

City of Greensburg
PLANNING COMMISSION Meeting

Monday, November 28, 2016 7:00 PM

- I. **Call to Order by Dave Kahley**
- II. **Roll Call---taken by Amy Calisti, Administrative Assistant**

PRESENT:

DAVE KAHLEY, CHAIRMAN

JEFF ANZOVINO, VICE CHAIRMAN

KAREN HUTCHINSON, SECRETARY **Arrived at 7:02pm**

ANITA SIMPSON

RICK CUTIA

BRIAN LAWRENCE

RYAN VESELY

ABSENT:

JOHN MUNSCH

ALSO PRESENT: LOU DEROSE, SOLICITOR

BARBARA CIAMPINI, PLANNING DIRECTOR

III. Approval of October 31, 2016 meeting minutes

Dave Kahley: Okay, thank you very much. Moving onto item three (3), approval of the October 31, 2016 minutes. I'll call for a motion of approval.

Jeff Anzovino: So moved.

Dave Kahley: Second?

Anita Simpson: I'll second it.

Dave Kahley: All in favor?

Everyone: Aye.

Dave Kahley: Any oppositions? No? Minutes approved.

IV. Old Business

Dave Kahley: On to old business, I see none. Moving on to new business.

V. New Business

- A. Site plan/land development review of Westmoreland Transit Authority Parking lot reconfiguration, 41 Bell Way

Jeff Anzovino: Isn't this old business?

Dave Kahley: It was sort of no business. Would you take it away, Barb?

Barbara Ciampini: Oh, okay. You mean, site plan/land development review of Westmoreland Transit Authority Parking lot.

Dave Kahley: Yes.

Barbara Ciampini: With us this evening is John, how do you say it? Bonck?

John Bonck: John Bonck, yes, with Dawood Engineering. Westmoreland Transit Authority is looking to update their bus terminal here. Right now, they have actually been getting federal violations for how the buses are parked. They're parked diagonally, so when they back up they don't have a rear view mirror; they're using video screens and a camera on a light post right here over on Bell Way to sue to make sure no pedestrians are walking behind the buses when they are backing out.

Barbara Ciampini: They all pull in like this, right?

John Bonck: Yes, they all pull in like that.

Jeff Anzovino: When you say federal violations, they're paying fines?

John Bonck: I don't know if they've started to pay fines yet, but I do know that they've been flagged so that's what triggered the designs for this project.

Barbara Ciampini: They'll hold up their funding. That's what will happen. They get federal—they're federally—

Jeff Anzovino: Well they're federally funded, yes, I've done those grants. I've never seen the funding be held up because they couldn't back up, in my experience, but go ahead.

Barbara Ciampini: Oh, okay. Yes.

Jeff Anzovino: I'm just saying, because I've done them. There are always recommendations, but I didn't know if it was a recommendation that they have it or if it was an actual violation that's going to hold up funding.

John Bonck: I'm not sure about that either.

Jeff Anzovino: I think the whole different story here if we're talking about a federal violations that'll hold up funding, compared to what our questions are.

John Bonck: Mmhhh, I can talk to Alan about that to clarify that. So in the event, we've done a site plan to actually have all the buses come in and parallel park. Could you go to the other PDF, if you don't mind.

Barbara Ciampini: The one (1) I had up, you mean?

John Bonck: Yes please, which I think most of you were talking about when I came in; five (5) boarding areas, three (3) along the main plaza, and then an island that would have two (2) additional boarding areas where a bus shelter for each one (1).

Barbara Ciampini: So this is one (1), two (2), three (3)?

John Bonck: Yes.

Barbara Ciampini: And then four (4) and five (5), right?

John Bonck: Correct. In addition, we tried to make the whole layout more pedestrian friendly. Right now, if you look at the existing conditions—if you're walking along Bell Way and you're crossing—if you cross the bus entrance, there's a little island. If you're walking along that island it almost seems like you are walking right out into Bell Way, when you're trying to get into the next vehicle—the actual passenger car entryway. So, with this new site design we'll just have one (1) driveway where the sidewalk is feasibly situated so you can cross without entering in Bell Way. A larger platform for A.D.A. ramps so that it can be A.D.A. compliant. We also added a sidewalk along the south side of the property to have it go up and avoid anybody who needs to get to boarding areas, one (1), two (2), three (3). Instead of cutting right across the whole driveway, they can use that sidewalk and access it safely through there. That's also A.D.A. compliant. Fortunately, because of the turning movement for the buses that grass island has to be removed and there's been an increase of about 3,000 square feet of impervious cover. We have proposed a retention basin, an underground retention basin; with stone and perforated pipes that will just be captured by the trench drain up by the cross walk. There's a trench drain between the concrete pavement and the asphalt pavement that will collect all of the storm water from that parking area, manage it, and release it at a slower rate, so Gibson-Thomas has approved the storm water design. In the proposed condition, it's going to be less of a discharge overall for the site.

Barbara Ciampini: John, down here on this—every time I move my cursor this comes up, but on the original there were two (2) driveways, correct?

John Bonck: Yes.

Barbara Ciampini: There was one (1) here and then this is a green area, and then there was one (1) here.

John Bonck: Mmhhh. Correct. That's a bus entry.

Barbara Ciampini: Right. Okay, so now you are having one (1) large—

John Bonck: A shared entry way, yes.

Barbara Ciampini: So, is that an exit too, or is it just an entry?

John Bonck: It would be an entry for cars.

Barbara Ciampini: Just the cars?

John Bonck: Yes.

Barbara Ciampini: Okay, so there would be no reason that that couldn't be the width of this driveway over here to make it more pedestrian safe, than this big wide opening of a driveway? If it's just the cars exiting out, I don't know why it needs to be that wide.

John Bonck: I could take a look at the—

Barbara Ciampini: They're coming—they're leaving—they're going out this way.

Jeff Anzovino: Yes, but coming in—do they have enough room--

Barbara Ciampini: It's tight.

Ryan Vesely: It is a little bit of a curve there too.

Barbara Ciampini: Yes, I don't know.

Jeff Anzovino: I agree.

John Bonck: I the vehicle turning radiuses for all four (4) of these buses—

Dave Kahley: John, you can approach the bench.

John Bonck: So, here's one (1) of the turning movements. We also have—it's going to be a phased construction so that—

Barbara Ciampini: So that you can still operate.

John Bonck: Yes, so they can still operate. I don't have those printed out, but I think that's a good idea. I think we can shorten that—

Barbara Ciampini: Reduce that—that driveway.

John Bonck: Yes, and it gives it more space—

Barbara Ciampini: Yes, because that makes it a longer area that pedestrians have to cross there. If it's just an entrance for the buses and an exit for the cars, I don't think it needs to be that—

Ryan Vesely: Do they always come from the west on Bell?

Barbara Ciampini: Yes.

Karen Hutchinson: If they are coming in there.

Barbara Ciampini: They're always coming from Pittsburgh Street in.

Ryan Vesely: Okay.

Barbara Ciampini: Yes, they always come that way.

Jeff Anzovino: They won't come down Otterman and go in?

John Bonck: I've seen them come in this way for sure.

Barbara Ciampini: Did you come in that way too?

John Bonck: I was watching them come in before I came.

Barbara Ciampini: And they come in both ways then?

John Bonck: I didn't see any come in from there, but I'm sure they do.

Karen Hutchinson: Which way are the buses going to come in?

Jeff Anzovino: Both ways.

Karen Hutchinson: Both ways?

John Bonck: They all come in from Bell Way.

Barbara Ciampini: This other place—Otterman is just an exit.

Karen Hutchinson: It's just going to be an exit.

John Bonck: Right. That's not going to—

Barbara Ciampini: Change.

John Bonck: That driveway is going to turn into (incomprehensible).

Barbara Ciampini: You're right. I think we talked in the past about having them cross over that Paletta Way, which is that back street that put in back with that parking lot back in—yes, but I don't think they can make that turn. So yes, you're right. They probably come in with both.

Jeff Anzovino: College Avenue.

Barbara Ciampini: College and the other way. But I still think it doesn't have to be—

Karen Hutchinson: No.

John Bonck: I think you're right.

Dave Kahley: John, if I can, since you seem willing to accept some input—

John Bonck: Oh yes, definitely.

Dave Kahley: Could you describe the program that they gave you as to what you are to accomplish with this overall plan? You stated one (1), which was to get rid of backup movements. Number two (2), I think you mentioned you need five (5) bays. What other elements were the program you were given to engineer?

John Bonck: That's really the two (2) main things. I kind of inherited the project too. What they really originally discussed for just the cement design, I'm not really sure who those engineers are—they're no longer there. But talking to Alan, that's what he told me that it's the federal—it's in code violation for backing up, and he just wanted to make sure that we could maintain those five (5) boarding areas.

Dave Kahley: Okay, so to repeat, I'm hearing that you inherited a set of plans that are a little squishy about why things are painted the way they are. If you get rid of your back up and you have five (5) staging areas you have a lot of flexibility, correct? Now, I believe when we talked the last time we met, and there was some miscommunication, we all as a group were concerned about the lack of landscaping and the large amount—3,000 square feet of new pavement.

John Bonck: Yes.

Dave Kahley: And that didn't seem at least with the group at that time to work with our goals for good zoning or good planning. So, I think it was landscaping was our concern, public safety was an issue—

Jeff Anzovino: Barb has the questions.

Barbara Ciampini: Yes.

Dave Kahley: Do you want to repeat? To cut to the chase here, why don't we spend some time reviewing this?

John Bonck: I have them.

Barbara Ciampini: Do you have them?

John Bonck: Yes.

Barbara Ciampini: I know I sent you an email. I didn't print the email.

Dave Kahley: If you could be so kind and repeat what we are stating.

John Bonck: Yes, the first is why would we want—what's the total—why is the total reconfiguration, basically we've discussed already.

Dave Kahley: Right.

John Bonck: The size of the terminal area; five (5) bays seems to be excessive. I actually have some photos that I took, where there were at least six (6) buses there at one (1) time. I can hand that out if you'd like.

Jeff Anzovino: That's fine, I believe you.

Barbara Ciampini: It's a crazy place. Yes, we all know.

Jeff Anzovino: Unless you told six (6) buses to pull out to take a picture.

John Bonck: I don't have that kind of pull. You also talked about the waiting area. There is a waiting area that exists right now; it's open from 5:30 to 8:30 every day.

Jeff Anzovino: You're talking about the one (1) inside.

Dave Kahley: Interior space.

John Bonck: Yes, the interior space.

Jeff Anzovino: 5:30 to 8:30 in the morning?

John Bonck: It's open from 5:30 to 8:30 at night.

Jeff Anzovino: 5:30 in the morning to 8:30 at night? Okay. Who said something that it was closed?

Barbara Ciampini: Anita.

Anita Simpson: I didn't say it was closed. I said the guy in there is not very friendly and he doesn't want you to stay inside. He shoos you out. He says, "Get out!" He does not want you in the building.

John Bonck: Yes, he wasn't friendly to me. I waited for like two (2) minutes to ask him how late it was open 'til, because I wanted to tell you guys.

Jeff Anzovino: But I guess that's the thing, is it truly a waiting area then?

Anita Simpson: My impression was that you weren't to wait in there.

Barbara Ciampini: You said you waited in your car.

Anita Simpson: My son was waiting for the bus, and I was in the car and he said that he wasn't allowed to be in there and it was 5:30 in the—six (6) in the morning. It was snowing, and no one is allowed to be in there.

Jeff Anzovino: I know you're new to this, but is it designated a waiting area?

John Bonck: Yes, it is a waiting area.

Jeff Anzovino: It is designated a waiting area.

Anita Simpson: Somebody should tell the guy in there.

Dave Kahley: Unfortunately, personnel issues are not something we deal with here.

John Bonck: Yes, I can't really do anything about that.

Jeff Anzovino: And then there was the—there's two (2) shelters, right, in the middle of the island?

Barbara Ciampini: Right.

John Bonck: Mmhm. There really hasn't been much design—I'm guessing it's going to be premanufactured shelter, but I don't know. I haven't gone through that part of the process yet; picking a manufacturer.

Dave Kahley: So, that covers most of the things.

John Bonck: And then there's also landscaping, which we were talking—and you were saying that you didn't think the environment was safe enough.

Dave Kahley: Yes, I think the amount of open pavement allows for pedestrian movement—uncontrolled pedestrian movement; which I thought was your very major point, which is to increase public safety by not having people back up. Having pedestrians in open areas is problematic.

John Bonck: Right.

Dave Kahley: So, the—could you describe—you did have a conversation with Barb about adding some trees.

John Bonck: Yes.

Dave Kahley: Barb and I looked at it and frankly I don't think it really resolves what we were looking for, but that's second guessing the group so I'd have to ask them that. Could you describe what you tried to do for landscaping by adding trees?

John Bonck: Yes, so I know that there is, in the zoning, for frontage along the street; I think it's one (1) per 20 feet, I believe. Before last month, I didn't have any trees along Bell Way, so I've added four (4) trees along there. I talked to Alan; there's this huge space up by the retaining wall here that was all concrete, and it's—I was thinking, there's nothing in the proposed phase—it's just a concrete area, so why not—

Barbara Ciampini: In this area?

John Bonck: Not that area, just to the left.

Barbara Ciampini: I can't see where you're pointing, John.

Dave Kahley: Yes, John, come on up.

Karen Hutchinson: It has the circle on it.

Barbara Ciampini: Oh that, okay.

John Bonck: Yes, and there's another tree there.

Barbara Ciampini: Oh, there's a tree inside there? Oh, okay.

John Bonck: So I added that area, and I think that that can probably be expanded all the way to the retaining wall to get some more pervious area.

Barbara Ciampini: Okay, so that's a landscaped area?

John Bonck: That's a landscaped area.

Barbara Ciampini: Okay.

John Bonck: That's about another 400 square feet of landscaped area. I can't put any trees in the one (1) grass bump out by the—to the south of the property, because that's where the retaining basin is.

Barbara Ciampini: Oh, okay. Yes, because this all used to be landscaping. This was all grass.

John Bonck: Yes, there's three (3) trees that are in there now.

Barbara Ciampini: And they're all going?

John Bonck: They're all going.

Dave Kahley: I think we have, again everybody had, but to just keep this discussion moving, I think we've seen within the group a couple of places that you could add landscaping without really causing problems.

John Bonck: Okay.

Dave Kahley: One (1) of those is where we're concerned about the pedestrian passage across this—would be the east entrance or the west entrance?

Barbara Ciampini: South.

Dave Kahley: That's west, right? It's the bottom of the map, that's west.

Barbara Ciampini: Okay, yes.

Dave Kahley: Right now, it's showing an opening of 35 feet, but Bell Way at its width, using your measurements here, is 28 feet. It's actually wider than the street is, so by narrowing that down and making it less of a free for all, I'm not sure how you're going to deal with the fact that you have cars pulling out of this facing buses coming in, but this lot is not public, correct?

John Bonck: There are some 15 minute—

Barbara Ciampini: Drop off.

John Bonck: Yes, drop off.

Dave Kahley: How much of the lot are typical people, recurring people, because with recurring parkers sometimes they get used to it. It's not like it's 100% new folks all the time turn. I thought a lot of this parking is staff—

John Bonck: It's for employee parking.

Barbara Ciampini: It's for employee, but what can happen there is you can make all of the parkers all go to the alley. They can all exit the alley. They don't have to come out on College Avenue.

Dave Kahley: Could you do that? What that would do—you could limit the people coming in and having conflicting traffic coming in as buses are swinging.

Ryan Vesely: I think that's pretty reasonable.

Dave Kahley: One (1) way in, one (1) way out.

John Bonck: Make this an entrance only.

Ryan Vesely: Yes, and then they just go right out the alley, and they're popping out—

Barbara Ciampini: Yes, they just go out the alley, and then they have to go north to go out the alley.

Jeff Anzovino: That's one (1) way.

Barbara Ciampini: Yes.

Jeff Anzovino: If I want to go back on Pittsburgh Street, I have to go out the alley and make a left, make a left, make a left?

Barbara Ciampini: Just one (1)—two (2) lefts.

Jeff Anzovino: Not that I would use that alley for any reason.

Barbara Ciampini: I did, yes.

Jeff Anzovino: I'm just saying that if somebody wants to go out, now they have to go the whole way around the block.

Barbara Ciampini: Right.

Ryan Vesely: Yes.

Dave Kahley: Yes.

Barbara Ciampini: I think it's safer than having—

Karen Hutchinson: Well, it's not even the whole way around the block. It's just the width of the building.

Barbara Ciampini: It's just the width of the Bell Garage. Yes, really they have to get out here, and they just have to go there—

Jeff Anzovino: I mean if it's safer, I'm fine with it. I just didn't know that that alley was one (1) way.

Barbara Ciampini: It is one (1) way. It goes north.

Dave Kahley: So if it was one (1) way entrance only—

Barbara Ciampini: For cars.

Dave Kahley: For cars.

Barbara Ciampini: Yes.

Dave Kahley: And what that would allow you then is from where you have that bump out, that little curve, it looks like you could drop a line parallel—I'm referring to here, Barb.

Barbara Ciampini: Oh, okay. Well, see that's his retention area, so you're talking about doing something like this the whole way down.

Dave Kahley: The whole way down, and you could put more grass.

John Bonck: The turning movement won't allow for that—for the buses coming off of Bell Way.

Barbara Ciampini: So you have to extend it this way.

Dave Kahley: I saw some of that. It looked like he had some room. Then if that's not possible—

Barbara Ciampini: You'd have to come this way.

Dave Kahley: You'd have to extend that direction.

Barbara Ciampini: Right.

John Bonck: Yes, I guess there is some room.

Dave Kahley: And then this could be extended this direction.

Barbara Ciampini: That's the way.

John Bonck: I think that's the way to go.

Dave Kahley: Then it could be down this far.

Barbara Ciampini: Right.

Karen Hutchinson: Now, you said you can't put trees in there, but what are you going to put in there?

John Bonck: Over here, just some perennials.

Karen Hutchinson: No, along Bell Way.

Barbara Ciampini: He added trees.

John Bonck: There's four (4) trees along there.

Karen Hutchinson: Oh, there's going to be four (4) trees along there.

John Bonck: We'll make enough room for a fifth one (1).

Karen Hutchinson: What kind of trees are you putting in?

Dave Kahley: Since you're up here, I'm going to suggest something else.

John Bonck: Okay.

Dave Kahley: Since trees are drawn and trees have canopies, my concern is that these trees are shown out over the sidewalk slightly into the public way. If you have trees with a typical canopy, a bus that's ten (10) feet high would whack these.

John Bonck: Yes.

Dave Kahley: So, do we really need that much pavement for these buses to go by; and so the question is with your turning radiuses if you extended this, now because you can extend this, if you extended this parking area you could—there's bus room to stack behind an open area so that it could move out and wouldn't need to be tucked up. Are you following? When the bus turns—

Jeff Anzovino: I guess the question is, how many feet do you need when the buses park compared to wanting to around it?

John Bonck: I'd have to do the turning movement again.

Dave Kahley: You need a 21 foot radius to get around this corner, but if he's backed up further he doesn't need as much space for the nose to go around there. So in my humble opinion, maybe it's not so humble, but that space right there I think is perilous pavement for you. And then you could have maybe six (6) feet of—

Barbara Ciampini: Green space.

Dave Kahley: Green Space. Right now, those trees are basically going to be—they're basically grates. They're grates.

Barbara Ciampini: They're going to die if they don't have the—what is it called, the drip area?

Dave Kahley: Yes. They don't have a drip area. They're not going to be cold, it's going to be hard, it's going to be dark pavement beating up underneath all summer long, so you need a cool space for those trees to live if you could. Do you see what I'm talking about, Karen, by having it a little bit wider?

Karen Hutchinson: Yes.

Dave Kahley: I think your turning radius would be benefit, because if you bring this down like this and bring this to here you can still make your loops, you can still get through and don't need as much pavement; thereby lessening your hard surface all around, and maybe reducing your cost for the draining system.

John Bonck: Yes.

Dave Kahley: If you shrink it down by a third or a half, it would save you a fair amount of money.

Barbara Ciampini: Yes.

Rick Cutia: Does shrinking down your trench drain affect your storm water calculations then?

John Bonck: No. It might, depending on if it gets smaller, it might have to be a bigger size, but I'd have to check with my—usually with trench designs, we figure out drainage area and then we give it to the manufacturing company, and they do the hydraulics to figure out how big the trench drain would have to be. So, I'd have to double check with them to see.

Dave Kahley: I think the one (1) thing that I don't so much mind the tightening here that I'm recommending, because watching professional bus drivers, they're coming into the same lot day in and day out moving those buses around. This is not like the

common person driving their car unfamiliar; these are people that know this. They're going to know every inch and bump in this parking lot, so I think you can shrink it down to limit your footprint and maybe hopefully save a little bit of money, but make it a more productive and pleasant place. I think people that ride the bus should have just as pretty of a place as anybody else.

John Bonck: Oh yes.

Dave Kahley: Alright, so I'll step down. Who else wants to make any comments?

Anita Simpson: Karen wanted to know what kind of trees.

Karen Hutchinson: Well, I wanted to know what kind of trees, and do you have any kind of landscape plans?

John Bonck: Yes, I do actually have a landscape plan on here; I think it's 29.

Barbara Ciampini: Did I miss it?

John Bonck: No, here it is.

Barbara Ciampini: Okay.

John Bonck: So—

Barbara Ciampini: Yes, you're going to have to—I can't read those. Are they on something here?

Ryan Vesely: Control plus.

Barbara Ciampini: What?

Ryan Vesely: Control plus will just do it.

Barbara Ciampini: Okay, there it is. There are 15 Stella Doras, five (5) Inkberries; is that a tree? One (1) lilac, and eight (8) Village Green Japanese Zelkova.

John Bonck: The Village Greens are going to be the ones along the street.

Karen Hutchinson: Are they street hardy?

John Bonck: My landscape architect put them in there, so I would hope so. I'll have to check with him on that.

Barbara Ciampini: Oh, okay.

Karen Hutchinson: Because a lot of trees aren't street hardy. Either they get salt or—

Barbara Ciampini: Especially these will.

Karen Hutchinson: Yes, they'll get it from both sides.

Barbara Ciampini: We use a lot of—in the City—a lot of Bradford Pears.

John Bonck: Okay.

Barbara Ciampini: Just because that's what it is—okay, well Jeff brought it up on his phone if anybody would like to see the Japanese tree.

Ryan Vesely: Yes. I like that, yes.

Dave Kahley: It has a pretty name, Village Green.

Barbara Ciampini: Japanese Zelkova.

Dave Kahley: You can't be driving a big bus next to that.

Barbara Ciampini: No!

Ryan Vesely: Yes, that will be nice. You don't want something that gets too high and is up in the power lines. I mean there's multiple considerations. I'm sure we could—

Barbara Ciampini: Yes, well the reason we use those Bradford Pears is because they're more columnar, but I mean—

Ryan Vesely: Coming off everywhere.

Barbara Ciampini: It's a street tree.

Karen Hutchinson: Yes.

Dave Kahley: So, do we have enough to ask—are we at a point that we could ask you to go back and try to draw up some of these so that the added landscaping, maybe the extension of this—

John Bonck: Extend the sidewalk along Bell Way.

Dave Kahley: Yes.

John Bonck: And then widen that landscaping area between areas boarding four (4) and five (5), and Bell Way there.

Barbara Ciampini: Exactly.

Dave Kahley: Yes, and you could—

John Bonck: To avoid canopy conflicts.

Barbara Ciampini: Right, and so they have that drip line and grass underneath.

Lou DeRose: Dave, one (1) thing that came up last time we were together was the sort of dedicated use of the parking area for these folks who have their businesses along Pittsburgh Street. There was no formality to that, it's just that people remember that that was part of a deal that Scott Avolio, The Silvis Group, and what's her name; LaVita's was allowed to use that public parking area. Does the Authority's present group know that?

John Bonck: I'm not—I wasn't—

Barbara Ciampini: John wouldn't know. I don't remember that either.

Dave Kahley: So, could you—I know it wasn't in your program, but could you check to see if there was any agreement whatsoever about the use of the parking?

John Bonck: Yes, sure.

Dave Kahley: Do we have enough now—should we table this, or—

Barbara Ciampini: That's what I would recommend. Table it for the December—we meet early in December because of the holidays, so we meet on December 19th instead of the 26th, which is the day after Christmas. So then we'll meet on the 19th if you can do it. If not, we can table it 'til January.

Dave Kahley: We'll look for you, and if you would talk to Barb. Okay, so do we—

Barbara Ciampini: Just make a motion to table.

Dave Kahley: Anybody want to make that motion?

Karen Hutchinson: I move we table this until he has the finished plans.

Anita Simpson: I second it.

Dave Kahley: All in favor?

Everyone: Aye.

Dave Kahley: Okay, motion carries.

Barbara Ciampini: Thanks, John.

Dave Kahley: I appreciate your willing to work with this.

B. Site plan/land development review for Seton Hill University for the addition to Lowe Dining Hall

Dave Kahley: Sir, if you would introduce yourself for the record; name, etc.

Rocco Magrino: Sure. My name is Rocco Magrino. I'm a principle of P.V.E. Sheffler. We're civil engineers out of Sewickley, PA. We've been working on the campus for quite some time now with a lot their new buildings or land development renovations. We are primarily civil engineers, not architects. The architect is Ewing Cole, who couldn't be here this evening. They're out of Philadelphia. So, I think we have a brief presentation, which is a bit boiled down more than just the technical engineering land development drawings that would probably be a better way to frame up our quest.

Barbara Ciampini: Okay, Rocco. You tell me which one (1).

Rocco Magrino: Okay, try that one (1). There you go; Seton Hill Presentation. Fantastic, and do you have the other slides?

Barbara Ciampini: I have it in.

Rocco Magrino: Fantastic. By chance, could you go to width view and presentation? Okay, so this is a dining hall expansion for Seton Hill University. It's actually the Lowe Dining Hall expansion. Just a brief reminder, we may use this presentation again for additional meetings. A bit of orientation; we're just outside of Downtown Greensburg at the Seton Hill Campus, just northwest I believe of Downtown.

Barbara Ciampini: We always refer to it as nestled on a hill.

Rocco Magrino: It is quite nestled. The main access is off College Avenue, which then goes up Seton Hill Drive. The campus—actually the location of the project within campus is the highlighted dot there. Again, this project is nestled, if you will, in between the Saint Joseph Hall to the immediate front, which is just down screen of it, and then to the project's left would be the Lowe Dining Hall, correct? Just to the right is the maintenance building. It's really tucked in the back of this campus. A little bit of a larger shot to see how it's sitting. It's actually an extension of this larger building that runs basically, I mean relatively, north-south on the page here. That is Saint Joseph's Hall. The existing conditions right now as it sits is really the back of the house of Saint Joseph's and the dining hall facility. It's all paved. There's utility tunnels back there, which is our biggest challenge; the existing utilities there. We're working through those issues now. It will be sitting on what is now parking lot and loading areas, so as far as impervious space against pervious area, we are actually

going from an existing pavement to a roof. We have some water quality benefits there. As I mentioned, there are some existing utilities, which have been the largest challenge to date. The proposed site plan is quite simple. The building is approximately a 3,800 square foot addition, which is right there in the corner. It does have that kind of spherical bump out to mimic what had been on the old Saint Joseph's Hall. The dining hall expansion is really as I said nestled in there. It enables Seton Hill to offer a different dining experience. So they're really going to—instead of the single service cafeteria model, they're going to more of a station model. A pasta station, Asian station, grille station, type of deal; a more modern type of food delivery system to give students choices, especially with a lot of the current nutritional issues.

Barbara Ciampini: Spoil them more.

Rocco Magrino: Exactly. With that, it's important to note, that there's no new students be added with this expansion. This is really just an added capacity of meals, and added—different types of meals; diverse meal options. So therefore, there's no new parking and there's no new traffic anticipated with this. Overall, as you can see, it's really less than one (1) acre disturbance, so we have submitted to Westmoreland County Conservation District for an E and S control review. We anticipate that back fairly shortly. From a grading perspective, we'll just stay on this slide. We're matching the existing first floor of the two (2) buildings which we kind of interlock; that is Lowe Dining Hall and what would be south, page south, Saint Joseph's Hall. Really, we just drained everything away from it. We do have some loading on the right hand side here. You can see that that's going to be the primary loading area. We have some other connectors; some small areas of concrete sidewalk going in, and then some minor concrete sidewalk going in on the left side over here.

Barbara Ciampini: Over here?

Rocco Magrino: Actually, farther to the left. See those?

Barbara Ciampini: Oh, here.

Rocco Magrino: Yes, there you go, and then a little bit further over.

Barbara Ciampini: Got it. Now I'm following the key.

Rocco Magrino: I apologize. I'll be pointing, but it doesn't show up on the screen.

Barbara Ciampini: No it doesn't.

Rocco Magrino: The anticipation is that we're going to mill and repave the entire rear portion of that just to give it a really nice homogeneous look. So for storm water, let me go back one (1), pedestrian circulation is predominantly in the building. There's no other major ingress or egress to the addition. There are some small life safety

elements, where we do have a five (5) foot door to extend to a five (5) foot area for life safety. It's predominantly within the building. Lastly, we talked about storm water management. We are proposing two (2) BMPs. They're light BMPs. We're focusing on water quality. The entire campus simply drains to a pond, but we are noting that we want to do something so that two (2) nearest downstream inlets—we're proposing what's called a catch basin insert. It's basically a stainless steel grate that will filter out for different storms as a polycarbonate flume that takes off your oils and greases and road tar. So, it is a betterment that certainly would not be required so to speak for the current regulations, because we would be less or equal to the current rate volume and actually less on your pollutant loadings, actually except for nitrogen, but we are proposing those two (2) elements as a betterment to the overall storm water watershed. Any questions on the site plan? I'm going to go into architecture now, which I'm an engineer not an architect. It could be problematic. Okay, so architectural renderings. One (1) of the keys things here is, you know, the University wanted something to really integrate into the campus. Given whatever flavor it is, the campus has a very strong arch—unified architecture, especially in this rear area. The intent is to blend as seamlessly as possible into that rear architecture. So, matching existing materials, such as brick, stone, water table, the details of the cornices; it's really intended to match and blend into the current campus. The—I call it a half rotunda—that's actually a signature of what was there before simply pulling that further out making that architecture as well, and all the same style of windows hopefully with high energy grades, so on and so forth. We're talking with masonry accents, masonry windowsills, masonry arches. There's a lot of detail work, which is going into the project and giving estimators heartburn.

****Laughter from board members****

Rocco Magrino: So, from an architectural standpoint we know that that is one (1) of the primary goals; to maintain that heritage of Seton Hill. If there's any more questions that you have—I apologize for such a brief presentation, but it is fairly simple in some aspects.

Dave Kahley: Can I ask you a question, Barb? Our role—our responsibilities for this approval or whatever are what?

Barbara Ciampini: Well, because it's a “commercial” building, it's similar to what we just did with the land development aspects. Because it's the Seton Hill Campus, I didn't require any landscaping. I mean, their whole campus is covered with landscaping. Architecturally, it fits. It's perfect. The storm water management, he is exempt, but we ran it through Gibson-Thomas and you also ran it over to the Conservation District.

Rocco Magrino: That's correct.

Barbara Ciampini: Even though you're exempt now in the City, we still ask you to do some storm water management. Rocco just mentioned that, so this is it. It's cut and dry.

Dave Kahley: It's a big kitchen remodel.

Barbara Ciampini: Yes, it is. That's exactly what it is.

Lou DeRose: Apparently, there's no loading dock area problems. You're taking some away, but there's one (1) left.

Barbara Ciampini: Yes. They're still doing their thing up there.

Rocco Magrino: We've confirmed that all of the operations have been satisfied.

Barbara Ciampini: If you go up there, it's a niche that no one ever really goes to except if you're walking through that one (1) area, or if you are going up there to visit one (1) of the maintenance people.

Rocco Magrino: It's really in the back of the house. It really is.

Barbara Ciampini: Exactly.

Lou DeRose: So, public safety is not an issue?

Barbara Ciampini: No. Of course they'll be responsible if they go through the plans to make sure that its handicapped accessible and all the other Uniform Construction Code requirements.

Rocco Magrino: Sure.

Barbara Ciampini: Yes, this is a cut and dry case. It does make me smile that the University still stuck with the architecture that's there and they're paying close attention to that, because their past president, two (2) presidents ago, would have probably sat down with you and told you what materials she wanted. I have fond memories of that, but yes she has since passed away and it makes my heart smile. She would have loved this. It looks like it's always been there. So yes, that's basically the Planning Commission's responsibility; just the land development part of it. What's the total square footage of the building itself? The addition.

Dave Kahley: 3,800?

Rocco Magrino: 38, 42.

Barbara Ciampini: Okay.

Dave Kahley: Well, from my seat I think it's a very professionally put together plan and executed—looks like it's executed well. It's classic. I don't know how anybody else feels, but—

Jeff Anzovino: I'll make a motion to approve it as submitted.

Ryan Vesely: I'll second it.

Dave Kahley: All in favor?

Everyone: Aye.

Barbara Ciampini: Okay, now Rocco you will move on to the December 12th City Council meeting. You don't have to come; you don't have to do a presentation.

Rocco Magrino: Okay.

Barbara Ciampini: If I can keep this presentation, I'll do the presentation at the agenda meeting on the 5th.

Rocco Magrino: That's fine. And just as a side note, we are moving forward—we do have approval from the Greater Greensburg Sewage Authority. We do have approval from the water authority. We do anticipate approval or some minor comments from Gibson-Thomas. As I said, we deal a lot with Westmoreland County Conservation District; we're not envisioning any kind of issues given the scope of the plan.

Barbara Ciampini: Yes, and you'll need all of that before you can get the permit.

Rocco Magrino: Yes.

Barbara Ciampini: Now, we don't have any other business, Mr. Chair.

Dave Kahley: I'm going to call for adjournment. I think, again, I need one (1) motion, right?

Everyone: You got it!

Dave Kahley: I got it from everywhere.

Barbara Ciampini: Thank you, Rocco.

Meeting adjourned 7:43pm.