

City of Greensburg
PLANNING COMMISSION Meeting

Monday, January 30, 2017 7:00 PM

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

PRESENT:

DAVE KAHLEY, CHAIRMAN
KAREN HUTCHINSON, SECRETARY
RICK CUTIA
BRIAN LAWRENCE
RYAN VESELY, VICE CHAIRMAN
ROBERT RECKLEIN
LISA METROSKY
JOHN MUNSCH

ABSENT:

ANITA SIMPSON

ALSO PRESENT: PETER CHERELLIA, ACTING SOLICITOR
BARBARA CIAMPINI, PLANNING DIRECTOR

**III. Approval of November 28, 2016
meeting minutes**

Dave Kahley: Okay, thank you very much. We are now going to go into the approval of the November 28th minutes. Does anyone want to make a motion for approval?

Brian Lawrence: So moved.

Karen Hutchinson: Second.

Dave Kahley: Okay, all in favor?

Everyone: Aye.

Dave Kahley: Motion carries.

IV. Reorganization of 2017 Planning Commission

Barbara Ciampini: Last year's slate was Dave Kahley, chair, Jeff Anzovino, who is no longer with us vice chair, and Karen is the secretary. So, we just need nominations for a new slate that would include a new vice chair and with the existing members, or officers, a new slate; whatever you all want to do. Does anyone want to volunteer for vice chair?

Rick Cutia: Anyone want to volunteer for vice chair?

Ryan Vesely: I'll volunteer.

Rick Cutia: I'll make a motion to nominate Dave Kahley as chairman, Ryan Vesely as vice chairman and Karen Hutchinson as secretary.

Dave Kahley: Okay, can I have a second?

Brian Lawrence: So moved.

Dave Kahley: Okay, we have a motion and a second. All in favor?

Everyone: Aye.

Dave Kahley: Motion carries.

V. New Business

- A. Subdivision from Yuhas to Kisner; for a simple 10 foot subdivision transfer to 111 S Lincoln Ave**

Dave Kahley: Okay, we are going to do a little more reorganization with item number six (6), "New Business". Please state your name and address so that she (Alycia) can get it on the record.

John Cenkner: Good evening everybody, and happy New Year. My name is John Cenkner from Cenkner Engineering. 3682 State Route 31 Donegal, Pennsylvania, and I'm here tonight representing my clients who prepared this subdivision plan basically to transfer the ten (10) foot rectangle from lot 192 and move it over and add it to their property on lot 193 on Lincoln Avenue in Greensburg.

Barbara Ciampini: You can see that's the ten (10) feet that he's talking about. One (1) of the reasons is because the concrete pad encroaches over. See that? So, this ten (10) feet that originally belonged to this side will belong to this side. Right, John?

John Cenkner: That's it.

Barbara Ciampini: It's a simple subdivision. All of the utilities are already separate.

John Cenkner: Correct.

Dave Kahley: Both parcels are owned by the same—

Barbara Ciampini: No.

John Cenkner: Are you referring to the ten (10) foot section?

Barbara Ciampini: No, there's two (2) separate property owners.

John Cenkner: Right. Yes, the ten (10) foot section came from the Yuhas.

Barbara Ciampini: The Yuhas is going to—

John Cenkner: Going over to Kisner.

Barbara Ciampini: —Kisner.

Karen Hutchinson: We just need a motion?

Barbara Ciampini: That's it. A recommendation.

Karen Hutchinson: I move we accept the subdivision as planned—as presented.

Dave Kahley: Looking for a second.

Robert Recklein: Second.

Dave Kahley: We have a motion with a second. All in favor?

Everyone: Aye.

Dave Kahley: Anybody opposed? Hearing none, motion carries. Congratulations.

John Cenkner: Thank you very much.

Barbara Ciampini: Yes, John, I'll put this on Council's agenda for February 13th.

John Cenkner: Okay, and then after that will the Mylar be signed then?

Barbara Ciampini: Yes, you know what? I don't even know if we have the Mylar. I don't think I have a Mylar. I keep looking for that. I have all the copies. Do you have it with you by chance?

John Cenkner: I do not.

Barbara Ciampini: Okay, because they are all going to have to sign it.

John Cenkner: We'll have to get the Mylar to you. Okay.

Barbara Ciampini: Yes. I'll get them to sign all of these copies, but you're going to have to get me the Mylar.

John Cenkner: I'll get that over here in the next day or so.

Barbara Ciampini: Okay. The chairman and the secretary have to sign it.

John Cenkner: Okay, thank you.

Dave Kahley: Make sure people know that you were in and out in six (6) minutes.

****Laughter from everyone****

VI. Old Business

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

Dave Kahley: Good to see you again.

John Bonck: Good to see you guys. Good evening. So, the last we spoke—

Barbara Ciampini: You might want to reintroduce yourself, John, because we have two (2) new members of the Planning Commission; Lisa and Robert, and our solicitor, Pete Cherellia, is the acting solicitor. I think he has his own name badge since he comes so often.

Peter Cherellia: Yes, thank you.

Dave Kahley: So we have three (3) new people and need to rewind a little bit.

Peter Cherellia: Could you please just state your name and address for the record?

John Bonck: Sure. My name is John Bonck. My work address is 600 Park Avenue King of Prussia, Pennsylvania. For the new members, I represent—I'm with Dawood

Engineering. I represent West—Westmoreland County Transit Authority, and right now we're proposing for a new rehabilitation of an existing bus terminal. We're proposing to have five (5) boarding—new boarding areas that are parallel parking. Right now, the existing layout is that buses need to back out and then pull out of the facility, which is a hazard for anyone that might be walking behind there. So, we presented a plan last November, and there's a couple comments about why the widths of the entrance of Bell Way was so wide and a lack of greenspace. I went back to the drawing board, and if you look at number—page four (4) you'll see the vehicle turning movements. I basically tried to—I took a 45 foot bus, made each movement for going through a drive by lane, and just maximized the greenspace with those turning movements. If you flip to the next page you'll see a red shaded area, which is the original amount of green space that I had proposed in November. So, going back to the drawing board I added an additional 1,500 square feet of pervious cover. It still is about 1,500 square feet above what is existing out there, but we have storm water management practices in place that would do overall storm water flow leaving the site and that's been approved by the City engineer. We have Conservation District approval, and we hope that you all approve this site plan tonight.

Dave Kahley: Okay, especially for the new folks, I want to make sure we're clear on what our rule is, what we're supposed to do and what we're not supposed to do. We don't get to pick our favorite color on this one (1) as you know. So, the question in hand if you would, Barb, is that we have to approve this because they are still over—they're asking for—

Barbara Ciampini: It's a change in the site plan. So, that's a land development and anytime that occurs, according to the Pennsylvania Municipalities Planning Code, it has to come before the local government. That's why we are here.

Dave Kahley: Because they're altering it.

Barbara Ciampini: Because they're altering what's there. If you been down there, the buses—this is the building up here and the buses pull in and out of the lanes here. So, the plan is to have a bus here, have a bus here, have a bus here, here, and here, so there will be five (5) stacking areas; three (3) behind each other and two (2) this way.

Dave Kahley: And would you refresh our memories, the issue that we had in prior meetings was that we saw a major loss in landscaping space and at the same time a large increase in impervious surface. So, we were concerned about that and also the visual “make up the block” trees right now were going missing, so we were thinking of making sure that it maintained as a good public space.

Barbara Ciampini: Right.

Dave Kahley: Of course, we want it to be safe and comfortable for them, so that's what we've been trying to find; some kind of solution. There was some fact finding

for us also about the road that we thought they could use, which actually is one (1) way and wouldn't allow that. That was through the parking lot.

Barbara Ciampini: Yes, we originally came up with reducing this driveway—you've reduced it down—

John Bonck: 20 feet.

Barbara Ciampini: 20 feet. It was 20 feet wider, which we found to be an unsafe pedestrian movement. John reduced it down 20 feet. We wanted it to be less, but we determined, after a site visit with Alan, that Union Avenue is actually a dead end back here and the City books called it one (1) way North, but it's actually two (2) ways. So two (2) months ago after we met, City Council had to amend the code to recognize that it was a two (2) way. So, because it's two (2) way some people by just by practice and human nature drive through this parking lot out to Bell Way so we can't make this one (1) way in and one (1) way out, which was our original plan to make it safe; one (1) way in, one (1) way out. This still has to be ingress and egress at this larger driveway.

Dave Kahley: So another thing, if I may add, is yours truly asked for turning radiuses on it would be plan BT-00 to map out what it would be like to see the bus movements. I felt that without seeing the bus movements, there's too much space that the actual travel lanes could be tightened and I think you did after that increase the landscape space. I think in this one (1) plan you can see a car. I'm assuming that's the outgoing car staged there so you can get around it.

Barbara Ciampini: Right.

John Bonck: Exactly.

Barbara Ciampini: Yes, landscaping was added here too up here on the plan, and then of course all of this here was added back in.

Dave Kahley: Do you have more to say, or are you here to answer questions at this point?

John Bonck: I'm here to answer questions.

Dave Kahley: So if you would enlighten me, as I understand that the original reason that you came to us and the need for this change was federal mandated recommendation that backing up is considered unsafe. You are being forced, for the lack of a better word, to come up with a different plan.

Alan Blahovec: Yes, I'm Alan Blahovec and I'm the Executive Director—

Barbara Ciampini: Alan, we're going to need you to—

Alan Blahovec: Okay.

Barbara Ciampini: Sorry, we record the meeting minutes.

Dave Kahley: Tell us your life story.

Alan Blahovec: I'm Alan Blahovec and I'm the Executive Director of the Transit Authority. The way the project came about was I originally had a grant just to replace the concrete and the things—if you've been past, it's starting to break up. We have some bad spots. Some people from PennDot, some of their staff was here doing a performance review about a year and a half ago, and as we're out there the buses, as they have for years, are pulling in and then having to back out to leave. Cars come through the parking lot, people are walking behind the buses, it's a safety hazard every day that fortunately we've never had a problem, but the idea came then from them of why don't we provide you with the engineering help to redesign this so that we can eliminate the backing out and at least keep everything in front of the drivers. There are still some areas, because we are limited I know the crosswalk came up as one (1) area, but hopefully just keeping that out in front of everybody will improve that safety dramatically down there

Dave Kahley: Now, if you would, I was surprised with this design, at least in my eyes, boarding area one (1), two (2) and three (3) don't look—look like you're going to have to deal with some back up, or not? Are you—I mean if the buses are 45 foot long and the spaces are 45, so how are these not similarly moving backing up or moving around?

Alan Blahovec: That certainly would be a possibility. The way it works as we speak today, I have six (6) 45 foot buses out of 41 that we own total down to 28 foot. So I didn't want them making a spot that wasn't big enough to hold that bus, but the odds are those first three (3) spaces I could try to keep something smaller up there to try to prevent that from happening. Certainly in space three (3) we would do our best to prevent the biggest bus we own from pulling into that space to prevent the backup.

Dave Kahley: Anybody else can chime in. My concern—not concern, my hope was that the turning radiuses and even the travel lane for the east side closest to the landscape area would be in effect unnecessary, which would limit the need for impervious surface, is drawn now those big buses would be there and the turning radius looks, or I should that width of 13 feet, seems fairly large. So, if I'm talking about—

Barbara Ciampini: From here to here?

Dave Kahley: Yes, so in looking at the turning radiuses, if you're looking on that plan, there are boarding area four (4) and five (5) and I was trying to figure out a way that you could get down to less turning rad—less travel lengths if somehow you could break it down to one (1). I'm familiar with the Seattle Transit Authority Metro, and

they used out there islands, chevrons, that you can actually bring a bus in, unload, people could stage, and then they would come in one (1) end and go out the other. There were waiting areas for each. Does that—they'd be stacked. This site is a little tight to do that, but I kept trying to figure out if there were ways that you could get to less travel area. Sort of a rhetorical question, but do you see any way you could tighten your turning—tighten down those lanes in any way to give us a little bit more landscaping or maybe move the island a little bit so that you could still get a bit more landscaping on the east side.

John Bonck: I think the—I mean if you look at the turning movements it's really tight as is. I mean I personally don't feel comfortable making any of lanes smaller, and I think the drive by lanes are a good feature to have in case one (1) bus needs to pull out with another is parked.

Barbara Ciampini: What about up here, John, where the landscaping is? Here. Could this be extended into the old bus lane close to the building? Does that need to be blacktop?

Alan Blahovec: It actually would go under the garage, I believe.

Barbara Ciampini: Oh okay, that's where the cantilever comes across.

Lisa Metrosky: I'm going to throw something unusual out there, because I come across this all the time. Instead of focusing on landscaping, what if they did something else, like a piece of artwork?

Barbara Ciampini: I don't know what he has in his budget.

Karen Hutchinson: If you don't have the green—I mean the green is really what breathes. To me, if you don't have the landscaping and it's all concrete there's nothing that's going to breathe for you.

Dave Kahley: The issue was trying to place those trees in that landscaped area. They're going to have a canopy sticking out, and then they're really going to be poling into what's the travel lane.

John Bonck: Yes, I proposed a type of tree that is only a 10 foot to a 15 foot canopy, so if you place it in the middle—the landscaped drawing, that's the actual width of the canopy right there so you can see a little bit of trimming back of the trees, but it shouldn't really conflict with the right a way or the drive by lanes. Just to give you an example, this is the type of tree. It's pretty skinny.

Barbara Ciampini: We still have this planter out here. The City just did repairs to the planter.

John Bonck: Right.

Barbara Ciampini: That's still empty. Maybe we could—maybe you can do that, because I don't think there's anything in there yet, is there?

Alan Blahovec: Yes, some small stuff.

Barbara Ciampini: Yes, like yucky stuff.

Alan Blahovec: Yes, it's not much.

Barbara Ciampini: So, yes that might be something, you know, to enhance it. I know we just did about \$3 million worth in improvements on the garage, and that was part of the garage improvements. We own this together, it's a condominium type ownership.

John Bonck: And, I'm actually increasing the number of trees within the property. We're proposing to remove 11 and we have 13 new ones.

Barbara Ciampini: What about this area here? Is there landscaping in here too?

John Bonck: That's where the underground basin is, so you can't really put a tree on top of it.

Barbara Ciampini: Oh, you can't do that. That's grass though?

John Bonck: Yes.

Barbara Ciampini: It is green. Okay. I do want to point out that I noticed that you took extra—paid extra attention to the pedestrian movement, because now you can walk through here, safely get up into the facility, leave the facility, safely get out back down to the sidewalk, so there's a circular pattern to that never existed before. That's a big plus.

Dave Kahley: John could you—the pedestrian crossing that's right in front of area number four (4).

Barbara Ciampini: Right here?

Dave Kahley: Yes, that's coming across—it's like they're going to be blending in the landscaped areas. Is there sidewalk there for them then to cross onto the city sidewalk?

Barbara Ciampini: This is—I don't know if—

Karen Hutchinson: Yes, it looks like it.

Dave Kahley: Or is that—

John Bonck: That's concrete.

Barbara Ciampini: Yes, that's concrete.

Dave Kahley: Okay, it's concrete.

Barbara Ciampini: Yes, it's concrete and then it connects. This is all concrete.

Karen Hutchinson: Yes, and then that's the sidewalk along Bell Way there.

Barbara Ciampini: And then you added—these are trees here, right?

John Bonck: Yes.

Barbara Ciampini: Yes, he added trees in here.

Dave Kahley: Can you tell me about your pedestrian movements on the site? Are people waiting in a waiting area and then coming out and waiting for the bus, or do they tend to stand, or how's the flow?

Alan Blahovec: We do have an inside waiting area and then some benches along the front outside of the—I'm trying to look up at the thing and I don't know why.

Barbara Ciampini: Right. I know it's hard. I'm using my little pointer here, Alan.

Alan Blahovec: So there are benches out front as well.

Barbara Ciampini: And then this area is a loading area, or no? What's this?

Alan Blahovec: It will be for the—

Barbara Ciampini: For four (4) and five (5).

Alan Blahovec: Yes, for the other vehicles and we will put—there's two (2) bus shelters out there.

Barbara Ciampini: One (1) here and one (1) here.

Dave Kahley: So most people wait a few minutes before the bus comes, or is the bus sitting there for 20 minutes waiting for people to show up?

Alan Blahovec: Every—outside of our commuter buses during the day we have what we call a roundup; all of our buses come into Greensburg.

Dave Kahley: Oh okay.

Alan Blahovec: Every two (2) hours they're there between 15 minutes and a half an hour at the maximum.

Dave Kahley: Okay, those are my questions. Any other questions or thoughts?

Brian Lawrence: I think they've done what we've asked them to in decreasing the Bell Way entrance, especially. I think that was a really good idea that really reduced that sort of open mouth. It certainly improves it by what, almost 50%?

Barbara Ciampini: Right.

Brian Lawrence: And of course the trees are going to be in a better position, I think, by having that expansion of the landscaped area along Bell Way.

Dave Kahley: Are we netting more landscape or losing?

Barbara Ciampini: No, we are netting more.

Karen Hutchinson: Yes.

Dave Kahley: Okay, we're netting more.

Barbara Ciampini: Well, no, because—

John Bonck: You're losing.

Barbara Ciampini: Losing, because this whole area—

Brian Lawrence: Versus the existing site.

Barbara Ciampini: From the last plan. The last plan—oh no—

Karen Hutchinson: The last plan we were getting more plus the pedestrian walkway.

Barbara Ciampini: Oh, we're getting more.

Karen Hutchinson: Yes, that was because this whole corridor—

Dave Kahley: But they were originally—

Barbara Ciampini: This was just grass.

Dave Kahley: Originally we had how much?

John Bonck: The previous times we were at 3,000 over the existing. Coming back in this time we are now 1,500, so I reduced it by half.

Dave Kahley: Okay, of impervious. Okay.

John Bonck: Yes, of impervious.

Barbara Ciampini: Yes, so this really has—

Ryan Vesely: Yes, they're limited in space there.

Barbara Ciampini: Yes, it's tight.

Ryan Vesely: There's only so much they can do as well.

Barbara Ciampini: Yes, we're dealing with buses. Right.

Dave Kahley: Yes, we appreciate all of your efforts in trying to make this better, because it is a permanent—it's going to be around for a long time.

Barbara Ciampini: Yes.

Dave Kahley: I don't have any further questions. Rick any thoughts? I thought I heard a comment.

Rick Cutia: Well, other than the boarding areas are 45 feet and the buses are 45 feet, do you anticipate those things being full? You train your bus drivers to not back up. Isn't that what this is all intended to do?

Ryan Vesely: Do they—how many buses board at the same time typically, or staged there to board? It can't be like New York City I'm sure.

Barbara Ciampini: The roundup they could be full.

Rick Cutia: Yes, the roundup.

Barbara Ciampini: During the roundup—go ahead, Alan.

Alan Blahovec: During the day right now we could have six (6) onsite. We are obviously cutting that down. We'll have to go around the block or something, but typically only one (1) or possibly two (2) of those are the larger buses. They're typically the smaller right now 28 foot buses that are in there at those times. The larger buses are used mainly for the service to Pittsburgh, so they're coming in in the morning and leaving. They're not all there at the same time.

Brian Lawrence: It's really a mix.

Alan Blahovec: Yes, there really is.

Barbara Ciampini: Yes, and if you do what said in keeping the 45 ones down here in four (4) and five (5), I think that will eliminate a lot of the backing up. There'd be no reason for it, because from up here they would be able to pull down.

Dave Kahley: And I hate to say, but the way that drivers are if you go to the airport there's 17 times more vehicles there than ever designed for, and they're going to be sitting in these travel lanes. It just happens.

Barbara Ciampini: Yes, there will be a lot of policing.

Dave Kahley: But not by your police.

Barbara Ciampini: No. It's a learning curve. Yes, I agree it's an improved plan from the other one (1), and you've met—they've got all their approvals even from the sewage authority, so everyone signed off on it.

Dave Kahley: Does anyone want to make a motion in favor, against, to see these guys next week—or next month.

Ryan Veseley: I mean I'll make a motion to approve them with the changes that they've made. I don't see any issues. We could fight for another couple hundred square feet of green, pervious pavement, but it's not fair to really you know.

Dave Kahley: So that would be—is that this plan?

Barbara Ciampini: That's a motion.

Ryan Vesely: I will make a motion to approve the new plan.

Dave Kahley: Okay, so the new plan dated as of January 3rd.

Barbara Ciampini: Yes.

Dave Kahley: Okay, we have a motion to approve the plans—the most recent plans submitted on January 3, 2017.

Brian Lawrence: Second.

Dave Kahley: Okay, motion is seconded. All in favor please say aye.

Everyone: Aye.

Dave Kahley: Any opposition? Go forth in progress.

Barbara Ciampini: Yes, and like I said it will be on the agenda for City Council on February 14th.

Peter Cherellia: Right. They still have to approve it before you can move forward.

Barbara Ciampini: You don't have to do anything. From here on out I will handle it.

Peter Cherellia: It's just a matter that council has to approve it.

Barbara Ciampini: Right. This is just a recommending body.

Karen Hutchinson: Do you want these plans back?

John Bonck: No, those are yours.

Barbara Ciampini: If you don't want them I'll take them to council.

Dave Kahley: That's a good idea. Okay, the next order of business is adjournment.

Brian Lawrence: So moved.

Meeting adjourned 7:28 pm.