Miracle Mile and they que people all the way back to the main road in front of the stores. He sees that there are three lanes that go to two and then it looks like one lane is pushed to the side and the other to the other side. Mr. Boglioli stated that he believes that they can stack almost 15 vehicles in the proposed que lanes. He reviewed how the drive thru lanes work.

Mr. Campbell questioned the delivery truck routing plan. He said that the trucks are shown coming in, but he does not see where they are coming out. He also questioned what happens when they are making deliveries and they are going through this central drive thru. Mr. Boglioli stated that deliveries will be controlled by the tenants. The nice thing about the proposed uses is that one of the restaurants does not have a breakfast business, so they will likely get their deliveries in the morning. That's an operational issue that is guaranteed through property management in their leases.

Mr. Rushford asked whether there would be outdoor seating. Mr. Boglioli stated that there will be two areas of outdoor seating on the main building, both included in the bump outs on the front of the building. The Chick-Fil-A will also have some outdoor seating on the front sidewalk of the proposed structure, but that has not been defined yet.

Mrs. Vargo stated that she has two comments on the plan. First, the County website shows that there are two parcels comprising the property. One of the parcels includes the footprint of the former Circuit City building as well as the foot print of the existing Pep Boys building and the other parcel includes all of the land. That cannot be correct. There has to be some correction. Mr. Boglioli stated that they are proposing to consolidate the lot lines. Mrs. Vargo also spoke about the crash data that was utilized to perform the crash study for this project. She relayed that the Chief of Police advised that there was a problem with uploading the data to the PennDot system and therefore, the data used to perform the study in not correct. All of this information has been provided to Benderson. She stated that the traffic study will need to be amended to at least include these

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accidents. Mr. Boglioli stated that they will update the traffic study to incorporate that new information.

Mr. Wolfgang questioned what the hours of operation would be and whether there would be any noise/excessive noise that would bother the neighbors? Mr. Boglioli stated that this is a typical retail center and generally, nothing will be open past 11:00 PM, and in most cases, the restaurants will be closed by 10:00 PM.

Mr. Arnold stated that they will also need to provide the location for the dumpsters for the main building. Only the dumpster for the Chick-Fil-A is being shown.

Mrs. Vargo also advised the Planning Commission that the issue of sanitary sewage is still being worked on. The previous tenants, Circuit City and Pep Boys, utilized a pump station to pump sewage up the hill behind Pep Boys to the Township's line on Hart Drive. That line is only 8". The new development may necessitate a bigger line, or a different approach to handling sanitary sewage. The developers are currently working on that.

Mrs. Greco questioned whether or not there was a buffer zone between the site and Hart Drive. Mr. Weiland responded that the township has several outfalls at the end of Hart Drive, discharging over the hillside. The land is quite wet, but there's a pretty good stand of trees back there as well. The neighborhood is at least 30' higher than the project site. Mr. Boglioli stated that they did not want to touch anything up on the hillside, but they could certainly look at putting a fence at the end of the parking area and maybe planting some trees there.

Mr. Boglioli stated that they will resubmit addressing both sets (Allegheny County and Wilkins') comments.

MODWASH EXPANSION:

Mr. Garrett Varner, Morris-Knowles and Associates introduced the project on behalf of Hutton Development. The developer is seeking preliminary and final approval to expand the existing Modwash Carwash by adding an additional stacking ring and an additional pay kiosk. They are also seeking approval of a subdivision and consolidation plan to join property from the neighboring property (Auto Zone) to their existing property. They are also redoing the landscape.

Mr. Wolfgang stated that there will be an elevation difference between the Auto Zone and the stacking lane of about 5'. He questioned whether or not a retaining wall would be required and if one was required, was that okay. Mr. Varner stated that they plan to put in a retaining wall of 3'-4'. They will submit the plans for that at the next meeting.

Mr. Wolfgang stated that it looks like there is a drain in the center of the driveway, so everything will slope back to that, correct? Mr. Varner stated that yes, all of the new drainage will empty into the existing retention facility. They have done the calculations to support that.

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Mr. Wolfgang questioned whether the parking at Auto Zone would be affected, Mr. Varner stated no. Mr. Wolfgang questioned the setback requirements. Mrs. Vargo stated that side yard setback is 0'.

Mr. Wolfgang stated that they will need a detailed plan, including engineering, for the retaining wall. Mr. DeRiso also recommended that they put a fence at the top of the retaining wall to stop people from falling off of the retaining wall.

Due to the timing of this submission, the engineering review was just completed and Mr. Arnold submitted a letter earlier today. The developer did not have a chance to review or react to the comments yet. The comments are as follows:

Comments related to submission:

1. Although it appears the calculations match the condition for which the application was submitted, the Stormwater Management Report narrative does not describe the current conditions of the property. The pre-development conditions should reflect the existing car wash.
2. The report states on page 3 that the area total (all nodes) is 51,836 square feet. The property appears to be less than an acre in size. Please confirm the property size and drainage areas.
3. Similarly, the limit of disturbance areas shown on Sheet C701 is shown as 0.41 acres, please confirm.
4. The design storm volumes in the Stormwater Management Report do not match the volumes required to use per the SWM Ordinance, listed in section 374-14L(1).
5. For existing impervious area, 20% shall be considered meadow in good condition to model calculations [374-16A(3)(b)].
6. Device 5 on page 23 in the PCSM report is labeled as secondary routing but appears to flow through the 12-inch culvert (device 1). Please confirm whether it should be routed as primary, not secondary.
7. Please review the invert elevations from page 23 in the PCSM report against the details provided on Sheet C300 of the plan set to ensure consistency.
8. The proposed development in "post" condition does not appear to be factored into the predevelopment drainage areas. Pre and Post areas should match to receive an accurate runoff volume from the site.
9. The required SWM signature block shall be located on the PCSM Plan [§374-21D].
10. The Applicant shall execute a formal updated Operations and Maintenance Agreement for the stormwater management facilities with the Township [§374-30].
11. A minimum 15-foot easement should be provided for all utilities, including but not limited to the proposed SWM system [§374-20].
12. The staging area for the E&S controls is located on an adjacent property. Please provide confirmation of an agreement with the neighboring property owner to grant access.
13. Please review the merging lanes prior to entering the car wash. The lines shown on the plan (Sheet C200) appear to show the membership lane running into the curb.

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14. Tract boundaries with bearings and distances should be included in the plan set [385-16.B(6)].
15. Sufficient data, including bearing and length, to locate every street, lot, easement, right-of-way and boundary line upon the ground should be shown [385-17B(8)].
16. The location of all sanitary and storm sewer easements shall be shown on the plan [385-17B(11)] [385-17.I]
17. Permanent reference monuments shall be shown on the plan and designated existing or proposed [385-17B(17)].
18. In the PCSM report, it states that there will be a rock construction entrance, however, there is not one shown on the plan.

Comments related to Subdivision Submission:

1. The application should be submitted to and approved by the Allegheny County Planning Department [350-15C]
2. A graphic scale should be included on the subdivision plan [350-17A(2)].
3. The entire existing tract boundary with bearings and distances as per the deed should be shown on the plan [350-17.A(6)].
4. In addition to the area that shows the total acreage, zoning information should be provided on the subdivision plan [350-17.A(8)].
5. Existing contours per Section 350-17.A(12) should be shown at a minimum vertical interval of two (2) feet.
6. Location of existing utilities, including sewer, water and gas, etc. shall be shown on the plan [350-17.A(11)].
7. The plan does not clearly show the intentions of the boundary that is to be changed on the plan. Please provide notes and symbology of what lot line is to be removed, and what line is the proposed new boundary.

Mr. Arnold stated that even with the additional area, the existing stormwater management controls work. He also stated that on the overall site plan there is a staging area shown on the Auto Zone side, we need confirmation that they are permitted to do that. The subdivision plan lacks some of the details for a typical submission. The Township submitted the plan to the Allegheny County Planning Department, but has not yet received any comments.

Mrs. Vargo requested a copy of the agreement of sale between the car wash property and the Auto Zone.

NEXT MEETING:

The next meeting of the Planning Commission is scheduled for May 17, 2023

ADJOURNMENT:

It was **MOVED DERISO-CAMPBELL** to adjourn the meeting. The meeting was adjourned at 7:56 PM. All in favor and so ordered.

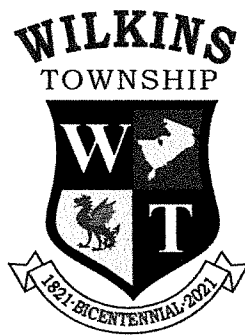
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Respectfully Submitted,



Rebecca Vargo,
Secretary

Board of Commissioners
Sylvia J. Martinelli, President
Joseph D. Costa, Vice President
Michael Boyd
Mark E. Wells
Brittney Pepper



Township Officers
Rebecca Vargo, Township Manager
Michelle Criner, Treasurer
John Rushford, Solicitor
Randy Lamb, Police Chief
Scott Matthews, Public Works

Eastmont Park is located in the northeast corner of Wilkins Township on Frazier Drive, in the neighborhood of Eastmont. The park provides active and passive recreational opportunities to not only the residents of Wilkins, but also to residents from Penn Hills and Monroeville. Amenities at Eastmont Park include two ball fields with dugouts and bleachers, a restroom, a concession stand, a pavilion with picnic tables and grill, a newly renovated and equipped playground, and three ball courts – a dek hockey court, a tennis court, and a basketball court. All three of the courts were in need of updated surfacing, court striping, equipment/netting, and fencing. The estimate of probable cost for rehabilitation of all three courts is \$364,568.75. That estimate has been broken into three phases, as follows:

Phase I	Tennis Court Rehabilitation and Conversion into Pickleball Courts	\$113,492.50
Phase II	Dek Hockey Court Rehabilitation and Installation of Safety Lighting	\$138,862.75
Phase III	Rehabilitation of Basketball Court and Installation of Drinking Fountain	\$112,213.50

The purpose of this grant application is to seek funding for Phase III of the Court Rehabilitation Project, which involves a complete renovation of the basketball court to make it more accessible, playable, and open. DCED has provided the Township with \$168,000 in grants to fund Phase I and II of this park renovation, and the Township is seeking further financial assistance to fund the third and final phase of the rehabilitation of the structures at Eastmont Park.

The estimate of probable costs considers the demolition of currently unusable or decrepit structures, implementation of control measures to address potential erosion and sedimentation issues, and more. This estimate also includes \$3,000.00 for pruning and removal of problematic trees surrounding the court to alleviate any potentially hazardous condition that could develop. Additional funds will be utilized to repair the foundation of the court, resurface court areas, paint the basketball court with lines pertinent to the sport, install a drinking fountain and all related plumbing required, and install a fence with five gates surrounding the court.

The renovation of the basketball court will return it to being an accessible space for residential gathering and engagement once again. Specifically, this revitalization will act in pursuit of the goals of community development and beautification as determined by the Board of Commissioners Comprehensive Plan. This updated court will provide the public with the opportunity to engage in outdoor recreational activities that are suitable for all ages and abilities, which will allow the Township to better provide for, and engage with, its residents.