UPMC Mercy Hospital

Institutional Master Plan Revision | July 17, 2018

UPMC LIFE CHANGING MEDICINE

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Mercy Hospital
Project Area Master Plan
GBBN# 12849 UPMC# 110326

June 14, 2012

Project Area Master Plan
UPMC Mercy
June 14, 2012
Amendment: April 9, 2018

Table of Contents

Introduction	I
Planning Area	II
Mission & Objectives	III
Existing Property and Uses	IV
Institutional Needs	V
Ten Year Development Envelope	VI
Twenty-Five Year Development Envelope	VII
Transportation Management Plan	VIII → See separate attachment prepared by Trans Associates
Environmental Protection Plan	IX
Open Space and Pedestrian Circulation Plan	X
Urban Design Guidelines	XI
Neighborhood Protection Strategy	XII
Appendix - Community Meeting Minutes	XIII

Prepared by:
Mercy Hospital
GBBN Architects, Inc.
Trans Associates
Amendment: IKM Inc.

This Master Plan is designed to recognize the needs that UPMC Mercy has expressed and the physical solutions that will satisfy those needs.

Those needs are as follows:

~~1. The development of a new central Power plant, including new underground piping connecting the Power plant to the Hospital.~~

2. Provide space for an additional Medical Office Building (MOB).

3. Identification of parking solutions to satisfy present and future needs.

4. Consolidation of the laboratory facilities into the hospital campus. **COMPLETE**

5. Development of open space that provides a greater sense of physical cohesion and a sense of place.

6. Vacate a portion of Edna street to provide greater opportunity for needed physical development. **COMPLETE**

7. New environmental graphics designed to assist in site access and wayfinding.

~~8. Development of a second helistop to meet the needs of a Level 1 Trauma Center.~~

***9. Design for the increased demand for state-of-the-art ophthalmology and rehabilitation services and accommodations for future additions.**

Tradition of Caring

UPMC Mercy is located in the uptown section of the City of Pittsburgh. UPMC Mercy offers a broad range of services and provides compassionate care in the Catholic tradition to residents of South Pittsburgh and beyond. As a Catholic Hospital, UPMC Mercy carries out its mission through a commitment to a set of core values. It is an extension of the Catholic health care ministry to all people in the tri-state region. UPMC Mercy has a long-standing tradition of providing quality health care to all people, as well as a commitment to improving the quality of life in the Pittsburgh region.

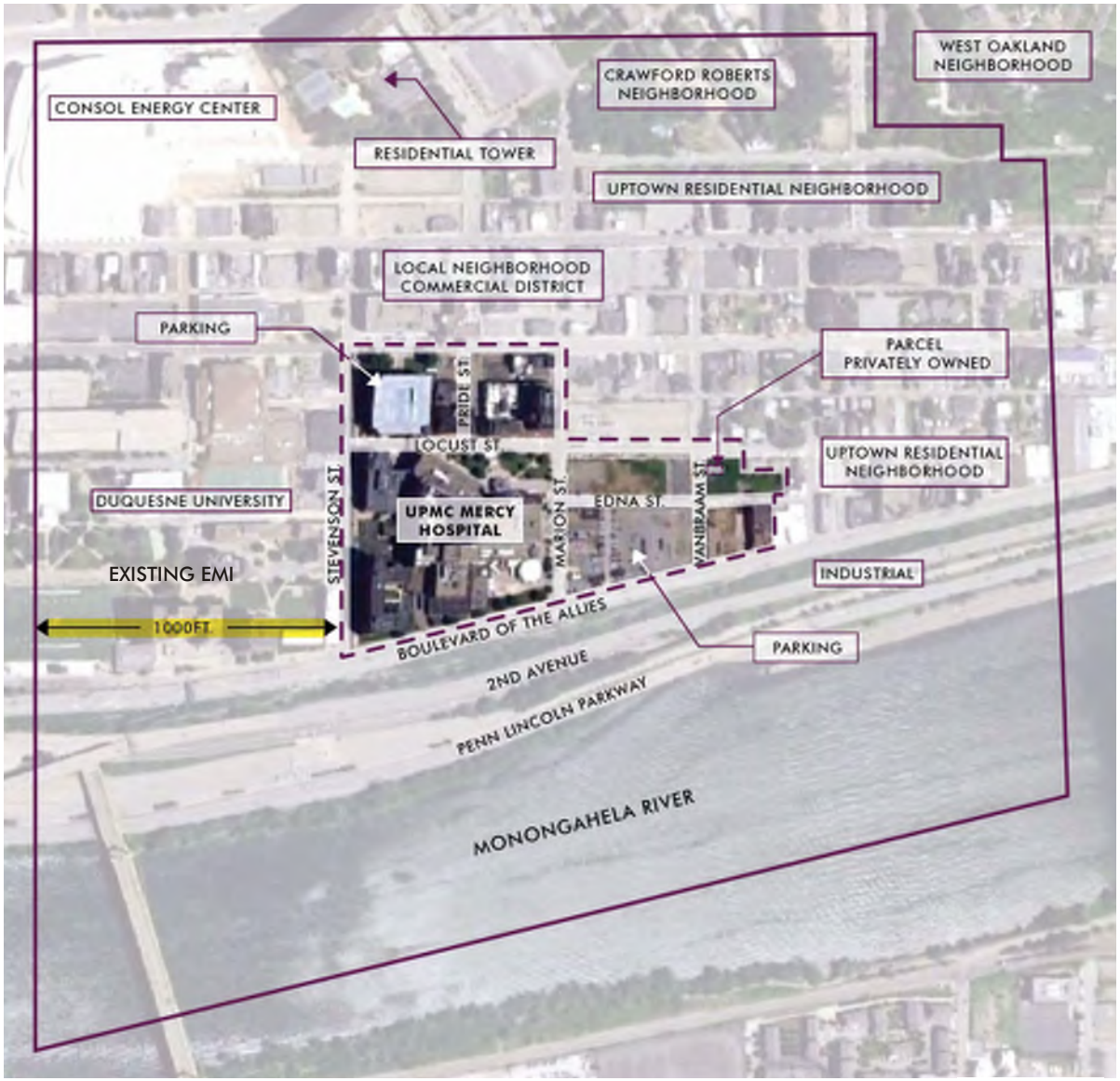
The Mercy Hospital of Pittsburgh — the first hospital in Pittsburgh and the first Mercy Hospital in the world — was established in 1847 by the Sisters of Mercy. It merged with UPMC effective Jan. 1, 2008, to become the newest member of the UPMC family.

Services

UPMC Mercy's team of health care professionals specializes in providing a wide range of services. The hospital currently includes Level I trauma and burn service, the neurosciences, physical medicine and rehabilitation, women's health, and more. UPMC Mercy offers a comprehensive range of outpatient services close to home and at convenient locations in Uptown, South Side, Brentwood, and Green Tree.

Professional Education

UPMC Mercy has a tradition of providing graduate and continuing education to a diverse group of providers. We are committed to the ongoing teaching and education of physicians, nurses, emergency medical services (EMS) providers, and allied health professionals.



The planning area of the Project Master Plan is generally bounded by the Boulevard of the Allies on the south, Forbes Avenue on the North, Stevenson Street on the West and Van Braam Street on the East.
The planning area includes the complete area of the EMI – Educational/Medical Institution zoning District – including a separate parcel of land east of Van Braam between Boulevard of the Allies and Edna Street.(The shaded area indicates UPMC - Mercy land holdings.)

Other uses surrounding UPMC are:

1. Duquesne University - Existing EMI
2. Consol Energy Center
3. Bluff Residential neighborhood
4. Crawford Roberts neighborhood
5. West Oakland
6. Central Business District (far West)

The following plan zoning districts surround the project planning area.

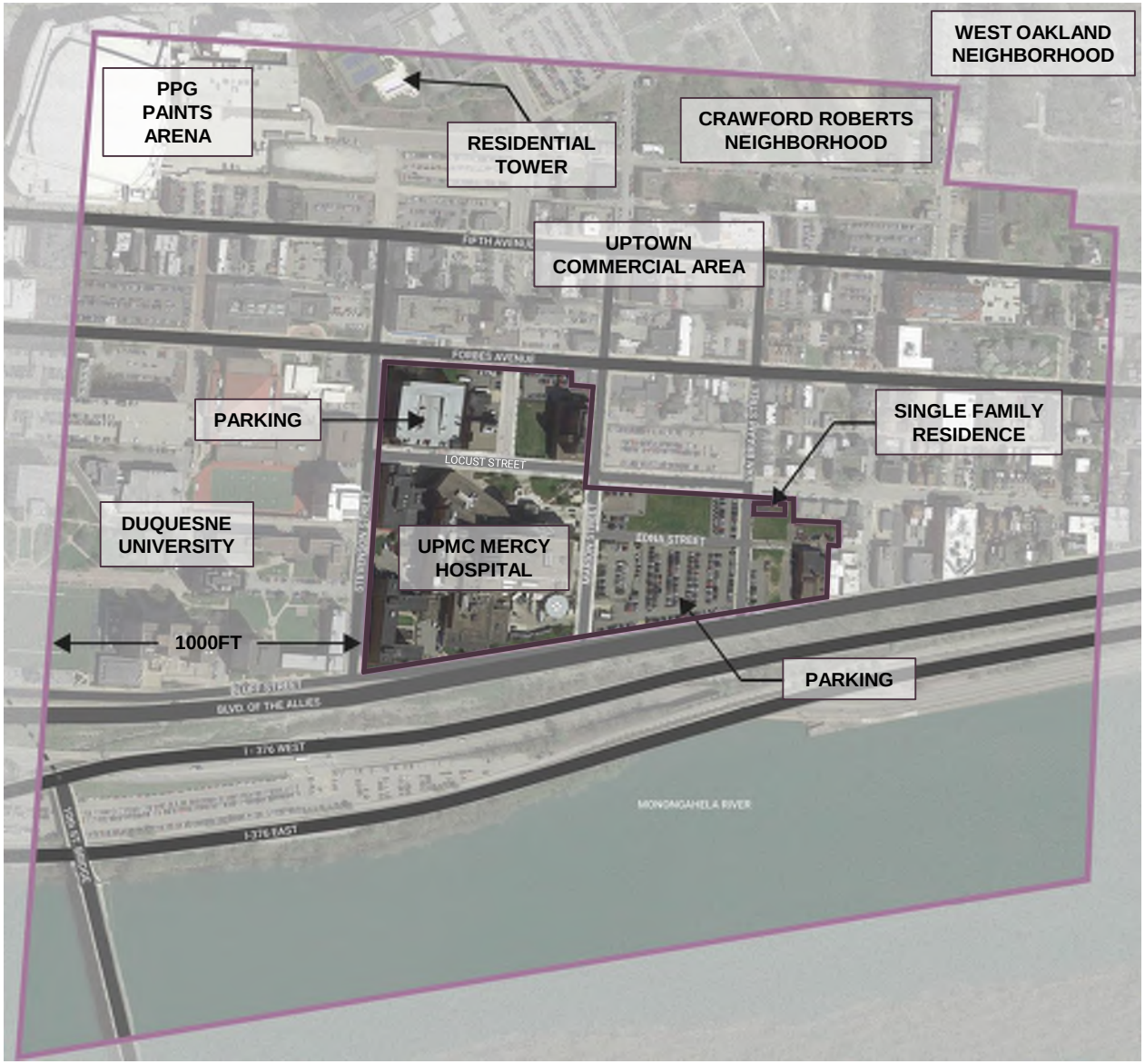
7. Hill District
8. Uptown District
9. Educational/ Medical/Institutional
10. Industrial
11. Neighborhood Industrial District

Legend

- - - - IMP BOUNDARY

UPMC OWNED

Planning Area (In Context)



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The planning area includes the complete area of the EMI – Educational/Medical/Institution Zoning District – including a separate parcel of land east of Van Braam between Boulevard of the Allies and Edna Street. (The shaded area indicates UPMC – Mercy land holdings.)

Other uses surrounding UPMC are:

1. Duquesne University – Existing EMI
2. PPG Paints Arena
3. Bluff Residential neighborhood
4. Crawford Roberts neighborhood
5. West Oakland
6. Central Business District (for West)

The following plan zoning districts surround the project planning area:

7. Uptown Public Realm District
8. Educational/Medical/Institutional
9. Hillside

Legend

IMP BOUNDARY

UPMC OWNED

PLANNING AREA AND ADJACENT ZONING DISTRICTS

Existing EMI area

Proposed Area, to be added to the existing EMI
COMPLETE

Boundary around the new IMP.

ZONING DISTRICTS

EMI - Educational/Medical Institution

NDI - Neighborhood Industrial District

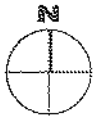
RIA-H - Residential Single Unit Attached, High Density

LNC - Local Neighborhood Commercial

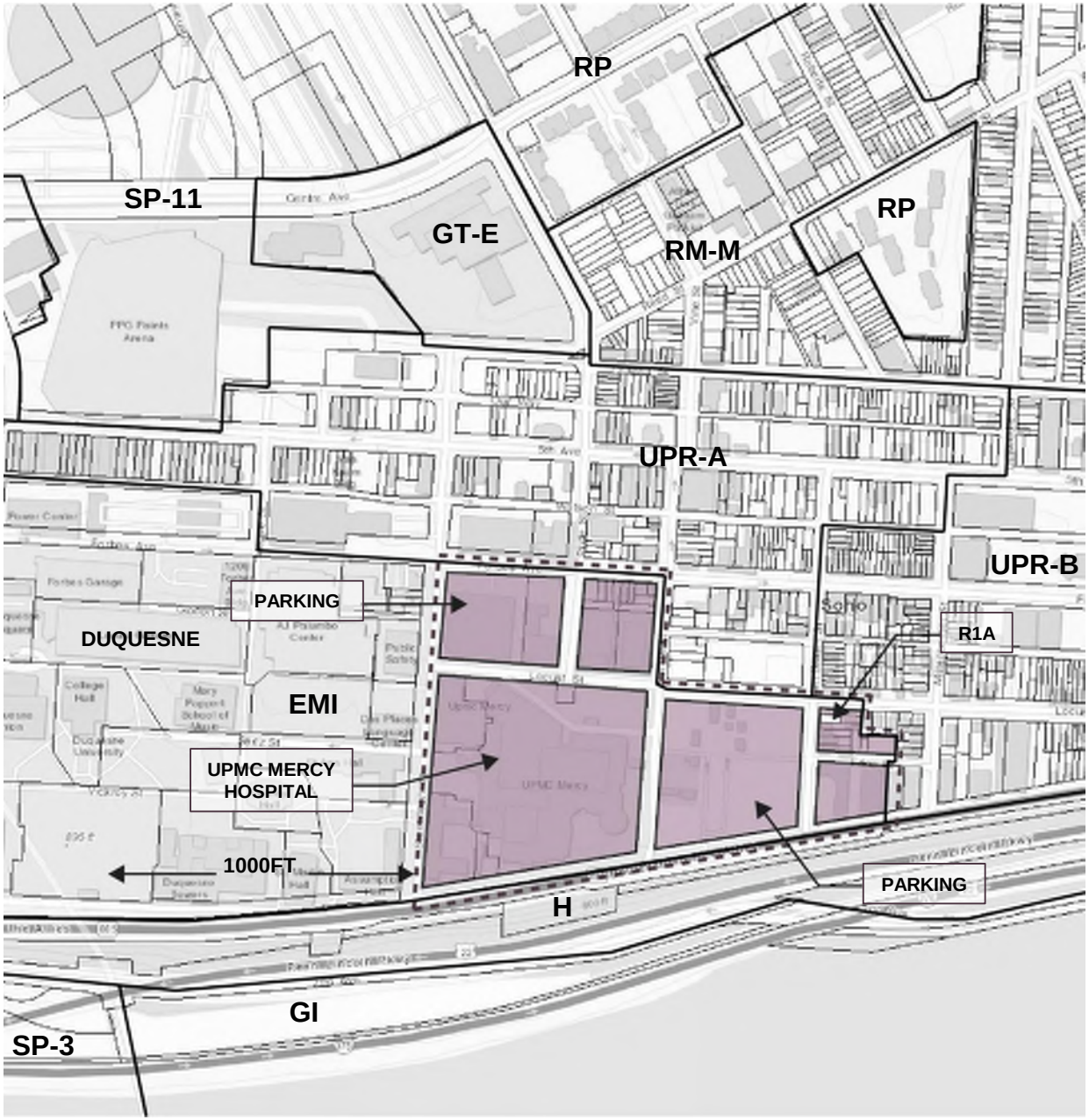
UNC - Urban Neighborhood Commercial

RM-M -Residential Multi-Unit, Moderate Density

RP - Residential Planned Unit Development



Planning Area and Adjacent Zoning Districts



EMI area

Boundary around the IMP

ZONING DISTRICTS

EMI – Educational/Medical Institution
UPRA-A – Uptown Public Realm Mixed-Use Urban Core
UPRA-B – Uptown Public Realm Residential Core
RM-M – Residential Multi-Unit, Moderate Density
RP – Residential Planned Unit Development
SP – Specially Planned
H – Hillside
GI – General Industrial
GT – Golden Triangle

N

UPMC Mercy carries out its mission through a commitment to these core values:

Reverence for each person
We believe that each person is a manifestation of the sacredness of the human life community. We demonstrate our connectedness to each other through inclusive and compassionate relationships.

Justice
We advocate for a society where all can realize their full potential and achieve the common good.

Commitment to those who are poor
We give priority to those whom society ignores.

Stewardship
We care for and strengthen the ministry and all resources entrusted to us.

Courage
We dare to take the risks our faith demands of us.

Integrity
We keep our word and are faithful to who we say we are.

UPMC Mercy History

The Sisters of Mercy opened the first hospital in Pittsburgh and the world's first Mercy Hospital on Jan. 1, 1847. Everyone was welcomed regardless of race, nationality, age, gender, or religion. Mercy established the region's first teaching hospital with resident physicians in training in 1848.

Mercy Hospital grew rapidly with Pittsburgh in the second half of the nineteenth century. To qualify for new funding sources, the hospital was incorporated, a board was established, and Thomas M. Carnegie was elected board president. The Sisters of Mercy and the dedicated physicians and nurses of Mercy Hospital continued to serve the Pittsburgh region through World War I, the worldwide epidemic of Spanish influenza, the Great Depression, and World War II. The Sisters of Mercy again demonstrate their commitment to the community when, in the 1960s, Mercy decided to rebuild and remain in Uptown Pittsburgh.

Over the next four decades, the hospital expanded, replaced facilities, and developed specialized programs and advanced technology.

In 2006, Mercy Hospital decided to seek a strategic partner to strengthen and preserve its faith-based care. Mercy Hospital of Pittsburgh merged with UPMC to become UPMC Mercy on Jan. 1, 2008. The hospital remains Pittsburgh's only Catholic hospital with specialized services, including the neurosciences, Level I trauma and burn services, women's health, orthopaedics, and physical medicine and rehabilitation.

Mercy Firsts:

1847 –First permanent hospital in Pittsburgh; first Mercy Hospital in the world

1933 –First bronchoscopy clinic in western Pennsylvania

1954 –First high voltage radiation therapy center in western Pennsylvania; first hospital in region, and among first in the United States, to treat cancer patients with cobalt-60 1955 – first hospital in region, and second in the United States, to use cinefluorographic movies as a diagnostic procedure

1967 – First burn unit in Pennsylvania

1972 –Sister Ferdinand Clark, the first woman to win the Jaycee "Man of the Year in Medicine"

1973 –First nuclear-powered heart pacemaker implant in Pennsylvania; first in region to use ultrasound in tumor and aneurysm detection

1978 –Sister M. Gonzales Duffy is the first female president of the American Society of Hospital Pharmacists

1991 –First intravascular ultrasound in Pittsburgh

1992 –First atherectomy procedure in Pittsburgh

1993 –First cardiac stent in Pittsburgh

1996 –First minimally invasive "keyhole" procedure to replace aortic valve in Pittsburgh

UPMC Mercy is a tertiary hospital in Pittsburgh's Uptown neighborhood, providing a full complement of services to patients from throughout the tri-state region. Inpatient and outpatient services are available at the UPMC Mercy campus on Locust Street. UPMC Mercy's experienced team of health care professionals specializes in providing:

- Neurology, Neurosurgery, and treatments for strokes Cardiology, Cardiovascular and Thoracic surgery services
- Trauma and Burn care through a Level I Regional Resource Trauma Center
- Orthopaedic, hip resurfacing, and joint replacement surgery
- ~~Rehabilitation services~~
- UPMC Rehabilitation Institute (inpatient rehabilitation)
- UPMC Center for Rehab Services (outpatient rehabilitation)
- Wound services
- Obstetrics and Gynecology, Maternal-fetal medicine, and Neonatal Intensive Care
- Pediatrics
- Diabetes Management
- Medical and Surgical Oncology
- Other services include medical and surgical care, occupational health, and palliative care.
- ***• Vision and Eye Care**
- **Ear, Nose, and Throat Care**
- **Urology**

1. UPMC MERCY HOSPITAL
   4-15 story building, existing, 180ft high
   ≈ 722,500 GSF

2. ERMIRE BUILDING
   8-10* story building, existing, 120ft high
   ≈ 18,700 SF/floor, ≈ 156,000 GSF

3. BUILDING "C" - MEDICAL PROFESSIONAL OFFICE BUILDING
   4-6* story building, existing, ≈ 70ft high
   ≈ 25,000 SF/floor, ≈ 120,000 GSF

4. LOCUST STREET STRUCTURED PARKING
   7-9* story building, existing, ≈ 90ft high
   ≈ 32,500 SF/floor, ≈ 256,500 GSF
   820 parking spaces

5. ST. ANN`S CENTER (A) + BOILER (B)
   2-4 story building, existing, 48ft high
   ≈ 12,000 SF/floor, ≈ 35,000 GSF

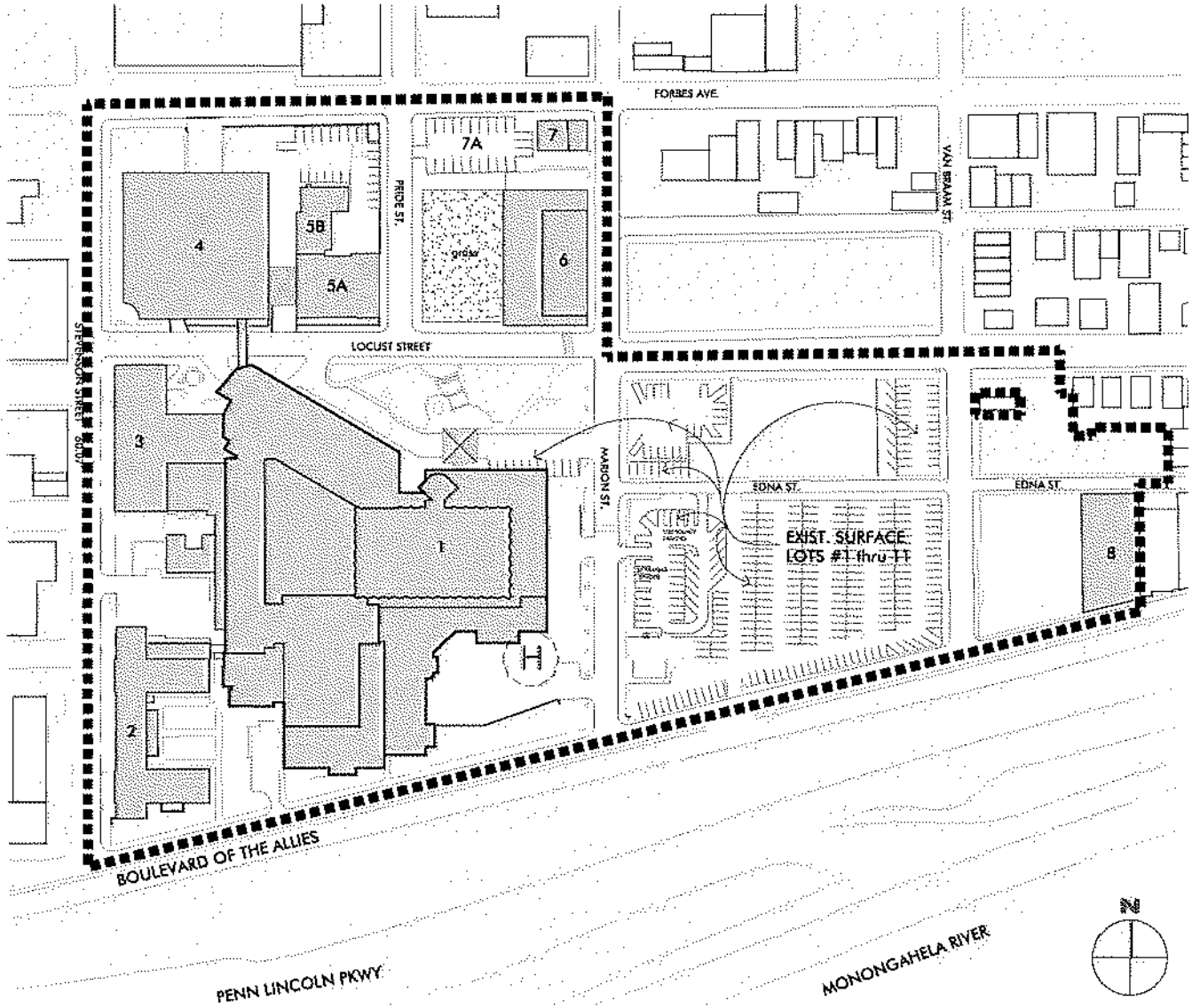
6. MERCY HEALTH CENTER
   10 story building, existing, 107ft high
   ≈ 18,000 SF/floor podium
   ≈ 7,300 SF/ floor tower
   ≈ 119,000 GSF

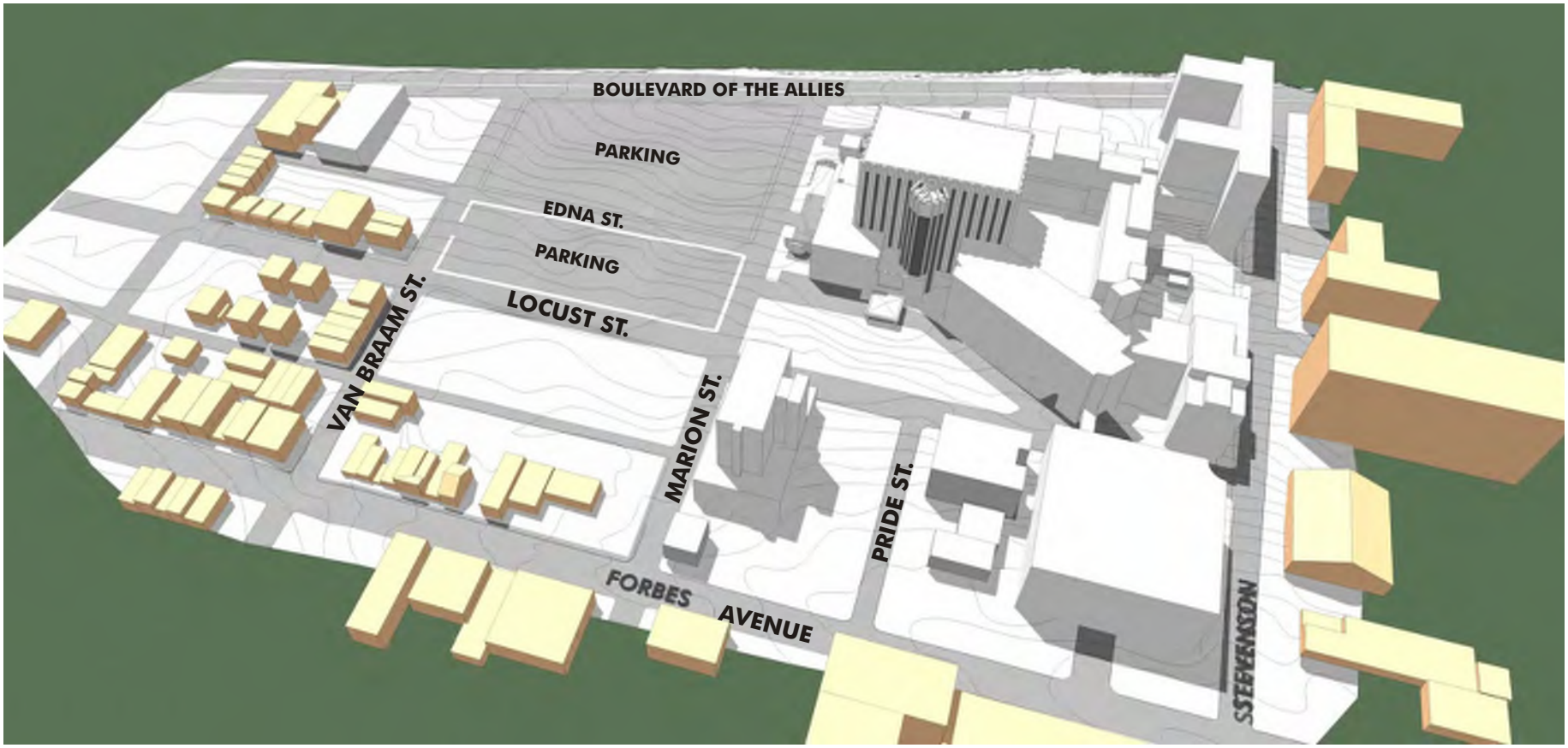
7. Existing buildings of residential character
   2-3 story buildings = 28ft high
   ≈ 1,000 SF/floor, ≈ 4,000 GSF
   used by hospital for special programs

7A SURFACE EMPLOYEE PARKING LOT
   Existing - approx. 23 parking spaces.

8. WAREHOUSE BUILDING
   2 story building, existing, ≈ 28ft high
   ≈ 10,000 SF/floor, ≈ 20,000 GSF

* number of stories varies with sloping grade




BOULEVARD OF THE ALLIES
PARKING
EDNA ST.
PARKING
LOCUST ST.
VAN BRAAM ST.
MARION ST.
PRIDE ST.
FORBES AVENUE
STEVENSON

No.	Building Site	Primary Land Use	Gross Sq Ft	Parking Spaces	No of Stories	Height
1	Hospital (Mercy)	Hospital	722,403	0	Varies	150' to 180'
3	Building (Medical Professional Office Building)	Medical Offices Diagnosis	120,000	0	6	70'
2	Ermire Building*	Classroom & Office	156,050	0	8 to 10	120'
4	Locust St. Structured Parking	Auto/Vehicle Parking	256,328	820	9	90'
5a	St. Anns Ctr Building	Admin. Offices	34,638	0	4	48'
5b	Boiler Building	Boilers	4,000	35	2	varies
7	Existing Houses	Residential Structures Containing Outreach Programs	6,000	10	3	28' Average Height
6	Mercy Health Center	Medical Office / Housing	119,000	44	11	107'
	Surface lots 1 thru 11*	Surface parking	unknown	365	0	0
8	Warehouse	Facilites Storage	20,000	0	2	28'

* Number of stories varies with sloping grade

Existing Building
Land or Building Use

1. Hospital – The hospital is a composite structure of varying age. The earliest building still existing was constructed in 1967. The newest building was dedicated in 1986 and is the tallest building at 180'. Many of the structures have been updated in order to satisfy new medical procedures and to improve the quality of care provided to UPMC patients. The process of upgrading and expansion in areas such as the kitchen, laboratory, ED areas are important for patient care, but other activities behind the scenes have assisted in making the facility more satisfying to the patient and will be expanded to satisfy program. It is likely that some improvements of patient care services will continue to occur, but major exterior expansion of the facility will likely not occur in the next 10 years.

2. Ermire Building – An 8 to 10 story brick building built in 1925 as a classroom and educational facility and continues to function that way. However its future could be in question since nursing education may be consolidated in other UPMC facilities and the age of the building is causing maintenance issues.

3. Medical Office Building(MOB) presently the medical offices are primarily located in the western section of the hospital in a building that the hospital does not own and is referred to as Building C. Its location is pivotal since it is located between the Locust St. structured parking garage and the primary medical facilities of the hospital. There is a need to add 10 to 15 practices, but there isn't a good spot to do that within the present hospital.

4. Locust St. Structured Parking – A steel structure built in 1974. The garage is 9 stories tall and houses 820 parking spaces. It is located at the primary entrance to Mercy on Stevenson Street. This facility provides covered access from the garage to the MOB and the front of the hospital.

5a. St. Ann's Center – Currently located in a load bearing masonry structure with inefficient office arrangement. It could be considered for demolition in order to make room for additional parking and/or MOB space.

5b. Boiler Building adjacent to St. Ann's will be torn down after new boilers are located in the new ~~central Power Plant.~~ ***NRG district energy plant.**

6. Mercy Health Center – Located on Marion St., it houses medical offices and some clergy housing.

7. Existing Houses – Residential architecture functioning as medical outreach program space. They should be demolished to make way for Forbes Avenue Streetscape improvements.

8. **Warehouse** - Brick building used for storage at present. Previously, the building was used by a shoe store company that sold shoes in the space adjacent to the Boulevard of the Allies.

9. Existing Streets – The primary streets serving the Hospital are Forbes, 5th Ave, Locust and Marion, Van Braam, Stevenson and limited controlled access from the Boulevard of the Allies.

10. Existing Surface Parking Lots - 1 thru 11 serve the hospital patients, staff and visitors.

Street Vacation

COMPLETE

1. UPMC will request the vacation of Edna Street (east from Marion to Van Braam Street) in order to provide opportunities for greater physical development.

Hierarchy of Traffic / Vehicle Movement

With in the 1 - 10 year period the following circulation shall be designated for ease of access & general orientation of people coming to UPMC – Mercy

Symbolic Front Door

The primary front door to the hospital should be in the general area of Pride Street to Marion Street. This zone shall include a landscaped plaza and trees as part of a streetscape improvement. ***New lighting will connect the campus with bus stops along Forbes Ave.**

Emergency Department (ED) Access

Currently there is a common access path for the Emergency Department and the Loading/Receiving Dock. For safety of all concerned, these activities should be separated. Furthermore, the optimal organization of an Emergency Department stipulates separate and distinct entrances for ambulances and for patients arriving by private automobile or walk-ins.

ED Access

From the north shall be via Marion St. and Van Braam to Locust to Marion St. An ED parking area with 40 spaces will be located directly adjacent to the ED with access from Marion St.

Ambulances

Shall have direct access from the east via Boulevard of the Allies and a gated access from Marion St.. When approaching from the south and west ambulances will only have east bound access from the Boulevard of the Allies via a special existing entrance located ~~east of~~ Marion St.

Heliport

Presently one heliport is available and will remain in its present location, ~~however in the 10 to 25 year period; thought shall be given to putting 2 heliport structures on the Hospital expansion east of the present heliport.~~

Service Vehicles

Periodically, (in the 10 year Development Envelope) service docks on the southwestern portion of the site (with access from Stevenson Street) shall be used in addition to the primary docks located on the south side of the hospital property with access from Marion and B of A. In the 25 year Development Envelope Stevenson shall provide direct access to an expanded and relocated truck dock on the west side of the hospital campus.

***Parking (continued)**

As part of the IMP amendment, UPMC Mercy will be continuously evaluating their off-site reservoir of parking, to maintain the number of off-site employee parking spaces needed for the campus at all time. Some off-site parking locations may change over time. UPMC Mercy is also committed to providing shuttle service to off-site parking locations in a manner consistent with the requirements of the Zoning Code.

Parking

Current parking is split between surface parking on multiple sites and structured parking in a multi-level garage. Additional surface parking is located several blocks away at the ~~Civic Arena~~ Melody Tent ***PPG Paints** site. This site contains ~~675~~ cars and has a useful life ***168** of approximately 6 to 9 months. A Marion and Locust St. location will be developed for employee parking.

On-site Employee parking shall be available east of the hospital with entrance and exit off Locust St. and Van Braam. When developed in the 10 year plan (see page 13, #15) Approximately ~~1200~~ ***1100** spaces will be available.

~~Physicians parking occurs primarily in the Locust Street structured garage. Patient and visitor parking occurs primarily in the Locust Street structured garage.~~ ***Physician parking and existing UPMC Mercy hospital patient and visitor parking occur primarily in the Locust Street structured garage.**

Bus Rapid Transit(BRT)

If BRT comes to Forbes and Fifth Avenue, Forbes Avenue and Marion Streetscape shall be designed to accommodate a BRT station ***The proposed Bus Rapid Transit (BRT) system will connect Downtown Pittsburgh with Uptown, Oakland, Squirrel Hill and Wilkinsburg. Current plans propose transit stops at Fifth and Forbes Avenues at Pride and Miltenberger Streets within the following distances from the UPMC Mercy campus, as measured to the Locust Street and Marion Street intersection, which is the gateway to both the existing UPMC Mercy hospital and the proposed UPMC Mercy hospital expansion:**

- **•Forbes Avenue/Pride Street BRT station - 550ft**
- **•Fifth Avenue/Pride Street BRT station - 910ft**
- **•Forbes Avenue/Miltenberger Street BRT station - 1,080ft**
- **•Fifth Avenue/Miltenberger Street BRT station - 1,020ft**

The construction of new elements as proposed by this Master Plan are indicated on page 13. These proposals are a reaction to an expressed need:

Ten Year Development Plan

Note: Refer to Urban Design Section p.25 for site plans associated with development of items 3 thru 8

~~1. Position a new central power plant with a foot print of 20,000 GSF and overall SF of 60,000 GSF on 3 levels including cooling towers, offices and maintenance shops. Height shall not exceed 65ft for the three storeys (see pg.13,#11). Screening of the cooling towers will be provided on the roof, starting at 65ft. Initial phase will house chillers now located in a number of locations. The plant will be completed over the next few years to eventually produce a completed unified energy center. Direct burial utility lines will be placed along the Locust St. R.O.W. from the central power plant to the northwest and southern sections of the main hospital building.~~

1a. A warehouse building (containing (20,000SF) located east of Van Braam and south of Edna St. will remain empty for the near future. (see pg. 16,#8)

1b. An empty parcel of land located north of Edna at Van Braam will remain a green open site.

2. Improve Emergency Department Access.

3. Vacate Edna St. from Marion to Van Braam St. [in order to permit a flexible approach to site development and vehicular access] **COMPLETE**

4. Re-organize the surface parking lots between Marion and Van Braam St. to better serve the employees by constructing a garage to house ~~1200~~ spaces. ***1100**

5. Renovate Mercy Health Center to maximize existing tenant space. (see pg.13,#6)

6. As identified on page 13, #9, build a new Medical Office Building when necessary to accommodate ~~50~~ physicians, associated staff and new patients.

7. Consider razing ~~St. Ann Center and~~ Boiler House to expand existing parking. Provide additional parking for 360 to 540 cars in a structured parking garage to be located adjacent to the Locust St. structured garage if St. Ann Center is to remain. The new garage shall provide additional access to Pride St.. The new garage will be constructed on the former site of the Boiler Building. Additional directional signage within the Locust St. garage will increase usage of the Forbes Avenue entrance and exit. Additional exits for Pride St. are proposed.

8. Renovate or construct a new laboratory, approximately 9,000SF, space to relocate the current off-site Clinical Laboratory into the hospital campus.(see pg.13,#12)

9. Develop a streetscape along Forbes and Marion that compliments the design vocabulary that has been started by the city and can be used on other streets to soften the hardscape of the area.

***As part of the 2018 amendment, UPMC administered a campus wide travel survey as an extra effort to determine influencing factors in parking management. These results are included in the Transportation Management Plan (pg 19).**

10. Develop a parking management plan that addresses anticipated parking needs for patients, visitors, physicians and employees. Such a plan shall consider the use of shuttle services to off street parking if neccessary. **ONGOING**

The following items support the physical development of the Master Plan.

11. The UPMC campus is currently zoned EMI with surface parking lots located in NDI and LNC zones. The UPMC Mercy campus in its entirety should be rezoned EMI. see pg. 4, except the corner parcel on Van Braam St. and Locust St. **COMPLETE**

12. Develop an environmental graphics program that promotes appropriate identification of UPMC-Mercy and assists in wayfinding for patients and visitors.

13. Develop a physical image that incorporates graphics, landscaping and lighting to create a clear, welcoming feeling and calming environment for patients, visitors and staff

***14. Design for the increased demand for state-of-the-art ophthalmology and rehabilitation services and accommodations for future additions.**

1. UPMC MERCY HOSPITAL
   4-15 story building, existing, 180ft high
   ≈ 722,500 GSF

2. ERMIRE BUILDING
   8-10* story building, existing, 120ft high
   ≈ 18,700 SF/floor, ≈ 156,000 GSF

3. BUILDING "C" - MEDICAL PROFESSIONAL OFFICE BUILDING
   4-6* story building, existing, ≈ 70ft high
   ≈ 25,000 SF/floor, ≈ 120,000 GSF

4. LOCUST STREET STRUCTURED PARKING
   7-9* story building, existing, ≈ 90ft high
   ≈ 32,500 SF/floor, ≈ 256,500 GSF
   820 parking spaces

5A. ST. ANN`S CENTER
   4 story building, existing, 48ft high
   ≈ 8,000 SF/floor, ≈ 32,000 GSF

6. MERCY HEALTH CENTER
   10 story building, existing, 107ft high
   ≈ 18,000 SF/floor podium
   ≈ 7,300 SF/ floor tower
   ≈ 119,000 GSF

7. Residential - existing
   2 story buildings = 28ft high
   ≈ 1,000 SF/floor, ≈ 4,000 GSF
   used by hospital for special programs

8. WAREHOUSE
   2 story building, existing, 28ft high
   ≈ 10,000 SF/floor, ≈ 20,000 GSF

8B SURFACE PARKING.
   ≈ 50 parking spaces.

9. MEDICAL OFFICE BUILDING
   4 story building, new, ≈ 60ft high
   ≈ 15,000 SF/floor, ≈ 60,000 GSF

10. PRIDE STREET STRUCTURED PARKING
   9 story building, new, match height exist. (4)
   ≈ 14,000 SF/floor, ≈ 126,000 GSF
   ≈ 360 parking spaces

11. CENTRAL POWER PLANT + OFFICES FACILITIES
   3 story building, new,
   65ft high+screening cooling towers
   ≈ 60,000 GSF
   with utilities to hospital

12. HOSPITAL EXPANSION
   1 story building, new
   ≈ 20ft high
   ≈ 9,000 GSF

13. LANDSCAPED ENTRY PLAZA
   Fuel tanks for Cental Plant underneath.

14. GREEN SPACE.

15. LOCUST & VAN BRAAM STRUCTURED PARKING
   4-6 story building, new
   ≈ 1200 parking spaces

* number of stories with sloping grade

Ten Year Development Envelope

1. UPMC MERCY HOSPITAL
   4-15 story building, existing, 180ft high
   ≈ 722,500 GSF

2. ERMIRE BUILDING
   8-10* story building, existing, 120ft high
   ≈ 18,700 SF/floor, ≈ 156,000 GSF

3. BUILDING "C" - MEDICAL PROFESSIONAL OFFICE BUILDING
   4-6* story building, existing, ≈ 70ft high
   ≈ 25,000 SF/floor, ≈ 120,000 GSF

4. LOCUST STREET STRUCTURED PARKING
   7-9* story building, existing, ≈ 90ft high
   ≈ 32,500 SF/floor, ≈ 256,500 GSF
   820 parking spaces

5A. ST. ANN`S CENTER
   4 story building, existing, 48ft high
   ≈ 8,000 SF/floor, ≈ 32,000 GSF

6. MERCY HEALTH CENTER
   10 story building, existing, 107ft high
   ≈ 18,000 SF/floor podium
   ≈ 7,300 SF/ floor tower
   ≈ 119,000 GSF

7. Residential - existing
   2 story buildings = 28ft high
   ≈ 1,000 SF/floor, ≈ 4,000 GSF
   used by hospital for special programs

8. WAREHOUSE
   2 story building, existing, 28ft high
   ≈ 10,000 SF/floor, ≈ 20,000 GSF

8B SURFACE PARKING.
   ≈ 50 parking spaces.

9. MEDICAL OFFICE BUILDING
   4 story building, new, ≈ 60ft high
   ≈ 15,000 SF/floor, ≈ 60,000 GSF

10. PRIDE STREET STRUCTURED PARKING
   9 story building, new, match height exist. (4)
   ≈ 14,000 SF/floor, ≈ 126,000 GSF
   ≈ 360 parking spaces

11. UPMC VISION AND REHABILITATION HOSPITAL AT UPMC MERCY
10 story building, new
≈ 180ft high, screen to 197ft
≈ 410,000 GSF

12. HOSPITAL EXPANSION
   1 story building, new
   ≈ 20ft high
   ≈ 9,000 GSF

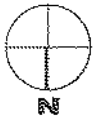
13. LANDSCAPED ENTRY PLAZA

14. GREEN SPACE.

15. LOCUST & VAN BRAAM STRUCTURED PARKING
4-6 story building, new
≈ 1100 parking spaces
≈ 36,000 SF/floor
≈ 216,000 GSF

* number of stories with sloping grade

BOULEVARD OF THE ALLIES
6 STORY PARKING DECK
CENTRAL PLANT
LOCUST ST.
VAN BRAAM ST.
MARION ST.
MOB
PARKING DECK
PRIDE ST.
FORBES AVENUE
STEVENSON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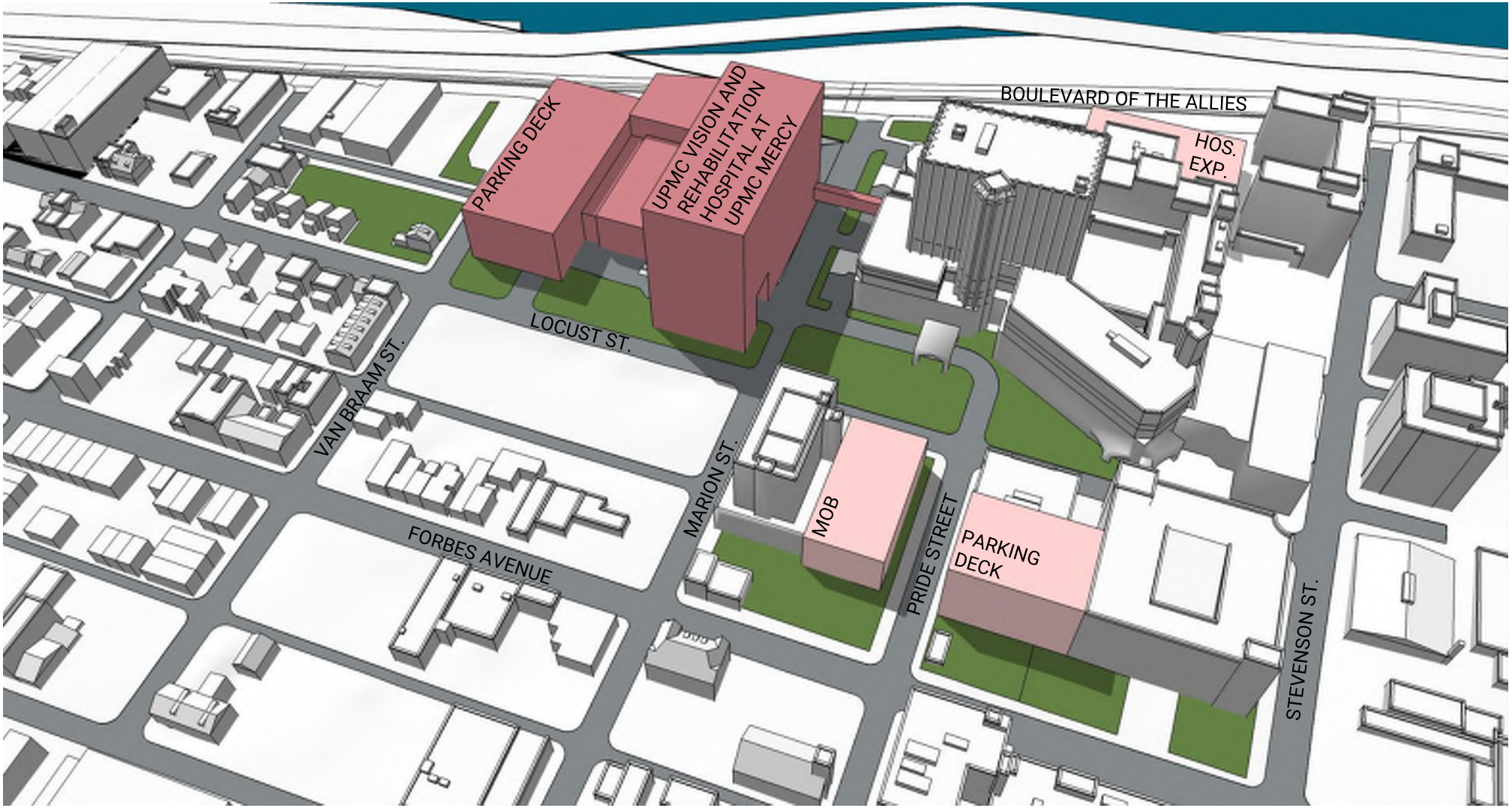
Ten Year Development Envelope



Potential Physical Devlopement

1.Demolish the Mercy Health Center and develop a landscaped plaza that clearly acknowledges the main entrance of the hospital from Forbes Ave.

~~2. Construct a new patient care facility of up to 3 floors (16,000SF/FLR)(see #17, pg.16), connected to the existing Hospital and other future buildings.~~ ***expansion of UPMC Vision and Rehabilitation Hospital at UPMC Mercy**

2a. Construct ~~hospital expansion space~~, up to ~~12 stories, 24,000 sf/ 288,000 GSF, 180 ft high~~.
***14 stories high, ≈308,000 GSF**

4. Create a major truck dock off Stevenson to serve the hospital. Rearrange internal space to support the creation of this major truck dock.

~~5. Consider the development of two heli-pads on the roof of a new patient care facility.~~

Non physical changes proposed to support physical development.

6. Provide a setback on Marion to permit the development of a street scape and pedestrian way in keeping with existing design standards embraced by the city and UPMC Master Plan.

7. Complete the landscaping of the primary entrance to the Hospital.

8. Acquire Building C when proper financial terms are achieved.

9. Consider traffic lights at Van Braam / Forbes and 5th avenue.

NOTES

VII TWENTY-FIVE YEAR DEVELOPMENT ENVELOPE

UPMC GBBN architects

1. UPMC MERCY HOSPITAL
   4-15 story building, existing, 180ft high
   ≈ 722,500 GSF

2. ERMIRE BUILDING
   8-10* story building, existing, 120ft high
   ≈ 18,700 SF/floor, ≈ 156,000 GSF

3. BUILDING "C" - MEDICAL PROFESSIONAL OFFICE BUILDING
   4-6* story building, existing, ≈ 70ft high
   ≈ 25,000 SF/floor, ≈ 120,000 GSF

4. LOCUST STREET STRUCTURED PARKING
   7-9* story building, existing, ≈ 90ft high
   ≈ 32,500 SF/floor, ≈ 256,500 GSF
   820 parking spaces

5A. ST. ANN`S CENTER
   4 story building, existing, 48ft high
   ≈ 8,000 SF/floor, ≈ 32,000 GSF

8. WAREHOUSE
   2 story building, 28ft high
   ≈ 10,000 SF/floor, ≈ 20,000 GSF

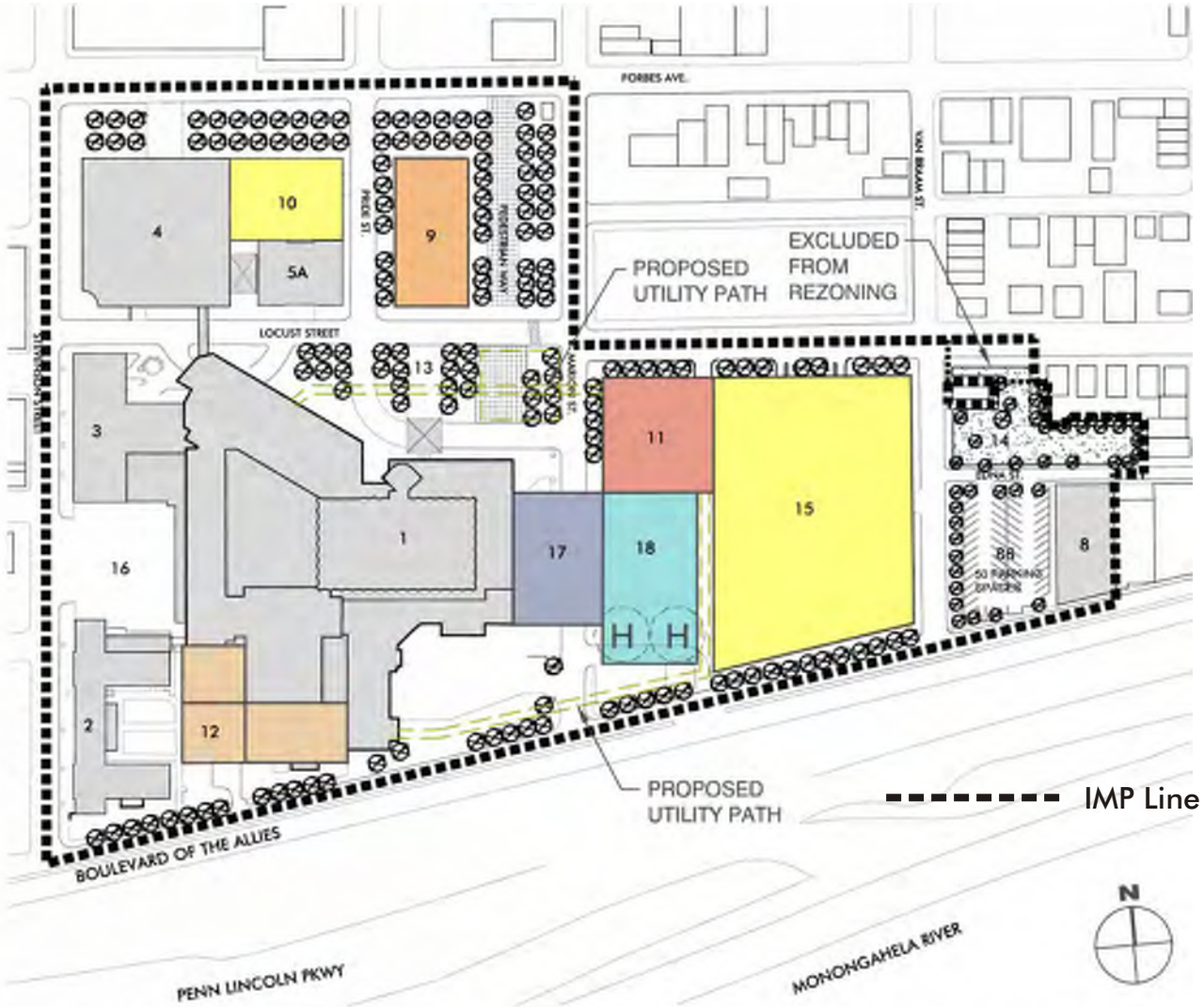
9. MEDICAL OFFICE BUILDING
   4 story building, new, ≈ 60ft high
   ≈ 15,000 SF/floor, ≈ 60,000 GSF

10. PRIDE STREET STRUCTURED PARKING
   9 story building, new, match height exist. (4)
   ≈ 14,000 SF/floor, ≈ 126,000 GSF
   ≈ 360 parking spaces

11. CENTRAL POWER PLANT
   + OFFICES FACILITIES
   3 story building, new,
   65ft high+screening cooling towers
   ≈ 60,000 GSF
   with utilities to hospital

12. HOSPITAL EXPANSION
   1 story building, new
   ≈ 20ft high
   ≈ 9,000 GSF

13. LANDSCAPED ENTRY PLAZA
   Fuel tanks for Central Plant underneath



14. GREEN SPACE

15. LOCUST AND VAN BRAAM STRUCTURED PARKING
   4-6 story building, new
   ≈ 1200 parking spaces

16. CONSOLIDATED HOSPITAL LOADING DOCK
   20,000 GSF

17. HOSPITAL EXPANSION
   3 story building, new, ≈48ft high
   over Marion Street
   ≈ match height of 1, West of entrance
   ≈ 16,000 SF/floor, ≈ 48,000 GSF

18. HOSPITAL EXPANSION
   12 story building, new, ≈175 ft high
   ≈ match height of 1 (tower)
   ≈ 24,000 SF/floor, ≈ 288,000 GSF
   provide space for 2 Heliports on top of building

* number of stories with sloping grade

Twenty-Five Year Development Envelope

1. UPMC MERCY HOSPITAL
   4-15 story building, existing, 180ft high
   ≈ 722,500 GSF

2. ERMIRE BUILDING
   8-10* story building, existing, 120ft high
   ≈ 18,700 SF/floor, ≈ 156,000 GSF

3. BUILDING "C" - MEDICAL PROFESSIONAL OFFICE BUILDING
   4-6* story building, existing, ≈ 70ft high
   ≈ 25,000 SF/floor, ≈ 120,000 GSF

4. LOCUST STREET STRUCTURED PARKING
   7-9* story building, existing, ≈ 90ft high
   ≈ 32,500 SF/floor, ≈ 256,500 GSF
   820 parking spaces

5A. ST. ANN`S CENTER
   4 story building, existing, 48ft high
   ≈ 8,000 SF/floor, ≈ 32,000 GSF

8. WAREHOUSE
   2 story building, 28ft high
   ≈ 10,000 SF/floor, ≈ 20,000 GSF

9. MEDICAL OFFICE BUILDING
   4 story building, new, ≈ 60ft high
   ≈ 15,000 SF/floor, ≈ 60,000 GSF

10. PRIDE STREET STRUCTURED PARKING
   9 story building, new, match height exist. (4)
   ≈ 14,000 SF/floor, ≈ 126,000 GSF
   ≈ 360 parking spaces

11. UPMC VISION AND REHABILITATION HOSPITAL AT UPMC MERCY
10 story building, new
≈ 180ft high, screen to 197ft
≈ 410,000 GSF

14. GREEN SPACE

16. CONSOLIDATED HOSPITAL LOADING DOCK
   20,000 GSF

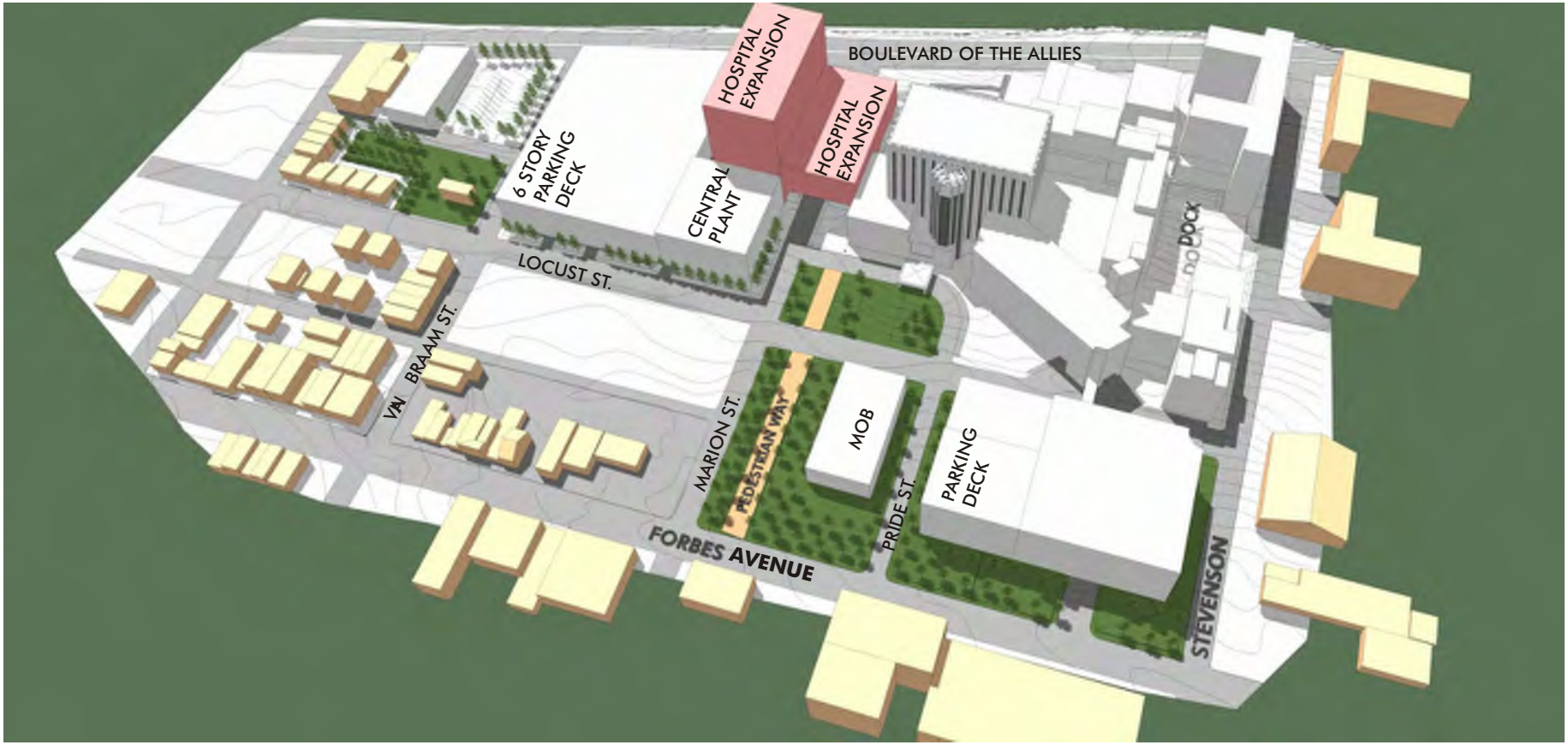
17. HOSPITAL EXPANSION
14 story building, new
≈ 240ft high
≈ 22,000 SF/floor, ≈ 308,000 GSF

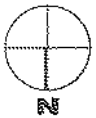
12. HOSPITAL EXPANSION
   1 story building, new
   ≈ 20ft high
   ≈ 9,000 GSF

15. LOCUST & VAN BRAAM STRUCTURED PARKING
4-6 story building, new
≈ 1100 parking spaces
≈ 36,000SF/floor
≈ 216,000 GSF

13. LANDSCAPED ENTRY PLAZA

* number of stories with sloping grade


HOSPITAL EXPANSION
HOSPITAL EXPANSION
BOULEVARD OF THE ALLIES
6 STORY PARKING DECK
CENTRAL PLANT
LOCUST ST.
VAN BRAAM ST.
MARION ST.
PEDESTRIAN WAY
MOB
PRIDE ST.
PARKING DECK
FORBES AVENUE
STEVENSON
DOCK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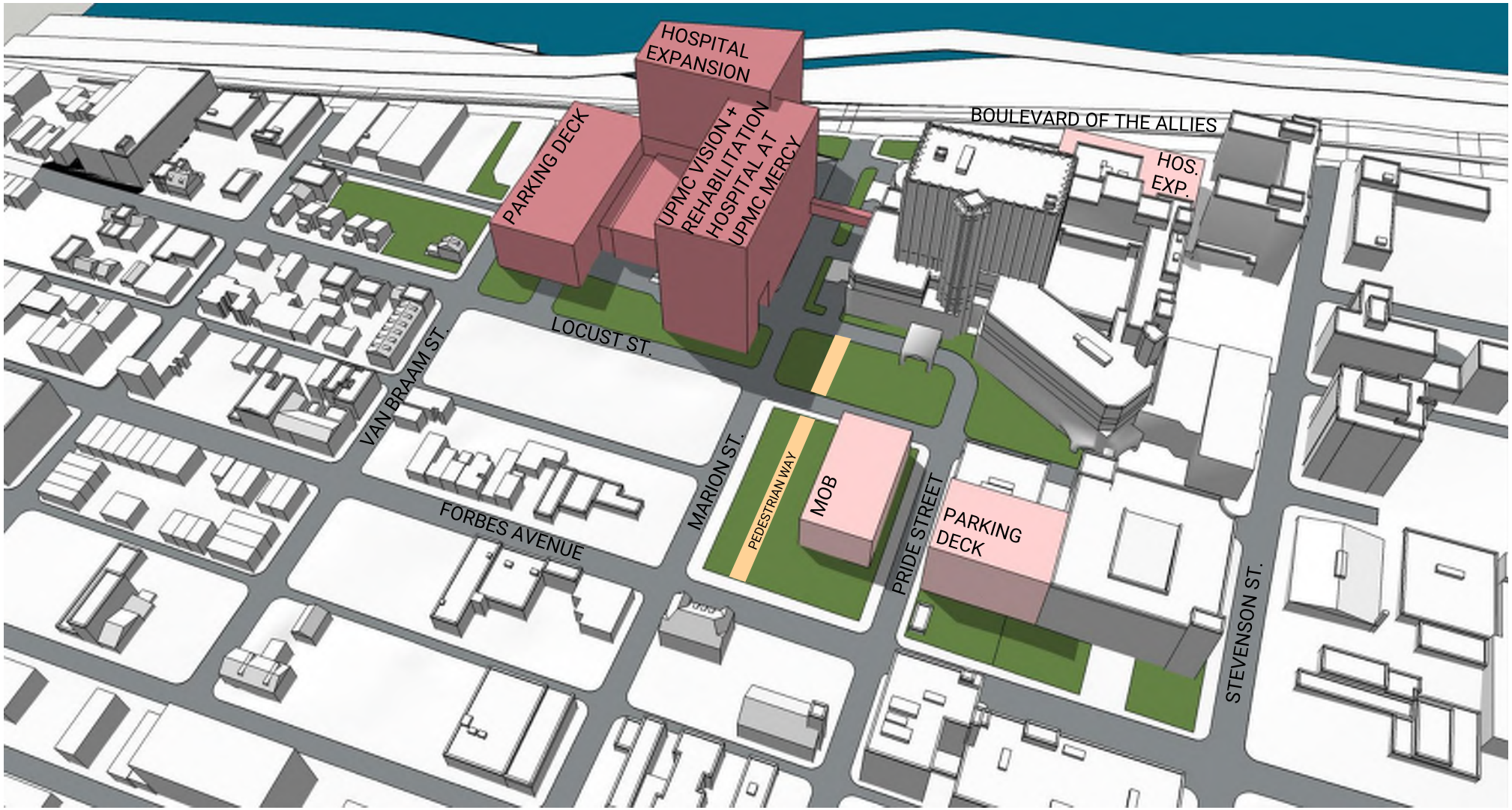
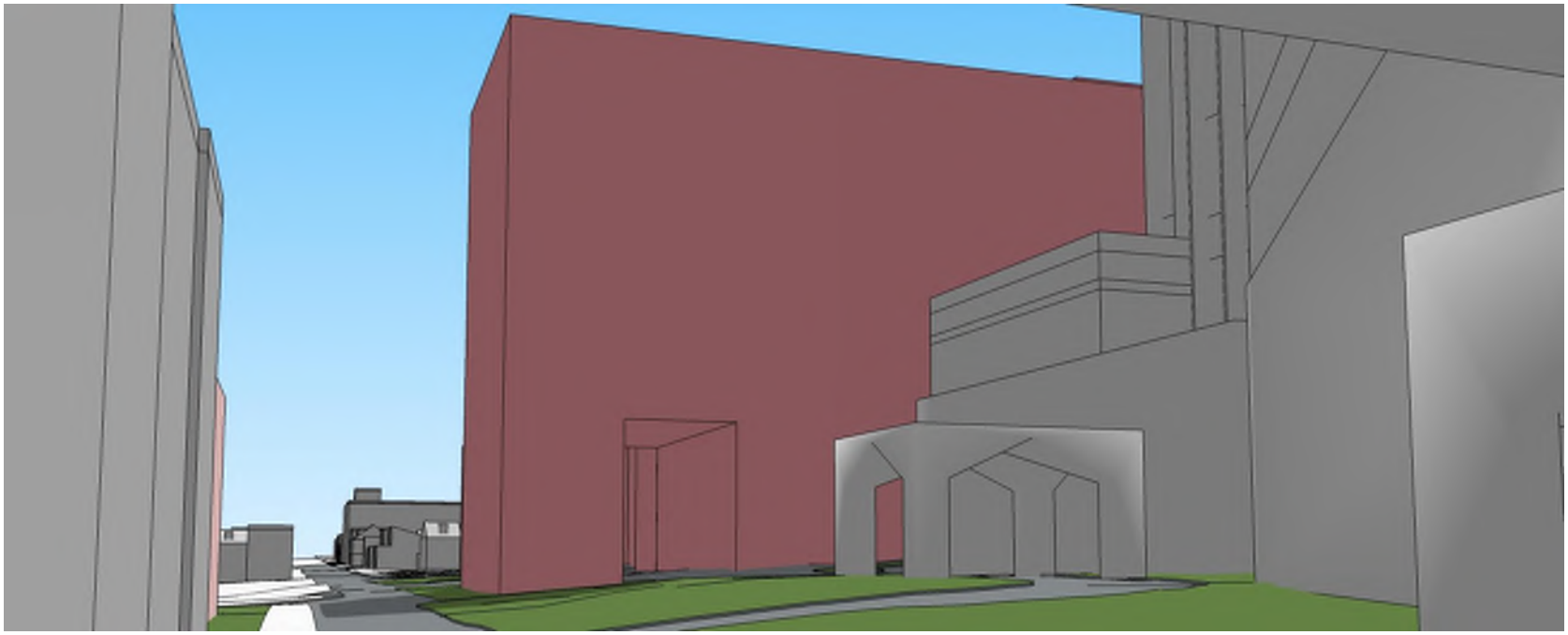
Twenty-Five Year Development Envelope



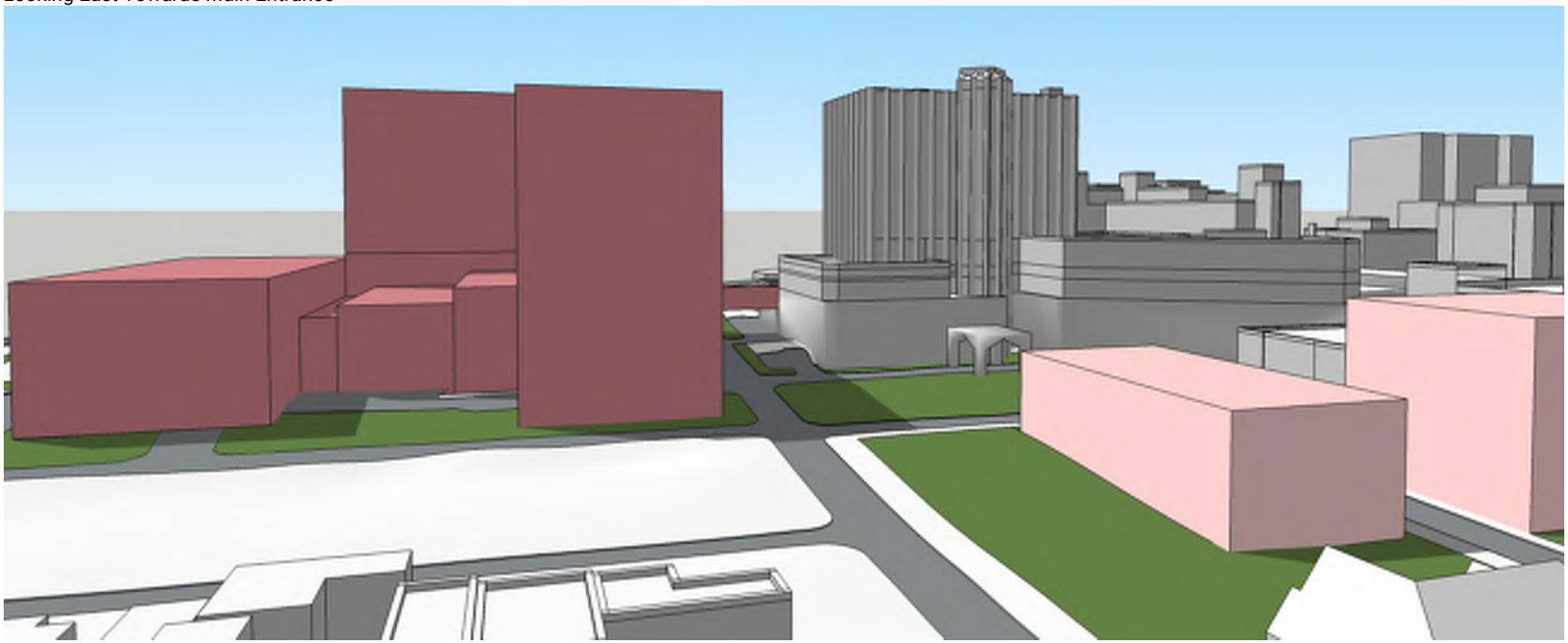
Looking East towards Main Entrance

Looking Southwest at the Main Entrance

Twenty-Five Year



Looking East Towards Main Entrance



Looking Southwest at the Main Entrance

Executive Summary

An overview of the project description, principal findings resulting from the analysis, and recommended mitigation strategies is presented in this summary.

Site Location and Study Area

The proposed Master Plan projects are to be located within the existing UPMC Mercy campus in the City of Pittsburgh.

The UPMC Mercy campus is bounded by Forbes Avenue to the north, the Boulevard of the Allies to the south, just east of Van Braam Street to the east, and Stevenson Street to the west. The hospital campus currently provides ~~1,185~~ on-campus ***1166** parking spaces which includes one (1) mixed-use parking garage and surface lots. Currently the UPMC Mercy campus leases an additional 675 parking spaces for employees in the nearby ~~Civic Arena's~~ Melody Tent Lot* for a combined parking supply of ~~1,860~~ spaces. In addition, there are ***2289** number of near campus public pay parking lots and on-street parking opportunities.

***Chatham Garage, Crawford lot and Fifth Avenue lots**

Based upon discussions with the City of Pittsburgh Department of Public Works and Department of Planning, the following intersections were selected for study:

- Fifth Avenue/Stevenson Street ***Signalized**
- Fifth Avenue/Pride Street ***Signalized**
- Fifth Avenue/Marion Street ***Signalized**
- Fifth Avenue/Van Braam Street
- Forbes Avenue/Stevenson Street ***Signalized**
- Forbes Avenue/Pride Street ***Signalized**
- **Fifth Avenue/Dinwiddie Street *Signalized**

***Site Access Points**

- **New garage driveway/Locust Street**
- **ED driveway/Marion Street**
- **New garage driveway/Van Braam Street**

- Forbes Avenue/Marion Street ***Signalized**
- Forbes Avenue/Van Braam Street
- Forbes Avenue/Miltenberger Street ***Signalized**
- Forbes Avenue/Gist Street
- Locust Street/Stevenson Street
- Locust Street/Pride Street
- Locust Street/Marion Street
- Locust Street/Van Braam Street
- Locust Street/Miltenberger Street
- Locust Street/Gist Street
- Boulevard of the Allies/Stevenson Street
- Boulevard of the Allies/Marion Street
- Boulevard of the Allies/Van Braam Street
- Boulevard of the Allies/Miltenberger Street
- Boulevard of the Allies/Gist Street

The site location, study area, and study intersections are presented in Figure S-1.

Development Description

The UPMC Mercy 10 year master plan projects consist of the following:

~~1. Construction of a new Central Power Plant to be located on the southeast corner of the intersection of the Locust Street and Marion Street. This new power plant is planned to be approximately 60,000 gross square feet (3 stories).~~

2. Construction of a new Medical Office Building (MOB) to be located on the northeast corner of Locust Street and Pride Street. The MOB is planned to be approximately 60,000 gross square feet (4 stories). This building is planned to accommodate up to 50 new physicians (approximately 33 present during peak day), physician staff (approximately 75 present during peak day), and approximately 990 new outpatients per peak day.

***Construction of a ten (10) story UPMC Vision and Rehabilitation Hospital at UPMC Mercy with 410,000 GSF of space on the site of the former employee and ED patient surface lots located on the block bounded by Locust Street, Marion Street, Boulevard of the Allies and Van Braam Street.**

3. Construction of a new lab to be attached to the existing UPMC Mercy building. The lab is planned to be approximately 9,000 gross square feet.

4. Construction of an expansion to the existing campus parking garage which will provide 360 new parking spaces on-campus. This garage will utilize the existing ramp system already in place for the existing garage. An additional driveway will be constructed for the expansion along Pride Street.

***adjacent to UPMC Vision and Rehabilitation Hospital at UPMC Mercy**

5. Construction of a parking garage to be located* on the former employee surface parking lots. The parking garage will provide ~~1,200~~ on-campus ***1100** parking spaces ~~for hospital employee use~~. Gated access driveways for the parking garage will be provided along Van Braam Street and Locust Street.

~~6. With development of the new parking garage, the current employee parking spaces leased at the Melody Tent Lot will be eliminated.~~

7. Vacate Edna Street from Van Braam Street to Marion Street. **COMPLETE**

8. Streetscape improvements will be constructed in accordance with City of Pittsburgh standards.

9. Construction of a ~~37~~ space ED lot accessed via ***35** Marion Street.

The 10 year master plan development components are presented in Figure S-2.

*** REVISED PER 2018 AMENDMENT**

Land Development Control Status

The UPMC Mercy campus is currently zoned EMI (Education/Medical Institutional) with surface parking lots located in NDI (Neighborhood Industrial District) and LNC (Local Neighborhood Commercial. The UPMC Mercy campus in its entirety is planned to be rezoned as EMI.

COMPLETE

The existing zoning map for the study area is presented in Figure S-3.

Principal Findings

***SEE 20A FOR AMENDED PRINCIPAL FINDINGS**

Parking Analysis

Parking conditions have been evaluated under existing 2011 conditions and projected 2021 conditions with the campus 10 year master plan components in place. The parking supply/demand comparison performed for the future 2021 conditions with the master plan components indicates that at the peak period of the peak day, parking provided will be adequate to serve the needs of the campus.

The principal findings of the parking analysis include the following:

1. Parking priority has been given to patients and visitors, with parking available to them located convenient to their destinatiions.

   a. Patients destined for the New Medical Office Building (MOB) will park in the Locust Street garage expansion accessed on Pride Street across from the building.

   b. Hospital parkers will park in the Locust Street Garage with more spaces available for their use in this garage than there are presently.

   c. A new ED parking lot located across Marion Street from the Ed will provide 37 ED only spaces (13 more than the current lot).

2. Employee parkers will all be accommodated on campus, with most parking in the new Locust-Van Braam Garage.

   a. Gated parking with two access points (one on Locust Street and one on Van Braam Street) will be provided.

   b. Leases at the Melody Tent Lot will be eliminated.

   c. Shuttle operation between UPMC Mercy and the Melody Tent Lot will be eliminated.

3. Physician parkers will be accommodated in the existing Locust Street Garage as they are now with additional parking in the garage expansion.

4. All UPMC Mercy parkers will be accommodated on the UPMC Mercy campus.

5. Bicycle parking facilities will be provided for the 10 year master plan conditions as required by the City of Pittsburgh Zoning Code.

Traffic Analysis

Capacity analyses were performed at the study intersections for the 2011 existing, 2021 base (without master plan components), and 2021 combined (with master plan components) conditions. Analyses were performed using the methodologies published in the Highway Capacity Manual 2000, by the Transportation Research Board using Synchro, Version 7 traffic analysis and simulation software.

Results of the future 2021 combined (with all 10 year master plan components) conditions capacity analyses (with signal timing optimization and mitigation measures) indicate that all intersections and approaches are projected to operate with levels of service of D or better with the following exceptions:

- Forbes Avenue and Van Braam Street
  - The northbound and southbound Van Braam Street approach are projected to operate at a LOS E during the PM peak hour. This increase in delay will not disrupt traffic flow along Forbes Avenue but will increase wait time on Van Braam Street.
- Forbes Avenue and Gist Street
  - The southbound Gist Street approach is projected to operate at a LOS F during the PM peak hour. This increase in delay will not disrupt traffic flow along Forbes Avenue but will increase wait time on Gist Street.
- Boulevard of the Allies and Marion Street
  - The southbound Marion Street approach is projected to continue operating at a LOS F during the PM peak hour. This will result in a wait for vehicles turning right from Marion Street onto the Boulevard of the Allies. The Boulevard of the Allies traffic flow will not be disrupted.

- Boulevard of the Allies and Van Braam Street
  - The southbound Van Braam Street approach is projected to continue operating at a LOS F during the PM peak. This will result in a wait for vehicles turning right from Van Braam Street onto the Boulevard of the Allies. The Boulevard of the Allies traffic flow will not be disrupted.
- Boulevard of the Allies and Miltenberger Street
  - The southbound Miltenberger Street approach is projected to continue operating at a LOS F during the PM peak hour. This will result in a wait for vehicles turning right from Miltenberger Street onto the Boulevard of the Allies. The Boulevard of the Allies traffic flow will not be disrupted.
- Boulevard of the Allies and Gist Street
  - The southbound Gist Street approach is projected to continue operating at a LOS F during the PM peak hour. This will result in a wait for vehicles turning right from Gist Street onto the Boulevard of the Allies. The Boulevard of the Allies traffic flow will not be disrupted.

***SEE 21A FOR AMENDED RECOMMENDATIONS.**

Recommendations

Under the 2021 combined conditions, the following mitigation measures are required in order to minimize impacts on intersection levels of service:

- Improve traffic signal operations in the area
  - Optimize peak hour traffic signal timings
  - Optimize network peak hour signal timing offsets

- Vacate Edna Street from Marion Street to Van Braam Street to support the development of the new employee parking garage, central power plant, and emergency department parking lot

- Construct new ambulance only parking area

- Discontinue employee use of the Melody Tent Lot.

- Discontinue shuttle service between the UPMC Mercy campus and the Melody Tent Lot.

- Construct new gated (card access) entrances/exits for the new employee parking garage on Locust Street and Van Braam Street

- Construct new gated entrance/exit to the parking garage expansion along Pride Street

- Upgrade pedestrian amenities along Locust Street at its intersections with Marion Street and Pride Street including:
  - Repaint pedestrian crosswalks
  - Repaint stop bars

- Provide new bicycle parking racks in the garage expansion, the existing campus garage, the new employee parking garage and garage expansion, and at strategic outdoor locations. The locations are shown in Figure S-4, and provide a total of 236 bicycle spaces. Two accompanying shower facilities for bicyclists will be provided

- Provide new streetscape treatment wherever roadways and sidewalks are disturbed including Marion Street, Locust Street, and Pride Street in accordance with City of Pittsburgh standards

A summary of the recommended improvements is presented in Figure S-5.

Principal Findings

Employee Travel Survey

The UPMC Mercy Transportation Survey was developed by UPMC and Trans Associates, and then approved by the City of Pittsburgh Department of Mobility and Infrastructure (DOMI). Following approval of the survey by DOMI, UPMC Mercy distributed the survey electronically to all Hospital staff on February 7, 2018. The response period was established by the Hospital to be from February 7, 2018 to February 20, 2018. A summary of the results is as follows:

1. Of the 3,193 total staff members, responses were received from 219 persons, representing a 6.9% response rate.
2. Of the staff members who responded, 94.5% are full time employees (35 hours per week or more).
3. Of the staff members who responded, 68.5% commute 5 days per week.
4. The transportation mode split of the staff members who responded is as follows:
    - 86.3% of employees drive themselves;
    - 3.7% of employees are driven by others;
    - 7.3% of employees use transit (bus or light rail);
    - 0.5% of employees walk;
    - 0.9% of employees bike; and
    - 1.4% of employees use some other mode of transportation

Traffic Signal Warrant Analysis

A traffic signal warrant was performed at the intersection of Forbes Avenue and Van Braam Street under 2022 conditions with the IMP projects in place. Under 2022 Build conditions, both the peak hour warrant and the 4 hour warrant is satisfied at this location.

Parking Analysis

Parking conditions have been evaluated under existing 2017 conditions, adjusted 2018 maximum conditions and projected 2022 conditions with the IMP Amendment components in place. The parking supply/demand comparison performed for the future 2022 conditions with the master plan components indicates that at the peak period of the peak day, parking on the campus must continue to be combined with off-campus employee parking in order to provide adequate parking to serve the needs of the campus.

The principal findings of the parking analysis include the following:

1. Parking priority will be given to patients and visitors, with parking available to them located convenient to their destinations.
    - The net increase in on-campus parking spaces will be 1,158 spaces with the completion of all of the 10 year IMP projects.
    - Patients destined for the new UPMC hospital expansion will park in the new 1,100 space garage, with patient access provided via Marion Street (entrance and drop-off/pick-up only) and via Van Braam Street and Locust Street (both exit only).
    - Physicians and staff destined for the new hospital expansion will park in the new 1,100 space garage, with staff entry and exit access provided via Van Braam Street and exit via Locust Street. These staff members will include the return of 80 staff parkers who had formerly parked in the on-site parking lot.
    - The projected minor increases in patient and staff Hospital parkers (non-hospital expansion parkers) will park in the existing Mercy Garage using the capacity in this garage that is presently available.
    - A new Emergency Department (ED) parking level inside the new garage will be located across Marion Street from the ED, and will provide 35 ED-only spaces.
    - Staff and patients destined for the new Medical Office Building (MOB) will park in the new 360 space addition to the Mercy Garage.
    - The Mercy Garage 360 space addition will also accommodate 187 staff parkers who had formerly parked in the lot on the site of the new 1,100 space parking garage, as well as 20 staff parkers who had previously parked in an off-campus leased lot.
2. Employee parkers will continue to use the off-site parking lots, with 954 – 1,186 off-site parking spaces needed.
3. Employee shuttle service between UPMC Mercy and the off-site lots including the Melody Tent Lot and the Crawford Lot exists in 2018 and will continue.
4. Physician parkers will be accommodated in the existing Mercy Garage as they are now with additional hospital expansion-related physician parking in the new 1,100 space garage.
5. Bicycle parking facilities and showers will be provided for the 10 year master plan conditions as required by the City of Pittsburgh Zoning Code.

Principle Findings (cont.)

Traffic Capacity Analysis

Capacity analyses were performed at the study intersections for the 2017 existing, 2022 no-build (without master plan components), and 2022 build (with master plan components) conditions. Analyses were performed using the methodologies published in the Highway Capacity Manual 2000, by the Transportation Research Board using Synchro, Version 10 traffic analysis and simulation software.

Results of the future 2022 build (with all 10 year master plan components) conditions capacity analyses (with signal timing optimization and mitigation measures detailed in Section 1.2.5) indicate that all intersections and approaches are projected to operate with levels of service of D or better with the following exceptions:

- Fifth Avenue and Stevenson Street
  - The northbound Stevenson Street approach is projected to operate at LOS F during the PM peak hour, but with queuing not obstructing any adjacent intersections.
- Boulevard of the Allies and Marion Street
  - The southbound Marion Street approach is projected to continue operating at LOS F during the PM peak hour. This will result in a wait for vehicles turning right from Marion Street onto the Boulevard of the Allies. This condition would occur under 2022 no-build conditions as well. The Boulevard of the Allies traffic flow will not be disrupted.
  - The overall intersection will function at LOS F during the PM peak hour.
- Boulevard of the Allies and Van Braam Street
  - The southbound Van Braam Street approach is projected to continue operating at LOS F during the PM peak. This will result in a wait for vehicles turning right from Van Braam Street onto the Boulevard of the Allies. The Boulevard of the Allies traffic flow will not be disrupted.
- Boulevard of the Allies and Gist Street
  - The southbound Gist Street approach is projected to continue operating at LOS E during the PM peak hour. This will result in a wait for vehicles turning right from Gist Street onto the Boulevard of the Allies. The Boulevard of the Allies traffic flow will not be disrupted.

Queuing Analysis

Queuing analysis was performed at the study intersections for the 2017 existing, 2022 no-build (without master plan components), and 2022 build (with master plan components) conditions. Analysis was performed using Synchro Traffic Signal Coordination Software, Version 10 to determine queuing at the study intersections. Based on the analysis, the only location with queuing concerns is the southbound approach of Marion Street to the Boulevard of the Allies. The queue results from high volumes of fast-moving traffic on the Boulevard of the Allies delaying exiting of vehicles from Marion Street onto the Boulevard of the Allies. This condition would occur in 2022 with or without the IMP projects in place.

Recommendations

Under the 2022 build conditions, the following mitigation measures, shown in Figure S-4, are required in order to minimize impacts on intersection levels of service:

- Improve traffic signal operations in the area;
  - Optimize peak hour traffic signal timings; and
  - Optimize network peak hour signal timing offsets;
    - It should be noted that signal timing changes will be necessary with the implementation of the BRT project.
- Install new traffic signal at the Forbes Avenue/Van Braam intersection with pedestrian amenities (pedestrian push buttons, countdown signals and audible equipment).
- Continue shuttle service between the UPMC Mercy campus and the Melody Tent Lot and the Crawford Lot.
- Upgrade pedestrian amenities along Locust Street at its intersections with Marion Street and Pride Street, and between Forbes Avenue and Locust Street along Marion Street, including:
  - Repaint pedestrian crosswalks;
  - Repaint stop bars;
  - Investigate tactile upgrades to the Locust Street/Marion Street intersection, to be developed as part of the design of the hospital expansion;
  - Provide safety upgrades including lighting and additional measures to be identified during the design of the hospital expansion, to connect pedestrians from public transit, including the future BRT stations at Forbes/Pride, Forbes/Miltenberger, Fifth/Pride and Fifth/Miltenberger intersections, to the UPMC Mercy campus.
- Provide new bicycle parking racks in the new garage, the existing Mercy garage, the Mercy garage expansion, and at strategic outdoor locations. The locations are shown in Figure S-5 and provide a total of 232 bicycle spaces on the campus. Two shower facilities for bicyclists will be provided; and
- Provide new streetscape treatments wherever roadways and sidewalks are disturbed including Marion Street and Locust Street in accordance with City of Pittsburgh standards.
- TDM Strategies and PMP Strategies

TDM Strategies for Patients and Visitors

- Patients and visitors originate from locations up to hundreds of miles away, or further, and make less frequent trips to UPMC Mercy. Additionally, patients/visitors may not physically be able to participate in active transportation modes. Therefore, different types of TDM strategies for patients and visitors will be developed. These strategies will include:
  - Include information on public transit, bicycling, pedestrian paths, and car share stations on the UPMC Mercy website, and provide this information and links to UPMC physician offices for use by their patients.
  - Provide automated vehicle (AV) shuttles or micro-transit between the local BRT stations and transit hubs, UPMC Mercy Hospital, and the VRH. This will provide last-mile connections for patients/visitors with mobility issues.

Recommendations (cont.)

TDM Strategies for UPMC Staff

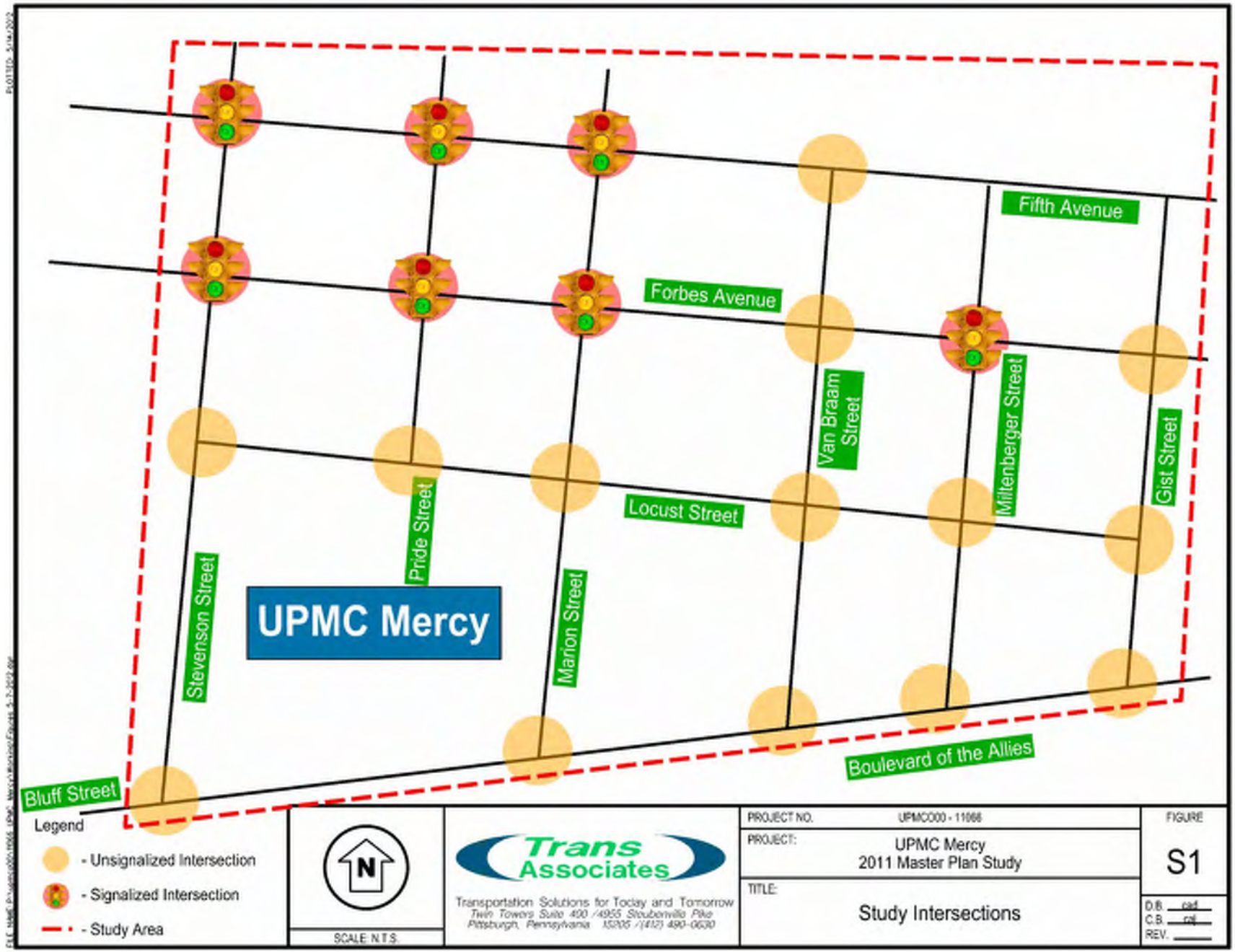
It should be noted that the TDM strategies will be primarily targeted to UPMC Mercy staff members.

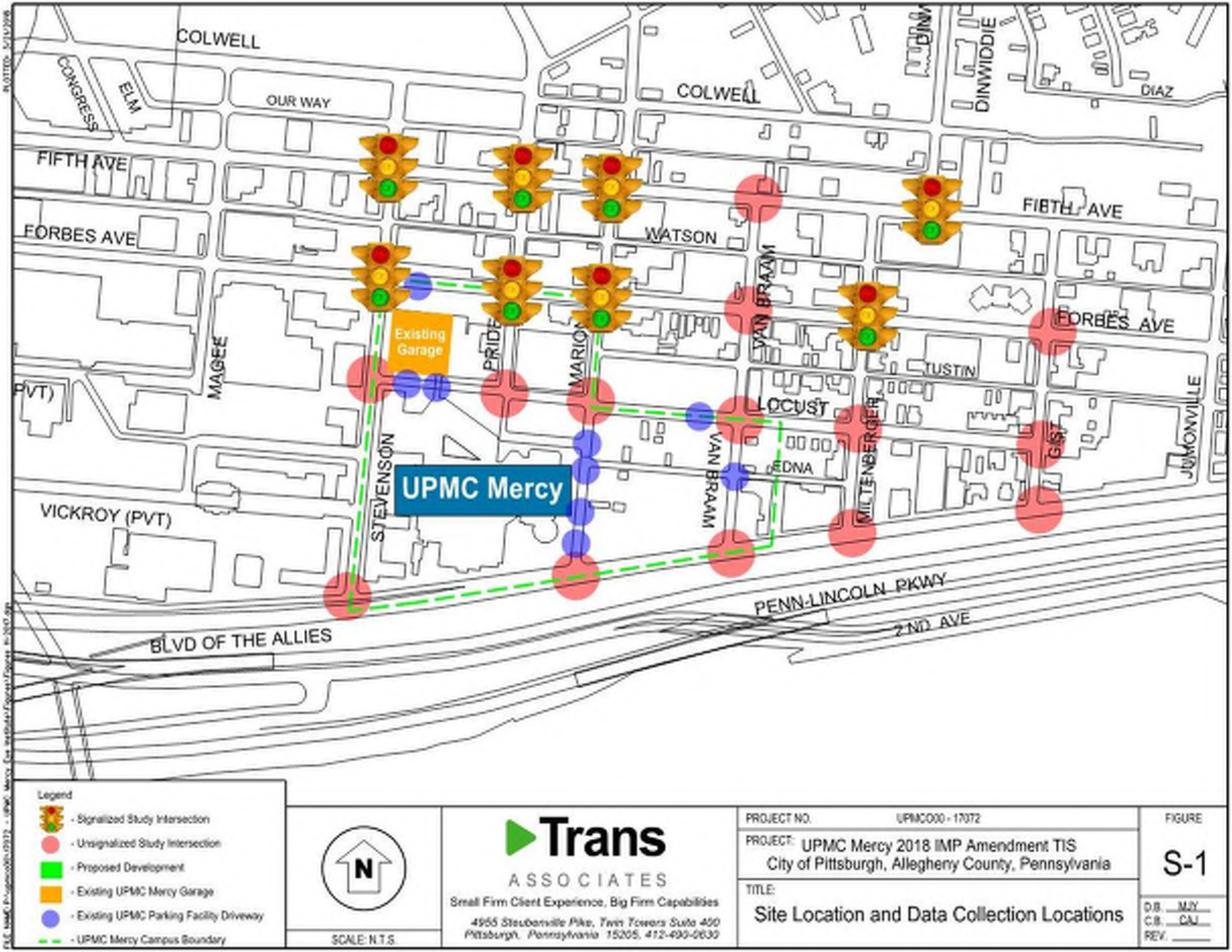
- Establish a position for a UPMC Mercy TDM Coordinator to manage all TDM strategies.
- Establish non-private automobile staff transportation between UPMC campuses. Methods UPMC will explore will include:
    - Program of shared electric bicycles.
    - Additional Healthy Ride stations in the vicinity of UPMC Mercy.
    - Uber or similar type designated pick up/drop off locations at main entrances of UPMC facilities. This could possibly be explored as a pilot project.
- Convert more existing parking spaces in UPMC garages to spaces with electric vehicle charging stations.
- Include electric vehicle charging stations in the new VRH garage.
- Investigate inclusion of Uptown, including UPMC Mercy, into the Oakland Transportation Management Association (OTMA), which has well-developed programs and strategies.
- Investigate last-mile transportation strategies between the new BRT stations and UPMC Mercy/VRH. This could include UPMC Mercy on-demand shuttles, bicycles, or other means.
- Options for public transit subsidies will be explored with the Port Authority of Allegheny County.
- Explore subsidy for bike share membership based on income level for employees.

TDM Strategies for All Persons – Patients/Visitors, UPMC Mercy Staff, and the General Public

In addition, some measures will be instituted for the benefit of all users. These strategies will include:

- Establishment of a transit hub at UPMC Mercy. This hub would provide connections between public transit, with the new BRT station on Forbes Avenue just west of Pride Street, and bicycling facilities, pedestrian facilities, and UPMC Mercy parking facilities. The exact location of the hub will be evaluated during the VRH study.
- Enhance the pedestrian connection between Forbes Avenue at the Locust Street/Marion Street intersection, which serves as the gateway to UPMC Mercy Hospital and the VRH. This could include lighting and streetscape improvements on Pride, Marion, and Locust Streets.
- Pedestrian-friendly improvements to the Locust/Marion intersection. These improvements will be developed as part of the VRH study and could include traffic calming measures, contrast street paver options, tactile pavement options, modified hawk-type flashing pedestrian crossing equipment, trapezoidal (to curb reveal height) construction elevation, or other measures.
- Address the possibility of permitting neighbor parking in a UPMC Mercy parking facility during weekday evenings and overnight, and on weekends and holidays.
- Provide wayfinding signage to UPMC Mercy Hospital and the VRH.
- Deploy real-time transit and rideshare information screens in the main lobby of UPMC Mercy Hospital and the VRH to allow both patients/visitors and employees to see their options before they leave the facility. Enhancements for low vision users could also be explored.


Fifth Avenue
Forbes Avenue
Van Braam Street
Miltenberger Street
Gist Street
Locust Street
Pride Street
Stevenson Street
UPMC Mercy
Marion Street
Boulevard of the Allies
Bluff Street
Legend
- Unsignalized Intersection
- Signalized Intersection
- Study Area
N
SCALE: N.T.S.
Trans Associates
Transportation Solutions for Today and Tomorrow
Twin Towers Suite 400 / 4955 Steubenville Pike
Pittsburgh, Pennsylvania 15205 / (412) 490-0630
PROJECT NO. UPMC000 - 11066
PROJECT: UPMC Mercy 2011 Master Plan Study
TITLE: Study Intersections
FIGURE
S1
D.B. cad
C.B. cal
REV.


COLWELL
CONGRESS
ELM
OUR WAY
COLWELL
DINWIDDIE
DIAZ
FIFTH AVE
FIFTH AVE
FORBES AVE
WATSON
VAN BRAAM
FORBES AVE
Existing Garage
PRIDE
MARION
MAGEE
TUSTIN
LOCUST
MILTENBERGER
GIST
JULIANNA
VAN BRAAM
EDNA
STEVENSON
UPMC Mercy
VICKROY (PVT)
PENN-LINCOLN PKWY
2ND AVE
BLVD OF THE ALLIES
Legend
- Signalized Study Intersection
- Unsignalized Study Intersection
- Proposed Development
- Existing UPMC Mercy Garage
- Existing UPMC Parking Facility Driveway
- UPMC Mercy Campus Boundary
N
SCALE: N.T.S.
Trans ASSOCIATES
Small Firm Client Experience, Big Firm Capabilities
4955 Steubenville Pike, Twin Towers Suite 400
Pittsburgh, Pennsylvania 15205, 412-490-0830
PROJECT NO. UPMC030-17072
PROJECT: UPMC Mercy 2018 IMP Amendment TIS
City of Pittsburgh, Allegheny County, Pennsylvania
TITLE: Site Location and Data Collection Locations
FIGURE
S-1
D.B. MJY
C.B. CAJ
REV.

1. UPMC MERCY HOSPITAL
4-15 story building, existing, 180ft high
≈ 722,500 GSF

2. ERMIRE BUILDING
8-10* story building, existing, 120ft high
≈ 18,700 SF/floor, ≈ 156,000 GSF

3. BUILDING "C" - MEDICAL PROFESSIONAL OFFICE BUILDING
4-6* story building, existing, ≈ 70ft high
≈ 25,000 SF/floor, ≈ 120,000 GSF

4. LOCUST STREET STRUCTURED PARKING
7-9* story building, existing, ≈ 90ft high
≈ 32,500 SF/floor, ≈ 256,500 GSF
820 parking spaces

5A. ST. ANN'S CENTER
4 story building, existing, 48ft high
≈ 8,000 SF/floor, ≈ 32,000 GSF

6. MERCY HEALTH CENTER
10 story building, existing, 107ft high
≈ 18,000 SF/floor podium
≈ 7,300 SF/ floor tower
≈ 119,000 GSF

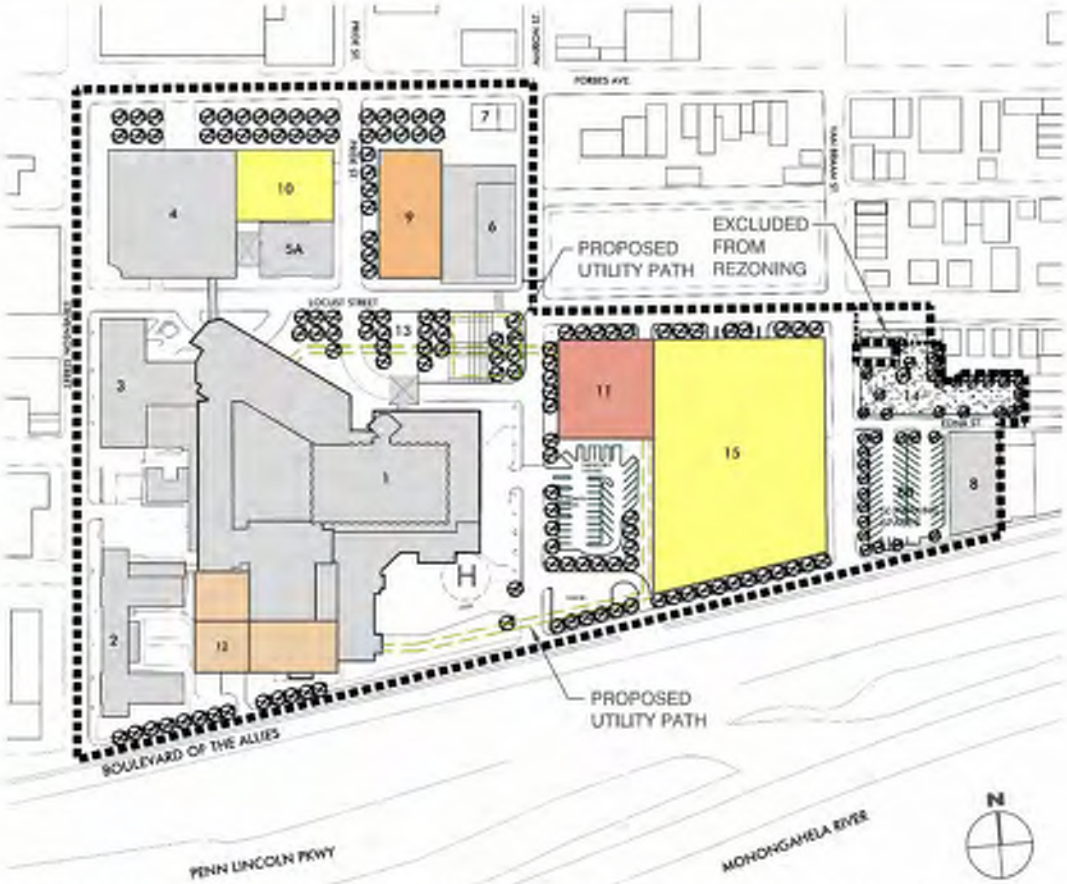
7. Residential - existing
2 story buildings = 28ft high
≈ 1,000 SF/floor, ≈ 4,000 GSF
used by hospital for special programs

8. WAREHOUSE
2 story building, existing, 28ft high
≈ 10,000 SF/floor, ≈ 20,000 GSF

8B SURFACE PARKING.
≈ 50 parking spaces.

9. MEDICAL OFFICE BUILDING
4 story building, new, ≈ 60ft high
≈ 15,000 SF/floor, ≈ 60,000 GSF

10. PRIDE STREET STRUCTURED PARKING
9 story building, new, match height exist. (4)
≈ 14,000 SF/floor, ≈ 126,000 GSF
≈ 360 parking spaces



11. CENTRAL POWER PLANT + OFFICES FACILITIES
3 story building, new,
65ft high + screening cooling towers
≈ 60,000 GSF
with utilities to hospital

12. HOSPITAL EXPANSION
1 story building, new
≈ 20ft high
≈ 9,000 GSF

13. LANDSCAPED ENTRY PLAZA
Fuel tanks for Cental Plant underneath.

14. GREEN SPACE.

15. LOCUST & VAN BRAAM STRUCTURED PARKING
4-6 story building, new
≈ 1200 parking spaces

* number of stories with sloping grade

UPMC LIFECHANGINGMEDICINE GBBN architects

SCALE: N.T.S.

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Pittsburgh, Pennsylvania 15205 / (412) 490-0630

PROJECT NO.	UPMC000 - 11098
PROJECT:	UPMC Mercy 2011 Master Plan Study
TITLE:	10 Year Master Plan
FIGURE	S2
D.B.	cad
C.B.	cal
REV.	

Transportation Management Plan

1. UPMC MERCY HOSPITAL
   4-15 story building, existing, 180ft high
   ≈ 722,500 GSF

2. ERMIRE BUILDING
   8-10* story building, existing, 120ft high
   ≈ 18,700 SF/floor, ≈ 156,000 GSF

3. BUILDING "C" - MEDICAL PROFESSIONAL OFFICE BUILDING
   4-6* story building, existing, ≈ 70ft high
   ≈ 25,000 SF/floor, ≈ 120,000 GSF

4. LOCUST STREET STRUCTURED PARKING
   7-9* story building, existing, ≈ 90ft high
   ≈ 32,500 SF/floor, ≈ 256,500 GSF
   820 parking spaces

5A. ST. ANN`S CENTER
   4 story building, existing, 48ft high
   ≈ 8,000 SF/floor, ≈ 32,000 GSF

6. MERCY HEALTH CENTER
   10 story building, existing, 107ft high
   ≈ 18,000 SF/floor podium
   ≈ 7,300 SF/ floor tower
   ≈ 119,000 GSF

7. Residential - existing
   2 story buildings = 28ft high
   ≈ 1,000 SF/floor, ≈ 4,000 GSF
   used by hospital for special programs

8. WAREHOUSE
   2 story building, existing, 28ft high
   ≈ 10,000 SF/floor, ≈ 20,000 GSF

8B SURFACE PARKING.
   ≈ 50 parking spaces.

9. MEDICAL OFFICE BUILDING
   4 story building, new, ≈ 60ft high
   ≈ 15,000 SF/floor, ≈ 60,000 GSF

10. PRIDE STREET STRUCTURED PARKING
   9 story building, new, match height exist. (4)
   ≈ 14,000 SF/floor, ≈ 126,000 GSF
   ≈ 360 parking spaces

11. UPMC VISION AND REHABILITATION HOSPITAL AT UPMC MERCY
   10 story building, new
   ≈ 180ft high, screen to 197ft
   ≈ 410,000 GSF

12. HOSPITAL EXPANSION
   1 story building, new
   ≈ 20ft high
   ≈ 9,000 GSF

13. LANDSCAPED ENTRY PLAZA

14. GREEN SPACE.

15. LOCUST & VAN BRAAM STRUCTURED PARKING
   4-6 story building, new
   ≈ 1100 parking spaces
   ≈ 36,000 SF/floor
   ≈ 216,000 GSF

* number of stories with sloping grade

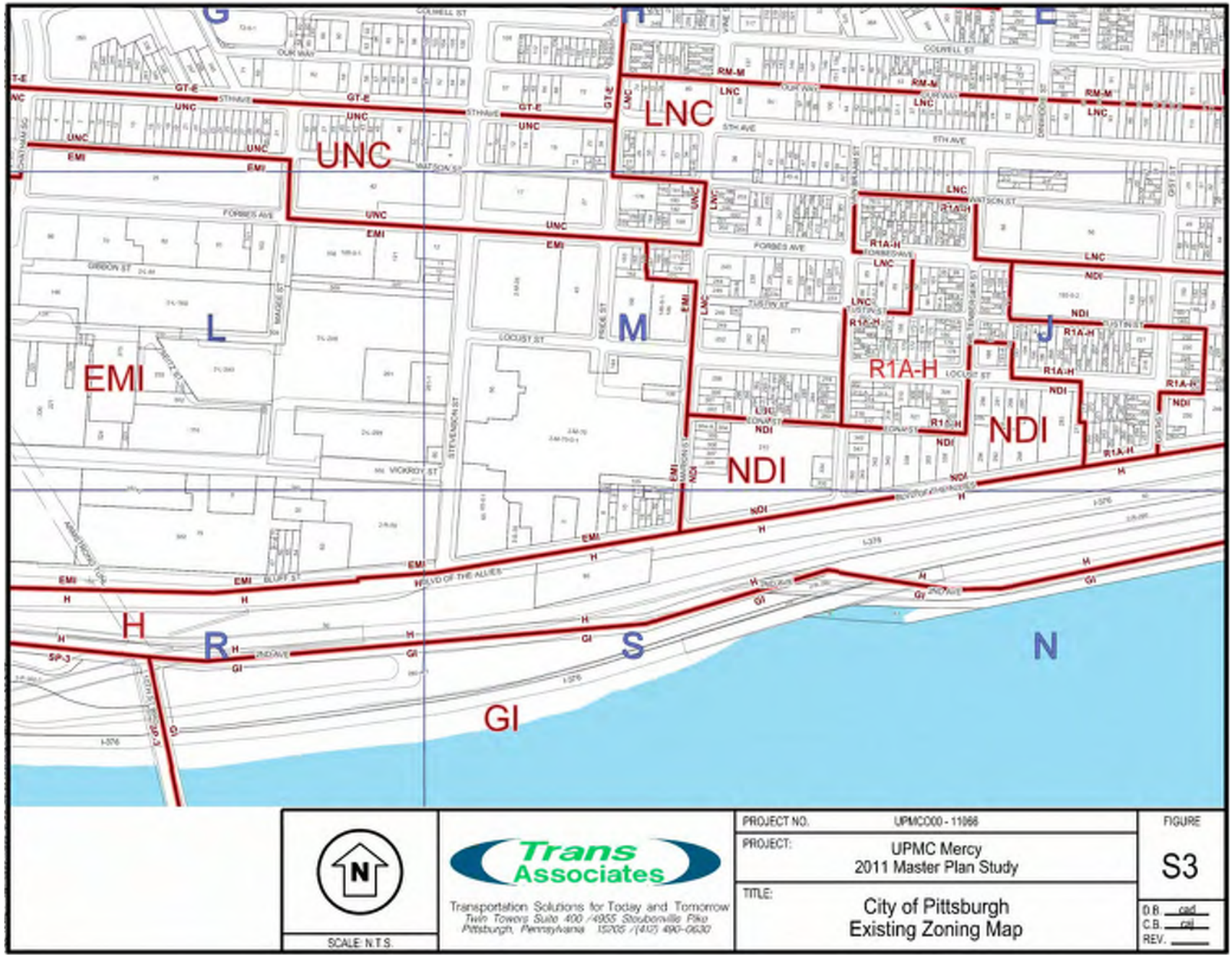
N

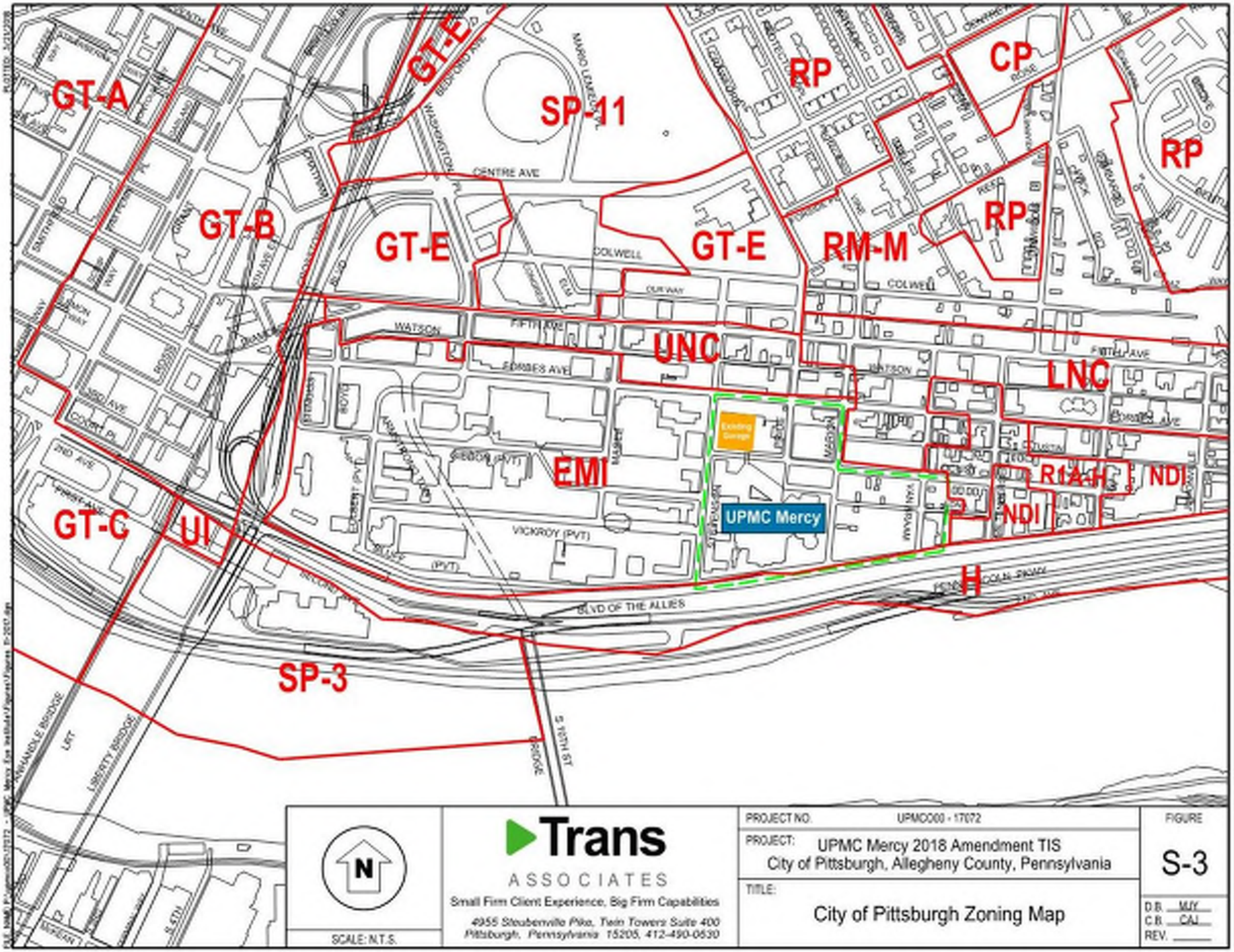
SCALE: N.T.S.

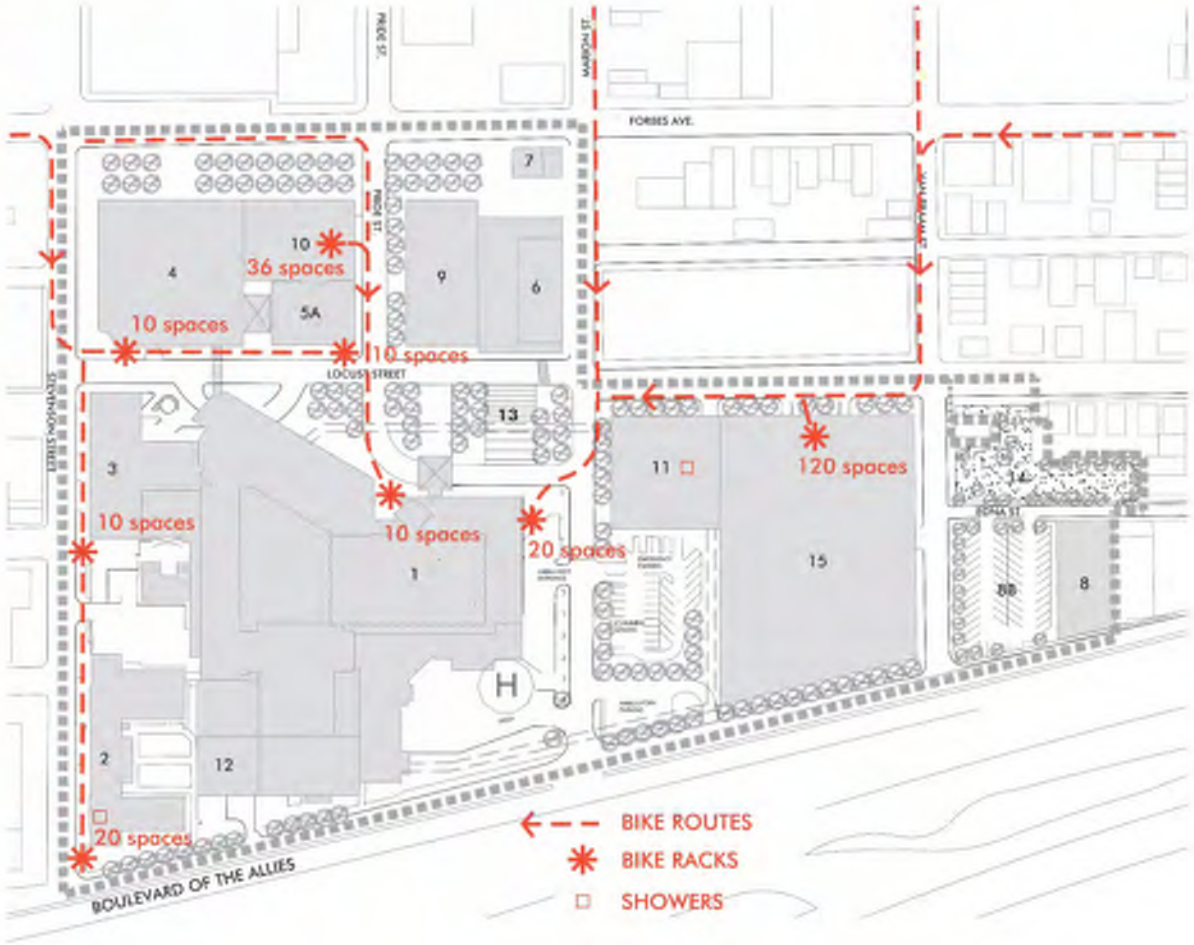
Trans ASSOCIATES
Small Firm Client Experience. Big Firm Capabilities
4955 Steubenville Pike, Twin Towers Suite 400
Pittsburgh, Pennsylvania 15205, 412-490-0630

PROJECT NO. UPMC000 - 17072
PROJECT: UPMC Mercy 2018 Amendment TIS
City of Pittsburgh, Allegheny County, Pennsylvania
TITLE: Site Plan

FIGURE S-2
D.B. AMK
C.B. CAJ
REV.


LNC
UNC
EMI
R1A-H
NDI
GI
L
M
J
H
R
S
N
G
F
E
COLWELL ST
5TH AVE
WATSON ST
FORBES AVE
GIBBON ST
LOCUST ST
STEVENSON ST
BLVD OF THE ALLIES
BLUFF ST
2ND AVE
I-376
Trans Associates
Transportation Solutions for Today and Tomorrow
Twin Towers Suite 400 / 4955 Steubenville Pike
Pittsburgh, Pennsylvania 15205 / (412) 490-0630
SCALE: N.T.S.
PROJECT NO. UPMC000 - 11068
PROJECT: UPMC Mercy
2011 Master Plan Study
TITLE: City of Pittsburgh
Existing Zoning Map
FIGURE
S3
D.B. cad
C.B. cad
REV.


GT-A
GT-E
SP-11
RP
CP
RP
GT-B
GT-E
GT-E
RM-M
RP
UNC
LNC
EMI
R1A-H
NDI
NDI
GT-C
UI
UPMC Mercy
H
SP-3
CENTRE AVE
COLWELL
WATSON
FIFTH AVE
FORBES AVE
VICKROY (PVT)
BLVD OF THE ALLIES
Trans
ASSOCIATES
Small Firm Client Experience, Big Firm Capabilities
4955 Steubenville Pike, Twin Towers Suite 400
Pittsburgh, Pennsylvania 15205, 412-490-0530
N
SCALE: N.T.S.
PROJECT NO. UPMC000 - 17072
PROJECT: UPMC Mercy 2018 Amendment TIS
City of Pittsburgh, Allegheny County, Pennsylvania
TITLE: City of Pittsburgh Zoning Map
FIGURE
S-3
D.B. MJY
C.B. CAJ
REV.



N

SCALE: N.T.S.

Trans Associates

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Twin Towers Suite 400 /4955 Steubenville Pike
Pittsburgh, Pennsylvania 15205 /(412) 490-0630

PROJECT NO. UPMC000 - 11066

PROJECT: UPMC Mercy 2011 Master Plan Study

TITLE: UPMC Mercy Master Plan Proposed Bicycle Facilities

FIGURE S4

D.B. cad
C.B. cal
REV.

1. UPMC MERCY HOSPITAL
4-15 story building, existing, 180ft high
≈ 722,500 GSF

2. ERMIRE BUILDING
8-10* story building, existing, 120ft high
≈ 18,700 SF/floor, ≈ 156,000 GSF

3. BUILDING "C" - MEDICAL PROFESSIONAL OFFICE BUILDING
4-6* story building, existing, ≈ 70ft high
≈ 25,000 SF/floor, ≈ 120,000 GSF

4. LOCUST STREET STRUCTURED PARKING
7-9* story building, existing, ≈ 90ft high
≈ 32,500 SF/floor, ≈ 256,500 GSF
820 parking spaces

5A. ST. ANN'S CENTER
4 story building, existing, 48ft high
≈ 8,000 SF/floor, ≈ 32,000 GSF

6. MERCY HEALTH CENTER
10 story building, existing, 107ft high
≈ 18,000 SF/floor podium
≈ 7,300 SF/ floor tower
≈ 119,000 GSF

7. Residential - existing
2 story buildings ≈ 28ft high
≈ 1,000 SF/floor, ≈ 4,000 GSF
used by hospital for special programs

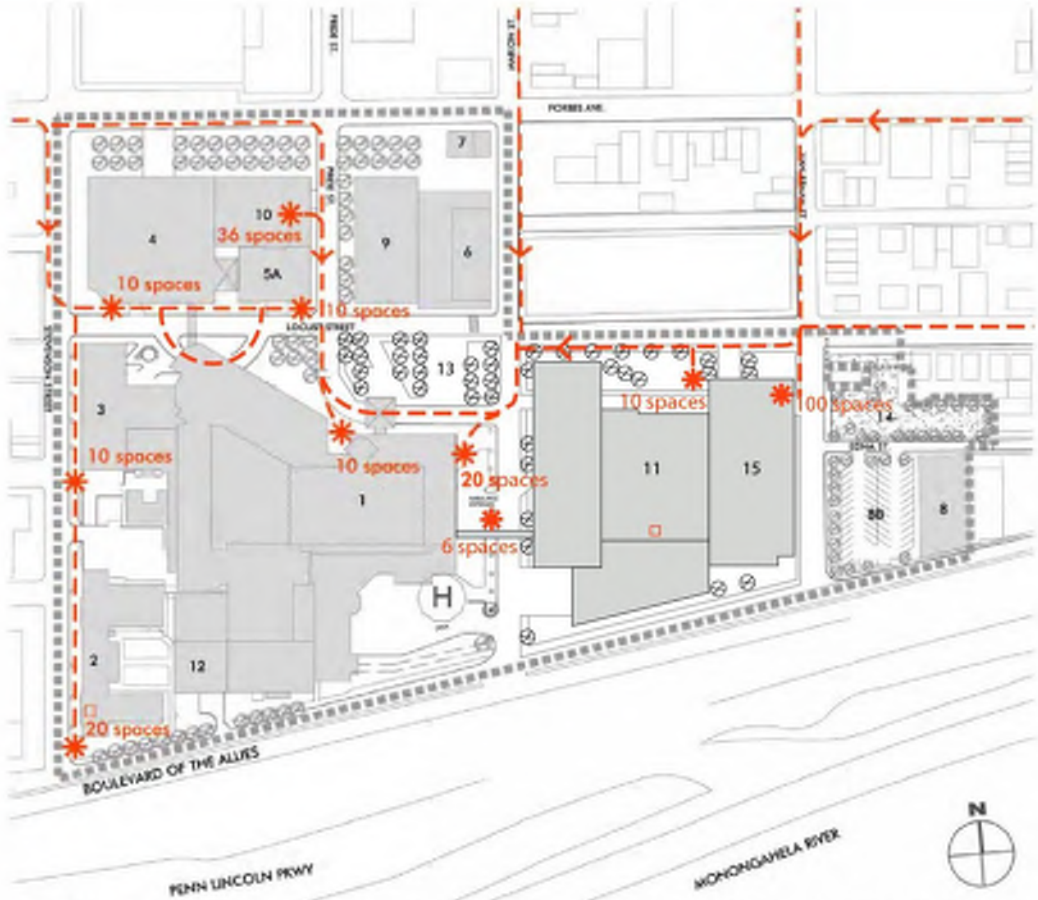
8. WAREHOUSE
2 story building, existing, 28ft high
≈ 10,000 SF/floor, ≈ 20,000 GSF

8B SURFACE PARKING.
≈ 50 parking spaces.

9. MEDICAL OFFICE BUILDING
4 story building, new, ≈ 60ft high
≈ 15,000 SF/floor, ≈ 60,000 GSF

10. PRIDE STREET STRUCTURED PARKING
9 story building, new, match height exist. (4)
≈ 14,000 SF/floor, ≈ 126,000 GSF
≈ 360 parking spaces

* number of stories with sloping grade



11. UPMC VISION AND REHABILITATION HOSPITAL AT UPMC MERCY
10 story building, new
≈ 180ft high, screen to 197ft
≈ 410,000 GSF

12. HOSPITAL EXPANSION
1 story building, new
≈ 20ft high
≈ 9,000 GSF

13. LANDSCAPED ENTRY PLAZA.

14. GREEN SPACE.

15. LOCUST & VAN BRAAM STRUCTURED PARKING
4-6 story building, new
≈ 1100 parking spaces
Contains secured bike storage

BIKE ROUTES
BIKE RACKS
SHOWERS

N
SCALE: N.T.S.

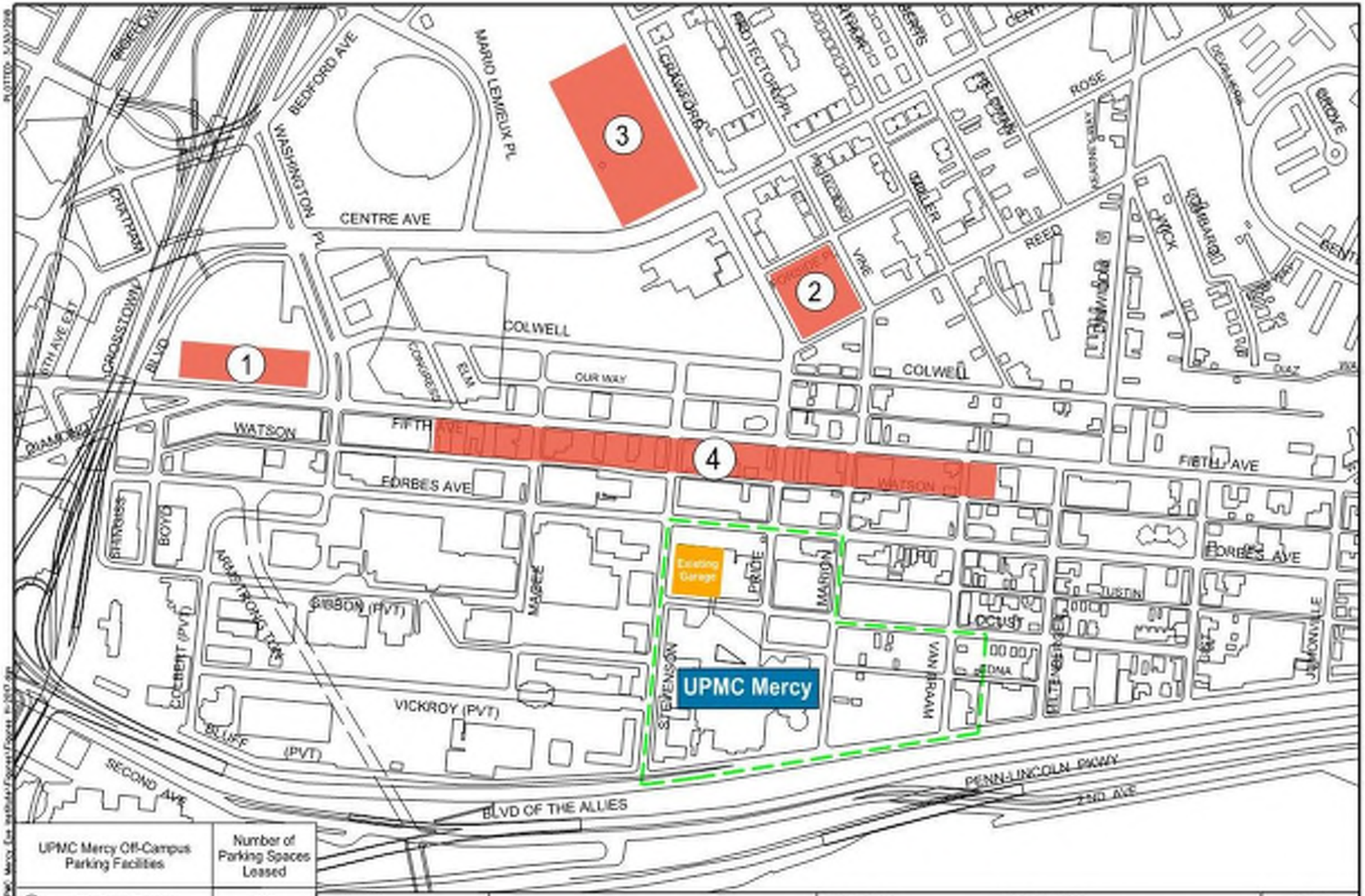
Trans ASSOCIATES
Small Firm Client Experience, Big Firm Capabilities
4955 Steubenville Pike, Twin Towers Suite 450
Pittsburgh, Pennsylvania 15205, 412-490-0630

PROJECT NO. UPMC000-17072
PROJECT: UPMC Mercy 2018 IMP Amendment TIS
City of Pittsburgh, Allegheny County, Pennsylvania
TITLE: Proposed Bicycle Facilities and Bicycle Paths

FIGURE S-4
D.B. AMK
C.B. CAJ
REV.

Fifth Avenue
Stevenson Street
Pride Street
Marion Street
Van Braam Street
Miltenberger Street
Forbes Avenue
Locust Street
Boulevard of the Allies
Lot #9
10
UPMC Mercy Garage
784
Lot #10
28
Lot #8
4
Lot #2
22
Lot #3
8
Lot #4
26
Lot #13
6
7
Lot #1
Lot #7
5
ED Lot
36
Lot #5
203
Lot #11
11
Lot #12
14
Lot #6
2
Legend:
- Parking Facility
12 - Number of Parking Spaces
- Spaces to be Removed
TOTAL On-Campus Inventory = 1,166 Spaces
N
SCALE: N.T.S.
Trans ASSOCIATES
Small Firm Client Experience, Big Firm Capabilities
4955 Steubenville Pike, Twin Towers Suite 400
Pittsburgh, Pennsylvania 15205, 412-490-0539
PROJECT NO. UPMC000 - 17072
PROJECT: UPMC Mercy 2018 IMP Amendment TIS
City of Pittsburgh, Allegheny County, Pennsylvania
TITLE: Existing On-Campus Parking Inventory
FIGURE
S-5
D.B. MK
C.B. CAJ
REV.

Fifth Avenue
Stevenson Street
Pride Street
Marion Street
Van Braam Street
Miltenberger Street
Forbes Avenue
Locust Street
Boulevard of the Allies
Lot #9
10
UPMC Mercy Garage
784
Mercy Garage Addition
360
Lot #10
28
Lot #8
4
Lot #7
5
Lot #6
2
New Garage
1,100
Lot #13
6
Lot #11
11
Lot #12
14
Legend:
- Parking Facility, existing
- Parking Facility, new
12 - Number of Parking Spaces
TOTAL On-Campus Inventory = 1,795 Spaces
N
SCALE: N.T.S.
Trans ASSOCIATES
Small Firm Client Experience, Big Firm Capabilities
4955 Steubenville Pike, Twin Towers Suite 400
Pittsburgh, Pennsylvania 15205, 412-490-0630
PROJECT NO. UPMC000 - 17072
PROJECT: UPMC Mercy 2018 IMP Amendment TIS
City of Pittsburgh, Allegheny County, Pennsylvania
TITLE: Future On-Campus Parking Inventory
FIGURE
S-6
D.B. AMK
C.B. CAJ
REV.



UPMC Mercy Off-Campus Parking Facilities	Number of Parking Spaces Leased
① Chatham Garage	537
② Crawford Lot	227
③ Melody Tent Lot	168
④ Fifth Avenue - Small Lots	191
TOTAL	1,123

N

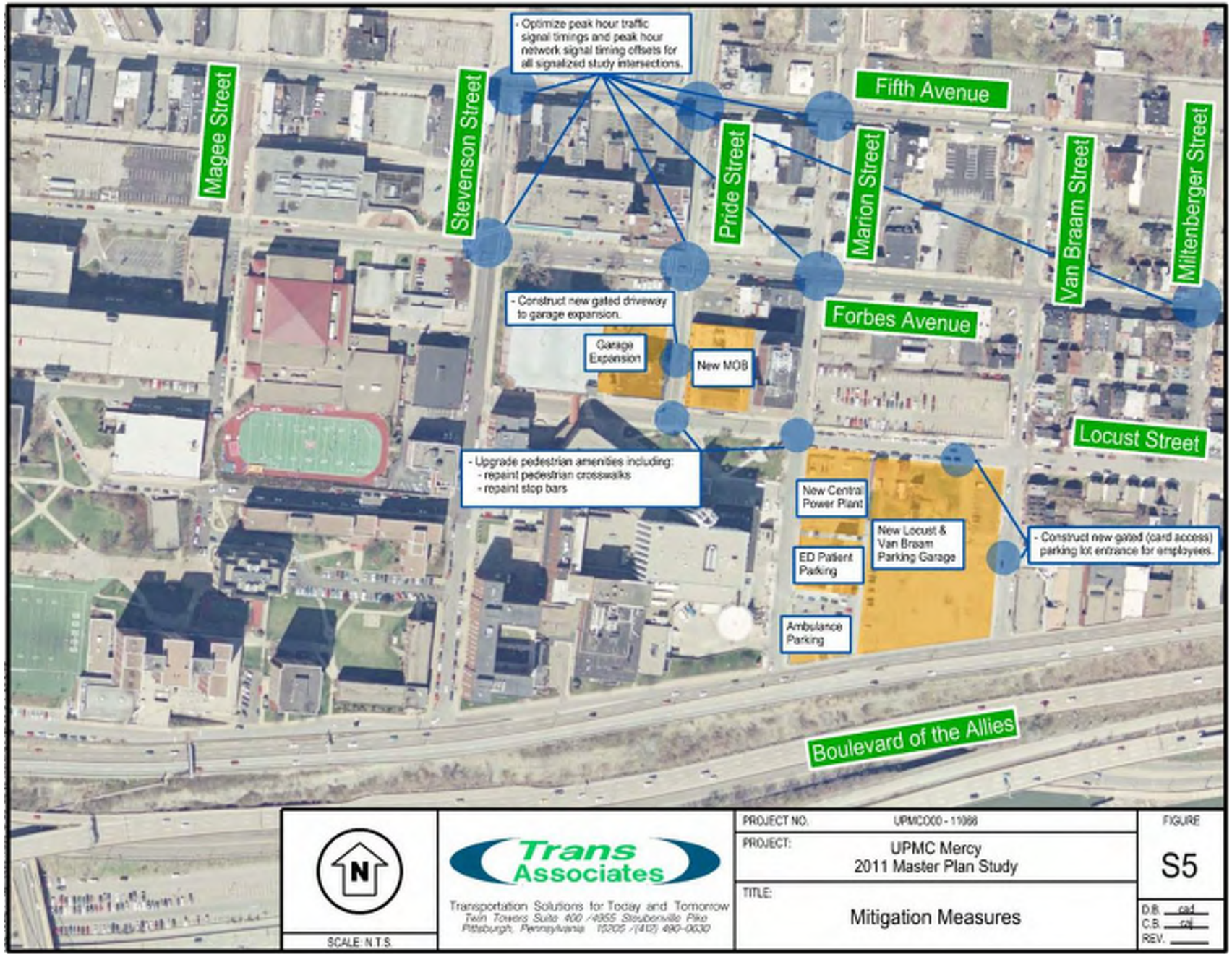
SCALE: N.T.S.

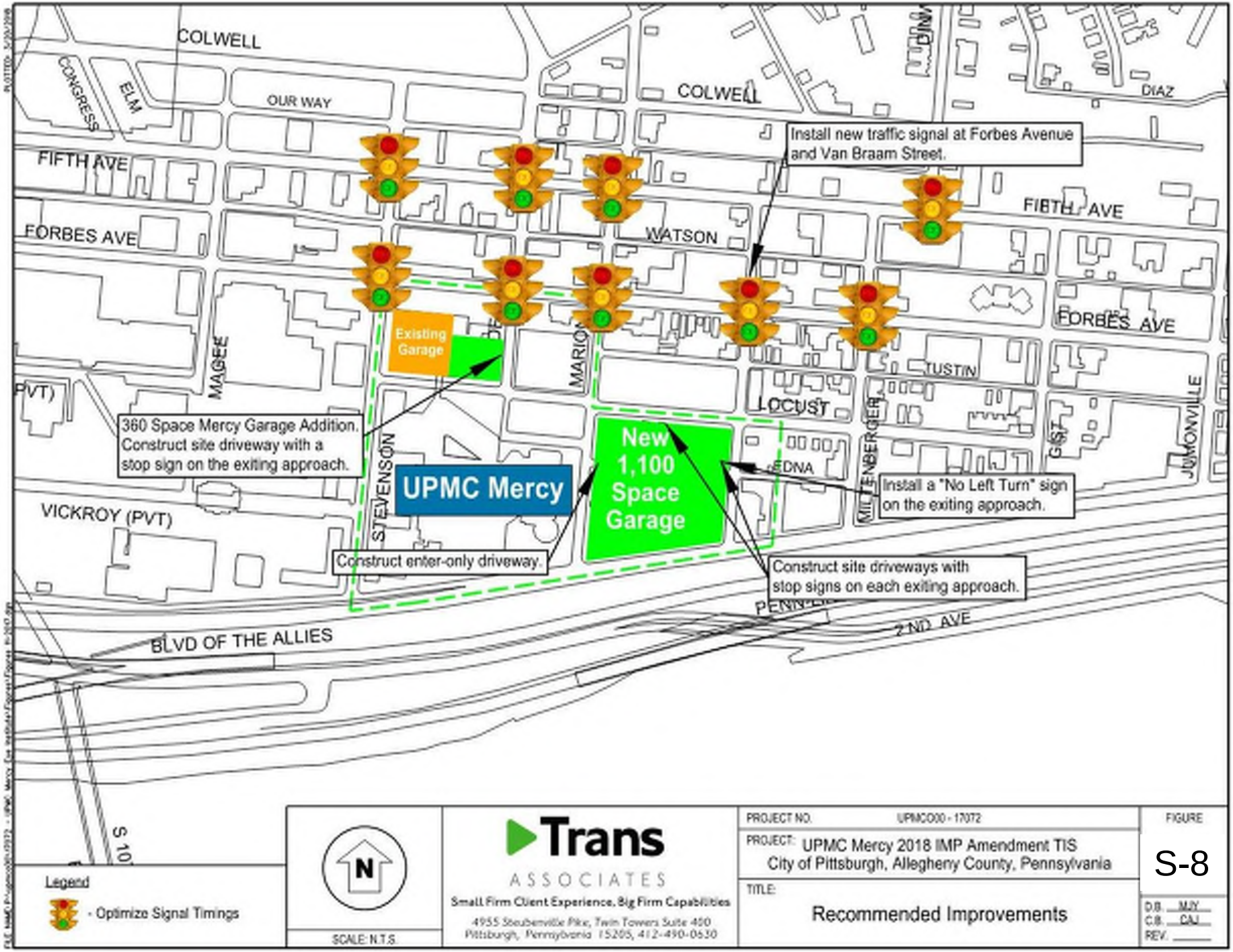
Trans ASSOCIATES
Small Firm Client Experience, Big Firm Capabilities
4955 Steubenville Pike, Twin Towers Suite 400
Pittsburgh, Pennsylvania 15205, 412-490-0630

PROJECT NO. UPMC000 - 17072
PROJECT: UPMC Mercy 2018 IMP Amendment TIS
City of Pittsburgh, Allegheny County, Pennsylvania
TITLE: UPMC Mercy Off-Site Parking Locations

FIGURE S-7

D.B. MJY
C.B. CAJ
REV.


- Optimize peak hour traffic signal timings and peak hour network signal timing offsets for all signalized study intersections.
Magee Street
Stevenson Street
Fifth Avenue
Pride Street
Marion Street
Van Braam Street
Miltenberger Street
- Construct new gated driveway to garage expansion.
Garage Expansion
New MOB
Forbes Avenue
Locust Street
- Upgrade pedestrian amenities including:
- repaint pedestrian crosswalks
- repaint stop bars
New Central Power Plant
New Locust & Van Braam Parking Garage
ED Patient Parking
- Construct new gated (card access) parking lot entrance for employees.
Ambulance Parking
Boulevard of the Allies
N
SCALE: N.T.S.
Trans Associates
Transportation Solutions for Today and Tomorrow
Twin Towers Suite 400 / 4955 Steubenville Pike
Pittsburgh, Pennsylvania 15205 / (412) 490-0630
PROJECT NO. UPMC000 - 11088
PROJECT: UPMC Mercy 2011 Master Plan Study
TITLE: Mitigation Measures
FIGURE
S5
D.B. cad
C.B. cal
REV.


COLWELL
CONGRESS
ELM
OUR WAY
COLWELL
DIAZ
FIFTH AVE
FIFTH AVE
FORBES AVE
FORBES AVE
WATSON
Install new traffic signal at Forbes Avenue and Van Braam Street.
Existing Garage
MAGEE
MARION
TUSTIN
LOCUST
EDNA
MILLENBERGER
GEST
JOHNSTONVILLE
PVT)
360 Space Mercy Garage Addition. Construct site driveway with a stop sign on the exiting approach.
STEVENSON
UPMC Mercy
New 1,100 Space Garage
Install a "No Left Turn" sign on the exiting approach.
VICKROY (PVT)
Construct enter-only driveway.
Construct site driveways with stop signs on each exiting approach.
BLVD OF THE ALLIES
2ND AVE
Legend
- Optimize Signal Timings
N
SCALE: N.T.S.
Trans ASSOCIATES
Small Firm Client Experience, Big Firm Capabilities
4955 Steubenville Pike, Twin Towers Suite 400
Pittsburgh, Pennsylvania 15205, 412-490-0630
PROJECT NO. UPMC000 - 17072
PROJECT: UPMC Mercy 2018 IMP Amendment TIS
City of Pittsburgh, Allegheny County, Pennsylvania
TITLE: Recommended Improvements
FIGURE
S-8
D.B. MJY
C.B. CAJ
REV.

The Master Plan area is a developed, urban site with no sensitive environmental resources within its boundaries. The Planning area of the Project Master Plan is bounded by Forbes Avenue on the north, Boulevard of the Allies on the south, Van Braam Street on the east and Stevenson Street on the west.

The planning area delineates the boundary of land to be re-zoned as EMI and designated as an IMP District. The site is surrounded by a mix of urban residential, commercial and academic districts.

Environmental Overlay Districts

- Flood Overlay District - The project area does not fall in a designated flood plain
- Riverfront Overlay District - The property is separated from the river by commercial district
- Landslide Prone Overlay District - No landslide prone soils are found within the property limits
- View Protection Overlay District
- Storm water Management Overlay District

Environmental Performance Standards

- Steep Slope Protection:
  The site is located north of the Monongahela River and has topographic relief across the property.
- Tree and Vegetation Protection:
  While there are relatively few mature trees on the site, all of them have been placed throughout the course of the hospital's development. There are no native tree stands within the project boundaries. The proposed master plan will require the establishment of new tree standards to enhance the existing and proposed green spaces.
- Maximum Impervious Surface:
  The existing plan currently has approximately 90 percent impervious surface area. The proposed master plan development has minimal impact on the remaining green spaces as it proposes to develop on existing parking lots, building additions, and existing structures. However, in the 10-year plan some green space will be developed along Forbes Avenue, Pride St. and Locust St. Where possible, pervious pavers and street trees suited to an urban environment will replace impervious pavement.
- Green roofs could help additionally in storm water management if feasible and programmatically conform to the project.

***Environmental Initiatives**

The proposed projects shall assess possible initiatives based on each project's particular design. Strategies will be used to create an efficient design while trying to minimize impacts to the environment and surrounding community. The design of the new Vision Institute will be specifically designed with sustainable practices in line with LEED Certification under the LEED-NC v4 rating system.

***Rainwater Management**

The intent is to replicate natural hydrology of the site to minimize storm water runoff that overburdens existing municipal storm water infrastructure. Due to the existing combined line, any design decisions to minimize runoff will help to reduce further problems with downstream environmental conditions. Best management strategies (BMPs), such as the fifth and sixth floor green roofs of the UPMC Vision and Rehabilitation Hospital at UPMC Mercy and landscape buffer bioswales, hold rainwater on-site while it evaporates or naturally infiltrates to recharge the water table. Mechanical solutions, such as the capture of rooftop rainwater from the upper roof for reuse in public restrooms for wastewater conveyance can also be used.

***Landscape Design**

Native and adapted plant selection supports the local ecosystem development while also reducing the need for an irrigation system. Such biophilic design, as seen in the UPMC Vision and Rehabilitation Hospital at UPMC Mercy fourth floor sensory garden, is also a recognized health and wellness strategy that can be beneficial to occupants.

***Public Transportation**

Access to existing public transportation is beneficial to the project and its users because alternative transportation reduces the demand for personal vehicle parking capacity at the site without additional cost to the owner for operating private shuttles. The anticipated primary UPMC Vision and Rehabilitation Hospital at UPMC Mercy entrance is located within a 1/4 mile walking path from existing bus stops for 10+ bus routes providing full compliance with the LEED criteria for Access to Quality Transit.

*** REVISED PER 2018 AMENDMENT**

Ecoinnovation District

UPMC is committed to providing space on the campus that is accessible to all members of the community. Spaces, such as the auditorium and conference center, are available to the community through scheduling with UPMC Mercy administration. The new Locust Street parklet will have benches, garbage cans, street trees, bike racks, and new lighting to enhance this pedestrian zone and connect the surrounding neighborhood to the rest of the UPMC Mercy campus. The portion of the parklet in front of the new garage will also incorporate bioswales and appropriate planting as part of improving stormwater management within the district. UPMC Mercy will conduct jobs fairs prior to the opening of the UPMC Mercy Vision and Rehabilitation Hospital, to provide opportunities for local residents with a range of skill sets.

HIGH QUALITY INFRASTRUCTURE

"Update the local infrastructure including streets, sidewalks and storm sewers; all of which are in extremely poor condition and need major investment. There are great opportunities to save money and time by upgrading transportation, energy and sewer infrastructure in unison." Improvements to existing infrastructure will occur across UPMC Mercy's campus as new projects begin and plan to connect the campus to the proposed BRT station. UPMC plans to achieve 5' clear sidewalks on all sides with 10' sidewalks along heavy circulation paths. New structured parking development within the EMI will provide at least three of the site features designed to improve the community infrastructure as identified in the Uptown Realm zoning code.

MITIGATE AND OFFSET THE ENVIRONMENTAL IMPACTS

"Address the traffic and parking challenges that impact the community, most of which are not generated by those that live in the community. Integrated landscape strategies can help to improve storm water management, air and water quality, the impacts of the urban heat island, public health, and overall quality of life." For projects that utilize alternative transportation, excess parking capacity may not be needed for the facility. In the UPMC Vision and Rehabilitation Hospital at UPMC Mercy's case, total project parking will not exceed the minimum required by code. Alternative fuel or low-emitting vehicle use can be incentivized through preferred parking spaces and electric vehicle charging stations, to further reduce the CO_2 generation from vehicle commuting. UPMC has committed to the objectives of the eco-district by becoming NRG's first partner for district energy.

Source: 2009 Uptown Vision Plan

LEGEND:

A. New street trees, district street lighting standards, and banners activate pedestrian zones.
B. Consolidate transit stops and provide safe, identifiable shelters.
C. 'Bulbouts' and crosswalks with differentiated paving slow down traffic and provide safe pedestrian crossings.
D. Small parklets, benches, and public spaces at key locations. Limit surface parking access to service alleys.
E. Bicycle accommodations provided along streets with distributed bike racks.

ADDRESS WATER'S IMPACTS ON COMMUNITY

"Develop solutions to manage rainwater and protect residents from local flooding. The Pittsburgh Water and Sewer Authority (PWSA) has recognized the need to address stormwater in sewershed M-19 and made it one of the City's top priorities." This Institutional Master Plan intends to build on existing hardscape, increase green space throughout campus, and incorporate green roofs to reduce impervious material. Bioswales in landscape buffers between the front end of the UPMC Vision and Rehabilitation Hospital at UPMC Mercy and the sidewalk allow for the stormwater to be filtered at the bottom of the slope and relieve some of the stress on the existing combined line.

***As part of the 2018 amendment, UPMC administered a campus wide travel survey as an extra effort to determine influencing factors in circulation. These results are included in the Transportation Management Plan (pg 19).**

A. Open Space

As evidenced by the earlier aerial views of Mercy Hospital it is located in an urban setting, bounded on all sides by public streets and commercial, industrial, educational, residential and other uses but very little open space.

In order to conserve open space, the hospital will expand on property it currently owns. Due to the commitment to grow on its own land some development will be vertical and be supported by new infrastructure that will minimize the consumption of existing land.

1.Main Entrance

Some green space near the main entrance, along Locust and Marion Street already exist and it will be supplemented by the development of the following green areas:

a.Central Green Landscaped Entry (located near the front entrance at the corner of Locust and Marion Street)will be developed to reduce the amount of impervious pavement and multiple paths to the main entrance. Trees and bushes will be added to create a greater "sense of place" at the main public access to the Hospital. The design approach of the open space could be specific to a hospital setting, creating a place of rest/contemplation.

b. Landscaped Esplanade (Implemented late in the 10 year plan or early in the 25 year plan) Some of the space created by the demolition of the MD building previously located on Pride and Locust Street will be devoted to a landscaped esplanade that will reinforce the connection of the central green and the main entrance to the hospital from Forbes Street. This open space will act as a beacon to patients and passing traffic on Forbes indicating where the front door to Mercy Hospital is located.

c. Streetscape Enhancements - The master plan considers that open space in the form of a streetscape planting program of trees will be implemented with every major physical development on the Mercy campus and along Forbes Avenue. The planting of trees will be used to soften the hardscape that exists in this dense urban environment. Development of buildings and parking structures along Locust St. and Van Braam will also embrace the streetscape concept by appropriately placing trees along the right of way to help reduce the heat island effect of sidewalks and roadways.

B. Pedestrian Circulation

Primary Circulation

The Mercy Hospital site is a very dense site with short distances between parking, public transportation and the main building. The primary pedestrian circulation is indoors and access to most if not all facilities are via internal circulation routes.

When pedestrians are on foot the streetscape program of tree planting will make that movement more comfortable. Some outdoor seating should be made available in the central green and the landscaped esplanade to give patients and friends an outdoor space to contrast with the indoor environment of a hospital.

***In response to community and staff comments, new lighting along Pride Street and Marion Street will encourage pedestrian circulation between the UPMC Mercy campus and bus stops along Forbes Ave.**

Circulation

LOW VISION POPULATION FOOT TRAFFIC

The Design Guidelines for the low vision patient experience for the Mercy Vision Institute takes into consideration a broad range of variables starting with the mode of transportation for approach, departure, and whether they visit independently or with assistance. Improvements to the circulation will be addressed for low vision patients as projects take place across campus. The development of the structured garage and medical office building along Pride Street will include such measures to connect the campus to local transit for convenient transportation to and from UPMC Mercy.

- Consolidate, to the greatest extent possible, all modes of travel to be collected at a common accessible entry to the Vision Institute lobby
- Minimize distance traveled with the highest priority given to the passenger loading area, taxi stand, and public transit stops
- Strategize site, parking, and garage design to minimize pedestrian crosswalks requiring hazardous warning strips that may be difficult crossing for many
- Provide bench seating adjacent to passenger loading and cab stand locations and along primary routes of approach in frequent intervals for rest and waiting
- Locate passenger loading areas and cab stands to avoid the need to cross vehicular traffic
- Implement appropriate tactile and audible improvements along pedestrian circulation from mass transit to the hospital

BIKE CIRCULATION

Bicycling, another alternative commuting method, can be supported through the provision of onsite secured bicycle storage facilities, shower and changing rooms for staff, and proximity to a network of bike-friendly roads or bike paths that extend into the surrounding neighborhood.

Source: UPMC Mercy

1. UPMC MERCY HOSPITAL
   4-15 story building, existing, 180ft high
   ≈ 722,500 GSF

2. ERMIRE BUILDING
   8-10* story building, existing, 120ft high
   ≈ 18,700 SF/floor, ≈ 156,000 GSF

3. BUILDING "C" - MEDICAL PROFESSIONAL OFFICE BUILDING
   4-6* story building, existing, ≈ 70ft high
   ≈ 25,000 SF/floor, ≈ 120,000 GSF

4. LOCUST STREET STRUCTURED PARKING
   7-9* story building, existing, ≈ 90ft high
   ≈ 32,500 SF/floor, ≈ 256,500 GSF
   820 parking spaces

5A. ST. ANN`S CENTER
   4 story building, existing, 48ft high
   ≈ 8,000 SF/floor, ≈ 32,000 GSF

6. MERCY HEALTH CENTER
   10 story building, existing, 107ft high
   ≈ 18,000 SF/floor podium
   ≈ 7,300 SF/ floor tower
   ≈ 119,000 GSF

7. Residential - existing
   2 story buildings = 28ft high
   ≈ 1,000 SF/floor, ≈ 4,000 GSF
   used by hospital for special programs

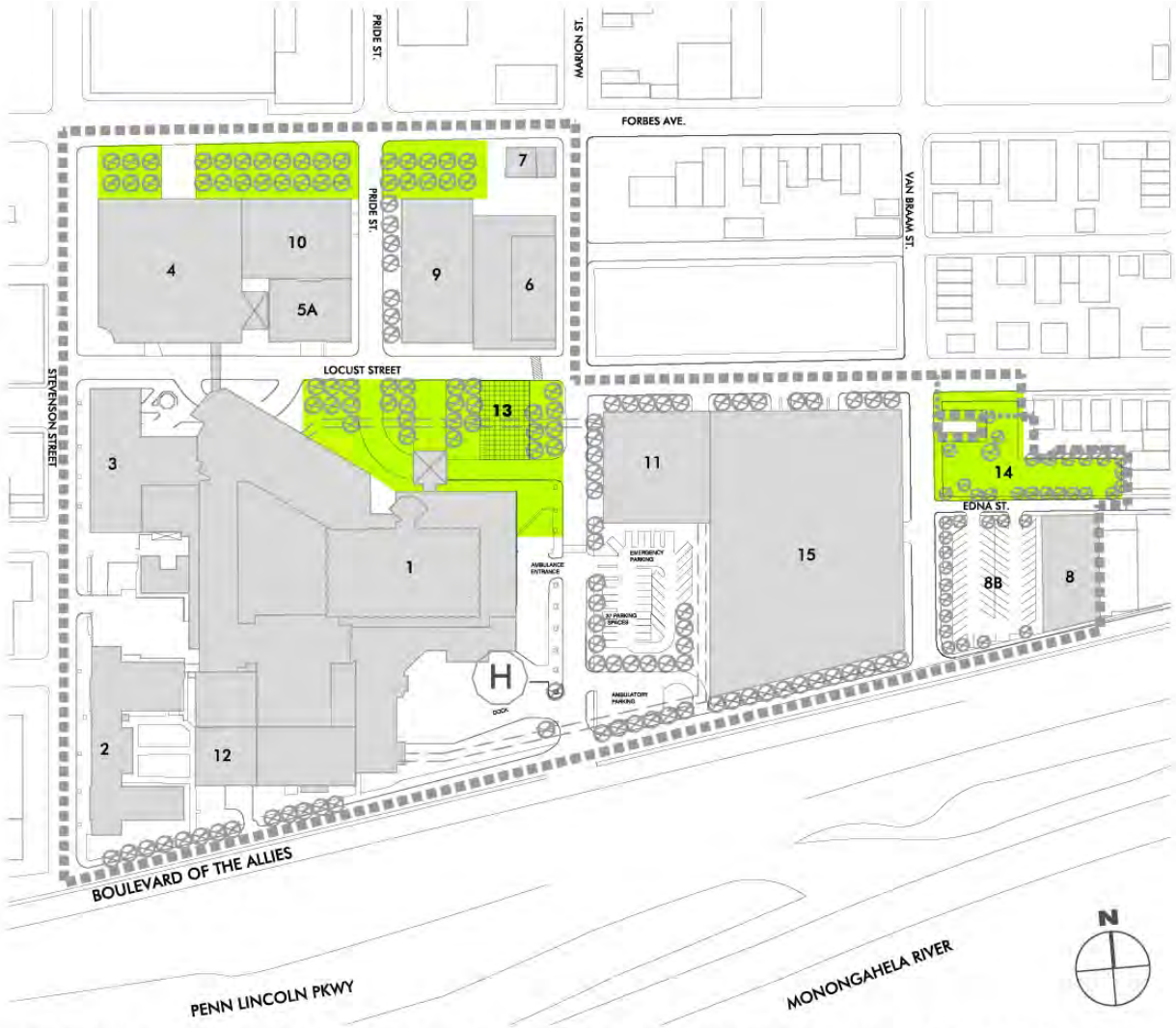
8. WAREHOUSE
   2 story building, existing, 28ft high
   ≈ 10,000 SF/floor, ≈ 20,000 GSF

8B SURFACE PARKING.
   ≈ 50 parking spaces.

9. MEDICAL OFFICE BUILDING
   4 story building, new, ≈ 60ft high
   ≈ 15,000 SF/floor, ≈ 60,000 GSF

10. PRIDE STREET STRUCTURED PARKING
   9 story building, new, match height exist. (4)
   ≈ 14,000 SF/floor, ≈ 126,000 GSF
   ≈ 360 parking spaces

* number of stories with sloping grade



11. CENTRAL POWER PLANT + OFFICES FACILITIES
   3 story building, new
   ≈ 60,000 GSF
   with utilities to hospital

12. HOSPITAL EXPANSION
   1 story building, new
   ≈ 20ft high
   ≈ 9,000 GSF

13. LANDSCAPED ENTRY PLAZA.
   Fuel tanks for Cental Plant underneath.

14. GREEN SPACE.

15. LOCUST & VAN BRAAM STRUCTURED PARKING
   4-6 story building, new
   ≈ 1200 parking spaces

OPEN SPACE

Open Space – 10 Year Proposed

1. UPMC MERCY HOSPITAL
   4-15 story building, existing, 180ft high
   ≈ 722,500 GSF

2. ERMIRE BUILDING
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   820 parking spaces

5A. ST. ANN'S CENTER
   4 story building, existing, 48ft high
   ≈ 8,000 SF/floor, ≈ 32,000 GSF

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7. Residential - existing
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   used by hospital for special programs

8. WAREHOUSE
   2 story building, existing, 28ft high
   ≈ 10,000 SF/floor, ≈ 20,000 GSF

8B SURFACE PARKING.
   ≈ 50 parking spaces.

9. MEDICAL OFFICE BUILDING
   4 story building, new, ≈ 60ft high
   ≈ 15,000 SF/floor, ≈ 60,000 GSF

10. PRIDE STREET STRUCTURED PARKING
   9 story building, new, match height exist. (4)
   ≈ 14,000 SF/floor, ≈ 126,000 GSF
   ≈ 360 parking spaces

* number of stories with sloping grade

11. UPMC VISION AND REHABILITATION HOSPITAL AT UPMC MERCY
10 story building, new
≈ 180ft high, screen to 197ft
≈ 410,000 GSF

12. HOSPITAL EXPANSION
   1 story building, new
   ≈ 20ft high
   ≈ 9,000 GSF

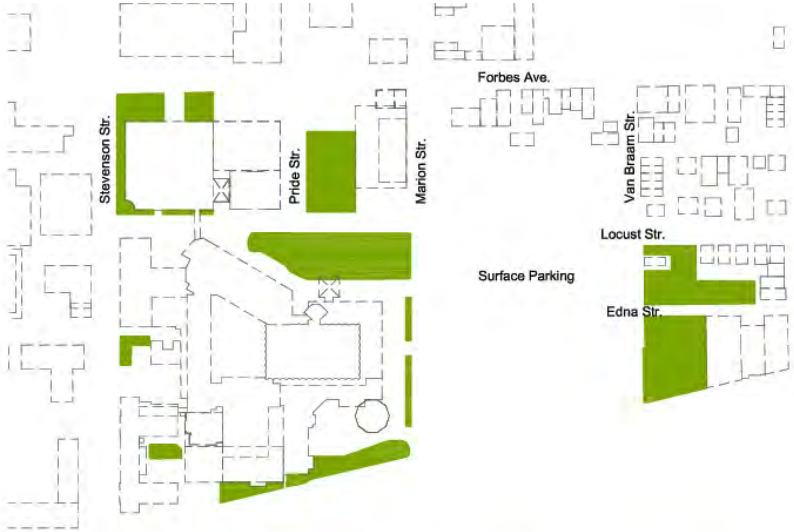
13. LANDSCAPED ENTRY PLAZA.

14. GREEN SPACE.

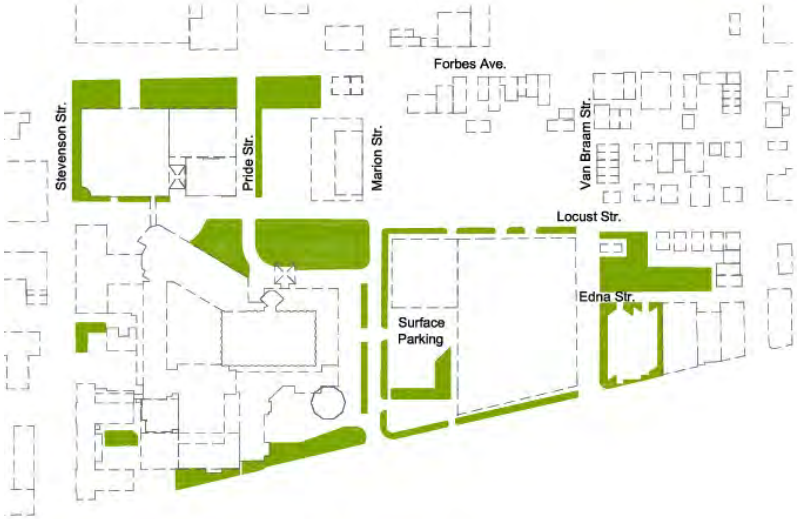
15. LOCUST & VAN BRAAM STRUCTURED PARKING
4-6 story building, new
≈ 1100 parking spaces
≈ 36,000SF/floor
≈ 216,000 GSF

OPEN SPACE

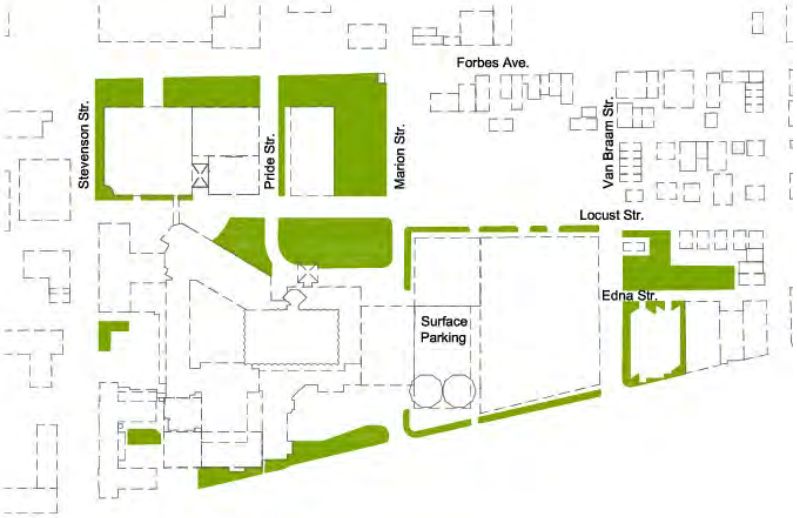
PROPOSED BIOSWALE LOCATIONS



Green space existing: Approx. 110,800 SF



Green space 10-year plan:
Approx.+3.6% vs existing



Green space 25-year plan:
Approx. +18.1% vs existing

Green space existing: Approx. 110,800 SF

Green space 10-year plan:
Approx.+35.3%vs existing

Green space 25-year plan:
Approx. +47% vs existing

N

X OPEN SPACE AND PEDESTRIAN CIRCULATION PLAN

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8. WAREHOUSE
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8B SURFACE PARKING.
   ≈ 50 parking spaces.

9. MEDICAL OFFICE BUILDING
   4 story building, new, ≈ 60ft high
   ≈ 15,000 SF/floor, ≈ 60,000 GSF

10. PRIDE STREET STRUCTURED PARKING
   9 story building, new, match height exist. (4)
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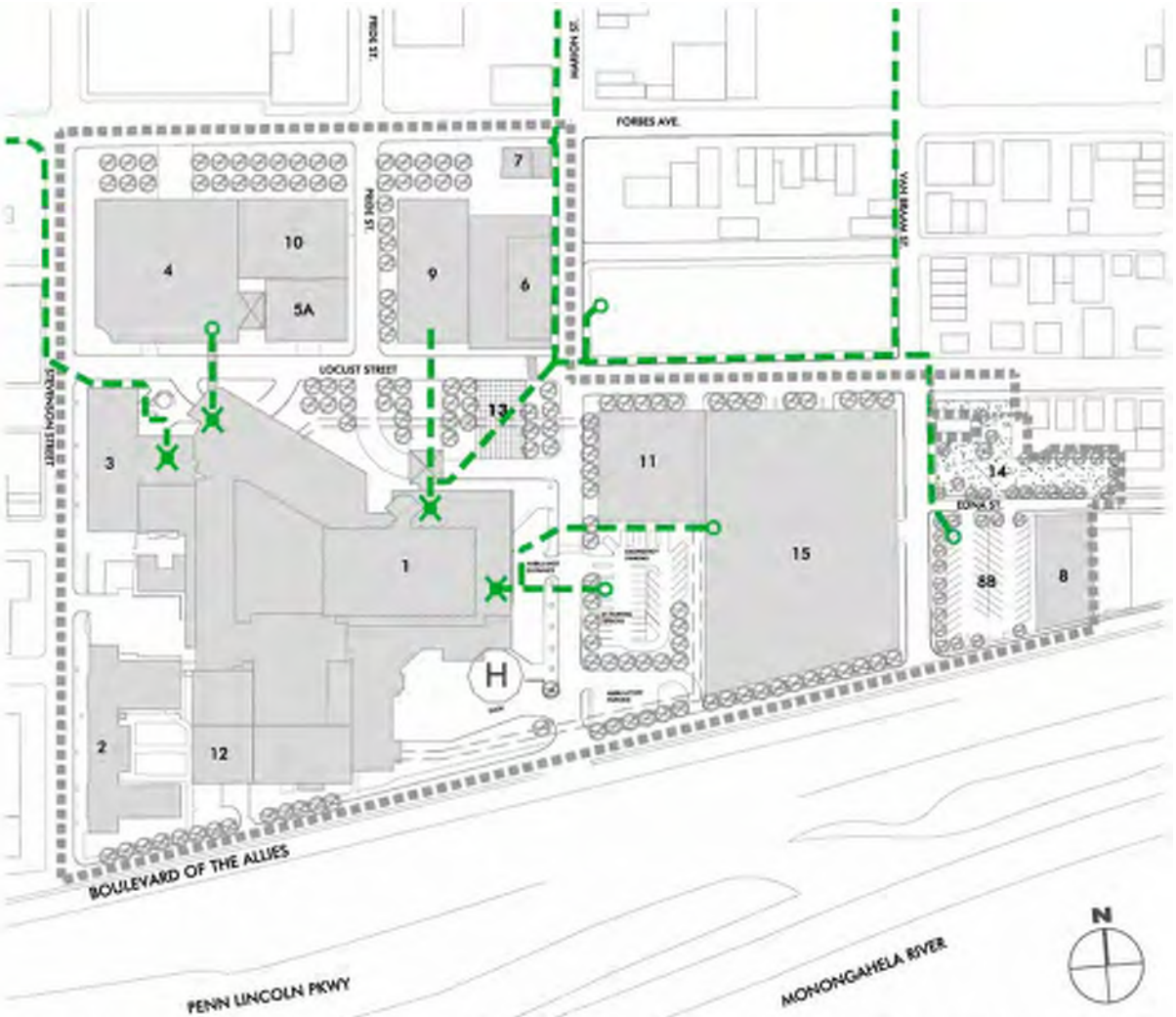
* number of stories with sloping grade



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12. HOSPITAL EXPANSION
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13. LANDSCAPED ENTRY PLAZA.
   Fuel tanks for Cental Plant underneath.

14. GREEN SPACE.

15. LOCUST & VAN BRAAM STRUCTURED PARKING
   4-6 story building, new
   ≈ 1200 parking spaces

← — — PEDESTRIAN ROUTE

X HOSPITAL ENTRY

O PARKING

X Pedestrian – 10 Year Proposed

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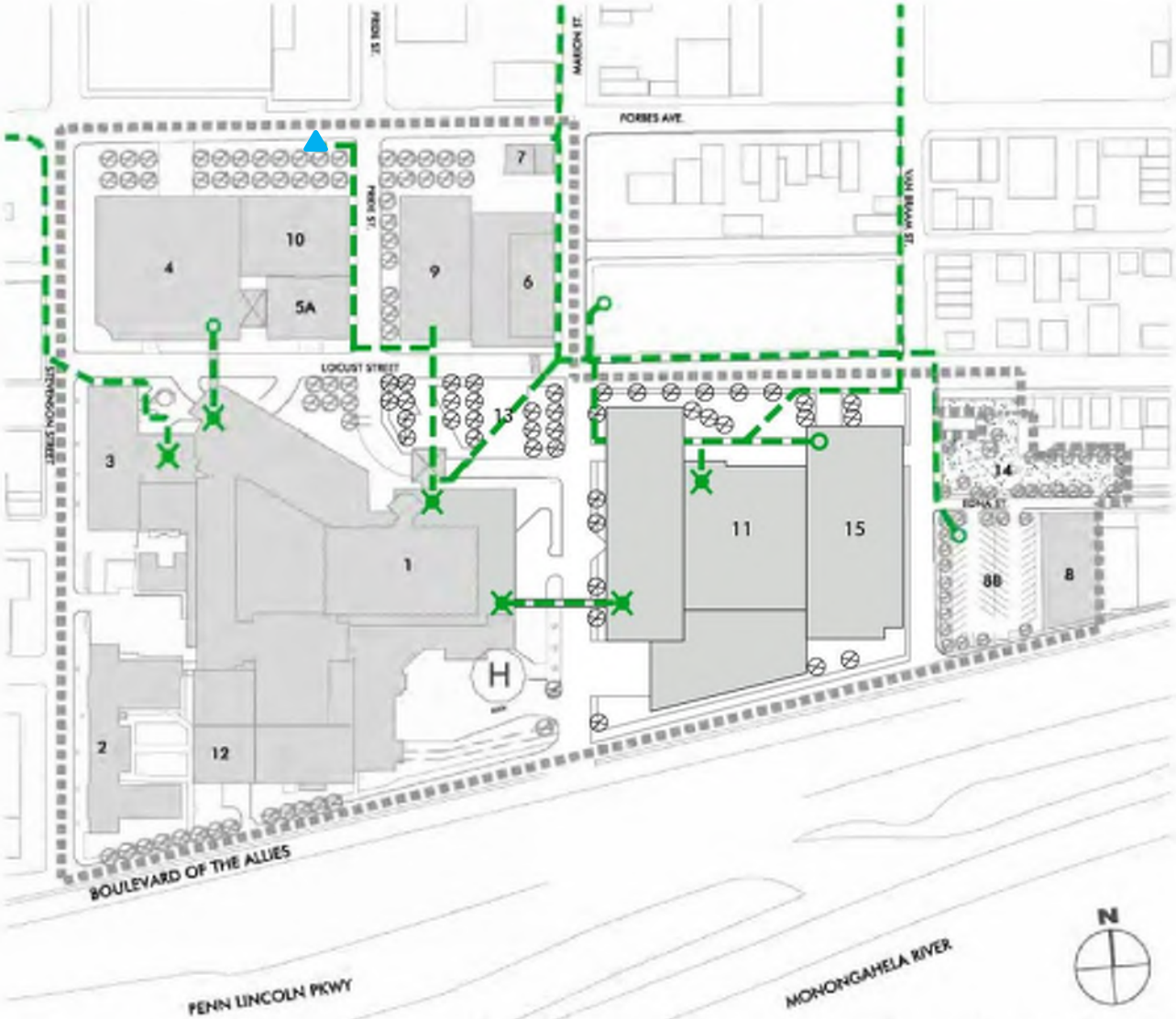

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   4-6 story building, new
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   ≈ 36,000SF/floor
   ≈ 216,000 GSF

← – – PEDESTRIAN ROUTE

▲ PROPOSED BRT STATION

X HOSPITAL ENTRY

O PARKING

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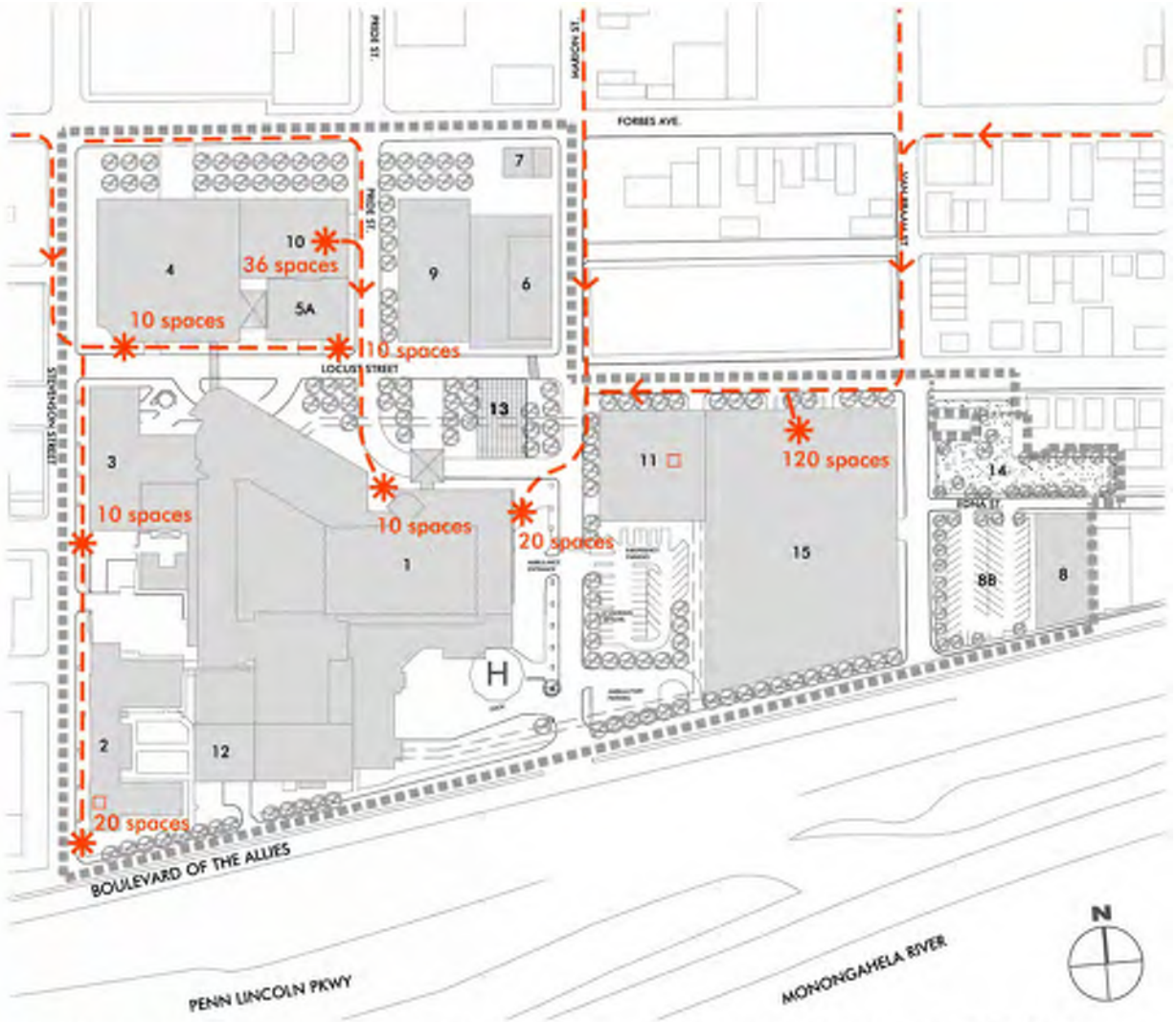

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14. GREEN SPACE.

15. LOCUST & VAN BRAAM STRUCTURED PARKING
   4-6 story building, new
   ≈ 1200 parking spaces

BIKE ROUTES
BIKE RACKS
SHOWERS

Bike Infrastructure – 10 Year Proposed

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12. HOSPITAL EXPANSION
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    ≈ 20ft high
    ≈ 9,000 GSF

13. LANDSCAPED ENTRY PLAZA.

14. GREEN SPACE.

15. **LOCUST & VAN BRAAM STRUCTURED PARKING**
    4-6 story building, new
    ≈ 1100 parking spaces
    ≈ 36,000SF/floor
    ≈ 216,000 GSF
    Contains secured bike storage

BIKE ROUTES

BIKE RACKS

SHOWERS

PROPOSED BRT STATION

General Design Considerations

New buildings facing the public R.O.W. will reflect the nature of their use and be architecturally compatible with the adjacent existing buildings. Office buildings will maintain visual openness where possible at grade to enliven the street level. Materials for these buildings will be glass, metal and brick. Garages will be constructed with a brick base. Stairways will contain glass for visual security and brick to maintain design continuity of adjacent brick façades. Garages may provide security screen at the base but the upper floors shall be open for ventilation. The horizontal infill panels of garages may use building materials of precast brick, concrete and or metal including wire screens.

Materials, Colors, and Design Elements

This Master Plan acknowledges that the existing subject area is reasonably compact, defined, and architecturally similar in character. Materials and colors for and of new construction will be selected for appropriate quality and durability, with an effort to create and maintain continuity throughout the project area. High quality durable material will be required on highly visible facades.

Buildings will receive special treatment at important locations including entrances, and view termini. Such treatment shall be appropriate to its unique situation and shall help to enhance the aesthetics of the facility and surrounding neighborhoods

***The design will take low vision patients into consideration with incorporated recessed entry alcoves at appropriate locations. Additionally, paving material at appropriate locations should be considered based on low reflectance and a contrasting texture for low vision patients.**

Height:

***The tallest point of new construction shall be closest to the existing tower and step down towards the neighborhood. The current 25 year mass is conceptual in nature and may change in next iteration.**

Signage:

New signage will be proposed as new entrances and street closures develop.

Setbacks:

The setbacks along Forbes shall conform to city standards for the Forbes streetscape. Setbacks within the UPMC campus (Van Braam, Pride St., Edna Street, Locust Street, Stevenson and Boulevard of the Allies) will vary street to street but shall not be less than 10 feet unless they are controlled by existing physical development.

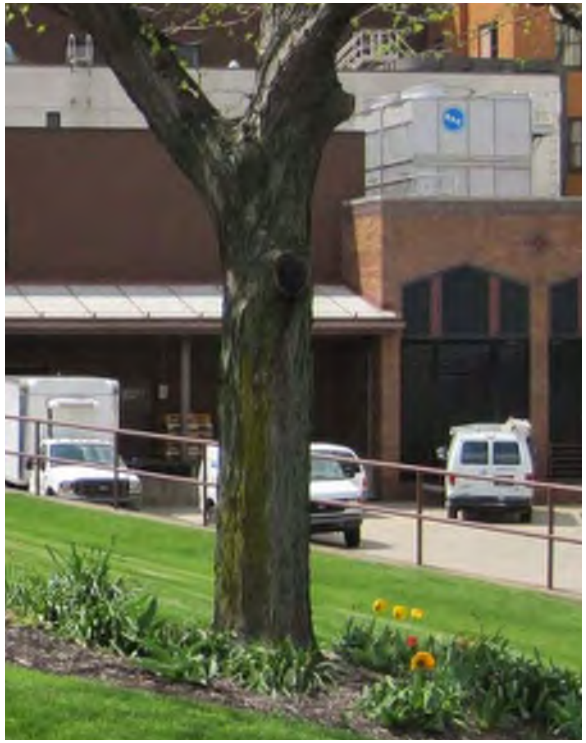
Height:

~~The maximum height of any building on the campus will be the existing 12 story patient tower of 180 feet.~~

Landscaping:

In general, landscape treatment of any new construction areas shall be appropriate to the urban nature of the project area and be primarily achieved through street trees and in ground planters. A reasonable amount of green space will be maintained south of Locust Street at the current green space area. Any landscaping developed will provide a unified and harmonious pedestrian environment and will consider the replacement of impervious pavement with pervious pavers and/or pervious concrete. Consideration of the design and type of planting provided will be based on the need to be viewed from street and building levels and the conservation of water and other resources.

The green space along Locust Street will be developed as a parklet for the hospital and local community's use. This will include street-enhancing amenities such as benches, garbage cans, street trees, bike racks, and new lighting to better connect the neighborhood to the rest of the UPMC Mercy campus. The portion in front of the new garage will incorporate bioswales to assist with stormwater management.



Visual Screening

Mechanical equipment, truck docks and waste storage areas shall be screened from view.

When objectionable views e.g. service areas, etc are at ground level either landscaping, vision screens, walls or fencing, not exceeding 6 feet, shall be utilized to screen those views.

When mechanical equipment must occur on roof top areas, sightlines shall be reviewed and where appropriate vision screens not exceeding 6 feet high shall be incorporated.

Heliports visual screening shall be determined by flight safety requirements.

***Adjacent to the new UPMC Vision and Rehabilitation Hospital at UPMC Mercy, the new garage structure's openings provide the opportunity for creative screening elements and/or design features reflective of an occupied building.**

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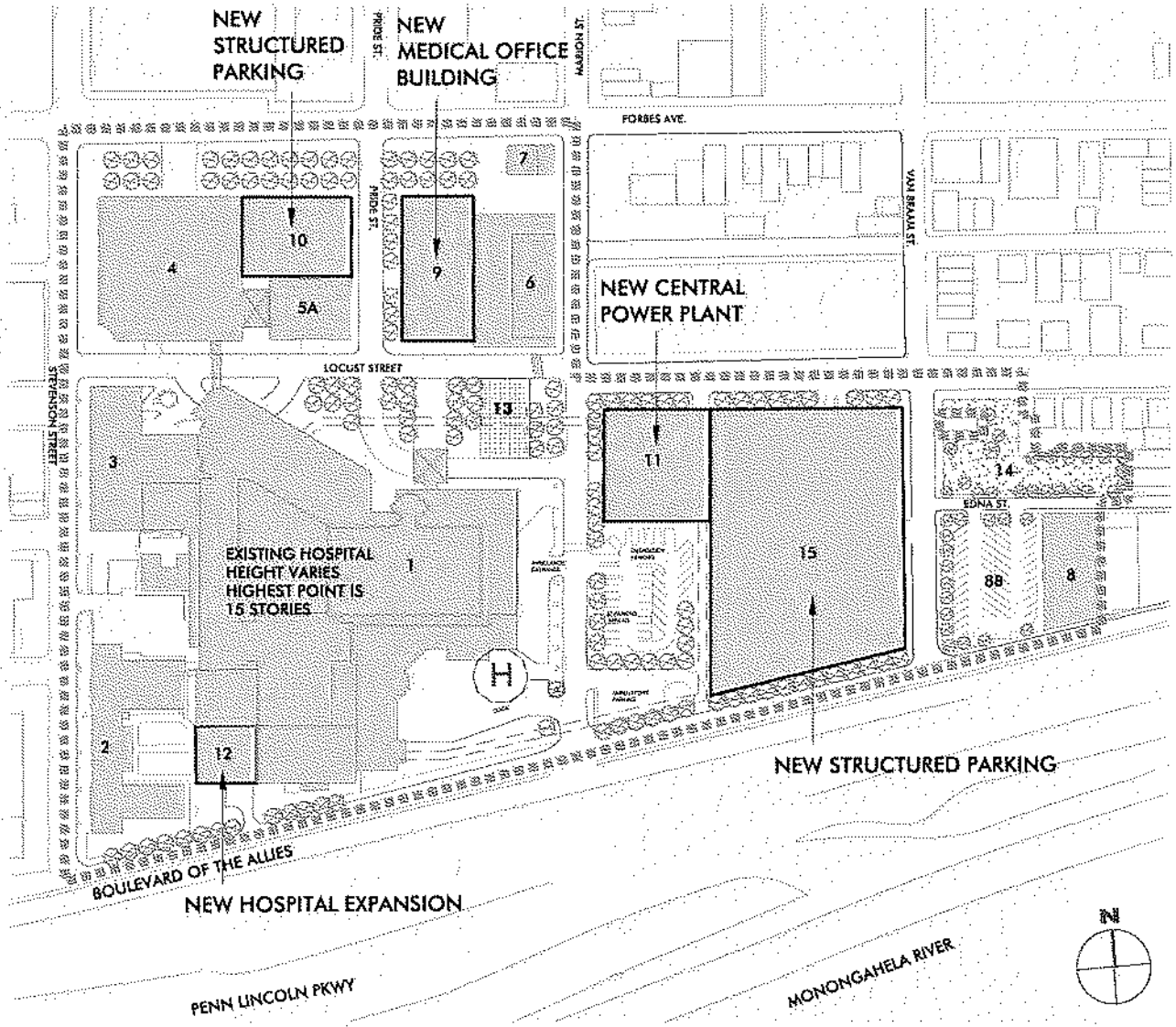

11. CENTRAL POWER PLANT
   + OFFICES FACILITIES
   3 story building, new,
   60ft high+screening cooling towers
   ≈ 60,000 GSF
   with utilities to hospital

12. HOSPITAL EXPANSION
   1 story building, new
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13. LANDSCAPED ENTRY PLAZA

   Fuel tanks for Cental Plant underneath.

14. GREEN SPACE.

15. LOCUST & VAN BRAAM STRUCTURED PARKING
   4-6 story building, new
   ≈ 1200 parking spaces

Urban Design Guidelines

1. UPMC MERCY HOSPITAL
   4-15 story building, existing, 180ft high
   ≈ 722,500 GSF

2. ERMIRE BUILDING
   8-10* story building, existing, 120ft high
   ≈ 18,700 SF/floor, ≈ 156,000 GSF

3. BUILDING "C" - MEDICAL PROFESSIONAL OFFICE BUILDING
   4-6* story building, existing, ≈ 70ft high
   ≈ 25,000 SF/floor, ≈ 120,000 GSF

4. LOCUST STREET STRUCTURED PARKING
   7-9* story building, existing, ≈ 90ft high
   ≈ 32,500 SF/floor, ≈ 256,500 GSF
   820 parking spaces

5A. ST. ANN`S CENTER
   4 story building, existing, 48ft high
   ≈ 8,000 SF/floor, ≈ 32,000 GSF

6. MERCY HEALTH CENTER
   10 story building, existing, 107ft high
   ≈ 18,000 SF/floor podium
   ≈ 7,300 SF/ floor tower
   ≈ 119,000 GSF

7. Residential - existing
   2 story buildings = 28ft high
   ≈ 1,000 SF/floor, ≈ 4,000 GSF
   used by hospital for special programs

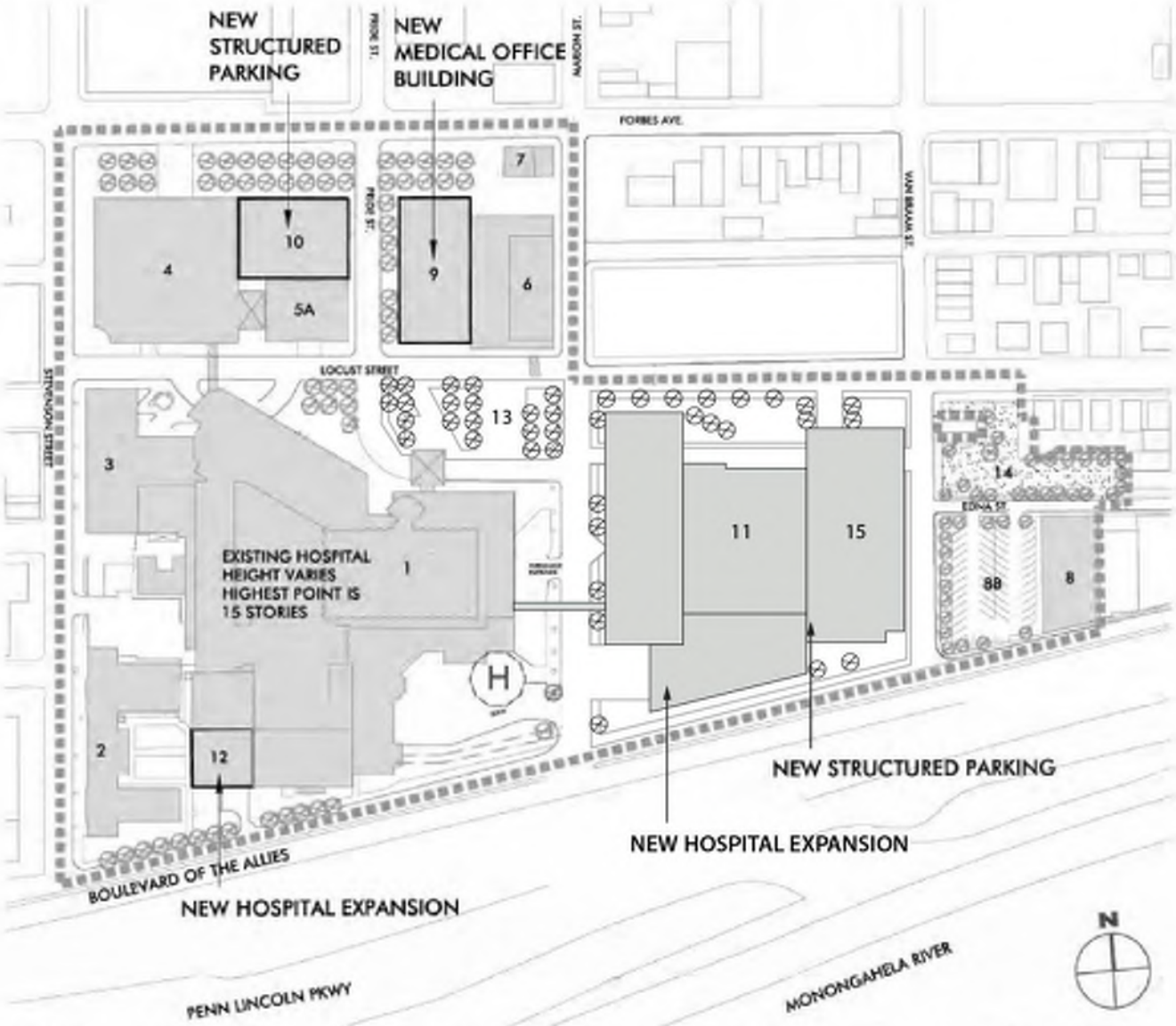
8. WAREHOUSE
   2 story building, existing, 28ft high
   ≈ 10,000 SF/floor, ≈ 20,000 GSF

8B SURFACE PARKING.
   ≈ 50 parking spaces.

9. MEDICAL OFFICE BUILDING
   4 story building, new, ≈ 60ft high
   ≈ 15,000 SF/floor, ≈ 60,000 GSF

10. PRIDE STREET STRUCTURED PARKING
   9 story building, new, match height exist. (4)
   ≈ 14,000 SF/floor, ≈ 126,000 GSF
   ≈ 360 parking spaces

* number of stories with sloping grade



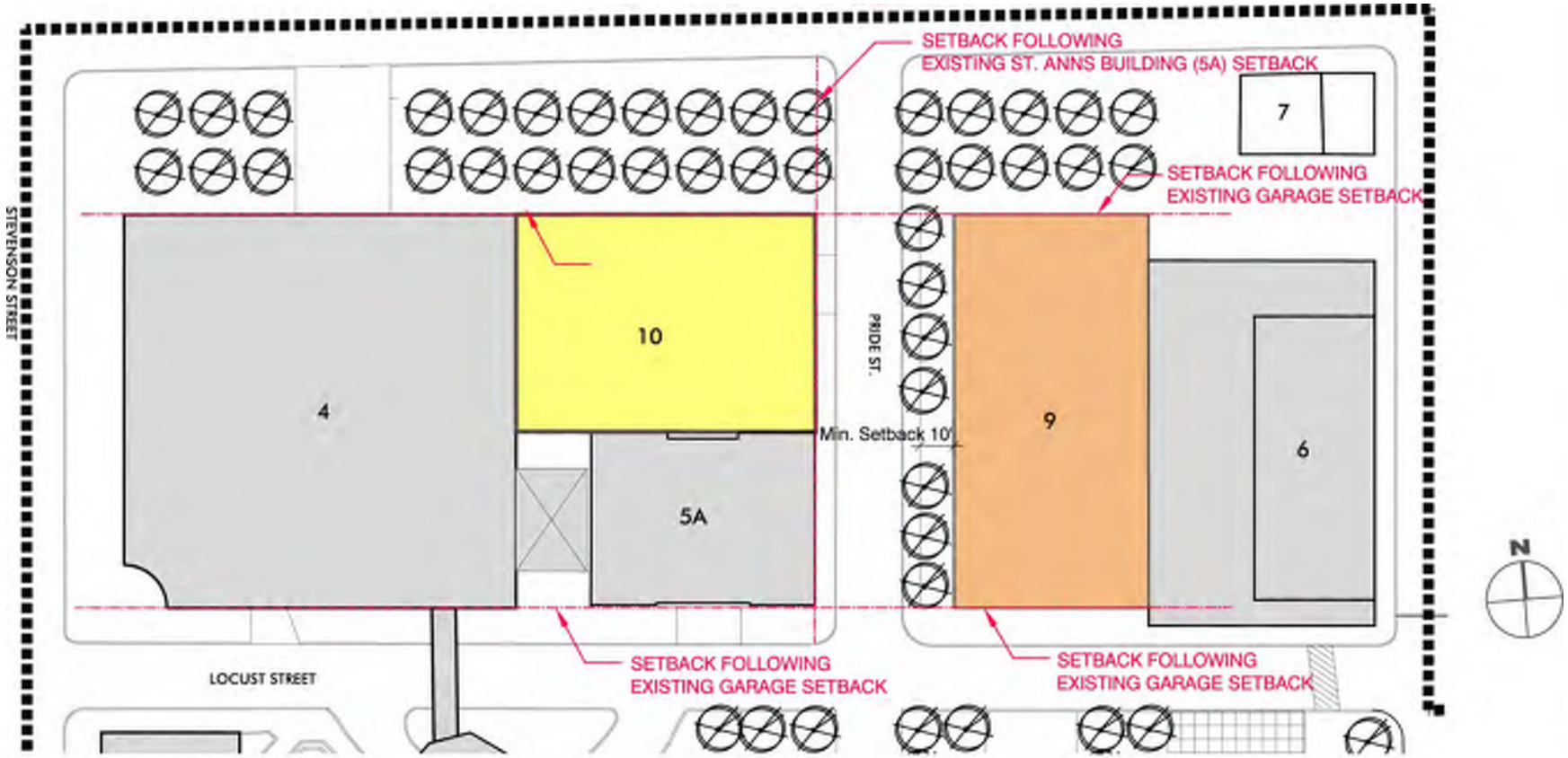
11. UPMC VISION AND REHABILITATION HOSPITAL AT UPMC MERCY
10 story building, new
≈ 180ft high, screen to 197ft
≈ 410,000 GSF

12. HOSPITAL EXPANSION
   1 story building, new
   ≈ 15ft high
   ≈ 9,000 GSF

13. LANDSCAPED ENTRY PLAZA

14. GREEN SPACE.

15. LOCUST & VAN BRAAM STRUCTURED PARKING
4-6 story building, new
≈ 1100 parking spaces
≈ 36,000SF/floor
≈ 216,000 GSF



These two buildings are an opportunity to create a gateway to the campus. The materials should have a quality that establishes a gateway and a site identity as the main entrance.

***UPMC recognizes the Uptown Public Realm's urban form of visible frontage on Forbes Avenue. Although no intent to pursue development of these structures at this time, UPMC Mercy plans to revisit the design in more detail and will submit an amendment at a more appropriate time.**

10. NEW STRUCTURED PARKING

Setback:
·Following existing St. Ann's setback on Pride
·Following set back of the existing garage on Locust & Forbes

Height:
9 Stories high, ≈90' following height of #4

Material:
Consistent with the architectural language of the campus, naturally ventilated. The garage would draw on the same palette of materials; masonry, steel, concrete, glass.

***The garage will comply with the infrastructure hub standards (908.04.D.2.C) when the design is revisited.**

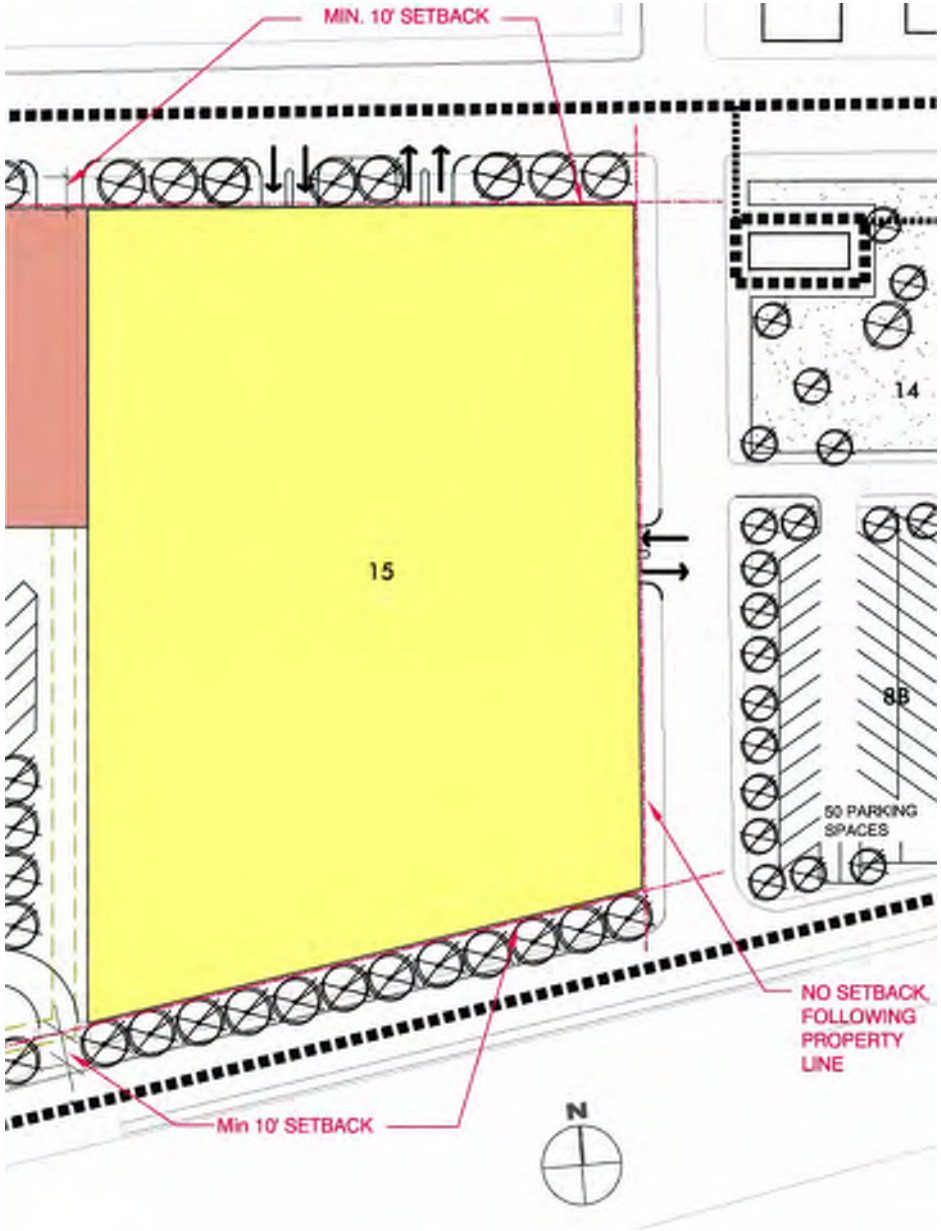
9. NEW MOB BUILDING

Setback:
·10' on Pride
· Following set back of the existing garage on Locust & Forbes
· The entrances would be associated with the centrally loaded core.

Height:
4 Stories high, ≈60'

Material:
· All four prime facades to establish gateway presence. (3 in ten year plan, 4 in 25 year plan)
·Consistent with the architectural language of the campus
·Material palette would consist of clear glass, masonry and metal.

*** REVISED PER 2018 AMENDMENT**



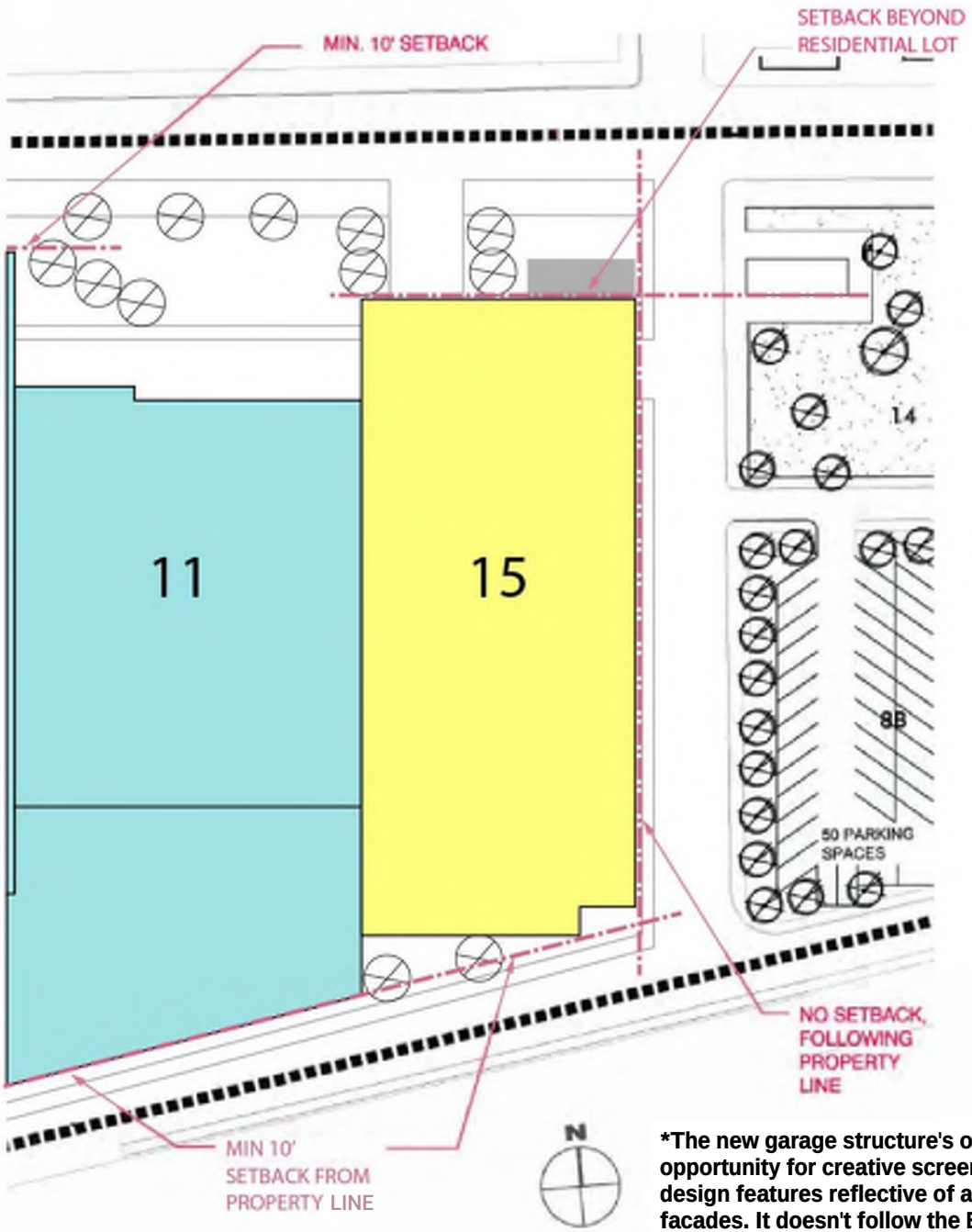
No. 15: Locust and Van Braam Structured Parking

Design Intent:
The building will be primarily used as structured parking for 1200 cars. Ramps will be internal to the exterior. The exterior elevations will show the garage as a flat plate structure, providing the opportunity for creative screening elements and/or design features reflective of an occupied building.

Setback:
The building will follow a 10' set back on Locust St. and the Boulevard of the Allies, but will follow the property line on Van Braam St.

Height:
4-6 Stories, Maximum Height: 65ft on Locust St.

Material:
Consistent with the architectural language of the campus, naturally ventilated. The parking structure would draw on the same palette of materials; masonry, steel, concrete and lighting fixtures that are night sky compliant.
See general design guidelines for garages in the urban design guidelines, page 25.



***The new garage structure's openings provide the opportunity for creative screening elements and/or design features reflective of an occupied building on all facades. It doesn't follow the Boulevard of the Allies property line, which provides an opportunity for landscaping.**

No. 15: Locust and Van Braam Structured Parking

Design Intent:
The building will be primarily used as structured parking for **1100** cars. Ramps will be internal to the exterior. The exterior elevations will show the garage as a flat plate structure, providing the opportunity for creative screening elements and/or design features reflective of an occupied building.

Setback:
The building will follow a 10' set back on Locust St. and the Boulevard of the Allies, ~~but will follow the property line on Van Braam St.~~

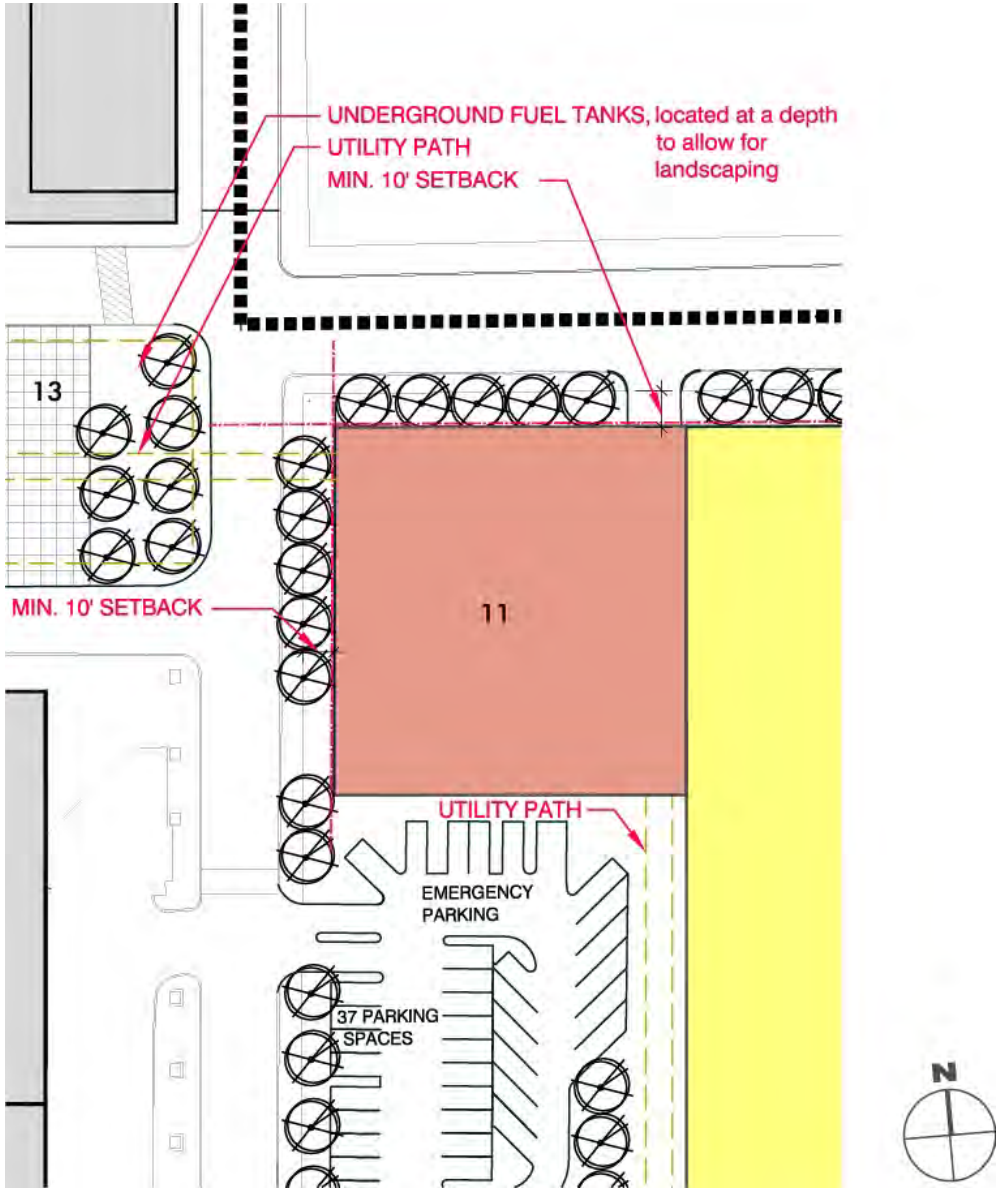
Height:
4-**6** Stories, Maximum Height: **65ft** on Locust St.

Material:
Consistent with the architectural language of the campus, naturally ventilated. The parking structure would draw on the same palette of materials; masonry, steel, concrete and lighting fixtures that are night sky compliant.
See general design guidelines for garages in the urban design guidelines, page 25.

***The new garage structure will be set back beyond the residential lot on Van Braam Street and will follow the property line to the south of the residential lot per residential compatibility standards. The new garage structure will follow a minimum 10' rear setback along Boulevard of the Allies. The proposed design has received a height variance approved by the Zoning Board of Adjustment in case #65 of 2018. The garage complies with the infrastructure hub standards (908.04.D.2.C).**

UPMC plans to achieve 5' clear sidewalks on Boulevard of the Allies and Van Braam Street with 10' sidewalks along heavy circulation paths like Locust Street.

See Environmental Protection Plan (EcoInnovation District) pertaining to the Locust Street parklet, pg 27A.



No.11: Design Intent

The new Central Plant will be the first new building on the campus in several decades and it responds to an urgent need to replace the hospitals cooling and heating system as well as upgrading its electrical distribution system.

The new building will be located at a prime location at the heart of the Mercy Campus, visible to many who enter the campus on Marion St. Because of its location, the building architecture should be compatible with the adjacent existing building design. The design of the building is intended to hide the internal functions of the central power plants chillers, cooling towers, boilers, and electrical generators while at the same time, housing the central laboratories for the hospital, some office space and maintenance shops.The Central plant will provide interest at the pedestrian level.

Direct burial lines will be placed along Locust St. and west of the 1200 car garage. Underground tanks for the Central Power Plant will be located under the landscaped entry plaza, # 13.

Setback:

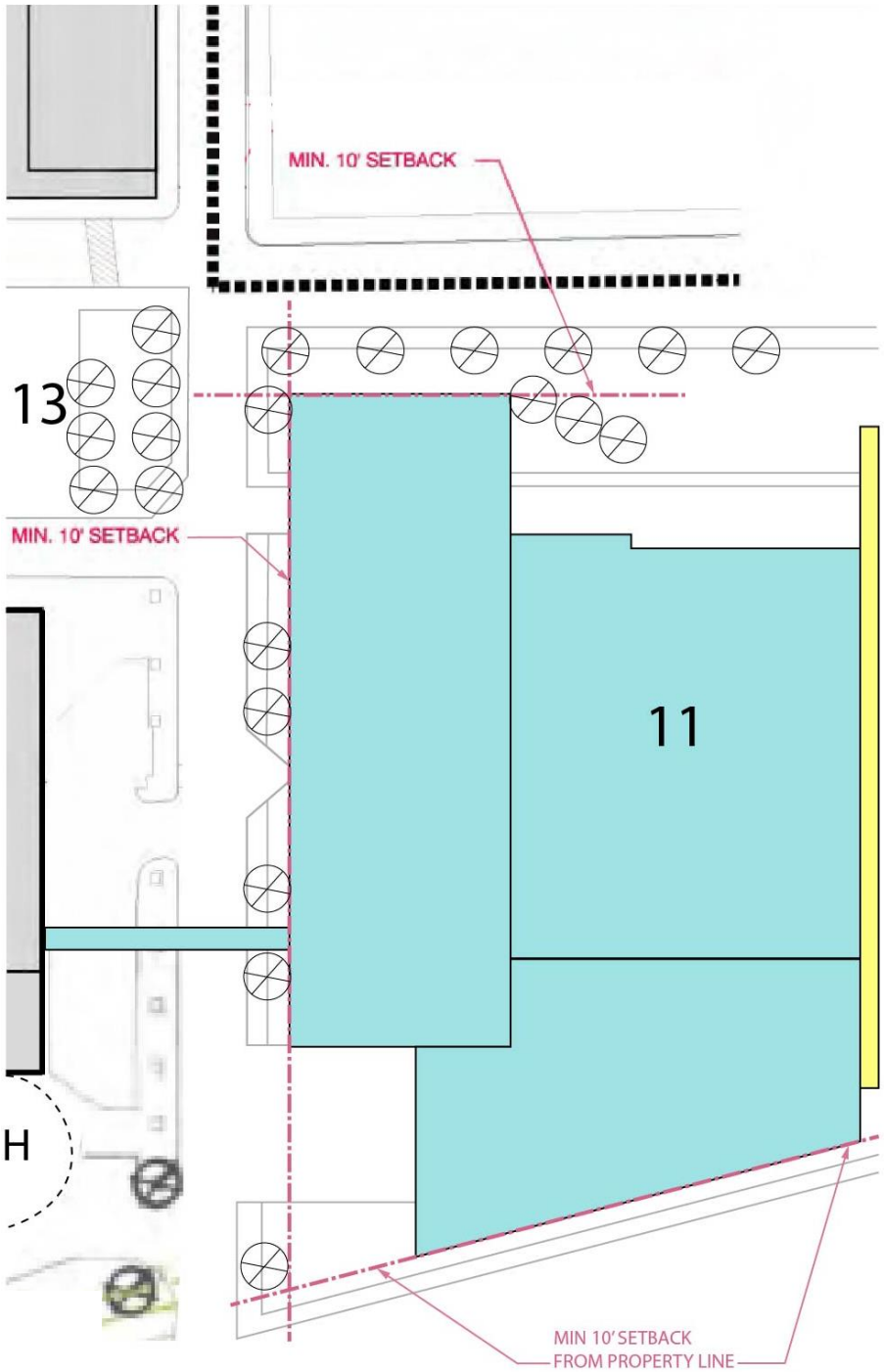
The building will follow a 10' setback along Locust St. and Marion St.

Height:

Three storey building, 65' Maximum Height excluding screening of cooling towers.

Material:

The exterior materials of masonry, glass and precast concrete are selected to integrate the building with its adjoining neighbors.



No. 11: UPMC Mercy Vision and Rehabilitation Hospital at UPMC Mercy

Design Intent:
The new building will be located at the prime location in the heart of the UPMC Mercy campus, visible to many who enter the campus on Marion Street. Because of this location, the building architecture should be compatible with the adjacent existing building design.

Setback:
The building will follow a 10' setback along Locust St. and Marion St.

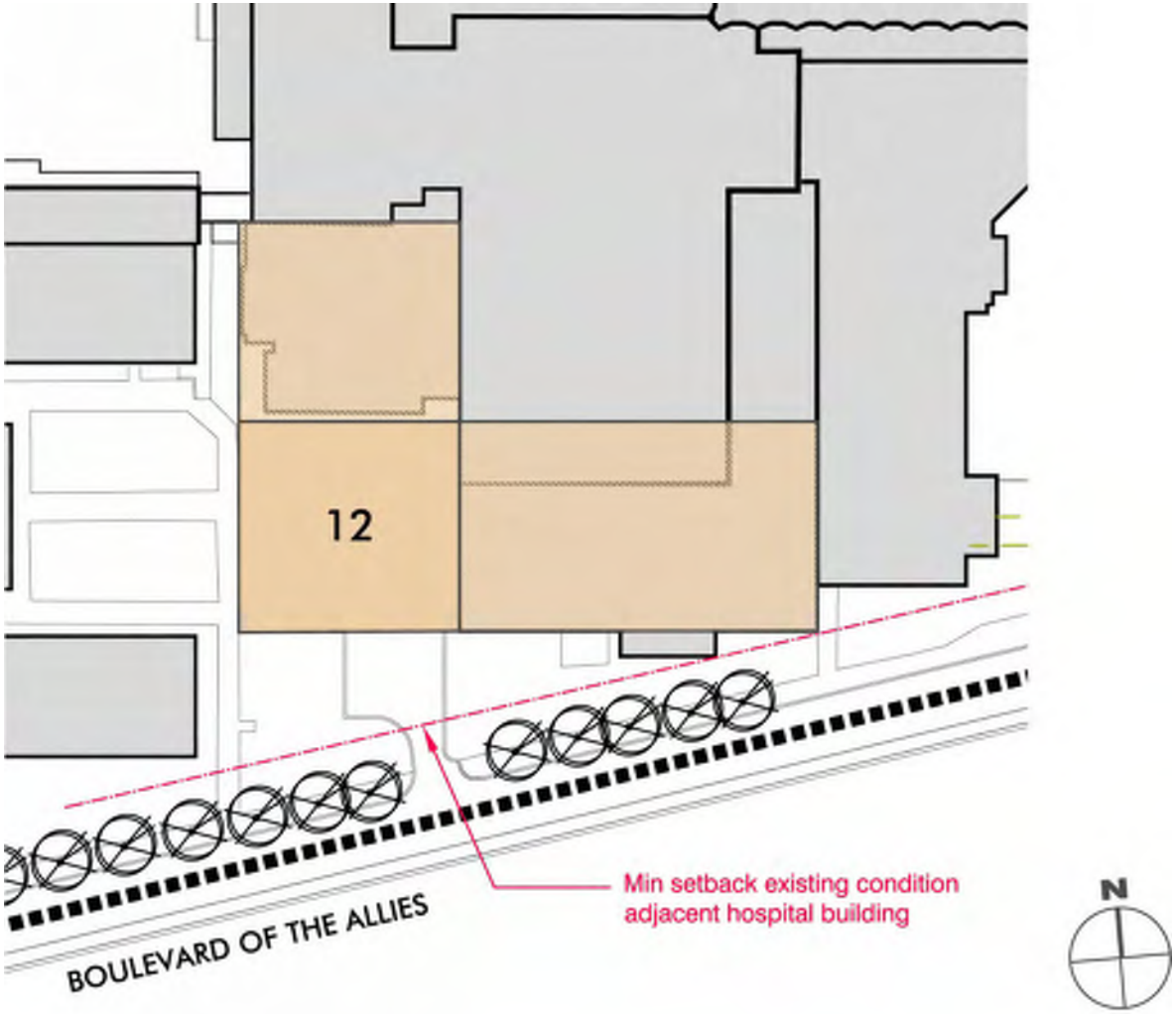
Height:
10 story building, 180' maximum height excluding screening of cooling towers.

Material:
The exterior materials of masonry, glass, and precast concrete are selected to integrate the building with its adjoining neighbors.

*UPMC plans to achieve 5' clear sidewalks on Boulevard of the Allies with 10' sidewalks along heavy circulation paths like Locust and Marion Street. The sidewalk gets deeper to allow for more space next to the bus stop at the corner of Boulevard of the Allies and Marion Street.

The masonry base will visually relate to the adjacent buildings along Boulevard of the Allies. In addition to the use of quality, timeless materials, the design would look to have street level windows or replicate window bay rhythms in the masonry where the grading and program permit. According to the Urban Design Guidelines on pg 33, the landscape buffer between the sidewalk and the building will incorporate human scale along this façade and make a pleasant view for those traveling along the Boulevard of the Allies.

See Environmental Protection Plan (EcoInnovation District) pertaining to the Locust Street parklet, pg 27A.



12. HOSPITAL EXPANSION

No. 12:Hospital Expansion Building

Design Intent:
The expansion will consist of one extra story on top of the existing buildings shown. On the corner the volume will be elevated above the existing surface parking.

Setback:
The building will follow the context of the adjacent buildings. The building will not come closer to the Boulevard of the Allies than the existing hospital building.
Entrance is located at the boulevard.

Height:
1 Elevated Story:18 - 20'; the story will start on top of the existing building.

Material:
Compatible with adjacent building materials. The building would draw on the same palette of materials; masonry, steel, concrete, glass.

1. UPMC MERCY HOSPITAL
   4-15 story building, existing, 180ft high
   ≈ 722,500 GSF

2. ERMIRE BUILDING
   8-10* story building, existing, 120ft high
   ≈ 18,700 SF/floor, ≈ 156,000 GSF

3. BUILDING "C" - MEDICAL PROFESSIONAL OFFICE BUILDING
   4-6* story building, existing, ≈ 70ft high
   ≈ 25,000 SF/floor, ≈ 120,000 GSF

4. LOCUST STREET STRUCTURED PARKING
   7-9* story building, existing, ≈ 90ft high
   ≈ 32,500 SF/floor, ≈ 256,500 GSF
   820 parking spaces

5A. ST. ANN`S CENTER
   4 story building, existing, 48ft high
   ≈ 8,000 SF/floor, ≈ 32,000 GSF

6. MERCY HEALTH CENTER
   10 story building, existing, 107ft high
   ≈ 18,000 SF/floor podium
   ≈ 7,300 SF/ floor tower
   ≈ 119,000 GSF

7. Residential - existing
   2 story buildings = 28ft high
   ≈ 1,000 SF/floor, ≈ 4,000 GSF
   used by hospital for special programs

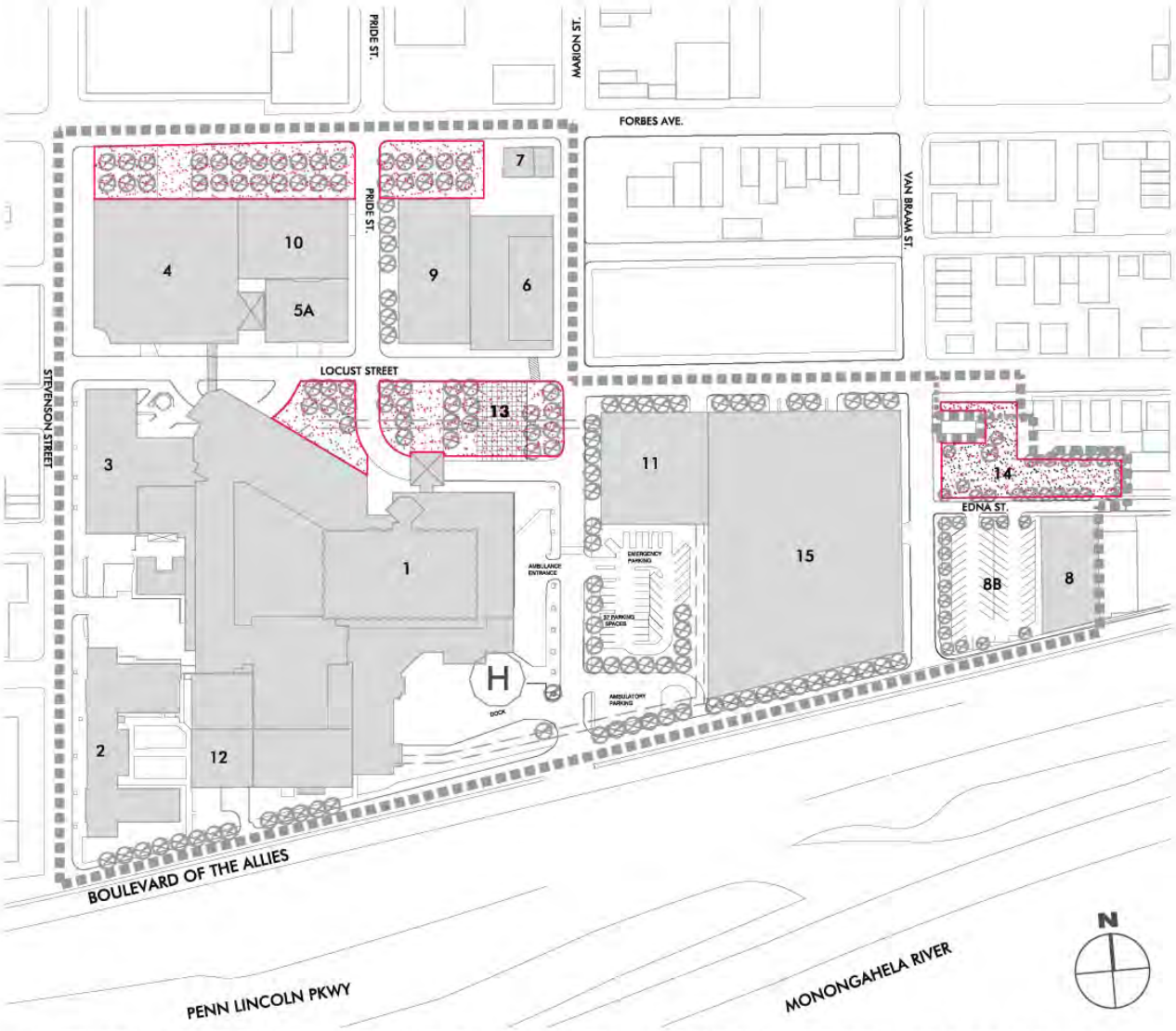
8. WAREHOUSE
   2 story building, existing, 28ft high
   ≈ 10,000 SF/floor, ≈ 20,000 GSF

8B SURFACE PARKING.
   ≈ 50 parking spaces.

9. MEDICAL OFFICE BUILDING
   4 story building, new, ≈ 60ft high
   ≈ 15,000 SF/floor, ≈ 60,000 GSF

10. PRIDE STREET STRUCTURED PARKING
   9 story building, new, match height exist. (4)
   ≈ 14,000 SF/floor, ≈ 126,000 GSF
   ≈ 360 parking spaces

* number of stories with sloping grade



11. CENTRAL POWER PLANT + OFFICES FACILITIES
   3 story building, new
   ≈ 60,000 GSF
   with utilities to hospital

12. HOSPITAL EXPANSION
   1 story building, new
   ≈ 20ft high
   ≈ 9,000 GSF

13. LANDSCAPED ENTRY PLAZA.
   Fuel tanks for Cental Plant underneath.

14. GREEN SPACE.

15. LOCUST & VAN BRAAM STRUCTURED PARKING
   4-6 story building, new
   ≈ 1200 parking spaces

PEDESTRIAN USE/AMENITY
(VIEW AND SEATING USE)

Urban Design Guidelines – 10 Year Proposed

1. UPMC MERCY HOSPITAL
   4-15 story building, existing, 180ft high
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   4 story building, new, ≈ 60ft high
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10 story building, new
≈ 180ft high, screen to 197ft
≈ 410,000 GSF

12. HOSPITAL EXPANSION
   1 story building, new
   ≈ 20ft high
   ≈ 9,000 GSF

13. LANDSCAPED ENTRY PLAZA.

14. GREEN SPACE.

15. LOCUST & VAN BRAAM STRUCTURED PARKING
4-6 story building, new
≈ 1100 parking spaces
≈ 36,000SF/floor
≈ 216,000 GSF

PEDESTRIAN USE/AMENITY
(VIEW AND SEATING USE)

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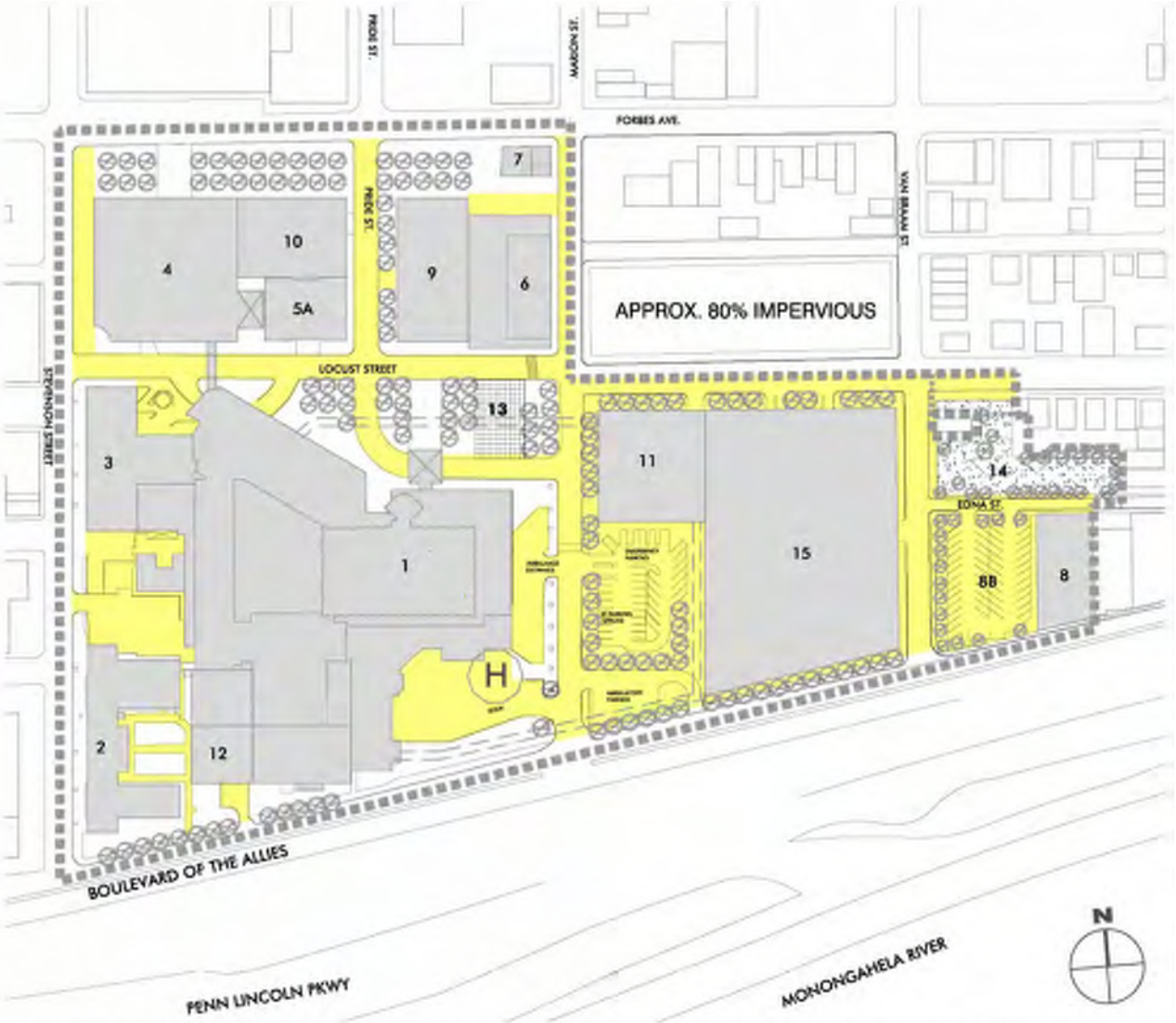

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PROPOSED IMPERVIOUS PAVING

Urban Design Guidelines – 10 Year Proposed

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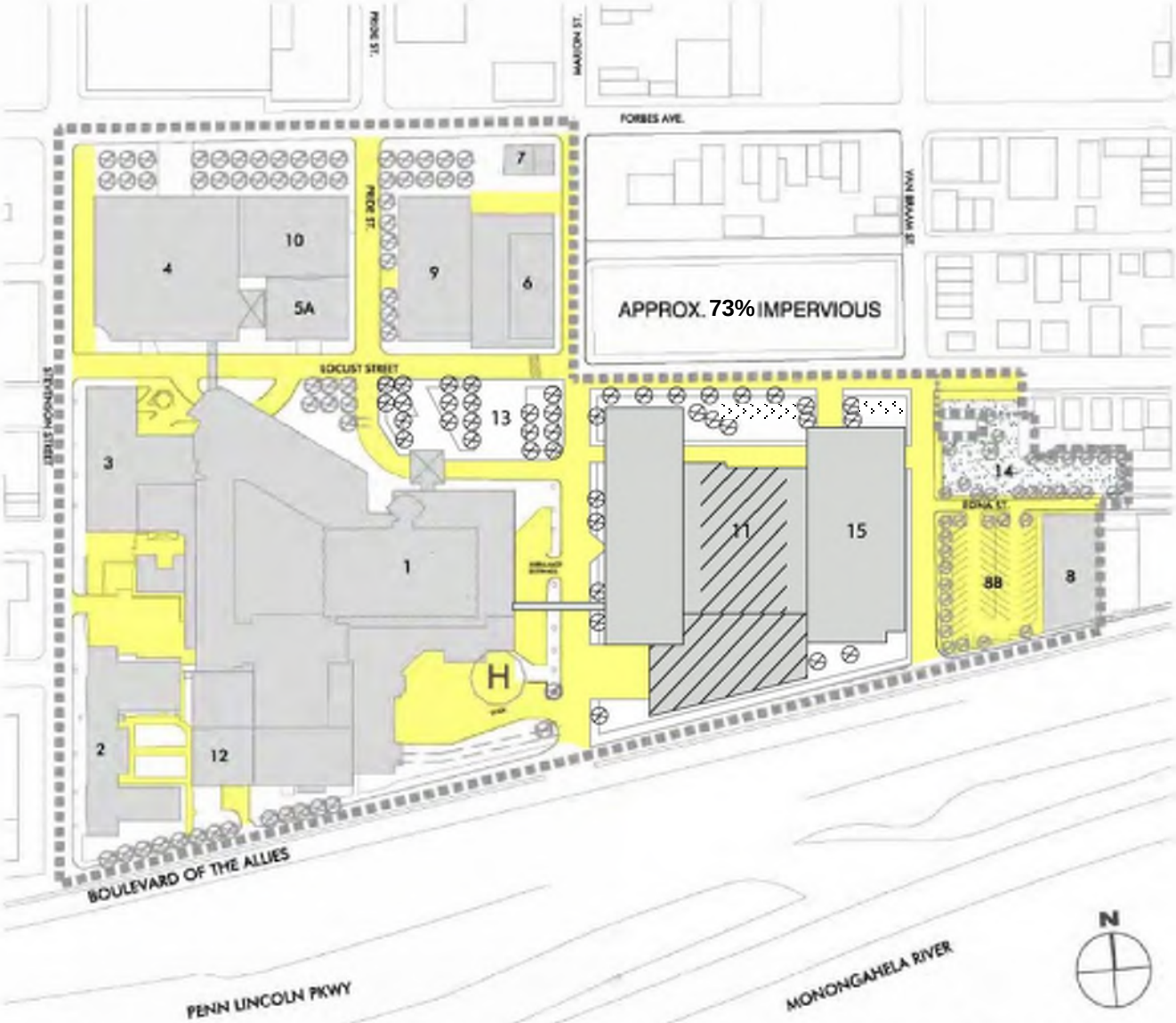

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PROPOSED IMPERVIOUS PAVING

PROPOSED GREEN INFRASTRUCTURE

PROPOSED BIOSWALE LOCATIONS

The master plan for this area identifies the needs of the UPMC Mercy Campus for 10 and 25 years into the future. In order to minimize the impact of this institutional growth on the adjacent community all development will occur on property currently owned by UPMC. Specific impacts that are created by the master plan will be addressed in a public forum.

~~1. Central Power Plant (CPP)~~

~~a. The Power Plant will be placed on a site at the SE corner of Marion and Locust St. This site is strategically located to serve the existing building and reduce visual and environmental impacts on the adjacent community. Consideration will be given to the scale of the building and materials that are compatible with the adjacent neighborhood and the UPMC Campus.~~

~~b. Noise from the power plant will be muffled to reduce distractions in the adjacent neighborhood and moisture from the plant will be rapidly ejected into the atmosphere.~~

~~c. Periodic service to the CPP will be from Van Braam and Locust St.~~

Loading Docks:
The primary loading dock will be relocated in the Western portion of the site and have access from Stevenson Street.

***The goal of the relocation is to lower emissions around the residences and the rest of the surrounding community.**

Emergency Entrance:
Emergency entry is addressed by the master plan and is primarily located off of Marion St. and the Boulevard of the Allies. This location will be marked by new way-finding signs. The IMP recommends that emergency access be separated from service and delivery trucks from patients and emergency vehicles.

Lighting:
All site and street lighting will be chosen to maintain LEED design standards for night sky lighting.

Residential Compatibility Standards:
The neighborhood surrounding UPMC-Mercy is a mixture of residential, commercial and institutional uses. The master plan is designed to be sympatic with the scale, materials and density of the adjacent communities but it will also provide a series of open spaces with simple landscape materials that will have a calming effect on the UPMC Mercy campus and those neighborhoods adjacent to the UPMC campus. Hopefully as a result of UPMC Mercy improvements near by vacant properties or land would be recognized as a development opportunity from the private sector for hospital related uses or workforce housing.

Vehicles:
The existing public access points will remain and will employ the new way-finding system adopted by the hospital.

***Additionally, the redesign of the streets to slow down traffic will be considered in the Institutional Master Plan.**

NOTES

***Lighting**

Keeping in line with the Ecoinnovation District, proper lighting throughout the campus, especially on paths to public transit, will also create an effective deterrent to crime because good lighting discourages criminal activity, improves visibility, and reduces fear.

***Residential Compatibility Standards**

The proposed design has received a height variance approved by the Zoning Board of Adjustment in case #65 of 2018.

Safety

NATURAL ACCESS CONTROL

By clearly differentiating between public and private spaces, Natural Access Control limits the opportunity for crime. Location and design of entrances and exits, which tend to guide people in the appropriate direction, will provide Natural Access Control. It is recommended that the facility have only one primary, clearly identifiable entry point, or at a minimum utilize the architectural design to route people to a central security location before they have access to stairwells and elevators.

NATURAL TERRITORIAL REINFORCEMENT

This concept utilizes architectural design to increase the sense of ownership, which increases the likelihood that intruders will be challenged and reported. Natural Territorial Reinforcement creates an environment where strangers or intruders stand out and are more easily identified.

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

The design principles involved include creating good sight lines and minimizing visual obstacles so that from a given location the occupant has a high degree of visual control. The architect and landscape architect will design the building and site with these principles in mind.

Health

SITE AND ENVIRONMENTAL NOISE

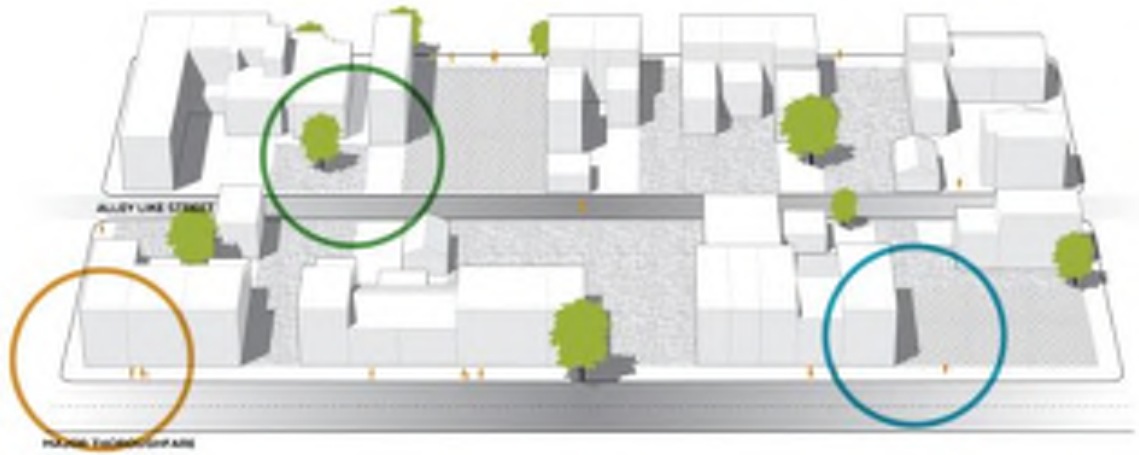
Selected enhancement of the building's exterior glazing and envelope to mitigate noise from outdoor equipment, helipads, and roadways. It will also be important to consider the impact of noise generated by this facility on adjacent residential properties. If the noise from the Vision Institute's lab exhaust fans operating 24 hours a day and 7 days per week will exceed the City's ordinance, an indoor fan design will be developed. All other rooftop equipment shall also receive silencers. The parking garage near the corner of Locust Street and Van Braam Street will receive exterior screening to reduce noise impact. Air exhausts on the building's South and East facades shall receive acoustic louvers to dampen their noise sources.

Income

COST MINIMALIZATION

To minimize heat island effect contributions from a new development, light colored materials or vegetation should be used on the roof and site wherever possible. In turn this will help local businesses and residents reduce cooling costs.

Typical Uptown/West Oakland Block



SAFETY

HEALTH

INCOME

Source: Uptown/West Oakland EcoInnovation District Plan (2017)

Community Meeting 1: February 20th, 2012

Central Power Plant presented on Location 8B on the Ten Year and Twenty Five Year site plans (see pg 13 & 16)

- One individual wanted to make sure Central Plant did not use the "Dolphin" system for Chilled Water systems. He believed they could contribute to Legionnaires disease more easily. For the record, the Central Plant does not use this system for chilled water.
- There were comments that the building was more than two stories. This was clarified that it is taller than a standard two story building but it only has two levels on the interior. They happen to be tall levels due to the equipment they are housing.
- There is a sense of blocking the river view.
- The community is not fond of the location of the fuel tanks.
- The community is not fond of the green space along Edna to the north being used for parking, even with pervious pavers.
- The community did appreciate re-using the old warehouse for a work place environment.
- The community would prefer UPMC to locate the central plant to a more central interior location on their campus in lieu of an edge to the campus. (This has been accomplished, see current site plan)
- The community would like to have another meeting to review the changes/modifications made per their suggestions.

Community Meeting 2: April 25th, 2012

Central Power Plant presented on Location 11 on the Ten Year and Twenty Five Year site plans (see pg 13 & 16)

Questions from the audience:

1. Where are the boundaries of re-zoning (NDI/EMI) and why are we changing?
   a. Re-zoning is a requirement by the City of Pittsburgh which must be reviewed and approved by June 2013.

2. Where is the new Central Plant going to be?
   a. Southeast corner of Locust and Marion Streets.

3. How many levels will the new Central Plant be and how tall?
   a. It will be a three story building and around 80 feet to top of screen wall.

4. What happened to the alternative helicopter landing area that was requested by UPMC Mercy last year?
   a. UPMC Presbyterian will be the alternate landing site in case of emergency.

5. How come UPMC Mercy doesn't do a better job maintaining the existing lot at northeast corner of Edna and Van Braam Streets (Item 14 on IMP)? The grass/weeds are overgrown and community uses this area as their animal litter box. Why are we proposing a park like setting for this area?
   a.UPMC Mercy will increase frequency of lawn service. Once area is renovated as part of the project, UPMC Mercy will properly maintain landscape, frequency of security patrol and install proper signage.

6. What is the elevation difference between Locust Street and the Boulevard of the Allies?
   a. +/- 36 feet in elevation change.

7. How many levels will be in the new parking garage and will we be utilizing the topography?
   a. We will bench the levels into the slope. Locust Street will be six levels and Boulevard of the Allies will be two levels.

8. How many cars?
   a. +/- 1200 total spaces. Current lot has 313 total spaces.

9. Are we increasing our green space with this project? Can you incorporate a plan showing the increase in green space into the document?
   a. Yes. We have increased the number of trees and planting areas. (see page 23)

10. With the building of the new garage and central plant, how are we addressing the lighting for the area?
    a. Perimeter light will be installed.

11. When is the anticipated start date?
    a. We are trying for a September approval from the City and construction to start shortly thereafter.

Community Meeting Minutes

Task Force Comments from September 7, 2017 Meeting

1. The south façade along Boulevard of the Allies should be seen as an important contributor to the future plans of the neighborhood.
2. The pursuit of the WELL or Passive House standards should be considered in addition to LEED.
3. The evolution of the building massing needs further explanation.
4. Consider the development as a hub of the community infrastructure. Go beyond satisfying a parking demand. Emphasize benefits to the neighborhood: bike share spot, flat floors (for use flexibility), off hours use for neighboring facilities, solar energy collectors.
5. Façade is innovative and attractive from a distance. Human scale needs to be overlaid. Consider those who live or work elsewhere in the neighborhood. How will they experience the building?
6. Providing peaceful green space surrounding the building.
7. Use tactile pavement to help vision-impaired individuals to better navigate the pedestrian zone.
8. Separating garage massing from the UPMC Vision and Rehabilitation Hospital at UPMC Mercy is a good move.
9. Vertical landscaping on a north-facing wall may not grow. Other projects around town, like Southside Works, have been unable to follow through on this kind of idea.
10. Add further articulation to the garage façade to break up the massing. Look at the Carnegie Mellon University garage on Forbes Avenue as an example of well-done garage articulation.
11. Study the light reflection off of south-facing side along Boulevard of the Allies.

Feedback Incorporation in 2018 Amendment

1. The south façade along Boulevard of the Allies has been redeveloped with the addition of the rehabilitation program. It now includes the fritted façade to match the tower aesthetic.
2. Some of the WELL or Passive House standards may be incorporated within the design but certification is not a goal at this time.
3. The building massing has evolved to include a larger base to accommodate the rehabilitation program.
4. UPMC intends to comply with the infrastructure hub standards (908.04.D.2.C) for structured garages on campus. The Locust and Van Braam Street structured parking garage will be for both staff and public use.
5. This is addressed through materiality and landscape design.
6. The current site plan shows an increase in open space throughout the UPMC Mercy campus.
7. Improvements to the circulation will be addressed for low vision patients as projects take place across campus.
8. No change is necessary.
9. The new garage structure's openings will provide the opportunity for creative screening elements and/or design features reflective of an occupied building.
10. The addition of the decorative metal screens help break up the massing of the garage.
11. A light reflection study of the south-facing side along Boulevard of the Allies has been conducted (the information from the study resides in the schematic design report). The fritting on this façade will be more dense to accommodate the increase in solar radiation.

UP Real Estate and Design Committee from November 16, 2017 Meeting

1. "I regret I will be unable to attend this meeting. For the record, I'm for less parking (self-driving cars and ride sharing services are going to drastically reduce parking needs), in favor of preservation of historic structures that are aesthetically more pleasing than contemporary medical-institutional architecture, and in favor of first floor retail that can interact with the rest of the neighborhood" – Helen Perilloux

2. Using terra frit on façade of new building. Trying to emulate the design of the historical campus. Also placing a bay window on the westside of the building. Very positive reaction to this from the committee. People will walk in through an atrium looking up at the roof top garden and monumental stairs.

3. Flat plates internal ramp. Garage level will be flat. This is to make it easier for patrons (with vision issues) to better use garage. Joe W. asked whether this design was done for anticipated conversion (if parking demand is less in future years). Roger reiterated that UPMC wants to consolidate parking in this location from other areas and they are planning for the near-term future, rather than long-term needs. Roger added that this is a public garage. Anyone could park there during the day (non-reserved spaces). Joe W. asked about evening use with residents as Uptown develops. Roger said this is a possibility but need to be strict about residents not using space during the day.

4. Loading bay will be hidden from a green landscaping. Scott was pleased with the triangular bay.

5. Dale added a desire for more dynamic lighting on the building. Scott added that he really likes the fritted glass and likes the rendering much more than the previous one. Scott believes that a lot of the pedestrian scale comments have been addressed. With the over-hang on the entrance want it to be more than a typical canopy drop off.

6. Dale added that the scale and design of the project is reflective of what Uptown hopes to be with on-going start/entrepreneur spirit.

Feedback Incorporation in 2018 Amendment

1. The current parking garage size is based on the number of parking spots required by code for a building of this size. The UPMC Vision and Rehabilitation Hospital at UPMC Mercy has both an optical shop and pharmacy retail space on the first floor accessible through the lobby. UPMC has withdrawn the request to demolish the St. Ann's building. UPMC has also expressed mode share goals that will be further evaluated in the PDP study for the UPMC Vision and Rehabilitation Hospital at UPMC Mercy. Please refer to the Transportation Management Plan (pg 19).

2. No change is necessary.

3. UPMC's primary focus with the new garage is to accommodate the patients, visitors, physicians and staff associated with new hospital expansion facility. The parking analysis shows that, during weekdays, the remote lots are still quite necessary. During weekday evenings, nights, holidays and weekends, the priority will still be for accommodation of patients and visitors, with decreased parking demand allowing evening shift, night shift and weekend employees to park on the UPMC Mercy campus. UPMC is willing to continue discussion but cannot commit to a shared parking program in the IMP.

4. No change is necessary.

5. The terra frit's density will vary depending on the amount of solar radiation on that particular façade. No other changes are necessary.

6. No change is necessary.

UP Real Estate and Design Committee from February 15, 2018 Meeting

1. Helen P. asked about the setback of the UPMC Vision and Rehabilitation Hospital at UPMC Mercy building off the Boulevard. The IKM team responded that it is situated 10 feet from the sidewalk buffered by greenspace. Helen encouraged the design team to improve the pedestrian experience along the Boulevard especially with the 28X bus stop's location at the Marion/Boulevard intersection. Sean L. asked the design team to stay in the loop with any Port Authority route changes. This intersection also has potential to be a much-improved portal for Mercy from the Boulevard.

2. Very positive feedback overall from RED Committee on design updates. Scott B. would like to see a rendering of the residential facing side of the project with a pedestrian in the rendering to show the human scale. IKM team reassured the RED Committee there will be opportunities to adjust the design before construction begins at the end of 2018.

3. Parking garage entrance (along Van Braam) has been moved from the Boulevard closer to Locust Street. RED members were very happy about this change.

4. IKM team also mentioned that GBA meet with them to discuss sustainability goals and opportunities. Still feel confident that LEED certified is best standard to pursue. New products recommended for higher levels of LEED are unclear and untested. GBA understood their position and is pleased UPMC will be the first development in Pittsburgh to pursue P4 standards along with 2030 energy efficiency requirements.

Feedback Incorporation in 2018 Amendment

1. The sidewalk along the Boulevard meets the 5 foot clearance recommended for the Uptown Public Realm. The current shape of the building allows for a landscape buffer between the sidewalk and the edge of the building. IKM and UPMC acknowledged the design potential at the Marion/Boulevard intersection and will discuss the possibilities as the project progresses.

2. This is addressed through materiality and landscape design.

3. No change is necessary.

4. The design team will continue to develop the design with sustainability goals in mind.

UP Real Estate and Design Committee from May 2, 2018 Meeting

1. Concerns were raised relative to additional street traffic created by this new development.
2. There was a general inquiry regarding to how the building design was created.
3. A resident asked how many new positions would be available after the new facility opens and if local Uptown residents would be given hiring priority. Based on information we have today, between 100-125 new positions would be created.
4. Several residents suggested that inadequate notice was provided regarding the pending IMP application and proposed project.

Feedback Incorporation in 2018 Amendment

1. Detail was provided relative to the process for DOMI review and their acceptance of the related plan.
2. A summary of the UPMC internal review process was provided; as was the direction received, from City Planning and Councilman Lavelle, relative to coordinating this effort with Uptown Partners.
3. UPMC Mercy would conduct jobs fairs for local residents, prior to opening facility.
4. UPMC will be conducting an informational Open House at UPMC Mercy on Saturday, May 19th to discuss questions related to the IMP and project. To ensure adequate coverage, there will be a mass circulation of invitations to the event.

UPMC Mercy Open House from May 19, 2018 Meeting

1. An informal Open House was held on the UPMC Mercy campus and hosted by clinical and administrative staff from UPMC Mercy and staff from UPMC's corporate offices. A display of pertinent elements of the revised UPMC Mercy IMP and proposed UPMC Mercy Vision and Rehabilitation Hospital were exhibited and visitors were encouraged to ask any questions regarding the IMP, project, or hospital operations.

Feedback Incorporation in 2018 Amendment

1. A commitment was again made by UPMC Mercy administrative to host job fairs for local residents, prior to the opening of the facility.

Marketing Efforts for Open House - Internal

1. Screensavers – May 9, 2018
2. Digital Message Boards – May 9, 2018
3. Infonet – May 16, 2018
4. Daily Extra – May 16, 2018
5. Mike Chiappetta emailed everyone on the UPMC Mercy distribution list to invite them to attend the Open House (see pg 47 for detail on Open House)

Marketing Efforts for Open House - External

1. Landing page of website – May 11, 2018
2. Postcard mailed to all 4,477 residential addresses in 15219 zip code – May 15, 2018
3. ¼ page full-color ad placed in South Pittsburgh Reporter – May 15, 2018
4. ¼ page full-color ad placed in Pittsburgh Courier – May 16, 2018
5. ¼ page full-color ad placed in South Hills Record (Trib publication) – May 17, 2018
6. ¼ page full-color ad placed in Bridgeville Area News/Carnegie Signal Item (Trib's South Zone) – May 17, 2018
7. Uptown Partners distributed to their database of 600

UPMC Statement on Commitment to the Community

As noted above, and in the proceeding documents, community engagement is on-going with the most recent meetings being held on Wednesday, May 2nd and Saturday, May 19th. During this process, UPMC has made best efforts to engage our community partners as they have been identified to us. Each encounter and communication has been designed to elicit information about how the proposed UPMC Mercy Institutional Master Plan changes, and related project will, and could, benefit the surrounding community and to establish the parameters of a productive community partnership going forward.