

BEFORE MUNICIPAL COUNCIL OF THE MUNICIPALITY OF MONROEVILLE

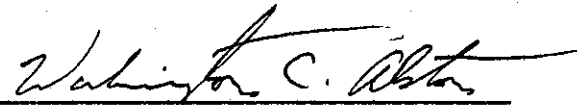
A RESOLUTION OF MUNICIPAL COUNCIL)
 OF THE MUNICIPALITY OF MONROEVILLE)
 APPROVING SITE PLAN APPLICATION NO.) Resolution No. 89-113
 88-17-ST(R) OF OXFORD DEVELOPMENT)
 COMPANY CONCERNING PROPERTY LOCATED)
 ON WILLIAM PENN HIGHWAY CONTAINING)
 12 ACRES)

AND NOW, on November 14, 1989, it is RESOLVED by the Municipal Council of the Municipality of Monroeville as follows:


That Site Plan Application No. 88-17-ST(R) of OXFORD DEVELOPMENT, concerning property located on William Penn Highway, to construct a 144,000 square foot retail development and associated parking facilities on the northerly side of William Penn Highway between Bob Evans Restaurant and Ames Department Store is "APPROVED" this date, subject to the conditions attached hereto Addendum A.

ATTEST:

MUNICIPALITY OF MONROEVILLE



 Washington C. Alston
 Municipal Manager



 Michael P. Lynch
 Mayor

ENTERED INTO LEGAL BOOK ON: November 24, 1989

ADDENDUM A TO RESOLUTION NO. 89-113

Concerning File No. 88-17-ST(R)

The approval of the aforementioned Site Plan, No. 88-17-ST(R) is subject to the following conditions:

1. Compliance with all applicable Municipal Codes, Ordinances, Resolutions, policies, and procedures, in general, and with Ordinance No. 1443, as amended, in particular.
2. The Site Plan shall not be official until and unless it is approved by Monroeville Municipal Council. Council may add such requirements to the Site Plan as it determines are appropriate in the circumstances. If the Council adds any requirements, a revised Site Plan reflecting such additional requirements shall be filed with the Municipal Zoning Officer within ninety (90) days of the date of the action of Council imposing such requirements.
3. Submission of an Improvement Bond in an amount of 110% of the cost of improvements required by Section 508 of Ordinance No. 1443, as amended, as estimated by the Municipal Engineer and in a form acceptable to the Municipal Solicitor.
4. Applicant agrees to execute an agreement to comply with the requirements of Ordinance No. 1016 concerning sidewalk construction and regulations if and when the Municipality requires sidewalk construction.
5. Applicant agrees to use an approved exterior wall surface on exposed areas of the building as approved in Resolution 89-65.
6. Applicant agrees to comply with the provisions of Resolution No. 89-55, requesting that all owners, developers, contractors, and operators, of commercial establishments give first preference to the hiring of all Monroeville residents, who are qualified, to participate in the development, construction, and operation of their commercial operations in the Municipality of Monroeville.
7. Compliance with the Municipal Engineer's requirements.
8. Compliance with the Fire Official's requirements.

ADDENDUM A TO RESOLUTION NO. 89-113

(continued)

Concerning File No. 88-17-ST(R)

9. Compliance with the slope stabilization specifications submitted by GAI, Inc. and approved by the Municipality of Monroeville which are attached hereto and marked "Exhibit A".
10. The applicant agrees not to provide ingress and egress to Summers Drive and Northern Pike so as not to permit ingress or egress to those roadways from the applicant's site.

"Exhibit A"



August 24, 1989

Project 87-402-20

570 Beatty Road
Monroeville, PA 15146
412-856-6400
FAX: 412-856-4970

Mr. F. D. Norris
Oxford Development Company
One Oxford Centre
Pittsburgh, Pennsylvania 15219

Stabilization Plan
Slope along North Side of
Holiday Centre Site
Monroeville, Pennsylvania

Dear Mr. Norris:

The enclosed panoramic photograph (Attachment 1) represents the soil and rock cut slope along the rear (northern) limits of the site (Attachment 2) after the completion of final trimming on Friday, August 18, 1989. The trimming was conducted to remove, to the extent possible, loose rocks on ledges, unstable highly jointed zones, unstable blocks and overhangs. Trimming was terminated when GAI's field representative concluded that a more stable slope configuration could not be achieved by the further removal of rock material using mechanical methods (chiefly hoeram and backhoe).

Whereas the trimming operation significantly improved the condition of the slope, it also defined more clearly several destabilizing features inherent in the rock mass. These features include an extensive system of natural discontinuities that subdivide the rock slope into blocks, slabs and fragments of various sizes and orientations. The most prominent discontinuities are near vertical, almost planar stress relief joints that roughly parallel and partly define the face of the rock cut. Where exposed along the rock face, the stress relief joint faces are slightly overhung (ie. exhibit a negative slope). Field observations indicate that similar, parallel stress relief joints lie behind the exposed joint faces at intervals of 18 to 36 inches. These joints and others that intersect the slope face at acute angles delineate tabular slabs of rock that could be subject to failure by toppling or sliding. Located forward of the stress relief joints (in the direction of the roadway and buildings) are local promontories and zones of highly jointed (occasionally loose) shale strata that appear to be highly susceptible to weathering, raveling and slippage. Several prominent rock joints dip southward toward the roadway. Local clay seams contribute to the unstable conditions.

Over time, gravity and the effects of weathering associated with wet/dry and freeze/thaw cycles can be expected to result in occasional rock falls. The time of occurrence, location or sizes of rock blocks participating in a rock fall cannot be predicted with assurance.

Because of the marginal stability of the slope and its close proximity to buildings and thoroughfares, we recommend that a stabilization program be undertaken to reduce the threat to property and passersby. The stabilization measures we recommend are sketched on Attachment 1 and outlined in Attachment 3 on a zone-by-zone basis. Note that dimensions and locations shown on Attachment 1 are approximate and must be field-verified.

The stabilization program incorporates the following measures:

1. Untensioned steel dowels installed in small diameter holes drilled into the rock slope. Each dowel is coupled to the rock by epoxy resin over the full length of the drill hole. Where the rock face is relatively smooth and planar, the proposed dowel layout pattern is regular. Where the rock face is non-planar, the pattern is somewhat less regular. Supplementary dowels may be required as dictated by field conditions.
2. Wire mesh draped over the rock face and affixed using a combination of dowels (Item 1, above) and light weight steel channel, such as mine roof mat. Mine roof mat bends readily to conform to the contour of the slope and is intended to limit sagging of the wire mesh.

The untensioned dowels and mesh constitute a passive support system. Each dowel offers both shear and axial resistance to movement along any discontinuities that it intersects in the drillhole. The wire mesh helps to preserve the integrity of the slope by limiting the movement and outfall of rock materials between dowel locations. These measures are intended to enhance the existing factor of safety and avoid the occurrence of a catastrophic failure. The actual factor of safety of the slope cannot be quantified. Some maintenance and repair should be expected over the long term. A wall would provide greater protection against rock degradation and rock movements, but at significantly higher cost.

The length of time that the trimmed rock slope will maintain its present configuration is uncertain. Consequently, we recommend that the entire stabilization program be implemented as soon as possible. We also recommend that the drainage plan presented in Attachment 4 be implemented in association with the rock stabilization program. We further recommend that permanent

fencing be installed around the stabilization area to limit access by children, who may be tempted to climb on the wire mesh or venture onto the rock benches. We envision fencing between the following points (referenced to Attachment 1):

1. West side--A to B; and
2. lower side--BEHKORVX'.

The fence could consist of several strands of barbed wire strung between a series of reinforcing bars positioned to jut out from the slope at a height above road level that would not impede vehicular traffic. The bars could be drilled and epoxied into the rock slope.

We also recommend that a permanent fence be installed along the crest of the slope over the full length of the stabilized area.

The rock slope stabilization program requires full time monitoring during construction by qualified geotechnical engineers. Engineering input will be required in selecting dowel locations and in other matters. GAI would be pleased to assist Oxford in these activities.

Very truly yours,
GAI Consultants, Inc.

Robert W. Bruhn /PMW

Robert W. Bruhn, P.E.

Percy M. Wimberly III

Percy M. Wimberly, III, P.E.

RWB:PMW/jrs