

Project Area Master Plan

July 10, 2012



UPMC St. Margaret

UPMC LIFE
CHANGING
MEDICINE



PROJECT AREA MASTER PLAN

Delafield Avenue, Freeport Road, St. Margaret Drive and Route 28

July 10, 2012

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**PREPARED BY:
UPMC St. MARGARET
Stantec Architecture LLC
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I. Master Plan

Introduction

One of the strengths of Pittsburgh, and one that adds to the attractiveness of the region for companies and employees looking for a place to call home, is its medical community. The centerpiece of Pittsburgh's medical community is the UPMC Health System and its network of outstanding community hospitals like UPMC St. Margaret.

UPMC St. Margaret begins its second century of service with renewed dedication to providing its community with convenient access to quality health services. As a hospital of UPMC Health System, UPMC St. Margaret assures its community that the heritage of quality healthcare close to home continues. The hospital's tradition of skilled and compassionate medical care is backed by the advanced technology, resources, and expertise of UPMC, the region's leading healthcare system.

Serving more than one-quarter million residents of Pittsburgh's north and east neighborhoods and the Alle-Kiski Valley, UPMC St. Margaret continue to build on the strengths that set it apart – training family practice physicians and providing specialized care in arthritis, orthopaedics, and geriatrics. Patients benefit from UPMC St. Margaret's unique position as a community hospital that also is an advanced teaching institution.

Since 1997, when St. Margaret became the first community hospital to join UPMC Health System, this highly-regarded community health resource has worked to build a future of even greater promise. UPMC St. Margaret's reputation for providing high quality personal care and responding to community health needs has attracted many of the region's most skilled medical specialists who use advanced technology to treat disease and injuries.

UPMC St. Margaret is the region's leader in arthritis care, providing specialized diagnosis, treatment, rehabilitation, and education for people with arthritis and their families. The hospital also is home to one of the state's oldest and largest Family Practice Residency training programs, which has received national recognition for the quality of its training. Orthopaedic and geriatric specialty services draw patients from a four-county area. The hospital's commitment to delivering the highest quality medical care is demonstrated each day by UPMC St. Margaret's medical staff of the area's premier primary care and specialty physicians.

Over the last ten years, UPMC St. Margaret has experienced significant growth and increased utilization of its services, especially in the areas of family practice, orthopaedic surgery, general surgery, emergency services, and various outpatient and ancillary programs. Owing to a growing "baby boomer" population in the service area that is expected to climb by 8.5% in the next three years, commercial and residential development in nearby communities (e.g. Fox Chapel, O'Hara, Blawnox, Harmar), the demand for healthcare services will increase and, hence, growth at UPMC St. Margaret will continue in order to meet the needs of the community it serves.

The ability of UPMC St. Margaret to meet that growing need depends on its readiness to support technology advances and to provide services in a comfortable environment for its patients and staff. To accomplish this, UPMC St. Margaret will undergo a major physical transformation.

II. Planning Area

The Planning area of the Project Master Plan is bounded by Route 28 and the City of Pittsburgh Water Treatment Facility on the north, Waterworks Mall on the east, Freeport Road and the City of Pittsburgh Water Treatment Facility on the south, and the Borough of Aspinwall to the west.

There is an easement that divides the campus and is owned by the City of Pittsburgh. Ownership of this Right of Way will be maintained by the City of Pittsburgh.

The planning area includes the complete area for the EMI – Educational/Medical Institution zoning district and is composed of three parcels, so noted on the following plan.

The following plan indicates the institutional ownership and zoning for the surrounding parcels.



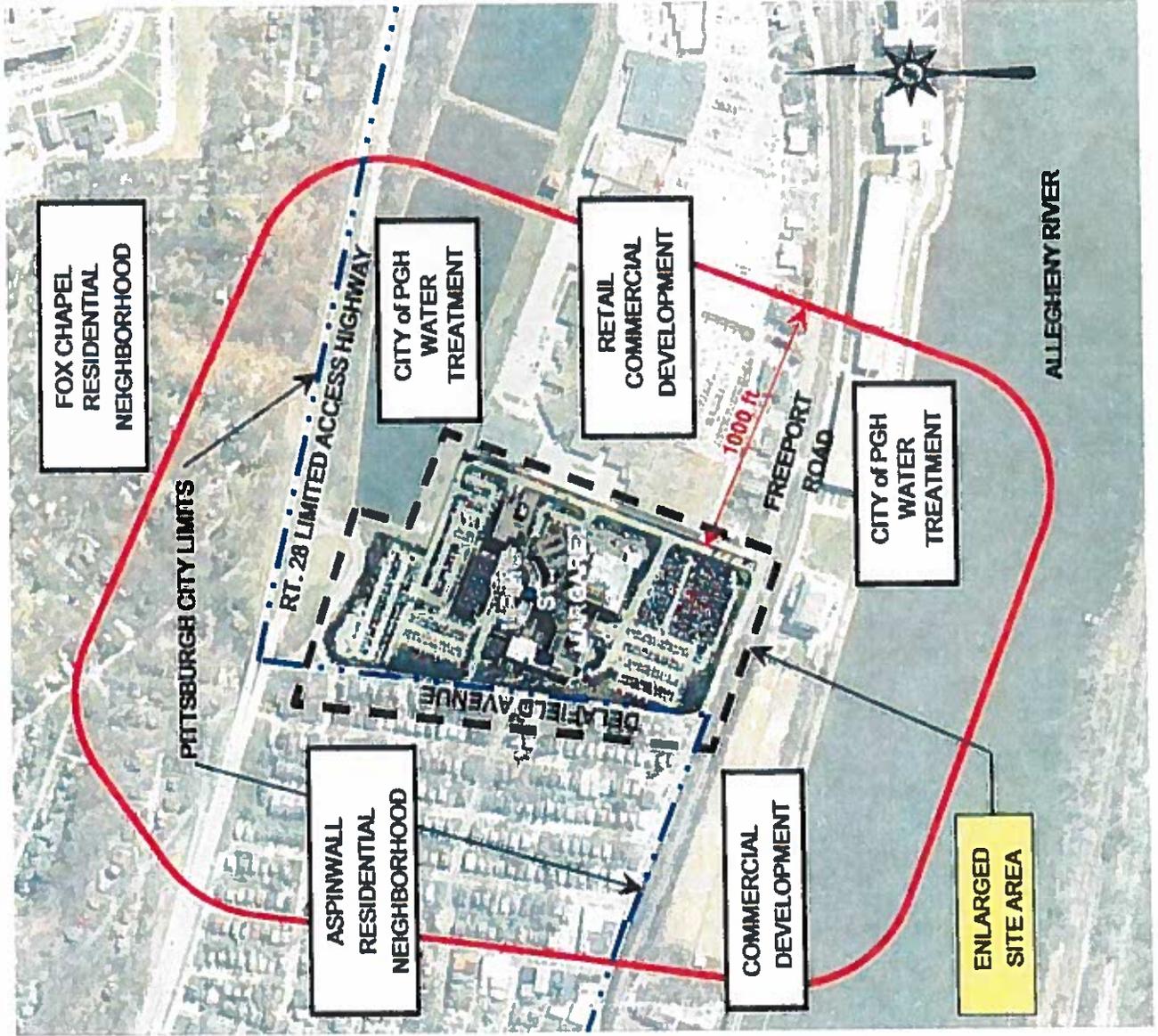
UPMC St. Margaret

UPMC LIFE CHANGING MEDICINE

PLANNING AREA ADJACENCIES

SATELLITE VIEW

July 10, 2012





UPMC St. Margaret

UPMC LIFE CHANGING MEDICINE

PLANNING AREA ZONING MAP

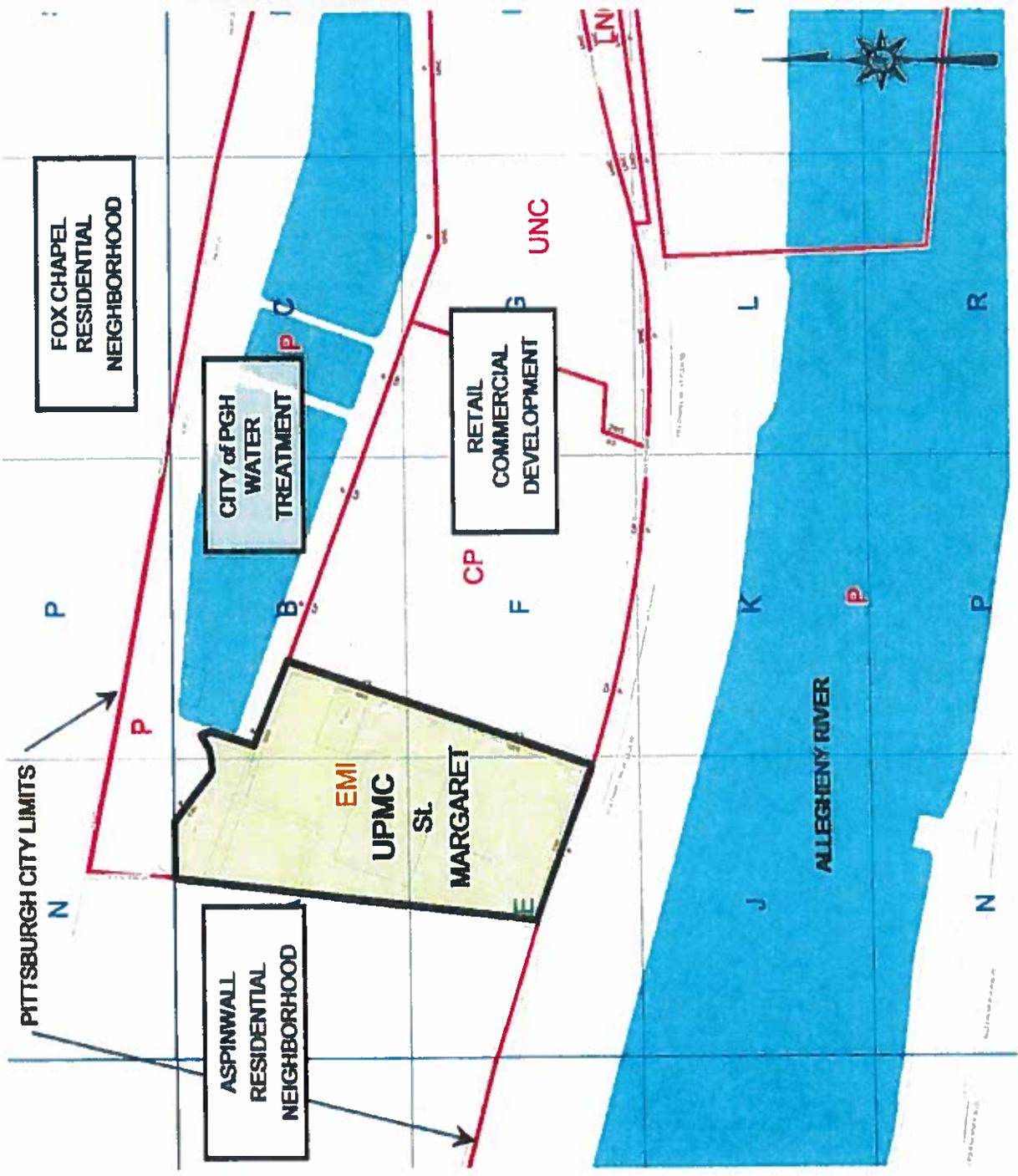


PLANNING AREA

ZONING DISTRICTS

EMI - EDUCATIONAL/MEDICAL INSTITUTION

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PITTSBURGH CITY LIMITS

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N

FOX CHAPEL RESIDENTIAL NEIGHBORHOOD

ASPINWALL RESIDENTIAL NEIGHBORHOOD

CITY of PGH WATER TREATMENT

EMI UPMC St. MARGARET

RETAIL COMMERCIAL DEVELOPMENT

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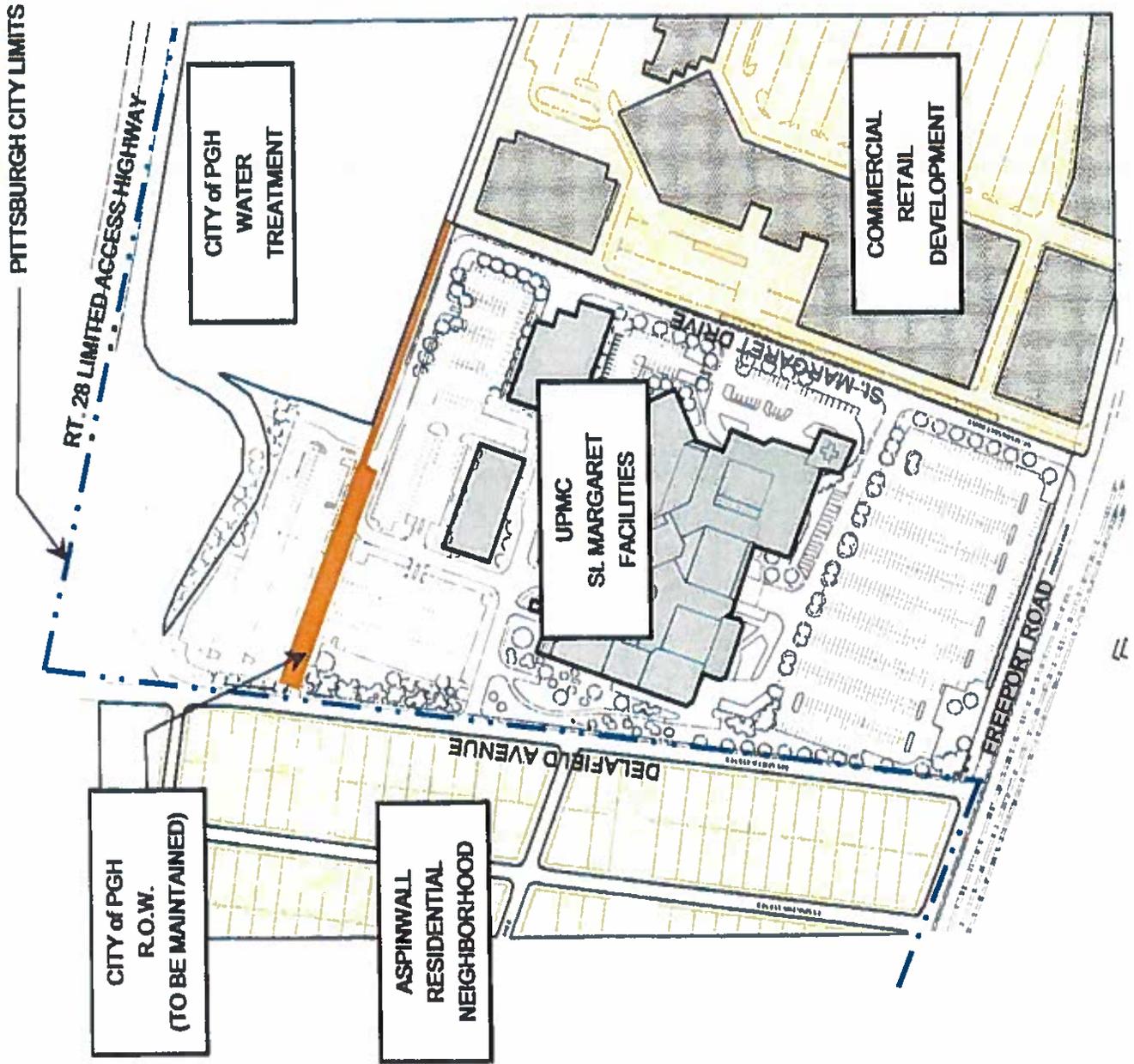


UPMC St. Margaret

UPMC LIFE CHANGING MEDICINE

PLANNING AREA ADJACENCIES

July 10, 2012



III. Mission and Objectives

The institution within the Project Area Master Plan area has a common mission and objective with the entire UPMC Health System — to provide premier programs in patient care, biomedical and health services research, and teaching that will contribute to the prevention, diagnosis, and treatment of human disease and disability. UPMC St. Margaret is dedicated to meeting the healthcare and health education needs of its defined community in a high quality, cost effective manner as part of UPMC Health System and in partnership with other community resources.

UPMC St. Margaret serves more than 50 municipalities in the northern and eastern reaches of Pittsburgh, the Alle-Kiski Valley corridor along Route 28, as well as providing needed services at family health centers in the Lawrenceville, Bloomfield and Garfield neighborhoods.

The hospital has a medical staff comprised of more than 700 physicians; it employs some 1,300 staff members; and it is supported by more than 600 local residents who serve as volunteers. The hospital serves many of the City's most disadvantaged families, providing everything from pre-birth counseling for pregnant women, to in-home services for the elderly, to family-oriented medical care, to 24-hour emergency care. UPMC St. Margaret also helps to guard its communities' health through screenings, disease prevention programs, patient and caregiver support groups, and school health partnerships. Last year, more than 50,000 local residents participated in such programs.

The implementation of the development proposed by this Project Area Master Plan will allow UPMC St. Margaret to improve the efficiency of its programs and manage the increased demand for its services by City and suburban residents.

To demonstrate this growing demand, over the past seven years, inpatient admissions at UPMC St. Margaret have increased to 15108 or 17.6%. For the same period, Emergency Department activity increased by 23.2%; surgeries increased by 49.4%; MRI exams increased 109.6%; cardiac catheterization volume grew 9.4%; and endoscopies increased by 12.7%.

In order to address these greater demands for healthcare services, UPMC St. Margaret has developed plans and initiatives to enhance various clinical services, such as expanding musculoskeletal services and minimally invasive surgery; enhanced cardiology and oncology services; expanding neuroscience programs/services; improved Central Supply and Pharmacy space; and infrastructure enhancements to the electrical and mechanical systems to support such services.

In addition, the hospital plans to establish a surgical intensive care unit, expand the surgery department, add a second cardiac catheterization lab and add a parking garage to accommodate its patients and staff.

By FY 2016, UPMC St. Margaret is projecting inpatient activity in the range of 16,700 to 17,100 admissions, along with 18,400 surgical cases and 45,800 Emergency Department visits.

IV. Existing Property and Uses

Building Coverage

The Existing property and uses are fully described on the following Existing Land Use Plan and Existing Land Use Chart.

There is an easement that divides the campus and is owned by the City of Pittsburgh. Ownership of this Right of Way will be maintained by the City of Pittsburgh.

Parking and Loading

The current parking is all surface parking and is contained within the present site. In general, the south lot is restricted to employees only and the northern lots are reserved for patients and visitors.

The current Hospital loading facility (four bays) is at the service entrance along the south side. The employee entrance is also located along the south side. The emergency entrance is located on the east side facing the Waterworks Mall all other patients enter one of three entrances within the north drop-off loop drive. The loading facility for the 100 Medical Arts Building and the 200 Medical Arts Building is managed with the three-bay loading facility located on the east end of the 200 Medical Arts Building, facing the support side of Waterworks Mall. Patients enter each building from the north drop-off loop drive.

Existing Land Use Chart

Building/Site	Existing Land Use					
	Primary Land Use	Gross Square Feet of Floor Area; Dwelling Units	Parking Spaces	Number of Stories (Including below grade)	Height in Feet	Acreage
Hospital	Hospital	417,000 SF		6	95.8	
100 Medical Arts Building	Offices – Medical	50,000 SF		3	40	
200 Medical Arts Building	Offices – Medical	84,000 SF		4	60	
Maintenance Facility	Maintenance – equipment & storage	1,900 SF		1	14	
Total Site	As above	552,900 SF	1,483	As above	N / A	22.75

The existing land on which the facility is located is owned by the City of Pittsburgh. There are no current plans to modify property ownership.

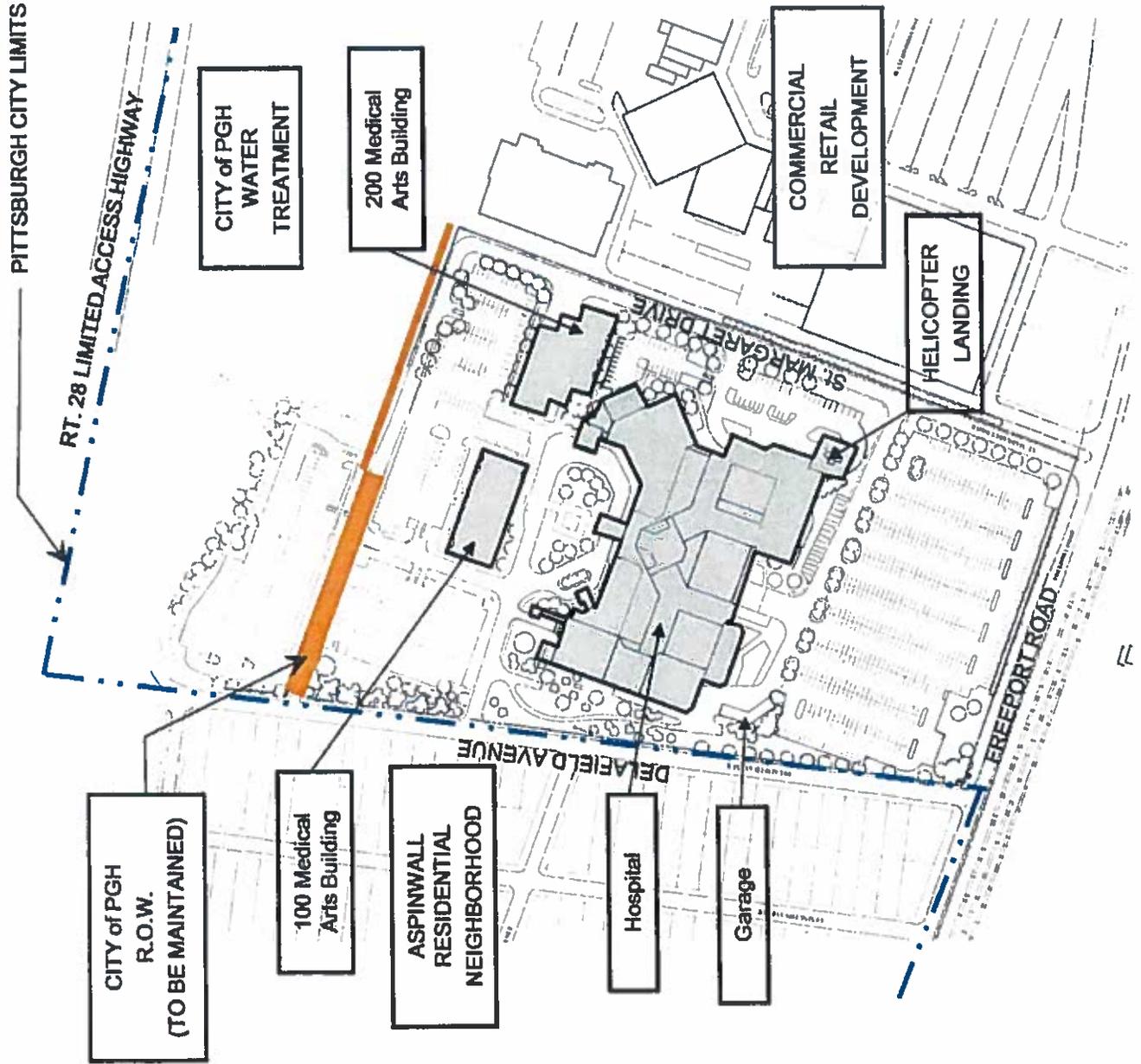


UPMC St. Margaret

UPMC LIFE CHANGING MEDICINE

EXISTING LAND USE PLAN

July 10, 2012



V. Institutional Needs

The construction of the new elements of the new master plan is indicated by the drawing in Part I of this document and is in response to the needs of the community and staff of UPMC St Margaret.

Ten Year Development Plan

- **Outpatient Registration Expansion (northeast and northwest corners)**
 - The present program has outstripped the capacity to handle the current volume of outpatients and this program is in response to dealing with the efficient and safe management of these patients. The outpatient volume has steadily grown in the recent past and is projected to continue to grow.
 - This project was approved by the City of Pittsburgh in the 2003 Institutional Master Plan
- **Northeast Vertical Expansion (2 Levels)**
 - This will be a new Intensive Care Unit and Patient Care Facility to provide additional capacity and state-of-the-art patient care.
- **Parking Facility – 675 Car Facility – Northwest**
 - This parking structure will provide additional parking spaces for patients and visitors to the campus.
- **South Addition (4 Levels)**
 - This building program addresses the needs of the hospital and the increased growth of the programs on campus. The intent is to develop this portion of the site so as not to encroach on the remaining green areas and present buffer zones at the perimeter of the site. The elements of this program are as listed below:
 - Operating suite expansion
 - 22 bed ICU unit
 - Support services
 - Physician offices
 - Outpatient activities
 - Shell Space - Future Medical Surgical unit
- **Outpatient Connector and Support**
 - Connection between 200 Medical Arts Building and the hospital.

Twenty-Five Year Development Plan

- **Northeast Vertical Expansion (3 Levels)**
 - This will be a new Patient Care Facility to provide additional capacity and state-of-the-art patient care.
- **Patient Care Vertical Expansion (2 Levels)**
 - UPMC St. Margaret will need to add to the present inpatient capacity to meet the growing demand. The vertical expansion occurs in two patient care areas of the hospital Existing patient tower.
- **Parking Facility – 500 Car Facility – South**
 - This parking structure will provide additional parking spaces for patients and visitors to the campus.

VI. Ten Year Development Envelope

The ten-year development envelope is the same as the Project Area Master Plan area. Within this envelope there are four primary development proposals:

1. **Outpatient Registration Expansion (northwest corner)**
 - Location: Northwest corner of the present hospital
 - Description: Outpatient registration Area. This project was approved by the City of Pittsburgh in the 2003 Institutional Master Plan.
 - Maximum Floor Area: 4,700 SF / Floor, 9,400 SF /Building
 - Maximum Height (Stories): 1 Story + Basement
 - Maximum Height: 18 FT
 - Setback: Existing
 - Other:
2. **Northeast Vertical Expansion**
 - Location: Northeast side of the existing hospital
 - Description: A two story expansion plus penthouse above the existing facility for new Intensive Care Unit and Patient Care Facility
 - Maximum Floor Area: 14,800 SF / Floor plus Penthouse
 - Maximum Height (Stories): 2 story plus Penthouse (2 including present second)
 - Setback: N / A
 - Other:
3. **Parking Structure**
 - Location: Northwest side of the campus
 - Description: Multi-level parking garage to house 675 cars with 26,000 SF of Office Space
 - Maximum Floor Area: 50,000 SF/FL, 300,000 SF Total
 - Maximum Height (Stories): 6
 - Maximum Height: 70 FT
 - Setback: 20 FT
 - Other:

4. **South Addition**

Location: South side of existing hospital

Description: A four-story multi-use facility providing additional space for ICU beds, support services, surgery, physician offices and shelved space for future Medical Surgical unit.

Maximum Floor Area: 17,500 SF per level – 70,000 SF Total

Maximum Height (Stories): 4

Maximum Height: 75 FT

Setback: 20 FT along Delafield
30 FT along Freeport Rd

Other:

5. **Outpatient Connection and Support**

Location: Northeast corners of the hospital

Description: One story addition on the east side of the hospital will have an enclosed connector to the 200 Medical Arts Building

Maximum Floor Area: 4,250 SF, 5,000 Total

Maximum Height (Stories): 1

Maximum Height: 20 FT – Note: This is the second level. The first level is fully below grade

Setback: N/A

Other:

NOTES:

1. All maximum floor area, height (stories), and height (feet) shown above are the requested zoning envelopes for the proposed buildings. Proposed buildings may be smaller, but will not be larger than the maximum numbers.
2. Proposed sizes shown in Proposed Land Use chart are approximate and are based upon anticipated building criteria at the time of this Master Plan.

VII. Twenty-Five Year Development Sites - Envelope

The twenty-five year development envelope is the same as the ten-year development envelope. Any expansion beyond the parameters of the ten-year plan will need to be reconsidered through the Master Plan process.

1. **Northeast Vertical Expansion**
Location: Northeast side of the present hospital
Description: A vertical expansion for patient care areas above the present facility.
Maximum Floor Area: 14,800 SF per level, 60,000 SF Total
Maximum Height (Stories): 3 story (six including present second and proposed third floors)
Maximum Height: Note: the first floor at this location is fully below grade
Setback: 70 FT additional - 96 FT Total
Other: N/A

2. **Patient Tower Vertical Expansion**
Location: A 2 story vertical expansion of the present patient tower.
Description: Originally planned for two additional stories of patient care areas
Maximum Floor Area: 29,600 SF/FL, 59,200 SF Total
Maximum Height (Stories): 8 Stories
Maximum Height: 120 FT
Setback: N/A
Other:

3. **Parking Structure**
Location: South side of the campus
Description: Multi-level parking garage to house 500 cars
Maximum Floor Area: 50,000 SF/FL, 150,000 SF Total
Maximum Height (Stories): 3
Maximum Height: 40 FT
Setback: 20 FT
Other:



UPMC St. Margaret

UPMC LIFE CHANGING MEDICINE

PROPOSED SITE MASTERPLAN

10 YEAR SITE DEVELOPMENT PLAN

July 10, 2012



PITTSBURGH CITY LIMITS

RT. 28 LIMITED ACCESS HIGHWAY

OUTPATIENT CONNECTOR & SUPPORT 3000 SF

FUTURE VERTICAL EXPANSION 2 STORY WITH PENTHOUSE 14,800 SF / LEVEL

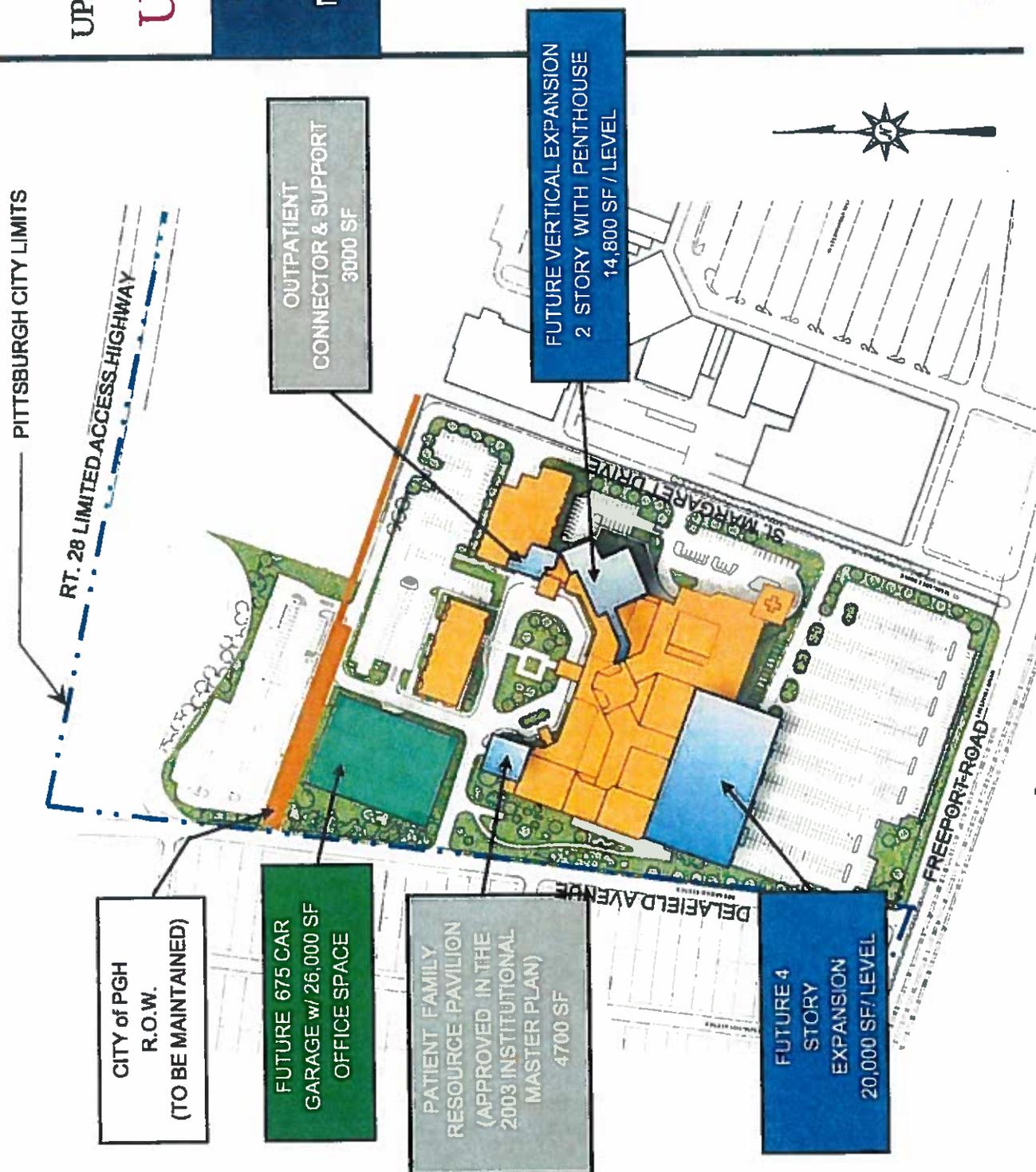


CITY of PGH R.O.W. (TO BE MAINTAINED)

FUTURE 675 CAR GARAGE w/ 26,000 SF OFFICE SPACE

PATIENT FAMILY RESOURCE PAVILION (APPROVED IN THE 2003 INSTITUTIONAL MASTER PLAN) 4700 SF

FUTURE 4 STORY EXPANSION 20,000 SF/LEVEL





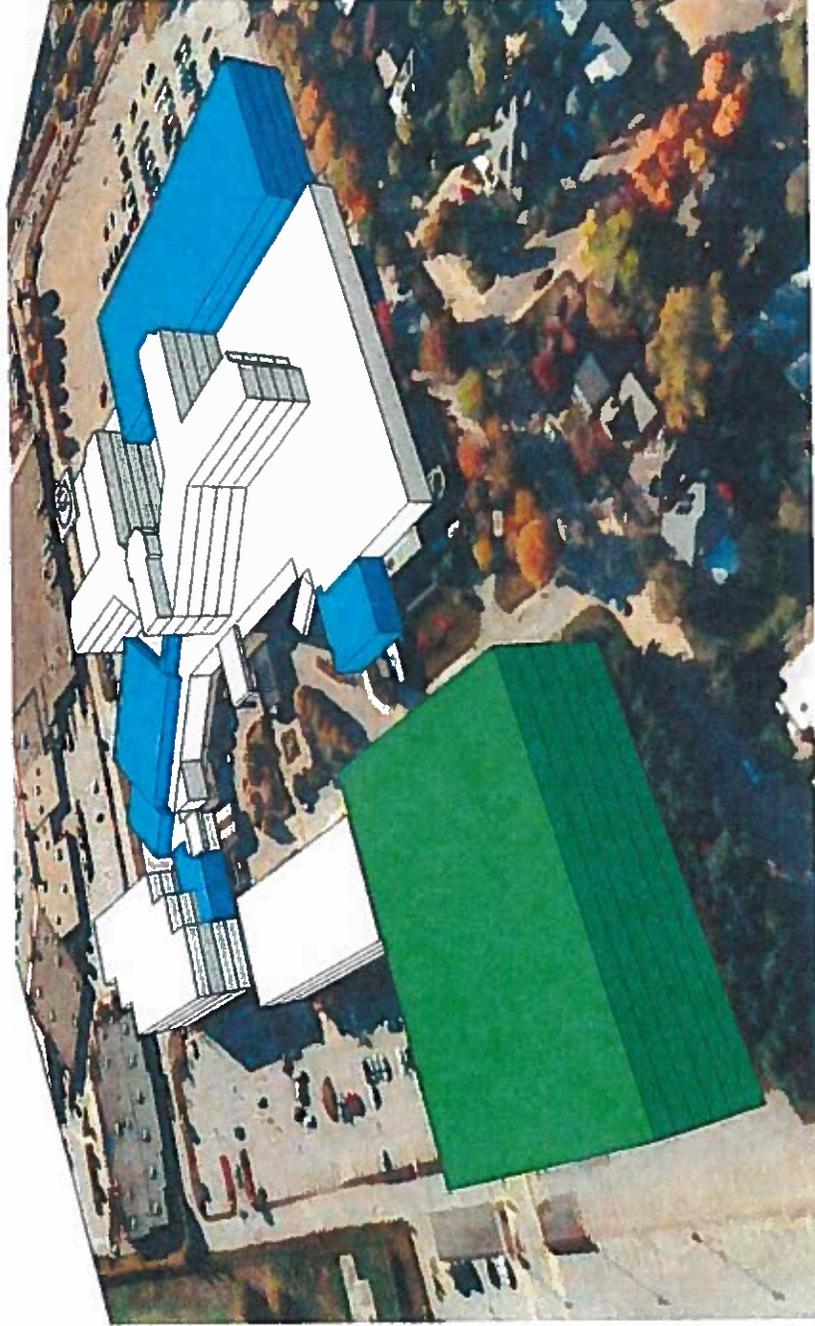
UPMC St. Margaret

UPMC
LIFE CHANGING MEDICINE

PROPOSED
SITE
MASTERPLAN

10 YEAR SITE
DEVELOPMENT PLAN

July 10, 2012





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PROPOSED SITE MASTERPLAN

25 YEAR SITE DEVELOPMENT PLAN

July 10, 2012



PITTSBURGH CITY LIMITS

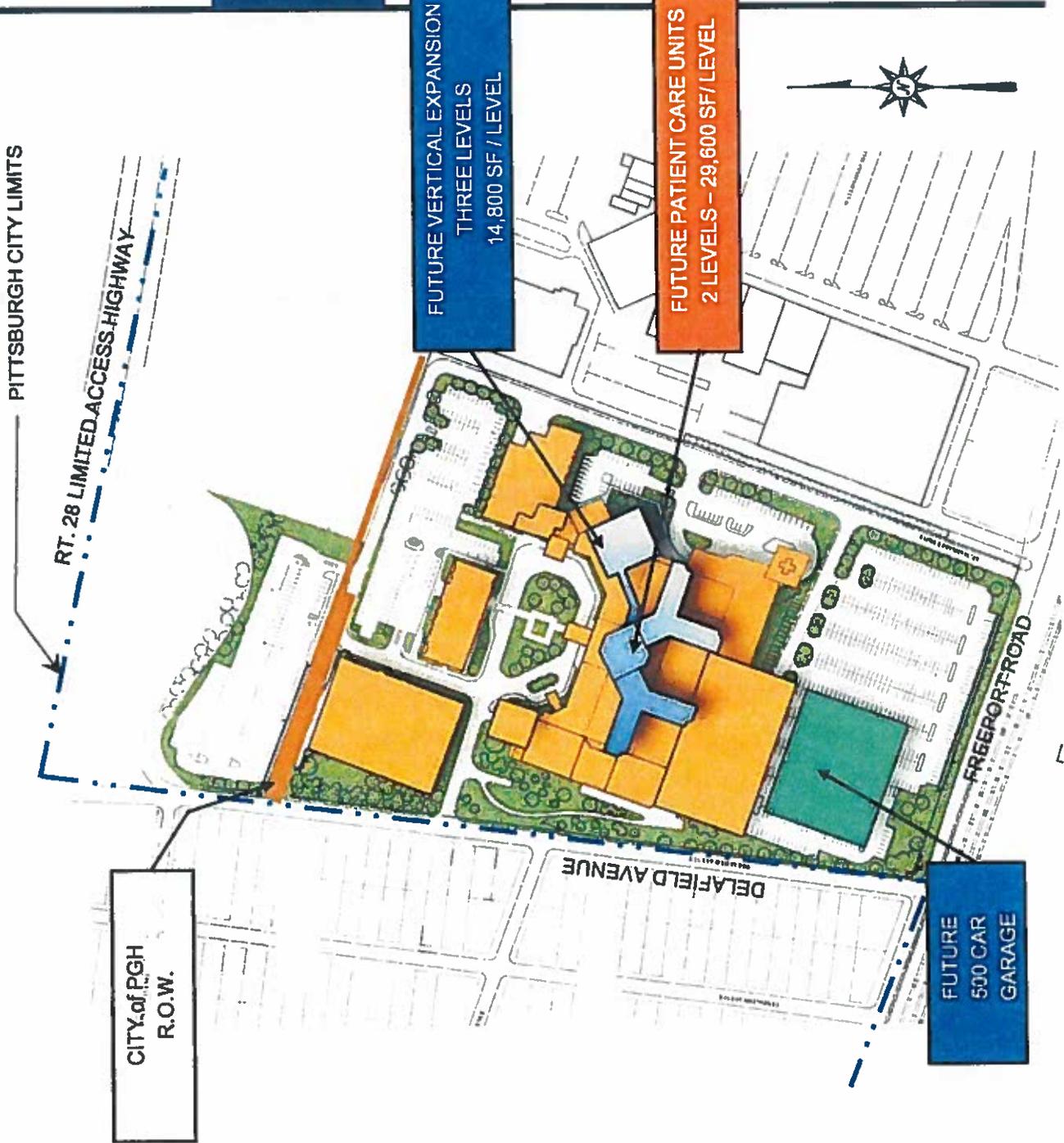
RT. 28 LIMITED ACCESS HIGHWAY

CITY OF RGH
R.O.W.

FUTURE VERTICAL EXPANSION
THREE LEVELS
14,800 SF / LEVEL

FUTURE PATIENT CARE UNITS
2 LEVELS - 29,600 SF / LEVEL

FUTURE
500 CAR
GARAGE





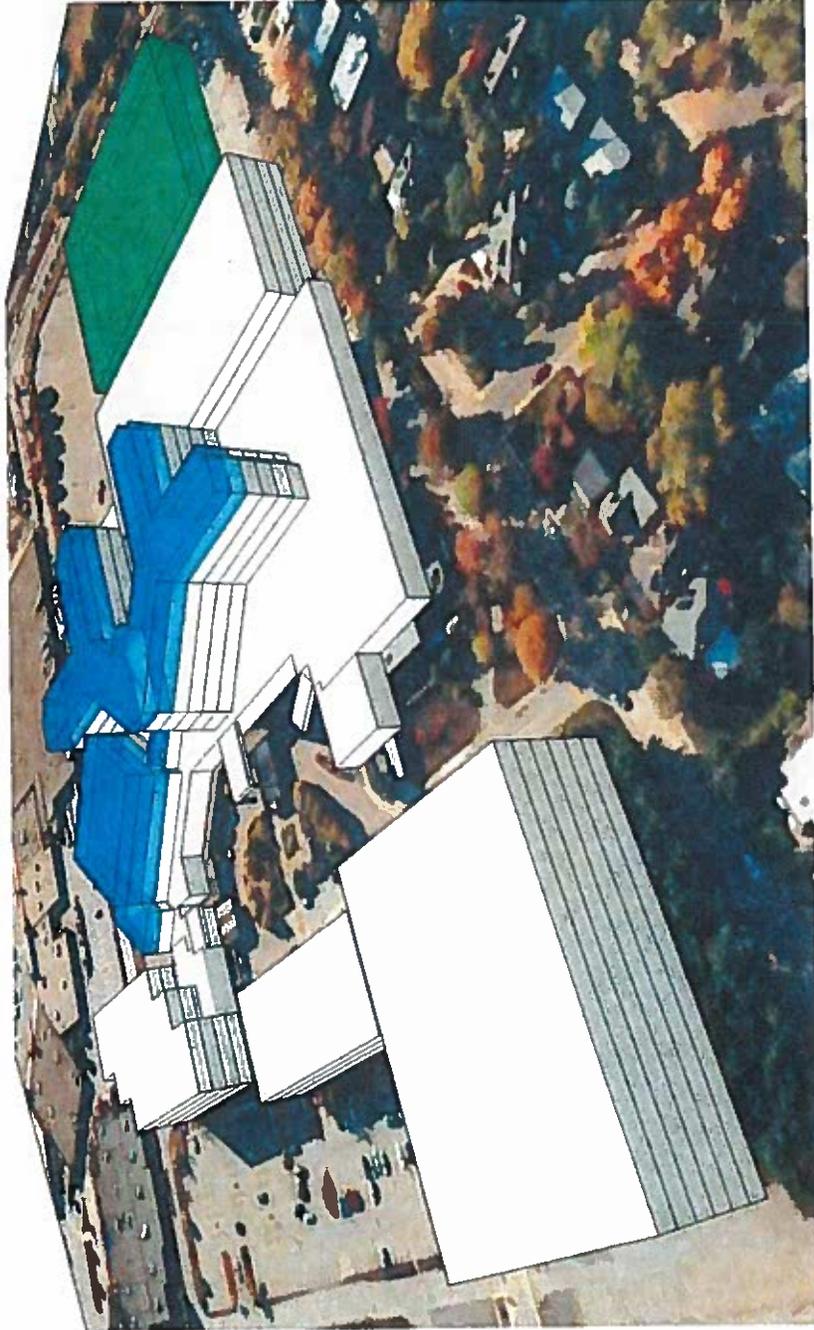
UPMC St. Margaret

UPMC LIFE CHANGING MEDICINE

PROPOSED SITE MASTERPLAN

25 YEAR SITE
DEVELOPMENT PLAN

July 10, 2012





UPMC St. Margaret

UPMC
LIFE CHANGING MEDICINE

2003 MASTER PLAN REVIEW

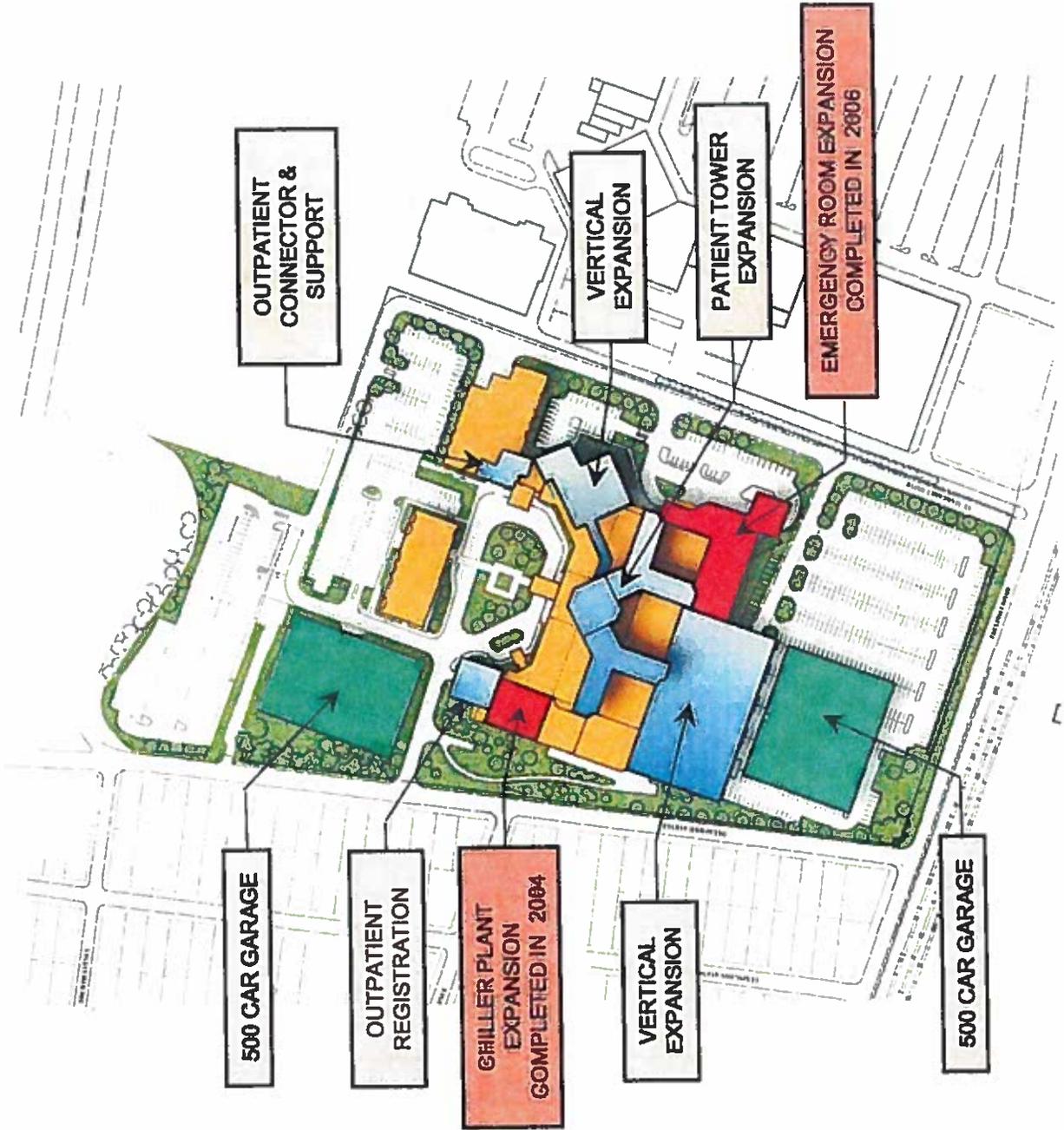
CONSTRUCTED
SINCE THE 2003
MASTER PLAN



INCLUDED IN THE
2003 AND THE 2011
MASTER PLANS



July 10, 2012



VIII. Transportation Management Plan

**UPMC St. Margaret
2011 Master Plan Study
City of Pittsburgh, Allegheny County, Pennsylvania**



Transportation Solutions for Today and Tomorrow

**Prepared for:
UPMC St. Margaret
Pittsburgh, Pennsylvania**

**Prepared by:
TRANS ASSOCIATES ENGINEERING CONSULTANTS, INC.
Pittsburgh, Pennsylvania**

March 16, 2012

1.0 INTRODUCTION AND SUMMARY

1.1 Purpose of Report and Study Objectives

This report provides the results of the ten (10) year traffic and parking analysis for the proposed University of Pittsburgh Medical Center (UPMC) St. Margaret campus Master Plan, the composition and location of which are detailed below. The study, as documented in this report, was performed in order to meet the study requirements established by the City of Pittsburgh Department of City Planning (DCP), and to provide appropriate traffic and parking mitigation measures.

The considerations studied in detail include the traffic and parking aspects of the proposed master plan projects.

The study objectives were to identify impacts upon the considerations listed above, and to develop appropriate mitigation strategies as necessary. These objectives were accomplished through performance of the following tasks:

- Performance of existing (year 2011) traffic, pedestrian, and bicycle counts, and analysis of existing traffic conditions to identify existing problems;
- Performance of existing (year 2011) automatic traffic recorder count (ATR) on 4th Street;
- Determination of existing (year 2011) parking supply to establish existing parking supply and demand;
- Projection of future (year 2021) traffic volumes by projecting area-wide traffic growth;
- Assessment of traffic operations under 2021 base conditions (without development);
- Projection of future 2021 combined (with development) traffic volumes including all of the proposed Master Plan development projects;
- Assessment of traffic operations under 2021 conditions (with development) and determination of mitigating actions required to address the impacts of the proposed Master Plan development projects;
- Assessment of parking supply and demand conditions and parking allocation under 2021 future conditions with all of the proposed Master Plan development projects in place; and
- Development of a future (year 2021) parking allocation and management plan;

1.2 Executive Summary

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



1.2.1 Site Location and Study Area

The proposed Master Plan projects are to be located within the existing UPMC St. Margaret campus in the City of Pittsburgh. Further details of the proposed new project developments are summarized in Section 1.2.2 of this report.

The UPMC St. Margaret campus is bounded by S.R. 28 to the north, Freeport Road to the south, St. Margaret Drive to the east, and Delafield Road to the west. The hospital campus currently provides 1,483 on-campus parking spaces as presently operated.

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

- Freeport Road (S.R. 1001) and Delafield Avenue;
- Freeport Road (S.R. 1001) and St. Margaret Driveway/Waterworks Mall Driveway;
- Delafield Avenue and 4th Street/S.R. 28 Ramps; and
- Delafield Avenue and Hospital Driveway.

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

1.2.2 Development Description

The UPMC St. Margaret 10 year master plan projects consist of the following:

1. Construction of a new 675 space patient/visitor parking garage to be located in the existing parking Lot A/B. The garage footprint will require the removal of approximately 140 parking spaces in Lot A/B. The net increase of on-campus parking spaces will be 535.
2. Construction of 26,600 SF of new medical office space to be constructed on top of the new parking garage.
3. Construction of an outpatient registration expansion in the northeast and northwest corners of the hospital. The northwest addition is planned to be approximately 4,700 SF. The northeast addition is planned to be approximately 5,000 SF and include an enclosed connector between the 200 Medical Arts Building and the hospital.
4. Construction of a 4 story expansion on the south side of the hospital which is planned to be approximately 70,000 SF. This expansion will accommodate an operating suite expansion, support services, physician offices, and outpatient activities.

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



1.2.3 Land Development Control Status

The UPMC St. Margaret campus is currently zoned EMI (Education/Medical Institutional). There are no planned changes to the zoning designation.

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

1.2.4 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.

Based on the parking demand calculations, under 2021 combined (build) conditions, patients/visitors (not including the new medical office) are projected to have a peak parking demand of 569 – 632 parking spaces (100% to 90% efficiency). Based on the future parking assignments, there will be a total of 739 parking spaces provided for patient/visitor use, which will be more than adequate to handle all projected patient parking needs. Hospital employees are projected to have a peak parking demand of 929 – 1,032 parking spaces (100% - 90% efficiency). Based on the future parking assignments, there will be a total of 1,045 parking spaces provided for hospital employee use, which will be more than adequate to handle the employee parking needs. Physicians are projected to have a peak parking demand of 121 – 134 parking spaces (100% - 90% efficiency). Based on the future parking assignments, there will be a total of 134 parking spaces provided for physician use, which will be more than adequate to handle all projected physician parking needs. The new medical office is projected to have a peak parking demand of 85-94 parking spaces (100% - 90% efficiency). Based on the future parking assignments, there will be a total of 100 parking spaces provided for the new medical office, which will be more than adequate to handle all projected medical office parking needs.

Future parking space assignments were made based on a priority of accommodating patient and visitor parking needs. This is accomplished through the construction of a new 675 space patient/visitor parking garage (which provides 500 patient/visitor parking spaces) and with parking reassignments which will allow patients/visitors to park closer to the hospital/office building entrances. Parking Lot C/D/E, which is located furthest from the hospital entrances, will be reassigned as employee/physician parking. In total, an additional 95 parking spaces will be provided for patient/visitor parking.

With the 10 year master plan components in place, hospital employees will also benefit from improved parking conditions. With the construction of the new parking garage, additional parking spaces will be made available for employee use. This includes parking Lot C/D/E being

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reassigned for employee and physician use and 75 spaces being reserved for employees within the garage. In total, an additional 254 parking spaces will be provided for employee use and an additional 86 parking spaces will be assigned for physician use.

Over time, the UPMC St. Margaret campus will be able to adjust the parking space assignments based on operational experience in order to best accommodate the users.

The 2011 existing campus parking inventory and space allocation is presented in Figure S-4. The 2021 projected parking inventory and space allocation is presented in Figure S-5.

Further details of the parking demand analysis are presented in Section 3.4 of this report.

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 Highway Capacity Software (HCS+ Version 5.5).

Results of the 2011 existing conditions capacity analyses indicate that all intersections and approaches currently operate with levels of service of D or better with the following exceptions:

- Freeport Road and St. Margaret Drive/Waterworks Mall Driveway
 - The southbound Waterworks Mall Driveway approach currently operates at a LOS E during the PM peak hour.
 - The southbound St. Margaret Drive approach currently operates at a LOS E during the PM peak hour.

Results of the future 2021 base (without master plan components) conditions capacity analyses (with existing intersection signal timings) indicate that all intersections and approaches are projected to operate with levels of service of D or better with the following exceptions:

- Freeport Road and St. Margaret Drive/Waterworks Mall Driveway
 - The westbound Freeport Road approach is projected to operate with a LOS E during the PM peak hour.
 - The southbound Waterworks Mall Driveway approach is projected to operate with a LOS E during the PM peak hour.
 - The southbound St. Margaret Drive approach is projected to operate with a LOS E during the PM peak hour.



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

- Freeport Road and St. Margaret Drive/Waterworks Mall Driveway
 - The westbound Freeport Road approach is projected to operate with a LOS E during the PM peak hour, just as it would without the Master Plan projects.
 - The southbound Waterworks Mall Driveway approach is projected to operate with a LOS E during the PM peak hour, just as it would without the Master Plan projects.
 - The southbound St. Margaret Drive approach is projected to operate with a LOS E during the PM peak hour, just as it would without the Master Plan projects.
- Freeport Road and Delafield Avenue
 - The southbound Delafield Avenue approach is projected to operate with a LOS F during the PM peak hour. With optimized traffic signal timings, the PM peak hour LOS is projected to operate at a LOS E, just as it would without the Master Plan projects.
- Delafield Avenue and 4th Street/S.R. 28 Ramps
 - The northbound Delafield Avenue approach is projected to operate with a LOS E during the PM peak hour.
- Delafield Avenue and Hospital Driveway
 - The westbound Hospital Driveway approach is projected to operate with a LOS E during the PM peak hour.

The intersection of Freeport Road and Delafield Avenue is projected to have a level of service degradation from LOS E to LOS F during the PM peak hour. In order to mitigate this level of service drop, the existing traffic signal timings were optimized for the PM peak hour. With this improvement, the resulting levels of service are projected to operate with similar levels of service to the 2021 Base conditions. Most notably, the southbound Delafield Avenue approach is projected to improve from a LOS F to a LOS E during the PM peak hour.

It should be noted that the current westbound queuing on Freeport Road at the location will continue in much the same fashion as it does today, with a modest increase in this queue length with the Master Plan projects in place.

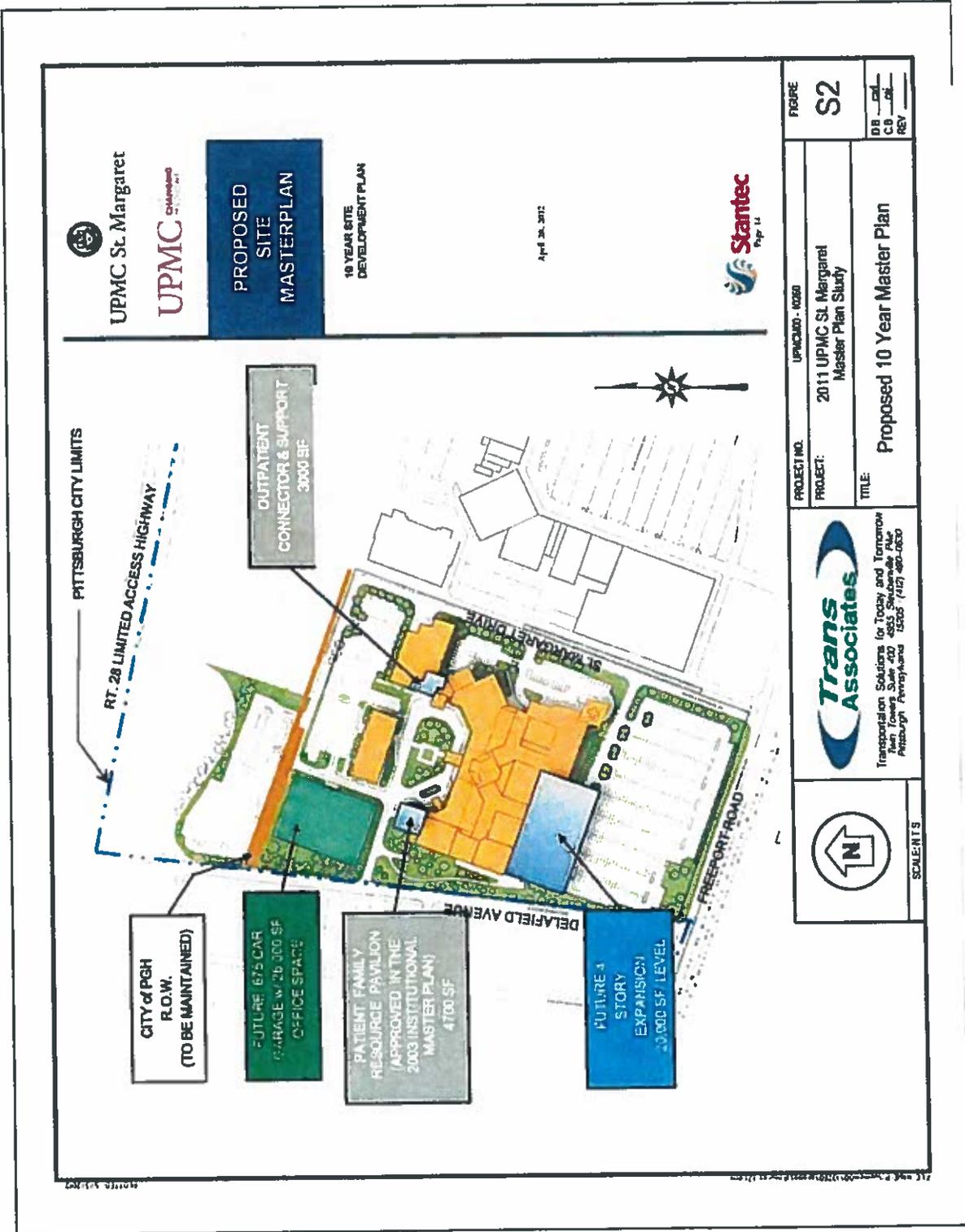


1.2.5 Recommendations

Based on the results of the traffic analyses performed, there are no significant changes in levels of service or delay within the study area with development of the UPMC St. Margaret 10 year master plan projects. The traffic signals are already actuated and adjust timing to suit the traffic volumes present. Therefore, no traffic mitigation measures are required. However, the following recommendations, as presented on Figure S-6, have been made to accommodate the master plan changes on campus:

- Optimize the traffic signal timing during the PM peak hour at the intersection of Freeport Road and Delafield Avenue;
- Repaint the pedestrian crosswalk on the northbound Delafield Avenue approach at its intersection with Hospital Drive;
- Paint pedestrian crosswalks on the southbound Delafield Avenue approach at its intersection with Freeport Road;
- Paint pedestrian crosswalks at the intersection of Freeport Road and St. Margaret Drive/Waterworks Mall Driveway on the eastbound Freeport Road approach and on the southbound St. Margaret Drive/Waterworks Mall Driveway approaches;
- Reallocate parking assignments for the future 2021 combined (build conditions) as detailed in parking management plan and Figure S-5; and
- Provide new bicycle parking racks in the new parking garage and at strategic outdoor locations. Construction of the 70,000 SF hospital expansion will require an additional 7 bicycle parking spaces. Construction of the new 28,600 SF of medical office space will require an additional three (3) bicycle parking spaces. Construction of the 875 space parking garage will require an additional 68 bicycle parking spaces. Accompanying shower facilities for bicyclists will be provided.
- Provide designated on-campus pedestrian safe walking paths between parking areas and the campus buildings.





UPMC St. Margaret

UPMC UNIVERSITY PITTSBURGH

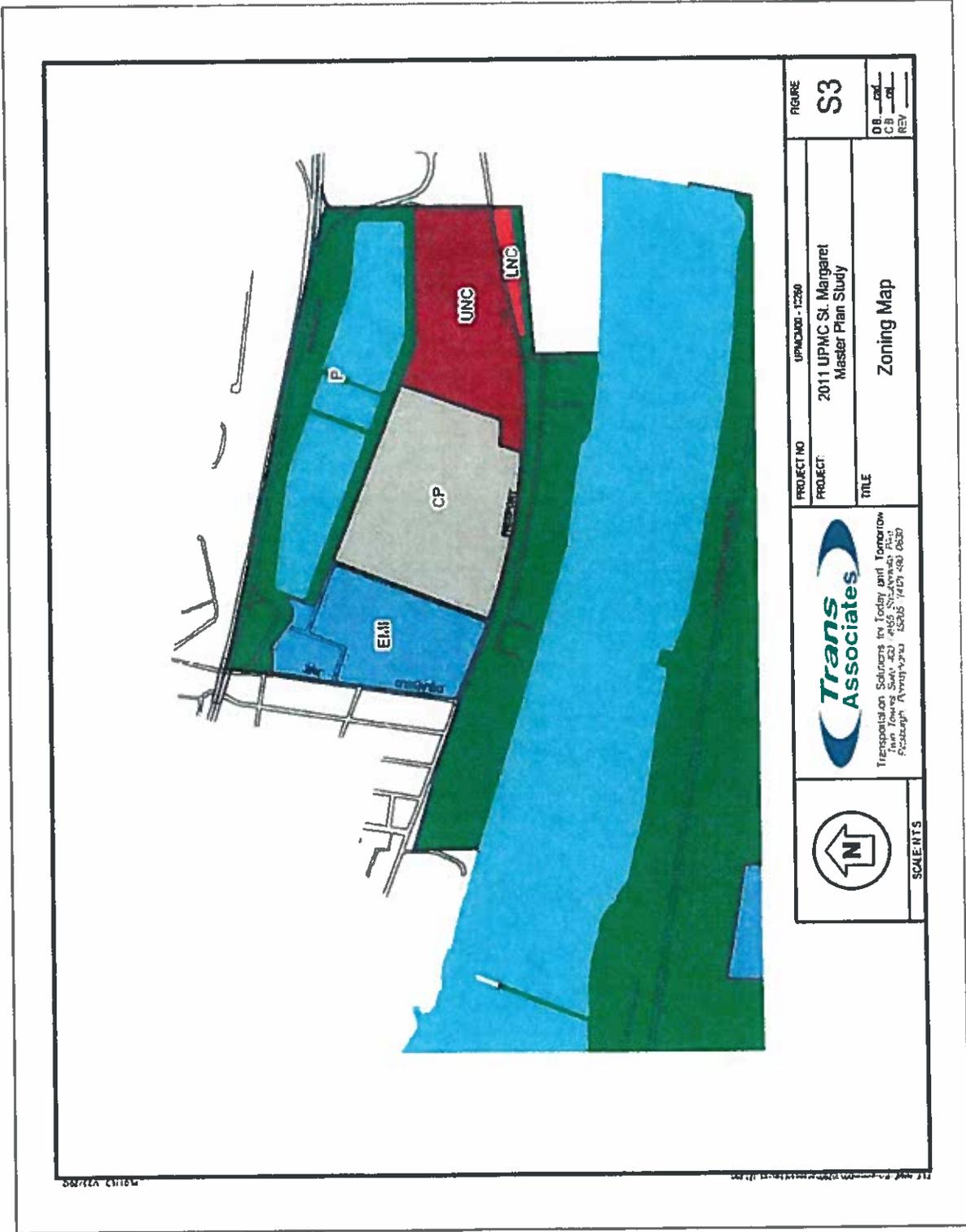
PROPOSED SITE MASTERPLAN

10 YEAR SITE DEVELOPMENT PLAN

April 24, 2012

Stantec Page 14

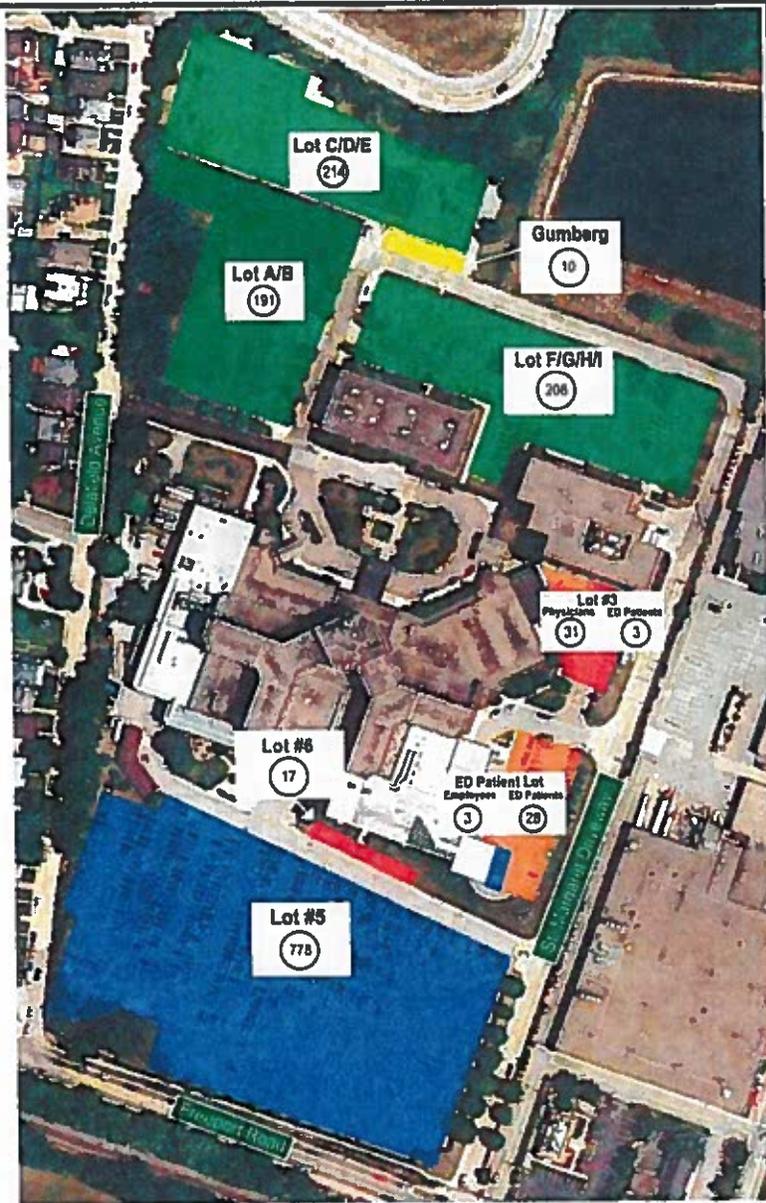
FIGURE	S2
PROJECT NO.	UPMCMG01 - 10250
PROJECT:	2011 UPMC St. Margaret Master Plan Study
TITLE:	Proposed 10 Year Master Plan
 <p>Trans Associates Transportation Solutions for Today and Tomorrow Four Towers Suite 410 4955 Sawbelle Pike Pittsburgh, Pennsylvania 15205 (412) 480-0830</p>	
 <p>SCALE: N.T.S.</p>	
DB	cal
CB	OK
REV	



PROJECT NO	UPMC001 - 1250	FIGURE	S3
PROJECT	2011 UPMC St. Margaret Master Plan Study	DATE	08/10/12
TITLE	Zoning Map	CB	01
 <p>Trans Associates Transportation Solutions for Today and Tomorrow Two Towers South, 400 St. Andrews Pl., Pittsburgh, Pennsylvania 15205-7457 x80 8830</p>		REV	01
		SCALE: N.T.S.	

Parking Space Allocation	
Patients/Visitors	813
ED Patients	31
Physicians	48
Administration	10
Employees	781
Total	1,463

- Legend**
- Employee Parking Lot
 - Patient/Visitor Parking Lot
 - Physician Parking Lot
 - ED Patient Lot
 - Administration Parking
 - 10 - Number of Spaces



SCALE: N.T.S.



Transportation Solutions for Today and Tomorrow
 Twin Towers Suite 400 / 4825 Steubenville Pike
 Pittsburgh, Pennsylvania 15205 / (412) 490-0630

PROJECT NO. upmc00 - 18200
 PROJECT: 2011 UPMC St Margaret Master Plan Study

TITLE: 2011 Existing Parking Inventory and Space Allocation

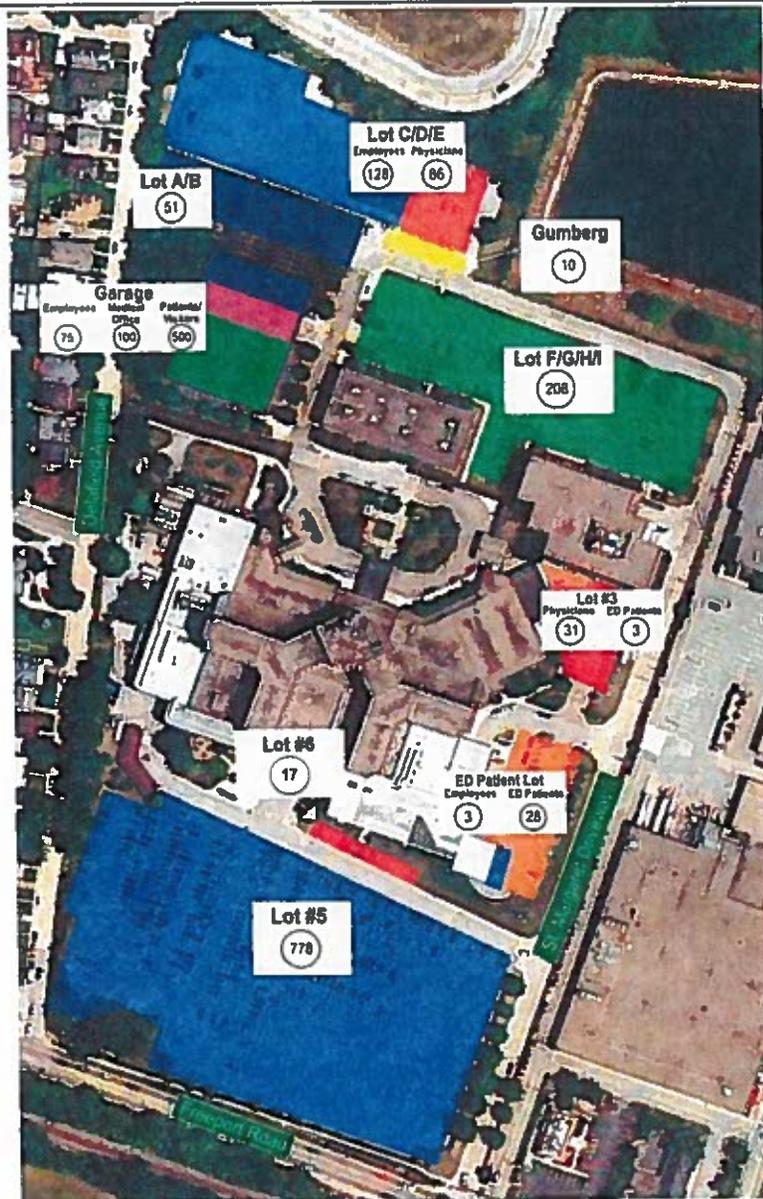
FIGURE

S4

D.B.
 C.B.
 REV.

P:\C11111-125_1209

Parking Space Allocation	
Patients/Visitors	708
ED Patients	31
Physicians	134
Administration	10
Employees	1,035
New Medical Office	100
Total	2,018



Legend

- - Employee Parking
- - Patient/Visitor Parking
- - Physician Parking
- - ED Patient Parking
- - Administration Parking
- - New Medical Office Parking
- ⑩ - Number of Spaces

SCALE: N.T.S.

Transportation Solutions for Today and Tomorrow
 Ten Towers Suite 400 / 4905 Shastamille Pike
 Pittsburgh, Pennsylvania 15205 / (412) 490 0630

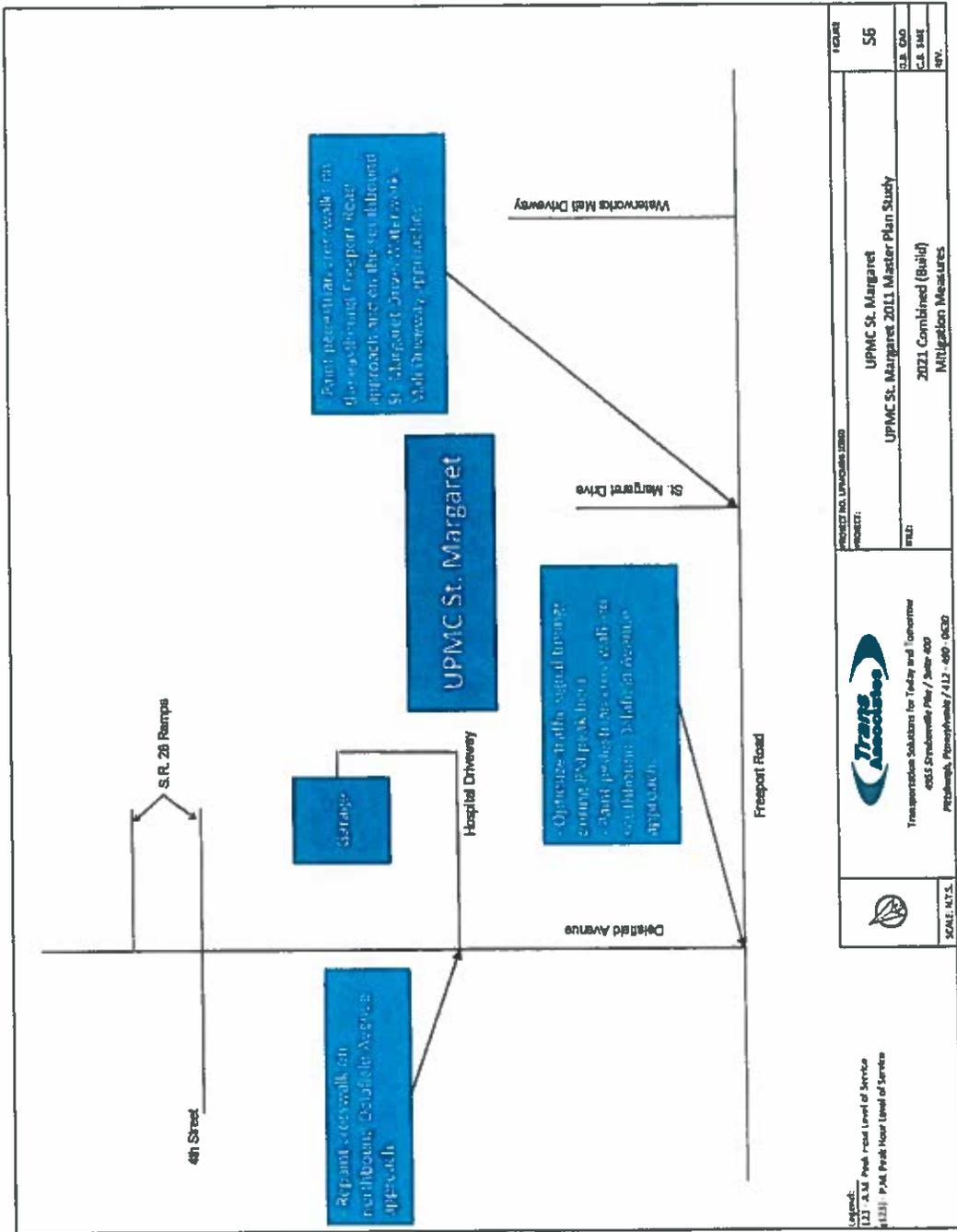
PROJECT NO. upmora00 - 10260

PROJECT: 2011 UPMC St Margaret Master Plan Study

TITLE: 2021 Projected Parking Inventory and Space Allocation

FIGURE S5

D.B. ssm
 C.B. cad
 REV.



<p>Trans Associates Transportation Solutions for Today and Tomorrow 4055 Drexelville Pike / Suite 400 Pittsburgh, Pennsylvania / 412-490-0030</p>	PROJECT NO. UPMCSM12000 PROJECT:	UPMC St. Margaret UPMC St. Margaret 2011 Master Plan Study	SOURCE S6
	SCALE: NETS 	TITLE: 2021 Combined (Build) Mitigation Measures	G.A. CAD C.A. JMD 10/11

IX. Environmental Protection Plan

The Master Plan Area is a developed, urban site with no sensitive environmental resources within its boundaries. The site is bounded to the north by Rt. 28 and water treatment ponds, to the south by Freeport Road and the City of Pittsburgh Water Treatment Plant, to the west by urban residential and to the east by a commercial retail district.

The planning area includes the complete area for the EMI – Educational/Medical Institution zoning district. The site is surrounded by a mix of urban, residential and commercial districts.

The site is currently covered by approximately ninety percent impervious surfaces including roadways, parking lots and buildings. The proposed Master Plan will redevelop areas of impervious surfaces by expanding the building programs on existing parking lots or by vertical additions on existing buildings. Minimal impact to the remaining green space on site is anticipated.

Environmental Overlay Districts

Flood Plan Overlay District: The project area does not fall within a designated flood plain.

Riverfront Overlay District: The property is separated from the river by the railroad, City of Pittsburgh Water Treatment Plant, and Freeport Road.

Landslide-Prone Overlay District: No steep slopes or landslide prone soils are found within the property limits.

Undermined Area Overlay District: The site is not undermined.

View Protection Overlay District: The site has limited views due to its proximity to the local retail district and its distance from the riverfront. There are limited views from the upper floors of the existing structures that will be impacted by the proposed development, however, the vertical expansion that is planned will provide new opportunities for expanded view corridors.

Stormwater Management Overlay District: The site is currently approximately ninety percent impervious and is serviced by an existing stormwater management conveyance system. The proposed development will be designed to have no impact on this system.

Environmental Performance Standards

Steep Slope Protection: The site is located in the flats adjacent to the Allegheny River and has limited topographic relief across the property, therefore, there are no natural slopes in excess of fifteen percent.

Tree and Vegetation Protection: While there is relatively mature tree growth on the site, all of the vegetation has been planted throughout the course of the hospital's development. There are no native tree stands within the project boundaries. The proposed master plan will not necessitate the removal of parking lot trees.

Maximum Impervious Surface: The existing plan currently has approximately ninety percent impervious surface area which exceeds the maximum impervious surface ratio. The proposed master plan development has minimal impact to the remaining green space as it proposes to develop on existing parking lots and building additions to existing structures.



UPMC St. Margaret

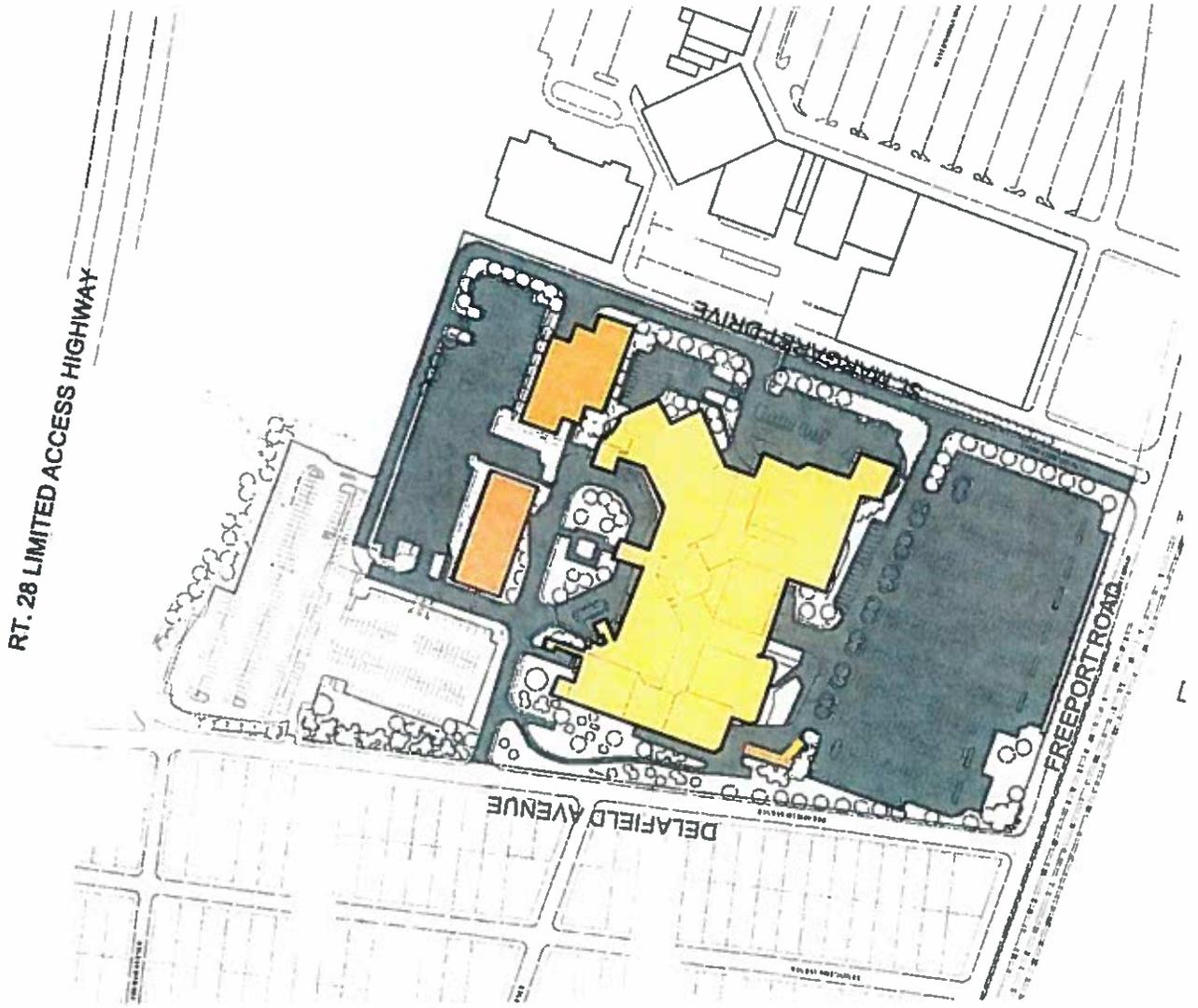
UPMC LIFE CHANGING MEDICINE

EXISTING IMPERVIOUS SURFACES PLAN

EXISTING IMPERVIOUS MATERIALS

EXISTING FACILITY FOOTPRINTS

July 10, 2012





UPMC St. Margaret

UPMC
LIFE CHANGING MEDICINE

PROPOSED IMPERVIOUS SURFACES PLAN

EXISTING IMPERVIOUS MATERIALS



EXISTING FACILITY FOOTPRINT



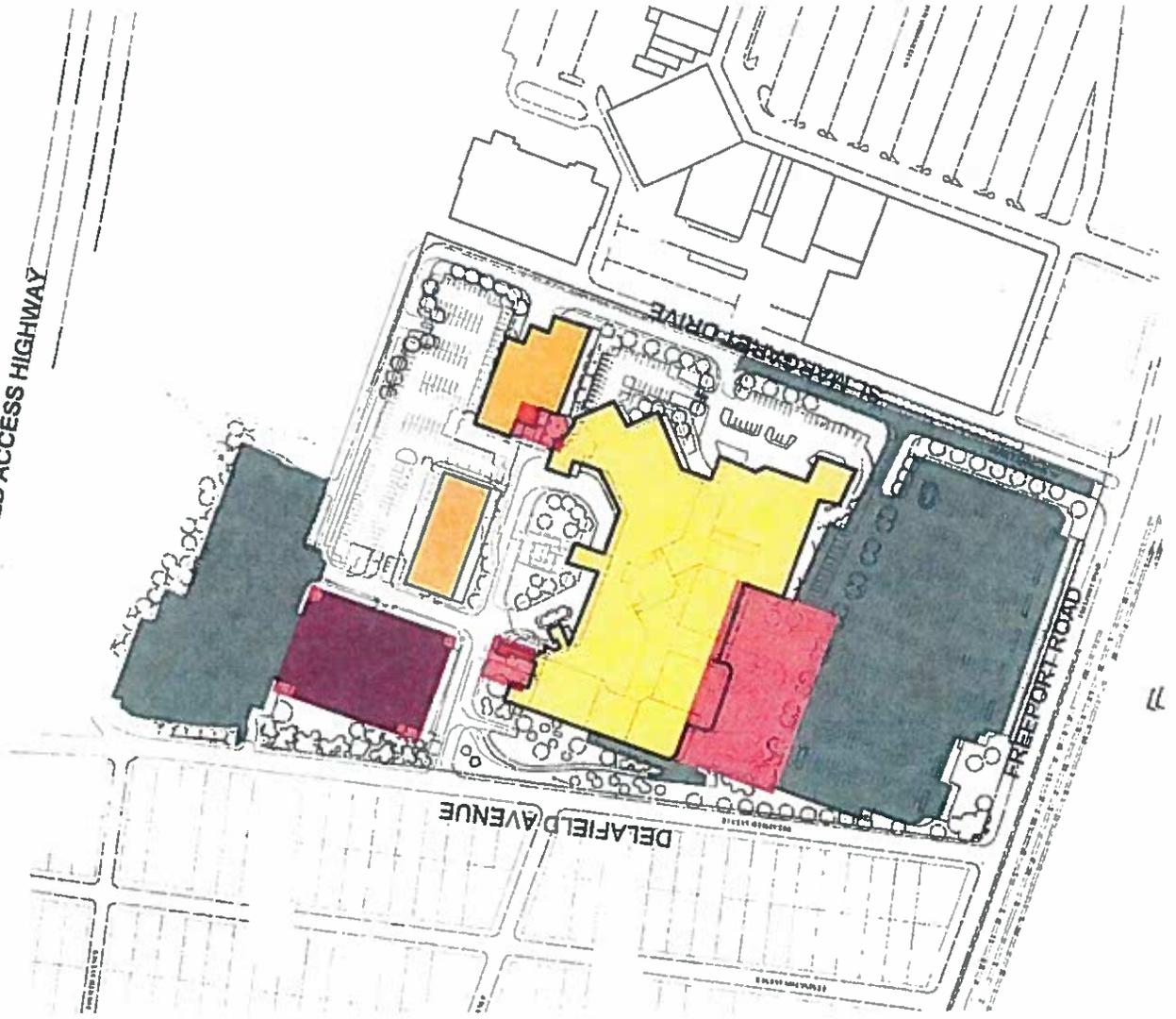
NEW BUILDINGS / IMPERVIOUS AREAS



July 10, 2012



RT. 28 LIMITED ACCESS HIGHWAY



DELAFIELD AVENUE

ST. MARGARET DRIVE

FREEPORT ROAD

X. Open Space and Pedestrian Circulation Plan

As discussed earlier in this report, the hospital is situated in an urban setting. It is bounded on all sides by public thoroughfares and other development. This requires the hospital to expand within its current boundaries, primarily vertical expansion on existing infrastructure. The Master Plan continues the inward development of the site while preserving the green space. These open spaces are defined by two distinct areas within the site.

1. **Central Green:** The central core of the campus has developed around an open space at the heart of the campus. This open space provides a unifying element in the landscape.
2. **Perimeter Buffer:** The existing landscape buffer provides the second area for open space on the project site. This area is appropriately balanced in relationship to the adjacent land uses. Areas of development adjacent to commercial and retail uses are sufficient to distinguish the hospital while the buffers adjacent to the residential district are much more generous and offer substantially more open space.

The Master Plan maintains all of the remaining open space by developing on existing parking lots and by expanding building programs as vertical additions to existing structures.

There are two distinctly different pedestrian circulation patterns within the project area.

1. **Interior Circulation:** This represents the primary circulation for pedestrians to travel from parking lots to building entrances. The core campus defines this area through the use of sidewalks that orient the pedestrian around the central green. It provides clear, direct access from the adjacent parking lots to building entrances. Access to the building entrances on the south end of the campus is clear and well defined.
2. **Perimeter Circulation:** There are existing pedestrian sidewalks that facilitate circulation to and from the perimeter of the site. These will be maintained.

The Master Plan does not provide for radical changes to pedestrian circulation or way finding, however, the hospital is committed to continued evaluation and upgrades to the current system.



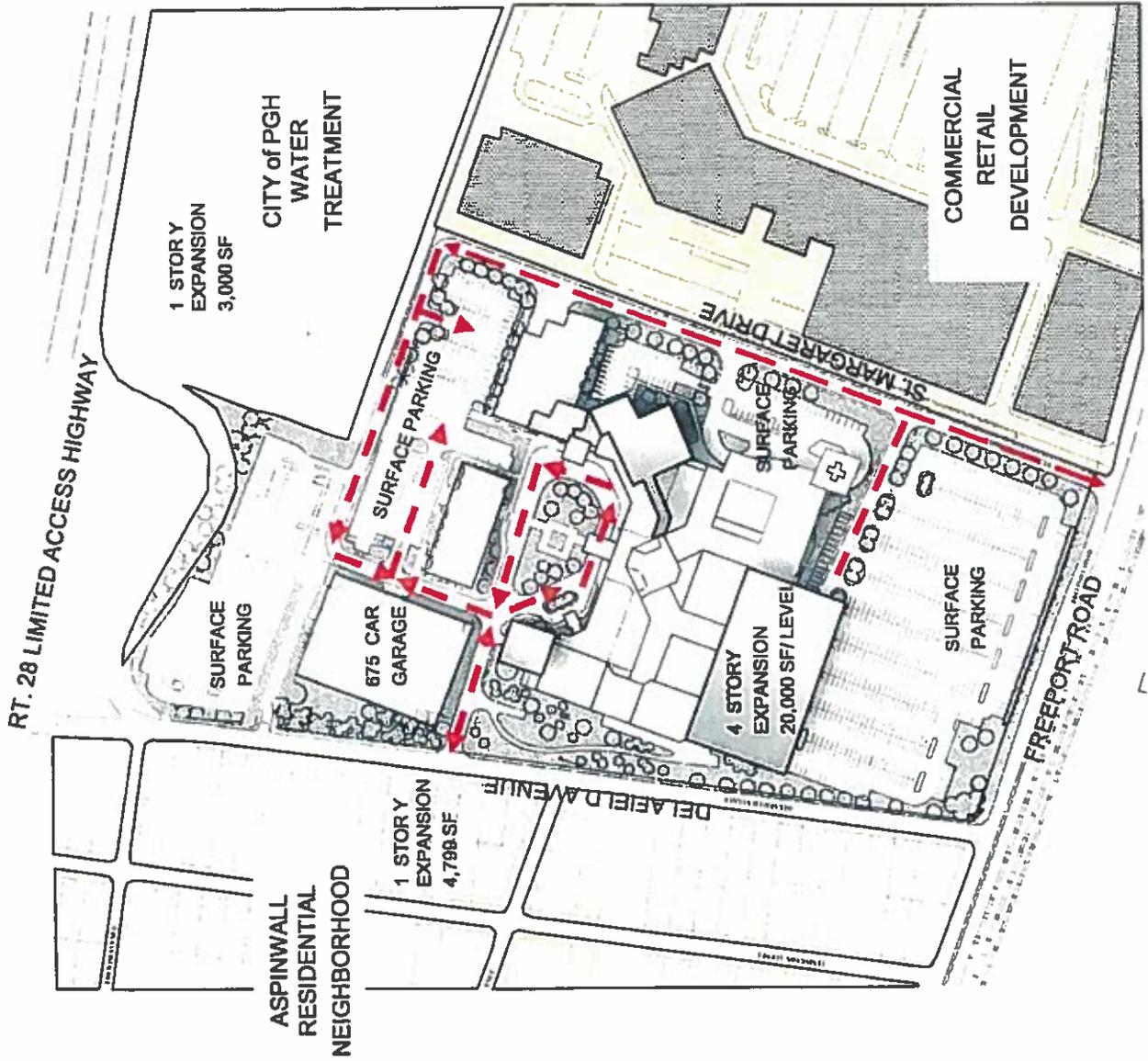
UPMC St. Margaret

UPMC LIFE CHANGING MEDICINE

PROPOSED PEDESTRIAN CIRCULATION PLAN

MAJOR CAMPUS PEDESTRIAN CIRCULATION SYSTEM

July 10, 2012



XI. Urban Design Guidelines

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 of new construction will be selected for appropriate quality and durability, and with an effort to create continuity and clarity within the project area. It is the intent to utilize the same architectural envelope materials that have been used in the last major expansion as they have set an architectural language that combines the character of the older facilities with a new vision of the future. The masonry is planned to utilize the same red brick and stone/precast elements as the recent addition. The scale of the masonry details will closely mimic the adjacent facility to provide visual interest and relief as well as humanize the scale of the facility. In addition the exterior glazing is planned to be similar in color, reflectivity and scale as the adjacent building elements.



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 aesthetics and overall project intelligibility.

Signage

Way finding and directional parking signage will be included in this project and will be for internal navigation. No additional signage will be visible to adjacent properties..

Setbacks

The setback requirements along Delafield Avenue will be 20 FT. and the setback from Freeport road will be 30 FT.

Height

The maximum height of any building on the campus will be the existing building, a height (including mechanical equipment) of 125 FT. The surrounding base building and the other support buildings will be kept to a lower height so as to minimize the visual impact on the neighborhood.

Bulk and Massing

Buildings shall be arranged and massed to allow for light, air, and circulation while optimizing overall site development. Typically, the buildings will be built in similar patterns that have already been established on the campus. The green space at the perimeter of the campus will be maintained.

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 use of street trees and planters. A reasonable amount of green space will be maintained, responding to the commercial feel of the Freeport Road and the Waterworks Mall sides as well as the residential feel of Delafield Avenue. Landscape design shall be developed in an effort to create a unified and harmonious pedestrian environment, mitigate objectionable views while enhancing favorable ones, and offer a calming and therapeutic atmosphere. Consideration will be given to the fact that plantings will be seen both from street level as well as from buildings. Plant choices will be made based upon the need for minimizing maintenance while maximizing the green benefits. Opportunities for Healing Gardens should also be explored.

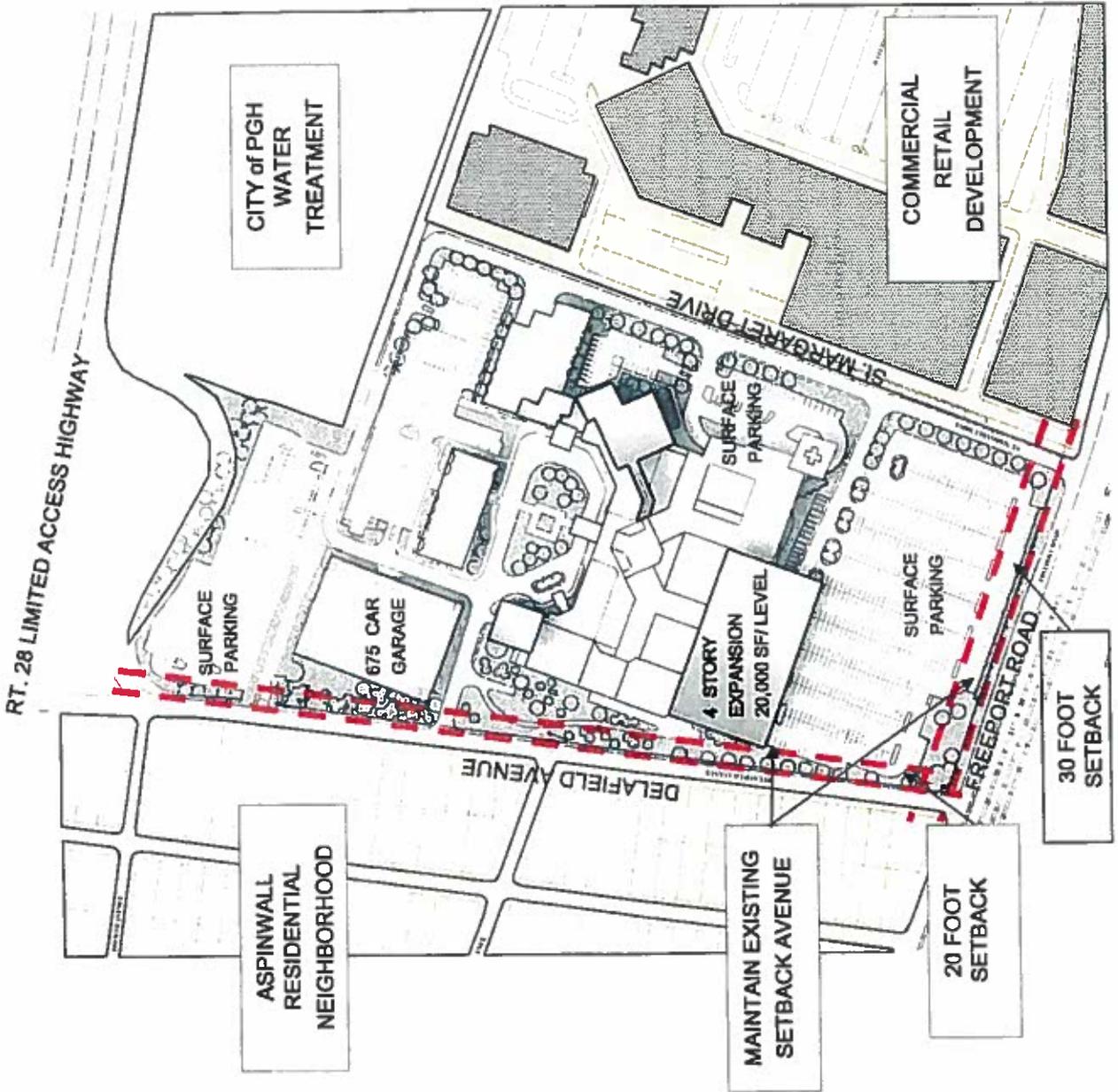


UPMC St. Margaret

UPMC UNIVERSITY CITY CHANGING MEDICINE

PROPOSED SETBACK PLAN

July 10, 2012



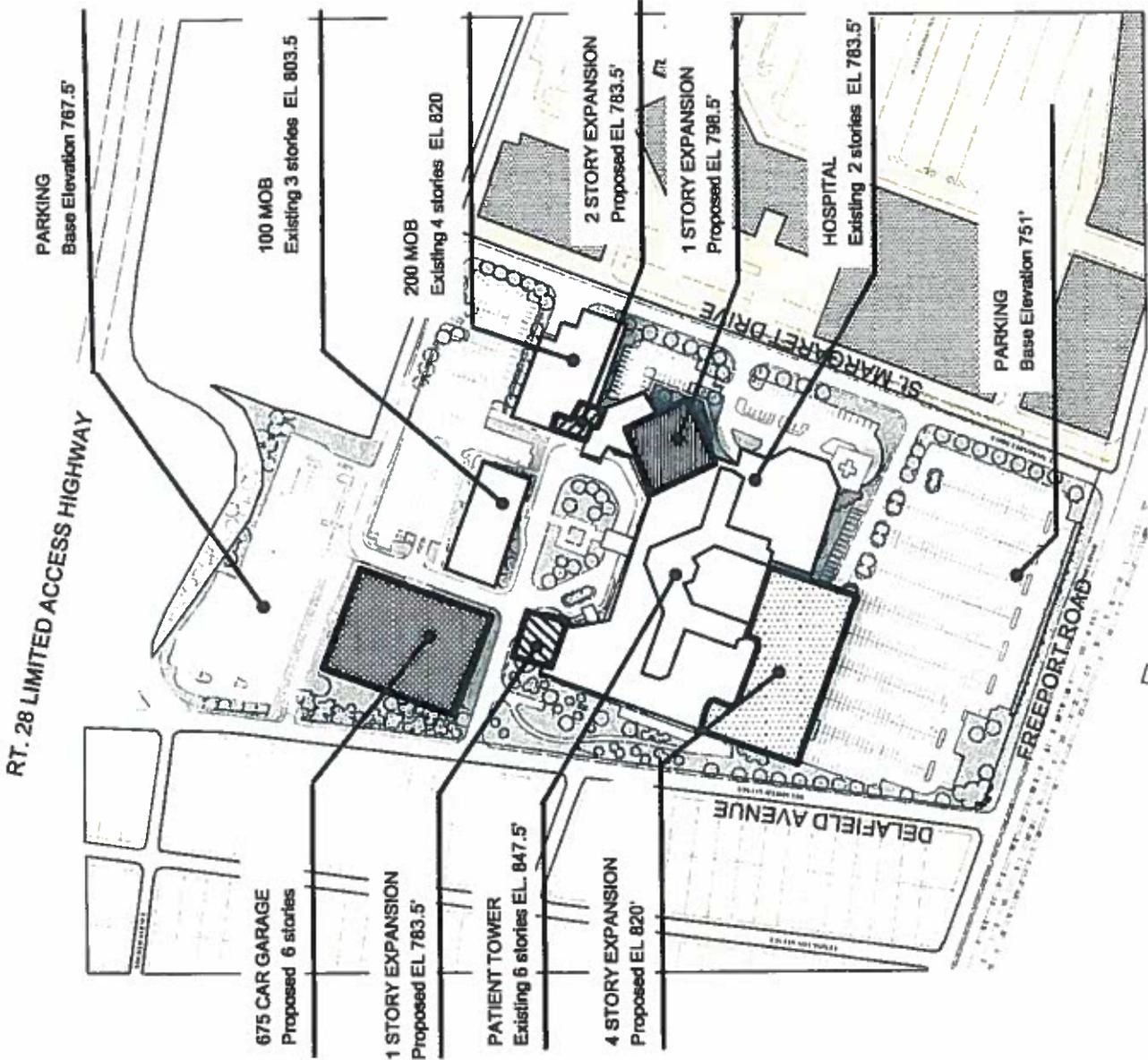


UPMC St. Margaret

UPMC UNIVERSITY OF PITTSBURGH
CHANGING HEALTHCARE

PROPOSED BUILDING HEIGHT PLAN

July 10, 2012



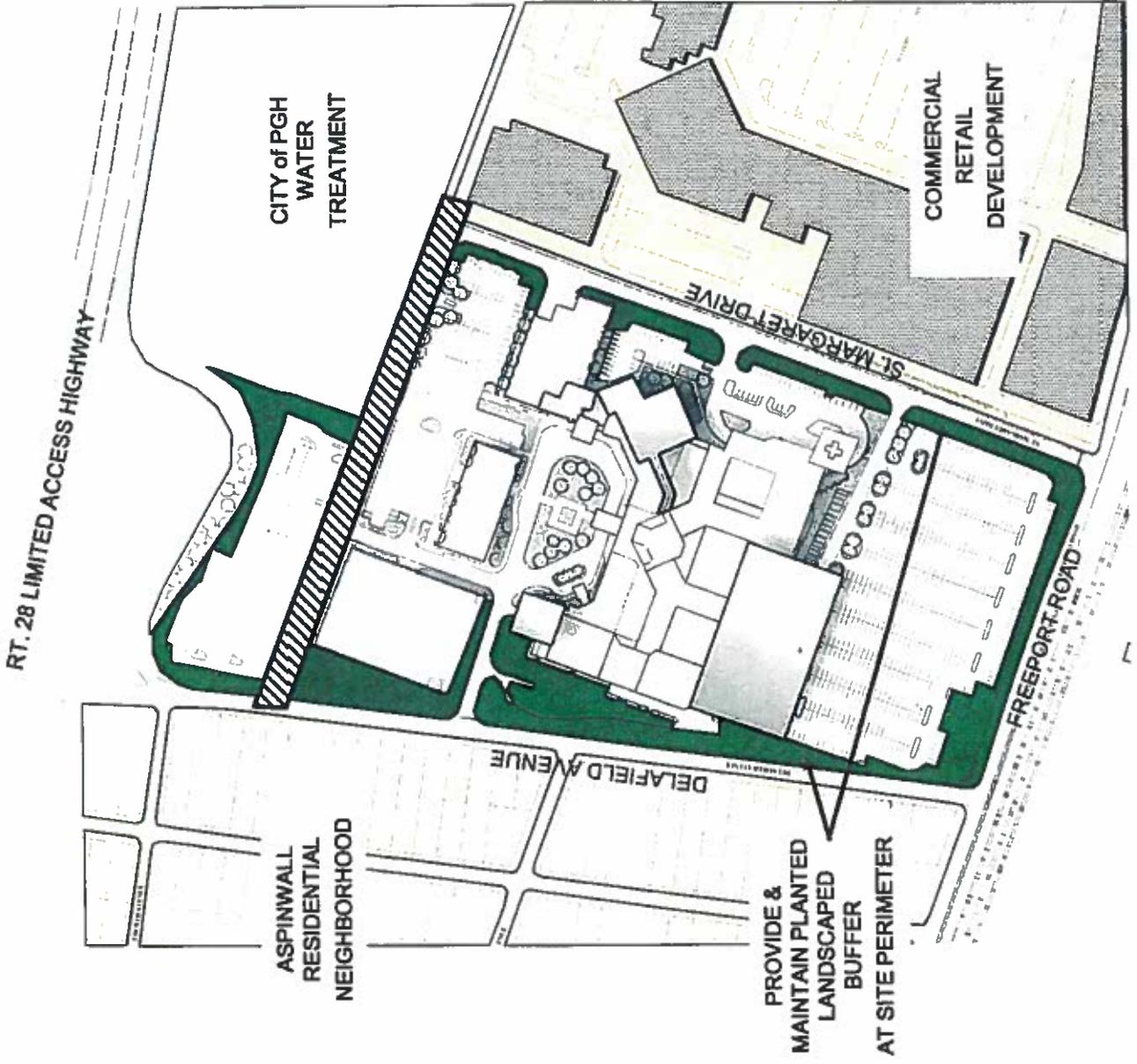


UPMC St. Margaret

UPMC LIFE CHANGING MEDICINE

PROPOSED LANDSCAPE BUFFER PLAN

July 10, 2012



XII. Neighborhood Protection Strategy

This Master Plan describes the development of this area while maintaining or minimizing the impact of the existing and new facilities on the quality of the surrounding neighborhoods. Specific impacts that are addressed in the Master Plan include:

Vehicles

The existing two access points to and from the campus will be maintained.

Loading Docks

The present loading dock locations will be maintained on the south side of the hospital and the east side of the 200 Medical Arts Building.

Emergency Entrances

The entrance to the Emergency Department remains on the east (Waterworks Mall) side of campus. Emergency traffic routes are not affected by the changes in the plan.

Lighting

The present site lighting design standards will be maintained. Presently the parking facilities are lit with cut-off style fixtures, limiting the light spill onto neighboring properties.

Helicopter

The present helipad will not be affected by this plan.

Residential Compatibility Standards

The present site is bounded on the west by the Borough of Aspinwall, primarily residential and multi-family dwellings. The other neighbors consist of Route 28, Waterworks Mall, and the City of Pittsburgh Water Treatment facility. The Master Plan maintains the present character of the campus and respects the residential neighborhood to the west.

XIII. Appendix – Community Meetings

The attached Letter from the Borough of Aspinwall references our August 1, 2011 meeting at which our UPMC St. Margaret Project Group reviewed the Campus Institutional Master Plan with the Mayor, Borough Engineer, Borough Manager and Members of the Borough Council.

217 Commercial Avenue
Aspinwall PA 15215
www.aspinwallpa.com



Borough of Aspinwall
Incorporated 1892

Ph 412 781 0213
Ph 412 781 7224
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April 19, 2012

Mr. Ray Thimons
UPMC St. Margaret
815 Freeport Road
Aspinwall, PA 15215

Dear Mr. Thimons:

Reference the meeting held August 1, 2011 at 6:00 P.M. here at the Borough of Aspinwall , we invited all council members, Henry Martone, Borough Engineer, the Borough Manager and staff to come and listen to your construction plans.

Many questions were asked but no one objected to what was discussed.

Thank you for keeping us informed!

Sincerely,

BEN KILLIAN, Mayor
Borough of Aspinwall