Minutes of the Regular Meeting

Of the South Park Township Planning Commission

South Park, PA 15129

November 26, 2024

Pledge of Allegiance

Notice to Attendees Notice was read by Russ Bracker

Roll Call The meeting was called to order by H. Russell Bracker.

Present: H. Russell Bracker, Patrick Sable, John Papinchak, Rob Devine and Mark Depretis

Also present were Thomas Bonidie, Code Enforcement Officer, Dan Deiseroth, Township Engineer and Carolyn Yagle, Township Planning Consultant.

Absent: James Waychoff

Approval of Minutes
Motion was made by Mr. Papinchak, seconded by Mr. Devine to approve the minutes from the August 28, 2024 Regular Planning Commission Meeting. All members voted aye. The motion is unanimously carried.

FOXLANE HOMES- CONDITIONAL USE APPLICATION AND SUNSET GOLF PRD– TENTATIVE APPROVAL

Summary:
The Planning Commission meeting for the Township of South Park took place on November 26, 2024. The meeting included the approval of minutes from the previous meeting and discussed the Sunset Golf planned residential development (PRD), which is an age-restricted community with 39 single-family lots. The development aims to provide maintenance-free living for residents aged 55 and over, with amenities such as pickleball courts and access to the Montour Trail. The Commission reviewed various aspects of the development, including traffic impact, site grading, and the necessity of waivers for Geotechnical reports and traffic studies due to pre-existing conditions. Concerns were raised about traffic safety, particularly regarding the intersection of Stewart Road and Brownsville Road, especially during school hours. The Commission ultimately voted to recommend approval for the conditional use application, the waivers, and the tentative PRD application, with the understanding that further studies and reports would be provided in the final plans. The next meeting is scheduled for December 23, 2024.

Transcript:

Mr. Bracker: On the agenda tonight, we have one item that is divided into many parts. This is for Sunset Golf, the Planned Residential Development for conditional use and tentative plans. Is there someone here to represent this plan?

Mr. Michael Wetzel, Victor, Wetzel & Associates: Good Evening, also with me this evening is Mike McAneny from Foxlane Homes, Andy Blaha from Sheffler & Company who is our Civil Consultant and also Bob Goetz from Trans Associates who is our traffic engineer, so they'll be able to answer any questions. But, as the screen shows, we're here tonight for the tentative planned residential development for Sunset Golf PRD. Sunset Golf PRD is an age-restricted single-family development, and you'll see our presentation that's more for a plus-55 community, maintenance-free type of living, all the benefits that come with a plus-55 community in regard to less traffic, school taxes, but no impact to the schools. We'll go into that further. But Sunset Golf PRD is a proposed 39-lot R2 PRD, single-family, and there will be one R-2 single-family lot, and that's the existing home that's on the property that will remain. So, what we'll do is, before we talk about the plan, I'd like to then kind of go through some of the existing sites and talk a little bit about Fox Lane Homes. You know the site from a previous rezoning of the property earlier this summer. The site is a little over 33 acres, and it's located right here in the township. This is the Township map. So, we're kind of in the lower southern section, just south of South Park, but located in the R2 zoning district. Once again, the site located here in red. This area was rezoned over the summer from C-4 to R2, but there is a little small remnant piece that's 0.6 acres in size for the seat C-4 in regard to the site. Surrounding the site is R2, R3, R3, and then over along into here is South Park park area. So, as we kind of take a look at this overall site in regard to its neighborhood, we keep outlining the overall site area. We have Brownsville Road right along and through here. We have the Montour Trail along through this section through here. Stewart Road intersection through this section. And then off to the east is Brownsville Road extension through this section. And adjacent to the site is Park Ridge Place, AJ Drive, and Highland Avenue through here. None of those streets have any access to this site, so they're not going to be disturbed. In fact, we're nowhere near in regard to the design of the plan near any of those streets associated with it. Just a little bit more zoom in in regard to the site. This is really where the driving range and Miniature Golf area takes place and through here. But really what we have is a large area of woods along and through here that continue off the site and also buffering along the Montour Trail Section as well as once again Brownsville, Library Road through this portion of the site, large areas of trees to the South as well as to the west of the site. And really when we look at the detail more of the commercial site that is there, this is the activities that take place with access to the site through here, and you can see that the access drive doesn't align with Stewart Road through there so it becomes a little bit of a, from a traffic situation, a little bit safety

concern, not lining up with Stewart Road, as well as some of the slopes that take place. And through our presentation tonight, we'll show that we're kind of grading back some of the hillside and relocating our access drive. That it becomes more of a plus intersection with Stewart Road. But through this section, our driveway access, the large parking area through here, the miniature golf section, the tees for the driving range, putting green, and then this is the existing house that will remain with the development. They'll have their own access to the new road in itself. So, but with this, as the chairman mentioned, we're one item on the agenda, but there are a lot of recommendations in regard to what the Planning Commission will be reviewing for Sunset Gulf and the planned residential development review and recommendation. So, the first item is really the conditional use application. If the application is complete, conditional use application, if the site meets the requirements of article, XVII for the R2PRD. The third recommendation will be the tentative PRD development, and whether that's a complete application. The fourth would be the tentative PRD development, and if the PRD plan meets the same article. And we are requesting two proposed waivers within the plan, and we'll go over those in detail each. One is to provide Geotech with the final plans. We've submitted a preliminary Geotech plan that's been reviewed by the township, but we'll review the full Geotech with the final plans. And then a traffic situation waiver that we're looking at the intersection levels of service that will be reviewed by our traffic consultant. And lastly, whether the tentative PRD plan is the preliminary approval of the subdivision plan itself. Now, once again, the plan is entitled tentative PRD plan. It's kind of the same thing as being a preliminary plan. So, any decision that is made tonight, If the plan is recommended and then approved by the supervisors, final plans still need to come in front of the planning commission and supervisors for this one-phase development. So, during the last several months, we've been here working with staff to make sure that all items are addressed. The applicant has responded and addressed all the review comment letters from Allegheny County Department of Economic Development, Environmental Planning and Design, Gateway Engineers, Department of Public Works as well as the Township Police. Now, really, before we talk about the plan, we'd just like to introduce you to Fox Lane Homes and the type of housing product that will be done on the site and some of the quality that the homes and interiors will be within the site. Fox lane really focuses exclusively on an active adult 55 market. So, the 39 lots will be sold for a plus 55 community within the plan. So that, once again, saves in regard to less traffic within the plan, less impacts to the schools, but also brings in tax dollars for the school as a plus 55 market area. Fox Lane Homes just last year was winner of five National Association of Home Builders awards from last year and really their homes are a universal design catering to those looking for the right size to a first floor living where homeowners can age in place. Really all the master bedrooms are on the first level, most of the units are one story or two story and once again, the master's on the first. That's a thoughtful layout in regard to design for the active adult. And really one of the keys also with that is the

maintenance-free living that's included. So, no snow removal will take place in the driveway and sidewalks. All the lawn care will be taken care of. Mulch and community maintenance will be part of it. So, with that, that helps the homeowner spend more time doing what they want to do. Whether they travel, visit, or go away through this section. And really with this maintenance-free living, it maintains a high quality and consistent community appearance. So once again, if somebody lives in the plan and they go away for two months, they know that the grass is gonna be cut when needed, snow's gonna be removed when needed, and they never have to worry about that maintenance. So, the community will always look in its pristine shape in regard to all of the exterior maintenance within the property. Within Sunset Golf there will be community amenities including pickleball courts, gazebo, picnic area, and access to the Montour Trail. As I mentioned earlier, no school-aged children under the age of 18 will be allowed to live within any of these units. And they will be governed by a homeowner's association that will take care of the maintenance of the overall open space as well as, as I said, the maintenance free living. So, with that, we just kind of want to quickly just go through some of the images of the homes that they have. This is one of the homes within the picture. All these homes can be custom designed with it. They can have stone in the front, the roof line changed, so each kind of picture there are several different layouts of this home could be. Each home will have a two-car garage and allow for two parking spaces in front of it. So once again...

Mr. Sable: Mike, what is the average price range on those homes?

Mr. Wetzel: In the 400s. And once again, it's all customizable in regard to its layout. So, you are really looking to anything you want to add in regard to your design of the kitchen or amenities, that's all dependent on what could take place in regard to that price. So once again, last year they won five awards from the National Association of Home Builders in regard to their designs of their homes. Just once again, the same view in the front, but more of a night appearance with the lighting, the interiors of the homes. It's a two-car garage, different kind of front door access interior design. This one has a second floor option that you can choose but, once again, all masters are located on the first floor. Different materials, different roof lines. Options to add stone in regard to the front as opposed to siding. So that talks about some of the architectural character that Sunset Golf and Fox Lane will provide. So, as we kind of get a little bit more into the site design through here, again we're kind of focusing on the existing site condition with the site located along and through here. This is a topographic map of the site where once again, Brownsville Road is located through here. Stewart Road is here and the current activities. There is a 12-inch gas line with a 50-foot easement located right along through here. Here's where the existing home is located. These are all the existing trees within the site that are taking place, more of a spring view. There is one small drainage way located right through here. And the site has a low point of about 938, down near the intersection with Brownsville Road and really

where the Montour Trail is, rises in elevation to about 1,152. So, within that, the site does fall considerably in regard to 214 feet of elevation change between high and low. You can see, once again, more of the steeper slopes over along into this section and the development area at this portion of the site. So, in regard to some of the requirements for the conditional use. This is the authorized uses in the residential zoning district. Through here is the planned residential development, and this is the R2 zoning district. As shown, planned residential developments are a conditional use, so we'll be looking for the conditional use approval for Sunset Golf. And then you have the requirements for the R2 medium density single family residential district. And under authorized uses and conditional uses, once again, planned residential developments are allowed as a conditional use. So, when we look at the design for the Sunset Golf, as I mentioned before, we're going to align our intersection with Stewart Road through here. It'll be a cul-de-sac road along and through this section. The road will be designed to meet township specifications. 50-foot road right of way, 27-foot-wide road width from back of the curb to back of the curb, 24-foot cartway. Because of the length of the road, about 1,500 feet, an interim cul-de-sac will be provided within the plan. Sidewalks will be located on one side of the street, and the yellowish color is the 39 PRD lots that will be the age-restricted lots within the plan. So those are 39 lots, and then we have the existing house parcel through here, parcel A, it's just under 1.5 acres in size and once again, that house will remain.

Mr. Papinchak: And that's where the C4 is included?

Mr. Wetzel: The C4 is shown through here with the dashed area right along through here.

Mr. Papinchak: Right, so that's in that existing home.

Mr. Wetzel: Well, the home is outside the C4. It's actually in the R2. But the idea was they won't be able to subdivide that lot any further.

Mr. Papinchak: But it will be that lot, it will include that lot.

Mr. Wetzel: Yes, and once again the gas line that comes through and we'll kind of go over the amenities designs that take place in the front entry area. The green color surrounding the site is the open space associated with the site. There's about 20.7 acres of open space, or 62% of the overall site. Under the PRD requirement, only 25% needs to be in open space. So, we're more than double the amount of open space within the plan. And once again, you have large buffers that are taking place in regard to the south area as well as to the north area and through here. Within the plan, we'll have the one stormwater detention facility located through here, and it's accessed through this section, and we'll also have a trail that will connect to the Montour Trail for the residents of Sunset Golf. So, and I made mention earlier within the application we do show the typical pavement section, 27 feet from back to curb, and 12 ft lanes for a 24-foot cartway in a 50-foot road right-of-way area

through here. This will be the typical lot detail that we have. All the lots will be approximately 61 feet wide. Will be 7 1⁄2 foot side yards, 20-foot rear yards, 7 1⁄2 foot side yards, and a 20 foot front yard setback throughout the plan. As you saw with the images of the units, we'll be able to have two cars located in the garage and two cars located in the driveway. The ones in the driveway will not impact the sidewalk at all. The sidewalk is off of the road area and through here, so there will be plenty of room that the cars will not be backing over the sidewalk location. Now, as part of the requirement for a PRD in the R2, there is the R2 PRD zoning requirements, and then what we have for the proposed sunset golf, and we'll show how the plan complies with the PRD requirements. So once again, conditional use, planned residential development. We're a planned residential development. Land use permitted is single family. All of our units will be single family. The minimum area for a PRD is 10 acres, and we'll be at 32.7 acres in regard to our PRD area size. The minimum permitted lot size is 8,500 square foot minimum. Our minimum lot size is 8,845 so we exceed that. Once again, we wanted to make sure that those lots were at the size that will be compatible with the buildings, but also provide more open space within the plan. Once again, the open space will be owned and maintained by the homeowner's association, and you can't do any additional development in the open space. Front yard setback is 20 feet. Side yard setback is 7 1⁄2 feet. Rear yard setback is 20 feet. Maximum lot coverage will be 45, and we'll meet that. Maximum permitted building height is three stories. We'll be under that, but we'll say we'll be at three stories. The maximum allowed density of the Sunset Golf is four dwelling units per acre associated with the PRD. There's 130 units there, Technically, by the zoning, you can fit on this site per a PRD. Once again, we're at 39 lots for the PRD, or 1.2 dwelling units per acre. Minimum required open space is 25%, or roughly 8.3 acres. We're at 20.7 acres, or 62%. So well exceed the requirement for open space. Our proposed public street, as I mentioned, is 1,516 throughout the plan. Requirement for sidewalks is on one side of the street, and we show sidewalks on one side of the street. And lastly, parking spaces required is two parking spaces per lot, and we're showing four parking spaces per lot. So, our PRD plan meets all the requirements of the PRD article section. So, when we look at the tentative PRD grading plan, we showed what's happening in regard to the site grading. Really, we're keeping the site grading focused within the center portion of the site. Low point of the site in regard to the development is here at the intersection of Stewart Road and Brownsville Road and rises in elevation as a high point over along this portion of the site. We'll be having some grading into the trees and through here, as well as down into the open space area through this section of the site. But once again, really having about 49% of the overall site protected and not disturbed. When we look at the entry detail on the site amenity plan within the plan, once again, the idea was to align our new road with the intersection of Stewart Road and Brownsville Library Road. So, we're doing that. This is where the location would be existing driveway location for the golf area. We'll also be doing some hillside grading and cutback for site distance at the

intersection. We'll kind of show those in some other exhibits as well as discussed by Bob Goetz, our traffic consultant. But within this plan, we'll have our access road. We will have a pull-off area for parking. At that area, we'll have a CVU and parking area. We'll also have our entry sign through here. There will be a pickleball court, a pavilion within this plan, kind of an asphalt drive that leads to the stormwater detention facility, and then the trail that will lead to the Montour Trail area.

Mr. Papinchak: And these amenities are only open to the residents?

Mr. Wetzel: Correct. Yes, it is. There is grading through here for a future utility building in the site, really more for the gas line. That's under a complete separate application. We're not really going through that, but we wanted to identify that location that the gas company wanted to see, maybe a future building site for them. But we do have the gas line, the 50-foot road right away, and how we're offset off of the gas line easement, and then the driveway access to the existing lot for Parcel A. So when we look at the utilities, all the main utilities, water, gas, electric, will be extended underground and up the right-of-way in regard to the utility easements. But in regard to sanitary sewer, there is existing sanitary sewer along Brownsville Road. Because, once again, this being a low point and a high point, sanitary sewer goes all the way down and connects through this section. The blue lines represent where stormwater management will occur. We'll be picking up all the road water within the plan that will lead to the oversized detention facility in through here. But we'll also be picking up the rear lot grading and roof leaders in through here. And then these are low side lots through here. We'll also be picking up that water and taking it into the detention facility. We will have a drainage swale in through here that will pick up any additional water that flows from the grading of the hillside through here, and it will be taken over to the detention facility within the site. This slide represents existing trees to remain within the property. Once again, the large area of existing trees were over along and through this area. So, within the site, this location, we'll have about 270 feet of existing trees that will remain at that location. At the cut slope and through here, we'll have about 200 feet of existing trees. Over and through here, about 370 feet of trees that will remain, 180 at the minimum through here. And really, the plan in regard to Parkridge Place and through here, we're over 370 feet of existing trees that will remain. So, we're really providing that buffer that takes place and maintaining that around the property area. There are also the existing trees that will remain here along the northern property area, and once again, the Montour Trail located through here. As I mentioned in my beginning of my presentation, Sunset Golf is really requesting two waiver requests. The first one is section 118-12.8.18, and that's for the Geotechnical investigation report. Requirement is to provide a full Geotech report with the tentative plan. Our waiver request is really to provide a full report with the final plans. Once again, we'll have a preliminary Geotech report that was submitted by Pennsylvania Soil and Rock, and we'll kind of go over that in a moment. Our second waiver request is for

sections 118-12.I-1-C-5-B and D, which is intersection level services. The waiver is really to continue to allow the Brownsville Road and Stewart Road intersections to operate below the current level of service. And once again, our traffic consultant will go through that here in a minute. But really, once again, we talk about the Geotech report, what we have is our modifications provide the full report with the final plans. The preliminary Geotech report was submitted by Pennsylvania Solar and Rock. That has been reviewed. The preliminary Geotech report was submitted, as I mentioned, by PA Soil and Rock for preliminary review by the township and the township engineer. The preliminary Geotech report provided enough information to facilitate the feasibility of the construction. And then really the complete final Geotech report will be submitted with the final plans. Once again, we really are going to need to come back to the Township for our final plans, and we'll have our full Geotech report at that point. So next I'd like to bring up Bob Goetz from Trans Associates to kind of talk about the waiver in regard to the level of service along our axis.

Bob Goetz, Trans Associates: Good evening. As Mike said, my name is Bob Goetz, Trans Associates. So, the ordinance requires certain levels of service. If you're familiar with these, they are equivalent to certain seconds of delay for each movement. Your ordinance right now states that any new or modified intersection, modified meaning in this case the fourth leg of the intersection being brought in at Brownsville and Stewart, would all have to operate at least at level service C. So that intersection today, our study, we looked at the weekday a.m. peak hour, p.m. peak hour, Saturday peak hour, Saturday peak hour is fine. A.m. and p.m. peak hour, the Stewart Road approach operates below level service C currently. So the modification we're requesting is that, because that's already below level sort of C, the volume traffic at this intersection is not such that it would meet warrants for a traffic signal. And even with the development put in there, we're nowhere close to meeting warrants for traffic signal. So, we're kind of in a limbo, if you will, because the traffic signal, we could mitigate it, without meeting the warrants, PennDOT, who issues the permits for traffic signals, would not permit it. So, we're requesting that modification. So that we can maintain the levels of service on the Stewart Road approach. Brownsville is fine, understand the Main Street is fine, it's the side street. And with this development, we do add some delay to the Stewart Road approach. The approach of the development works fine as well. It would work at level of service C all three peak hours, the a.m., the p.m., and the Saturday peak hours. So really, what we're requesting here is just that the Stewart Road approach, which is already below your ordinance would remain below the ordinance with the development. That's essentially the modification we're requesting.

Mr. Wetzel: And really, what was happening with the commercial piece, there was a lot more traffic associated with what occurs today with the driving range. With the plus 55 community, it will be substantially less. Is that less the amount?

Mr. Goetz: Yeah, so the 55 plus communities, just so you understand, they generate about a third what I'll call a traditional single-family development would generate. We have counts out there of the golf center, and actually on a Saturday peak hour, this development would generate less traffic than the sunset golf facility would, based on the actual counts we have. Of course, that's seasonal, so is the housing plan to some extent. I understand some of these folks are snowbirds, and they would leave during the wintertime. So, you have that. During the a.m. and p.m. peak hours, obviously the a.m. peak hours the golf center wouldn't be as busy as this development. The p.m. is about par, so the bottom line is it's almost like a net zero here. So, with the removal of the golf center and the addition of the development, we are looking at about the same amount of traffic at the intersection. Although, as Mike said earlier, it's a little better situation because that driveway, instead of being offset from Stewart, we're planning on aligning that with Stewart Road.

Mr. Sable: Mr. Goetz, would you say, or would you believe that because of the grading that will occur with the development, would enhance the line of sight on the traffic coming to and from?

Mr. Goetz: Yeah, so in order to get an Allegheny County Highway Occupancy Permit, Bronzeville Road is a county road, we've been in contact with the County. They were fine with the plan. They just stated that obviously we have to attain the minimum sight distances looking left and right from this new entrance. So, what you're looking up on the screen there is that with hillside grading, the grading of that embankment would create sight triangles where when you're pulling out of the new road, you'd have sufficient stopping sight distance for folks out on Brownsville Road. And we have to open that up too, it's over 260 feet looking left and about 240 feet looking to the right. It's a little less looking to the right because that approach is on an upgrade, so the stopping site distance is actually less because of the upgrade versus the downgrade coming from traffic coming from the left.

Mr. Sable: Do you think it enhances at all traffic coming off of Stewart onto Bronzeville?

Mr. Goetz? As far as the safety and everything goes, I think it's probably going to be about on par, meaning not much of a change versus where the Sunset Golf driveway is now. What we did experience out there is anyone turning left into Sunset Golf because it's offset from Stewart Road can create a bit of some congestion particularly when the golf facility gets busy. Because if you're coming down Brownsville, if you're waiting to make a left into Stewart while a car is coming up a grade, waiting to make a left into Sunset Golf, it can

create problems. Whereas, when you align them, they can make those lefts simultaneously into Stewart and into the new driveway.

Mr. Sable: What I'm trying to envision is if I'm coming up Stewart onto Brownsville, because of the grading, I might be able to see, and I could be wrong, but you correct me if I'm wrong, I might be able to see oncoming traffic a little clearer because of the grading, on the development.

Mr. Goetz: Yeah, because you're on the outside of the curve, so to speak, on Stewart, I don't think you're going to see too much of a change there. Mostly that grading is just so we can meet minimum sight distance on our driveway. So, I don't think there will be much of a change on Stewart as far as the sightlines go.

Mr. Wetzel: Thank you, Bob. So as the one that shows the safe site line looking to the left, where we have Stewart Road through here, and then looking off to the right, that's once again the site line, and through here are some of the gradients taking place in the safe site distance line looking back to the approach of the car at this point. So really to kind of wrap things up, our planned residential development needs to meet the requirements of the PRD section. These are really all the requirements of the PRD on this screen and next. All of these requirements are shown on our site plans as well as the narrative that was submitted. They've been reviewed by staff. They've been reviewed by your consultants. A lot of these we've kind of gone through here tonight, but these meet all the necessary requirements of the plan residential development sections 108.6. So once again, those are all shown on the plan and are compliant with the PRD. And really one of the last items is the tentative recording plan as part of the submittal package. This is the recording plan that shows all those requirements, front yard setbacks, side yard setbacks, rear yard setbacks, dimensions for the roads, stationings, 50-foot road right of ways. Outlining really where the open space quantities are, showing any easements that are needed within the plan for stormwater or sanitary within the plan, and really that provides all the necessary, the tentative recording plan as part of one of your conditions of approval. So really, once again, we're here tonight seeking the Planning Commission's recommendation for the Conditional Use and Tentative PRD Plan for 39 age-restricted lots associated with the PRD and one lot, parcel A, for the existing home within the plan, we're providing a substantial amount of open space, which will be owned and maintained by the Homeowners Association, and those slopes and trees will all remain in its location because they are protected and open space. At this time, I'm glad to answer any questions the Board might have in regard to the plan.

Mr. Sable: I have one other question. The turning rate, emergency vehicles, fire trucks, emergency vehicles, the turning radius in the cul-de-sac and in the mid-turning range, they all comply with required turning radiuses for emergency vehicles?

Mr. Wetzel: Yes, they do. That's your township standard in regard to cul de sacs.

Mr. Bracker: Okay. Thank you very much. So, Mr. Deiseroth, as our Township engineer, do you have comments, questions regarding the application, the waivers that you would like to share with us at this time?

Mr. Deiseroth: Sure. We've been through several iterations of a plan and review of the major elements related to the plan review. And basically, at this point in time I am prepared to say they have met the requirements for tentative PRD approval or preliminary subdivision approval. Basically, the things that I look at mostly are the roads in terms of, do they meet the township standards? The grading, does it meet the township standards? The Stormwater management does it meet the Township standards, and they have complied with that. The traffic has been reviewed by Michael Haberman, who is a traffic engineer at our office. We concur with the request for modification because we believe it's a better situation in terms of alignment and getting into the plan, both horizontally and vertically, for the new road. It also, in the event that anything would ever happen at Stewart in the future, it provides a plus intersection and avoids a secondary intersection along the road. So, Michael is in concurrence with the request for quantification as am I. And basically, we have a letter dated November 22, 2024 which sort of summarizes these things. We also concur on the Geotechnical modification. They've provided enough information that we're comfortable that the development can take place. Once they have final grading, there'll be more test holes out there, and when they come in for a final plan, they'll add that all in order to be addressed. So, I think as the plan stands right now, I'm prepared to say that it meets the requirements and recommend approval.

Mr. Bracker: Okay, thank you. Ms. Yagle, as our planning consultant, do you have any comments or questions related to the plan or the waivers that have been requested?

Ms. Yagle: I have no comments in terms of the waivers as those are located within the Subdivision and Land Development Ordinance. There are no requests for variances to what is in the zoning ordinance, which is where our focus of the review has been and typically is. The consideration for the PRD in this case is the conditional use application process. Items that are on your agenda are having the recognition that there is a conditional use process that is being proposed. That is coming from the base zoning district land use assignments. And PRD is called out as a conditional use. So, in meeting the conditional use requirements, which we do go into the article 18 to find those items, the plan has gone through a number of iterations as Dan identified so that we could understand how all of those conditions are met and the plans as we recognize have been submitted are fulfilling those criteria as it relates to the Conditional Use point. The note that was made during the presentation that this is all single-family dwellings with that effect of 1.2 dwelling units per acre density is something where that is a lower density than

some of the other things that are going on in and around this area. There was also the reference, as you are familiar from past meeting agendas and actions, in terms of a very small portion of the site. This is one parcel presently that had, associated with the PRD, that had a split zoning to it, that process has already come through. At that point in time of that application it was 90% residentially zoned site as a front 3 acres were commercially zoned accounting for what is going on as part of this current golf facility. So, in context of where these homes are located and how that rezoning is now having all of the acreages R-2, it is remaining consistent with what this site has been in the past in its zoning designation, right? And so, then accounting for the homes that are here as part of the proposal. Our review identifies that it does fulfill the technical criteria for the conditional use. And that it does fulfill the criteria for the PRD application submission components as well. That is a complement to the subdivision and land development that ultimately will be part of the recording and things like that. That's the final sort of slate of your agenda items. I have no other comments at that high level in term of your request for an overview but if you have any other questions, I can answer them.

Mr. Bracker: Okay, thank you. Mr. Bonidie as Township Code Enforcement Officer, do you have any questions, comments you'd like to share regarding the plan or the waivers?

Mr. Bonidie: I just wanted to mention that there is a public hearing scheduled for conditional use and the PRD here in this building at 6:30 on December 9th (2024) prior to the regular Board of Supervisors meeting.

Mr. Bracker: Okay, so we'll open it up to the audience. If you have any questions that you would like to ask or comments that you'd like to share regarding the Sunset Gulf planned residential development. Does anyone want to speak or ask questions? Please come forward, sir. Please state your name and write it down on the… been here before. Yes.

Drummond Beach, 1000 Ajay Drive: I already did, Drummond Beach, 1000 Ajay Drive, which is right over the hill from this. And I think my question or concern of me and some of my neighbors were answered earlier in that it was rumored that the development would have an access off Ajay Drive. And now we know that’s not going to happen and the only access is off Brownsville. Regarding that proposed movement of the access to the (inaudible) Stewart. If you take that stretch, there's a railroad overpass there too, the Montour Trail, right beyond that. It kind of affects your line of sight as you're coming around the bend. But if you go from that railroad trestle, back just beyond Cardox. Cardox Road has become a major road as a shortcut to Rt 88, to Brownsville and it's going to get worse once they start building out along Middle Beach, Trax farms, the whole bit. As I said, I live on Ajay. My access out is to Sebolt Road and Sebolt/Brownsville. I have to look two ways before I turn right or left because there's traffic coming off Cardox and there's traffic coming on Brownsville. You're going to have some situations like maybe it's going to be worked out

with Stewart without any type of signal, but you just don't know. Traffic flies along there, it is not just cars. It is big traffic like I get on Sebolt. The other thing is the driving range wasn't used 12 months out of the year. I walked that trail, drive by there. The development here you're going to have traffic coming in and out of that 12 months whether it's one driver, two drivers, it's more than what the driving range. Something else to think about. So maybe this is something the supervisors have to deal with. That traffic and that stretch from that railroad trestle back down towards Cardox. I mean, you're going to have something happen there. One other thing, you mentioned on that green there, you're going to leave a lot of the existing trees there?

Mr. Wetzel: Yes.

Mr. Drummond: Good. Don't do what Alex Parris has done next door. Because all the deer that were up there in my yard, my neighbor's yard, all the deer that were in the summit station are in my yard. I mentioned this before. So, I'm glad you're leaving the woods there. But whoever builds houses and puts flowers and shrubs in, tell them to leave it. Don't spend a lot of money (laughing). Also, one issue on the grading. I think at that far corner, that detention pond, when you guys grade. Yeah, when you guys start to move the earth, you use to hold the soil when you have those big tubes of wood chips or whatever they are. Is that what you use? Yes. I would double or triple that because that's what Alex Paris used to prevent runoff. And we had those big rains in April. I walked down there, and that water was flying over those tubes in Piney Fork Run. So, think about that with grading. I think that's about it. Thank you guys.

Mr. Bracker: Thank you very much. Does anyone else have comments or questions regarding Sunset Golf? You can, yeah, please sign in and state your name for the record.

Ms. Whitney Gastmeyer, 962 Westchester Road: Okay, sorry. I can't do two things at once. Okay, Whitney Gastmeyer, 962 Westchester. I was just curious; I don't know who can answer this. So as far as asking for the waivers, asking for the waivers for the Geotech and then, sorry, asking for the waivers for the Geotech and also for the traffic study, it seems like just the way they're arranged on the agenda, it seems like we're proving that this application is complete. But obviously, you have to make a decision first as to whether you're going to grant the waivers, right? Because the application can't be complete if you're granting the waivers, right? I'm just curious. Does anyone know?

Ms. Yagle: Can I ask a question? Are you asking in terms of the order of items on the agenda?

Ms. Gastmeyer: Well, both kind of, but also, I'm saying like if the traffic study is either going to be not completed, is not going to be completed at this time as well as the Geotech, then how could the application be complete?

Mr. Papinchak: Yeah, so the first two agenda items are the conditional use application. So that is not the application that's being complete (PRD). So, then the next two items on the agenda are the two waivers. So, the first waiver is regarding the Geotech study. The second. waiver is a waiver not on the traffic study. The traffic study was completed. It's a waiver to the requirement and the ordinance as to the preexisting traffic conditions. Then we make, on our agenda, would be the tentative approval as being complete and then after that it would be that approval for the tentative plan.

Ms. Gastmeyer: Okay.

Mr. Papinchak You're right, to ask that question, but we have them in the correct order on our agenda.

Ms. Gastmeyer: Okay, gotcha. And then the other thing I wanted to ask is, like, with the Municipal Planning Code and South Park's ordinances, there has to be a hardship expressed by the developer and the developer's people in order to request a waiver. And I just, I didn't hear any hardship expressed.

Ms. Yagle: The hardship is typically associated with a variance, which is requesting relief from the zoning ordinance.

Ms. Gastmeyer: I mean, it's in the code. That's why I'm asking.

Ms. Yagle: But the waivers are a component of requesting relief from the subdivision and land development ordinance.

Mr. Deiseroth: Which are essentially engineering requirements. So, there is give and take on them based upon whatever the findings are. It's the supervisor's decision whether they want to grant the waivers or not. So, somebody can request a waiver and then it's up to the supervisors whether they want to grant it or not.

Ms. Yagle: The hardship is something that is associated with requesting variances within the zoning ordinance criteria. They're two separate books.

Ms. Gastmeyer: Okay, I'm confused.

Mr. Depretis: We've had some, for example, where they look for a variance for a sidewalk because the existing plan on both sides that they were filling in the middle didn't have sidewalks and they felt like they were going to have just a short section of sidewalks that had no access either way. That potentially would have cost them money and I guess you could say harm, right? So they're not, what my point is, that's the point that they're not asking for. If that was to your point of the causing harm. (*That would also be a waiver, not a variance)*

Ms. Yagle: The consideration, I'll just back up if I may.

Ms. Gastmeyer: Do you want to come up here? So that people can hear you. And then I'm just going to pull that up real quick because I'm confused unless I misread it.

Ms. Yagle: If I'm understanding your question correctly, in its full extent. You're asking if there is something associated with a hardship or information that's being submitted to identify what the hardship of one of the requests is. Is that correct?

Ms. Gastmeyer: Yeah.

Ms. Yagle: There are no variances being requested as part of this application process. Variances have the hardships tied to them as together, it is within the zoning ordinance that that type of information would be discussed and presented. What is being requested are waivers to the Subdivision and Land development criteria, the technical engineering-related criteria. And so that falls under a different process than what would be a hardship for zoning.

Mr. Papinchak: Thank you. So, I'm going to ask your question in a different way and say, to Mr. Wetzel, why can't you provide the Geotechnical report to us as part of the preliminary application?

Mr. Bracker: If you could, please write your name and then state your name also for the record.

Mr. Andy Blaha: I'm Andy Blaha with Scheffler & Company. I'm the engineer for this project. So, the reason that we didn't get the full Geotechnical report is because they provided us a preliminary that provides all the site information regarding where there are certain areas to stay away from, like coal deposits, like for this site. We were staying away from everything that they provided us. They've actually provided us maps in their 11-page preliminary setup. It's just to go through a full Geotechnical report before you even have some sort of tentative approval is a bit excessive.

Mr. Papinchak: By excessive, you mean costly?

Mr. Blaha: More along the lines of, If the thing doesn't get approved, we would have to get a whole bunch of different borings for the site based off of the current plan. So, if this one didn't get approved, we would have to alter it, in which you'd have to get additional technical borings for it.

Mr. Papinchak: Okay, so basically, it's to prevent further disruption to the site.

Mr. Blaha: Exactly.

Mr. Papinchak: I guess I'm going to re-ask the question regarding the traffic lines and the traffic waiver. It's not a waiver of the traffic requirements necessarily. It sounds like it's more of a waiver of trying to fix a pre-existing condition. So, Mr. Goetz, if you could address that for the audience and for my edification, that as you described Stewart Road, it's a pre-existing condition, it doesn't meet necessarily our ordinances for line of sight and traffic flow. So, can you describe a little bit more in layman's terms?

Mr. Goetz: Yes, and I think that was a very good summary you just gave. So, the word it states you need one level of service, a C, and it's already below that on Stewart, so it's an F. If there were some feasible mitigations, and the only mitigation I would see here is installing a traffic signal, that would be the mitigation, but we don't meet the warrants, so now we're kind of stuck.

Mr. Papinchak: Okay, so let me stop you there. So, we don't meet the warrants, meaning we don't meet the conditions that the County would put in place in order to install a traffic control system.

Mr. Goetz: Yeah, actually, traffic signal warrants are federal. They're governed by a publication called Manual on Uniform Traffic Control Devices, which PennDOT adopts, and the county follows. So, we looked at all the applicable warrants. We even looked at crashes at the intersection to see, because if you had so many crashes over such and such a period, you can reduce some of the requirements for the warrants. We do not meet that criterion either. So, you got to meet so many hours out of the day, for instance there is an 8 hour warrant, and we only meet 3 of the hours. There is a 4-hour warrant, and we only meet two of the hours. I am not saying at some point in time the volumes on Stewart will increase to the point where we do meet these warrants, and a signal could be installed but we're just not there yet.

Mr. Papinchak: Thank you.

Mr. Benjamin Gray, 3619 Downing Street: My name is Ben Gray. I live at 3619 Downing Street, which is across the road from Summit Station, which I believe is another PRD that basically, it's not about expectations. There's still a huge plot of land that has not been developed, if I'm correct. I've got a couple questions about this. You said that you guys didn't do a full Geotech report because you wouldn't have time. You received a bunch of paperwork documenting historic use of this land. Could somebody explain to me what it was? The mines that were nowhere near it.

Mr. Blaha: So, based on the maps they gave us, there are coal deposits up here and red coal deposits up here, which we're staying out of.

Mr. Gray: So, do you know what the historic use of the entire plot was? Was it stripped at one point?

Mr. Blaha: Yeah.

Mr. Gray: What is the purpose of a Geotech investigation?

Mr. Blaha: The purpose of it? To find out the soil properties in the area where you're getting your fill.

Okay, so you're talking about a property that was strip-mined at one point? You guys had not done any physical testing at that site, is that correct? You guys have basically made this preliminary report based on paperwork? Is that accurate?

Mr. Blaha: Correct.

Mr. Gray: So, you guys have not had anybody to the property? Do you know what the laws in Pennsylvania are regarding Geotechnical reports for property that has been mined?

Mr. Blaha: Offhand, no. That's more of a Geotechnical question. If there's not 100 feet of fill, you have to provide a Geotechnical report. So, the purpose, what is the purpose of a Geotech test?

Unknown: We are going to provide.

Mr. Gray: You guys are testing to see whether there's slippage, is that correct? Geotech is primarily for slips? Like the percentage that property will have a slip? Have you guys' stepped foot on this property?

Mr. Blaha: Yeah, I've been on this property, but not for Geotech.

Mr. Gray: You guys have done a survey of the property? I'm presuming most of this white stuff is going to be cut. If it's a slope, you guys are going to cut it?

Mr. Blaha: Yeah.

Mr. Gray: So, you guys are going to cut into it? Do you guys have any idea how much fill is going to be removed?

Mr. Blaha: Yeah, actually, I have the balance for it. It's 181,000 cubic yards. Yeah, 181,000 cubic yards.

Mr. Gray: You don't leave the stuff in white, correct? The green stuff is going to be not touched?

Mr. Blaha: Yeah, the green is not going to be touched. And the only stuff in white that's actually going to be fill is along here, then here's some cut, here's some cut. Over here, this is the existing non-tree area.

Mr. Gray: So, you've got a detection basin at the bottom of that site. Where is your outflow?

Mr. Blaha: There is an existing catch basin in the street up here, and we're discharging from an outlet structure from here to that catch basin.

Mr. Gray: Which goes where?

Mr. Blaha: Which goes right across the street into the stream.

Mr. Gray: It goes into Piney Fork.

Mr. Blaha: Yes.

Mr. Gray: So, you're going to have all of your site discharge go down to that detention basin. Across the street and then into Piney Fork.

Mr. Blaha: Yes.

Mr. Gray: Okay. I don't know how familiar everyone is with Stewart Road at that intersection, but can somebody tell me the grade of that intersection at the connection to Brownsville?

Unknown female: It's very steep going upward.

Mr. Blaha: 12%.

Mr. Gray: So, we're going to have people 55 and older trying to drive from Stewart Road onto that intersection from the 12% grade.

Mr. Blaha: Actually, no. The grade we're proposing for that road is 3% coming in.

Mr. Gray: So, you guys are going to fix the Stewart Road?

Mr. Blaha: Exactly. It's going to be… Oh, no, not Stewart. Sorry, I thought you meant this road. This road's going to become 3%.

Mr. Gray: Yeah, the other side of the road. Right. So, I mean, that's a concern I have, is being, pulling off of Stewart Road at that intersection is not great. Personally, that would be a concern of mine. Like I said, the prior use, we have very crappy soil in Western Pennsylvania, specifically here. Without a detailed technical report, you have the, you run a risk of slips, high risk of slips. There was one at Summit Station where they had stormwater discharged into somebody's townhouse. You know, that's just something to keep in mind. Thank you very much, gentlemen.

Mr. Bracker: Well, just to keep in mind, the waiver is not to say we're not going to do a Geotechnical. They would do a Geotechnical, full Geotechnical review as part of final plans. So, when they would come back, that final plan would have to include all the details from the Geotechnical. So, they're just asking that it be delayed from doing it during the tentative.

Mr. Gray: Well, then can I ask a follow-up question? What exactly would you guys be approving, and why?

Mr. Sable This is the preliminary approval.

Mr. Gray: For what?

Mr. Sable: With Geotech, for the application. To allow it to,

Mr. Gray: You do a preliminary, then you do a final, right?

Mr. Bracker, Mr. Sable: Yeah, yes.

Mr. Sable: The final will include the final comprehensive Geotech study.

Mr. Bracker: And the final would cover things like the outflow from the detention pond, things like that.

Mr. Gray: So, I mean, what is the purpose of a preliminary approval and the purpose of a final approval?

That's part of the municipal planning code that Pennsylvania has in place. They require...

Mr. Gray: So, you guys are going to approve a preliminary plan without knowing the Geotechnical...

Mr. Sable: No, we have a preliminary Geotech report also.

Mr. Gray: What is on the preliminary report?

Ms. Yagle: He was identifying the components of it.

Mr. Depretis: They've already discussed this, both of them, do you want to step up and talk about it again?

Mr. Gray: I'd like to know what the details are, because we're talking about a piece of property that has been strip mined.

Mr. Blaha: Yeah, it specifically had locations of where the site was previously strip mined and then where the existing coal deposits are, both red coal and regular coal. That's what they gave us. And then to stay out of those areas. And then the recommendations on if we were to encounter that when we were in those areas, what the recommended slopes

should be. So, to address your question, we have two-to-one slopes proposed now. If we encounter those three-to-one slopes when they do their full report, they recommend that we change them to less steep slopes. That's what it would be.

Mr. Gray: Okay. So you have no idea if of that (inaudible), the slopes in general?

Mr. Wetzel: That detail, once again, will be provided with the final plan. The idea is the conditional use is to get the basic design layout to be approved so that it could go into the full engineering plans for final plans. During this process, there's been a lot of little, minute changes that have taken place within the plan. You know, a road shift here, a grading shift there. And really, once the conditional use will allow us to say, yep, this is really where the design's going to take place, now we can focus with the Geotech to provide the necessary site borings to have those at the exact location where they need to be.

Mr. Gray: Do you guys know where the coal seams are?

Mr. Wetzel: There's coal mapping that has been available in part of the…

Mr. Gray: I mean, do you guys know where it is?

Mr. Blaha: Yeah, it's along the southern portion of that property.

Mr. Gray: Based on the mapping that you received?

Mr. Blaha: Yes, based on the mapping that we received.

Mr. Gray: So, if you run into coal what are you guys going to do? You can't have coal, you can't have exposed coal, you have to remove it, it's an acidic.

Mr. Blaha: yeah, we will call our Geotech, and we will follow the recommendations.

Mr. Gray: So, your grading would change, correct?

Mr. Blaha: We will call our Geotech and follow their recommendation.

Mr. Gray: Okay, that's all I have, sorry.

Mr. Bracker: That's okay. Come on up.

Ms. Sheila Petruska, 3110 Shelly Drive: My name is Sheila Petruska. I live at 3110 Shelly Drive. And I am here because of the traffic. And hearing that this is right across from Stewart Road is extremely troubling to me. I know you mentioned hours and something about the number of hours in a day that Stewart Road is busy. Obviously, everybody here is familiar with the idea that the middle school sits on Stewart Road. The hours that that road is busy are the hours that children are being carried to and from school on Stewart Road. And that intersection is very difficult to get out of. And you're coming up a very steep hill. It's very hard to see in both directions. The amount of traffic that's been added with Summit

Station and the traffic down at the intersection with Coen have increased dramatically over the last couple of years. And Stewart Road, getting out of there is very difficult. I just ask you to consider the school buses and the number of cars. I don't know if any of you have children in the middle school or have been down there in the morning or in the afternoon, but the number of parents who drop off their children is so high that at times, the line of cars goes all the way down to the road. So, there's an awful lot of traffic during the morning and the afternoon, and that's something that really needs to be considered in this. Thank you.

Mr. Bracker: Thank you. Does anyone else have any questions or comments regarding Sunset Golf?

Tim Foster, 1046 Westchester: Hi, Tim Foster, 1046 Westchester, I just have a question again about the traffic study. So, are you able to tell me how many school buses use or come by Stewart and Brownsville Road on a daily basis?

Mr. Goetz: Yeah, we did our counts, obviously, on a typical day when school was in session. So, the counts we do, and this is all scoped beforehand. In other words, what hours we count is agreed to by, in this case, the Township engineer. So, we looked at 7 to 9 in the morning, 4 to 6 in the afternoon. So, we did count buses. We counted buses coming out of there. The reason we count the hours we count is not so much we're focusing on schools, we do studies for schools, we are focusing on when the peak of the actual development is, which is typically always 7 to 9, 4 to 6. 7 to 9, a lot of folks are leaving. 4 to 6, a lot of folks are coming into development. So that's what that was based on. In addition, we have days of counts out here using the tube counters. So, I can tell you whatever hour you want to see, I have counts for that. It's all in here. And looking at it, we didn't really see any pronounced spikes around 2:30- 3:30 so we're going with the 4-6. The data's in here, if you wanna have access to it, I guess you can get a copy.

Mr. Foster: So, I'm hoping the board just heard that the traffic study is not concerned with the school buses. I wonder if, is the school board, Pat, can I ask you that? Not to put you on the spot, I know you're driven a lot by the taxes, and the increases in the emails that I read. Is there any concern for children's safety here? Did you witness any school buses, sir, pulling from Stewart to either way on Brownsville?

Mr. Goetz: Yes, we have hours of video.

Mr. Foster: Okay. How would you describe the intersection for a car, and how would you describe the intersection for a school bus? What about a school bus coming out there making a right turn?

Mr. Goetz: Yeah, our analysis takes into account heavy vehicles, buses. It assigns to it different factors, obviously. They require longer gaps to get out of the road. It's all taken into account in the analysis.

Mr. Foster: So, it's difficult and challenging right now. I have witnessed a number of close calls on that road. Now, a school bus only really, if a school bus is coming down there and making a right-hand turn, it only has to be concerned with cars coming from the railroad, you know, from the A George side down, right? Now, all of a sudden, you have a four-way intersection. I just wonder, is the school board ever, ever concerned about the kids?

Mr. Sable: Tim, our school board is concerned about the kids every single minute that they're in school, every single minute they're traveling to and from school.

Mr. Foster: I would strongly suggest...From a litigation perspective, as an attorney, we put something on the record at some point in time. I've sat here, my family has sat here, for every meeting for the last almost two years of this board, I've never heard any concerns about the school kids. Every discussion, I don't know, I challenge anyone else, if there's ever been any discussion about the school kids.

Mr. Sable: Tim, you know I've been here with you. I'm all about protection of the kids. That's my purpose of being here and on the school board. I would do nothing at all ever to put our students or our faculty or staff in danger, but we don't control the traffic on all of the roads. So, we do what we always have done in past history of coming off of Stewart Road onto Brownsville. I agree with you, it's a tough intersection.

Mr. Foster: Now we're making it a lot more complicated. Now it becomes a four-way intersection with two stop signs, I'm guessing. With the other vehicles just moving freely. And again, I've heard no discussion about any concerns about that. I mean, the traffic studies here are amazing. I've served on a board in Illinois for 15 years. Our traffic studies were completely different. We could put in a thousand developments, and the traffic, I'll guarantee, would be either neutral or improved. It's a miracle. You put developments in, and the traffic situation improves. It's unbelievable. Sleepy Hollow and this development, no impact on traffic? No impact on traffic? I mean, how can we sit here as a community?

Mr. Depretis: I don't think you listened to what he said at the beginning. If there would have been no sunset golf there, then I think the traffic study would have probably came up with different results. But, I mean it's open 9-10 months depending on what the weather is so there is traffic in and out and they did, at first, when they approached it, it was still going to stay as on offset inlet to this street so after multiple discussions they decided it was a lot safer and it complied if they went across, which makes more sense, it is better looking across.

Mr. Foster: I'm not arguing that point. I think it makes sense all day.

Mr. Depretis: So, for you to say that they don't consider the traffic or don't consider safety, you didn't listen to what he said at first.

Mr. Foster: But at the end of the day, he said there's no impact. That's why they're asking for waivers on a traffic study.

Mr. Depretis: No, the waiver they're asking for is that they're not going to improve Stewart because Stewart's a pre-existing situation there that this didn't cause or really won't add that much change to it. Because there is. I mean, if that was woods across the street, and then it was going to be a development, and there was no difference in the amount of cars coming in and out, then I'd agree with you. There has to be some change. You can't add homes and have zero change. But being that there is something across the street, and not conveniently across the street. You know, if you come out of Stewart and make a right, if you do want to go into Sunset, you have to stop there. And then hopefully people coming behind you are paying attention. Now you're simply going across, which is definitely better and safer than offset streets. And if down the road traffic catches or picks up even more, well now there's an opportunity with a T, or I'm sorry, with a cross intersection to be able to add stop signs, a light, if it meets the criteria. If it doesn't meet the criteria, I think if it was up to South Park, in theory, they'd put a light in there, but It doesn't meet the criteria to put one in, so you can't just take your own opinion and put it in there. So, I can tell you, we talk about this all the time. We get these papers a week ahead of time. And I can tell you, the discussion always comes up. And we all live in South Park. It's not like we better drive down to Stewart Road to see what you're talking about. We've all been there.

Mr. Foster: Where do the discussions happen that you're talking about?

Mr. Depretis: We have discussions with our engineers. We have the opportunity, as soon as we see something, if we say I have, you know, I have some questions about this. We can call them, so they're prepared whenever we come to meet in person. Or we can ask if it's a small question.

Mr. Foster: With the other board members, with the other commissioners?

Mr. Depretis: No, no. I would ask them personally, and then when we get together, we meet 45 minutes roughly before the meeting. And that's when we can either, they can elaborate on some of our questions that were already asked if the other ones had it too, or maybe someone went in and got their questions answered personally.

Mr. Foster: I would just make a suggestion just for the people here that you summarize some of that at an important time. You know, when it gets thrown over to you for questions, you say, listen, here are some of the questions I had. I was concerned about this.

Mr. Depretis: He actually talked about that at the beginning.

Mr. Papinchak: I asked mine.

Mr. Foster: No, I was just saying yourself, questions you had.

Mr. Sable: Tim, every question that we ask is addressed publicly in this session. There's nothing, it's all transparent. We're not trying to trick anybody. Any question that we ask these professionals they address as a part of the report.

Mr. Depretis: And that's a good point to say maybe when John asked a question today, he already asked it probably in there, but asked it so it would get on the record and you guys could hear the answer to it. So, some of the questions we're asking, we already know the answer to because we probably asked it an hour before, or it was addressed an hour before it was.

Mr. Foster: Just my suggestion guys, thank you for your time.

Mr. Bonidie: Before you step away from the mic, you made a comment to the Board to ask them if they had interaction with the Board of Supervisors.

Mr. Foster: I did not, I misspoke.

Mr. Bonidie: I just want it on record that at no point does the Planning Commission or the Zoning Hearing Board members have any interaction with the Board of Supervisors at any time.

Mr. Foster: Just for the record, that's not the point I was making, Tom, so you misunderstood.

Mr. Beach: Just a final comment about the traffic study. If you are coming up, Stewart, I think one of the big problems is that house on your left-hand corner. You have to nose out to see around what's coming, blowing through that railroad tunnel. If that house weren't there, I don't think we'd have some of the traffic issues are being discussed now. Still, as I mentioned before, that stretch from the tunnel going back to Cardox is something for you guys to watch and the supervisors to watch. Because that's going to get really, really busy. Big trucks the whole bit. And for your benefit, Pat, I was in the yard about a week ago and a school bus came ripping down Sebolt right through the stop sign.

Mr. Sable: Drummond, I'll gladly take your application for bus driver so we can get you on that route.

Mr. Beach: I am too old.

Mr. Bracker: Are there any other questions or comments related to Sunset Golf?

Mr. Resident: I have one question. I'm not sure who can address this. Does or will the homeowner's association agreement preclude development of the green portion of the property there? This isn't a phase one. This is all that's going to be done there.

Mr. Wetzel: Yes, correct. And all that open space will never be able to be re-subdivided.

Mr. Resident: Will that be memorialized in a document like the HOA agreement, eventually have a charter or something like that?

Ms. Yagle: As part of the tentative recording plan that was shown in the presentation, it's a clip, but it's representing that there are lots that are being allocated as parts of the development and then that there is the open space portion because it is all part of the submission, the percentages that they are presenting and that is carrying over into any of their own documents. So, it's in two different places that are complementing one another, meaning what first place is on the recorded plan, and then the second place is whatever they may be doing as part of the homeowner's association.

Mr. Resident: Okay, great, thanks.

Ms. Yagle: And those homeowner association documents are to be submitted as part of the final developer's agreement and all of those kinds of things. We have received a preliminary concept of the kinds of things in their other developments that the homeowner's association documents include. That was part of the requirements and through this process where you've seen those examples. Those are going to be finalized again though specifically in looking at this plan and be submitted as part of the final application process.

Mr. Bracker: If there's no other questions?

Mr. Sobek: Can I make a very brief comment about something that was on the original agenda?

Mr. Bracker: Majestic Woods is not on the agenda.

Mr. Sobek: Okay, it was on the initial agenda. (No, it was advertised to be an item that the PC might take action on—the deadline for the Park News is always a week prior to submission deadlines so sometimes items are advertised based on a developer's implied intent, but then after the paper goes to print they miss the deadlines etc. and the ad cannot be changed) I just wanted to let the Planning Commission know for the record that the NPDS permit was a condition of final approval. It was placed on the agenda. I contacted the DEP. The DEP had not even received an NPDES permit. So, it was added to the agenda prior to the NPDES permit application being even submitted. Just wanted to let you all know that for the record.

Mr. Bracker: Thank you. Okay. Does the board have any other questions or comments related to Sunset Golf? And last call for the people. Any questions or comments?

Ms. Gastmeyer: Hi. I'll just say really quickly too, like, I don't know if it's relevant, I feel like it is relevant just because of Summit Station and them having to come, like, as their kids, you know, are in school, grow up in school, and have to come down the road and stuff. Back when I was in school, we would go and pick up kids all the way down Stewart and turn around in order to go back on Corrigan because the driver said that they were supposed to be rerouted to not take that turn on Stewart. So, we have all these kids, and we're just going to have more and more kids. So, I think it's important to realize that after school and during certain times of day, then they will, they will take a certain route for activities, football games, all of that stuff when we need to take those roads. So, Stewart is already a situation where changes have had to be made to the school bus routes in order to accommodate that terrible intersection. So, I don't see how any of this could work without a traffic signal. And I did look it up. And I think I'm right. I'm not going to stand here and read it. But according to our, It's not about variances. It's not about variances. It's about waivers to our codes. You guys have access to that too. I can read it if you want, but I just wanted to say that.

Mr. Bracker: Thank you. So, we have several items. As outlined, we have conditional use application, and we have waivers to look at along with tentative PRD development. So, there's six items for us to vote on. So, the first item is for Fox Lane Homes at Pittsburgh LLC conditional use application. This is the paperwork. Do we have a motion to accept or not accept or table this conditional use application as being complete in accordance with the zoning ordinance?

Motion made by Mr. Sable, seconded by Mr. Devine to accept this Conditional Use application as being complete in accordance with the Zoning Ordinance. All members voted aye. The motion is unanimously carried.

Mr. Bracker: Second item is to consider a recommendation for property located along Brownsville Road Lot block 886-R-250 in an R2 zoning district for a conditional use application in accordance with zoning ordinance number 556, article V, section 501-B.1G for the purpose of establishing a planned residential development.

Motion made by Mr. Papinchak seconded by Mr. Sable, to recommend this application for a Conditional Use as subject to Article XVIII of the Zoning Ordinance. All members voted aye. Motion is unanimously carried.

Mr. Bracker: The next item is to consider a Waiver Request to Section 118.12.8.18 of the Subdivision and Land Development Ordinance as submitted by the Developer regarding the requirements of a submission of a Geotech report that will be submitted with final application.

Motion made by Mr. Depretis, seconded by Mr. Devine to recommend the waiver request to Section 118.12.8.18 of the Subdivision and Land Development Ordinance regarding the requirements for the submission of a Geotech report as part of the tentative approval, but rather will be submitted with the final PRD application. All members voted Aye. Motion is unanimously carried.

Mr. Bracker: Next item is to consider a Waiver Request to Sections 118.12.10.1.3.5 (b) and (d) of the Subdivision and Land Development Ordinance as submitted by the Developer regarding traffic study as it relates to traffic timing delays.

Motion made by Mr. Sable, seconded by Mr. Devine, to accept the waiver request to Sections 118.12.10.1.3.5 (b) and (d) of the Subdivision and Land Development Ordinance relating to traffic timing delays within the Traffic Study. All members voted Aye. Motion is unanimously carried.

Mr. Bracker: Next item is to accept the tentative PRD application as being complete per the subdivision and land development ordinance and Article XVIII of the South Park Township Zoning Ordinance. So, this is once again paperwork. Do we accept, not accept, or table the tentative application?

Motion made by Mr. Papinchak, seconded by Mr. Devine to accept this tentative PRD application as being complete per the Subdivision and Land Development Ordinance. All members voted Aye. Motion is unanimously carried.

Mr. Bracker: We need a motion to recommend, not recommend, or table this application for tentative approval for a PRD, to be located at 3501 Brownsville Road, lot block number 886-R-250 as it pertains to article XVIII of zoning ordinance number 556 as amended. Do we have a recommendation to recommend, not recommend, or table? Do we have a motion? Sorry.

Motion made by Mr. Devine, seconded by Mr. Depretis to recommend this application for tentative approval for a PRD, to be located at 3501 Brownsville Road (Lot/Bock 886-R-250), as it pertains to Article XVIII of Zoning Ordinance #556, as amended. All members voted Aye. Motion is unanimously carried.

Mr. Bracker: And last but not least, we need a motion to recommend, not recommend, or table this application for preliminary approval for the subdivision portion of the PRD (*of land associated with stormwater management and other applicable designated development improvements delineated as part of the Sunset Golf tentative PRD plan*) to be located at 3501 Brownsville Road, lock block number 886-R-250 as it pertains to article XVIII of the zoning ordinance number 556 as amended.

Motion made by Mr. Sable, seconded by Mr. Papinchak to recommend this application for Preliminary approval for the Subdivision portion of the PRD, to be located at 3501 Brownsville Road (Lot/Bock 886-R-250), as it pertains to Article XVIII of Zoning Ordinance #556, as amended. All members voted Aye. Motion is unanimously carried.

Next Regular Meeting MONDAY, December 23, 2024 at 7:00 p.m.

Adjournment

Motion made by Mr. Papinchak, seconded by Mr. Depretis to adjourn the meeting. All Members voted aye. The motion is unanimously carried.

Time: 8:32P.M.

Q&A

What is the purpose of the Planning Commission meeting for the Township of South Park on November 26, 2024?

The purpose of the meeting is to review applications and make recommendations to the Board of Supervisors regarding those applications.

What is the main item on the agenda for the meeting?

The main item on the agenda is the Sunset Golf planned residential development, which includes conditional use and tentative plans.

What type of community is Sunset Golf PRD proposed to be?

Sunset Golf PRD is proposed to be an age-restricted single-family development, specifically a maintenance-free community for residents aged 55 and over.

How many lots are proposed in the Sunset Golf PRD?

There are 39 proposed lots in the Sunset Golf PRD.

What are the two waivers requested by the developers?

The two waivers requested are for the Geotechnical investigation report to be provided with the final plans instead of the tentative plans, and for the traffic situation waiver regarding intersection levels of service.

What is the significance of the Board of Supervisors meeting on December 9, 2024?

The Board of Supervisors will meet to discuss the recommendations made by the Planning Commission regarding the applications reviewed during the meeting.

What amenities are included in the Sunset Golf community?

The Sunset Golf community will include amenities such as pickleball courts, a gazebo, a picnic area, and access to the Montour Trail.

What is the average price range for homes in the Sunset Golf development?

The average price range for homes in the Sunset Golf development starts in the 400s.

What is the proposed density of the Sunset Golf PRD?

The proposed density of the Sunset Golf PRD is 1.2 dwelling units per acre.

What is the purpose of the Geotechnical report in the context of the development?

The Geotechnical report is intended to assess the soil properties and ensure the stability and safety of the construction, especially given the site's history of strip mining.