

2014 UPMC – Oakland IMP

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 - e. Interim Site Plan Development
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Appendix Narrative

This appendix has been created as a supplement to the 2014 IMP Submission for UPMC Oakland Masterplan. Included herein is additional information regarding a multitude of topics such as community outreach, process, and growth projections as requested by the City of Pittsburgh, Planning Commission. This information provides a summary and projections of the current and future needs of the institution, and we feel that it adds value and understanding to the decisions we have made on the future of the Oakland Campus and its development.

In summary we have included;

1. Community Outreach Process – Listing and Description of meetings and communications to the local Oakland Community Members
2. Limited Growth Projections – Volume Analysis – Justification for “Flat-Lined” growth in the future and the impact on our site development and the community.
3. Parking Projections Summary – Justification for growth in the future and the impact on our site development and the community.
4. Traffic Projections Summary – Understanding of the future traffic patterns in Oakland.
5. Noise Mitigation – Helicopter Traffic – Information regarding noise mitigation, traffic patterns, and volumes related to the Heli-Pad located on Top of Scaife Hall.
6. Carbon Footprint Strategy – UPMC System Initiatives currently enacted to reduce the carbon footprint system wide, much of which occurs in Oakland.
7. Site Accessibility – ADA Study to understand the scope of problem areas in and around the Oakland Campus.
8. Enabling and Interim Projects to Complete Masterplan
 - a. Hospital Infrastructure Relocation
 - b. Helipad Relocation
 - c. Radiology Relocation
 - d. South Tower (old Children’s) Demolition
 - e. Interim Site Plan Development

Community Outreach Process

UMPC works closely on a monthly basis with the Oakland Task Force and on a regular basis (quarterly) with OPDC – Oakland Planning and Development Committee to provide a feedback loop for the development and progress of not only the Institutional Masterplan, but also of other ongoing projects and developments within the Oakland community. On the next page is a list of many meetings over the last 2-3 years engaging the community to get their feedback and inform them of our development plans.

We strive to be good neighbors that try to engage and become good community partners. We look forward to our continued great relationships within the Oakland Communities and beyond.

Memo

- Provide explanation of the traffic issues related to the IMP for Helicopter, Shuttles and Parking.
 - Traffic Follow Up meeting schedule with traffic consultant on 4-28-14
- OPDC Traffic Follow Up 4-28-2014
 - Requests
 - Helicopter Noise Mitigation – See attached
 - Removal of Shuttle Traffic from neighborhood streets
 - UPMC set up Phone Hotline for residents to contact when shuttles were seen outside of the approved routes – corrective action taken with drivers.
 - Divert shuttles away from Robinson Road – Shuttle traffic was rerouted to Lothrop.
 - Curb Cut revisions
 - Reduce North bound traffic from Desoto.
 - Created a Left In / Right Out access for Desoto for Ambulance Transport Area – NO PUBLIC
 - Define how parking congestion will be mitigated
 - The development of the Luna Garage in Shadyside will reduce parking load as well as Shuttle traffic.
- City Planning Commission - Briefing 4-29-2014
 - Requests
 - Understanding of UPMC sustainability initiatives – See Attached
 - Understanding of UPMC Carbon Footprint – See Attached
 - Address ADA ramp and curb issues on campus
 - Site analysis with ADA compliance department and proposed changes to accessible routes – See Attached
- Schenley Farms Civic Association 5-01-2014
 - Requests
 - Helicopter Noise Mitigation – See attached
 - Established a 'Noise Abatement Area' over the Schenley Farms neighborhood.

Memo

- Established a GPS geo-fence that instantly alerts our communications center if any STAT MedEvac helicopter violates this space.
 - Established an 'Alternate Approach' path from the NW for arrivals and departures.
 - Specified that STAT MedEvac aircraft using the Primary Approach flight path shall remain to the SW (to the Left when inbound, Right when outbound) of the Litchfield Towers.
 - Identified an Initial Approach Fix over Schenley Park for the Primary Approach. STAT MedEvac aircraft must fly to this location before establishing an approach and descending to UPMC; pilots are not to short-cut, or join or depart the approach line any closer to UPMC, barring any safety of flight concerns.
 - Identified the PennDOT designated Secondary Approach as the 'approach of last resort.'
 - Placed restrictions on repositioning flights for fuel, oxygen and supplies.
 - Notified 15 air medical services, each landing at UPMC at least one time in CY12, of the information above. (see accompanying Letter to AGH Life Flight).
 - Updated the LZ (Landing Zone) brief allowing our Flight Operations staff to review recommended approach/departure procedures via radio transmission with inbound pilots.
 - Posted 'No Excessive Idling' signs, visible to the pilots, at the helipad.
-
- City Planning Commission – Public Hearing 5-13-2014
 - Request
 - UPMC hold on further PC meetings until agreement with Councilmen and Community Members can come to consensus on the IMP.
 - Meeting Scheduled 5-28-14
 - Councilman Gilman Community 5-28-2014

Memo

- Requests
 - Modify the planning requirements for the IMP process currently adopted by the City of Pittsburgh.
 - Include a Community Approval Process as part of the modifications to the Zoning Code.
 - UPMC 2014 Institutional Master Plan meets the current requirements of the Zoning code and should be submitted for consideration with the revisions requested by the Planning Commission.
- OPDC – Community Review - PST Demo 7-29-2014
 - Results
 - The Corner – Mark Kramer indicated very positive response to the proposed South Tower Demolition as well as the modifications to the Curb Cut onto Desoto. In addition the reduction in Shuttle traffic has been well received and sees no issues with the current approach.

Master Plan



INSTITUTIONAL GOALS

Primary Objectives

- Update campus organization post 2008
- Create City of Pittsburgh Institutional Master Plan (IMP)

Campus Organization Goals

- Update for projects built or in progress
- Clearer understanding of actual needs
- Addressing site parking and circulation
- Synthesizing multiple endeavors in the campus region
- Coordination with Shadyside Hospital direction
- Reasonable solutions for approximately 10 years

Institutional Master Plan Goals

- 10 year & 25 year horizons
- Solutions should be maximum extent possible
- Significantly focused on buildings, parking, & circulation

Process

Four primary steps

- Analysis
- Synthesis
- Options
- Direction



Limited Growth Projections

In the 10 and 25 year Masterplans we are proposing “No Incremental Growth” on the Presbyterian, or Montefiore hospitals. While this seems contrary to normal expectations, Healthcare Reform and the impact of competition will have a negative impact on our growth patterns into the immediate future. In addition, much of the patient population is moving toward Outpatient services and Home Healthcare to reduce the costs of Healthcare locally and nationally across the country. The presentation following, completed in 2008, indicates an already “Flat” trend from 2007-2014 and we have seen further loss of volume in the past 12 months indicating there is more reduction to come.

2007		2008		2009		2010		2011	
Discharge	ADC								
33,161	573	34,137	571	33,525	570	32,332	563	33,201	572
2012		2013		2014					
Discharge	ADC	Discharge	ADC	Discharge	ADC				
34,062	587	33,135	568	31,983	587				

Discharges = Annual Acute patients discharged from MUH/PUH

ADC = Average Daily Census / number of patients in beds every day.

As a result of this impact we do not project substantial growth in volume of patients or of staff. The facility expansion is to simply decompress from a Semi-Private patient room environment to a Private patient room environment. In completing this effort we will also bring all of our rooms up to current and larger healthcare standards to accommodate the sickest of the sick patients. We see that major quaternary hospitals will become primarily Critical Care Hospitals in this shift in the Healthcare Market.



Analysis

CURRENT STATE

CURRENT STATE OF CAMPUS

University of Pittsburgh Medical Center's Oakland Hospitals are fundamental elements to the academic nature of the health system. Including Montefiore and Presbyterian University Hospitals, nursing and surgery procedures are generally of a higher acuity, attracting patients from a multi-state and international catchment.

Currently, facilities and site are in a state of transition characterized by mid and small scale renovations. Renovations, planning, and construction programs are in progress at Presbyterian University Hospital (PUH) include surgery, cardiovascular services, radiology, as well as many of the public circulation areas. Increasing the quality of facility amenities has been a priority for the health system.

Challenging navigation, long distances between facilities, and dated care models offer many opportunities for continued and sustained improvement. A 2008 Master Plan provides a detailed analysis of which this master plan will utilize further for clinical and spatial metrics as well as baseline for future growth options.

At present portions of the former Children's Hospital (CHP) are being demolished with the remaining portion partially occupied until tactical means are found to relocate those occupants and remove the balance of the building.

CURRENT STATE OF MARKET/PROJECTIONS (CORPORATE SUMMARY)

Changes in care models will continue to move patients toward outpatient settings

Care management will drive down length of stay for inpatients

Greater demand for specialty & tertiary services

- Higher patient acuity

- Hospital consolidation in the region

General trend in the region is for reduced inpatient admissions (decrease by 3%)

General trend in the region is for increased outpatient services (increase by 9%)

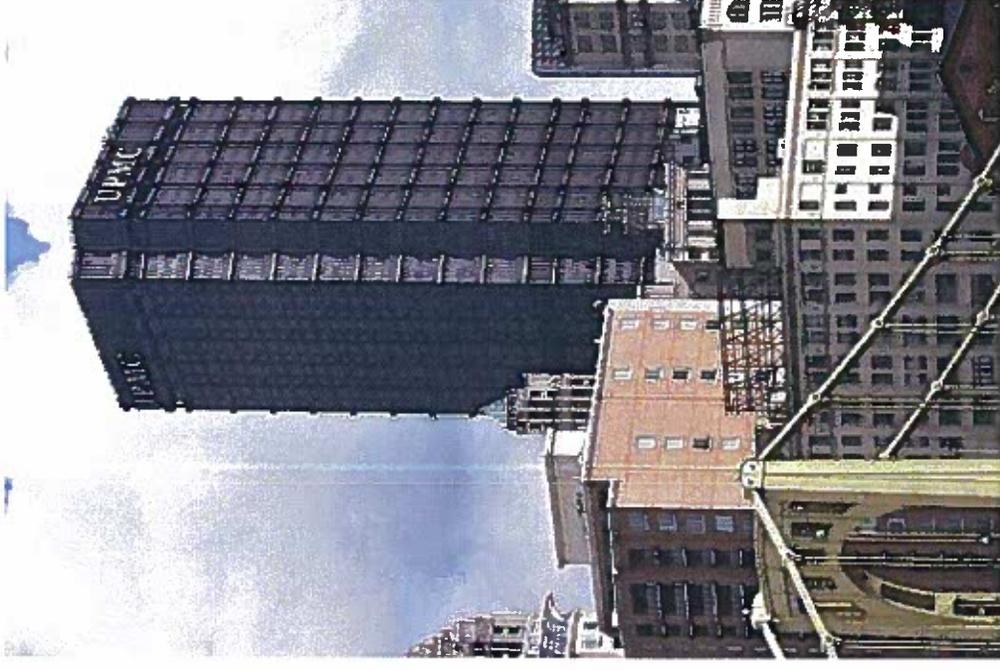
Closure of West Penn, impact on both Shadyside, some on Oakland, specifically EMS patients

Opening of UPMC East, impact on relief of Shadyside non-tertiary services

Options

- Consolidation of Cardiology and Vascular in Oakland may help decompress Shadyside

- Focus on network of outpatient settings away from the hospital will help free up space for inpatient needs





Analysis

2008 MASTER PLAN

2008 MASTER PLAN - OAKLAND REGENERATION (GUIDING PRINCIPLES)

The Children's Hospital Main Tower and the DeSoto Buildings will be demolished as soon as possible. The Oakland Regeneration will be a phased implementation. The hospital will be consolidated into "one hospital". The hospital program will be based upon

- 30% of the total number of acute beds will be ICU beds.
- All patient rooms will be private rooms with bathrooms.
- Patient units will be based upon distributed nursing work areas.

- All Patient Rooms shall be handicapped accessible and, as per code, a minimum of 10% of bathrooms shall be handicapped compliant.

- Each faculty member is assigned one office. The office can be located in either School of Medicine space, in ambulatory care facilities, or in the Hospital, based upon the primary activity of the faculty member.

- A hoteling / touch down space concept will be implemented in the new hospital to provide workspace for faculty while in the hospital.

Outpatient functions will generally be located in a separate building, except for services relating to invasive procedures. The outpatient functions that will be located in the Phase I hospital are same day surgery, interventional radiology and cardiac catheterization and other procedures to be determined.

- Ambulatory services could be in a separate building or in Phase II.

- Multiple sites for the outpatient component are under consideration. One site under consideration for the development of outpatient facilities is the block occupied by Montefiore Hospital. This can be in renovated or new construction. Presbyterian University Hospital is a second location

Relocation moves to facilitate the demolition of Children's Hospital

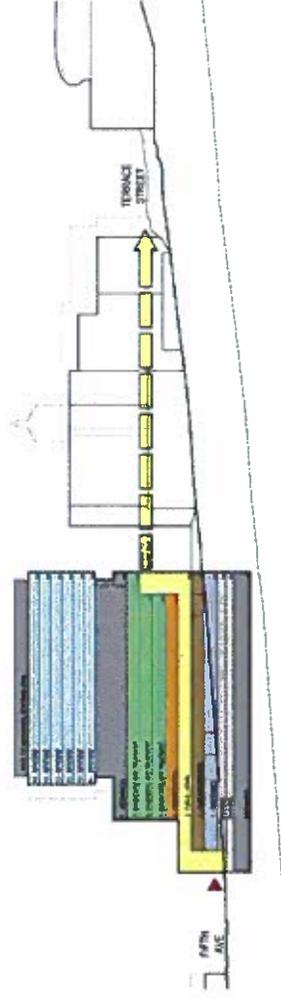
Vehicular and pedestrian circulation will be rationalized to separate flow and access points.

- Driveways and vehicular circulation for Ambulance entrance, transfer patients, Walk-in Emergency entrance, main entrance, service / loading dock, parking garage entrances, and pedestrian entrances will be separated to avoid traffic congestion and to provide clearly identified access for each group.
- Walk-ins and ambulances shall have separate entrances and will not be located near other building entrances.
- Efforts will be made to ease the traffic congestion, streamline foot travel and minimize pedestrian discomfort. Of specific concern is the corner of Fifth Avenue and DeSoto given the bus stop location and the volume of pedestrians crossing Fifth Avenue.

Fifth Avenue will be the Gateway to the new hospital

- The Fifth Avenue entrance will not be a vehicular entrance but it will be the main pedestrian entrance for staff, visitors, patients, and students and will symbolize UPMC. The walk-in entrance from Fifth Avenue will connect vertically and horizontally to a public concourse that will link the Fifth Avenue entrance and the new vehicular main entrance on the north side of the new building. The concourse will provide access to the Phase II expansion

Provide more on site employee parking



2008 MASTER PLAN - OAKLAND REGENERATION (REFERENCE MATERIAL)

Oakland Assumptions Summary 11 March 2008

A. Inpatient Beds - future bed projection

1. 200 ICU beds
2. 48 Step Down Beds
3. 276 Acute Care
4. 524 total beds

B. Inpatient Diagnostic and Treatment

1. Assumes centralized resident imaging modalities
2. Assumes centralized resident and outpatient surgical services
- 3.
- 4.
- 5.

C. Outpatient Services

1. Assumes outpatient surgery is co-located with inpatient surgery within the hospital
2. Assumes all outpatient diagnostics are located near clinics
3. Assumes all outpatient clinics in a separate building
- 4.
- 5.

D. Clinical Research

1. A Placeholder of 300,000 sq. ft. of space is provided
- 2.
- 3.
- 4.
- 5.

LIST OF PROGRAMS IN PHASE I

Beds 326 Total Beds

Outpatient Services
34 exam rooms
20 Digestive

D+T services
none

Diagn. Services

- 52 CHX, SP/IR
- 64 PACU
- 45 ED treatment rooms
- 21 Imaging rooms

Administration
Lobby retail amenities
Education conference
On Call

General Hospital Services

- Kitchen (theater)
- CSSD
- Maintenance/Facilities Management
- Loading Docks

LIST OF PROGRAMS FOR PHASE I

Beds 326 Total Beds

Outpatient Services
34 exam rooms
20 Digestive

D+T services
Clinical lab Functions: Electron Microscope, Bi. Bank, Frozen Section, Morgue, Autopsy
Linear Accelerator

Diagn. Services

- 52 CHX, SP/IR
- 64 PACU
- 45 ED treatment rooms
- 21 Imaging rooms

Administration
Lobby retail amenities
Education conference
On Call

General Hospital Services

- Kitchen (theater)
- CSSD
- Maintenance/Facilities Management
- Loading Docks

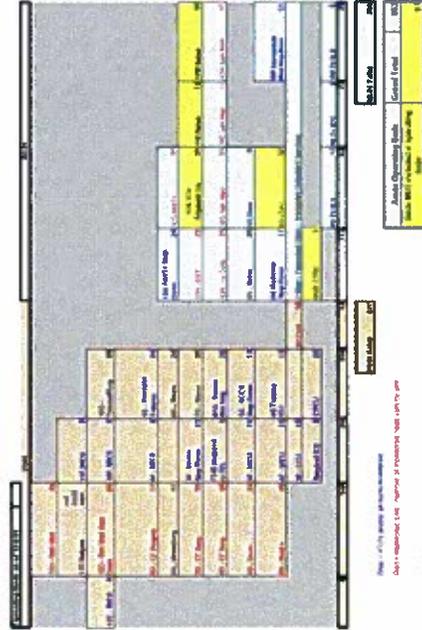
Proposed Phase I Summary 1 July 2008

Departmental Service	PROPOSED REDUCED PHASE 1				Number of Beds	Remarks
	Proposed D+T/F	Dupli BGSF Allowance	Proposed Hospital Building BGSF			
DIAGNOSTIC AND TREATMENT SERVICES	233,950	0	367,438		200 ICU Beds (8 Units), 48 Step Down (7 Units), 276 Acute Care (8 Units), 524 Inpatient Beds	
INPATIENT CARE SERVICES	302,614	1,250	479,143			
ADMINISTRATIVE SERVICES	53,000	1,250	69,250			
GENERAL HOSPITAL SERVICES	128,100	1,250	150,125			
Mechanical/ Utilities/Tunnels			144,426		allows for	
TOTAL D+T/F	848,844					
TOTAL BGSF	1,172,399		1,172,398		EXCLUDES PARKING, CENTRAL PLANT.	

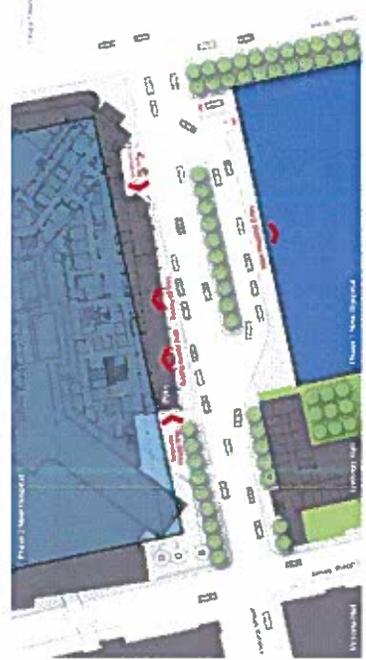
1,163,554
-201,100
-115,110
12,329
-111,061
12,682

d+T add
co
d+T
HQ
adm'n
gen serv

(110,543) sq ft
1,481,942 sq ft



Approximate Utilization of Exam Rooms	Northwood Outpatient	Outpatient Clinics - Total Years
1. Primary Care	100	100
2. Specialty Care	100	100
3. Diagnostic	100	100
4. Surgical	100	100
5. Other	100	100
Recommended Number of Rooms	100	100



Analysis

POST 2008 MAJOR PROJECTS

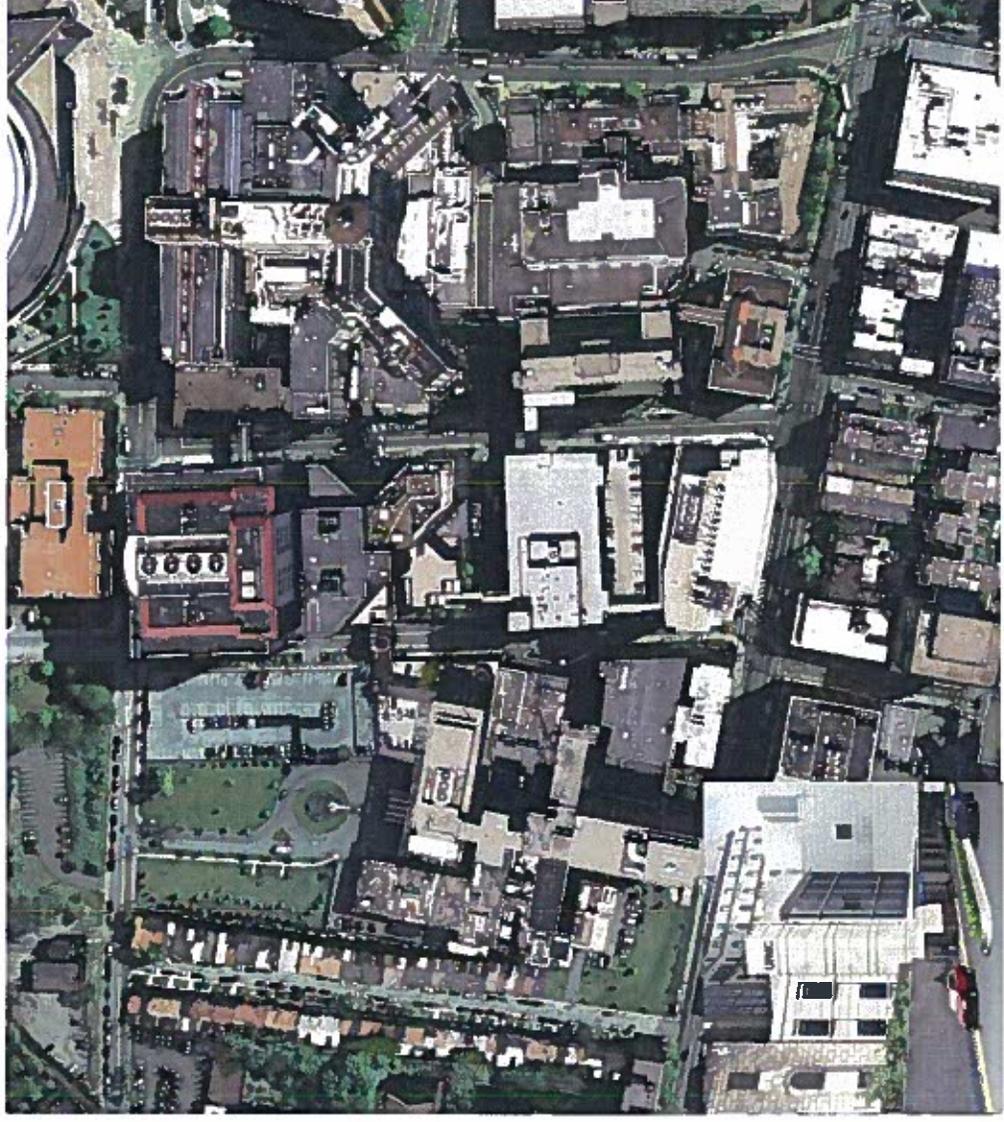
POST 2008 MAJOR PROJECTS

In progress or completed

- Emergency Department Renovation
- Main Entry & 1st Floor Addition/Renovation
- Patient Destination
- Helipad Relocation
- PUH Surgery
- PUH/MUH/Falk Radiology
- Rangos Lab Building
- Demolition of CHP (DeSoto)
- PUH South Tower 7th Floor Nursing Unit?

Studies

- Radiology Offices Planning (MUH above deck)
 - Cardiovascular Institute (CVI) interim
- ### Civic/Community Studies
- Bus Rapid Transit Line (BRT)



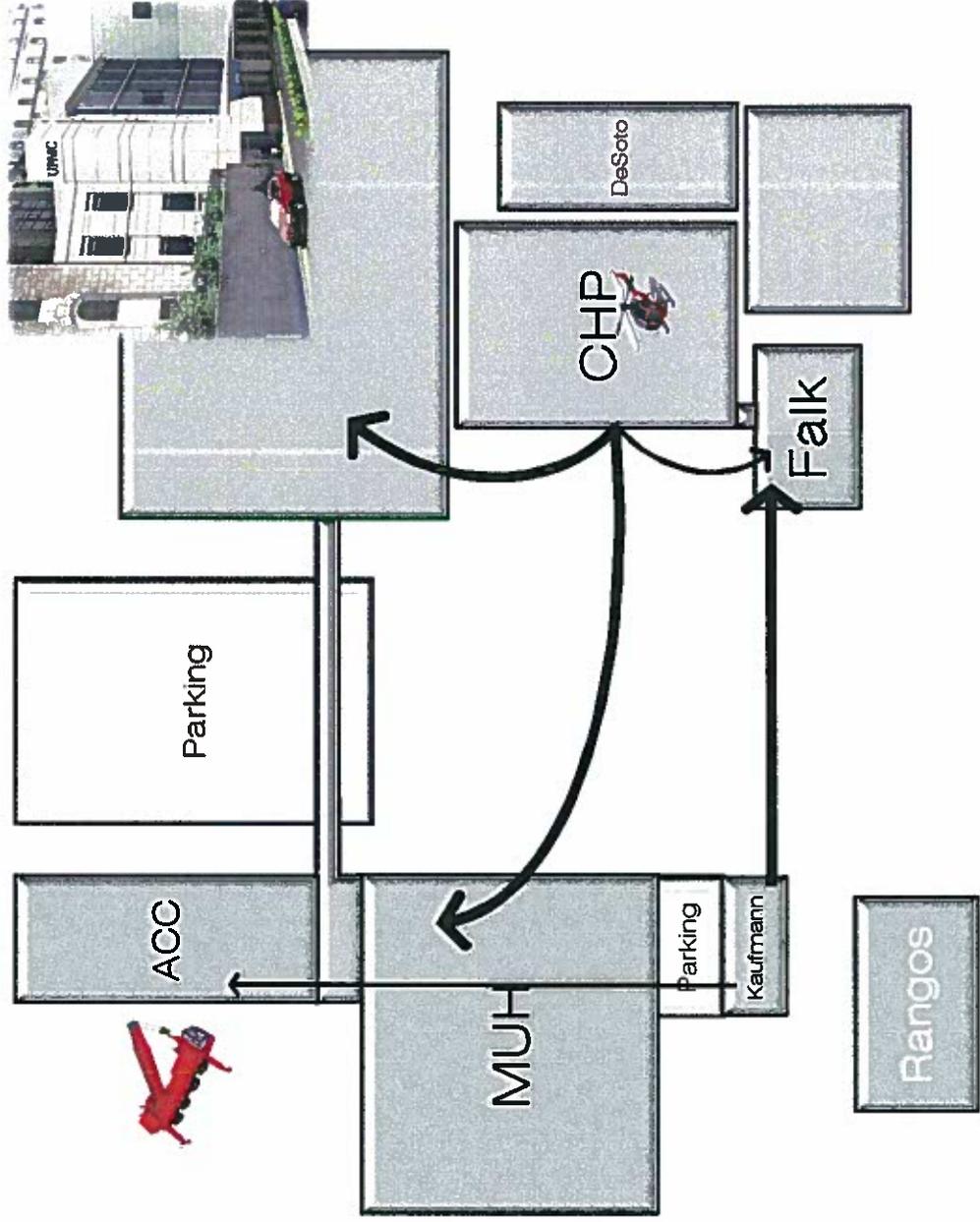
POST 2008 MAJOR PROJECTS

Oakland Master Plan

- PUH Higher Acuity In-Patient
New Hospital
Renewal of Existing
- MUH Lower Acuity OP
Ambulatory Orientation
Re-Purposing IP Space
Falk to be Clinic
- Kaufmann to be Office
- ACC to be Out-Patient/Clinic
& mixed use

Steps Toward Goals

- Getting out of CHP
 - Demo DeSoto
 - Helipad to PUH
 - Clinical Lab to Rangos
 - Build ACC
 - Consolidate Radiology
 - Organize Falk/Kaufmann
 - Redistribute 70,000 sf of Office
 - Demo the balance of CHP

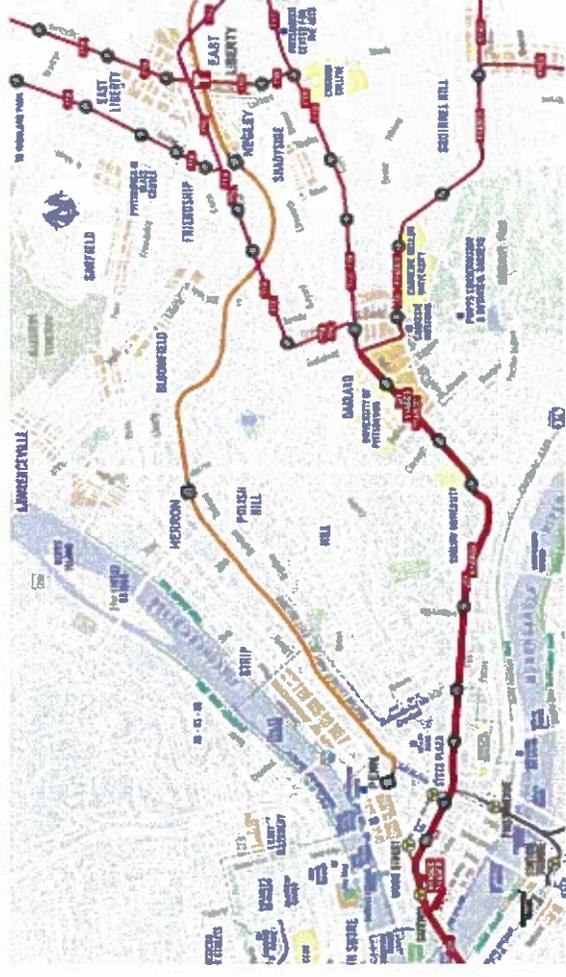


Analysis

CIVIC STUDIES

FIFTH AVENUE RAPID BUS TRANSIT (RBT)

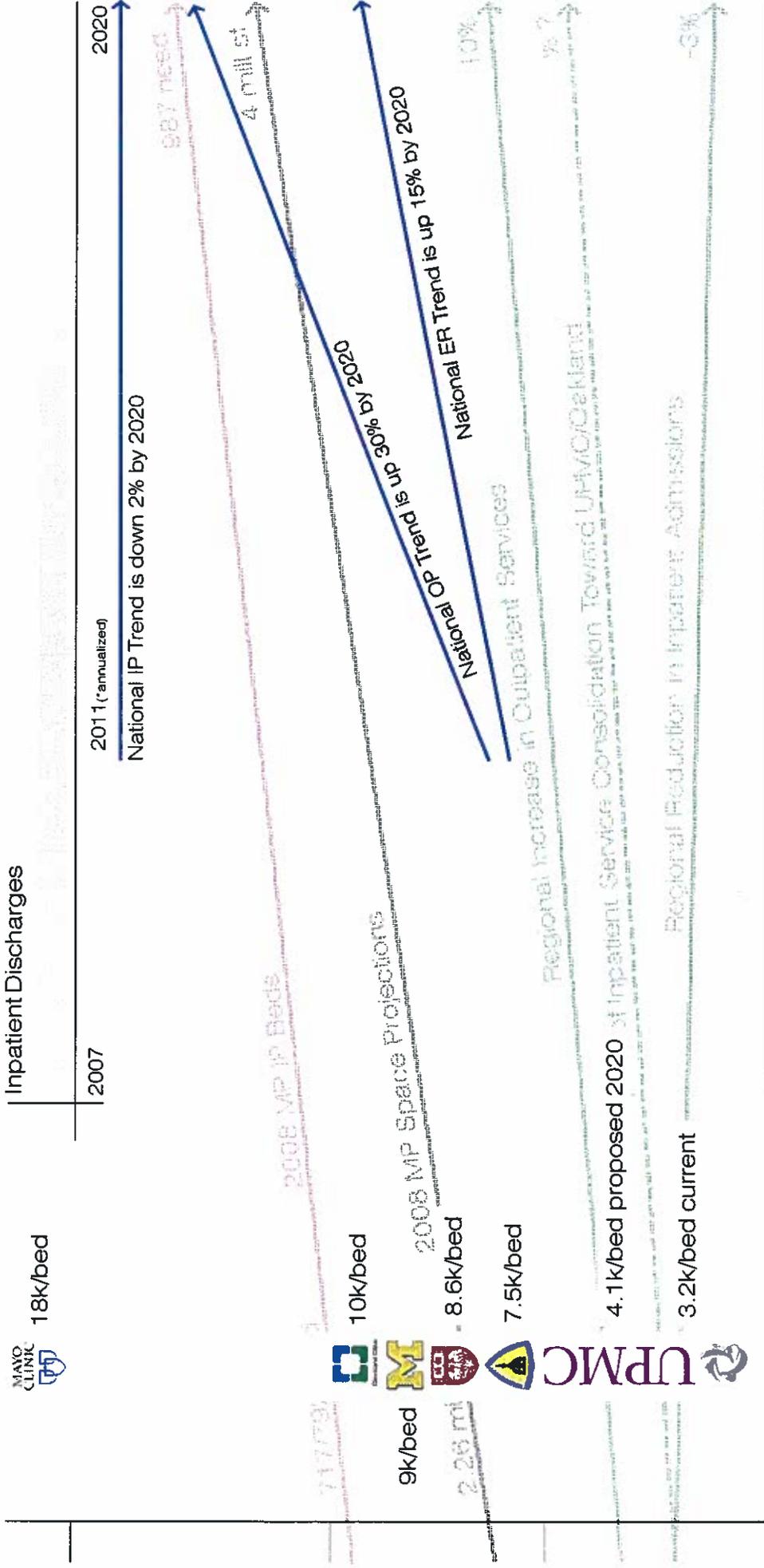
Line to travel from Downtown to Oakland onto East End
Nearly 25% of all Port Authority riders are traveling along this proposed corridor
Two-way routing to occur on Fifth Avenue through Oakland, with Forbes and Fifth as an alternate for one-way travel



Analysis

METRICS & TRENDS

METRICS & TRENDS



2011

2020



Analysis

BASELINE PLANNING

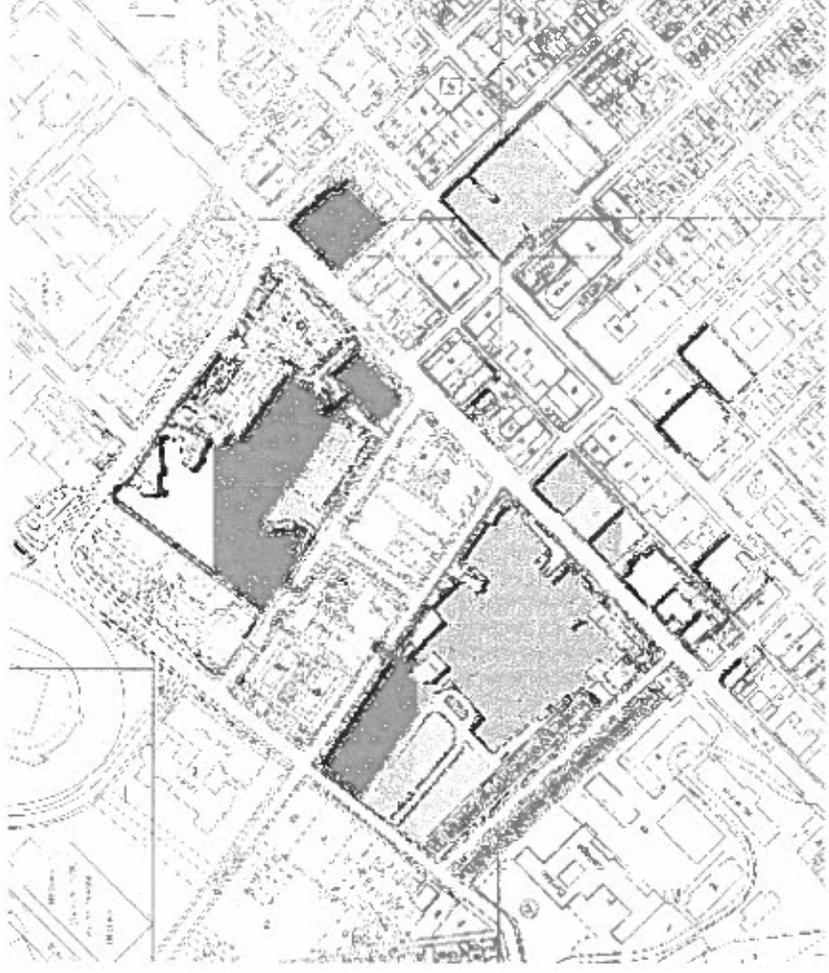
BASELINE PLANNING

Oakland Campus Evolution

- Creation of 524 Beds to achieve all privates
- Address parking / transportation integration
- Lay form work for additional Outpatient / Ambulatory Care
- Provide more beds for acute care
- Allow for additional SF for Diagnostics and Treatment services
- Plan enabling projects

Become a Better Neighbor

- Provide a more inviting campus environment
 - Place-Making
 - Wayfinding
 - Green Space
 - Amenity Rich
- Create a Front Door to the hospital on Fifth Avenue
- Plan for non-motorized transit facilities / options for community and hospital populations



BASELINE PLANNING

Appropriate inpatient bed need for 2020?

- More beds

- Confirm ICU proportion @ 30%

- Better beds, all private

- Location: PUH, MUH, what distinguishes each Surgery/Interventional platform with investments?

- Radiology platform with investments?

- Emergency Department location/size?

- Cardiovascular Institute long term location, keep opportunity?

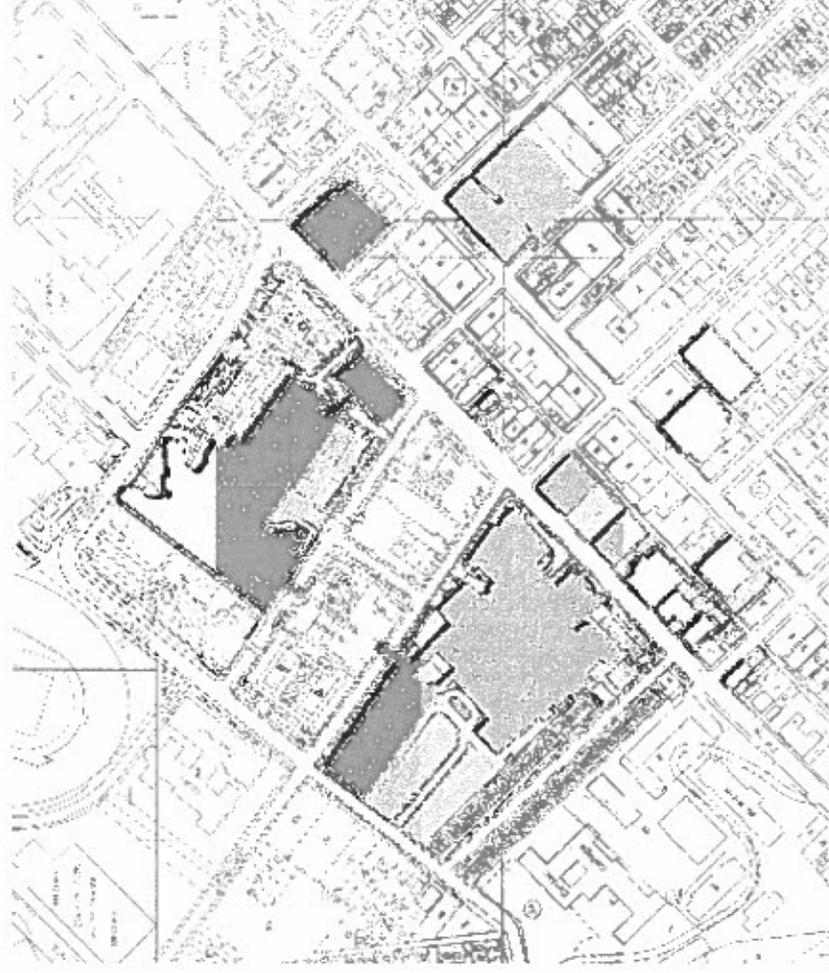
- Other institutes/centers of excellence to address?

- AMC Office needs and location?

- Appropriate OP space needs and location for 2020?

 - If large increase is this campus still correct?

 - What services should remain on campus if moved?



PATIENT LOADS

UPMC Presbyterian Med-Surg Inpatient Discharges and ADC, by Specialty All Patients, Regardless of Age or Origin

Source: Internal Data

Specialty ⁽¹⁾	FY07		FY08		FY09		FY10		Q2FYTD11 ⁽²⁾		Annualized FY11	
	Discharges	ADC	Discharges	ADC	Discharges	ADC	Discharges	ADC	Discharges	ADC	Discharges	ADC
General Medicine	7,491	136.4	7,937	136.9	6,838	120.7	5,470	94.2	2,091	68.9	4,182	4.182
Neurosurgery	4,352	52.9	4,535	52.4	4,472	50.8	4,144	51.0	2,015	49.5	4,030	4.030
General Surgery	3,109	51.3	3,615	51.1	3,905	59.2	3,617	58.5	2,304	73.5	4,608	4.608
Cardiology	3,344	44.7	3,310	48.4	3,398	49.4	3,056	48.4	1,455	48.3	2,910	2.910
Orthopaedic Surgery	2,163	28.4	2,311	31.5	2,298	30.1	2,426	34.1	1,231	35.3	2,462	2.462
Neurology	1,698	20.1	1,768	20.2	2,038	22.9	2,150	26.1	1,229	28.9	2,458	2.458
Surgical Oncology	1,721	20.5	1,943	24.7	1,771	26.8	1,813	26.4	766	23.3	1,532	1.532
Cardiothoracic	1,967	68.5	1,832	60.8	1,849	61.4	1,786	61.6	853	52.7	1,706	1.706
Transplant	2,347	59.4	2,145	56.4	1,959	52.7	1,621	40.8	740	34.8	1,480	1.480
Pulmonary Medicine	838	37.9	975	38.3	1,145	42.3	1,126	45.1	661	44.8	1,322	1.322
Internal Medicine	0	0.0	0	0.0	34	0.7	693	13.2	1,279	45.3	2,558	2.558
Geriatric Medicine	618	8.5	527	7.3	619	9.2	271	9.6	271	7.5	542	5.42
Otolaryngology	718	10.0	691	9.3	643	9.1	624	7.8	362	8.8	724	7.24
Gastroenterology	229	3.6	252	4.3	178	3.1	596	10.5	279	9.4	558	5.58
Vascular Surgery	389	8.0	521	8.6	554	9.3	558	11.0	254	11.8	508	5.08
Critical Care Med	172	4.7	214	6.3	492	10.8	443	12.7	205	11.7	410	4.10
Plastic Surgery	369	6.8	288	4.1	296	4.2	362	6.6	157	6.6	314	3.14
Emergency Medicine	358	3.0	345	2.3	326	2.1	328	1.9	131	1.9	262	2.62
Urology	310	2.5	192	1.3	153	1.4	181	1.6	111	1.9	222	2.22
Dermatology	129	0.4	129	0.4	147	0.4	147	0.4	82	0.5	164	1.64
Endocrinology	162	0.6	89	0.4	106	0.4	120	0.4	60	0.3	120	1.20
Oral Surgery	136	0.8	115	0.7	84	0.6	77	0.5	45	0.5	90	0.90
Ophthalmology	143	1.1	124	0.9	64	0.5	66	0.5	26	0.3	52	0.52
Hematology/Oncology	238	4.4	208	2.5	84	1.2	39	0.2	13	0.1	26	0.26
All Other	160	2.4	71	0.6	74	0.6	60	0.3	7	0.1	14	0.14
Total	33,161	672.9	34,137	669.4	33,926	670.0	32,334	563.4	16,627	566.7	33,254	33.254

(1) Inpatient Attending Physician Specialty.
(2) Q2FYTD11 runs from Jul 1 - Dec 31, 2010.

Parking Projections Summary

The parking projections are attached for Patient and Visitor Parking and Staff Parking. In both cases we are anticipating a 5% growth strategy, but are providing more spaces than are needed in both cases. Our plan will take through the 25 year IMP implementation to complete and the strategies will ebb and flow through the use of existing parking and potentially some renovation of parking structures.

- The reallocation of parking spaces on the UPMC Oakland campus, as well as the addition of an expansion to the UPMC Montefiore Garage and a new Presby Garage at the new Presby bed tower, will result in adequate on-campus patient/visitor parking for the entire Oakland campus. Patient/visitor parking will be located close to the patient/visitor destinations, making the parking experience more convenient for inpatients, outpatients and visitors.
- The increased patient/visitor parking spaces will allow most patient/visitor parkers to self-park their vehicles in locations close to their destinations. Valet parking service will still be available for those who need or prefer it.
- With patients/visitors receiving top priority for convenient parking, attending physicians will also park on campus. A majority of staff members will park off-campus, using the UPMC shuttle system for transportation between their parking locations and the UPMC Oakland facilities.

**TABLE 20
PARKING DEMAND FOR
PATIENT AND VISITOR PARKERS
PROJECTED 2023 CONDITIONS
UPMC Oakland Master Plan Study
City of Pittsburgh, Pennsylvania**

ANALYSIS METHOD

WPIC Parking Demand⁽¹⁾

Current WPIC patient/visitor parking demand

43 (J Lot) + 11 (Bellefield Garage) = 53 spaces

2023 WPCI patient/visitor parking demand

No growth anticipated

Need 53 (100% efficiency) to 59 (90% efficiency) spaces

All other UPMC Oakland Parking Demand

Current UPMC Oakland patient/visitor parking demand

All patient/visitor parking (1,170) - WPIC (53) = 1,117 spaces

2023 UPMC Oakland patient/visitor parking demand

(5% growth from 2011 to 2021, as per UPMC)

1,117 x 1.05 = 1,173 space demand

Need 1,173 (100% efficiency) to 1,303 (90% efficiency) spaces

TOTAL Patient/Visitors Spaces Needed for 2023 = 1,226 to 1,362 Spaces

(1) From Table 17.

Source: Trans Associates

**TABLE 21
PARKING DEMAND FOR
EMPLOYEE AND PHYSICIAN PARKERS
PROJECTED 2023 CONDITIONS
UPMC Oakland Master Plan Study
City of Pittsburgh, Pennsylvania**

ANALYSIS METHOD

WPIC Parking Demand⁽¹⁾

Current WPIC employee/physician parking demand

151 (J Lot) + 66 (Bellefield Garage) + 1 (3501 Forbes) = 218 spaces

2023 WPCI employee/physician parking demand

No growth anticipated

Need 218 (100% efficiency) to 242 (90% efficiency) spaces

All other UPMC Oakland Demand

Current UPMC Oakland employee/physician parking demand

All demand (5,874) - WPIC (218) = 5,656 spaces

2023 UPMC Oakland employee/physician parking demand

(5% growth from 2011 to 2021, as per UPMC)

5,656 x 1.05 = 5,939 space demand

Need 5,939 (100% efficiency) to 6,599 (90% efficiency) spaces

TOTAL Employee/Physician Spaces (for UPMC Oakland Including WPIC)

Needed for 2023 = 6,157 to 6,841 Spaces

(1) From Table 17.

Source: Trans Associates

Traffic Projections Summary

The principal findings and recommendations of the transportation study include the following:

- While peak period weekday traffic in Oakland, which is a combination of hospital, university, business and residential traffic, will remain congested, the very modest patient, visitor and staff increases in activity over the 10 year period of the UPMC Oakland master plan will be mitigated through the program of traffic improvements developed as part of the 2014 Master Plan. These improvements include:
 - Optimization of traffic signal timings and offsets in the Forbes Avenue and Fifth Avenue corridors
 - Addition of the new Presby Garage driveway opposite Atwood Street on Fifth Avenue
 - Construction of a new driveway on DeSoto Street to serve the new Presby bed tower
 - Restriping of Darragh Street southbound approach (moving down the hill from Terrace Street) to provide two (2) lanes down instead of one, which will ease congestion at the Fifth Avenue/Darragh Street/McKee Street intersection
 - Improvement of the Victoria Street/Lothrop Street/Presby ED Driveway intersection, particularly for pedestrians. This will include all-way Stop signs and the addition of pedestrian crosswalks on all approaches.
 - Continuance of valet parking operations for those patients/visitors who need it at the Montefiore main entrance, the Presby driveway and on the driveway of the new Presby Garage
 - Provision of additional bicycle facilities at the Montefiore Garage and at the new Presby tower garage
 - Wayfinding signage to assist patients and visitors in finding their destinations
 - New streetscape treatments in locations where existing roadways and sidewalks are disturbed
 - Provision of a location for a BRT or some other transit type station on Fifth Avenue just west of DeSoto Street.

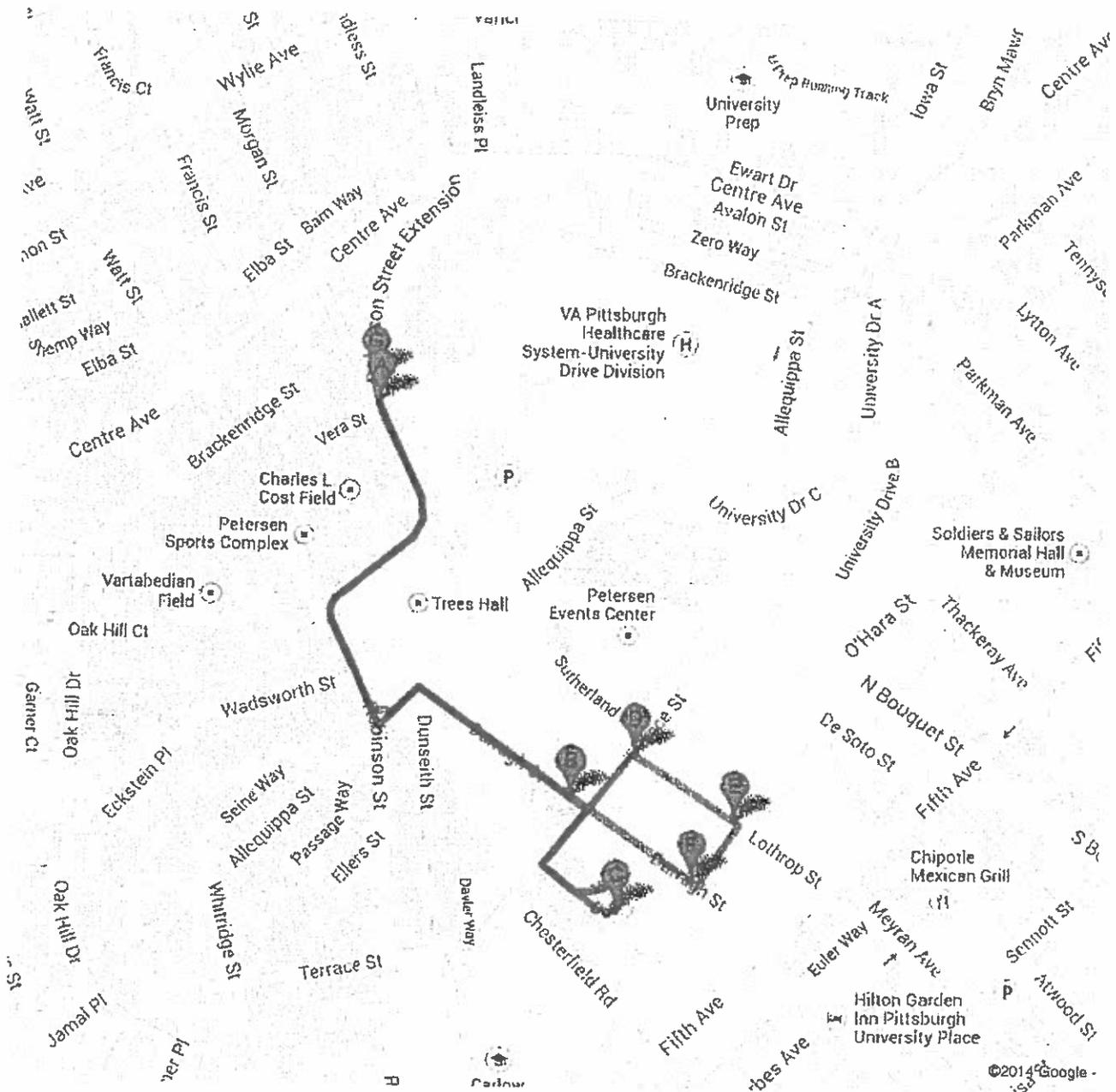
Additional items developed in response to community comments include the following:

- Revision of UPMC shuttle routes to eliminate use of Robinson Street, between Terrace Street and Fifth Avenue, at the request of Robinson Street residents. The shuttle routes which are being revised include:
 - Towerview shuttle
 - Robinson Street Extension shuttle
 - South Lot shuttle
 - Second Avenue shuttle

The current shuttle routes and the revised routes eliminating the use of Robinson Street between Terrace Street and Fifth Avenue are shown in the attachment. These route changes will be put into effect in mid-July 2014.

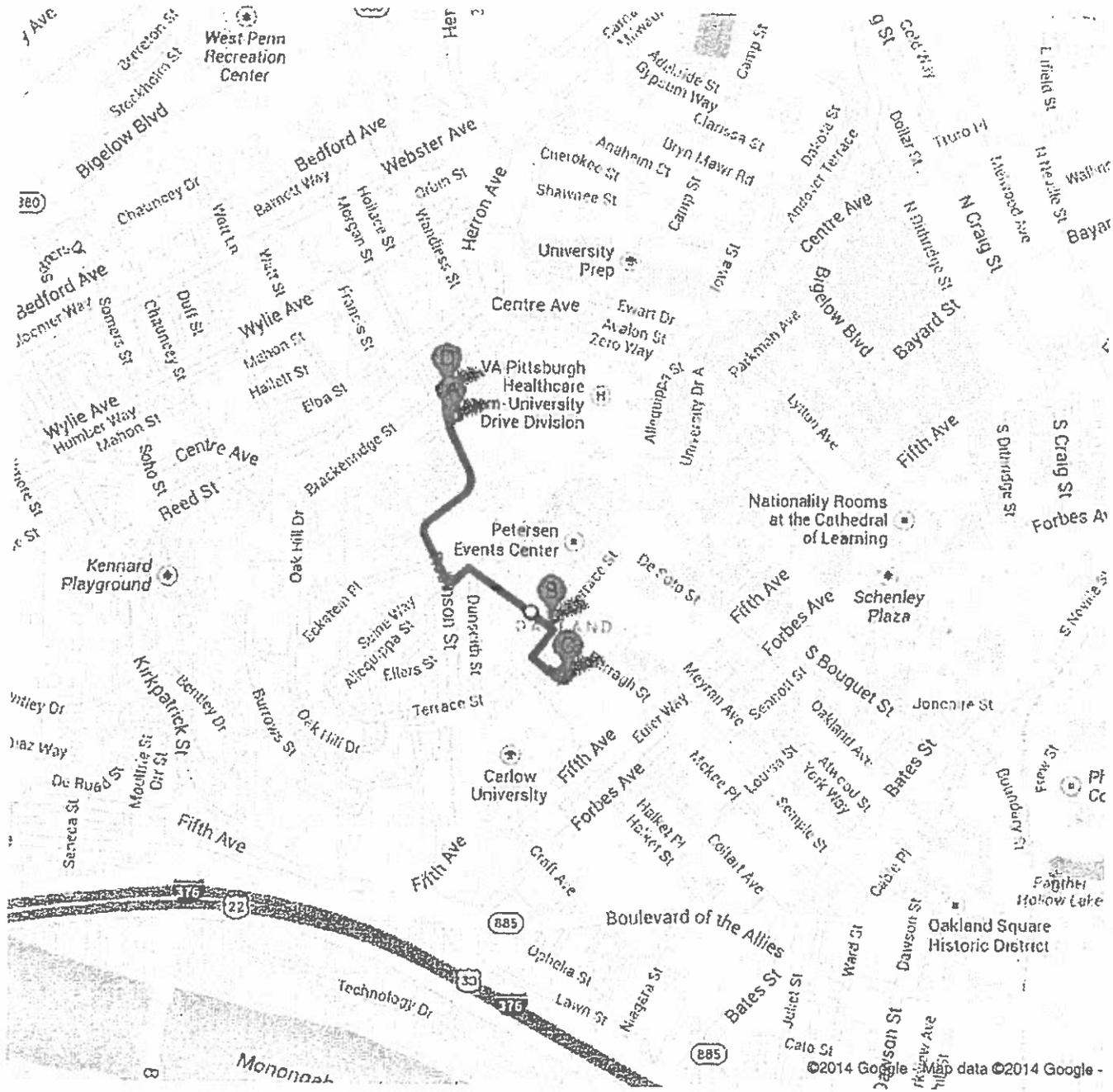


Directions to Robinson Street Extension
1.5 mi – about 6 mins
Towerview Revised



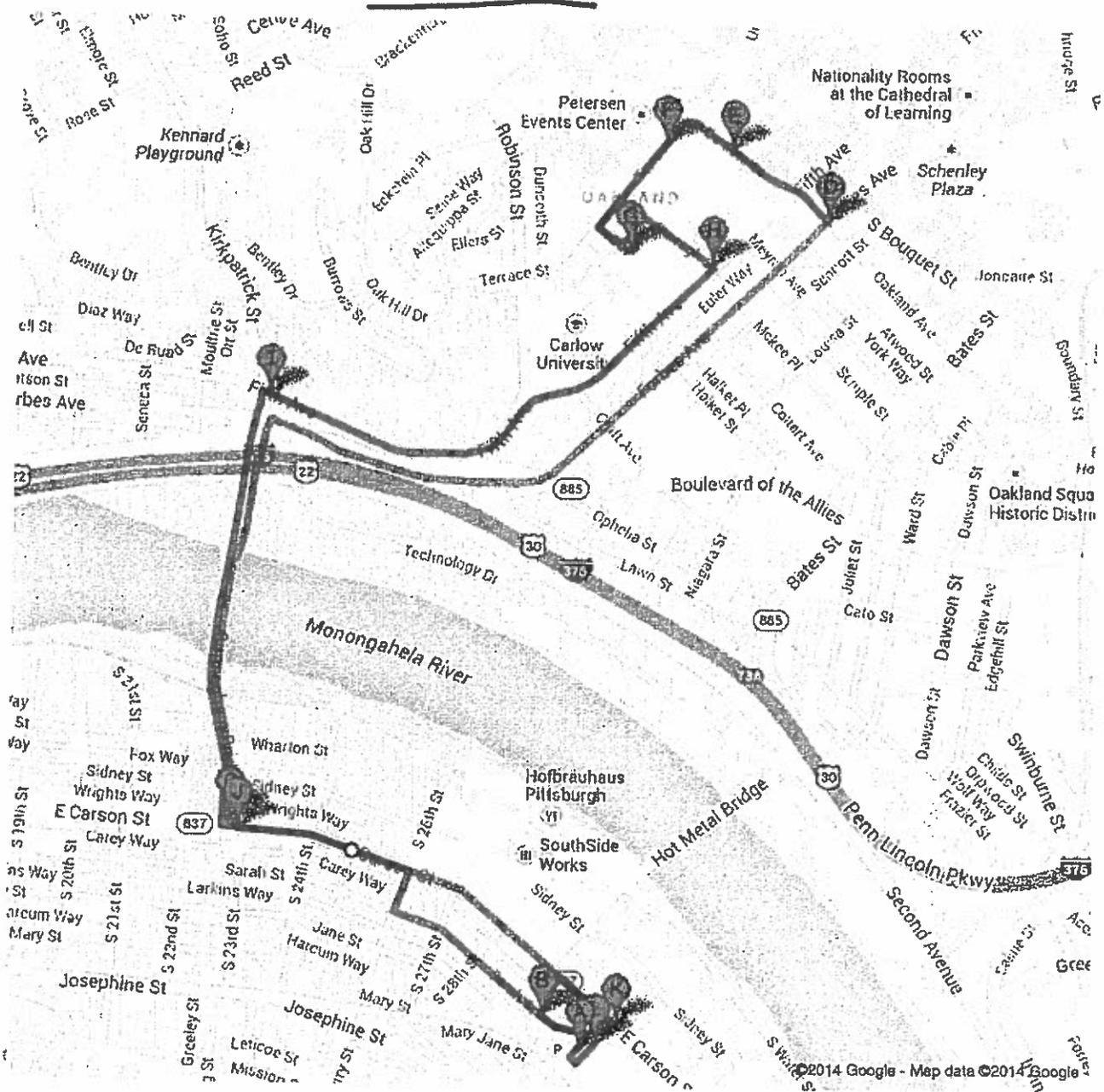


Directions to Robinson Street Extension
1.2 mi – about 5 mins
7 Main Revised



Google

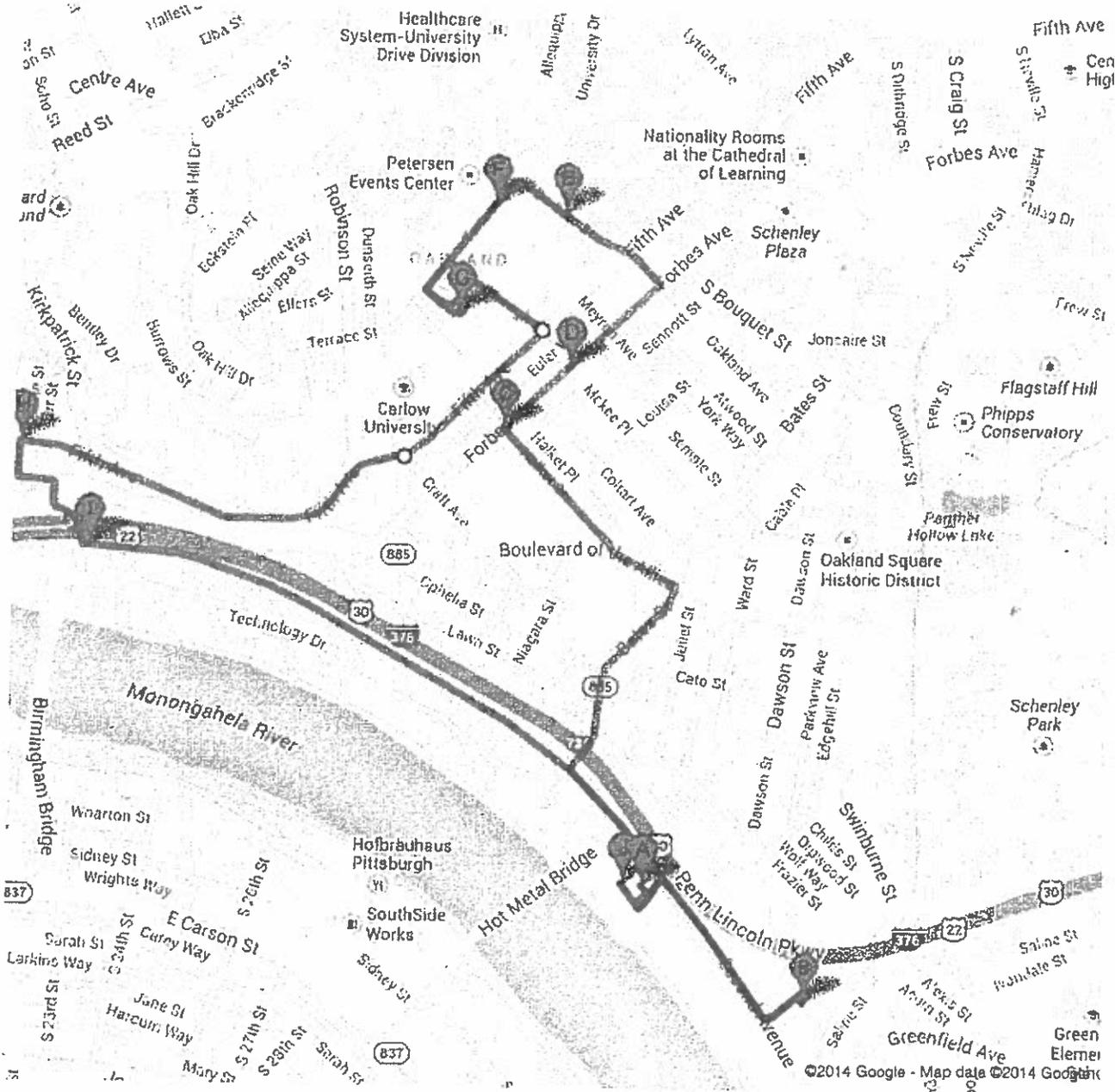
Directions to Unknown road
5.6 mi - about 20 mins
South Lot Revised



©2014 Google - Map data ©2014 Google

Google

Directions to Unknown road
5.0 mi – about 20 mins
Second Avenue Revised



Noise Mitigation – Helicopter Traffic

The UPMC Flight Control and STAT MedEvac have focused significant effort to try to mitigate the impact of noise to the neighborhoods surrounding the Heli-Pad. Below is a list of those efforts:

1. Established a 'Noise Abatement Area' over the Schenley Farms neighborhood.
2. Established a GPS geo-fence that instantly alerts our communications center if any STAT MedEvac helicopter violates this space.
3. Established an 'Alternate Approach' path from the NW for arrivals and departures.
4. Specified that STAT MedEvac aircraft using the Primary Approach flight path shall remain to the SW (to the Left when inbound, Right when outbound) of the Litchfield Towers.
5. Identified an Initial Approach Fix over Schenley Park for the Primary Approach. STAT MedEvac aircraft must fly to this location before establishing an approach and descending to UPMC; pilots are not to short-cut, or join or depart the approach line any closer to UPMC, barring any safety of flight concerns.
6. Identified the PennDOT designated Secondary Approach as the 'approach of last resort.'
7. Placed restrictions on repositioning flights for fuel, oxygen and supplies.
8. Notified 15 air medical services, each landing at UPMC at least one time in CY12, of the information above. (see accompanying Letter to AGH Life Flight).
9. Updated the LZ (Landing Zone) brief allowing our Flight Operations staff to review recommended approach/departure procedures via radio transmission with inbound pilots.
10. Posted 'No Excessive Idling' signs, visible to the pilots, at the helipad.

In addition we have also included:

- A. Directive letter for Flight Operations within the Oakland Community.
- B. Noise Abatement Procedures in Effect
- C. UPMC Presbyterian Helipad Operations
- D. UPMC Presbyterian Helistop Log 2013

**UPMC Presbyterian
Shadyside**

September 27, 2013

John Innocenti
President

UPMC Presbyterian
200 Lothrop Street
MUH N-739
Pittsburgh, PA 15213-2582
T 412-647-5286
F 412-647-5551

UPMC Shadyside
5230 Centre Avenue
Pittsburgh, PA 15232-1381
T 412-623-2010
F 412-623-6400
innocentij@upmc.edu

**AGH LifeFlight
Allegheny General Hospital
Attn: Service Director
320 E. North Ave.
Pittsburgh, PA 15221**

Dear Service Director:

UPMC Presbyterian Shadyside is committed to providing optimal care for all of our patients. As a Trauma and Transplant Center we receive many acute and compromised patients. During the course of a year, we have almost 7,000 helicopter arrivals at UPMC Presbyterian. With the new design of our helipad, our goal was to have patients that we all serve triaged efficiently to the Emergency Room via the new helipad elevator. We've also implemented enhanced flow processes in the Emergency Room to acknowledge the importance of minimizing the time your crew is involved in the transfer of patient care to the Emergency Room and to allow your crew to finish the transfer, restock, and return to the helicopter in the most efficient way possible.

One of the issues we do have, however, is that this volume of arrivals has created a concern from the community regarding noise levels that are predominantly caused by non-adherence to our primary and secondary flight paths. To that end we have identified a noise abatement area that is an area bounded by four sides, with the intent of minimizing flight patterns over and near the Schenley Farms residential area. Both the primary and the alternate flight path, if adhered to, will achieve this goal.

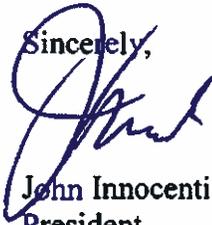
Attached to this document, are the technical coordinates of this area with information that we would like you to pass on to your helicopter transport service, and request that all pilots familiarize themselves with this noise abatement area.

Your compliance would be greatly appreciated. Our intent, over the next several months, is to monitor intensely the helicopter flight path for compliance, and communicate any variances to you on an ongoing fashion. Hopefully, after implementation of this we will see those variances minimized.

Again, we appreciate our relationship, and hopefully you will find that the enhancements that we have made, not only to the physical portion of our helipad, but also with our flow from our Emergency Room area are a direct benefit to not only our patients but to your crew. We are hoping that you will help us deal with the community issues that this operation creates, and minimize that to the greatest extent possible.

If there are any questions or concerns regarding this, please feel free to contact John Kenny, Director of Operations at STAT Medevac at 412-460-3000, ext. 265. We appreciate your service and dedication to our community.

Sincerely,

A handwritten signature in blue ink, appearing to read "John Innocenti". The signature is stylized with a large initial "J" and a cursive "I".

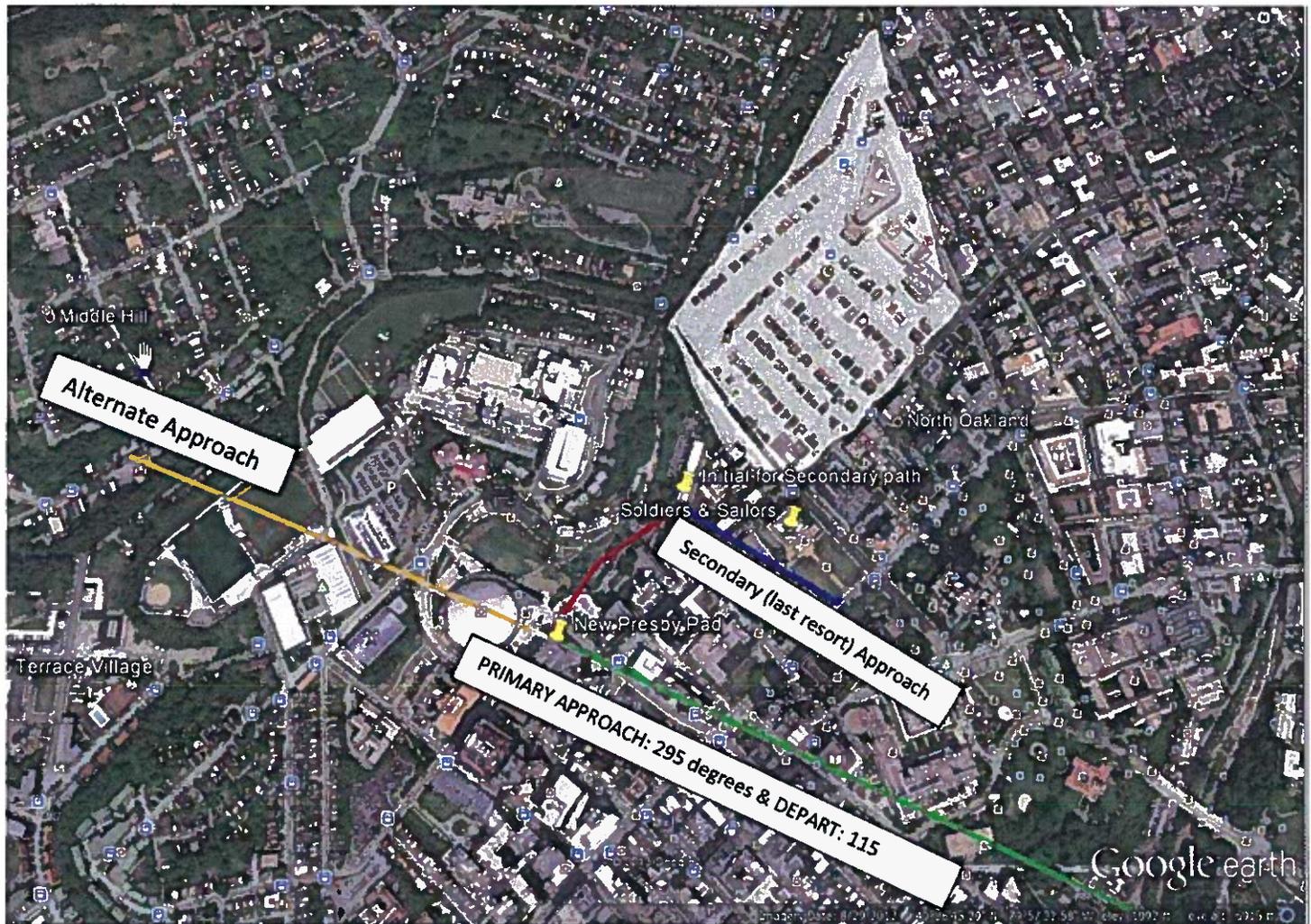
John Innocenti
President
UPMC Presbyterian Shadyside

Flight Operations UPMC Presbyterian Helipad Noise Abatement procedures in effect

All departing or arriving aircraft are to avoid direct overflight of the Noise Abatement Area shaded in gray on the diagram below. This diagram also highlights Soldiers & Sailors Hall; it is a useful landmark for orientation and avoidance of the abatement area. By tracking the line from the initial point of the Secondary App/Dep Path, aircraft will remain south of that building.

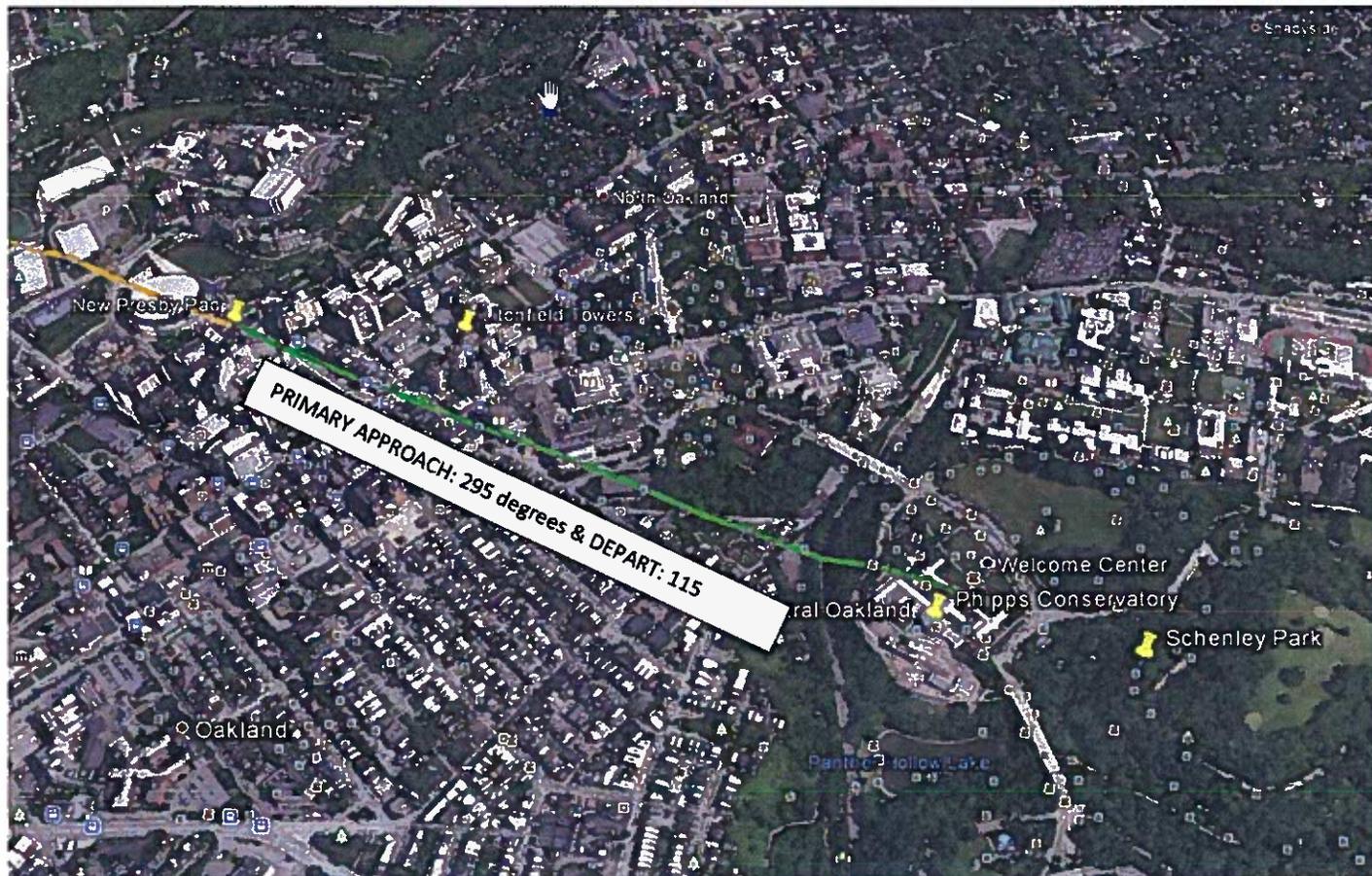
Approaches and departures from and to the Northwest, (shown by light colored line roughly over the Peterson Events Center) are an extension of the Primary corridor and these operations can be conducted safely. This corridor is the preferred alternate when the Primary is not acceptable.

The current designated secondary approach following the East/West corridor shall be the procedure of last resort only to be utilized when the other two approaches cannot be performed due to safety of flight considerations. If you require an alternate approach/departure route, you must contact STATMedEvac Communications Center (STATCom) on 155.265 PL-103.5, or aviation frequency 123.05 for permission.



The designated Primary Approach Corridor shall commence the approach over Schenley Park, no closer to UPMC Presbyterian than the Phipps conservatory—the hothouse looking building marked on the graphic below—and shall ensure that their track on final to the pad remains SW of the three circular dorm towers (Litchfield Towers, also depicted in the graphic), unless safety of flight considerations dictate otherwise. On departure, pilots shall again track so as to

remain SW of the dorm towers, and shall not begin a turn on course to RTB any sooner than reaching Phipps Conservatory (again, barring any safety of flight concerns).



UPMC Presbyterian Helipad Operations

Waypoint: PA002

FAA ID: PS78

Weight Limit: 15,000 lbs

UPMC Security & MedCall will both need ETA.

(If patient is a trauma, notify UPMCMedic Command 10 minutes prior to arrival).

Any patient updates need to be passed on to UPMC Med Call (RCC).

PA Level I Adult Trauma Center

All inbound aircraft must contact STATCom on 155.265 PL-103.5, or aviation frequency 123.05 prior to landing.

Noise Abatement procedures in effect: Avoid overflying the residential area on the hillside to the northeast of the helipad a quadrilateral bounded on four sides with corners at the following coordinates:

North/N40°27'19"xW079°57'08"; East/N40°26'49"xW079°56'50"; South/40°26'34"xW079°57'14"; and West/N40°26'52"xW079°57'32".

PRIMARY LZ: (N 40 26.62, W079 57.63). Is a 2 position, 55' x 150', heated metal rooftop helipad located on top of the northeastern corner of UPMC Presbyterian Hospital. The final approach and takeoff area/touchdown and liftoff area of the helipad is painted with a white cross & red H, as well as a solid white perimeter line. There is an illuminated windsock & rotating red & white beacon atop the elevator shaft at the end of the walkway located midpoint on the South side of the helipad. The park position is identified by the words "PARK ONLY." The FATO/TLOF and the Park position are separated by a taxiway identified by the words "TAXI ONLY," and "NO PARK." The entire helipad incorporates appropriately colored NVG compatible perimeter/taxiway lighting.

The LZ itself is located approximately 2nm E of downtown Pittsburgh on a hill to the NW of Schenley Park & 1/4nm W of the Cathedral of Learning (a large tower with 3 amber colored lights on all 4 sides around the top of the tower).

HAZARDS: The elevator shaft/access adjacent to the S side of the helipad, HVAC equipment atop the D wing of the hospital approximately 45 yards SSE of the helipad, the UPMC Presbyterian Hospital Cupola and flag staff approximately 70 yards S of the helipad, UPMC Western Psychiatric Hospital approximately 65 yards ESE of the helipad. All significant obstacles are lit with red obstacle lighting. Direct flight over the residential area on the hillside located NNE of the pad should be avoided.

PRIMARY APPROACH: 295 degrees & DEPART: 115 degrees. ALTERNATE APPROACH: 115 degrees & DEPART: 295 degrees. ALL APPROACHES AND DEPARTURES UTILIZING THE PRIMARY PATH SHALL COMMENCE/TERMINATE AT THE PHIPPS CONSERVATORY (N40°26'18" by W079°56'53") AND SHALL KEEP THE LITCHFIELD TOWERS (N40°26'33" by W079°57'24") TO THE RIGHT OF THE AIRCRAFT ON APPROACH AND TO THE LEFT OF THE AIRCRAFT ON DEPARTURE. ALL APPROACHES AND DEPARTURES SHALL BE TO/FROM THE H POSITION. Unless safety of flight or patient condition dictates otherwise, pilots shall not commence approach or departure procedures without approval from STATCOM.

SECURITY MUST BE ON HELIPAD PRIOR TO DEPARTURE.

SECONDARY LZ: LZ is Trees field. (N4026.82 W07957.93) Notify City of Pittsburgh EOC Shift Commander VIA Allegheny County 911 for inbound aircraft; (412)-473-3737<-----use this number to initially notify Pgh EOC Shift Commander of the helipad closure., Pitt Police at 412-624-2121 and Guardian Angel for ground support.

The primary landing area will be the open grass field. This field will accommodate multiple aircraft if needed. THE ARTIFICIAL TURF FIELD IS NOT TO BE USED UNDER ANY CIRCUMSTANCES, and all vehicles are to stage within the fenced parking lot adjacent to the artificial turf field. HAZARDS include 11 light standards surrounding the field, the multi-level

parking garage to the SW, an approx 300ft tower to the SOUTH, a 100ft smokestack to the SE, A 150 ft smokestack to the NNE, a 7ft fence around the whole LZ, trees surrounding the LZ, and the sand surfaces on the bases in the baseball diamond. Approach from the NORTH or NORTHEAST, depart to the NORTH or NORTHEAST. The primary landing area will be in Left Field of the baseball field - close to the fence at the artificial turf end of the field. **** Secondary access to this LZ for ground support - enter off Avalon Street off center Ave. The best route from Tower View is to turn right out of Tower View follow to the center and then make a Right onto center then a Right onto Avalon.

Carbon Footprint Strategy

UPMC embraces LEED practices in the development of our facilities. We strive for every building to be at least LEED Certifiable as we move into an era of increased energy costs. We have included our strategic initiatives, our re-lamping program, and our current Energy Star GHG Carbon foot print assessment. Certainly this is a work in progress as we strive to reduce our energy consumption.

Program Overview: UPMC's Energy and Environmental Engineering Department

The environmentally cleanest and lowest cost energy unit is the one we don't use.

In 2010 UPMC formally established a Corporate Department (Energy and Environmental Engineering) to reduce UPMC's energy consumption.

- The New Department has a \$5 million dollar per year Capital budget.
- Over the four year period the Department has been in existence we have reduced our total energy requirements by 4% (*16.8 million kilowatt hours & 17.7 million cubic feet of natural gas*).

UPMC plays a leadership role with the Federal Department of Energy.

- The above 4% has UPMC on schedule with its compact with the Department of Energy's "Better Building Alliance"... Achieve a 20% reduction by 2020.
- This coincidentally also supports "Pittsburgh Challenge 2030".

UPMC's leadership position in DOE's "Better Building Alliance" is but the latest involvement with State and Federal Agencies:

- We've worked closely with DOE as a founding member in establishment of the Hospital Energy Alliance and have served as the organization's chair for three of its five years of existence.
- The Federal Environmental Protection Agency (EPA) is using UPMC to help refine "Energy Star's" metrics relative to Healthcare facilities recognizing the need to differentiate healthcare from generic commercial structures.
- We have worked closely with the Pennsylvania Department of Environmental Protection (PA-DEP) on its clean streams program, installation of a low temperature geothermal system, operation of a solar photovoltaic array, and as participants in their Quarterly Energy Round Table forums.
- In a symbiotic relationship with Duquesne Light we have been a significant contributor to their being recognized as the top electric utility in the state by the Public Utility Commission for

achievements under Phase 1 of the implementation of Act 129. The achievements came about by:

1. Replacing most traditional lighting with Light Emitting Diodes (LEDs)
2. Enhancement of motor controls (fans, compressors, other) through the addition of Variable Speed Drives (VSDs)
3. Pioneering a computer system for Duquesne Light known as "Verdium" (non-clinical sleeping computers) and a process known as Retro-Commission...(re-establishing efficient energy operating parameters)

Recognition and Awards for UPMC:

- 2010: Pennsylvania's Department of Environmental Protection, Ohio River Watershed Initiative recognized UPMC with its "Energy Environmental Excellence Award".
- 2011: Receipt of a Pennsylvania Energy Development Authority Grant for the development of a Low Temperature Geothermal Healthcare demonstration project.
- 2012: The Hospital and Healthsystem Association of Pennsylvania selected our Energy and Environmental Engineering Department for one of its thirteen "Achievement Awards".
- 2013: We received the "Governor's Award for Environmental Excellence" from the Pennsylvania Environmental Council.

Four Years of Conservation Investments:

- Lighting Retro-Fits "T-12 to "T-8": Ten Hospitals, Thirteen Long-Term Care Facilities
- Parking Garage "High Intensity Discharge (HID) to Light Emitting Diodes (LED):Nine Garages
- Low Temperature Geo Thermal:Northwest Hospital (Oil City/Franklin)
- Solar Photovoltaic: Hillman Cancer Center (Shadyside)
- Steam Valve Insulation Covers ("ISO"): Eight Boiler Plants
- Heating, Ventilation, Air Conditioning (HVAC) Retro-Commissioning: Five Hospitals

Completed T 12 to T 8 Lighting Retrofits

Hospitals

Bedford
Magee
Mercy
Greenville
Shenango
St Margaret's
North Hills Passavant
Cranberry
Western Pa Psychiatric
Hamot

Long Term Care

Weather wood
Seneca Manor
Cumberland Crossings
Seneca Place
Canterbury Place
Heritage Place
Cranberry Place
Vanadium Woods
Hampton Fields
Beatty Pointe
Lighthouse Pointe
Sugar Creek Station
Sugar Creek Lodge

Parking Garage HID to LED Lighting Conversions

Shadyside Hospital Visitor's Garage
Shadyside Hospital Employee Garage
Shadyside Hospital Physician's Office Building Garage
McKeesport Hospital Garage
Central Labs Building Garage
Kaufman Garage
Presbyterian Garage
McKee Garage
UPMC East Garage

Geo Thermo Installations

North West Hospital Cranberry PA

Solar Panel Installations

Hillman Cancer Center

ISO Cover Installations

McKeesport Hospital boiler plant
Greenville boiler plant
Shenango boiler plant
Hamot boiler plant
Shadyside boiler plant
Mercy Hospital boiler plant
Magee Women's Hospital boiler plant
Montefiore boiler plant

Building HVAC Retro Commissioning

St Margaret's Hospital
North Hill Passavant Hospital
Hillman Cancer Center
Montefiore Hospital
Magee Research Facility

Property ID	Property Name	City Change	State/Provider Change	Postal Code Change	TY	Property Floor Area (Building) (SF) Change	Indirect GHG Emissions (MTCO2e) Change	Direct GHG Emissions (MTCO2e) Change	Total GHG Emissions (MTCO2e) Change	Avoided Emissions - Onsite and Offsite Green Power (MTCO2e) Change	Net Emissions (MTCO2e) Change	Electric Distribution Utility Change	eGRID Subregion Change	eGRID Output (Emissions Rate) (MCO2e/MWh) Change
1034414	Shadydale Hospital	Not Applicable	Not Applicable	Not Applicable	2012-2013	0	-667.9	-7298.6	-7966.5	0	-7966.5	Not Applicable	Not Applicable	Not Applicable
1034414	Shadydale Hospital	Not Applicable	Not Applicable	Not Applicable	2011-2012	0	1446.8	7305.3	8752.1	0	8752.1	Not Applicable	Not Applicable	Not Applicable
1034418	Presbyterian Hospital	Not Applicable	Not Applicable	Not Applicable	2012-2013	0	1127.8	0	1127.8	0	1127.8	Not Applicable	Not Applicable	Not Applicable
1034418	Presbyterian Hospital	Not Applicable	Not Applicable	Not Applicable	2011-2012	0	931.7	0	931.7	0	931.7	Not Applicable	Not Applicable	Not Applicable
1035123	Montefiore Hospital	Not Applicable	Not Applicable	Not Applicable	2012-2013	0	4254770	42	4254812	0	4254812	Not Applicable	Not Applicable	Not Applicable
1035123	Montefiore Hospital	Not Applicable	Not Applicable	Not Applicable	2011-2012	0	756586	33.7	756593.7	0	756593.7	Not Applicable	Not Applicable	Not Applicable
1035190	McEwensport Hospital	Not Applicable	Not Applicable	Not Applicable	2012-2013	0	-79.7	163.1	83.4	0	83.4	Not Applicable	Not Applicable	Not Applicable
1035190	McEwensport Hospital	Not Applicable	Not Applicable	Not Applicable	2011-2012	-50331	961.6	-138.9	822.7	0	822.7	Not Applicable	Not Applicable	Not Applicable
1035193	Passavant Hospital	Not Applicable	Not Applicable	Not Applicable	2012-2013	0	-403.8	-176.3	-580.1	0	-580.1	Not Applicable	Not Applicable	Not Applicable
1035193	Passavant Hospital	Not Applicable	Not Applicable	Not Applicable	2011-2012	0	455.9	-343.8	112.1	0	112.1	Not Applicable	Not Applicable	Not Applicable
1035199	South Side Hospital	Not Applicable	Not Applicable	Not Applicable	2012-2013	0	-244.8	209.5	-39.3	0	-39.3	Not Applicable	Not Applicable	Not Applicable
1035199	South Side Hospital	Not Applicable	Not Applicable	Not Applicable	2011-2012	0	-2	23.4	21.4	0	21.4	Not Applicable	Not Applicable	Not Applicable
1035200	St. Margaret Hospital	Not Applicable	Not Applicable	Not Applicable	2012-2013	0	-1213.5	416.5	-797	0	-797	Not Applicable	Not Applicable	Not Applicable
1035200	St. Margaret Hospital	Not Applicable	Not Applicable	Not Applicable	2011-2012	0	-400.8	-635.1	-1035.9	0	-1035.9	Not Applicable	Not Applicable	Not Applicable
1035201	Magge Hospital	Not Applicable	Not Applicable	Not Applicable	2012-2013	3557	-772.1	876.5	104.4	0	104.4	Not Applicable	Not Applicable	Not Applicable
1035201	Magge Hospital	Not Applicable	Not Applicable	Not Applicable	2011-2012	-3557	-601.3	-344.2	-945.5	0	-945.5	Not Applicable	Not Applicable	Not Applicable
1036376	Horizon Greenville	Not Applicable	Not Applicable	Not Applicable	2012-2013	0	-186.9	170.8	-16.1	0	-16.1	Not Applicable	Not Applicable	Not Applicable
1036376	Horizon Greenville	Not Applicable	Not Applicable	Not Applicable	2011-2012	0	66.9	-15.4	51.5	0	51.5	Not Applicable	Not Applicable	Not Applicable
1036379	Horizon Shavano	Not Applicable	Not Applicable	Not Applicable	2012-2013	0	8.1	77.6	85.7	0	85.7	Not Applicable	Not Applicable	Not Applicable
1036379	Horizon Shavano	Not Applicable	Not Applicable	Not Applicable	2011-2012	0	500.1	18.2	518.3	0	518.3	Not Applicable	Not Applicable	Not Applicable
1036384	Bedford Memorial	Not Applicable	Not Applicable	Not Applicable	2012-2013	0	-132.8	9	-123.8	0	-123.8	Not Applicable	Not Applicable	Not Applicable
1036384	Bedford Memorial	Not Applicable	Not Applicable	Not Applicable	2011-2012	0	121.7	66.2	187.9	0	187.9	Not Applicable	Not Applicable	Not Applicable
2449420	Quantum Building	Not Applicable	Not Applicable	Not Applicable	2012-2013	0	-341.3	25.8	-315.5	0	-315.5	Not Applicable	Not Applicable	Not Applicable
2449420	Quantum Building	Not Applicable	Not Applicable	Not Applicable	2011-2012	0	293.6	-18.8	274.8	0	274.8	Not Applicable	Not Applicable	Not Applicable
2594277	Northwest Hospital	Not Applicable	Not Applicable	Not Applicable	2012-2013	0	-39	157088	157050	0	157050	Not Applicable	Not Applicable	Not Applicable
2594277	Northwest Hospital	Not Applicable	Not Applicable	Not Applicable	2011-2012	0	162.5	-18555	-18394.5	0	-18394.5	Not Applicable	Not Applicable	Not Applicable
2656310	Weatherwood Manor	Not Applicable	Not Applicable	Not Applicable	2012-2013	0	-20	14	-6	0	-6	Not Applicable	Not Applicable	Not Applicable
2656310	Weatherwood Manor	Not Applicable	Not Applicable	Not Applicable	2011-2012	0	-92.8	-12.4	-105.2	0	-105.2	Not Applicable	Not Applicable	Not Applicable
2656427	Seneca Manor	Not Applicable	Not Applicable	Not Applicable	2012-2013	0	19.5	815.1	834.6	0	834.6	Not Applicable	Not Applicable	Not Applicable
2656427	Seneca Manor	Not Applicable	Not Applicable	Not Applicable	2011-2012	0	-63.2	-354.6	-417.8	0	-417.8	Not Applicable	Not Applicable	Not Applicable
2656467	Cumberland Crossing	Not Applicable	Not Applicable	Not Applicable	2012-2013	0	-1.5	0.5	-1	0	-1	Not Applicable	Not Applicable	Not Applicable
2656467	Cumberland Crossing	Not Applicable	Not Applicable	Not Applicable	2011-2012	0	-46.1	-14.1	-59.2	0	-59.2	Not Applicable	Not Applicable	Not Applicable
2656714	Seneca Place	Not Applicable	Not Applicable	Not Applicable	2012-2013	0	5.8	20.2	26	0	26	Not Applicable	Not Applicable	Not Applicable
2656714	Seneca Place	Not Applicable	Not Applicable	Not Applicable	2011-2012	0	-24.5	-1420.7	-1445.2	0	-1445.2	Not Applicable	Not Applicable	Not Applicable
2656776	Canterbury Place	Not Applicable	Not Applicable	Not Applicable	2012-2013	0	223.7	-15.8	207.9	0	207.9	Not Applicable	Not Applicable	Not Applicable
2656776	Canterbury Place	Not Applicable	Not Applicable	Not Applicable	2011-2012	0	102.1	14.9	117	0	117	Not Applicable	Not Applicable	Not Applicable

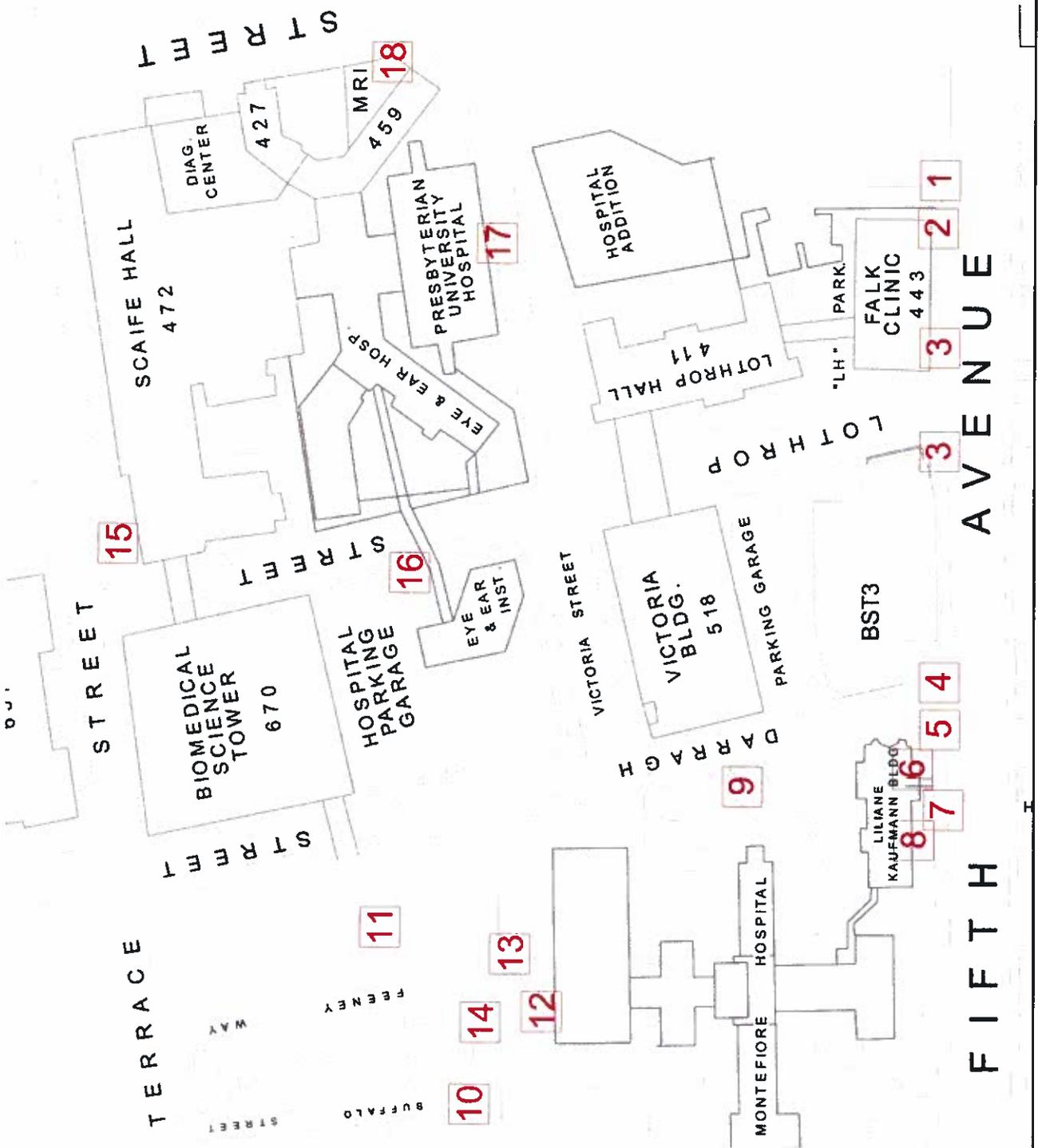
272824	UPMC Childrens	Not Applicable	Not Applicable	Not Applicable	2012-2013	Not Applicable	Not Applicable	Not Applicable	Not Applicable	4586.2	3632.4	0	3632.4	Not Applicable	Not Applicable	Not Applicable
272824	UPMC Childrens	Not Applicable	Not Applicable	Not Applicable	2011-2012	Not Applicable	Not Applicable	Not Applicable	Not Applicable	-937.1	-1352.6	0	-1352.6	Not Applicable	Not Applicable	Not Applicable
2744397	Madison	Not Applicable	Not Applicable	Not Applicable	2012-2013	Not Applicable	Not Applicable	Not Applicable	Not Applicable	34.1	25.8	0	25.8	Not Applicable	Not Applicable	Not Applicable
2744397	Madison	Not Applicable	Not Applicable	Not Applicable	2011-2012	Not Applicable	Not Applicable	Not Applicable	Not Applicable	-12.9	-45.6	0	-45.6	Not Applicable	Not Applicable	Not Applicable
2744454	Foxes Tower	Not Applicable	Not Applicable	Not Applicable	2012-2013	Not Applicable	Not Applicable	Not Applicable	Not Applicable	-0.9	80.3	0	80.3	Not Applicable	Not Applicable	Not Applicable
2744454	Foxes Tower	Not Applicable	Not Applicable	Not Applicable	2011-2012	Not Applicable	Not Applicable	Not Applicable	Not Applicable	108.1	109.1	0	109.1	Not Applicable	Not Applicable	Not Applicable
2748436	Bellfield Towers	Not Applicable	Not Applicable	Not Applicable	2012-2013	Not Applicable	Not Applicable	Not Applicable	Not Applicable	60.2	92.4	0	92.4	Not Applicable	Not Applicable	Not Applicable
2748436	Bellfield Towers	Not Applicable	Not Applicable	Not Applicable	2011-2012	Not Applicable	Not Applicable	Not Applicable	Not Applicable	-35.2	-119.8	0	-119.8	Not Applicable	Not Applicable	Not Applicable
2748450	Mckee Place	Not Applicable	Not Applicable	Not Applicable	2012-2013	Not Applicable	Not Applicable	Not Applicable	Not Applicable	4.5	-65.5	0	-65.5	Not Applicable	Not Applicable	Not Applicable
2748450	Mckee Place	Not Applicable	Not Applicable	Not Applicable	2011-2012	Not Applicable	Not Applicable	Not Applicable	Not Applicable	-70	-7.2	0	-7.2	Not Applicable	Not Applicable	Not Applicable
2847280	Monroeville Surgery Center	Not Applicable	Not Applicable	Not Applicable	2012-2013	Not Applicable	Not Applicable	Not Applicable	Not Applicable	-8.4	-18.7	0	-18.7	Not Applicable	Not Applicable	Not Applicable
2847280	Monroeville Surgery Center	Not Applicable	Not Applicable	Not Applicable	2011-2012	Not Applicable	Not Applicable	Not Applicable	Not Applicable	1.9	-47.5	0	-47.5	Not Applicable	Not Applicable	Not Applicable
2851903	South Hills Surgery Center	Not Applicable	Not Applicable	Not Applicable	2012-2013	Not Applicable	Not Applicable	Not Applicable	Not Applicable	-0.3	-238.6	0	-238.6	Not Applicable	Not Applicable	Not Applicable
2851903	South Hills Surgery Center	Not Applicable	Not Applicable	Not Applicable	2011-2012	Not Applicable	Not Applicable	Not Applicable	Not Applicable	-4.7	-44.7	0	-44.7	Not Applicable	Not Applicable	Not Applicable
2852025	St. Margaret Surgery Center	Not Applicable	Not Applicable	Not Applicable	2012-2013	Not Applicable	Not Applicable	Not Applicable	Not Applicable	3	5.8	0	5.8	Not Applicable	Not Applicable	Not Applicable
2852025	St. Margaret Surgery Center	Not Applicable	Not Applicable	Not Applicable	2011-2012	Not Applicable	Not Applicable	Not Applicable	Not Applicable	-21.7	44.9	0	44.9	Not Applicable	Not Applicable	Not Applicable
3254898	Heritage Place	Not Applicable	Not Applicable	Not Applicable	2012-2013	Not Applicable	Not Applicable	Not Applicable	Not Applicable	29.5	-78.6	0	-78.6	Not Applicable	Not Applicable	Not Applicable
3254898	Heritage Place	Not Applicable	Not Applicable	Not Applicable	2011-2012	Not Applicable	Not Applicable	Not Applicable	Not Applicable	-39.4	63	0	63	Not Applicable	Not Applicable	Not Applicable
3254923	Cranberry Place	Not Applicable	Not Applicable	Not Applicable	2012-2013	Not Applicable	Not Applicable	Not Applicable	Not Applicable	24.3	-60.4	0	-60.4	Not Applicable	Not Applicable	Not Applicable
3254923	Cranberry Place	Not Applicable	Not Applicable	Not Applicable	2011-2012	Not Applicable	Not Applicable	Not Applicable	Not Applicable	-20.7	78	0	78	Not Applicable	Not Applicable	Not Applicable
3255742	Vanadium Woods	Not Applicable	Not Applicable	Not Applicable	2012-2013	Not Applicable	Not Applicable	Not Applicable	Not Applicable	23.7	-135.1	0	-135.1	Not Applicable	Not Applicable	Not Applicable
3255742	Vanadium Woods	Not Applicable	Not Applicable	Not Applicable	2011-2012	Not Applicable	Not Applicable	Not Applicable	Not Applicable	-9.7	-10.2	0	-10.2	Not Applicable	Not Applicable	Not Applicable
3255824	Hampton Fields	Not Applicable	Not Applicable	Not Applicable	2012-2013	Not Applicable	Not Applicable	Not Applicable	Not Applicable	-12.4	-150.8	0	-150.8	Not Applicable	Not Applicable	Not Applicable
3255824	Hampton Fields	Not Applicable	Not Applicable	Not Applicable	2011-2012	Not Applicable	Not Applicable	Not Applicable	Not Applicable	-126.9	14.8	0	14.8	Not Applicable	Not Applicable	Not Applicable
3255820	Bentley Pointe	Not Applicable	Not Applicable	Not Applicable	2012-2013	Not Applicable	Not Applicable	Not Applicable	Not Applicable	11.8	-90.3	0	-90.3	Not Applicable	Not Applicable	Not Applicable
3255820	Bentley Pointe	Not Applicable	Not Applicable	Not Applicable	2011-2012	Not Applicable	Not Applicable	Not Applicable	Not Applicable	5.8	82.8	0	82.8	Not Applicable	Not Applicable	Not Applicable
3255857	Lighthouse Pointe	Not Applicable	Not Applicable	Not Applicable	2012-2013	Not Applicable	Not Applicable	Not Applicable	Not Applicable	58	-176.6	0	-176.6	Not Applicable	Not Applicable	Not Applicable
3255857	Lighthouse Pointe	Not Applicable	Not Applicable	Not Applicable	2011-2012	Not Applicable	Not Applicable	Not Applicable	Not Applicable	-152	131.7	0	131.7	Not Applicable	Not Applicable	Not Applicable
3255898	Seneca Hills	Not Applicable	Not Applicable	Not Applicable	2012-2013	Not Applicable	Not Applicable	Not Applicable	Not Applicable	115.4	-197.5	0	-197.5	Not Applicable	Not Applicable	Not Applicable
3255898	Seneca Hills	Not Applicable	Not Applicable	Not Applicable	2011-2012	Not Applicable	Not Applicable	Not Applicable	Not Applicable	0.5	54.4	0	54.4	Not Applicable	Not Applicable	Not Applicable
3256927	Sugar Creek Station	Not Applicable	Not Applicable	Not Applicable	2012-2013	Not Applicable	Not Applicable	Not Applicable	Not Applicable	36.6	-109.3	0	-109.3	Not Applicable	Not Applicable	Not Applicable
3256927	Sugar Creek Station	Not Applicable	Not Applicable	Not Applicable	2011-2012	Not Applicable	Not Applicable	Not Applicable	Not Applicable	-60	10	0	10	Not Applicable	Not Applicable	Not Applicable
3256942	Cumberland Woods Village	Not Applicable	Not Applicable	Not Applicable	2012-2013	Not Applicable	Not Applicable	Not Applicable	Not Applicable	-18.2	Not Applicable	0	Not Applicable	Not Applicable	Not Applicable	Not Applicable
3256942	Cumberland Woods Village	Not Applicable	Not Applicable	Not Applicable	2011-2012	Not Applicable	0	Not Applicable	Not Applicable	Not Applicable	Not Applicable					
3256972	Sugar Creek Lodge	Not Applicable	Not Applicable	Not Applicable	2012-2013	Not Applicable	Not Applicable	Not Applicable	Not Applicable	22.7	13.3	0	13.3	Not Applicable	Not Applicable	Not Applicable
3256972	Sugar Creek Lodge	Not Applicable	Not Applicable	Not Applicable	2011-2012	Not Applicable	Not Applicable	Not Applicable	Not Applicable	-41.8	-37.5	0	-37.5	Not Applicable	Not Applicable	Not Applicable
3550875	UPMC East	Not Applicable	Not Applicable	Not Applicable	2012-2013	Not Applicable	0	Not Applicable	Not Applicable	Not Applicable	Not Applicable					
3550875	UPMC East	Not Applicable	Not Applicable	Not Applicable	2011-2012	Not Applicable	0	Not Applicable	Not Applicable	Not Applicable	Not Applicable					
3680765	Mercy	Not Applicable	Not Applicable	Not Applicable	2012-2013	Not Applicable	Not Applicable	Not Applicable	Not Applicable	-202.7	-694.3	0	-694.3	Not Applicable	Not Applicable	Not Applicable
3680765	Mercy	Not Applicable	Not Applicable	Not Applicable	2011-2012	Not Applicable	Not Applicable	Not Applicable	Not Applicable	1883	2069.5	0	2069.5	Not Applicable	Not Applicable	Not Applicable
3681210	Harvet	Not Applicable	Not Applicable	Not Applicable	2012-2013	Not Applicable	0	Not Applicable	Not Applicable	Not Applicable	Not Applicable					
3681210	Harvet	Not Applicable	Not Applicable	Not Applicable	2011-2012	Not Applicable	0	Not Applicable	Not Applicable	Not Applicable	Not Applicable					

Site Accessibility – ADA Study

Upon the request of the Planning Commission we completed an ADA assessment of the sidewalks that are on UPMC Property. As a result we have included a Site plan indicating the issues and locations of those problems, a photo study of each issue, and our Concrete Repair program. We understand the critical nature of access to our facilities and strive to maintain compliance. These issues within Oakland are difficult due to the extreme hills and slopes that naturally occur on our streets.

ADA COMPLIANCE ISSUES FOUND

- 1 No flat transition zone - Truncated domes no longer required - 5% slope - 5.4% max.
- 2 No flat spot.
- 3 Need 36" clear between bollards.
- 4 Cross Slope > 2%.
- 5 Divot in concrete.
- 6 KMOB ramp is non-compliant.
- 7 Grate opening too large.
- 8 No flat spot.
- 9 Side Slope not bad - Difficult Slope
- 10 Slope too steep. Need Painted Crosswalk.
- 11 Accessible spots are not compliant. No access aisles.
- 12 Loading Zone is not compliant.
- 13 Curb cut goes to nowhere.
- 14 Large grate in front of ramp.
- 15 Transition is too high at garage entry.
- 16 Cross slope issues.
- 17 No accessible loading zone.
- 18 No curb cut.



UPMC
 Project North
 ADA Initial Audit
 A100
 July 2014



Accessibility

5 th ave Atwood.

Dimple plate truncated dome not best practice but need a flat landing at top.



5% max slope 1:20 ramp
2% cross slope

Access Points

36" preferred.
40" typical power chair.



Divots



Grate covers are dangerous.
Slots are too wide



Smooth transitions



Remove barriers



Terrace street to MUH drive

Difficult ramp



Accessible spots in the garage must have aisles many do not.

All must have. They can share but must have an aisle.

Loading zone. None on campus are compliant.
Zero transition.

Safety markings needed

Grate too wide causes access issues



Transitions at access points are difficult in some cases.



Cross slope



Victoria and Lothrop 4 corners are difficult to traverse.

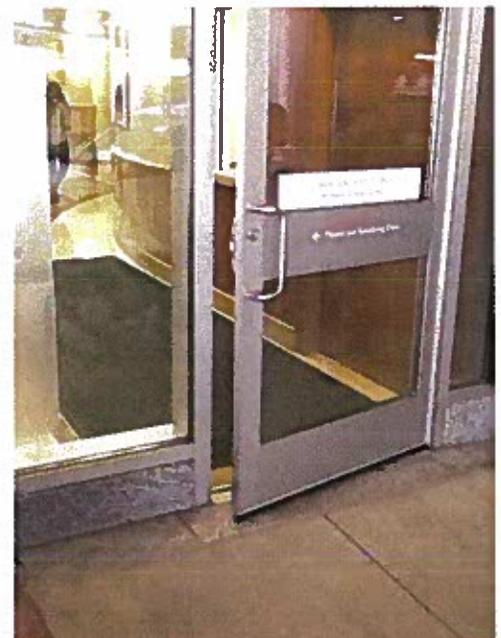


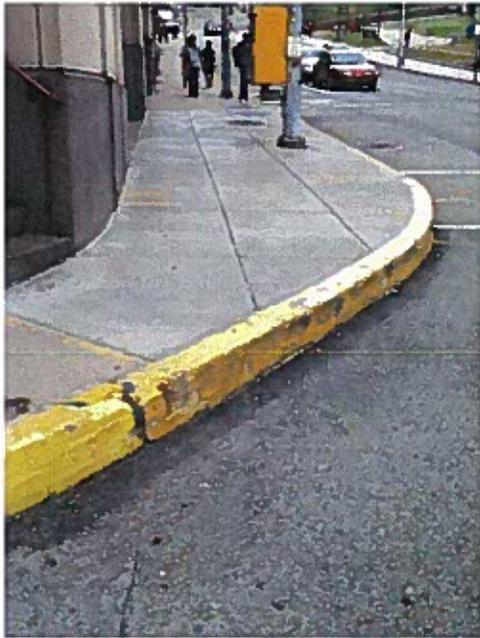
Presby Drop Off requires loading Zone 1/100' of Drop off out of the traffic pattern and a Zero transition to the sidewalk.

Access door must be modified

Automatic rotating door is not acceptable as ADA accessible route.

Door is unattended.





**Curb at ED ambulance entrance.
Hard to access WPIC**

**UPMC PRESBYTERIAN SHADYSIDE
ENGINEERING AND MAINTENANCE DEPARTMENT
PROCEDURE MANUAL**

PROCEDURE NUMBER: 8051-P

PAGE: 1 of 2

SUBJECT: PEDESTRIAN HARD SURFACE MAINTENANCE PROGRAM

PURPOSE

The purpose of the Pedestrian Hard Surface Maintenance Program is to assure that any emerging flaw or defect of the hard surface outdoor surfaces in the realm of the UPMC Presbyterian Shadyside Oakland Campus's area of responsibility is identified and corrected quickly to preserve a safe condition across the campus. This will include a scheduled visual inspection of sidewalks, driveways, steps and paved pathway surfaces.

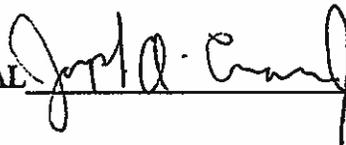
PROCEDURE

1. An Engineering and Maintenance Department staff member will conduct inspections quarterly. The inspections and assessments will be rotated throughout the campus based upon a zoned configuration and the staff member conducting the inspections will note any findings. Individual zones are on Attachment A. A preventive maintenance work order will be issued to initiate the inspection; however, random unscheduled inspections may be conducted, as well.
2. The inspecting staff member will evaluate and determine if there are existing obstructions such as holes, gaps, protrusions, or elevations that may pose a potential tripping or slipping hazard to pedestrians. These hazards will be determined using established standards of allowable tolerances for flatness of walking surfaces (see Attachments B and C).
3. The inspecting staff member will document any pedestrian surface hazard found and create a maintenance work order for remediation. The work order will detail the location and type of obstruction. If available, digital pictures of the surface hazard should be attached to the work order. The inspecting staff member will forward the maintenance work order for remediation of noted surface hazard to the appropriate maintenance supervisor(s) according to its location. The location will determine which specific maintenance supervisor is responsible for remediation. Any hazard that is identified as an immediate threat to safety will initiate immediate action by isolating the area from pedestrian traffic for repair to the area.

4. As determined above, the appropriate supervisor(s) will oversee the remediation of all hazards identified to the grounds surrounding, Presbyterian Hospital, Montefiore Hospital and all applicable sites as designated on Attachment A.
5. Remediation will be done using available maintenance staff or a contractor and should be completed within an appropriate time schedule, based upon risk and the need to preserve a safe environment.

REVIEW Annually

DEPARTMENT HEAD APPROVAL



DATE 5-5-14

**UPMC PRESBYTERIAN SHADYSIDE
ENGINEERING AND MAINTENANCE DEPARTMENT
PROCEDURE MANUAL**

**PROCEDURE NUMBER: 8051-P and 8051-S
ATTACHMENT A
PAGE 1 of 5**

**SUBJECT: HARD SURFACE AND LANDSCAPING ZONES AND PREVENTIVE
MAINTENANCE INSPECTION AREAS**

PRESBYTERIAN-MONTEFIORE

Zone 1 – Cross Roads Park (PUH00-71165)

Cross Roads Park perimeter walkways (Terrace Street and Darragh Street sidewalks); and all walkways, stairs and ramps in park.

Zone 2 – Montefiore (PUH00-71165)

Terrace Street and Entrance Drive sidewalks; Entrance Driveway (Buffalo Street); and driveway to parking area along Chesterfield Street and alley to boiler room.

Zone 3 – Montefiore (7 PUH00-71165)

7 Main Circle and 7 Main Patio sidewalks.

Zone 4 – Montefiore Crawford Garden (PUH00-71165)

Crawford Garden walkways and seating area.

Zone 5 – Montefiore (PUH00-71165)

Darragh Street sidewalk to Kaufmann Building; crossover between MUH and Kaufmann Building; and 4th floor loading dock.

Zone 6 – Montefiore Parking Garage (PUH00-71565)

Garage perimeter and parking areas (inclusive of all walkways, ramps and driveways).

Zone 7 – Montefiore (PUH00-71165)

Fifth Avenue entrance area, steps, ramp and sidewalk and Fifth Avenue sidewalk to Chesterfield Street.

Zone 8 - Kaufmann Building (PUH00-36324)

Darragh Street and Fifth Avenue sidewalks; driveway on Fifth Avenue; and Fifth Avenue entrance ramp and steps.

Zone 9 - Kaufmann Building Parking Garage (PUH00-71580)

Chesterfield Street sidewalk; parking garage sidewalks; and boiler room parking area.

Zone 10 – Falk Clinic (PUH00-71165)

Sidewalks around perimeter of building; Fifth Avenue entrance sidewalk; and driveway behind Falk Clinic to PUIH South Tower driveway.

Zone 11 - Presbyterian Hospital (PUH00-71165)

Emergency Room driveway and sidewalk from DeSoto Street; driveway and sidewalk from Emergency Room area to Lothrop Street; DeSoto Street sidewalk from Emergency Room driveway to Scaife Loading Dock area; and steps and sidewalk on DeSoto Street below entrance.

Zone 12 - Presbyterian Hospital Lothrop (PUH00-71165)

Lothrop Street sidewalk; main entrance sidewalk; and Loading Dock area driveway and sidewalk.

Zone 13 - Presbyterian Hospital Garage (PUH00-71565)

PUII Garage entrance driveway and sidewalks and Victoria Street sidewalk.

Zone 14 - Eye and Ear Institute (UPMCS 70540)

Victoria Street to Darragh Street sidewalk; Lothrop Street sidewalk to Loading Dock; and Lothrop Street entrance area steps and patio.

Zone 15 - Biomedical Science Tower (02-78670-7127)

Lothrop Street sidewalk from Loading Dock to Terrace Street and Terrace Street sidewalk.

Zone 16 - Biomedical Science Tower/Biomedical Science Tower South (02-78670-7127 and 02-78614-7127)

Darragh Street sidewalk to Victoria Street and Darragh Street entrance area steps and patio.

Zone 17- Matilda H. Theiss Hall (PUH00-70677)

Theiss Hall perimeter sidewalks and parking area (inclusive of all walkways inside fencing/property line shrubs).

Zone 18 - Towerview Parking Garage (PUH00-71610)

Towerview Parking Garage circle and driveway and sidewalks up to entrances.

Zone 19- Scaife Hall (02-78472-7127)

Desoto Street sidewalk and entrance to loading dock area; Terrace Street sidewalk and three entrance areas; Lothrop Street sidewalk to PUIH loading dock.

Zone 20 - Victoria Garage (71615)

Lothrop Street to Victoria Street (starting after BST-3 Loading Dock entrance); Victoria Street from Lothrop Street to Darragh Street; and Darragh Street to PUII South Tower garage entrance and driveway.

Zone 21, 22, 23 (Indoor Plants)

Zone 24 – WPIC (71285)

WPIC emergency drive and loading dock; O'Hara Street sidewalks and front entrance; DeSoto Street entrance and sidewalks; J-Lot entrance to building; J-Lot parking garage and loading dock; and both sets of stairways and adjacent walkway from J-Lot to University Drive (stopping at Timber retaining wall).

Zone 25 - Spinola Garden

Zone 26 - Central Lab Building - CLB (71181)

CLB perimeter (inclusive of all sidewalks and walkways); Euler Way garage entrance, ramps and roof.

Zone 27 - Merex Office Building (71165)

Fifth Avenue sidewalk and entrance and Euler Way entrance (from 3513 to 3517 Fifth Avenue).

Zone 28 - Presbyterian South Tower (71181)

PUH South Tower perimeter (inclusive of all walkways, ramps and driveways); DeSoto Street from PUH driveway to Fifth Avenue; Fifth Avenue to PUH South Tower driveway.

Zone 29 – Syria Parking Lot

This parking lot is the site of the former Syria Mosque at 4223 Bigelow Boulevard. Hard surface maintenance includes the entire parking lot and sidewalks along: Bigelow Boulevard from Parkman Street to Lyton Avenue, Lyton Avenue from Bigelow Boulevard to end of lot, Parkman Street from end of lot to Bigelow Boulevard.

Zone 30 – Second Avenue Lot

Includes two lots: 1.) the employee parking lot which includes the top of entrance drive from Swinburne Street to the Public Works Building; from Public Works Building along the bike trail parking lot to the bike trail along Second Avenue; bike trail along Second Avenue adjacent to the rail road tracks to the rear of the parking lot; from the rear of parking lot along the building to and including the lot attendant booth and shuttle shelter. 2.) Swinburne Street driveway up to and including shuttle parking lot at the top of the hill.

Zone 31 – South Parking Lot

This lot is divided into two lots by a surface lot under the 30th Street Bridge. Hard surface maintenance includes both parking lots from Sarah Street to the rail road tracks, both entrances located on Sarah Street, both sidewalks on Sarah Street and sidewalks along either side of the 30th Street Bridge.

SHADYSIDE:

Zone 1 – Shadyside Emergency Department

Robinson entrance Emergency Department Drive from S. Aiken Avenue to receiving driveway and sidewalks of Emergency driveway, Preservation Hall sidewalks off of Emergency Department driveway, South Wing entrance area and walkway off South fire lane adjoining Emergency Department Drive, Visitor Garage and Employee Garage entrance driveways off S. Aiken Avenue, S. Aiken Sidewalks (excluding Aiken Professional) from employee garage to beginning of East Wing, MRI driveway, entrance to East Wing Ground Floor and East Wing drive (circular drop-off).

Zone 2 - Posner

Posner Tower driveway and sidewalk off driveway loop and all entrances, and Centre Avenue sidewalk from Coronado Apartments to Medical Center entrance driveway.

Zone 3 – Shadyside Medical Building

Medical Building driveway loop and sidewalks, Medical Building entrance and West Wing patio area off Medical Center driveway loop, School of Nursing Building entrance area off West Wing patio, Cancer Pavilion entrance off Medical Center Drive Loop next to garage entrance, Medical Building parking garage (entrances and exposed areas), and Centre Avenue sidewalk from Posner Drive to Bridge by receiving driveway.

Zone 4 – Shadyside Boiler Plant

Receiving driveway to Boiler Plant and all receiving areas and entrances.

Zone 5 – Hillman Cancer Center

Hillman Cancer Center main driveway and entrance area off Centre Avenue, sidewalk on Centre Avenue from Cypress to Bridge including walkway behind wall, sidewalk on Cypress Avenue from Baum Boulevard to Centre Avenue, sidewalk on Baum Boulevard from receiving driveway to Cypress Street, building entrances on Baum Boulevard, receiving driveway and entrance area off Baum Boulevard down to Main Entrance on Centre Avenue.

Zone 6 – Urgent Care and Family Health

Shared parking lot between UPMC Urgent Care and Family Health building (surrounded by Cypress Street, Baum Boulevard and Centre Avenue); sidewalks adjacent to UPMC Urgent Care building to Centre Avenue.

Zone 7 – Shadyside Place

Shadyside Place Parking Lot, Shadyside Place driveway from S. Aiken to garage, Shadyside Place parking garage, and surface lot located along East Busway.

Zone 8 – Aiken

Sidewalk in front of Aiken Medical Building (S. Aiken Avenue) from Visitor Garage to Emergency Department Drive and Aiken Medical Building driveway.

**UPMC PRESBYTERIAN SHADYSIDE
ENGINEERING AND MAINTENANCE DEPARTMENT
PROCEDURE MANUAL**

**PROCEDURE NUMBER: 8051-P and 8051-S
ATTACHMENT B
PAGE 1 of 1**

GUIDELINE PAVEMENT TOLERANCES FOR WALKING SURFACES

1. Slab alignment should not exceed an elevation difference greater than $\frac{1}{2}$ ", measured using the bottom of a straight edge resting on the higher surface and measured to the lower slab.
2. Slab alignments that are separated by a distance (edge to edge) of greater than 1" and do not have a specialty type spacer, sealer or expansion joint filling the separation are to be repaired.
3. Surface elevation variances are to be corrected by grinding or tapering. These ground surfaces should not exceed a slope angle of 15 degrees across a 6" wide area that is tapered.
4. Divots/depressions should not exceed a diameter of 6" with a depth greater than $\frac{1}{2}$ ", or that is less than 6" in diameter and a depth greater than $\frac{3}{4}$ ".
5. Cracks should not exceed $\frac{1}{2}$ " edge to edge separation or $\frac{1}{2}$ " variance in elevation unless filled to compensate for the difference.
6. Curbs should be examined for heaving, erosion or degradation, based upon existing traffic patterns. Crosswalk areas should be held to similar standards as paved walkways or sidewalks.
7. Retaining curbs and landscape borders should be functional as to keep mulch and like products from spilling or washing onto surfaces.
8. All ADA walkway and wheelchair ramps should be examined to assure that a proper anti-skid surface exists and meets or exceeds ADA compliance standards. Curb or crosswalk painting should meet ADA and City of Pittsburgh standards, as well.
9. Railings and handrails are to be checked for tightness, structural integrity, security and hazardous surface conditions, such as sharp edges or material degradation.

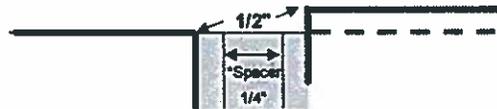
Refer to Engineering and Maintenance Department Procedure 8051-P Attachment C for diagrams.

The inspecting Engineering and Maintenance staff member should examine for spalling or any spalled surface. The staff member will make a reasonable and educated determination as to the surface safety and the need for remediation.

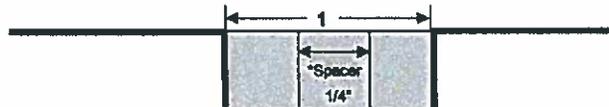
**UPMC PRESBYTERIAN SHADYSIDE
ENGINEERING AND MAINTENANCE DEPARTMENT
PROCEDURE MANUAL**

**PROCEDURE NUMBER: 8051-P and 8051-S
ATTACHMENT C
PAGE: 1 of 1**

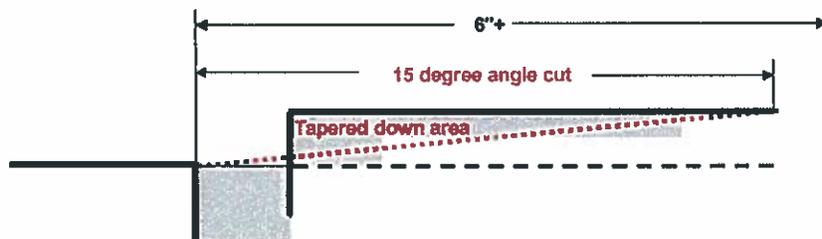
PAVEMENT TOLERANCES FOR WALKING SURFACES



SLAB ALIGNMENT SHOULD NOT EXCEED AN ELEVATION DIFFERENCE GREATER THAN $\frac{1}{2}$ " , MEASURED USING THE BOTTOM OF A STRAIGHT EDGE RESTING ON THE HIGHER SURFACE AND MEASURED TO THE LOWER SLAB.



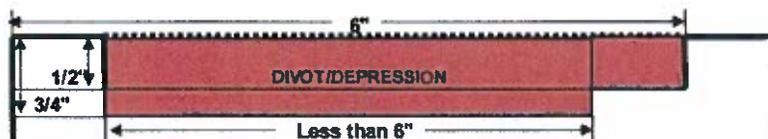
SLAB ALIGNMENTS THAT ARE SEPARATED BY A DISTANCE (EDGE TO EDGE) OF GREATER THAN 1" , AND DOES NOT HAVE A SPECIALTY TYPE SPACER, SEALER OR EXPANSION JOINT FILLING THE SEPARATION, ARE TO BE REPAIRED



SURFACE ELEVATION VARIANCES ARE TO BE CORRECTED BY GRINDING OR TAPERING. THESE GROUND SURFACES SHOULD NOT EXCEED A SLOPE ANGLE OF 15 DEGREES ACROSS A 6" WIDE AREAS THAT IS TAPERED.



CRACKS SHOULD NOT EXCEED $\frac{1}{2}$ " EDGE TO EDGE SEPARATION OR, $\frac{1}{2}$ " VARIANCE IN ELEVATION UNLESS FILLED TO COMPENSATE FOR THE DIFFERENCE.



DIVOTS/DEPRESSIONS SHOULD NOT EXCEED A DIAMETER OF 6 INCHES WITH A DEPTH GREATER THAN $\frac{1}{2}$ " , OR THAT IS LESS THAN 6" IN DIAMETER AND A DEPTH GREATER THAN $\frac{1}{4}$ " .

* Spacer, Filler, or Expansion Joint

Enabling and Interim Projects to Complete Masterplan

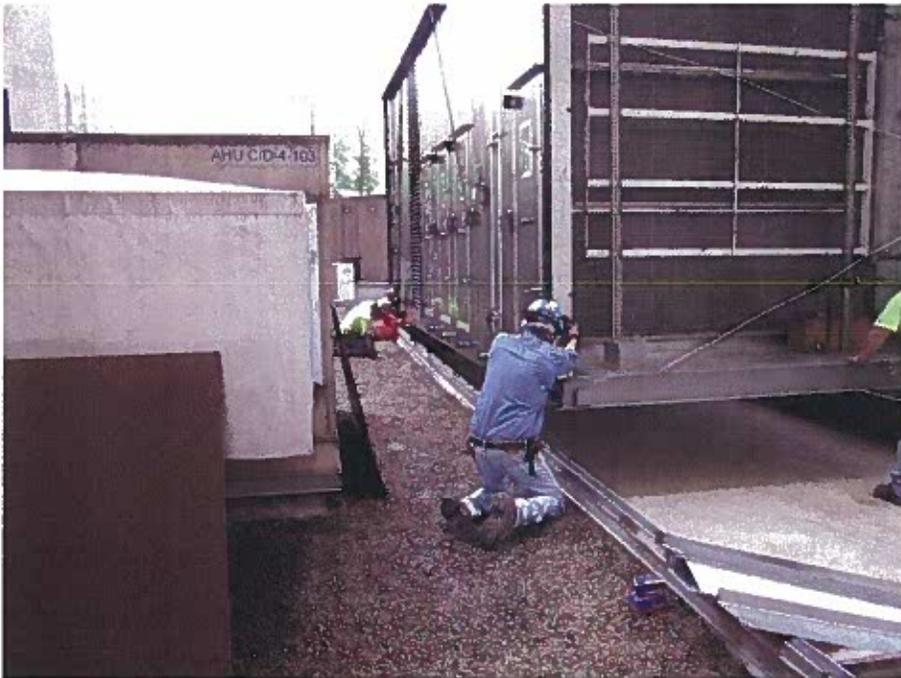
Below is a list of enabling projects that have been completed or are in process of being completed to facilitate the eventual implementation of the 10 year Masterplan.

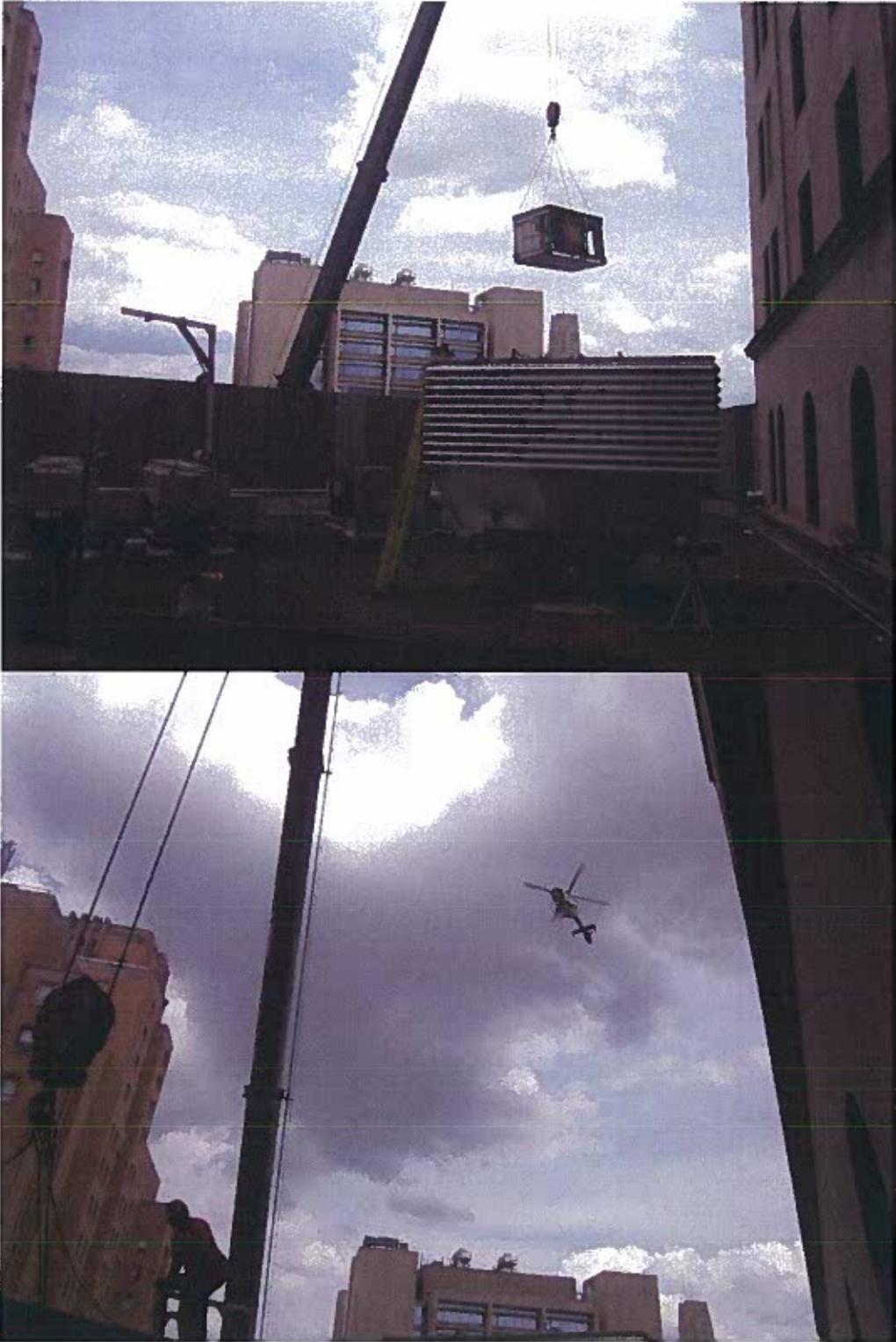
- a. Hospital Infrastructure Relocation - Complete
- b. Helipad Relocation - Complete
- c. Central Lab Relocation – Complete
- d. Radiology Relocation – In Process
- e. South Tower (old Children’s) Demolition – In Design
- f. Interim Site Plan Development – In Design

Hospital Infrastructure Relocation - Complete

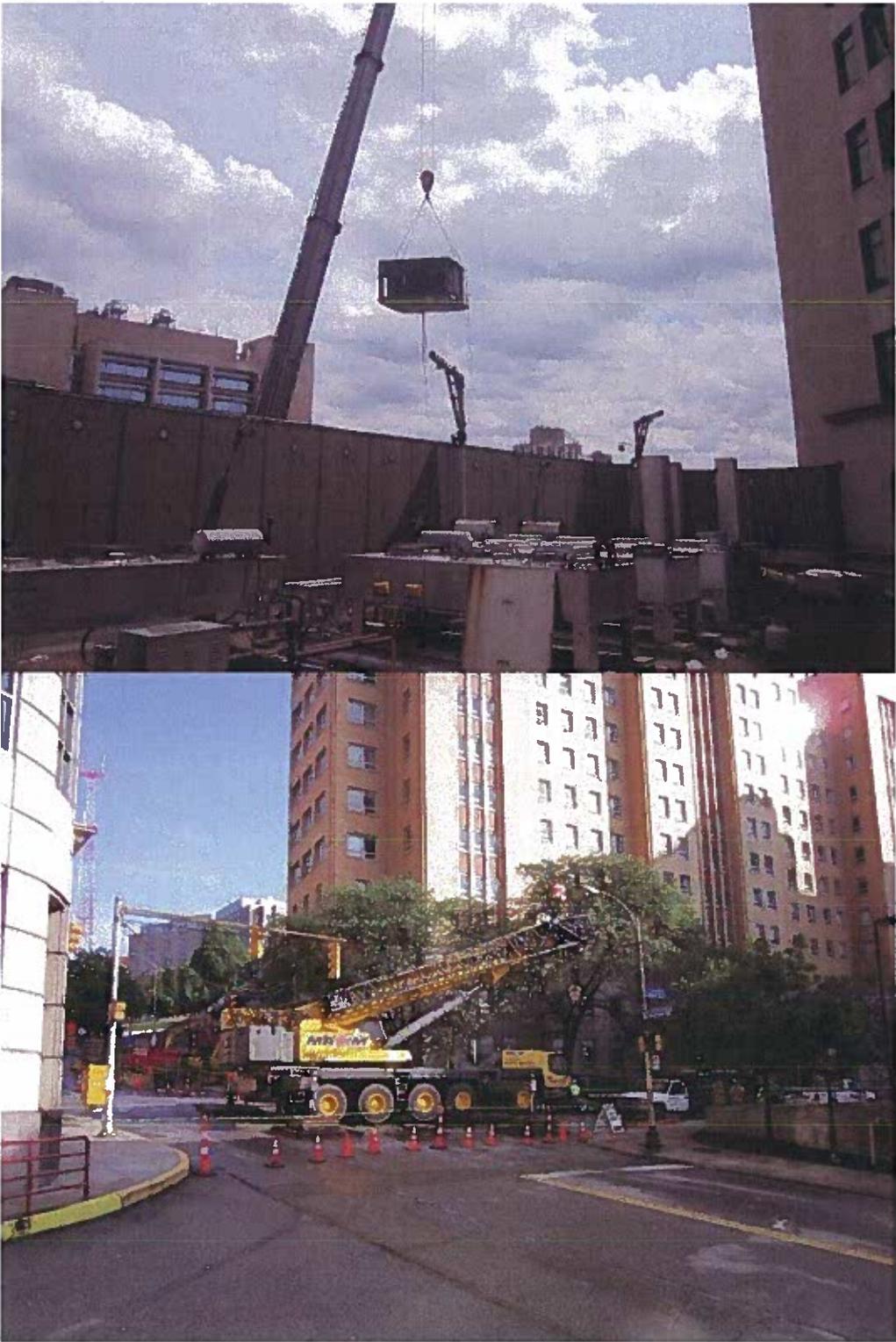


UPMC 2014 Oakland Masterplan – Appendix



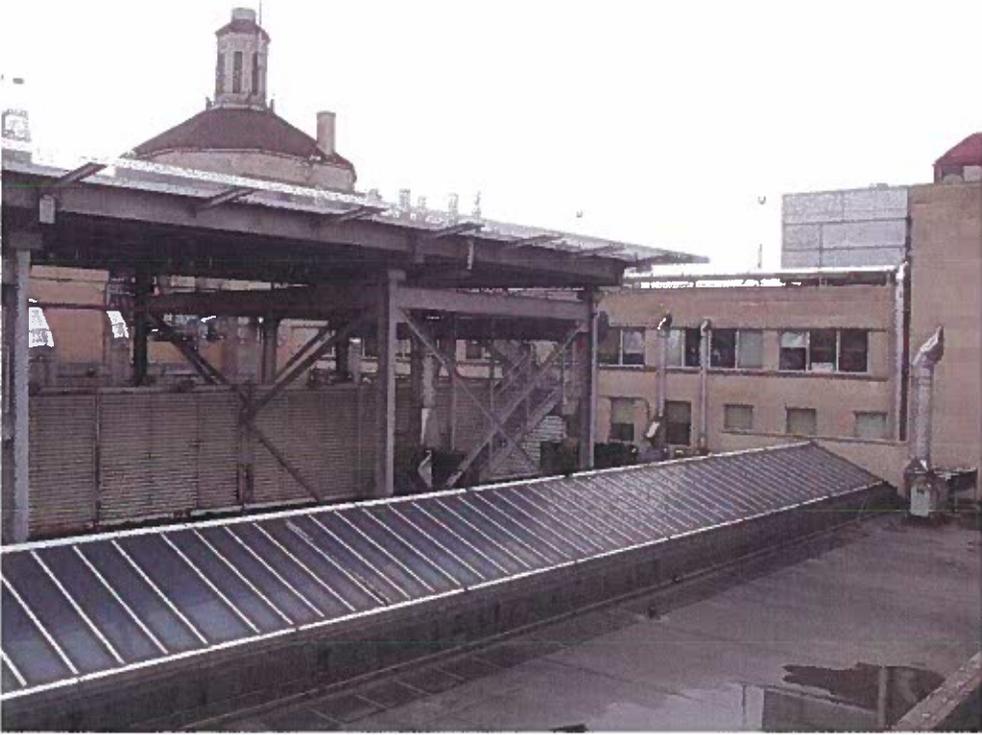
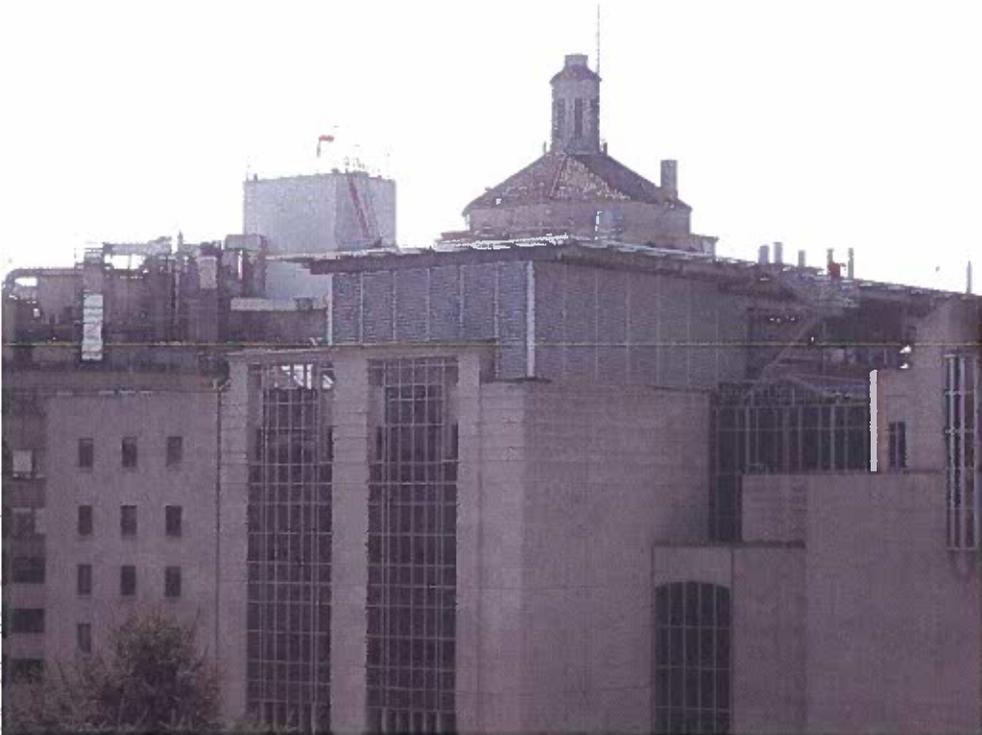


UPMC 2014 Oakland Masterplan – Appendix

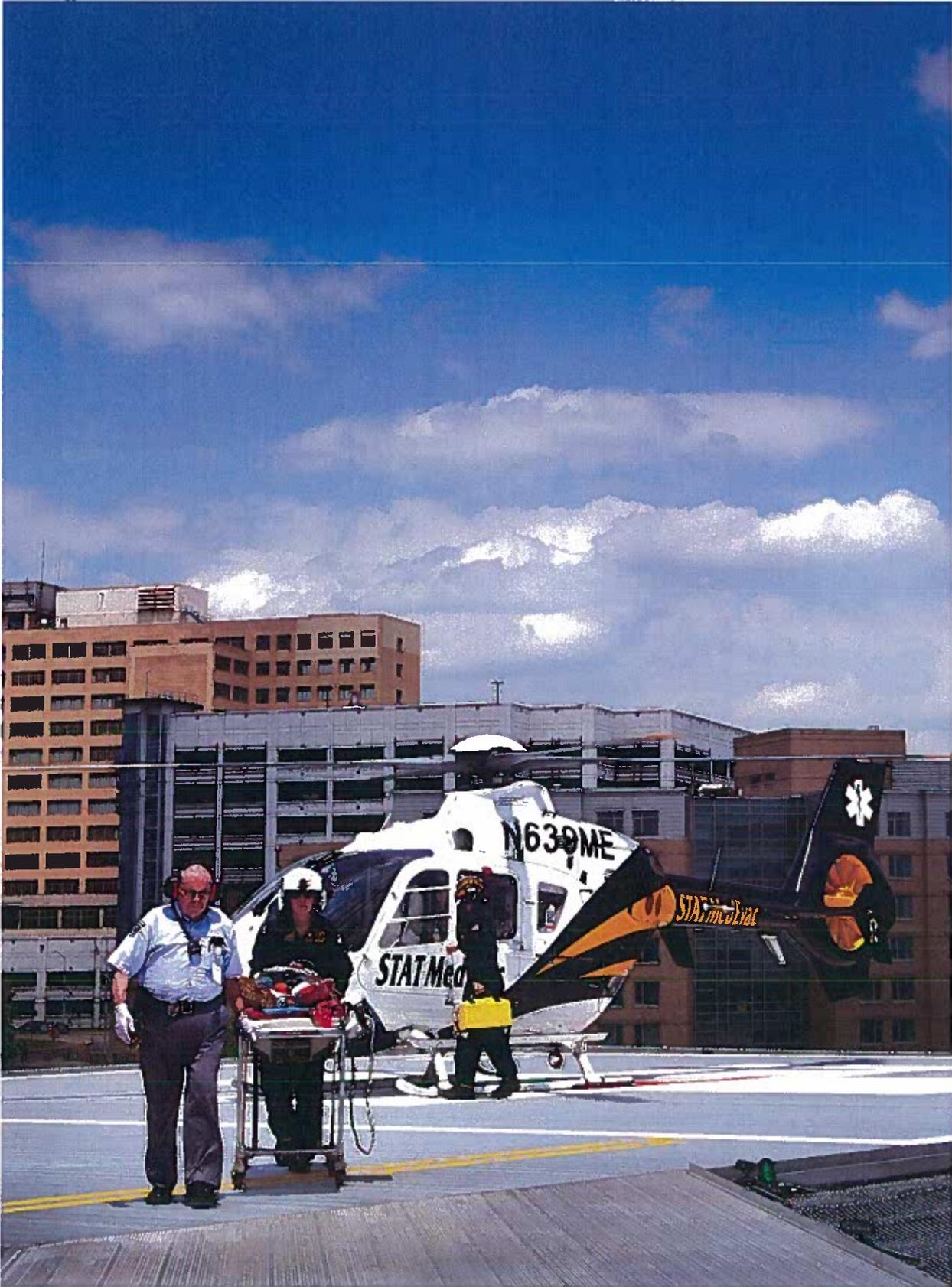


Helipad Relocation – Complete







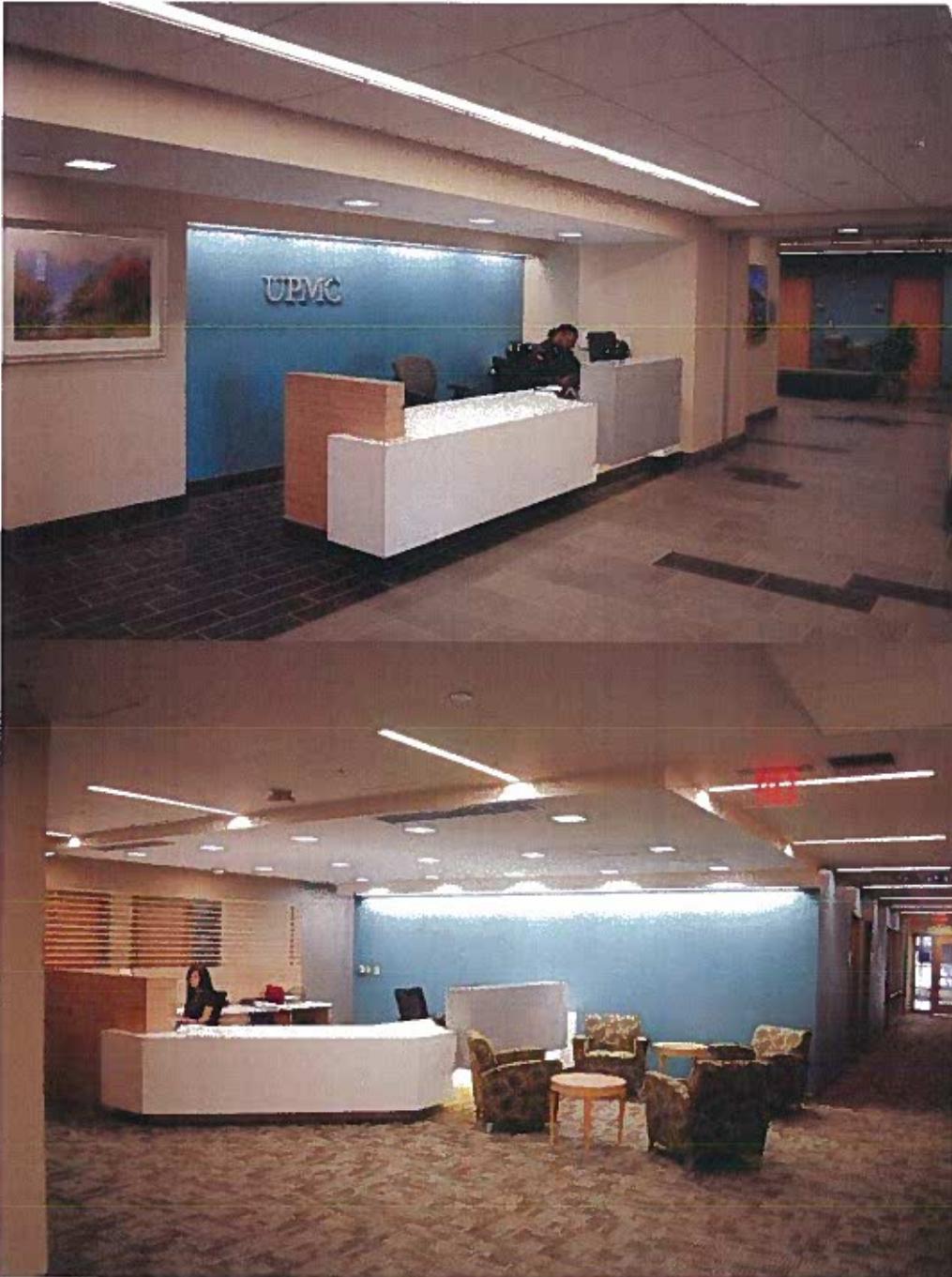


Central Lab Relocation – Complete



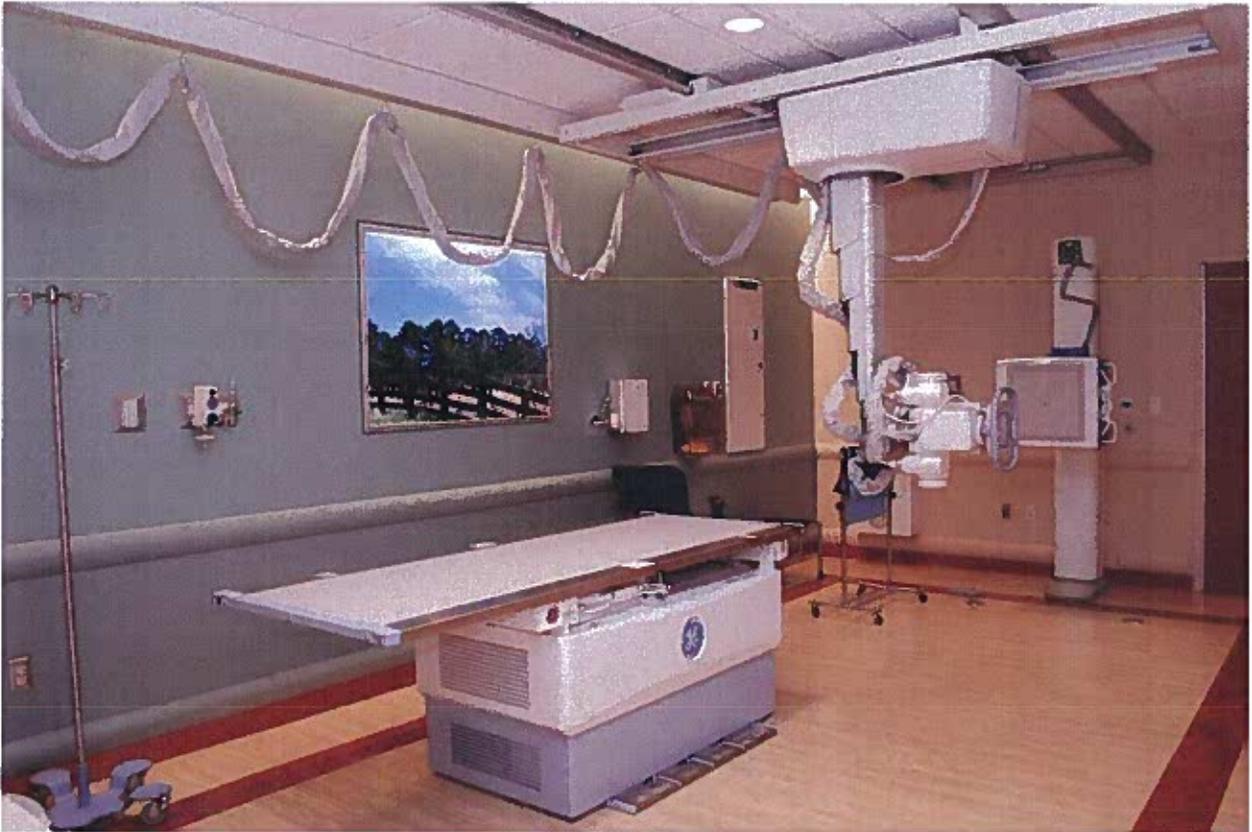


UPMC 2014 Oakland Masterplan – Appendix

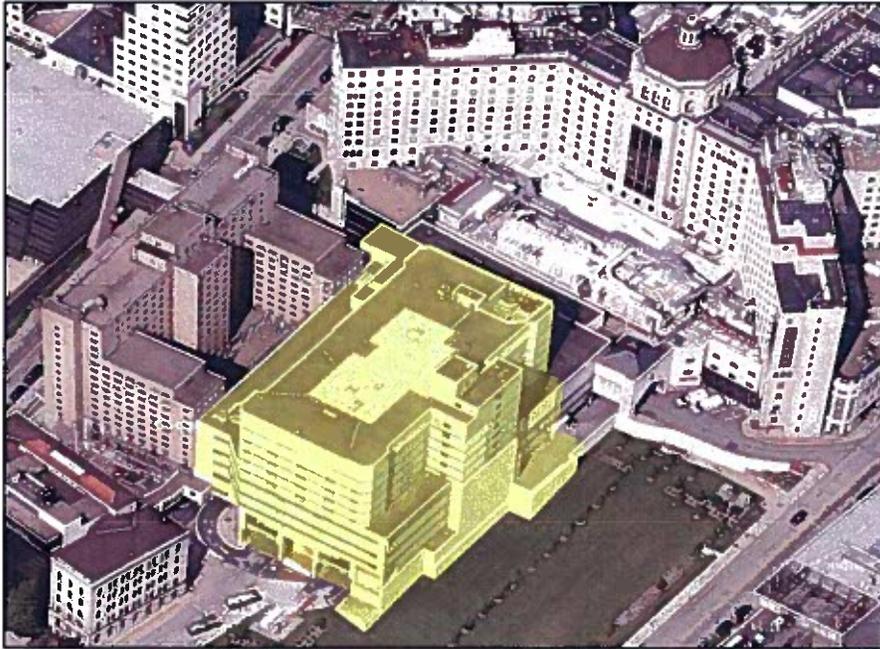


Radiology Relocation – In Process





South Tower (old Children's) Demolition – In Design



Old Children's – South Tower Demo



Old Children's – South Tower Existing

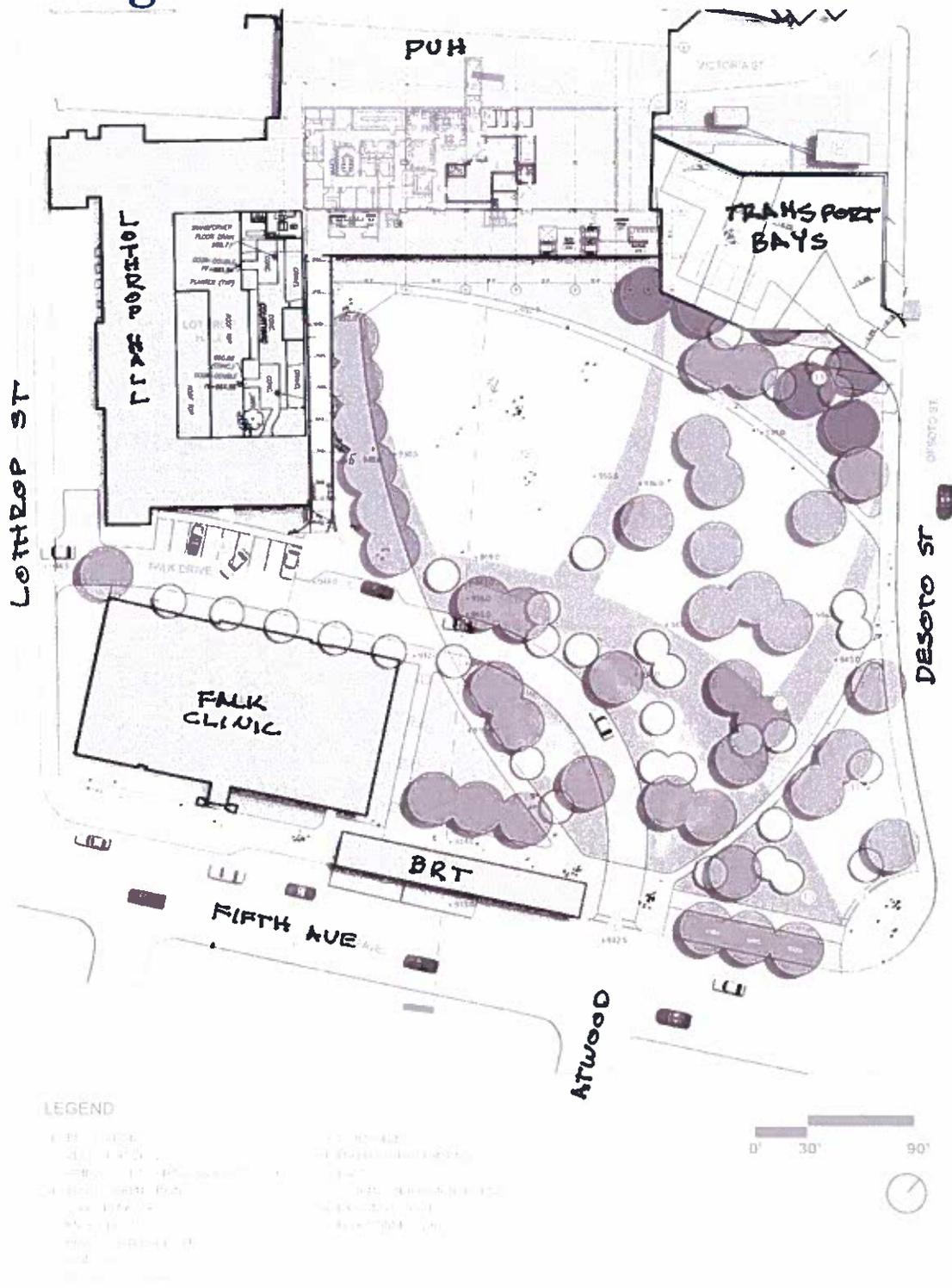


New Site Development and Façade Concept



New South Tower Façade Concept

Interim Site Plan Development – In Design



Port Authority BRT



