HRG
Herbert, Rowland & Grubic, Inc.
Engineering & Related Services
AN EMPLOYEE-OWNED COMPANY

200 West Kensinger Drive, Suite 400
Cranberry Township, PA 16066
(724) 779-4777
FAX (724) 779-4711
www.hrg-inc.com

February 29, 2016

Ms. Amanda Purcell, P.E.
Municipal Traffic Engineer
City of Pittsburgh
Department of Public Works
414 Grant Street
Pittsburgh, Pennsylvania 15219

Re: Neighborhood Academy
Traffic Impact Update
Pittsburgh, Allegheny County

Dear Ms. Purcell:

Herbert, Rowland & Grubic, Inc. (HRG) has completed a Traffic Impact Update for the proposed expansion of The Neighborhood Academy (TNA). HRG previously completed a Traffic Impact Study (TIS) for TNA dated July 2009. TNA is an existing school located in the Stanton Heights Neighborhood to the north of Mossfield Street between the intersections with Azure Street and North Aiken Avenue. TNA intends to expand by constructing additional classrooms onto the existing building to accommodate 20 new middle school students. The purpose of this letter is to determine what impacts, if any, the proposed addition to the existing Neighborhood Academy will have on traffic flow and parking.

1.0 SITE OVERVIEW

Currently, TNA consists of an academic building and an athletic building with a total of 49 parking stalls. The proposed expansion of TNA is an addition to the academic building to add new classrooms which would allow accommodations for an additional 20 students over the current 110 student capacity assumed in the 2009 TIS. A site plan is shown in Appendix A. The expansion will bring the total number of students to 130. These additional students are expected to leave the school earlier than most of the current student body. After discussions with the Dean of Student Affairs of TNA, Anthony Williams, the 20 students are

anticipated at arrive to the school around the AM Peak hour, between 7:30 AM and 8:00 AM and depart around 4:00 PM to 4:30 PM.

In the AM school peak period, it is projected that 5 of the students will arrive to TNA using the existing school bus to and from Penn Hills. The remaining 15 students are projected to either use public transportation or be dropped off by passenger car. To depart from the school, TNA will provide two shuttle vans and a 25 passenger school bus. Conservatively, a couple students may depart from the school by being picked up by passenger car. TNA also plans to add two full time faculty members to their staff.

2.0 TRAFFIC REVIEW

2.1 EXISTING CONDITIONS

HRG conducted a field view and traffic count for the site driveways from 7:00 AM to 8:00 AM and from 4:00 PM to 4:30 PM on February 23, 2016. The times are based off when the additional students are expected to arrive and depart from the school. The observed traffic volumes for the AM and PM Peak periods can be found in Appendix B. To compare the traffic volumes anticipated in the 2009 TIS, the observed traffic from the field view, and the traffic anticipated after the additional development, Table 1 was compiled below.

Table 1 – Traffic Volume Comparison for Each Scenario

	Anticipated Traffic in the 2009 TIS, 2010 Build (110 Students)	Observed Existing Traffic (110 Students)	Projected New Traffic	Traffic Anticipated after Additional Development (130 Students)
7:00 AM to 8:00 AM	83	61	26	87
4:00 PM to 4:30 PM	1	12	12	24

As indicated in Table 1, TNA generates 22 less vehicles in existing conditions for the AM Peak than were projected in the 2009 study. During the PM time period, there were only 11 more vehicles observed than were anticipated in the 2009 TIS. During the AM period, many students use the public transportation to arrive to TNA, however, the students do not take the public transportation buses to depart from the school. Currently students can arrive at three bus stops on Mossfield Street between North Aiken Avenue and Azure Street, which are all serviced by Bus Route 89. To arrive to the site from Mossfield Street, students can use the extended pedestrian facilities on Azure Street or the pedestrian facilities on North Aiken Avenue.

2.2 PROPOSED EXPANSION

The additional students from the expansion are expected to arrive to the site using a combination of a school bus, public transportation, or being dropped off by car. The school bus is anticipated to accommodate 5 of

the 20 additional students for arrival and departure. To be conservative, the remaining 15 students were assumed to arrive to the school by being dropped off by car. If students do use the public transportation to arrive to the school, the existing bus stops on Mossfield Street and pedestrian accesses on North Aiken Ave and Azure Street could be utilized.

Using the observed vehicle occupancy of 1.25 students per vehicle from the 2009 TIS, 12 vehicles are expected to arrive and depart from the site during the AM Peak period to accommodate the 15 students that won't be taking a school bus. The students are anticipated to depart from the school using two shuttle vans and a 25 passenger school bus around 4:00 PM to 4:30 PM. The two additional faculty members will add another two trips during the AM and PM periods.

With the proposed expansion to TNA, the 26 trips in the AM period and 12 trips in the PM period added to the existing conditions results in an increase of 4 vehicles in the AM period and 23 vehicles in the PM period when compared to the traffic forecasted in the 2009 TIS. A detailed projection of the observed traffic and the traffic with the expansion can be found in Tables 2 and 3.

When comparing the projected volumes from the expansion to the 2009 TIS, the development would add an additional 4 vehicles in the AM and 23 vehicles in the PM to the study area. Assuming the projected traffic is split evenly between the two driveways, there is a maximum proportional impact of 1.34% at the intersection of Black Street / Mossfield Street with N. Aiken Avenue and the intersection of Mossfield Street with Azure Street. Details of the proportional impact are shown in Table 4. This slight increase in traffic should have a negligible effect on the vehicular and pedestrian traffic in the vicinity of the site and is not expected to degrade the Level-of-Service at any of the study intersections from the 2009 Traffic Impact Study. Therefore, additional capacity analysis is not warranted based on the negligible traffic volume increase compared to the 2009 analysis.

Additionally, the traffic due to the proposed expansion will be arriving to and departing from TNA during the AM and PM Peak hours of the adjacent streets, thus the traffic will follow the ordinary traffic patterns in the area. Any loading or servicing vehicles will be box vans during the day, which should not impact traffic like a typical heavy vehicle.

Since the proposed expansion is relatively small compared to the rest of the complex, the new addition should not have any detrimental visual impact, impact on property values, or impact on the future and potential development of parcels in the vicinity of TNA. Also, there would no reason to expect any substantial noise, emissions, or vibrations that would be uncharacteristic with the neighborhood area coming from the addition of classrooms to TNA. Thus the proposed expansion to TNA satisfies the Conditional Use Criteria from section 922.06.E.1 *General Criteria* of the City of Pittsburgh Code.

3.0 PARKING DEMAND

Since TNA is considered a secondary school, the City of Pittsburgh parking ordinances under section 914.02.A requires a parking demand analysis to be conducted to determine suitable number of parking spaces to be provided on site. From the 2009 TIS, a traffic and parking matrix was developed to display a

detailed analysis of site activity. A copy of the matrix from the 2009 TIS representing the 2010 Build Scenario is included in Appendix C. A matrix of the same format displaying the observed conditions of the site and the anticipated traffic and parking details after the proposed expansion can also be found in Tables 2 and 3.

In the 2009 TIS for TNA, it was forecasted that 49 spaces would be sufficient for the forecasted enrollment of 110 students. Field views conducted by HRG indicated that existing parking demand was approximately 40% for the AM peak period and 70% for the PM peak period of the existing total parking supply of 49 stalls. The revised forecasted parking demand is illustrated in Table 3. The revised parking projection indicated there will be less demand with the expansion than was forecasted in the 2009 TIS for the AM period. For the PM period, the projected parking demand with the expansion is 37 stalls, which is about 21 more stalls than was forecasted by the 2009 TIS. Despite the increased demand, parking demand still does not reach 90% of the parking supply with the expansion. Thus there is ample parking supply to accommodate the projected two staff members for both the AM and PM periods.

4.0 CONCLUSIONS

The proposed expansion to TNA will have negligible impact on traffic flow or parking supply/demand within the vicinity of the site. No mitigation is recommended for the proposed addition to TNA. HRG has concluded the proposed addition to TNA satisfies the Conditional Use Criteria of the City of Pittsburgh Code as they pertain to traffic and parking.

We trust this correspondence meets your needs. Should you have any questions, please feel free to contact me to discuss in greater detail.

Very truly yours,

Herbert, Rowland & Grubic, Inc.

Darren Myer, P.E., PTOE

DSM\kmg
R004802.0426

TABLES

Neighborhood Academy School
2016 Existing w/ 110 Students
Traffic and Parking Activity Matrix

Trip Generation	Begin Time	24 Hour	6:30 AM	6:45 AM	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	8:45 AM	9:00 AM	9:15 AM	9:30 AM	9:45 AM	10:00 AM	10:15 AM	10:30 AM	10:45 AM	11:00 AM	11:15 AM	11:30 AM	11:45 AM	12:00 PM	12:15 PM	12:30 PM	12:45 PM	1:00 PM	1:15 PM	1:30 PM	1:45 PM	2:00 PM	2:15 PM	2:30 PM	2:45 PM	3:00 PM	3:15 PM	3:30 PM	3:45 PM	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	5:15 PM	5:30 PM	5:45 PM	6:00 PM	6:15 PM	6:30 PM	6:45 PM	7:00 PM	7:15 PM	7:30 PM	7:45 PM	8:00 PM	8:15 PM	8:30 PM
Students																																																														
Drop -off	A	44			3	5	18	12																																	4	2																			
	D	25			1	4	7	7																																	4	2																			
Car Pool & Meal Team (evening)	A	27																																										3	2									11	9	2				
	D	27																																																					21	6				
School Bus/Van	A	7				1		1																																													1	3	1				
	D	7				1		1																																															5				
Transit/walk	A	16				12	4																																																					
	D	0																																																										
Other	A	0																																																											
	D	0																																																										
Students Total	A	78	0	0	3	6	18	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2	0	3	2	0	0	0	0	0	0	0	1	14	10	2	0	0	0
	D	59	0	0	1	5	7	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	26	6	0	0	0
Faculty & Staff	A	7														6	1																																												
	D	36																															5	2				2	12	6				1	2									1	3	2				
Contract Coaches, Art, Maintenance, etc.	A	8																										1									1	4	2																						
	D	8																													1																								1	4	1			1
Visitors, Deliveries, etc.	A	31							1	1		1			1			1		1	1			1				1		1				1		1	6	6	7																						
	D	21									1		1	1					1			1	1		1	1			1			1			1					1									6		3								
Total																																																													
	A	124	0	0	3	6	18	13	1	1	0	1	0	0	1	6	1	1	0	1	1	0	0	1	0	0	0	2	0	1	0	0	0	1	0	1	7	10	9	0	4	2	0	3	2	0	0	0	0	0	0	0	1	14	10	2	0	0	0
	D	124	0	0	1	5	7	8	0	0	1	0	1	1	0	0	0	0	1	0	0	1	1	0	1	1	0	0	1	0	1	1	5	2	1	0	0	2	12	7	4	2	0	1	2	0	0	0	0	6	0	3	0	2	33	9	0	0	1
# of parked cars/15 min.			0	0	2	1	11	5	1	1	-1	1	-1	-1	1	6	1	1	-1	1	1	-1	-1	1	-1	-1	0	2	-1	1	-1	-1	-5	-1	-1	1	7	8	-3	-7	0	0	0	2	0	0	0	0	0	-6	0	-3	1	12	-23	-7	0	0	-1
Running total # of parked cars			**0**	**0**	**2**	**3**	**14**	**19**	**20**	**21**	**20**	**21**	**20**	**19**	**20**	**26**	**27**	**28**	**27**	**28**	**29**	**28**	**27**	**28**	**27**	**26**	**26**	**28**	**27**	**28**	**27**	**26**	**21**	**20**	**19**	**20**	**27**	**35**	**32**	**25**	**25**	**25**	**25**	**27**	**27**	**27**	**27**	**27**	**27**	**21**	**21**	**18**	**19**	**31**	**8**	**1**	**1**	**1**	**0**
Running total vehicles per hour	A		9	27	40	38	33	15	3	2	1	2	7	8	9	8	3	3	2	2	2	1	1	1	2	2	3	3	1	1	1	1	2	9	18	27	26	23	15	6	9	7	5	5	2	0	0	0	0	1	15	25	27	26	12	2			
	D		6	13	21	20	15	9	1	2	3	2	2	1	0	1	1	1	2	2	2	3	3	2	2	2	1	2	3	7	9	9	8	3	3	14	21	25	25	13	7	5	3	3	2	0	6	6	9	9	5	38	44	44	43	10			
	Total		**15**	**40**	**61**	**58**	**48**	**24**	**4**	**4**	**4**	**4**	**9**	**9**	**9**	**9**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**3**	**4**	**4**	**4**	**5**	**4**	**8**	**10**	**10**	**10**	**12**	**21**	**41**	**47**	**48**	**40**	**19**	**16**	**12**	**8**	**8**	**4**	**0**	**6**	**6**	**9**	**10**	**20**	**63**	**71**	**70**	**55**	**12**			

A = Arrival
D = Departure

2016 Counts (includes Students and Faculty & Staff)

Visitors to Reflect 2016 Field View

Neighborhood Academy School
Proposed Expansion w/ 130 Students
Traffic and Parking Activity Matrix

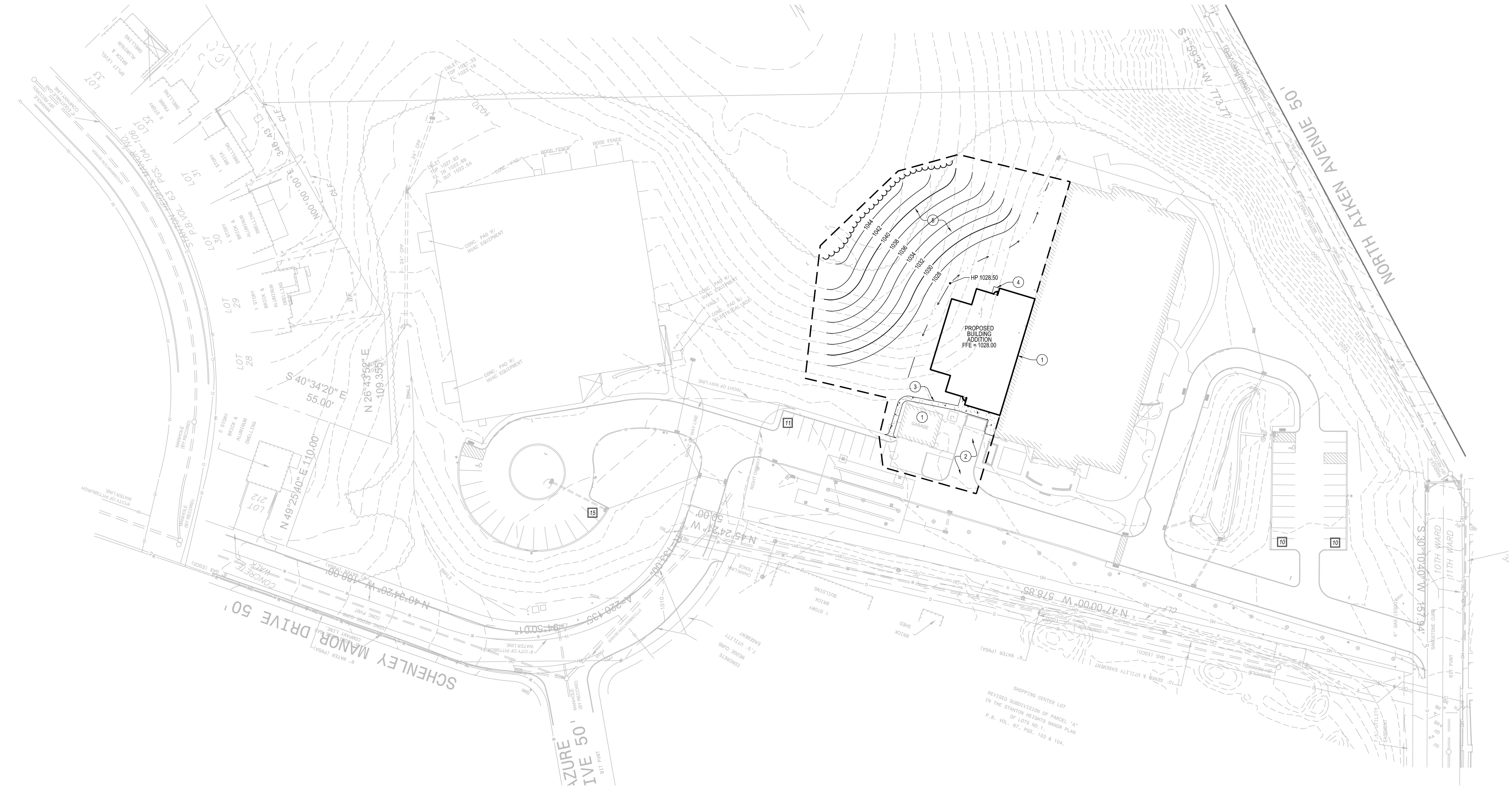
Trip Generation	Begin Time	24 Hour	6:30 AM	6:45 AM	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	8:45 AM	9:00 AM	9:15 AM	9:30 AM	9:45 AM	10:00 AM	10:15 AM	10:30 AM	10:45 AM	11:00 AM	11:15 AM	11:30 AM	11:45 AM	12:00 PM	12:15 PM	12:30 PM	12:45 PM	1:00 PM	1:15 PM	1:30 PM	1:45 PM	2:00 PM	2:15 PM	2:30 PM	2:45 PM	3:00 PM	3:15 PM	3:30 PM	3:45 PM	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	5:15 PM	5:30 PM	5:45 PM	6:00 PM	6:15 PM	6:30 PM	6:45 PM	7:00 PM	7:15 PM	7:30 PM	7:45 PM	8:00 PM	8:15 PM	8:30 PM
Students																																																														
Drop -off	A	63			3	5	25	19																																	9	2																			
	D	44			1	4	13	13																																	11	2																			
Car Pool & Meal Team (evening)	A	27																																										3	2									11	9	2			
	D	27																																																					21	6			
School Bus/Van	A	7				1		1																																													1	3	1				
	D	7				1		1																																															5				
Transit/walk	A	16				12	4																																																					
	D	0																																																											
Other	A	0																																																											
	D	0																																																											
Students Total	A	97	0	0	3	6	25	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	2	0	3	2	0	0	0	0	0	0	0	1	14	10	2	0	0	0
	D	78	0	0	1	5	13	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	26	6	0	0	0
Faculty & Staff	A	7														6	1																																												
	D	36																															5	2				2	12	6				1	2									1	3	2			
Contract Coaches, Art, Maintenance, etc.	A	8																									1										1	4	2																					
	D	8																												1																								1	4	1			1
Visitors, Deliveries, etc.	A	31							1	1		1			1			1		1	1			1				1		1				1		1	6	6	7																					
	D	21									1		1	1					1			1	1		1	1			1			1			1					1										6		3								
Total																																																													
	A	143	0	0	3	6	25	20	1	1	0	1	0	0	1	6	1	1	0	1	1	0	0	1	0	0	0	2	0	1	0	0	0	1	0	1	7	10	9	0	9	2	0	3	2	0	0	0	0	0	0	0	1	14	10	2	0	0	0
	D	143	0	0	1	5	13	14	0	0	1	0	1	1	0	0	0	0	1	0	0	1	1	0	1	1	0	0	1	0	1	1	5	2	1	0	0	2	12	7	11	2	0	1	2	0	0	0	0	6	0	3	0	2	33	9	0	0	1
# of parked cars/15 min.			0	0	2	1	12	6	1	1	-1	1	-1	-1	1	6	1	1	-1	1	1	-1	-1	1	-1	-1	0	2	-1	1	-1	-1	-5	-1	-1	1	7	8	-3	-7	-2	0	0	2	0	0	0	0	0	-6	0	-3	1	12	-23	-7	0	0	-1
Running total # of parked cars			**0**	**0**	**2**	**3**	**15**	**21**	**22**	**23**	**22**	**23**	**22**	**21**	**22**	**28**	**29**	**30**	**29**	**30**	**31**	**30**	**29**	**30**	**29**	**28**	**28**	**30**	**29**	**30**	**29**	**28**	**23**	**22**	**21**	**22**	**29**	**37**	**34**	**27**	**25**	**25**	**25**	**27**	**27**	**27**	**27**	**27**	**27**	**21**	**21**	**18**	**19**	**31**	**8**	**1**	**1**	**1**	**0**
Running total vehicles per hour	A		9	34	54	52	47	22	3	2	1	2	7	8	9	8	3	3	2	2	2	1	1	1	2	2	3	3	1	1	1	1	2	9	18	27	26	28	20	11	14	7	5	5	2	0	0	0	0	1	15	25	27	26	12	2			
	D		6	19	33	32	27	15	1	2	3	2	2	1	0	1	1	1	2	2	2	3	3	2	2	2	1	2	3	7	9	9	8	3	3	14	21	32	32	20	14	5	3	3	2	0	6	6	9	9	5	38	44	44	43	10			
	Total		**15**	**53**	**87**	**84**	**74**	**37**	**4**	**4**	**4**	**4**	**9**	**9**	**9**	**9**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**3**	**4**	**4**	**4**	**5**	**4**	**8**	**10**	**10**	**10**	**12**	**21**	**41**	**47**	**60**	**52**	**31**	**28**	**12**	**8**	**8**	**4**	**0**	**6**	**6**	**9**	**10**	**20**	**63**	**71**	**70**	**55**	**12**			

A = Arrival
D = Departure

Table 4. Proportional Impact

Study Intersection	New Site Volume		2010 Total Intersection		Proportional Impact	
	AM	PM	AM	PM	AM	PM
Black Street / Mossfield Street & N. Aiken Ave	2	12	950	894	0.21%	1.34%
Mossfield Street & Azure St	2	11	1105	1064	0.18%	1.03%

APPENDIX A
SITE PLAN



SITE NOTES

1. EXISTING CONDITIONS INFORMATION AND SURVEY PROVIDED BY GATEWAY ENGINEERS, DATED XX/XX/XXXX. SEE PROPERTY OWNER FOR CERTIFIED COPY.
2. A DESIGN PENNSYLVANIA ONE CALL HAS BEEN PLACED FOR THIS PROJECT. THE SERIAL NUMBER(S) ARE ___________.
3. PRIOR TO DEMOLITION AND EXCAVATION VERIFY LOCATIONS AND ELEVATIONS OF EXISTING CONDITIONS INCLUDING, BUT NOT LIMITED TO: UTILITIES, UTILITY BOXES, POLES, FIRE HYDRANTS, VAULTS AND SIMILAR STRUCTURES. NOTIFY OWNER'S REPRESENTATIVE IMMEDIATELY OF ANY DISCREPANCIES. FAILURE TO NOTIFY OWNER'S REPRESENTATIVE OF DISCREPANCIES BETWEEN PLANS AND ACTUAL SITE CONDITIONS CONSTITUTES CONTRACTORS ACCEPTANCE OF EXISTING CONDITIONS.
4. PROPOSED CONTOURS AND SPOT ELEVATIONS ARE TO FINISHED GRADE.
5. CONTRACTOR IS RESPONSIBLE FOR CONDUCTING EARTHWORK OPERATIONS TO PROVIDE THE FINISHED GRADES AS SHOWN ON THE DRAWINGS. IMPORT/EXPORT OF MATERIAL NECESSARY TO COMPLETE THE WORK SHOWN ON THE DRAWINGS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.
6. CONTRACTOR SHALL NOTIFY THE APPROPRIATE INSPECTION AGENCIES IN ACCORDANCE WITH LOCAL CODE FOR FIELD INSPECTION DURING CONSTRUCTION.
7. CONSTRUCTION SAFETY IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR, NEITHER THE OWNER NOR THE OWNER'S REPRESENTATIVES SHALL BE EXPECTED TO ASSUME ANY RESPONSIBILITY OF FOR SAFETY OF THE WORK OR PERSONS ENGAGED IN THE WORK.
8. A REGISTERED GEOTECHNICAL ENGINEER, IN THE EMPLOYMENT OF THE OWNER, SHALL BE ON SITE DURING DURING EARTHMOVING OPERATIONS.
9. SEED ALL AREAS WITHIN THE LIMIT OF WORK AND ALL AREAS DISTURBED BY DEMOLITION AND CONSTRUCTION. SLOPES LESS THEN 3:1 SHALL BE SEEDED TEMPORARY AND PERMANENT LAWN SEEDING. SLOPES GREATER THEN 3:1 SHALL BE SEEDED SLOPE STEEP SLOPE MIX.
10. PLANTING BEDS AND SEEDED AREAS TO RECEIVE A MINIMUM OF 6" TOPSOIL UNLESS OTHERWISE NOTED.
11. SAWCUT EXISTING BITUMINOUS AND CONCRETE PAVEMENT AND CURBS WHERE NEW PAVING AND CURBS JOIN EXISTING PAVING AND CURBS.
12. AN A.D.A. COMPLIANT FROST FREE CONCRETE PAD SHALL BE PROVIDED AT ALL EXTERIOR ENTRANCES AND EXITS AND IS TO SLOPE AWAY FROM THE BUILDING. SEE STRUCTURAL DRAWINGS FOR DETAIL.
13. ALL TRAFFIC CONTROL SIGNS AND MARKINGS SHALL BE IN ACCORDANCE WITH MUTCD, UNLESS OTHERWISE NOTED.
14. A.D.A. PARKING SPACES SHALL BE NO STEEPER THAN 2% IN ANY DIRECTION. VERIFY PRIOR TO CONSTRUCTION.
15. DRAINAGE: PROVIDE POSITIVE DRAINAGE TO CATCH BASINS UPON PLACEMENT OF PAVEMENT. PROVIDE POSITIVE DRAINAGE AWAY FROM BUILDING, WALKS AND BUILDING ENTRANCES. FINISHED GRADE OF TOPSOIL SHALL BE ½ TO ¾ INCH BELOW TOP OF WALKS AND CURBS TO PROVIDE POSITIVE DRAINAGE OFF OF WALKS.
16. ALL PAVING TO BE BITUMINOUS PAVEMENT UNLESS OTHERWISE NOTED.
17. ALL CURB RADIUSES TO BE 5 FEET UNLESS OTHERWISE NOTED.
18. ALL CURBING TO BE CONCRETE DEEP CURB. CURB ALONG WALK CAN BE CONCRETE HAUNCH CURB. ALL CURBING TO HAVE CURB DRAINS PER TOWNSHIP STANDARD.
19. ALL PROPERTY CORNERS, MONUMENTS, AND BENCHMARKS SHALL BE PROTECTED. IF DISTURBED, A LICENSED SURVEYOR AT NO ADDITIONAL COST TO THE OWNER SHALL RESET THESE ITEMS.
20. CONTRACTOR SHALL REFER TO OTHER PLANS WITHIN THE CONSTRUCTION SET FOR PERTINENT INFORMATION.

FILE: M:\Neighborhood Academy\CAD\SP01_TNA.dwg DATE: 2/17/2016 7:11:42 PM

SITE KEYNOTES

(1) PROTECT EXISTING BUILDING.
(2) MAINTAIN EXISTING DRIVE. IF DAMAGE OCCURS DURING CONSTRUCTION, REPLACE IN KIND.
(3) NEW CONCRETE SIDEWALK.
(4) NEW FROST FREE CONCRETE PAD.
(5) 4.5:1 SLOPE.

CITY OF PITTSBURGH

REQUIREMENT	EXISTING / REQUIRED	PROPOSED / PROVIDED
ZONING DISTRICT	R1DL Low-Density	PERMITTED USED
MIN. LOT SIZE	5000 SF	
MIN. FRONT YARD	30 FT	ADDITION MEETS ALL SETBACKS & HEIGHT REQUIREMENTS
MIN. REAR YARD	30 FT	
MIN. IINTERIOR REAR YARD	5 FT	
MIN. EXTERIOR REAR YARD	30 FT	
MAX. BUILDING HEIGHT	40 FT	

SITE & LAYOUT LEGEND

- PROPERTY LINE
- PROERTY SETBACK
- LIMIT OF DISTURBANCE (0.92 AC)
- 1250 / 1252 PROPOSED CONTOURS
- 50' WETLAND SETBACK
- GUIDE RAIL
- DRAINAGE FLOW LINE
- 10 PARKING SPACE COUNT (EXISTING)
- STORM INLET
- SIDEWALK
- HEAVY DUTY CONCRETE
- BITUMINOUS PAVING

0 1' 2'
SCALE IN FEET

Know what's **below.** **Call** before you dig.

MOORE DESIGN associates
www.mooredesignassociates.com
130 Heaven Lane | Mars, PA 16046 | 724.898.2082

WIPPENBECKARCHITECTURALSTUDIO
235 Timothy Run Lane | Butler, PA 16002
PH 724.504.8788 | Thomas@wipparch.com | www.wipparch.com

SEAL

SEAL

NOT FOR CONSTRUCTION

REVISIONS

NO	DATE	DESCRIPTION

DWN BY: BEB
CHK BY: SWM

ISSUE DATE: 2/17/2016

PROJECT STATUS: LAND DEVELOPMENT

PROJECT: THE NEIGHBORHOOD ACADEMY
ACADEMIC BUILDING ADDITION

SHEET TITLE: SITE PLAN

SHEET NUMBER: C300

APPENDIX B
TRAFFIC COUNTS

2016 Traffic Counts

AM Peak Period				
	To / From N. Aiken Avenue		To / From Azure Street	
	Entering	Exiting	Entering	Exiting
7:00 AM	1	0	2	1
7:15 AM	3	2	3	3
7:30 AM	11	2	7	5
7:45 AM	10	3	3	5
Total	25	7	15	14

PM Peak Period				
	To / From N. Aiken Street		To / From Azure Street	
	Entering	Exiting	Entering	Exiting
4:00 PM	2	1	2	3
4:15 PM	1	0	1	2
Total	3	1	3	5

APPENDIX C
2010 BUILD PARKING MATRIX

Neighborhood Academy School
2010 Build w/ 110 Students
Traffic and Parking Activity Matrix

Trip Generation	Begin Time	24 Hour	6:30 AM	6:45 AM	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	8:45 AM	9:00 AM	9:15 AM	9:30 AM	9:45 AM	10:00 AM	10:15 AM	10:30 AM	10:45 AM	11:00 AM	11:15 AM	11:30 AM	11:45 AM	12:00 PM	12:15 PM	12:30 PM	12:45 PM	1:00 PM	1:15 PM	1:30 PM	1:45 PM	2:00 PM	2:15 PM	2:30 PM	2:45 PM	3:00 PM	3:15 PM	3:30 PM	3:45 PM	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	5:15 PM	5:30 PM	5:45 PM	6:00 PM	6:15 PM	6:30 PM	6:45 PM	7:00 PM	7:15 PM	7:30 PM	7:45 PM	8:00 PM	8:15 PM	8:30 PM
Students																																																													
Drop -off (morning)	A	25				10	10	5																																																				
	D	25				9	11	5																																																				
Car Pool & Meal Team (evening)	A	27																																									3	2									11	9	2			
	D	27																																																				21	6			
School Bus/Van	A	6					1																																													1	3	1			
	D	6						1																																														5			
Transit/walk	A	60				24	24	12																																																		
	D	0																																																								
Other	A	0																																																								
	D	0																																																								
Students Total	A	58	0	0	0	10	11	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	1	14	10	2	0	0	0
	D	58	0	0	0	9	11	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	6	0	0	0
Faculty & Staff	A	36				2	21	6								6	1																																											
	D	36																															5	2				2	12	6				1	2									1	3	2			
Contract Coaches, Art, Maintenance, etc.	A	8																										1									1	4	2																				
	D	8																													1																							1	4	1			1
Visitors, Deliveries, etc.	A	14				1			1	1		1			1			1		1	1			1				1		1				1		1			1																				
	D	14					1				1		1	1					1			1	1		1	1			1			1			1					1		1																	
Total	A	116	0	0	0	13	32	11	1	1	0	1	0	0	1	6	1	1	0	1	1	0	0	1	0	0	0	2	0	1	0	0	0	1	0	1	1	4	3	0	0	0	0	3	2	0	0	0	0	0	0	0	1	14	10	2	0	0	0
	D	116	0	0	0	9	12	6	0	0	1	0	1	1	0	0	0	0	1	0	0	1	1	0	1	1	0	0	1	0	1	1	5	2	1	0	0	2	12	7	0	1	0	1	2	0	0	0	0	0	0	0	0	2	33	9	0	0	1
# of parked cars/15 min.			0	0	0	4	20	5	1	1	-1	1	-1	-1	1	6	1	1	-1	1	1	-1	-1	1	-1	-1	0	2	-1	1	-1	-1	-5	-1	-1	1	1	2	-9	-7	0	-1	0	2	0	0	0	0	0	0	0	0	1	12	-23	-7	0	0	-1
Running total # of parked cars			**0**	**0**	**0**	**4**	**24**	**29**	**30**	**31**	**30**	**31**	**30**	**29**	**30**	**36**	**37**	**38**	**37**	**38**	**39**	**38**	**37**	**38**	**37**	**36**	**36**	**38**	**37**	**38**	**37**	**36**	**31**	**30**	**29**	**30**	**31**	**33**	**24**	**17**	**17**	**16**	**16**	**18**	**18**	**18**	**18**	**18**	**18**	**18**	**18**	**18**	**19**	**31**	**8**	**1**	**1**	**1**	**0**
Running total vehicles per hour	A		13	45	56	57	45	13	3	2	1	2	7	8	9	8	3	3	2	2	2	1	1	1	2	2	3	3	1	1	1	1	2	3	6	9	8	7	3	0	3	5	5	5	2	0	0	0	0	1	15	25	27	26	12	2			
	D		9	21	27	27	18	7	1	2	3	2	2	1	0	1	1	1	2	2	2	3	3	2	2	2	1	2	3	7	9	9	8	3	3	14	21	21	20	8	2	4	3	3	2	0	0	0	0	0	2	35	44	44	43	10			
	Total		**22**	**66**	**83**	**84**	**63**	**20**	**4**	**4**	**4**	**4**	**9**	**9**	**9**	**9**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**3**	**4**	**4**	**4**	**5**	**4**	**8**	**10**	**10**	**10**	**6**	**9**	**23**	**29**	**28**	**23**	**8**	**5**	**9**	**8**	**8**	**4**	**0**	**0**	**0**	**0**	**1**	**17**	**60**	**71**	**70**	**55**	**12**			

A = Arrival
D = Departure