

PLANNING COMMISSION  
AUGUST 25<sup>TH</sup>, 2008, 7:00 PM

**PRESENT:**

RICK CUTIA, CHAIRMAN  
PETE ZAPHYR  
JEFF ANZOVINO  
JOHN MUNSCH  
LARRY MORRIS  
TIM MARUCA, VICE CHAIRMAN

**ABSENT:**

KAREN STEPANOVICH, SECRETARY  
GEORGE SMITH  
DEBBIE TYMOCZKO

**ALSO PRESENT:** LOU DEROSE, SOLICITOR AND BARBARA J. CIAMPINI,  
PLANNING DIRECTOR

**ITEM #1- REORGANIZATION OF THE PLANNING COMMISSION**

Lou DeRose: The first item on the agenda is the Reorganization of the Planning Commission. Since we meet so often you probably need to shake hands with the person sitting next to you and get to know them again. But we need to have a slate of officers nominated by a motion and then a second then a roll call. The current line up is Rick Cutia Chairman; Tim Maruca, Vice Chairman steps in when the Chairman is not here and Karen Stepanovich is the Secretary. If you want to nominate that slate the motion would be in order and if you want to make nominations from the floor feel free. Someone needs to make a motion and it should not be one of the sitting officers.

Pete Zaphyr: I make a motion we accept the officers as is.

Lou DeRose: You're motion is to re-elect them for another year?

Pete Zaphyr: Yes.

Larry Morris: I second the motion.

Lou DeRose: We need a roll call vote.

VOTE:

Larry Morris Yes  
John Munsch Yes  
Jeff Anzovino Yes  
Pete Zaphyr Yes  
Tim Maruca Yes  
Rick Cutia Yes

Lou DeRose: The slate is elected without dissent and I will turn the meeting back over to Rick Cutia wait, I am going to take it away from you again. I have to tell you about something that developed since we were together last. I really don't know if any of you fall into this category but an issue has come up with the role of our boards that some persons who have been nominated and who fill the seats have not been voting. They have been passing on votes perhaps they are difficult or they think they know somebody. You may skip the vote and pass on the vote only if you have a legitimate reason for doing so. You may have a conflict because you know the person or you've been involved somehow in the issue before you. Just because it's a difficult issue and you know somebody in the chain or are embarrassed to make a decision is not a good reason to abstain. This came up and caused some consternation. I just want to keep you advised that you must vote yes or no on the issues in the front of you unless you specifically raise the matter and ask to be allowed not to vote and we acknowledge that somehow officially otherwise your vote will go down as a yes for the motion and that may not be what you want to do. Just a word to the wise on that.

Rick Cutia: We need to approve the 2007 October minutes since everybody has had a chance to review those. Can I have a motion to approve the minutes?

Larry Morris: I make a motion to approve the minutes.

John Munsch: I second the motion.

Rick Cutia: Are there any items of old business that we need to discuss?

Barbara Ciampini: No.

**NEW BUSINESS:**

**ITEM #2-SITE PLAN- LAND DEVELOPMENT-SETON HILL UNIVERSITY FOR FIELD LOTS A, B, AND C ON THE SHU CAMPUS.**

Rick Cutia: Is there someone here to represent Seton Hill University?

Helen Mabry: Yes, I am with MacLachlan, Cornelius and Filoni Architects. We have designed the parking lot expansion with Jim Venture with Partridge Venture Engineering, P.C. and essentially our project basically creates additional parking on campus for 250 cars. Parking is always an issue with every project. Part of this design is to provide parking that although on campus is not really visible from the main entry to the campus, students can take a van up or walk. We provided an additional pathway for that purpose. I'd like to show you visuals. This is the main Seton Hill Drive which comes off of Route 130 and the first intersection you come to. You can either go left to the Boiler house and into the back of campus if you will to the new recreation center or otherwise you can make a left and right now that left goes to the CDC Children's Development Center or it goes to St. Mary's and the fields. What we've done is we've modified the interchange here and created a different road to go to the CDC and we've created parking where the CDC road was this photo shows you where the CDC road was so what we did we expanded on either side of this existing road so that we were very sensitive to the trees although we did have to remove some trees and we did put trees back in. This field Lot A, 121 spaces essentially replaces that old gravel road. Below that this visual here shows you the land tiering off and beyond that are the fields that is where we have put parking Lot B with 34 spaces and basically we have controlled access to Lot A and B and then further down this access road, there is an existing pathway road to the fields we are going to be utilizing that road and putting additional parking, right now they do some stock piling and its not really used, this space here and from this space over those are the fields. So we try to integrate parking which a real problem everywhere as comfortably and sensitively to their site as possible. I am sure you are all familiar with the Sycamore lined drive coming up to the hill and none of that is touched. Some of the trees that we are taking out we want to replace with redbuds, something that the University is doing, as they take out trees they are replacing them with more color and a different kind of contour to them as well. We do have some conifer trees and some bushes and because with any campus visibility is very important and what we've done is maximized all the trees that are there, we will lose 3 trees and this line of trees we keep and we were very sensitive of moving in and out things but visibility is really important especially in this day and age. If I am parking down here, although we have an emergency phone and lots of lighting. We want to be able to see so we didn't put in a lot of low bushes, etc purposely.

Pete Zaphyr: Where are the campus buildings?

Helen Mabry: If you proceed up Seton Hill Drive, here is the CDC and the buildings are just beyond our plan: Administration, Maura Hall, Lynch.

Barbara Ciampini: There is an older house there, see where she has that ranch right there, do you know where that is?

Pete Zaphyr: Yes

Barbara Ciampini: It's below there.

Helen Mabry: St. Mary's is here ( she is pointing to design) so all the other campus buildings are beyond our parking.

Jim Venture: It's directly below the lower lot.

Larry Morris: Who is going to use this parking lot?

Helen Mabry: This will be student parking and it will be controlled parking so they will know who is using these lots. Some of the problems that they are having with parking is students are parking where they are not suppose. These will be controlled and cards will be issued to those students.

Lou DeRose: What part of that exists on the ground today?

Helen Mabry: This exists, this exists, that exists, and this exists. (she is pointing to design).

Lou DeRose: Where does it stop?

Helen Mabry: It continues all the way down. What we are going to do here is widen it so it's more comfortable, right now and I will let Jim speak to this, right now this road way as is it is just really not comfortable, lots of traffic.

Jim Venture: I am with Partridge Venture Engineering. I am the Civil Engineer working on the project with MacLachlan, Cornelius and Filoni. Like Helen said essentially the main road and the cross road exists today to the existing house and then there is another gravel driveway that goes down to the fields. In those areas we are widening those roads to 24 feet which would accommodate two way traffic. Once you get off of there we are installing three, actually field Lots A, B, and C which will be 22 feet aisles that will accommodate two way traffic and then installing another access road back at the CDC. As you can see from the site grading plan we sort of stressed by MCF MacLachlan, Cornelius and Filoni do not take trees down.

We attempted to tie into an existing grade and attempted to lay out the parking areas to keep as much existing plantings as possible. We have been through a couple reviews with your City Engineer, Gibson Thomas Engineering regarding Stormwater Management and have received a letter from him granting his recommendation for approval for the plan and we've also been through the Westmoreland County Conservation District and we do have our NPDES permit for the project issued.

Barbara Ciampini: There was concern that this development ultimately goes to the Zellers Run Water Shed which is down Otterman St. in Hempfield Township and I did ask Hempfield to comment, but they have not. Their Engineer is the same as ours and of course they all use the Conservation District so there is a comfort level with that issue.

Rick Cutia: Jim, considering that you're doing sufficient earth work with an NPDES permit and Stormwater Retention facilities you have a number of details on these plans for paving, curb work; underground facilities. My question is you being the design Engineer will you provide construction oversight to make sure that this plan is implemented and constructed in the way that you designed it?

Jim Venture: Correct, part of our contract with Seton Hill and MCF would be to contract construction administration, obviously we are not going to be there full time but we will be available and will visit the site several of times

Helen Mabry: As a footnote to your question, we have a small preapproved contractor list so the contractors who have been invited to bid on this have been hand selected for the work at the University and also adhere to plans, so we are really trying to make sure it is done to the letter of the law.

John Munsch: I was reading your Stormwater Management Report and went to the conclusion and page 9 is missing which is the conclusion.

Jim Venture: It could be possible that it was missed when copying the pages.

Barbara Ciampini: It could be John; I know we have had numerous copies go back and forth.

Jim Venture: What we try in the reports is that page number one is the executive summary which tells everything in the body of the report.

Helen Mabry: When these went back out again they also went back out with an addendum sheet. Anything that had been modified per the last review with the Engineers that was included with this last mailing.

Barbara Ciampini: He's right this one is missing page 8 and 9.

Jeff Anzovino: Do you need page 7? I have that page.

Jim Venture: I'll get a final report and give that to your consulting Engineer and one for you.

Barbara Ciampini: Thank You.

Jeff Anzovino: Parking Lot C, just for my information how are students going to get back to the dorms?

Helen Mabry: I don't know if these are just going to be students living on campus they may be commuter students. If you are parking here (she points to design) I think the question is how do you get to the campus? There are two ways, if they want they can walk this way and behind the field house there is a set of stairs that goes up behind Lynch Hall and from that point there are another set of steps that goes up to the main drive, Parking Lot A and from there they would proceed to class room buildings or the dormitory or they can come out this way (she points to design) and walk along Seton Hill Drive, they can walk through Lot A and we've provided a new sidewalk that would connect Parking Lot A with Seton Hill Drive and we have sidewalk and would probably have steps as required when we actually go to build this just because there is quite a difference in topography in places.

Jeff Anzovino: Your work stops right at Parking Lot C?

Helen Mabry: Correct.

Jeff Anzovino: There won't be anything done the rest of the way?

Helen Mabry: Correct. The University has no issues if the students want to go that way and take the stairs but I think the desire path would be to come up this way and or go through Lot A just to minimize what was happening down at the Field House. In addition to the parking, the roadwork, planting of the trees Seton Hill has their own distinctive signage throughout campus that they designed and I placed these inserts here and that will all be continued with these parking lots as well. Anything that is currently on campus as a standard would telescope through all of the parking and the roadway area.

Lou DeRose: You said a minute ago that students might choose to walk to Parking Lot A, might go from the bottom Lot to Lot A, is part of your work a path for the students?

Helen Mabry: A separate path from here to here?

Lou DeRose: Yes.

Helen Mabry: No.

Lou DeRose: You know they're not going to go that way.

Helen Mabry: Well, we talked about this and that doesn't mean down the road that the University might not put a path in but for today's purpose they would prefer for them to come this way. We could do something here (she is pointing to design) down the road, the issue is the topography here is much more comfortable if they are coming on the roadway and going up; or they could take the van.

Barbara Ciampini: I was going to say they do have a shuttle for the remote parking areas out the other way.

Helen Mabry: Actually I walked it because someone asked me the question how far is it really. I went to the furthest parking lot behind DeChantal Hall and I walked it and then I came down here with my pedometer and I walked it. Although this might be a little further by maybe 50 or 60 feet it really is almost equal distance when you think about it where their going, if their going to Administrations kind of doing the triangle. We have put in lighting to make sure that whether it's during the day or evening that every thing is well illuminated and thinking of safety here. It would really be the University's preference that they stay on the new work. I do have a feeling that we will be doing some type of footpath. I've shown one just in case.

John Munsch: Can you point out on your diagram where the three pictures are?

Helen Mabry: When you are coming up Seton Hill Drive this intersection and this signage is their enunciator sign it is right here, what you are seeing here is what exists today and the grass continues and there are trees here so you are literally standing here and looking at that intersection at the top image. The second picture right here is standing right here and looking back at what use to be the CDC gravel road. Again our road is literally in the middle of what was there and this view here is standing and looking this way at that grass area as it exists today. (she has been pointing to pictures on the design.)

Rick Cutia: Is there any other questions or comments from any of the members of the Commission?

Pete Zaphyr: Where is the property line that Seton Hill has to go down on either side of the diagram in the front of us? How far down does it go before you get to the campus line of ownership?

Helen Mabry: Help me with this Jim, I think the campus line is right about here.

Jim Venture: You are probably about one hundred (100) feet away from the lower parking lot. This would be in the southeast corner of the campus so we are sort of at

the bottom right hand side of the campus. And this property line is about one hundred (100) feet from the parking area. That would be the railroad line.

Pete Zaphyr: It's a fairly steep drop from the bottom right here.

Jim Venture: I am guessing from the vertical from here to here maybe one hundred (100) feet. We are cutting a little bit when you drive up in. The proposed grading plan we show a one foot contour and kind of looks steeper but keep in mind that one footers are not two footers.

Pete Zaphyr: So, that diagram is the whole perimeter?

Jim Venture: Yes, the nearest property owner would be the railroad.

Helen Mabry: Here is the railroad line right here. ( she is pointing to diagram).

Larry Morris: How much of a drop off is it from that bottom line to the railroad?

Jim Venture: The proposed grading plan goes to where Lot C is very level and we are tying into the grade. I am guessing that maybe there is a ten (10) to fifteen (15) foot sloop that goes down to one bench and probably ten (10) to fifteen (15) more feet that goes to the railroad right-of-way and there is a culvert down there that takes a lot of the water underneath the railroad. The bottom of the slope looks like it's about 35 and our parking lot is up about 45.

Jeff Anzovino: What about the vegetation? Is there a pathway?

Barbara Ciampini: I am not aware of it.

Jeff Anzovino: Kids are going there and walking the tracks.

Jim Venture: I know where you are it's pretty over grown, maybe it's up along the fields?

Lou DeRose: Stokes owned St. Mary's.

Helen Mabry: Actually the road where you enter into the gravel road here, this road continues up in a loop and then St. Mary's sits right here.

Rick Cutia: Are there any other questions or comments? Can I have a motion regarding the plan?

Jeff Anzovino: I make a motion to recommend to City Council approval of this site plan as presented.

Larry Morris: I second the motion.

All were in favor.

**ITEM #3- SITE PLAN-OWNER-GLORIA COMPTON-DANCER'S CLOSET-253-255 E. PITTSBURGH ST.**

Mark Haas: I am with Hass and Drost Associates and basically the site plan that you have before you states that there is one brick building and one frame building and another framed building which is a garage which has a roof. The suggested plan is to take away three walls and the roof and turn that lot and all the gravel around it based on the City Ordinance to make it paved. It went through the Westmoreland Conservation District with approval and Gibson Thomas with approval. I am looking for your approval today.

Lou DeRose: The two story garage is gone?

Mark Haas: Its fourteen (14) feet high structure but it's not exactly two stories it has one floor level.

Lou DeRose: Is that the existing one that's still there?

Mark Haas: The one that is being torn down it's just higher then the others.

Barbara Ciampini: It's down already, Mark.

Lou DeRose: I thought it was gone. It's the one closest to Urania?

Mark Haas: That's correct.

Lou DeRose: So you have left a short L?

Mark Haas: Correct.

Lou DeRose: Your site plan talks about parking on both sides of the stub?

Mark Haas: There is existing parking in the front and we are just bringing it around the side and pave the entire gravel surface there in the back.

Lou DeRose: So the paving is a complete view around the building?

Mark Haas: That is correct, everywhere there is gravel we are following the City Ordinance.

Lou DeRose: What is the sidewalk there on those streets?

Mark Haas: There is a sidewalk in front.

Lou DeRose: You have two fronts.

Mark Haas: Along East Pittsburgh St.

Barbara Ciampini: There is also a sidewalk along Urania Ave.

Lou DeRose: You have two sidewalks one on each face and they are, there is curb cuts?

Mark Haas: Right, curb right into the street.

Barbara Ciampini: The previous property owner parked cars on Urania Ave. over top of the sidewalk and that won't be happening anymore because Gloria will be having cars pulling in.

Lou DeRose: Was there a curb cut the entire way then? Are you keeping that?

Mark Haas: Yes.

Lou DeRose: The existing sidewalk on Pittsburgh St has a curb which appears to me only in the area where cars use to go into the garage, is that right?

Mark Haas: Yes.

Gloria Compton: It's pretty much the whole ways around; I've been coming in from different angles on how the traffic and I've not had a problem. It seems to be cut the whole way around.

Lou DeRose: What were looking at shows what I am assuming are curbs at the intersection of Urania and E. Pittsburgh St. and then on down west where the building itself is. Is that correct?

Mark Haas: Pretty much street level.

Lou DeRose: Barb, is there an existing sidewalk there?

Barbara Ciampini: Yes, you can pull a car in off of E. Pittsburgh Street right now.

Lou DeRose: So paving would be all the way around to that back, is that a garage?

Gloria Compton: No, that is an apartment, a little house.

Lou DeRose: This is the first time we've seen this.

Barbara Ciampini: I don't know how that happened when you dropped off your additional copies we didn't catch that. There were not copies for the Planning members. Mark, you were instructed to bring these in.

Pete Zaphyr: Driving by I noticed that the street and the walk, the parking area are the same level, you don't have to step up to go into the parking area.

Barbara Ciampini: It's all the same.

Pete Zaphyr: It's flat, so I guess for people walking it's not much of a problem, at least I don't think it would be. Once you come out onto E. Pittsburgh St. there is a curb, it shows here on this one diagram right at the corner. I am looking at this diagram and what would be the bottom layout has two little lines together right at the corner and then goes back down to the street level, I am talking about the sidewalk now, and cars can drive in.

Mark Haas: There is a curb there but it's at street level.

Pete Zaphyr: Then it goes back up to walking level to get to the building. The question I have while it's a safety issue people walking on E. Pittsburgh St. in front of the property they will have to walk down and step up to the curb and will take them down six (6) inches or whatever the curb height is and walk in the front of the building and walk back up again and I was wondering if they should be continuous, cars will be driving in there?

Mark Haas: Right.

Pete Zaphyr: And they will be coming in off of E. Pittsburgh St. as well as from Urania Ave.

Gloria Compton: That is how it is now.

Mark Haas: We are going to switch it all to Urania Ave.

Lou DeRose: Pete, that is a good point. Why does traffic have to get into the lot from Pittsburgh St., you show space one and two as though they came in from Urania Ave. So why not make the sidewalk on Pittsburgh St. a non curb cut and make that simply a pedestrian walkway? It's much safer.

Mark Haas: That would be up to the City.

Pete Zaphyr: You won't be getting access from Pittsburgh St. you will be accessing from Urania?

Mark Haas: That is correct.

Pete Zaphyr: I don't know how important this is?

Lou DeRose: It is very important because this issue is an old issue, not for these folks but over the years this has been a troubled spot and I think their plan solves the problem but we need a sidewalk there.

Gloria Compton: If you're coming from downtown Greensburg you would be in the left hand lane and would have to go to Urania Ave. and hope there is no traffic there or wait for traffic to turn in.

Lou DeRose: Or just go to the end of Urania Ave. turn around and come back.

Barbara Ciampini: It would be much safer.

Lou DeRose: It's only one block long.

Mark Haas: Is that a City sidewalk?

Barbara Ciampini: Yes.

Lou DeRose: There is an existing sidewalk on Urania Ave.?

Mark Haas: No. It's on Pittsburgh St.

Lou DeRose: On Urania what happens, the asphalt just goes down the street mark?

Mark Haas: There is a sidewalk and the curb goes right down to the street.

Gloria Compton: There is a sidewalk there.

Rick Cutia: That will be removed and you will pave to the existing asphalt street? So your driveway will be asphalt to asphalt?

Mark Haas: Yes.

Lou DeRose: Barbara there is a sidewalk there on Urania Ave.?

Barbara Ciampini: I don't know what condition it is in, but there was a sidewalk.

Lou DeRose: They just said that they are going to pave asphalt right down to the asphalt on Urania.

Barbara Ciampini: No, that has to be a sidewalk.

Mark Haas: We can leave it as a sidewalk.

Barbara Ciampini: It has to be sidewalk. Pedestrians have to be comfortable walking down that street out to Pittsburgh St.

Rick Cutia: It will have a depressed curb the whole length of the property along Urania Ave.?

Barbara Ciampini: Yes, that is much safer then coming in and out on Pittsburgh St.

Rick Cutia: It will also control drainage.

Barbara Ciampini: Right. You're going to have to amend the plans in time for the Council meeting.

Mark Haas: To show the sidewalk?

Barbara Ciampini: Yes, the way the commission is explaining how they want to see it. It's not clear on this site plan in fact it's not even shown on Urania Ave.

Mark Haas: Will we get approval today?

Barbara Ciampini: That is up to the board.

Pete Zaphyr: I think we can give approval.

Mark Haas: We will pave down to the sidewalk.

Barbara Ciampini: I think what you're saying if I am hearing you correct that the sidewalk is not in good condition they're going to have to replace the sidewalk. I didn't look at it.

Pete Zaphyr: There shouldn't be a problem on Urania Ave. it's going to be accessed for parking so I don't think that will make much of a change. Along Pittsburgh St. you need to do something with that. That will be to raise the sidewalk to the point where it's the same on either side.

Barbara Ciampini: So there should be no driveway, is that what you're saying?

Pete Zaphyr: Yes. Is that the way it's designed, to be that way the access to the parking lot on parking position number 1 and number 2 are all coming from Urania Ave.?

Mark Haas: That's correct. We hadn't planned on replacing that curb out in front.

Pete Zaphyr: Well, I think that should be done.

Mark Haas: Okay.

Pete Zaphyr: The condition of the other part going into Urania Ave. I think that would be suitable even the way it is now. It looks like it's falling apart.

Mark Haas: Yes, I took it for gravel because it's in such disarray. There is a portion of it starting up the street and it is just pulverized into gravel.

Barbara Ciampini: Part of your motion should include an inspection there. I haven't looked at it.

Pete Zaphyr: Yes that ought to be looked at. I don't think a lot of money should be put into that along Urania Ave. because it will be car access. Pittsburgh Street needs to be done properly.

Barbara Ciampini: We can have the inspectors take a look at the sidewalks. I don't think with the type of business Gloria has that there will be a rush hour. I would agree if it was a similar use across the street like Rite Aid where there is constant traffic. You don't have that type of business, Gloria.

Rick Cutia: The concern that we are raising here is all your exits from the building is in reverse you have to back out onto Urania Ave. that street is an off set intersection and the lights work independently of themselves. The ability to back out of your lot may have traffic blocking Urania Ave. on that side and traffic wants to enter there on the other side.

Mark Haas: We're just trying to make some improvements the way it was off of E. Pittsburgh St. And they were backing out onto E. Pittsburgh St.

Rick Cutia: Have you been able to use it in this fashion right now?

Gloria Compton: It's so much easier getting in and out on Pittsburgh St. It's much easier to drive in that way depending on the traffic.

Rick Cutia: The way you have the stalls arranged that's the only possible way. There is no room to swing in there.

Lou DeRose: You would just cause confusion. Barbara are you satisfied with the planting?

Barbara Ciampini: Well, some of the plantings, where they are up against the façade, the new wall I guess would be the east wall they would be much more visible if they were put in the front now that you're going to make this whole area sidewalk

and that is where the landscaping should be in front. My suggestion would be to remove it away from the façade where you have the new sign going on that one side. You have plantings along this side of the building and you're not going to be able to see it because you will have cars pulled in the front of it so the visible area would be here in the front and your only showing it on this side of the plan and it should be all along Pittsburgh St. to buffer even that first car. You need to amend the plan to show landscaping which would run the whole side of Pittsburgh St. so you will actually buffer the first car and you wouldn't see it because it will be behind the landscaping.

Mark Haas: We can do that, we left the landscaping strip there because the HARB board denied the goose neck fixtures and we were going to use projections spots from the landscaping up onto the side of the building. I can still do that.

Barbara Ciampini: Yes, you can still do that. You're going to lose the landscaping as soon as you park a car in front of it. It's really not worth having it there. The visible area is Pittsburgh St. Landscape the whole way over to the corner at Urania. Is there a detail here of what landscaping you are putting in Mark?

Mark Haas: There is no specific planting.

Barbara Ciampini: We are going to need that also on your revised plan.

Mark Haas: You want a planting schedule?

Barbara Ciampini: Yes.

Mark Haas: The replacement of two new sidewalks?

Barbara Ciampini: Wes.

Lou DeRose: Mark, you said it wasn't in good shape and the one on Urania Ave. also?

Mark Haas: No, it's not.

Rick Cutia: To entertain a motion on this plan would have to have a number of revisions to it and that will have to be stated in the motion. I will go over it briefly. We need to see a full height curb and replace sidewalk the whole length of the property from E. Pittsburgh St. upon inspection of the sidewalk along Urania Ave. and possible replacement of the sidewalk and full length of the property along Urania Ave. & a revision to the landscaping to show the full length of the property along E. Pittsburgh St. and detailed landscaping material. Are we prepared to do something with that attachments now or do the members feel we need to see a revised plan for that.

Jeff Anzovino: I don't think so, the main things are the curbs and sidewalks.

Barbara Ciampini: As long as the plan revision or the contingency where we had the plans for our agenda meeting which is September 2<sup>nd</sup>, 2008 which is next Tuesday, the day after Labor Day. We need way more copies than what we received. I need at least six (6) of the revised plan. You will be on the agenda for September 8<sup>th</sup>, 2008.

Mark Haas: Okay.

Larry Morris: I have a question. I am addressing the commission concerning the sidewalk. The sidewalk along Pittsburgh St. I have not paid attention, you're describing it as at the corner it's a typical sidewalk height with a curb then it slopes down and slopes back up, is that correct? What we are asking him to do is put landscaping behind the sidewalk and in front of their parking area.

Lou DeRose: And to replace that entire sidewalk with a full curb.

Larry Morris: Okay. I can understand us asking for that but for what purpose are we doing that?

Lou DeRose: Any time, within the last few years when replacing a sidewalk we actually look at whether or not its being used as access and if it isn't we want full curb.

Larry Morris: My question is are we being consistent?

Lou DeRose: Oh, yes.

Gloria Compton: I am confused on the plan, do you want the planting right behind the sidewalk?

Barbara Ciampini: Yes. It's the same consistency that you have on the one side just keep it going the whole way up. I am not talking about big high trees here something low to the ground.

Gloria Compton: We were not able to put a sign coming from there. I want my sign visible.

Barbara Ciampini: You could've but you elected not to put a projecting sign, when you came to the HARB. You could have put a projecting sign out that could have caught that east and west bound traffic.

Gloria Compton: I missed that I thought we couldn't do that.

Barbara Ciampini: Yes you can. You would have to come back to HARB and get approval for that but all you asked for were the signs in the window and a new sign on the east side wall. Any property on any one way portion of the street where you're further down that's one way and on that particular site it would be good for a projecting sign. The same thing happened across the street for those of you who are not aware of it., When Christian Layman came before the HARB the board asked them about a projecting sign but they didn't want to do it and of course now they realize that it is something that they should have done. You have to have three signs otherwise, so yes, you should probably look at some sort of design for that at some point.

Gloria Compton: Okay, thank you.

Rick Cutia: Well in a summary of what I just mentioned is there anyone able to draw this all together and put a motion together including all of our recommendations.

Jeff Anzovino: I make a motion to recommend to City Council to approve the site plan with the following contingences, We need to see a full height curb and replace sidewalk the whole length of the property from E. Pittsburgh St. upon inspection of the sidewalk along Urania Ave. and possible replacement of the sidewalk and full length of the property along Urania Ave., a revision to the landscaping to show the full length of the property along E. Pittsburgh St. and detailed landscaping material.

Lou DeRose: So the motion is to approve it as long as they conform to all of those contingences that Mr. Cutia put forth on the record?

Jeff Anzovino: Yes sir.

Rick Cutia: Can I have a second?

Pete Zaphyr: I second the motion.

All were in favor.

Barbara Ciampini: Again if you can get those amendments by September 2<sup>nd</sup>, 2008 then you will be on Council's agenda for September 8<sup>th</sup>, 2008 as long as we have those amendments by 3:00 on the 2<sup>nd</sup>.

**ITEM #4-SUBDIVISION—OWNER-ELIZABETH WEIDLEIN-509 & 515 HARRISON AVE.**

Steve Pilipovich: I am with Tri-County Engineering. I am representing Elizabeth Weidlein. She currently owns the property as shown has two (2) existing dwellings with two (2) existing garages. What she would like to do is subdivide the property and we are putting the property line down the driveway in the center and that would allow her to sell, if she wants to sell the property then she can sell the property individually and does not have to sell it as two houses at one time. The property is on Harrison Ave. which is approximately half way between N. Main St. and Route 130. The lot itself is currently 0.168 acres which is 7,311 square feet. The property itself does not meet the setbacks because it's all pre ordinance. So we are putting the line down the driveway and it will be a shared driveway and on the right side of the plan at the bottom of the dedication there is a paragraph that explains that the driveway is joint ownership of the two properties and there will be a joint maintenance agreement between the land owners and that will be put into the deed and carried on through the properties. Are there any questions?

Lou DeRose: What about utilities, Steve?

Steve Pilipovich: They each have separate utilities.

Barbara Ciampini: Everything, sewage, water all separate? Can that note be added to this Mylar?

Steve Pilipovich: Yes.

Barbara Ciampini: We've run into issues with lots that have been reduced down to two separate lots and we've had issues in the past where the sewage line runs here there and everywhere. We've made most recently everyone who wants a subdivision that all the utilities have to be separate.

Lou DeRose: If you don't mind just add to that, that all utilities are available.

Barbara Ciampini: We can give you back the Mylar tonight and spell it on the Mylar and the liability then is on the owners. Most recently if you recall we had this problem right on Kinderhook. They had to put in a separate sewage line.

Rick Cutia: Can we have a motion for this subdivision plan?

Pete Zaphyr: I make a motion to City Council to recommend approval of this subdivision plan as presented.

Larry Morris: I second the motion.

All were in favor.

Barbara Ciampini: Rick will sign the Mylar and you can take the Mylar back and add that comment on and then give me about 6 new copies.

Larry Morris: I make a motion to adjourn

Pete Zaphyr: I second the motion.

Meeting adjourned at 8:15 PM

