

PLANNING COMMISSION  
NOVEMBER 30<sup>TH</sup> , 2009 7:00 PM

**PRESENT:**

RICK CUTIA, CHAIRMAN  
KAREN STEPANOVICH, SECRETARY  
ANITA SIMPSON  
DAVID KAHLEY  
LARRY MORRIS

**ABSENT:**

GEORGE SMITH  
TIM MARUCA, VICE CHAIRMAN  
JOHN MUNSCH  
JEFF ANZOVINO

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

- 1.) SITE PLAN-EXCELA HEALTH—PROPOSED ADDITION TO THE  
EMERGENCY DEPARTMENT ON W. PGH ST. AND SOUTH  
WASHINGTON AVENUE
- 2.) SITE PLAN-REGIS MCHUGH-411 BOVARD ST. FOR A PARKING LOT  
PROPOSAL
- 3.) SITE PLAN FOR GREENSBURG COMMERCE PARK FOR A PARKING LOT  
PROPOSAL.

Rick Cutia: Has everyone had a chance to review the minutes from the August 31st, meeting? If so are there any changes or additions? If not can I have a motion to approve the minutes?

Karen Stepanovich: I make a motion to approve the minutes/

Larry Morris: I second the motion.

All were in favor.

Item #1-Site Plan-Excelsa Health-532 West Pittsburgh Street-for a proposed 1 story addition to the Emergency Department on West Pittsburgh Street and South Washington Avenue.

Dan Hoffman: I am the Director of Facilities Planning and Development for Excelsa Health. I am here to present plans for a one (1) story addition. I am here with Bryan Clement and Bryan is with HF Lenz. We are proposing a 4200 square foot addition to the Emergency Department at Westmoreland Hospital to help address the capacity that we expect over the next year or so. This tan or peach colored area right here (he is pointing to the site plan) this is West Pittsburgh Street here and South Washington and an existing parking lot which really does not get impacted by this project at all. This is kind of a current turn around area. This will be done in multiple phases. The first phase is to build the new addition and we will move the waiting room and the registration room and triage functions into that area and then where those functions are currently located we plan to renovate to create five (5) additional exam rooms to increase our capacity. That part gets done in multiple phases to stay operational as we march through the project. I would be glad to answer any questions you might have.

Karen Stepanovich: Why don't you make that crosswalk straight across from the crosswalk from your new parking lot?

Dan Hoffman: This one here? (he is pointing to the site plan)?

Karen Stepanovich: If you ever watched cows they all walk in the same line, they wear out the path. People are going to walk straight across through whatever is there and not walk on that crosswalk because they will walk straight across.

Bryan Clement: You're absolutely right. The reason we did it that way is because we have a crosswalk over here. For liability issues we thought it would be best to direct the people through the shortest distance possible through the lot onto a sidewalk.

Karen Stepanovich: I understand that, but I don't know why you just don't move that down a little bit so it's directly across. You're facing it to the left it's not directly across.

Barbara Ciampini: Where are you saying to move it, Karen?

Karen Stepanovich: Just directly across from the cross lines on the street.

Barbara Ciampini: Oh, I see what you're saying.

Karen Stepanovich: It doesn't make any sense to me because I don't know of anybody that is going to take a couple steps to the left when you can go straight across and you might as well be in a crosswalk if you're walking across.

Bryan Clement: The other reason we did that is that there are two ambulance bays there and two accessible spaces here (he is pointing to the site plan) so there is an existing accessible aisle and handicapped spaces right here so that is why we lined this crosswalk with that accessible aisle so when these individuals exist their cars they are in this aisle and automatically end up on this crosswalk going down this way.

Barbara Ciampini: Maybe we need something between that area for pedestrians to go from the crosswalk on Washington Street to the other crosswalk, in that gap space there. What's there?

Bryan Clement: I believe currently it's a concrete sidewalk.

Dan Hoffman: The other thing we can do is angle that up.

Karen Stepanovich: Just so it would meet up it doesn't make sense for people to do a jog.

Dan Hoffman: That's just painted across.

Barbara Ciampini: I didn't understand, I thought you were talking about the new one there.

Karen Stepanovich: No. It's getting from your new parking lot over to there.

Barbara Ciampini: You're right, Karen.

Dave Kahley: When they turn into the existing lot is that showing on your plan. What I see is a 6 foot diameter shrub, is that going to be sidewalk between the crosswalks?

Bryan Clement: Are you talking about this area right here?

Dave Kahley: Yes. Are you calling for a sidewalk there?

Dan Hoffman: Yes, that is correct.

Dave Kahley: When we discussed this before and agreed to this, we we were not really commenting on the hospital side you were only talking about the parking lot and I think it was my suggestion that you use that area for a handicapped access, which I like. Is there anything else that can be possibly done to widen that area, push

that ambulance parking a little further away to make that space more obviously not just, I think that handicapped space is 3 feet wide?

Bryan Clement: Its 5 feet wide.

Dave Kahley: Pedestrian access is 6 feet of sidewalk width. Could you somehow push it another foot? I know you are dealing with an existing parking lot.

Bryan Clement: There is the possibility that we can restripe some of these. We gain an extra foot, from 5 foot to 6 foot.

Dave Kahley: So if you pushed, in essence tightened up the other spaces which are probably 10 feet wide.

Bryan Clement: I think 9 ½ is the exception with the exception of the accessible spaces.

Dave Kahley: So you might be able to go to 9 foot wide?

Bryan Clement: At the same time we have to meet the zoning ordinance.

Barbara Ciampini: Zoning code calls for 9 ½ feet wide.

Bryan Clement: For accessible spaces I think its 12 foot.

Barbara Ciampini: Right.

Dave Kahley: Does the code allow compact, you can do a couple of compact spaces.

Barbara Ciampini: Yes.

Dave Kahley: If you did a couple you would get another foot.

Barbara Ciampini: I agree that is a heavily used area. We need to be cognizant of pedestrian safety. Most people are going to park in the new parking lot across the street.

Dave Kahley: My other concern is that you have ambulances there and they are big and boxy and there is less space to see around them so by widening that as much as you can it gives both the pedestrian and the driver more visibility. Ambulances you know, their mirrors stick out.

Karen Stepanovich: Where is the lighting, I really didn't get to look at this since we just got them tonight.

Bryan Clement: There are two existing light posts, one is right here (he is pointing to site plan) and one is on the corner.

Karen Stepanovich: Do you have plans to put more lighting around the pedestrian walkway or the front entrance there? That is just a very dark area.

Dan Hoffman: I don't think it would be a problem to light this area up.

Karen Stepanovich: It is a dark area there.

Dave Kahley: If I can make another comment. Still back to the pedestrian. When people cross, it's called the left one and the center one, when crossing at that center one and the last pedestrian walkway that goes into the new addition could you put some landscaping or something to make it difficult for people to walk, to cut the corner there?

Bryan Clement: You mean through right here? (he is pointing to site plan)

Dave Kahley: Yes, Is that concrete?

Bryan Clement: This is all grass. Currently this whole island is grass right now.

Dave Kahley: Well people just walk on it and it gets muddy. It's not uncomfortable space.

Barbara Ciampini: You're looking at more of a delineation of exactly where the pedestrian needs to be and stay; without getting back into the parking lot. Especially if an ambulance is pulling in and out of there and they're trying to cut the curb and your entrance there is the ambulance space is still there. We're just trying to keep the pedestrian out of the way.

Dave Kahley: Yes, forcing them to stay on the sidewalk without signage.

Dan Hoffman: Sure.

Dave Kahley: It might be something to consider as you're going into construction.

Barbara Ciampini: I realize that we just put this back on the agenda, it was on then off and back on. I do have comments from Gibson Thomas Engineering that have also been passed along to Bryan Clement and Dan Hoffman. Whatever recommendations we would make. Gibson Thomas Engineer has three issues, from Doug Siler, who wrote the letter, we need the plans to be changed accordingly along with whatever we discuss here tonight by December 8<sup>th</sup>, 2009. I have yet to receive comments from Westmoreland Conservation District but again whatever their comments must be part of the Planning Commission's recommendation. I think

what Gibson Thomas is trying to address is the runoff water that comes onto Washington St. they don't want any kind of freeze/thaw situation occurring there. We don't want anybody falling.

Bryan Clement: We haven't had the opportunity to review those but it's not a problem to revise our plans to conform to Gibson Thomas comments. And we will do the same from the comments we receive from the Conservation District.

Rick Cutia: We would have to make that an addendum to any recommendations that we would make.

Barbara Ciampini: Along with the recommendations about pedestrian crosswalks.

Lou DeRose: I counted five different things that should be noted. It occurred to me that if there is a member of the commission that wants to move to approve it that they simple ought to make it subject to Gibson Thomas and the Conservation District and the five targeted subjects that were brought up in this discussion. I don't think you have to outline them but they are: lighting issues, walkway issues, restraint issues and moving of the striping and there are a couple others that came up in this discussion.

Barbara Ciampini: We will get you the minutes as soon as possible.

Bryan Clement: Are there any other questions you have of us?

Dave Kahley: I make a motion to City Council to approve the site plan contingent upon what the Solicitor just said, the comments from Gibson Thomas Engineering and the Conservation District, the lighting issues, the walkway issues and the moving of the striping of the crosswalks.

Karen Stepanovich: I second the motion.

All were in favor.

Item #2 Site Plan for Regis McHugh property at 411 Bovard Street for a parking lot proposal.

Chris Schmidt: I am with Hampton Technical Associates. What we are currently proposing is a 10 lot parking expansion on Bovard St. in between Hanson Way. Currently we are proposing storm water management and we will just infiltrate all the waters so there won't be any points or discharge onto Bovard Street or Hanson Way to avoid any icing as per the Gibson Thomas Engineering. We have also satisfied all the comments from Gibson Thomas and the Westmoreland Conservation District. I believe the City does not have any more comments for us at this time. We are proposing access to the upper lot on the upper parking area on the neighboring property with stairs and proposing some new walls along both ends of the property. If you have any questions we are glad to answer them.

Karen Stepanovich: The landscape plan, there are burning bushes, never mind- it wasn't you. It's the next hearing, I knew someone had them.

Barbara Ciampini: We spend a lot of time talking about the Hospital's pedestrian safety and maybe we should reiterate these concerns on Bovard Street from the existing parking lot over to the two parking lots.

Chris Schmidt: We can look at any pedestrian requirements that you would want.

Karen Stepanovich: Just striping?

Barbara Ciampini: Yes, maybe that thermo plastic, something that would last a little longer. You have a large amount of transient traffic at that location, coming and going on a regular basis.

Chris Schmidt: We can look at that and get back to the City with an idea.

Barbara Ciampini: Your comments from the Conservation District are fine also.

Chris Schmidt: We did get another letter back and they said everything was taken care of.

Barbara Ciampini: There were five or six items that have been taken care of. Is that two story vinyl house lot 411 also owned by Dr. McHugh right next to it? It's not indicated on here.

Chris Schmidt: I do believe it is.

Barbara Ciampini: I believe it is also. I think he owns the next two properties. The Chairman just asked me about a buffer between the residential properties and the parking lot.

Rick Cutia: Are there any other questions or comments for this site plan?

Karen Stepanovich: I make a motion to City Council to approve this site plan with the exception of some sort of pedestrian marking from the parking lot across Bovard Street.

Larry Morris: I second the motion.

Dave Kahley: The striping, this lot here I think it's below his entrance to his property across the way so the striping would have to be at the property above, the upper lot.

Chris Schmidt: The upper lot?

Dave Kahley: Yes, then from the upper lot would be striping for a pedestrian crossing.

Rick Cutia: Do you want to repeat your motion?

Karen Stepanovich: I make a motion to City Council to approve this site plan with the addition of pedestrian striping to the upper lot.

Larry Morris: I second the motion.

All were in favor.

Item #3-Site Plan for Greensburg Commerce Park for a parking lot proposal.

John Wagner: I represent Greensburg Commerce Park. We are here this evening to request an approval of an overflow of parking lot next to *Gander Mountain* to accommodate a tenant who is concerned that there might not be enough onsite parking at the location he wants to lease there. We meet the requirements of the parking at the existing location. But as a precaution we're requesting some overflow in case it becomes an issue.

Karen Stepanovich: The only problem I have is the planting. Burning bush is considered an invasive species. If you could maybe replace that with some sort of grass or some other kind of shrub maybe perennials. I like the Red Maple. If you would just replace the Burning bushes with something else.

John Wagner: I would be happy to.

Rick Cutia: The parking area that you're showing is beside *Gander Mountain* but it's not to service an overflow from *Gander Mountain*?

John Wagner: This is just off the Greensburg Commerce Park shops. It's not the adjoining one it's the next one up, a little strip of shops.

Rick Cutia: Is there any pedestrian access from this parking lot onto that?

John Wagner: As of now there is not.

Rick Cutia: What would your plan be?

John Wagner: We actually haven't thought about that, we're looking for some recommendations or what maybe is in your mind as how to satisfy that. The cart way of the street is particularly wide and I don't know what your thoughts are on utilizing the way of the existing street.

Rick Cutia: That doesn't sound like a viable option to walk on the streets.

Dave Kahley: Instead of trying to discuss the building of a pedestrian access. I kind of take to a negative of the building with an overflow parking lot for a use that sounds like it's at a considerable distance away.

John Wagner: That is the best we can provide this particular tenant.

Dave Kahley: Have you done a demand study. If you look at these shops that are operating at such time during the peak season, have you seen a 100 percent usage?

John Wagner: At this particular time the shops are not occupied. The occupant who is going to be the first tenant is called *Dino's Sport Lounge*. He operates an extremely successful volume sports lounge in Latrobe. There is nothing for us to believe that he won't be even more successful here in Greensburg. He's a little concerned because he told me that he gets up to 400 people at one time. He said he is very high volume and he said he's concerned there might not be enough parking. He said if you can give me additional parking spaces primarily for employees, then we have a deal. That's how that came about.

Dave Kahley: So this is the employee parking lot?

John Wagner: Primarily.

Dave Kahley: It's hard to enforce.

John Wagner: Sometimes it is.

Dave Kahley: From a retail standpoint placing parking this far away with or without pedestrian access is typically a loser right from the start. That is my opinion.

John Wagner: I failed to bring it tonight but we do have an agreement with the immediately adjoining *Gander Mountain* whereby they will allow us to permit *Dino's* patrons and or employees to park at *Gander Mountain* in their off peak time. That will help very much in itself.

Dave Kahley: Which probably for a bar it is off peak time for *Gander Mountain*

John Wagner: Yes, for *Gander Mountain* it is off peak time. I can provide that agreement if required.

Dave Kahley: I don't know what the specific laws are, I would hate to see the property owner build in essence parking on spec. Does the City have the essence to deal with all the land being lost for new surface parking when it's only the possibility that someone will park there.

John Wagner: I don't know how to answer that one.

Barbara Ciampini: I might also add that the City has agreed to allow parking on the opposite side of the street which would also help in the endeavor, and I believe that has either been passed or will be passed on December 14<sup>th</sup>, 2009. Something that I mentioned to you in the past, John: and this just takes common sense. If you have a *Hampton Inn* that sits right above this building, why someone at the *Hampton Inn* would currently have to move their car to come down either to *Dino's*, or *Subway*, it really does not help your parking situation out it adds to the problem. If you created

a pedestrian access from the *Hampton Inn* to this site you wouldn't have to move a car.

John Wagner: We will look into that. That really does make sense.

Barbara Ciampini: People then from *Hampton Inn* can go eat at *Dino's* or the *Subway*, without moving their vehicle from the *Hampton Inn* parking lot.

John Wagner: There is no question.

Anita Simpson: I've had customers that told me they won't stay at the *Hampton Inn* because there is no place to walk to.

John Wagner: That is a concern.

Rick Cutia: Getting back to the access of this area to the shops, is there any space available in the street or at the curb to build a sidewalk?

John Wagner: Can you repeat that Rick? I'm not sure I understand that.

Rick Cutia: From the parking lot as proposed, across *Gander Mountain's* driveway up the street, is there available curb behind that side to build a sidewalk?

John Wagner: I would say yes. I am trying to visualize it in my mind. I think there would be.

Rick Cutia: I think a sidewalk is preferable to have instead of pedestrians walking on the street.

Barbara Ciampini: There is no designated space for pedestrians right now.

Dave Kahley: Especially when you're talking about night time activity.

Barbara Ciampini: Even employees should have a sidewalk.

Dave Kahley: Are there street lights there?

John Wagner: Yes we have street lights.

Karen Stepanovich: Is *Damon's* still in the picture?

John Wagner: *Damon's* is no longer there.

Karen Stepanovich: I know but the *Dino* sign is going up on the end.

John Wagner: They are taking the place of *Damon's* which at one time was going in there.

Anita Simpson: Is the *Subway* still going to be there?

John Wagner: Yes. It will open up in the middle of January. I just want to remind you that the ordinance has been satisfied, for onsite parking. I'm not sure how you might be viewing this knowing that fact. We've satisfied the requirement, but it happens to be a high volume user.

Barbara Ciampini: I think everybody understands that. Now the concern is getting the pedestrians from once they park their car in this overflow lot to their designation.

Anita Simpson: No one wants to use a parking spot unless you can get there easily and safely.

John Wagner: That's why we are here tonight for recommendations from you.

Barbara Ciampini: Getting them down there right now is unsafe. I think the Planning Commission can encompass all those pedestrian oriented recommendations into this site plan.

John Wagner: Yes, that's why we are here this evening.

Dave Kahley: I can say I can only vote for this if an adequate sidewalk was put in with the, what is the minimum 6 feet?

Barbara Ciampini: Yes.

Dave Kahley: With curb cuts. It starts to get expensive.

John Wagner: Yes, it does.

Dave Kahley: I am pretty familiar with parking lots and pedestrian movements. I tend to believe that people are not going to use this parking lot.

John Wagner: Use what David?

Dave Kahley: Use this new lot. I think you will have a very low usage of it but I'm not sure you can actually deny the use. The question would be if this is approved you might want to consider not building it or completing it until such time as you see what the actual usage is and then decide to complete it. That way you're through the permit process.

Barbara Ciampini: Well, there is a glitch in this whole thing. There were no permits issued for this lot and Mr. Wagner has been issued a Zoning violation notice for this parcel. Mr. Wagner never notified the City of his intentions to build a parking lot. He never even called my office.

John Wagner: What happened was in our defense, I was unaware that, at first it started out as a gravel parking lot and I was unaware that I had to get a permit to place a gravel parking lot there knowing that it was not satisfying a onsite building and that the existing building had met the criteria of the ordinance. We said to ourselves, we're asking for a permit for what? We already satisfied parking already of the preexisting building. We graveled a flat surface on a piece of land that has no building. So we didn't understand the need for a permit if it was strictly for overflow. The City did not quite see it that way.

Barbara Ciampini: The City laws did not see it that way Mr. Wagner.

Dave Kahley: Did you do this as a whole site plan with all these buildings?

John Wagner: Yes, there is a Master Plan, this is a deviation from the master plan.

Dave Kahley: So you where aware this is a Master Plan. So assume that anything that you do probably requires something-at least a phone call.

John Wagner: I am not so sure I agree with that.

John Vozel: At one time this lot was approved for a commercial building in Greensburg Commerce Park and we are still planning a much more intense use for that area there. This whole lot was a strip mall.

Dave Kahley: Did you break the curb? How did you get from the street to the lot? Is there a curb cut there?

John Wagner: There is a concrete curb?

Dave Kahley: Is there a curb there?

John Wagner: Yes.

Dave Kahley: Did you cut the curb?

John Wagner: Yes.

Dave Kahley: So that's also a violation.

John Wagner: Yes, but I was not aware of that.

Dave Kahley: Let me see if I understand this, the lot is already here. What on this plan isn't there?

Barbara Ciampini: The landscaping, it's already a paved lot.

John Wagner: We were just initially going to gravel the lot and I was called and was told I could not do that and I was unaware that I couldn't gravel a piece of land. I said Barb is that all parking lots and she said yes and in trying to conform with Barb's request we immediately ran out and paved.

Barbara Ciampini: Well, that's not really what happened. Mr. Wagner is never going to see it the way the law sees it. At this point we are here to try and clean up the violations. I'm trying to clean it up. I've diligently tried to work with Mr. Wagner to get a solution.

John Wagner: I appreciate that. I realize now that an error has been made.

Larry Morris: I have a question for the Solicitor. Its there, what happens if we don't approve it?

Lou DeRose: Well, you can make him take it out.

Dave Kahley: Ignorance doesn't get you out of anything. If we allow you to keep it we're encouraging his bad behavior. He should be fined for permit costs.

Barbara Ciampini: All those things are still there.

Dave Kahley: And there are still fines for construction of this lot without permits?

Barbara Ciampini: Yes. A formal notice of violation has been issued. The fine is levied by the District Judge which is \$500.00 a day. It's been about a month since notice was issued.

John Wagner: I thought that was if we didn't provide the plans for the application.

Barbara Ciampini: Yes, if Mr. Wagner does not complete the lot the way we want it done then my next step is to take him to the District Judge.

Anita Simpson: So the sidewalk is not looking as expensive as it did before?

Barbara Ciampini: That would be correct. There is nothing wrong with that recommendation. I think in the long run it would help this development site. The more pedestrian orientated that we can make this are the better off we will be, and that includes Mr. Wagner's investment at this site.

Karen Stepanovich: What about lighting? Is there lighting here?

John Vozel: There are two light posts, double head light posts at *Gander Mountain* right along their side of that parking lot.

Karen Stepanovich: But there's nothing in this parking lot.

John Vozel: No, because we are so close to their lighting at *Gander Mountain*.

Karen Stepanovich: If you're encouraging employees to park here and even though they have a sidewalk it's still, it's 3 in the morning with only *Gander Mountain* light. Does *Gander Mountain* leave their lights on after their hours?

John Vozel: I don't know because I've never driven past there that late at night.

John Wagner: We will look into that.

Karen Stepanovich: You need some kind of lighting if you're encouraging the employees to use this area.

Dave Kahley: I think you're right and what if *Gander Mountain* decides to turn their lights off?

Karen Stepanovich: Well, most big businesses do turn their lights off after they close.

Barbara Ciampini: In a free standing parking lot there are requirements in our City Code for lighting. There are street lights. There are nine (9) street lights on Towne Square Drive, but there is not lighting in this lot.

Lou DeRose: Do you know where they are?

Barbara Ciampini: I don't know where they are exactly. There are eleven (11) total, two of them are in Hempfield.

Lou DeRose: The Planning Commission has the power to mold this to their liking. That may require lighting; landscaping to suit. You also have the power even though it's on properties both continuous and non-continuous to require the sidewalks and the steps and you talked about the lamp posts. Those are all a conditions for getting this approved. So if there is a lighting problem, we never approve a parking lot relying on someone else's light. If you want lighting to meet the City code then tell him what he has to do in terms of the lighting. He may have to come back and get this formally approved.

Dave Kahley: So what we are suggesting since he did have difficulty understanding prior discussions then I would move to table this site plan and require that they meet with staff and return to the commission with new plans detailing the information that we discussed tonight. Then if not it will be tabled until such time that the items be taken care of.

Lou DeRose: So your motion isn't to reject it it's merely to table it until these meetings occur and the conditions are met?

Dave Kahley: Yes.

Lou DeRose: That's in order.

Anita Simpson: I make a motion to table this site plan so he can meet with City officials and provide a new plan and incorporate all the suggestions that we've made.

Karen Stepanovich: I second the motion.

All were in favor.

Anita Simpson: I make a motion to adjourn.

Meeting adjourned at 8:00 PM





