

Development Activities Meeting – Form to Use During DAM

This report created by the Neighborhood Planner and included with staff reports to City Boards and/or Commissions.

Logistics	Stakeholders
Project Name/Address: Pittsburgh Glass Center (5472 Penn Ave)	Groups Represented (e.g., specific organizations, residents, employees, etc. where this is evident): Friendship Community Group (FCG) Bloomfield-Garfield Corporation (BGC) Clarendon Place Condo Association
Parcel Number(s): 50-S-26, 50-S-27, 50-S-29, 83-N-264	
ZDR Application Number: DCP-ZDR-2021-10611	
Meeting Location: Zoom (DCP hosted)	
Date: November 9, 2021	
Meeting Start Time: 6:30 PM	
Applicant: Pittsburgh Glass Center (Heather McElwee) Indovina Associates Architects (Ryan Indovina)	Approx. Number of Attendees: 22
Boards and/or Commissions Request(s): Zoning Board of Adjustment: variance request for relief from 914.02.A (off-street parking minimum); special exception for waiver of Residential Compatibility Standards 916.02.A.2 and 916.02.A.7 (sideyard and rear setbacks); special exception for waiver of Residential Compatibility Standard 916.02.B.1 (building height); special exception for waiver of Residential Compatibility Standard 916.04.C (parking/loading)	

How did the meeting inform the community about the development project?

Ex: Community engagement to-date, location and history of the site, demolition needs, building footprint and overall square footage, uses and activities (particularly on the ground floor), transportation needs and parking proposed, building materials, design, and other aesthetic elements of the project, community uses, amenities and programs.

- Ryan Indovina from Indovina Associates Architects and Heather McElwee from the Pittsburgh Glass Center presented to the Friendship and Garfield communities.
- R. Indovina began by highlighting the location of the Pittsburgh Glass Center site on a map. He pointed out that the building's front is on Penn Avenue and its rear is on Clarendon Place. There is not a side yard along a street, though the closest side street is along South Fairmount Street.
- R. Indovina went over the LNC zoning standards (904.02), use standards (904.02.B.1), and site development standards (904.02.C) applicable to the site. He mentioned that the primary use was an Art or Music Studio and that the Residential Compatibility Standards apply because the building abuts Clarendon Place and properties along South Fairmount Street and the side and rear yards abut the R3-M residential zoning district. He also mentioned that the Environmental Performance Standards (Chapter 915) apply.
- R. Indovina went over the parking requirements and calculation (914.02.A) for the Art or Music Studio use. He remarked that the existing site could accommodate 13 parking spaces. With the expansion project, the Glass Center would now be 12 spaces short of the required 25 spaces required by the Zoning Code.
- R. Indovina showed the existing site plan overlaid with the proposed building footprint.
- R. Indovina went over the items for which the project team would be requesting Zoning Board of Adjustment relief, which would result in four special exception requests and one variance request. He mentioned that the
 - R. Indovina remarked that the rear of a portion of the site (parcels 50-S-26, 50-S-27, and 83-N-264) abuts the R3-M residential zoning district. He mentioned that Residential Compatibility Standards require that

there be a 15-foot setback for this rear property line, as it abuts the interior side yard of Parcel 50-S-53 (916.02.A.7). He added that the project team has adjusted the footprint of the building (second and third floors) to accommodate this required setback but that the existing parking area (which is to be retained) extended into the setback. He also mentioned that with the existing building footprint, the project team was unable to adjust the interior side yard toward the rear of the property to accommodate the 15-foot required setback to the rear of the R3-M zoned rowhouses (parcels 50-S-53, 50-S-54, and 50-S-55) located along Clarendon Place (916.02.A.2). Thus, the project team is requesting special exceptions per 916.09 to waive these two setback-related Residential Compatibility Standards.

- R. Indovina briefly mentioned the third special exception request to the Residential Compatibility Standards, which would be for building height. The project team is requesting a height of 44.94 feet, where 40 feet is the maximum height within 50 feet of a residential zoning district (916.02.B.1).
- R. Indovina explained the fourth special exception request to the Residential Compatibility Standards, related to loading and parking within 15 feet of a residential zoning district, which he remarked was an existing condition and unchanged from the current Glass Center configuration.
- R. Indovina discussed the variance request, which was for the 12 deficient off-street parking spaces out of the 25 required.
- R. Indovina said that the project team has reached out “quite a bit” to neighboring properties and owners as far down as the new Whole Foods site to inquire about shared lease parking opportunities. While there are spaces at that development available, R. Indovina explained, the Glass Center would be unable to achieve a full lease agreement to submit to the County, so the project team is unable to obtain a special exception for off-site parking and will have to seek a variance instead. R. Indovina said that he was “certainly aware that there’s parking the neighborhood” but that the team was not able to execute on a lease.
- R. Indovina showed site context images, pointing out an exhaust element on the Glass Center’s roof.
- R. Indovina showed views from Penn Avenue and South Fairmount Street on Google Street View, pointing out the Grocery Kart and three residential homes that are to be affected by the requested special exceptions and variance.
- R. Indovina showed the building plan, pointing out which walls were to remain with the new development. He mentioned that the majority of the site would remain unchanged from the current condition. He also pointed out a new lobby retail space, which he said would be larger, “more welcoming,” more visible, and much taller than the existing condition. R. Indovina mentioned that the existing restrooms would remain, with a newly added unisex feature. A new kitchen and catering space is also to be added. The existing storage space is to remain as-is, though additional storage space is planned for elsewhere in the building. The existing garage door is to remain, and the garage is intended to house and internal dumpster, which would be rolled out to a screened-in/fenced area when garbage needs to be picked up. R. Indovina explained that this rear loading area is not really functional for the Glass Center as a daily delivery space, so it is being repurposed as the dumpster space. Daily delivery and loading is instead planned for an internal loading dock by freight elevator, to be located within the main parking area.
- R. Indovina pointed out that the curb cut, as it exists today on Penn Avenue, would remain, but that the parking area would now sit below the expanded upper floors. The only difference in overall footprint, he explained, was a new egress staircase.
- R. Indovina showed the second-floor building plan, pointing out the hot shop studio on the Penn Avenue side of the building and the kiln studio, which he mentioned would be expanded into the current cold shop studio space. He also pointed out two new seminar rooms that would be able to be combined as needed. The cold shop studio is also to remain on this floor.
- R. Indovina showed the third-floor building plan. He explained that the third floor was a new addition and made the new building taller than the existing one. The new hot shop studio is to be on this floor, with a large chimney in the middle. A large patio space is planned along Penn Avenue for users of the hot shop and general users of the building. A new staff office, mechanical room, and kitchen are also to be included on the third floor.
- R. Indovina showed flat elevations of the building to depict the overall scale of the building relative to the existing structure. He described the new additions as “a series of volumes intended to stack on top of each other.” He also mentioned wanting to show to the general public that the Glass Center was a “wide-open public space,” explaining that the existing building with its “way-set-back lobby” was somewhat detrimental to that mission. He then pointed out the existing topography of the site on the flat elevation, which he described as being a four-foot difference downslope.

- R. Indovina showed additional elevations, including the rear and side. He pointed out with the rear elevation an articulated corrugated metal detail with openable windows for natural ventilation as well as clear access for the parking area, which he described as able to be used for events. The side elevation he showed was from South Fairmount Street, which was hatched in with the Grocery Kart building.
- R. Indovina showed a three-dimensional programmatic view of the building, with classrooms, patios, third-floor expansion, and the Penn Avenue façade, which he described as being “clear-glazed and very inviting,” with a sawtooth façade serving as a focal point.
- R. Indovina showed an in-context rendering from the opposite side of Penn Avenue, from the perspective of the Glass Lofts. He described the façade as interjecting coloring and patterning, pointing out that the coloration and experience would change as one moved from east to west along Penn Avenue and that the colors featured in the sawtooth pattern were borrowed from the colors of the brick on the existing building. He also pointed out the full-height glazing for the welcome/lobby area and described the third floor expansion as a “lantern” for the building.
- R. Indovina provided a pedestrian-view rendering, pointing out the “very tall space” under the parking area. He mentioned that the ceiling of the parking area would be architecturally detailed and feature special decorative lighting. He also pointed out the stacked glass-block brick elements on the front façade of the parking area featuring the “Pittsburgh Glass Center” sign, with the intention being to create a transparency to the space, as well as the landscaping in the front.
- R. Indovina concluded by showing an articulation of the façade rendered at night. He explained that a lot of activity happens at the Glass Center in the evening, so the team wanted an attractive-looking and well-lit building at night.

Input and Responses

Questions and Comments from Attendees	Responses from Applicants
<p>Can you move trash management back to Penn Avenue . Its an major and undesirable increase in commerical impact on Clarendon as shown . (7:15 PM)</p>	<p>In terms of trash, all of our pickup is currently in the parking lot; it was initially always planned to be in the back on Clarendon, but we didn't end up doing that. We're one of the neighbors who owns 10 Clarendon, and we note that trash trucks come to pick up other daily trash as well. The plan is to store the trash in a way that is not intrusive and that does not add an eyesore to the neighborhood. As it is now, because we're adjacent to residential properties, we have a pretty strict agreement with our trash company about when they're allowed to pick up trash — no early pickups, not late pickups, things like that.</p>
<p>Can Ryan clarify/confirm: Will there be any windows on the new east (Fairmont) or south (Clarendon Pl) elevations? Will both of those elevations be corrugated metal? (7:17 PM)</p>	<p>The wall faces the Grocery Kart there. We're not allowed to put windows there because it's a fire-rated wall. There will be windows, though, on the rear of the building and the third-floor space, and the front façade. There just won't be windows on the walls facing the Grocery Kart and the townhomes along Clarendon Place.</p>
<p>how will the parking area ceiling lighting impact property adjacent at rear? (7:19 PM)</p>	<p>I don't think it'll change much from the current condition in our parking lot. Just enough to keep it well-lit and safe. Certainly not something that we see being a disruption for the closest neighbors. We're also required by the City to provide screening, which we'll provide using a fence.</p>
<p>Do you have drawings of the other sids of the building? And more specific drawings of the garbage/ dumpster area? (7:20 PM)</p>	<p>[applicant went through elevations of all sides of the building and described the features]</p>

Questions and Comments from Attendees	Responses from Applicants
<p>What is the plan for the fence separating at rear - will a more permanent wall be installed? (7:21 PM)</p>	<p>There is a plan for a permanent fence to replace the wooden fence that is there right now.</p>
<p>Will the admin cubicles be retained in the lobby as-is? I thought there were staff people that have desks beyond the lobby area on the ground floor. I was just wondering whether that space would be reconfigured. I always thought you could use more exhibition space.</p>	<p>[pointed out where the front-desk person sits now and where current office staff space is]. The plan would be that we would be not sitting there anymore and moving up to the third floor. We're changing that space to storage.</p>
<p>how will rain water be managed to avoid flooding property at rear? (7:23 PM)</p>	<p>Adding the new building on top of the existing parking lot will create roof elements that will be drained appropriately. The parking lot will be regraded and recovered using concrete rather than asphalt. The current configuration will be sloping from the high point of the parking lot toward Penn Avenue, where we'll be locating a trench drain to direct that toward our storm sanitary sewer system.</p>
<p>I'm kind of bummed to not have been engaged in this process, as my backyard is literally the whole back of your building. In terms of garbage pickup, there are no garbage trucks going down Clarendon; active garbage pickup does not exist on Clarendon. My main concern is that in your parking lot currently, there's one large dumpster and there's two large containers that look half the size of a dumpster, as well as three trash cans; the physical footprint of the garbage receptacles are larger than the entire pad behind your building. So, I'm curious how it's going to work. That's only an eight-foot garage. I'm concerned how that's going to physically work. We're going to be introducing garbage collection to a street that currently does not have it.</p>	<p>I think the plan was to keep all the recycling in the front, so it would just be the one dumpster moving around to the back.</p>
<p>How are those really large receptacles going to be collected? There's an actual dumpster and then two huge receptacles, I think it's glass recycling maybe?</p>	<p>The flip-top containers are our non-cardboard recycling. The kind-of large containers with black flaps are cardboard recycling. The large dumpster would just be moving to the back; everything else would be staying. We work with Roadrunner Recycling for all our trash and recycling pickup. We did chat with them and have them do a drive-by to determine that it was feasible to pick up on Clarendon and again that they would be able to navigate the turning radius.</p>
<p>I'm three to four houses down, and I just know that when it gets recycled, that glass clanging is super loud. And it's like 10 PM at night. Would be curious what that contract looks like and if there's a picture you could share of the back of the building, so exactly how that fence and receptacle would look.</p>	<p>Sure.</p>
<p>How will additional noise be managed (7:25 PM)</p>	

Questions and Comments from Attendees	Responses from Applicants
There is currently no trash service on Clarendon Pl. (7:26 PM)	
Could you clarify (again, maybe) the windows at the rear (South). I am wondering about views into the 3 S Fairmount properties. (7:26 PM)	We're intending to provide windows at the rear of the building, for natural ventilation and light for the studios. They're set back 15 feet from the rear property line.
Second question: Will there be changes to HVAC? Any anticipated noise like has been experienced elsewhere in Friendship (Children's home)? (7:27 PM)	We're committed to keeping the noise level from our HVAC down. We're basically putting in a similar system to the one we have now; we're not putting in a double system, if you will. We're just going to have a similar system over the second hot shop. And we want to be able to use the patio space, so making sure the fan system is quiet is important to us as well.
why move any of them to the rear (7:28 PM)	
I also worry about garbage removal, especially since you will have a kitchen and catering, which would make a significant increase in smell/ animal/ pest attraction (7:29 PM)	We have a kitchen currently and do events and aren't necessarily planning on doing more. Our kitchen currently is in this very awkward open part of our building; it's almost like you have to walk through our kitchen to get to our restrooms, so it's not necessarily that we're planning on doing more or bigger but having a private closed-off space that won't be exposed when we're doing an exhibition opening or that sort of thing.
There is a large tree (100+ years old) that sits close at rear. It's life may be impacted by excavation. It may be best to remove it and plant something more suitable for the space. (7:29 PM)	Is that tree in your yard? I'm not sure what tree. If we're talking about the existing tree that sits in the rear of the parking lot, that is on the opposite side from the existing retaining wall that kind of bridges between the rear of the existing parking lot and the residential property. That retaining wall would not be impacted or altered in any way. It's a cast-in-place concrete wall. I wouldn't anticipate any significant excavation to that tree. I guess the other point to make is, the structure we're intending to build here is a structural steel-frame building that sits on footers, so we're only going to be excavating where the footers occur. Any new construction will be set back 15 feet from the rear of the parking lot property line and the existing retaining wall.

Questions and Comments from Attendees	Responses from Applicants
<p>Just historically, the Glass Center has been an awesome neighbor. It says something great about you that you had the original approval to use the trash and dumpster in the back and you never did. All I would ask that you give some serious thought about managing trash from the front of house, even if you have to take a parking space. I can't speak for the rest of the neighbors, but knowing you're going to be shy on parking and knowing that you're trying to do something great to expand this building and that you're an asset to everybody, I'd rather have you have the community help you find a nontraditional parking solution and allow you to maintain what's been a superior relationship with the residential back and compared to one that a lot of people try to do. So, that would be my one strong request. I know that Indovina is clever; we've done a lot of projects on the East Side Bond project; you have a tight spot here and an aggressive building program, and I just say be aggressive about your trash management.</p>	<p>Duly noted. I think I'm hearing the comments, and we're definitely willing to go back to the drawing board.</p>
<p>The excitement about getting the Glass Center is often made your dumpsters invisible to me, so I really do think you can manage them by taking away a parking space. I do think that Indovina can come up with something very clever and invisible that could be easily rolled up to the curb. Even if collectors come at a reasonable hour, people throw stuff out at different times of day. I just think you've done such a great job not using the back.</p>	<p>Thanks, Mark.</p>
<p>That tree is probably a tree that never should have been there; it's very brittle that has large branches that are always coming down. At some point, we may have to remove that tree, and with the way you're building back there, it may be the only access to get a crane in there will be eliminated once the building is up. And part of our concern is if any excavating will do damage to the root system, because I'm sure it goes under that parking lot. The other concern is that in some point, if it has to be removed, it's going to be a very, very difficult project to get it out of there.</p>	
<p>Will there be street trees on Penn? The green areas on the sidewalk only show tufts of grass in the rendering. (the tufts are present in the daytime front view) Different renderings show different tree arrangements. (7:32 PM)</p>	<p>There's currently an existing street tree pit outside of the flame studio, and we'll be reintroducing a street tree in that tree pit. We're currently determining if we want to do an additional tree pit outboard of the retail space, which is indicated in this rendering. Our concern is from the DOMI review, if that would cause issues with vehicular and pedestrian sight lines as you exit the parking lot as you look uphill from Penn Avenue. So, if we don't provide an additional street tree in front of the screen wall adjacent to the Grocery Kart, then we would pursue the City of Pittsburgh's payment-in-lieu program in which we would provide a fee in lieu of providing those two additional street trees. So, that's yet to be determined.</p>

Questions and Comments from Attendees	Responses from Applicants
<p>Do you have a drawing of the roof? It is hard to tell where the rooftop mechanicals are located. The Friendship neighborhood has suffered significantly due to the HVAC noise from another business on Penn Avenue. Can you share specific information on decibel levels and sound attenuation? (7:35 PM)</p>	<p>We're currently in the design process of determining where the particular HVAC units go. The most, let's say, noise-creating units would be the hood fans supporting the new hot shop. Those are most likely going to be vertically oriented fans, in which case they're blowing directly vertically. So, any sound creation caused from those units would not be projected horizontally into the residential district. We're very aware of not creating HVAC noise from the roof and very aware of making sure this is not something that would not significantly impact everyone's experience around here. We did a similarly large-scale rooftop fan assembly for a Pitt building next to a historic district and were able to use those same fans to mitigate noise creation on the roof, so I think we're going to pursue that same pathway on this project.</p> <p>I just wanted to jump in and say that regarding the patio outside of the hot shop, we want that to be a pleasant place to be as well, so that is obviously a huge priority for us to make sure the HVAC isn't noisy. So, when you're on that patio watching a glass-blowing demonstration, you can be talking to the person next to you easily.</p>
<p>What are the changed utility requirements with the project? (7:39 PM)</p>	<p>Assuming that's dealing with water, electric, and gas, fortunately, this building was built with substantial utility capacity, so there is no need to increase our gas line service or alter our transformer size or electrical service, and we're actually reducing the existing connections from PWSA — three or four or five water lines that we're going to terminate and reduce to just one to serve the building. So, we're actually maintaining or reducing the utility capacity with the addition.</p>
<p>Tree removal services have people who can climb trees, saw branches and trunk and lower the pieces down via ropes to other people so use of a crane/cherry picker is not necessarily mandatory. Btw, I'm not a fan of cutting down trees. (7:39 PM)</p>	

Questions and Comments from Attendees	Responses from Applicants
<p>Question for DCP and the design team: Will you be required to submit a construction management plan with the City? If so, would you be willing to share that with FCG and BGC? Would you also be willing to assign a construction manager that the organizations can contact on an ongoing basis during the construction? Items to update the neighbors would include interruption of water lines, closure of the sidewalk, parking lane and traffic lane on Penn Avenue, noise, hours of work, etc? (7:43 PM)</p>	<p>The construction management plan is kind of on the borderline of whether it's required by the City and the Zoning Code. You're required to provide a construction management plan when you're altering a building that's 2,400 square feet or larger where the existing or proposed is more than 90% of the lot. Our project is below the 90% threshold in terms of the lot coverage, but I think we would still be providing a construction management plan through our construction partners Massaro Construction, so they're already identifying logistics like how access would work, how closures would work, and I think that will be available as part of the overall process as part of the submission to DOMI to ensure the functionality of the street and pedestrian access through the project. I think it's certainly good practice that Massaro would have their on-site super be available for any questions related to any of the construction activity. They definitely would be a resource and available to both community groups.</p>
<p>Also, do you anticipate any closures of the sidewalk on Fairmount or lane closures on Fairmount or Claredon? (7:46 PM)</p>	<p>We would not envision any sidewalk or lane closures on either of those streets.</p>
<p>When FCG met previously with Ryan and Heather, Heather indicated that the expansion will not result in a significant increase in classes and total Glass Center users. Is this still the case? This question relates to parking need and impact. (7:51 PM)</p>	<p>That does remain the same. We're just on top of each other in our current building and we need more space to do what we're currently doing.</p>
<p>Did you guys say what your timing was on this? Are you guys good with all your fundraising? I want to help you how to figure out how to do this right.</p>	<p>I would say that we're ready to go. Honestly, the thing that's hold us up the most right now or making me the most nervous is not on the fundraising side but is on the cost of construction side and the pandemic supply and demand issues and the costs associated with that. We have a \$13 million project budget for everything, not just construction, but for everything that goes along with a capital campaign for a project of this scale. We've raised about \$4 million of it so far. We have a couple of significant state and federal funding sources lined up for early in 2022. The plan was to break ground in August of 2022, and I don't see fundraising being the thing slowing that down. But we may find that we'll want to hold off to see if pricing comes down a bit, which might be the thing that would make us delay.</p>
<p>What is expected duration of construction once you break ground? (7:54 PM)</p>	<p>Massaro is telling us less than 12 months. We're being cautiously optimistic about that. With a mid-August break ground, the plan was to be done by the end of June 2023. I'm more cautiously thinking it'll be a full 12 months.</p>

Questions and Comments from Attendees	Responses from Applicants
<p>how will that construction schedule coincide with the penn ave resurfacing/redevelopment? (7:56 PM)</p>	<p>I missed the last Penn Avenue reconstruction meeting, but the next phase of that won't affect this section of Penn Avenue. And that project isn't anticipated to start next summer.</p> <p>This project has hit a major stumbling block with PennDOT over artwork that's part of the project. I don't think that we're going to see construction on this second phase until summer of 2023, so it could very well be that this project is close to wrapping up before they're breaking ground on the next phase of Penn Avenue reconstruction.</p> <p>I think there was a dream of a Phase 3 of reconstruction from Graham down to Negley, but that would be very, very far off, if it even happens.</p> <p>There need to be some improvements to this stretch of Penn Avenue over time, but they'll probably be accomplished without reconstruction of the roadway.</p>
<p>Will the construction inmapct any bus stops? (7:57 PM)</p>	<p>The construction will not impact any bus stops, no. There's one bus stop at the Grocery Kart but not directly in front of PGC.</p>
<p>I know that that bus stop in front of the Grocery Kart — I'm wondering if you have the sidewalk closed for the entire 12 months or even longer, I'm wondering how people will be able to approach the bus stop from the west. Are you going to have a pedestrian bypass, like with orange markers, so pedestrians would be able to walk in the street to access the stop, and then, would the bus be able to have enough space to pull over in front of the Grocery Kart?</p>	<p>I'm not sure about how we're planning the first part. Buses, though, aren't hanging out in front of the PGC property as they're dropping off in front of the Grocery Kart. Someone could turn out of our parking lot while the bus was stopped in front of the Grocery Kart.</p> <p>Because this stretch of Penn is pretty long before you get to another intersection, the goal would not be to direct people to cross Penn Avenue, so we would have a protected bypass in front of this construction area. The Glass Center intends to remain open during this construction process, so they obviously have interest in both sides of the sidewalk remaining open as well. So, the sidewalk that sits directly in front of the red brick building would remain open at all times, and the limit of the construction would only be in the throat of the parking lot to the Grocery Kart itself.</p>
<p>Have you spoken with the Grocery Kart people, and how are they hanging in there with your plans?</p>	<p>Both myself and Rick [Swartz of Bloomfield-Garfield Corporation] have talked with them, and they are very well aware of the plans, and we offered to buy the property if they wanted to leave. They weren't interested in that, which we understand, but we've been close neighbors for the last 20 years, so. We've also spoken with Lou Spinelli of Lou's Auto Body, which is on the other side, and we've had extensive conversations with him as well.</p>

Questions and Comments from Attendees	Responses from Applicants
<p>gotcha...I thought it was supposed to eventually go down to Negley, so was just curious. haha...but then Phase 1 went over like a total bust (7:59 PM)</p>	
<p>Quick question about a conversion of a parking spot to bikes. I'm kind of guessing, based on the nature of an art studio, there will be one or two people. Bikes are great, but is there any kind of statistics on how many classes and how big those classes are and where the people are coming from?</p>	<p>We currently have a lot of people who bring their bikes inside of our building, which is kind of annoying to us. So, I think that right now, pre-pandemic, a lot of folks were biking to our facility, and some of the artists that use our facility do bike over, so trying to have some good covered secured bike parking, where folks feel safe leaving their bike. Class sizes are going to stay the same. Generally, 8-12 students. We have some students who come from Pitt and CMU, and our more general classes is really a mix — a high concentration from the East End, but frankly, we get people from a four-hour radius who make trips to take classes as well. So, it's definitely a mix of walking traffic, biking traffic, and car traffic.</p> <p>To piggyback on that, our variances are pursuing the 12 additional spaces out of the 25 total required. The intention of keeping the parking lot and maximize the parking as much as possible was to not impact the neighborhood in a negative way, but if the feedback from the majority of folks on the call here is to provide trash and more on-site bike parking, we would be delighted to reduce our parking and provide more functional space for those other items on-site. Obviously, I would change our variance request to potentially one more space versus one less space. We could easily adjust that, and the intention would be to notify any visitors and people using the Glass Center about the abundance of parking that will soon be available down the street and to mitigate any concerns about parking in the neighborhood.</p>
<p>My point is, if we have 12 spots and 12 people in the class, if those people park on-site, they fill up the whole parking lot. If there's instructors or anyone else and another class going on in tandem, all those people are automatically parked on the street. Is there going to be any kind of staggering of classes so we don't have three classes going on at the same time?</p>	<p>We inherently have a situation where the Glass Center is doing fantastically well and is an internationally known facility. To expand to a wider and more varied group of people requires expansion, but in this case, there's no place to put additional cars, so I understand your perspective. With the operations of the building in an urban environment like this, tearing down another building to build a surface parking lot is not something that many people would appreciate. There's not really a lot of ways to address the parking constraints, and this is kind of our best effort to address the parking situation as much as possible.</p>

Questions and Comments from Attendees	Responses from Applicants
<p>I know that Heather might be down the road amenable to a relationship with the Gumbergs with their oversized parking garage at their new development. There may be the potential for some kind of shuttle service to and from that garage at peak hours of operation to try to mitigate the impact on the neighborhood. We did talk with the Grocery Kart people, and they plan to stay at their location for the indefinite future. I asked the owners if they would be willing to sell little white building behind their main building, and the answer was no. It's a difficult task that the Glass Center has to accommodate the expansion and doing it within their existing footprint. We're going to try to figure out some other answers to the parking dilemma.</p>	<p>Definitely.</p>
<p>Although we're on an adjacent and have many concerns about quality-of-life impact, we are generally supportive and think the design is very attractive from the Penn Avenue side.</p>	<p>Thank you.</p>
<p>Just looking at that photo there, it looks like it'll be difficult for cars to pull out of the parking lot.</p>	<p>We'll be going for a scope review with DOMI to identify concerns related to that. As you come out of the parking lot, you should be able to pretty clearly see people coming out of the building, as we've made the lobby really open. There is currently street parking in front of the PGC, so I think already have somewhat of a blocked condition, especially as you pull out and make a left turn. The parking is pretty tight to the curb cut, so we hope DOMI will allow for a larger buffer space on either side of the curb cut to give people a larger visibility on each side of the building. But — we're cognitive of the concern and know we'll have to address that down the road in a reasonable way.</p> <p>I would echo that. The challenge is for people being able to get out of there with the parking being so close to the curb cut.</p>

Other Notes

Planner completing report: Phillip Wu