Institutional Master Plan (IMP)

Central Catholic High School

HDG ARCHITECTS

Submission: November, 15 2024

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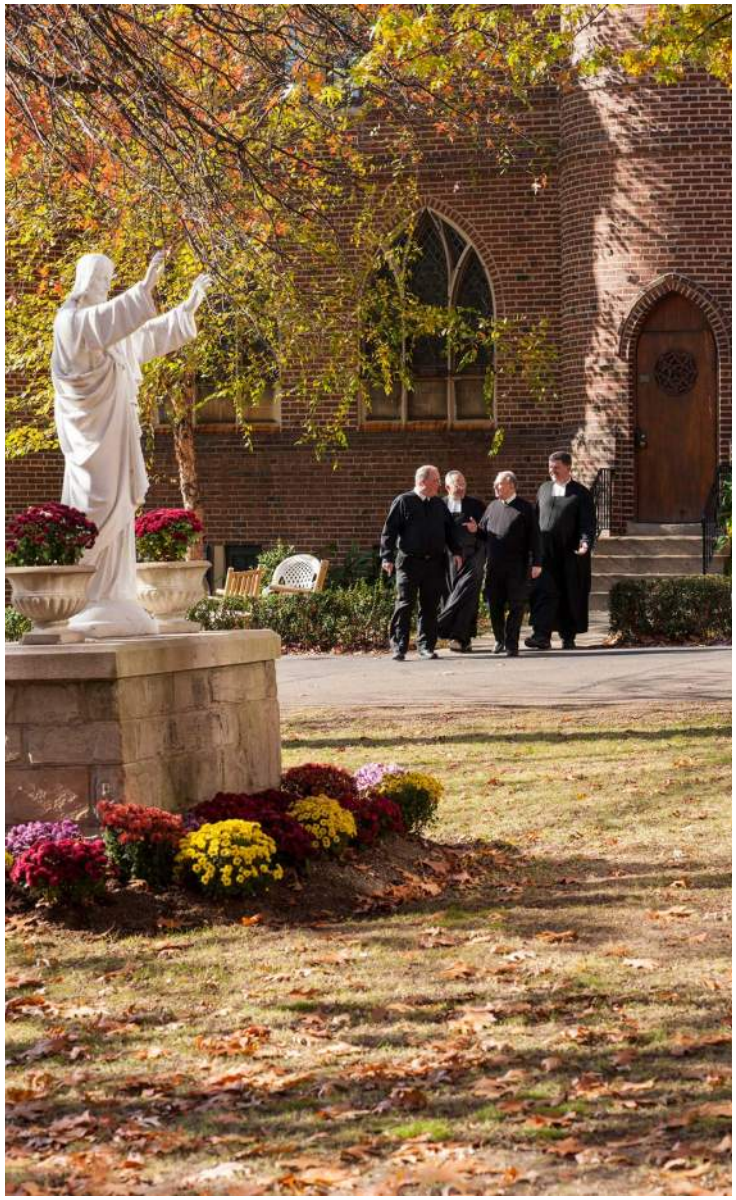


Mission and Objectives

Central Catholic High School has, for nearly 100 years, been providing a challenging and diverse program of studies and extracurricular activities routed in faith in Pittsburgh's Oakland neighborhood. Our program is so valued by the Western Pennsylvania that we receive students from all over the Pittsburgh area. We pride ourselves on the services we offer and are thoughtful of our student-to-faculty ratios and class sizes to ensure we continue to provide the best education to our students. Central Catholic High School current enrollment is approximately 780 students.

We believe that education and respect go hand in hand. Our faculty strive to provide each student with realistic challenges to grow intellectually, think creatively, and develop their spirituality. During these formative years, we aim to stimulate the mind, guide critical thinking, promote competent self-expression, and develop faith. We believe that a Central Catholic education should provide our students with an understanding of our society's strengths and values, as well as its conflicts and failings. We foster a sense of community that demonstrates respect for each person as a unique individual.

Our first step in improvements to our campus is focusing on the housing for the de La Salle Christian Brothers who teach on campus. The Brothers Residence was constructed almost a century ago and is now outdated. With fewer Brothers now living on campus, we have the opportunity to update their accommodations and provide them with the space they deserve. This Phase 1 project will include an interior renovation of the Brothers' bedroom suites on the second floor, moderate building renovations to create offices on the first and basement floors, accessibility improvements throughout, and a new elevator to serve the building.

Our goal is to continue providing the diverse programs and extracurricular activities on campus that our students dedicate their time to. In the second phase, we plan to demolish the existing Gymnasium building and construct a new three-story Student Center Building with an underground parking garage in the same location. When complete, the Student Center Building will house a new Gymnasium, Locker Rooms, Kitchen/Cafeteria, Offices and Classrooms.

These two phases will allow our campus to continue to meet the needs of our students and staff while offering a variety of coursework and an assortment of clubs and activities.

Image: De La Salle Brothers walking the Campus

Image: Central Catholic Students walking to class through the Quad

1.1 Mission and Objectives

Summary of Institutional Master Plan and Goals of Master Plan

The Institutional Master Plan for the Central Catholic High School Campus presents the long term vision for Central Catholic as we position ourselves for the future. Central Catholic has a long history of educating and providing services to young men in the Pittsburgh community. Central Catholic recognizes that we must develop facilities and spaces that respond to the current and future needs of the students that we serve.

The campus occupies approximately 6 acres along Fifth Avenue in Pittsburgh's Oakland Neighborhood. Existing facilities include a main building and STEM building which currently accommodate the majority of the school's educational classroom spaces, the Auditorium building, Brothers' Residence, and the Alumni Hall building which may be referred to as the gymnasium building.

The following phases outline the primary goals of the Master Plan:

Phase I:
Interior renovation of existing Brother's Residence building and adding a new elevator to the building to improve the access. The modification will include a complete renovation of the brother's bedroom suites on the second floor, moderate building renovations to create offices on the first and basement floors, accessibility improvements throughout, and a new elevator.

Phase II:
Demolishing the existing Gymnasium building and constructing a new 3-story Student Center Building with an underground parking garage in the exact location as the existing Gymnasium building. The Student Center Building will consist of a Gymnasium, Locker Rooms, Kitchen/Cafeteria, Offices, and Classrooms.

Phase III:
Renovations to the existing Main Building including a new elevator, a new HVAC system for the 3rd and 4th floor, and minor renovations to the first floor that would include converting administrative offices back into classroom space. This phase would also include reconstruction of the Fifth Avenue wall and to provide fencing around the campus to improve the safety and security of the students.

The Master Plan establishes a framework for Central Catholic High School to create a complete campus that meets their current needs.

1.2 Requirements

Requirements for this IMP submission include:

- Mission and Objective of Central Catholic High School
- Existing Property and Uses
- Future and Current Facility Needs
- Ten-Year Development Plan
- Mobility Plan
- Parking Analysis
- Stormwater Management Plan
- Neighborhood Engagement

Central Catholic High School History

Central Catholic has a rich history dating back to 1923 when Reverend Hugh C. Boyle began a campaign to raise funds for the diocese's secondary school expansion program. The first portion of that campaign involved building the High School and a Faculty house in the Flemish Gothic style with large stained-glass windows representing the countries where Pittsburgh's Catholic population migrated. Today, the school boasts a student body of 780 boys taught by 8 de La Salle Christian Brothers and 59 lay faculty members, and a priest chaplain serving the students at Central Catholic and Oakland Catholic.

Over the years, Central Catholic has undergone several renovations, including the completion of Alumni Hall (the gymnasium building) in 1978, which provided long-needed, expanded facilities for physical education, intramural, and athletic programs. In the 1980s, the Ryan Science Center was built with funding to create laboratories that met the requirements of the contemporary science curriculum. In 2016, money was raised to build the STEM Center and Plaza to provide additional and new space for engineering classrooms, workshop spaces, math classrooms, and science lab spaces.

Thanks to several fundraising campaigns, Central Catholic has been able to update its athletic field, gymnasium, alumni hall, build the STEM Center and Plaza, replace the partially collapsed central tower, provide air conditioning, and fund the Academic Support Program and Writing Center.

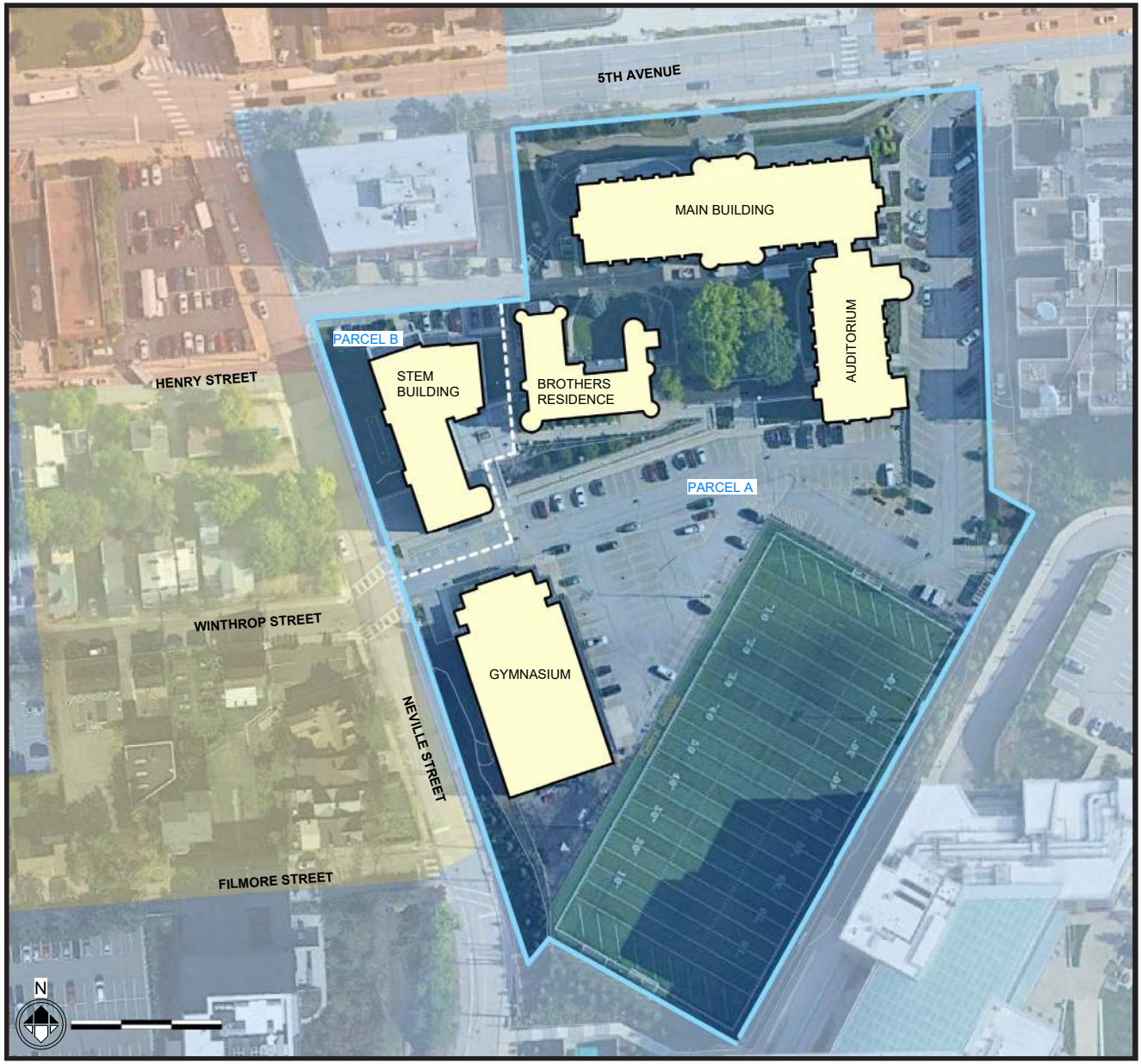
Central Catholic's rigorous coursework and champion sports teams have made it a valuable and impactful institution to its students, alumni, and community, as shown by the donations and dedication of former students, which has helped the school continue to provide opportunities for improvements on the campus and to elevate the curriculum for its students.

Image: Central Catholic High School, shown shortly after construction of the Main Building and Auditorium. This photo was taken before the Brother's residence was constructed.

Image: Central Catholic High Schools Campus as it currently stands today. Buildings in this photo include the Main Building, the Auditorium, the Brothers' Residence.

Not pictured: STEM Building and the Gymnasium (also known as Alumni Hall).

2.1 IMP Boundary



PLAN NOTES

All property owned by Central Catholic High School (CCHS) falls within the EMI district; this includes Parcel A and Parcel B. The existing campus is located in the 14th Ward of Allegheny County at 4720 Fifth Avenue, Pittsburgh, PA 15213.

Lot Block: There are two (2) lots that CCHS owns as part of their property. All fall within the EMI district and their property line.

52-J-118
52-J-264

Ward: 14

Zoning: EMI
(Educational/ Medical Institution)

Area: 6.286 Acres (approximate)
(Total acreage of Parcel A + B)

Parcel: A
Lot: 52-J-118
Area: 5.831 Acres

Parcel: B
Lot: 52-J-264
Area: 0.455 Acres

COLOR LEGEND

- Property Line
- EMI District
- RM-H District
- R1A-H District

2.2 Existing Property and Uses

Building	Stories	Height	Area	Year Built	Summary
Main Building	5 stories	Approx 170 feet (75 feet to main roof area)	84,458 SF	1925	The main building is the main academic building for the school's campus. This building houses the school's classrooms, lecture rooms, library, administrative offices, storage and mechanical spaces, and the cafeteria.
Auditorium	3 Stories	55 feet	17,012 SF + Balcony	1926	The auditorium building is connected to the main building. The weight room and football locker rooms are on the first floor and the music classroom is on the second floor. The auditorium is on the third floor with additional seating on the balcony above.
Brothers' Residence	4 Stories	46.5 feet	25,584 SF	1927	The Brothers' Residence has dormitory style bedrooms for the Christian Brothers on the second and third floor. The first floor of the building has a dining room, kitchen, chapel, and community room for the Christian Brothers' use. In addition, there are office space for some Central Catholic High School administrators on the first floor and basement.
Gymnasium (Alumni Hall)	2 Stories	28 feet	14,210 SF	1977	The gymnasium and sports locker rooms are in this building.
STEM Building	4 Stories	60 feet	34,142 SF	2016	Shop and engineering classrooms are on the lower level with additional math and science labs on the floors above.

3.0 Needs of the Institution

Central Catholic High School has approximately 750 boys attending the high school each year. The goal for the next 10 years is to maintain the current enrollment. There is not plans or expectations that enrollment will significantly increase or decrease. The expectation is that the quantity of staff and faculty will also not significantly increase or decrease.

Below is a summary of the current and future needs for facilities

Building	Future Facility Needs (10 Year)
Brothers' Residence	The bedrooms on the second floor and third floor have not been altered or modified in the building for nearly 100 years. The building currently has 50 bedroom units, yet there are only 10 Christian Brothers that live in the residence. The building is not handicap accessible throughout as there are multiple level changes and there is not an elevator to connect each floor.
New Student Center	The New Student Center building will replace the existing Gymnasium building. It will have a Gymnasium, Locker Rooms, Weight & Fitness Room, Wrestling Room, Campus Cafeteria/Kitchen, Classrooms, and Administrative Space. A parking garage will be provided beneath the building to offset the loss of surface parking spaces due to the building footprint.
Main Building	The main building does not have handicap accessibility throughout the building as the building does not have an elevator. The third and fourth floor of the building are only provided with heating and do not have air conditioning. The Cafeteria and Kitchen are undersized and located in the basement of the building which does not allow for access to natural light. The first floor of the building does not have a secure vestibule and lacks an inviting modern high school lobby.
Auditorium	The Music Classroom on the second floor does not have a handicap accessible entrance. The locker rooms and weight room on the basement level are outdated and undersized for current Central Catholic High School needs.
Site	The wall along Fifth Avenue is in poor condition and is in need of repair. The campus lacks security fencing throughout as there is nothing to prevent unauthorized visitors from accessing the site. Visiting team bus drop-off is challenging on the tight site. There is no spectator seating for the turf field.

4.1 Twenty-Five Year Development Plan

The following pages outline the Ten-Year Development Plan. There are no plans for site development or exterior building modifications upon the completition of the Ten-Year Development Plan.

5.1 Ten-Year Proposed Development

Central Catholic High School is pursuing three major campus improvement projects:

- Renovations to the Brothers Residence
- New Student Center
- Main Building and Site Improvements.

Brothers' Residence

The Brothers' Residence will include alterations to three floors of the building. The renovations will cover three floors. The basement floor will be converted into office space for the Business Office. The first floor will be renovated to create a new President and Admissions Office. Additionally, the Chapel receives a new chair lift to provide accessibility. The second floor will be transformed into new living spaces for the Brothers.

The exterior renovations for the Brothers' Residence include restoring the building's original lead-camed clear stained-glass windows in the chapel, dining room, and first-floor corridor.

Handicap accessibility improvements include installing a new elevator. The existing stair on the southeast side of the building that connects the first floor to the basement floor will be demolished and replaced with a new code-complaint stair in the same location. The stair that connects the first, second, and third floors, in this area, will remain. At the basement level, a new landing and two new ramps will provide handicap accessibility throughout the basement level to the new elevator.

New Student Center

A New Student Center building will be constructed on the Central Catholic High School campus in the same location as the existing Gymnasium building. The existing Gymnasium building, which was originally constructed in 1977, will be demolished.

A new parking garage will be constructed beneath the first floor of the Student Center building. The underground parking garage will have vehicle access from Neville Street.

The first floor will consist of a stadium-style Gymnasium surrounded by locker rooms. A Wrestling Room will also be located on the first floor.

The second floor will have a Gymnasium Lobby directly adjacent to the second-floor main entrance. The Gymnasium Lobby will provide access to the Athletic Directors Suite, TV Studio, and Concessions. The spectator entrance to the Gymnasium will be from the Gymnasium Lobby. Once

Image: Turret on the Brothers' Residence.

inside the Gymnasium, spectators will walk down to their seats. On the south side of the Gymnasium will be the Fitness and Weight Room.

The third floor will consist of a Student Commons that will also be utilized as a Cafeteria with support from a full-service Kitchen/Serving area. Three classrooms with views to Neville Street will be on the west side of the building. At the rear of the third floor will be the Advancement and Communications Offices with views to Neville Street and the Turf Field.

A bridge that will connect the Quadrangle outside the Main Building to the New Student Center will be constructed and will provide access to the Student Center at the second-floor level. The bridge will be for pedestrian use only and will not have any occupiable space beneath the bridge. Per discussions with the Fleet Contract Administration and the City of Pittsburgh Office and Management, the Bridge will have a minimum 14'-0" clearance underneath

Image: Students playing soccer on Central Catholic High School's turf field.

The Main Building

See below for a description of the proposed renovations at the Main Building:

- HVAC improvements are planned to provide air conditioning to the third and fourth floor of the building.
- Administrative offices, that are currently in the Main Building for the Business Office, Advancement Office, and Communication Office are to be created during the renovations of the Brothers' Residence and the construction of the new Student Center. Upon the completion of Phase 1 and 2, these offices will be converted back into classroom space.
- On the first floor of the building, a secure vestibule and a modern, inviting high school lobby space will be created.
- Handicap accessibility improvements throughout the building include: a new elevator to provide access to all floors, a new ramp to provide access to the music classrooms, and a new ramp to provide access to the basement classrooms on the West side of the building.

Image: Central Catholic High School's Main Building entrance to the Quad.

Site Improvements

See below for a description of the proposed improvements to the site:

- The failing wall along Fifth Avenue will be demolished and reconstructed.
- Fencing will be constructed throughout the perimeter of the campus to provide increased security for the students and staff. A new security gate may be constructed at the Main Drive entrance at Neville Street. Signage will be provided throughout to improve way finding. Site lighting will be upgraded to improve visibility and safety after hours.
- The existing quadrangle will be reconfigured to create a bus loop for visiting sport team buses.
- Overall campus site lighting will be improved throughout
- New visitor team spectator seating area in the hillside on the Carnegie Mellon University (CMU) side of the turf field. *(Please note that CMU has given Central Catholic permission to pursue development of this portion of the site. Central Catholic will pursue written authorization from CMU after plans are developed)*
- *Pave and reconfigure small portion of property just south of WQED building for vans and shuttle buses. (Please note that CMU has given Central Catholic permission to pursue development of this portion of the site. Central Catholic will pursue written authorization from CMU after plans are developed)*

Image: Central Catholic High School's view of the auditorium seating from the stage.

Image: Central Catholic High School's Main Building entrance and existing brick wall that runs along Fifth Avenue. The brick wall is proposed to be demolished and reconstructed. Fencing around the remainder of the site has also been proposed to improve the safety of students and staff on the urban campus.

See the following page for a proposed site plan showing 10-year development.

5.1 Ten-Year Proposed Development *(Continued)*

PLAN NOTES

PHASE I

(A) Brothers' Residence
Interior renovation of existing Brother's Residence building.

PHASE II

(B) Existing gymnasium to be demolished (shown dashed)

(C) New Student Center
New three-story structure with an underground parking garage. The Student Center Building will consist of a Gymnasium, Locker Rooms, Kitchen/Cafeteria, Offices, and Classrooms.

(D) New bridge to connect Student Center to quad.

(E) Replace turf field after construction of the Student Center. Turf to extend to the Student Center wall (beneath spectator deck).

(F) New visiting team spectator seating.

PHASE III

(G) Reconfigure the existing Quadrangle to create a bus loop for visiting sport team drop off.

(H) Main Building
Renovations to the existing Main Building including a new elevator, a new HVAC system for the 3rd and 4th floor, and minor renovations to the first floor that would include converting administrative offices back into classroom space. Upon completion of the New Student Center, the existing Cafeteria may be renovated to create a Fine Arts Suite.

(I) Repair or reconstruct the 5th Avenue wall.

(J) Provide fencing along the property line.

(K) New concrete island with security gate.

(L) Pave and reconfigure to allow for parking of school vans and shuttle vans

COLOR LEGEND

Property Line

5.2 Implementation Plan

Below is the list of planned projects with the approximate timeline for each Phase. The durations may be adjusted as funding is procured for each phase.

Phase I----------2024-2025

Alterations to the Brothers Residence

- Interior renovations and repairs to exterior windows and roof.

Phase II----------2025-2028

New Student Center

- Demolish existing gymnasium building.
- Construct new Student Center building.
- Construct bridge to connect Student Center building and the Quadrangle.
- Replace turf at the field upon completion of the Student Center building.
- Construct new visiting team spectator seating.

Phase III----------2028-2032

Site Improvements

- Reconfigure the Quadrangle to create bus loop.
- Repair or reconstruct the 5th Avenue Wall.
- Provide security fencing along the perimeter of the site
- Provide a security island with security gate at entrance to the campus.
- Pave and reconfigure the area near the WQED building for parking of school vehicles.

Main Building Renovations

- Add new elevator
- Provide new HVAC system to the 3rd and 4th floor.
- Reconfigure interior spaces in select areas.

5.3 Development Design Guidelines

Central Catholic High School is dedicated to improving their facilities to provide the highest quality college preparatory all boys Catholic high school experience. All proposed renovations and new construction will be completed in a manner to honor and respect the rich heritage of the campus' original Main Building and Brothers Residence Building.

Central Catholic High School is committed to working with neighborhood community groups and developing a campus that fits within the Oakland neighborhood.

All new buildings will meet the following setback and height requirements:

- Setback: 15'-0" from the edge of the property line
- Building Height: 50-100 feet from residential zone: 70'-0" height limit
  More than 100 feet from residential zone: No height restrictions

Image: View of the Brother's Residence from the Parking lot.

Renovations to the Brothers Residence

- The existing exterior windows may be replaced (if budget allows) with windows of similar style and character as the existing windows.
- The existing 100 year old slate roof will be repaired.
- Interior renovations to the first floor will maintain the original character of the building.

Image: View of the MainBuilding and Auditorium Building

New Student Center Building

- The exterior design of the New Student Center building will utilize concepts found within the exterior design of the Main Building to create an exterior design that maintains the rich historic Central Catholic campus identity.
- The exterior cladding will consist of brick veneer and may incorporate cast stone. Brick detailing elements will be introduced similar to elements found on the exterior of the Main Building.
- Portions of the roof will be pitched with a dark colored roofing material.Pitched roof materials could include metal or large formate asphalt shingle.

- Curved window openings with cast stone trim will be utilized throughout the exterior of the building. Blue metal wall panels will be introduced similar to the STEM and Main Buildings on campus.
- Sunshades or canopies may be introduce over windows and at the main entrance.
- The maximum floor area of the New Center Building is 125,000GSF.

Main Building

- No new exterior design work is planned for the main building.

Site Improvements

- The wall along fifth avenue will be demolished and replaced. The new wall will consist of brick veneer piers and may include black ornamental metal fencing between piers. The wall will be designed to fit and match the existing aesthetic of the Main Building.
- New security fencing that will installed throughout the campus will be black ornamental metal fencing.

Image: Rendering of CCHS's new Student Center building.(conceptual images)

Image: Rendering of CCHS's new Student Center building (conceptual images)

Image: Rendering of CCHS's new Student Center building (conceptual images)

6.0 Mobility Plan

A transportation impact study was conducted by Bowman Consulting Group in coordination with the City of Pittsburgh. The study considered the traffic and parking impacts of the 10-year plan as well as pedestrian, bicycle, and transit accommodations on and around the campus.

Traffic

Vehicular traffic to and from Central Catholic High School is served primarily by Fifth Avenue and South Neville Street. The signalized intersections in the area currently meet/exceed the City of Pittsburgh criteria for peak hour Levels-of-Service (LOS). Where LOS criteria are not met, the traffic study demonstrates that the institution's 10-year plan does not worsen traffic congestion at the study intersections. Additionally, vehicle queues are accommodated by the existing storage at all approaches during the peak periods and are not expected to be affected by the planned developments.

Image: View of the Main Building along Fifth Avenue.

Site Accesses

Vehicle access to the school is currently provided via two full-movement driveways located along South Neville Street as well as a right-out-only driveway along Fifth Avenue. The three existing driveways are proposed to be maintained, while another full-movement access is proposed along South Neville Street which will serve the new student center parking garage.

Pedestrian Access

The school is located in an area with high pedestrian traffic and is served by many sidewalks and crosswalks, both along the site frontage and throughout the surrounding area. Nearby signalized intersections are complete with pedestrian signal heads and curb ramps to accommodate crossing movements.

Bicycle Access

Central Catholic currently maintains bike parking spaces, which are proposed to be maintained as part of the 10-year plan. 20 bike racks are provided in the Quadrangle adjacent the Main Building. Bike lanes are provided along Forbes Avenue to the south of the school, while other nearby streets such as Craig Street and Neville Street are suitable for cycling.

Image: View down Fifth Avenue from the public sidewalk in front of the Main Building.

Public Transit

Bus stops are provided at several locations near the school and are served by the 71B, 71D, 75, and P3 bus routes. Possible methods for encouraging public transit use among students, faculty, and staff include complementary bus passes and real-time information screens.

Parking

There are currently 203 vehicle surface parking spaces on Central Catholic's campus. The 10-year plan is proposed to maintain the same number of total parking spaces by adding 72 garage parking spaces below the proposed student center while reducing the number of surface parking spaces to 131.

Image: View of the CCHS Parking lot from the Quad.

Transportation Memo:

As requested by the Department of Mobility and Infrastructure, a Transportation Memo was created by Traffic Engineer, Bowman Engineering.

The Summary of the Findings of the Transportation Memo are:

Since no increase in students or staff is expected as part of the 10-year development plan, impacts to the transportation system are anticipated to be negligible. Students and staff will continue to be able to access the school via various transportation modes including personal vehicles, school buses, walking, cycling, or public transport. The installation of the new garage entrance on South Neville Street as well as the reconstruction of the quadrangle to provide access is expected to improve circulation for vehicles within the site. Additionally, the modest increase in parking is expected to better accommodate the needs of the existing student and staff populations without significantly increasing demand for vehicle trips to and from the school.

See Appendix A for the full Transportation Memo and Safety Study.

6.1 Parking Analysis

Refer to the following pages for the current and proposed parking layouts for Central Catholic High School.

Parking AFTER School Hours		
Location	**Available Parking Spaces M-F (after 5pm)**	**Available Parking Spaces Sat-Sun**
On Site at CCHS		
Central Catholic HS Parking Lot	203	203
Offset Parking Availability		
Fairfax (CMU)	55	55
Morewood (CMU)	288	288
Filmore (CMU)	72	72
Zabina (CMU)	32	32
East Campus Garage (Gesling Stadium CMU)	147	147
Webster Hall	100	140
Rand Building	50	75
Holy Spirit Church	20	20
Oakland Catholic HS	125	125
TOTAL	**1092**	**1157**

Note: The existing Central Catholic High School Parking Lot has 203 parking spaces. After the completition of the New Student Center Project there will be at least 131 surface parking spaces and 72 parking garage parking spaces for a total of 203 parking spaces.

6.2 Existing On Campus Parking Plan

PLAN NOTES

Existing Parking

Withing the Central Catholic High School campus there are currently 203 parking spaces. Each existing parking space is identified on the existing parking plan to the left.

Total Existing Parking Spaces: 203 parking spaces

Existing Loading Areas

School buses currently load and unload students from 5th Avenue. Buses stop along the south side of 5th Avenue at the beginning and end of each day.

After hours buses from visiting high schools competing against Central Catholic athletic teams, load and unload athletes in the main parking lot.

Deliveries to the campus travel through the main drive and parking lot and then exit onto 5th avenue.

COLOR LEGEND

(#) Number of Parking Spaces

6.3 Proposed Parking Plan

PLAN NOTES

Proposed Parking

The existing parking areas (shown in light gray) will remain.

The dark gray areas indicate parking areas that will be reconstructed or reconfigured.

To account for the eliminated parking spaces a parking garage is to be provided below the Student Center building. The intent is to replace all
eliminated parking spaces so that the total quantity of on-campus parking remains unchanged after the construction of the Student Center.

ON CAMPUS PARKING QUANTITY:

Surface parking spaces:	131
Parking garage spaces:	72
Total on Campus:	203

Proposed Loading Areas

School buses currently load and unload students from 5th Avenue. Buses stop along the south side of 5th Avenue at the beginning and end of each day. This will remain unchanged.

After hours buses from visiting high schools competing against Central Catholic athletic teams, load and unload athletes in the main parking lot. After hours buses will load and unload at the new Quadrangle bus loop. See 10-Year Development Site Plan for more information.

Deliveries to the campus travel through the main drive and parking lot and then exit onto 5th avenue. This will remain unchanged.

COLOR LEGEND

(#) Number of Parking Spaces

7.0 Infrastructure Plan

7.1 Environmental and Sustainability Goals

The New Student Center building will be designed with high efficiency mechanical and electrical systems and high performing building envelope systems.

7.2 Environmental Protection Plan

Trees and Vegetative Landscaping

The Central Catholic High School campus has trees and vegetative landscaping along the north and west side of campus. Mature trees and vegetative landscaping along the 5th avenue side of campus and small trees on the Neville Street side of campus, near the Stem Building, will be maintained along the development of the 10-Year Plan. New trees and vegetative landscaping will be planted adjacent the new Student Center along Neville Street. Within campus, the trees in the Quadrangle will be maintained or replaced with new trees upon the development of the new bus loop. Additional ways to add trees and vegetative landscaping will be explored throughout the development of the Student Center project.

View Corridors

Views of the campus from 5th Avenue will be unchanged by the proposed development onsite. Reconstruction or repairs to the wall along 5th Avenue will be completed in a manner that maintains the historic architectural design of the Central Catholic Campus.

Views of the campus from Neville Street will be slightly altered as the New Student Center building will be taller than the existing Gymnasium building. As described in the design development plan, the New Student Center will feature similar materials found on the existing buildings to honor the rich history of the campus.

Security fencing will be added to portions of the perimeter of the site. The fencing material will not be solid and will allow for views of the Central Catholic Campus.

7.3 Campus Energy Planning

Energy Planning goals were not set as part of this IMP.

7.3 Stormwater Management Plan

PLAN NOTES

Stormwater runoff for the Central Catholic High School site flows into the Monongahela River Basin watershed. The ten-year master plan proposes new impervious areas in the form of buildings and site infrastructure within this watershed.

To account for any increase in runoff from the impervious areas, stormwater management facilities will be proposed to provide rate control and water quality in accordance with the City of Pittsburgh Stormwater Ordinances. The proposed stormwater facilities for this site will primarily consist of underground storage facilities acting in tandem with existing underground storage facilities. Locations of existing and proposed facilities are highlighted on the map to the left.

Phase 1 Stormwater Management:
The renovations to the Brothers House will be an interior renovation and will not result in a change to the quantity of impervious area. No stormwater management improvements will be required during Phase 1.

Phase 2 & 3 Stormwater Management:
Stormwater detention facilities may be provided as shown in accordance with the City of Pittsburgh Stormwater Ordinances.

COLOR LEGEND

- Existing Stormwater Detention Facilities
- Potential locations for Future Stormwater Facilities

8.0 Neighborhood Engagement Strategy

Campus Community Context:

Central Catholic High School is located at the north west corner of the Squirrel Hill North Neighborhood. The North Oakland Neighborhood is on the west side of the campus and the Shadyside Neighborhood is directly to the North.

Carnegie Mellon University's Tepper School of Business Building borders the east and south side campus. WQED is also on the east side of campus.

Smaller scale residential building are across Neville Street on the west side of campus. These buildings have a mixed ownership which includes Carnegie Mellon University.

Carnegie Mellon owned apartments and dormitories are to the north side of campus.

Image: Arial view of the existing Central Catholic Campus

Neighborhood Protection Strategy:

Central Catholic is committed to creating a campus that fits their Squirrel Hill North neighborhood along with the neighborhoods that surround the campus.

The new Student Center building will be constructed in the same location as the existing Gymnasium building. Landscaping will replaced and supplemented along Neville Street upon completion of the building to soften the edges of the property. The character and style of the design of the new building will honor the history of the architecture on the Central Catholic Campus maintaining the feel of the existing campus.

Careful consideration will be taken during construction as to minimize the impact on the properties along Neville Street. The turf field in the middle of the Central Catholic Campus will be utilized as a construction lay down area. A portion of the field will also be used for parking during construction, to limit impact on nearby street parking.

Central Catholic will also meet with neighborhood groups to obtain their input and feedback on the proposed site developments and the new building identified in the Master Plan.

Some of the neighborhood groups that CCHS may meet with include:

Registered Community Organization:
Squirrel Hill Urban Coalition
Oakland Business Improvement District
Oakland Planning and Development Corporation (OPDC)

Community Based Organization:
Bellefield Area Citizens Association (BACA)

OAKLAND BUSINESS IMPROVEMENT DISTRICT

SQUIRREL HILL URBAN COALITION
SERVING: COMMUNITY • BUSINESS • EDUCATION • RECREATION

OPDC
Oakland Planning and Development Corporation

9.0 APPENDIX

APPENDIX INCLUDES:

Appendix A:

- Transportation Memo
- Transportation Safety Study

Appendix B:

- Responses to City of Pittsburgh Comments

Appendix A:

- Transportation Memo
- Transportation Safety Study

Bowman

memo

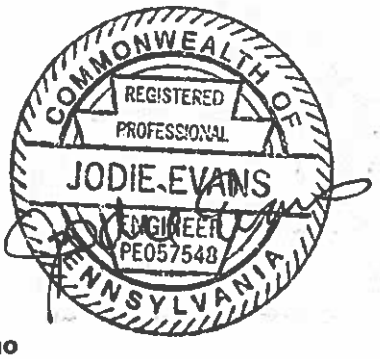
To: Amy Ivoska
Project Manager
Department of Mobility and Infrastructure (DOMI)

From: Jodie Evans, PE, PTOE

CC: Shannon Smith (Bohler)

Date: June 17, 2024

Re: Central Catholic High School IMP – Transportation Memo



Bowman Consulting Group has prepared this transportation memo as part of the Institutional Master Plan (IMP) for Central Catholic High School (CCHS) located at 4720 Fifth Avenue in the Squirrel Hill North neighborhood of Pittsburgh. As part of its 10-year development plan, CCHS is proposing to replace its existing gymnasium with a new student center. The new student center is proposed to provide access to the quadrangle via a pedestrian bridge, and garage parking will be provided underneath the proposed student center. Additionally, the Brothers Residence and Main Building are proposed to be renovated. None of the proposed campus improvements will result in an increase in student or staff populations, while the total number of parking spaces is projected to increase from 206 to 214. All existing vehicular access points to the site are proposed to be maintained, while an additional garage entrance is proposed along South Neville Street between Winthrop Street and Fillmore Street. Additionally, the existing quadrangle is proposed to be reconfigured to allow for use as a school bus loop primarily for visiting sports teams. The proposed access configuration is shown in detail on the attached site plan, prepared by Bohler Engineering and dated May 8, 2024.

This transportation memo provides a discussion of the existing and proposed conditions in the vicinity of CCHS including vehicle, pedestrian, bicycle, and transit routes to and from the school. Crash data, school bus loading, and vehicle and bicycle parking are also discussed within the memo.

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Existing Conditions

Site Location and Description

Central Catholic High School is located on the south side of Fifth Avenue as well as the east side of South Neville Street in the Squirrel Hill North neighborhood of Pittsburgh, within the EMI (Educational/Medical Institutional) zoning district. The site abuts the campus of Carnegie Mellon University (CMU) to the south and east. The corner of Fifth Avenue and South Neville Street is also occupied by a CMU student dormitory. The campus of CCHS consists of five buildings: the Main Building, Auditorium, Brothers Residence, STEM Building, and Gymnasium. Surface parking spaces, sidewalks, pedestrian paths, and stairs are interspersed between the buildings to facilitate vehicular and pedestrian access. An athletic field is located on the southern portion of the site.

Vehicular Site Access and Parking

Existing vehicular access is provided at three separate locations. There are two existing full-movement driveways on South Neville Street. The northern driveway, which is shared with the adjacent CMU dormitory, provides access to the CCHS quadrangle as well as eleven (11) reserved parking spaces. It does not provide through access to the remainder of the CCHS campus. The southern driveway provides access to the main parking area consisting of 193 total parking spaces. Full access to South Neville Street is provided from the southern driveway. Vehicles may also exit from the main parking area via a right-out-only driveway onto Fifth Avenue, which provides vehicle access to the east while bypassing the signal at Fifth Avenue and South Neville Street. All school parking is located on-site, as the adjacent streets which allow parking are within residential permit zones, with one-hour parking for non-permit holders.

Loading

Student drop-off and pickup is provided by a combination of school buses and personal vehicles. School buses drop off and pick up students on the south side of Fifth Avenue, directly in front of the school. The four-lane cross section of Fifth Avenue allows for safe loading and unloading of students in the right lane without significantly impeding traffic flow. Parents dropping off and picking up students utilize the main parking lot by entering via South Neville Street and exiting onto either South Neville Street or Fifth Avenue. Visiting sports team buses also drop off and pick up students in the main parking lot, which is difficult for large vehicles to navigate.

Bicycle Access

Safe access to CCHS by bicycle is primarily provided via Neville Street, as Fifth Avenue is generally considered less safe for cyclists due to high traffic volumes and relatively high speeds. Bike lanes are present on the portion of Neville Street just north of the intersection with Fifth Avenue, which provides bicycle access to the North Oakland and Shadyside neighborhoods via Bayard Street and Ellsworth Avenue. Additionally, CCHS can be accessed by bicycle via the bike lanes on Forbes Avenue to the south of the site by turning north onto South Craig Street and then east onto Winthrop Street. Students and staff may also

choose to use the POGOH bike-share program instead of their personal bicycles, as there are stations located nearby at the intersection of North Neville Street and Ellsworth Avenue, as well as at TCS Hall on the CMU campus. A map detailing the existing bike routes and nearby POGOH stations is included as an attachment to this memo.

Pedestrian Access and Circulation

CCHS is located in a dense urban environment with plentiful pedestrian access from all directions. Sidewalks are present on both sides of Fifth Avenue and South Neville Street along the site frontage. Signalized pedestrian crossings of Fifth Avenue are present at both Neville Street and Clyde Street, both of which are complete with pedestrian signal heads and ADA-compliant curb ramps. Additionally, there are marked crosswalks at the intersection of South Neville Street and Winthrop Street, which serves to provide pedestrian access to the school from Forbes Avenue and South Craig Street. Pedestrian circulation on campus consists of a network of sidewalks and walking paths between buildings, as well as stairs and ramps to navigate the change in elevation from the northern to the southern portion of the campus.

Transit Access

CCHS is very well served by public transit, with numerous Pittsburgh Regional Transit (PRT) bus routes serving the school via Fifth Avenue, Forbes Avenue, Craig Street, and Neville Street. Routes 58, 71B, and 71D traverse Fifth Avenue across the front of the campus, with the closest stops located at Neville Street and Clyde Street. Routes 75 and P3 also stop at the intersection of Fifth Avenue and Neville Street, while routes 71A, 71C, and 93 stop a short distance away at Fifth Avenue and Craig Street. Just to the south of campus, Forbes Avenue is served by routes 61A, 61B, 61C, 61D, 67, and 69, with the closest stop located at Forbes Avenue and South Craig Street. Existing service is expected to be improved by the planned BRT project from Downtown to Oakland, which is intended to provide faster service and improved bus stop amenities. A map showing nearby existing bus routes and stops is included as an attachment to this memo.

Crash History

A crash summary was completed for the intersections located along the site frontage as well as the intersection of Fifth Avenue and Neville Street, and the results are summarized under separate cover in a confidential document entitled *Safety Study: Central Catholic High School IMP*, dated June 17, 2024.

Proposed Conditions

Site Modifications

As part of the 10-year development plan for Central Catholic High School, the following modifications to the site are proposed:

- **Brother's Residence:** The building is proposed to be renovated to provide improved accessibility, modernize the facilities, and reduce the number of beds from 47 to nine (9), as it is currently well under capacity in utilization. The number of brothers utilizing the residence will not increase.
- **Main Building:** Modernization improvements are planned for the main building, including installation of an elevator, HVAC improvements, and a renovated first-floor lobby. The proposed renovations will have no effect on the student or staff population of the school.
- **Student Center:** The existing gymnasium is proposed to be demolished and replaced with a new student center with integral parking garage. The footprint of the new student center is planned to encompass the area of the existing gymnasium as well as some of the existing surface parking, which will be replaced by the covered parking within the student center garage. Pedestrian access will be provided from the student center to the rest of the campus via a pedestrian bridge between the quadrangle and the student center. The proposed student center will not affect the student or staff population of the school; while the new student center is proposed to be larger than the existing gymnasium, this is to better accommodate the needs of the existing student body.
- **Quadrangle:** The existing quadrangle is proposed to be reconfigured to allow for visiting sports team buses to use it as a bus loop during sports competitions.

None of these improvements are expected to have an effect on bus loading, parent drop-off, or pedestrian, bicycle, or transit access to the school.

Vehicular Access and Parking

While none of the proposed improvements in the 10-year development plan are expected to have an impact on the total staff and student populations of CCHS, modifications to the access points and vehicle parking are proposed. All three existing vehicle access points will be maintained, while a separate, full-movement garage entrance for the new student center garage is proposed to be located along South Neville Street between Winthrop Street and Filmore Street. The proposed garage will reduce the load on the existing surface parking lot and driveway while also increasing the net number of parking spaces on site from 206 to 214. The garage will only provide vehicular access to South Neville Street. Additionally, the proposed reconstruction of the quadrangle to provide access for visiting sports team buses will improve conditions in the existing surface parking lot, which the buses currently use.

Loading

Minimal changes to loading are proposed as part of the planned improvements. As previously noted, visiting sports team buses will no longer utilize the existing surface parking lot and will instead use the reconstructed quadrangle to load and unload. Otherwise, all loading will remain unchanged, with school

buses for CCHS students utilizing the south side of Fifth Avenue to load and unload, and parents using the surface parking lot.

Safety Plan

Because CCHS is a high school located in a densely populated urban environment, students may choose to reach the school via a variety of different modes. A description of how to safely carry out each trip type is provided below.

School Bus/Personal Vehicle

Students being dropped off at CCHS by school bus will be dropped off at the front of the school on Fifth Avenue and should use the main front entrance to enter the building. Students being dropped off by parents will be dropped off in the parking lot and should use the existing staircases or ramps from the lot to the main buildings. Students driving themselves to school will follow the same procedure. Walking through the parking lot should be minimized to the extent possible.

Walking

Students can easily reach CCHS on foot from the east, west, or north. Students walking to and from CCHS are encouraged to use the traffic signal at Fifth Avenue and Clyde Street to cross Fifth Avenue. Alternatively, the signal at Fifth Avenue and Neville Street can be used to cross Fifth Avenue to the north or to provide pedestrian access to Oakland to the west. Pedestrian access to the south is more limited, as South Neville Street is on a steep slope south of the site and sidewalks are not present south of Filmore Street. The safest route to the south is to cross South Neville Street using the existing crosswalks at Winthrop Street, and then turning onto South Craig Street and finally Forbes Avenue, which provides pedestrian access to Oakland, Squirrel Hill, and Schenley Park.

Cycling

Bicycle access to CCHS is limited by the existence of bicycle infrastructure in the area, but safe and convenient routes to the north and south are provided on Neville Street. Students are discouraged from cycling on Fifth Avenue. North Neville Street has bike lanes between Fifth Avenue and Ellsworth Avenue and provides access to other popular bicycle routes such as Bayard Street and Ellsworth Avenue. South Neville Street is a shared on-street bicycle route which provides access to the Panther Hollow area of Schenley Park as well as the Three Rivers Heritage Trail. Students accessing the school by bicycle should use the entrances on South Neville Street, or alternatively can dismount and use the crosswalks across Fifth Avenue at either Neville Street or Clyde Street to access the front of the school. Additionally, students can access the Forbes Avenue bike lanes by using Winthrop Street and South Craig Street. Students who use the POGOH bike share system can utilize either of the two drop-off points in the vicinity of CCHS and then utilize the walking directions provided to reach the school.

Transit

Students taking public transportation to school will arrive at different stops depending on the route they take. Stops are concentrated at the intersections of Fifth Avenue with Craig Street, Neville Street, and Clyde Street, as well as the intersection of Forbes Avenue and South Craig Street. Depending on the route taken, students should use the traffic signals at these intersections for crossings as necessary and follow the walking directions provided above to reach the school.

Summary of Findings

Since no increase in students or staff is expected as part of the 10-year development plan, impacts to the transportation system are anticipated to be negligible. Students and staff will continue to be able to access the school via various transportation modes including personal vehicles, school buses, walking, cycling, or public transport. The installation of the new garage entrance on South Neville Street as well as the reconstruction of the quadrangle to provide bus access is expected to improve circulation for vehicles within the site. Additionally, the modest increase in parking is expected to better accommodate the needs of the existing student and staff populations without significantly increasing demand for vehicle trips to and from the school.

JLE/em

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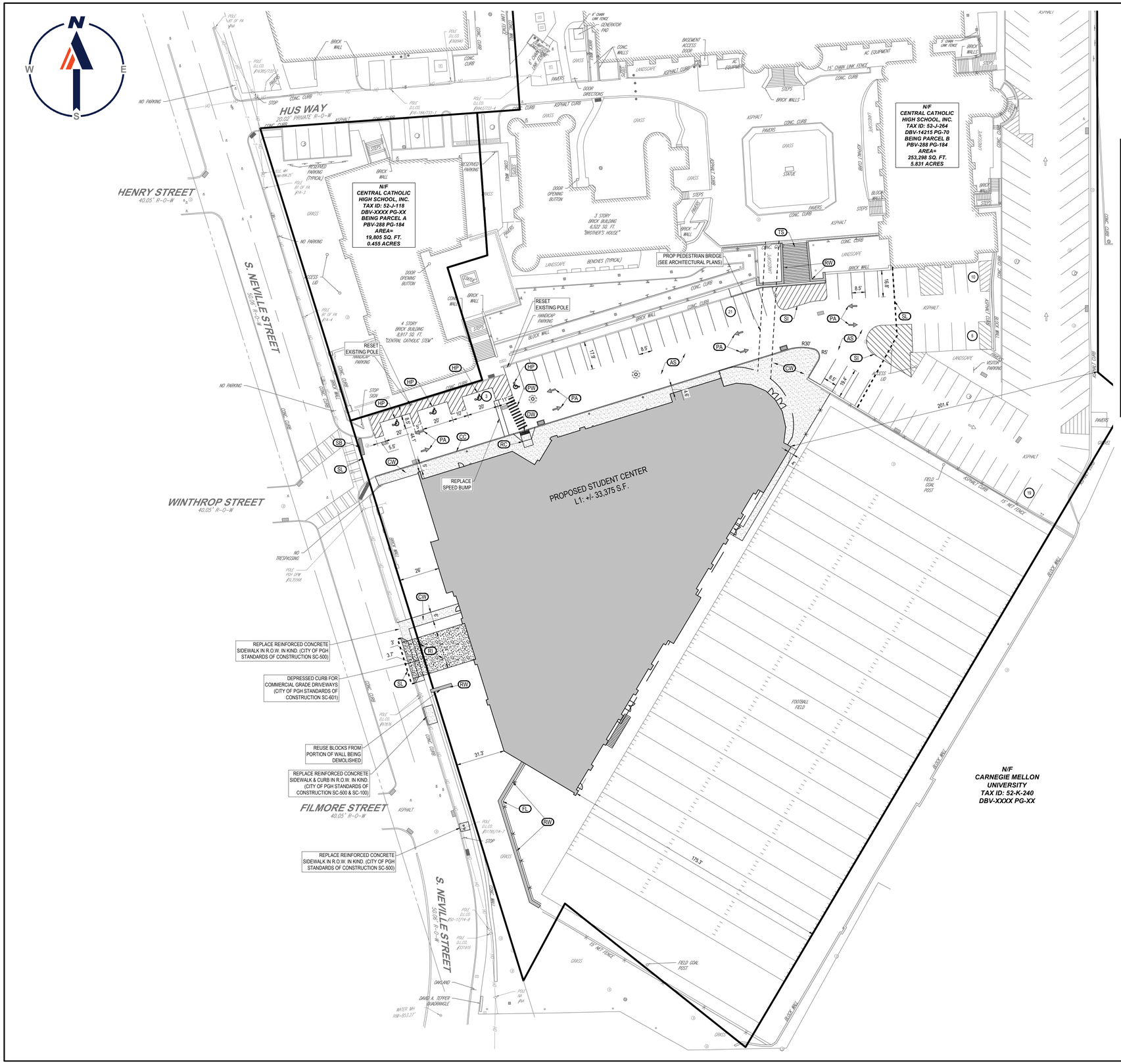


LEGEND

EXISTING

PROPERTY LINE	
R.O.W. LINE	
ADJACENT PROPERTY LINE	
EASEMENT LINE	
SETBACK LINE	
LEASE LINE	
BUILDING	
RETAINING WALL	
CONCRETE CURB	
FENCE	X
ACCESSIBLE SYMBOL	
SIGN	
PARKING COUNT	10
DRAINAGE INLET	
STORM/SANITARY MANHOLE	
WATER/GAS VALVES	
FIRE HYDRANT	
UTILITY POLE	
OVERHEAD UTILITY WIRES	OH
ELECTRIC LINE	E
TELEPHONE LINE	T
GAS LINE	G
WATER LINE	W
SANITARY SEWER	S
STORM PIPE	

LEGEND

PROPOSED

BUILDING	
RETAINING WALL	
CONCRETE CURB	
FLUSH CURB	
FENCE	X
ACCESSIBLE SYMBOL	
CROSSWALK	
SIDEWALK	
REINFORCED CONCRETE	
PARKING COUNT	1
DRAINAGE INLET	
MANHOLE	
CLEANOUT	C/O

LEGEND

CC	TYPICAL CONCRETE CURB
RC	CURB RAMP
CW	CONCRETE SIDEWALK
PW	PAINTED PEDESTRIAN CROSSWALK
TS	STEPS
AS	STANDARD DUTY ASPHALT PAVEMENT
RI	REINFORCED CONCRETE PAVEMENT
SL	SAWCUT LINE
DW	TRUNCATED DOME PATTERN FOR ADA DETECTABLE WARNING SURFACES
HP	ACCESSIBLE PARKING STALL
PA	PAINTED TRAFFIC ARROW
SB	PAINTED STOP BAR
SI	STRIPED ISLAND
FL	FENCE
RW	RETAINING WALL (BY OTHERS)

PARKING SUMMARY

	REQUIRED	EXISTING	PROPOSED
STANDARD PARKING	PARKING SHALL BE DEVELOPED IN ACCORDANCE WITH AN APPROVED INSTITUTIONAL MASTER PLAN	200	208 (135 SURFACE PARKING, 73 GARAGE)
ADA PARKING	6 SPACES FOR 151-200 TOTAL SPACES 7 SPACES FOR 201-300 TOTAL SPACES	6	6

ZONING TABLE

ZONE: EMI (EDUCATIONAL/MEDICAL INSTITUTIONAL)
USE: SCHOOL, ELEMENTARY OR SECONDARY (GENERAL)
BLOCK: 52-J-264

APPLICANT/ OWNER INFORMATION

APPLICANT:	CENTRAL CATHOLIC HIGH SCHOOL INC 4720 5TH AVE PITTSBURGH, PA 15213
PROPERTY OWNER:	CENTRAL CATHOLIC HIGH SCHOOL INC 4720 5TH AVE PITTSBURGH, PA 15213

BULK REQUIREMENTS

ITEM	REQUIRED	EXISTING	PROPOSED
MIN. LOT SIZE	N/A*	±253,998 SF (5.831 AC)	±253,998 SF (5.831 AC)
MIN. YARD SETBACKS			
FRONT YARD	N/A*	30'	26'
EXTERIOR SIDE YARD	N/A*	N/A	N/A
INTERIOR SIDE YARD	N/A*	44.2'	41.1'
REAR YARD	N/A*	346.6'	201.4'
MAX. PERMITTED HEIGHT	N/A*	1 STORY	

*LAND WITHIN EMI DISTRICT SHALL BE DEVELOPED IN ACCORDANCE WITH AN APPROVED INSTITUTIONAL MASTER PLAN

30 15 7.5 0 30
1"= 30'

NDG ARCHITECTS
100 Ryan Court, Suite 11
Pittsburgh, PA 15205
Phone: 412.206.0410
www.HDGarchitects-pgh.com

ARCHITECT'S SEAL:

NOT FOR CONSTRUCTION

CONSULTANT'S LOGO:

BOHLER
1 ALLEGHENY SQUARE, SUITE 402
PITTSBURGH, PA 15212
Phone: (724) 638-8500
www.BohlerEngineering.com

CONSULTANT'S SEAL:

MARK	DATE	DESCRIPTION

ISSUED: MAY 8, 2024
PROJECT NO: 2323

CONSTRUCTION OF:

STUDENT CENTER

4720 FIFTH AVENUE
PITTSBURGH, PA 15213
PITTSBURGH BOROUGH
ALLEGHENY COUNTY

OWNER:

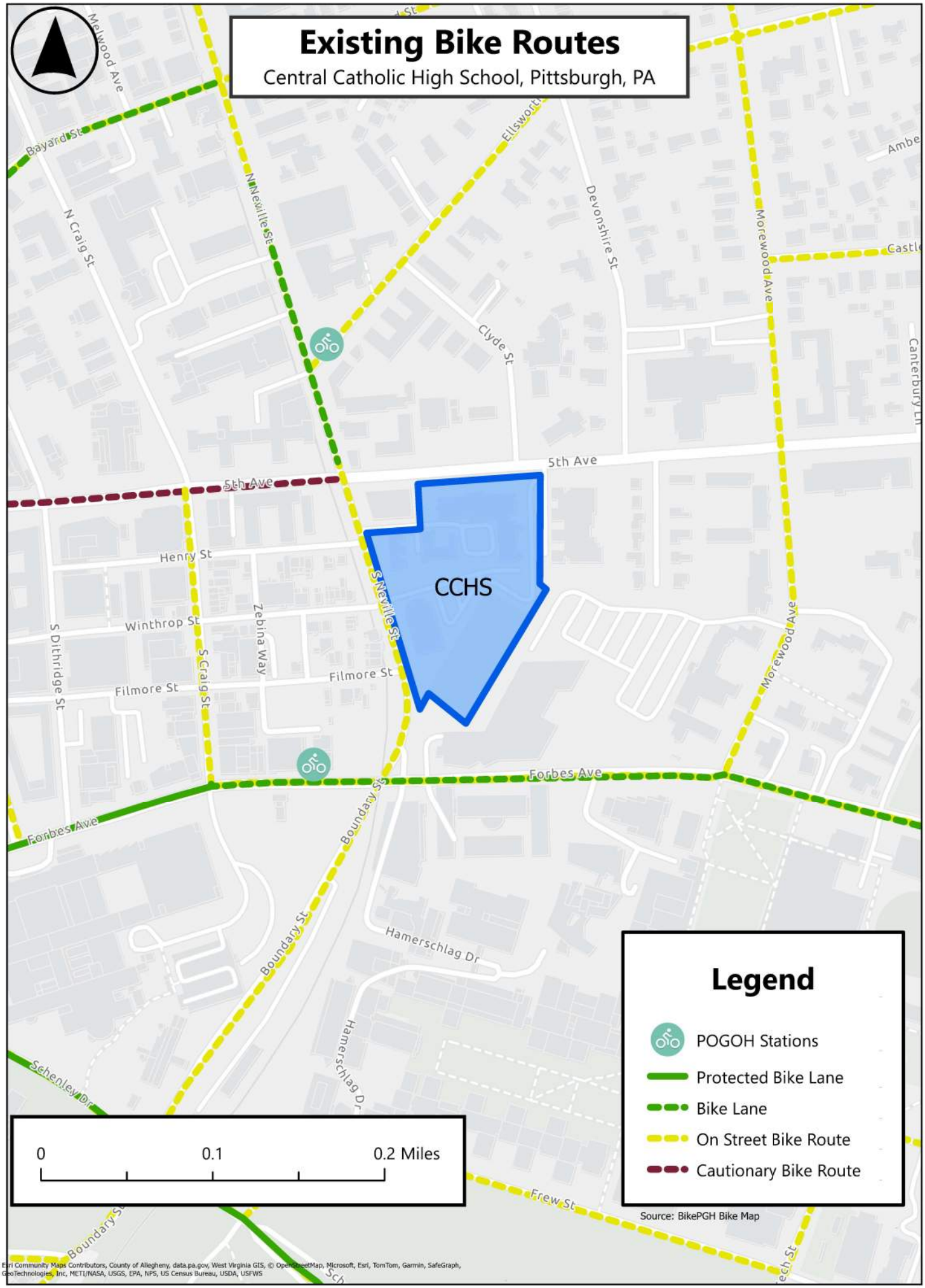
CENTRAL CATHOLIC HIGH SCHOOL

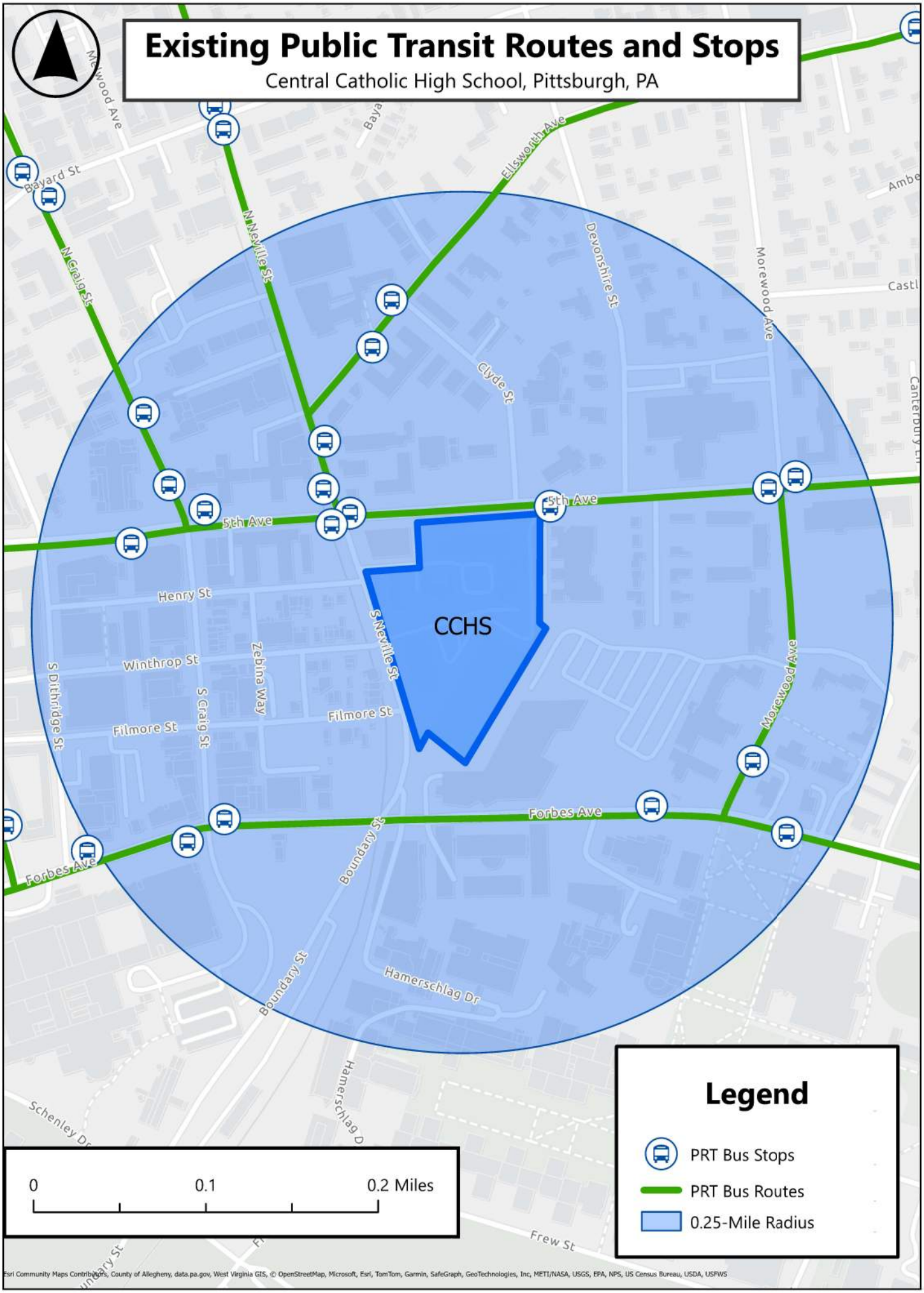
4720 FIFTH AVENUE
PITTSBURGH, PA 15213

SITE PLAN

C301

SHEET FILE/PLOT DATE:


Existing Bike Routes
Central Catholic High School, Pittsburgh, PA
CCHS
5th Ave
Forbes Ave
Boundary St
S Neville St
N Neville St
Morewood Ave
Devonshire St
Clyde St
Henry St
Winthrop St
Filmore St
Zebina Way
S Craig St
S Dithridge St
N Craig St
Bayard St
Melwood Ave
Hamerschlag Dr
Schenley Dr
Frew St
Legend
POGOH Stations
Protected Bike Lane
Bike Lane
On Street Bike Route
Cautionary Bike Route
0
0.1
0.2 Miles
Source: BikePGH Bike Map


Existing Public Transit Routes and Stops
Central Catholic High School, Pittsburgh, PA
CCHS
5th Ave
Forbes Ave
Morewood Ave
Ellsworth Ave
Devonshire St
Clyde St
Henry St
Winthrop St
Filmore St
S Neville St
N Neville St
N Craig St
S Craig St
S Dithridge St
Zebina Way
Boundary St
Hamerschlag Dr
Bayard St
Frew St
Legend
PRT Bus Stops
PRT Bus Routes
0.25-Mile Radius
0
0.1
0.2 Miles
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SAFETY STUDY

CENTRAL CATHOLIC HIGH SCHOOL IMP

City of Pittsburgh, Allegheny County, PA

Prepared by

Bowman Consulting Group, Ltd.

400 Penn Center Boulevard, Suite 503

Pittsburgh, PA 15235

412.313.5050

Prepared for

City of Pittsburgh DOMI

June 2024

Bowman Project Number: 313955-01-001

TABLE OF CONTENTS

LIST OF APPENDICES

SECTION 1.0

Introduction

The purpose of this study is to summarize the crash history and to provide a quantitative safety evaluation of the area surrounding Central Catholic High School in the City of Pittsburgh, Allegheny County, Pennsylvania, as part of the Institutional Master Plan process. This study was prepared in accordance with the requirements and guidance outlined in the PennDOT *Design Manual Part 1X Appendix O*, PennDOT *Publication 638* Chapters 4 & 5, and PennDOT *Publication 638A*.

Project Setting

This project is located within a dense urban area in the Squirrel Hill North neighborhood of Pittsburgh, adjacent to the North Oakland and Shadyside neighborhoods. Central Catholic High School has frontage along Fifth Avenue and South Neville Street, though it does not occupy the corner of the two streets.

The area is mostly institutional and dense residential, with Carnegie Mellon University and the University of Pittsburgh in close proximity, and several mid-to-high-rise apartment buildings along the Fifth Avenue corridor. The area is served by frequent public transit bus service, and there are relatively high numbers of pedestrians and bicyclists that traverse the area.

Project Limits

The limits of the crash data collection are along Fifth Avenue from Neville Street to the CCHS right-out-only driveway, and from South Neville Street from Fifth Avenue to Filmore Street. A 200-foot buffer was used to ensure that all crashes within the functional area of the intersections were captured.

SECTION 2.0

Crash Narrative

The crash data within this report was provided by the Pennsylvania Department of Transportation's Bureau of Highway Safety and Traffic Engineering for the five-year period from January 1, 2019 to December 31, 2023. The crash data consists of reportable crashes, which are defined as crashes in which personal injuries occur or the vehicle must be towed from the scene. The crash data is provided in **Appendix A**.

Crash Summary

Based on the crash data within the study area, there were a total of 21 reportable crashes between January 1, 2019 and December 31, 2023, of which 17 occurred at the intersection of Fifth Avenue and Neville Street. **Table 1** provides a summary of the crashes that occurred at intersections midblock locations within the study area during the five-year period with the average frequency of crashes per year. **Table 2** provides a summary of the types of reportable crashes that occurred at intersections and midblock locations within the study area.

Table 1. Crash Frequency

Location	Crash Frequency Per Year					Total	Average Per Year
	2019	2020	2021	2022	2023		
Fifth Avenue and Neville Street	7	1	3	3	3	17	3.4
Fifth Avenue and Clyde Street	0	0	1	0	0	1	0.2
South Neville Street and Henry Street	0	0	0	0	0	0	0.0
South Neville Street and Winthrop Street	0	0	0	0	1	1	0.2
South Neville Street and Filmore Street	0	0	0	0	0	0	0.0
Fifth Avenue – Midblock Locations	0	0	0	1	0	1	0.2
South Neville Street – Midblock Locations	1	0	0	0	0	1	0.2
TOTAL	**8**	**1**	**4**	**4**	**4**	**21**	**4.2**

Table 2. Crash Types

Location/ Type of Crash	Traffic Control	Angle	Head-On	Hit Fixed Object	Rear End	Sideswipe (Same Direction)	Sideswipe (Opposite Direction)	Non Motorist	Total
Fifth Avenue and Neville Street	Traffic Signal	8	2	1	2	0	1	3	17
Fifth Avenue and Clyde Street	Traffic Signal	0	0	0	1	0	0	0	1
South Neville Street and Henry Street	TWSC	0	0	0	0	0	0	0	0
South Neville Street and Winthrop Street	TWSC	1	0	0	0	0	0	0	1
South Neville Street and Filmore Street	TWSC	0	0	0	0	0	0	0	0
Fifth Avenue – Midblock Locations	N/A	0	0	1	0	0	0	0	1
South Neville Street – Midblock Locations	N/A	0	0	0	0	0	0	1	1
TOTAL		**9**	**2**	**2**	**3**	**0**	**1**	**4**	**21**

PennDOT generally defines a crash pattern as five (5) or more crashes of the same crash type within a 12-month period. Based on this definition, there were no crash patterns in the study area during the five-year period analyzed. Angle crashes were the most common type of crash within the study area (9 of 21 crashes or 43 percent). At the intersection of Fifth Avenue and Neville Street, 10 of 17 crashes or 59 percent were angle or head-on crashes. The four-lane cross section of Fifth Avenue and lack of left turn lanes may have contributed to the prevalence of angle and head-on crashes. Additionally, there were three non-motorist crashes at the intersection of Fifth Avenue and Neville Street. Though the available data is not clear on how these crashes occurred, and there is no clear crash pattern at the intersection, further safety measures could be considered for pedestrians and bicyclists by the City in the future such as leading pedestrian intervals, pedestrian countdown timers, or a re-striping of the southbound Neville Street bike lane to improve the merge point with the right-turn lane. Additionally, the curb radius could be decreased for the southbound Neville Street right turn to discourage turns at high speeds. There are no identifiable crash patterns at any other locations in the study area, as no other location experienced more than one crash during the five-year period.

Table 3 provides a summary of the crash severity of the incidents that occurred at intersections and midblock locations within the study area.

Table 3. Crash Severity

Location/ Type of Crash	Traffic Control	Fatal	Suspected Serious Injury	Suspected Minor Injury	Possible Injury	Unknown Severity	Property Damage Only	Total
Fifth Avenue and Neville Street	Traffic Signal	0	1	5	1	1	9	17
Fifth Avenue and Clyde Street	Traffic Signal	0	0	0	0	0	1	1
South Neville Street and Henry Street	TWSC	0	0	0	0	0	0	0
South Neville Street and Winthrop Street	TWSC	0	0	0	0	0	1	1
South Neville Street and Filmore Street	TWSC	0	0	0	0	0	0	0
Fifth Avenue – Midblock Locations	N/A	0	0	0	0	0	1	1
South Neville Street – Midblock Locations	N/A	0	0	1	0	0	0	1
TOTAL		**0**	**1**	**6**	**1**	**1**	**12**	**21**

Of the crashes within the study area, there were no fatalities and one (1) suspected serious injury. 12 of 21 crashes, or 57 percent, resulted in property damage only. The crash which resulted in a suspected serious injury was a non-motorist crash at the intersection of Fifth Avenue and Neville Street, for which not enough information is provided to identify the exact cause.

SECTION 3.0

Conclusion and Summary of Findings

The crash data analyzed identified the intersection of Fifth Avenue and Neville Street as the only location with a notable number of crashes, while the other locations experienced one or zero crashes during the five-year period analyzed. At the intersection of Fifth Avenue and Neville Street, angle crashes and non-motorist crashes are notable as there were eight angle crashes and three non-motorist crashes during the study period, although it should be noted that a clear crash pattern of five or more crashes of the same type in a 12-month period did not occur. Due to geometric/right-of-way constraints, it is unlikely that left turn lanes could be installed along Fifth Avenue without reducing the four-lane cross-section. However, pedestrian and bicycle safety improvements may be considered by the City in the future such as leading pedestrian intervals, pedestrian countdown timers, and a re-striping of the southbound Neville Street bike lane to improve the merge point with the right-turn lane. Additionally, a reduction of the curb radius at the southbound Neville Street approach to discourage high-speed turns may also be considered in the future by the City.

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APPENDIX A

Crash Data

Pennsylvania Crash Information Tool

Crash data in the vicinity of Central Catholic High School on Fifth Avenue and Neville Street, City of Pittsburgh

Date Range: 01/01/2019 to 12/31/2023

USER_ID / QUERY ID:
b-emarohn / *0320240613639*

MONTH OF YEAR

	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	DEC	TOTAL
CRASHES	2	1	1	2	1	5	2	4	3	21
PCT	10%	5%	5%	10%	5%	24%	10%	19%	14%	100%

DAY OF WEEK

	SUN	MON	TUE	WED	THR	FRI	SAT	TOTAL
CRASHES	3	4	4	1	4	2	3	21
PCT	14%	19%	19%	5%	19%	10%	14%	100%

HOUR OF DAY

	02	06	08	09	11	13	15	16	17	18	19	20	21	TOTAL
CRASHES	1	2	2	2	1	2	1	1	1	2	1	1	4	21
PCT	5%	10%	10%	10%	5%	10%	5%	5%	5%	10%	5%	5%	19%	100%

YEAR

	CRASHES	PCT
2019	8	38%
2020	1	5%
2021	4	19%
2022	4	19%
2023	4	19%
TOTAL	21	100%

COLLISION TYPE

	CRASHES	PCT
ANGLE	9	43%
NON MOTORIST	4	19%
REAR END	3	14%
HEAD ON	2	10%
HIT FIX OBJ	2	10%
OPP DIR SS	1	5%
TOTAL	21	100%

CRASH SEVERITY LEVEL

	CRASHES	PCT
SUSP SERIOUS	1	5%
SUSP MINOR	6	29%
POSSIBLE INJURY	1	5%
UNK SEVERITY	1	5%
PDO	12	57%
TOTAL	21	100%

SEVERITY COUNT

	PERSONS
FATALITIES	0
SUSPECTED SERIOUS	1
SUSPECTED MINOR	7
POSSIBLE INJURY	1
UNK SEVERITY	1
UNK IF INJURED	1

DRIVER ACTIONS

	ACTIONS	PCT
NO CONTRIBUTING ACTION	17	41%
IMPROPER/CARELESS TURN	7	17%
AFFECTED PHYSICAL COND	3	7%
PROCEED W/O CLEARANCE	3	7%
UNKNOWN	3	7%
DRIVER WAS DISTRACTED	2	5%
FAILURE TO RESPOND TCD	1	2%
OTHER IMPROPER DRIVING	1	2%
PASS IN NO PASSING ZN	1	2%
RUNNING RED LIGHT	1	2%
TOO FAST FOR CONDITION	1	2%
WRONG SIDE OF ROADWAY	1	2%
TOTAL	41	100%

VEHICLE TYPE

	VEHICLES	PCT
AUTOMOBILE	27	64%
SUV	9	21%
SMALL TRUCK	2	5%
PEDALCYCLE	1	2%
TOTAL	39	93%

ROAD CONDITION

	CRASHES	PCT
DRY	18	86%
WET	3	14%
TOTAL	21	100%

ILLUMINATION

	CRASHES	PCT
DAYLIGHT	13	62%
STREET LIGHTS	7	33%
DAWN	1	5%
TOTAL	21	100%

WEATHER

	CRASHES	PCT
CLEAR	17	81%
RAIN	2	10%
CLOUDY, OTHER	1	5%
CLOUDY, RAIN	1	5%
TOTAL	21	100%

ENVIR/ROADWAY FACTORS

	FACTORS	PCT
NONE	17	81%
GLARE	1	5%
OTHER RDWY FACTOR	1	5%
SLIPPERY ICE/SNOW	1	5%
UNKNOWN	1	5%
TOTAL	21	100%

NOTES:

1 Injury Severity Disclaimer

Please note that beginning January 1, 2016, PennDOT adopted the Federal standard for collecting injury severity data. The field descriptions and definitions changed from the state standard that had been in use for decades. This resulted in a substantial shift in severity levels. Therefore, comparison of the “Suspected Serious Injury”, “Suspected Minor Injury” and “Possible Injury” categories will not be consistent for crashes taking place before versus after the adoption of the new standard.

REPORT PARAMETERS:

Query ID: *0320240613639*

User ID: b-emarohn

Title: Crash data in the vicinity of C

Date Range: 01/01/2019 to 12/31/2023

Filter Characteristics:

Selected Shapes : Line - 1242.926566 Feet,Line - 1242.926566 Feet - Buffer (200 feet)

This report counts the number of crashes.

	CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
1	2023020713	02	03/04/2023	SAT	20:02	STREET LT	DRY	CLOUDY,OTHER	0	0	0	2	PROP DMG ONLY

ENV RDWY FACTORS: NONE
4WAY AHQV NEVILLE ST FIFTH AV

OPP DIR SIDESW

LATITUDE: 40.447087 LONGITUDE: -79.947266

VEH: 1 AUTOMOBILE TRAVELING WEST IN LEFT LANE GOING STRAIGHT
ALC TEST: 95
VEH EVENTS: HIT UNIT 02
DVR ACTIONS: AFFECTED BY PHYSICAL COND DRIVING WRONG SIDE OF ROAD

VEH: 2 SUV TRAVELING EAST IN LEFT LANE GOING STRAIGHT
VEH EVENTS: **STRUCK BY UNIT 01**
DVR ACTIONS: NO CONTRIBUTING ACTION

2	2023070341	02	08/04/2023	FRI	06:05	DAWN	DRY	CLEAR	0	0	0	2	PROP DMG ONLY

ENV RDWY FACTORS: NONE
T-INT AHQV NEVILLE ST WINTHROP ST

ANGLE

LATITUDE: 40.445993 LONGITUDE: -79.946799

VEH: 1 AUTOMOBILE TRAVELING NORTH IN RIGHT LANE TURNING LEFT
VEH EVENTS: HIT UNIT 02
DVR ACTIONS: NO CONTRIBUTING ACTION

VEH: 2 AUTOMOBILE TRAVELING NORTH IN RIGHT LANE PASSING/OVERTAKING VEH
VEH EVENTS: **STRUCK BY UNIT 01**
DVR ACTIONS: PASSING IN NO PASSING ZONE

3	2023091951	02	10/15/2023	SUN	21:55	STREET LT	WET	CLOUDY,RAIN	0	0	0	2	PROP DMG ONLY

ENV RDWY FACTORS: NONE
4WAY AHQV FIFTH AV AHQV NEVILLE ST

ANGLE

LATITUDE: 40.447073 LONGITUDE: -79.947293

VEH: 1 AUTOMOBILE TRAVELING WEST IN LEFT LANE TURNING LEFT
VEH EVENTS: **STRUCK BY UNIT 02**
DVR ACTIONS: IMPROPER/CARELESS TURN

VEH: 2 AUTOMOBILE TRAVELING EAST IN RIGHT LANE GOING STRAIGHT
VEH EVENTS: HIT UNIT 01
DVR ACTIONS: NO CONTRIBUTING ACTION

4	2022080300	02	08/25/2022	THR	21:20	STREET LT	DRY	CLEAR	0	0	0	2	PROP DMG ONLY

ENV RDWY FACTORS: NONE
4WAY AHQV/0040/0000 AHQV/0090/0000 5TH AV FIFTH AV N NEVILLE ST NEVILLE ST S NEVILLE ST

HEAD-ON

LATITUDE: 40.447059 LONGITUDE: -79.947293

VEH: 1 SUV TRAVELING EAST IN OTHER FWD MOVING LANE GOING STRAIGHT
VEH EVENTS: STRUCK BY UNIT 02
DVR ACTIONS: NO CONTRIBUTING ACTION

VEH: 2 AUTOMOBILE TRAVELING EAST IN LEFT TURN LANE TURNING LEFT
VEH EVENTS: **HIT UNIT 01**
DVR ACTIONS: PROCEED W/O CLEARANCE

	CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
5	2019034855	02	03/31/2019	SUN	13:29	DAYLIGHT	DRY	CLEAR	0	1	1	1	SUSPECTED SERIOUS INJURY NON MOTORIST

ENV RDWY FACTORS: NONE
4WAY 5TH AV NEVILLE ST

LATITUDE: 40.447077 LONGITUDE: -79.947295

NMOT: 1 UNK VEHICLE TRAVELING IN UNKNOWN UNKNOWN
VEH EVENTS: **HIT UNIT 02**

VEH: 2 AUTOMOBILE TRAVELING WEST IN RIGHT LANE GOING STRAIGHT
VEH EVENTS: **STRUCK BY UNIT 01**
DVR ACTIONS: NO CONTRIBUTING ACTION

6	2019047628	02	05/09/2019	THR	15:26	DAYLIGHT	WET	RAIN	0	1	0	2	SUSPECTED MINOR INJURY REAR-END

ENV RDWY FACTORS: UNKNOWN
4WAY 5TH AV NEVILLE ST

LATITUDE: 40.447077 LONGITUDE: -79.947295

VEH: 1 SUV TRAVELING WEST IN RIGHT LANE GOING STRAIGHT
VEH EVENTS: **HIT UNIT 02**
DVR ACTIONS: OTHER IMPROPER DRIV ACTIONS

VEH: 2 AUTOMOBILE TRAVELING WEST IN RIGHT LANE SLOWING OR STOPPING IN LANE
VEH EVENTS: **STRUCK BY UNIT 01**
DVR ACTIONS: NO CONTRIBUTING ACTION

7	2019061152	02	06/16/2019	SUN	18:54	DAYLIGHT	DRY	CLEAR	0	1	0	1	SUSPECTED MINOR INJURY HIT FIXED OBJ

ENV RDWY FACTORS: NONE
4WAY 5TH AV NEVILLE ST

LATITUDE: 40.447077 LONGITUDE: -79.947295

VEH: 1 AUTOMOBILE TRAVELING EAST IN LEFT LANE GOING STRAIGHT
VEH EVENTS: **HIT UTILITY POLE**
DVR ACTIONS: TOO FAST FOR CONDITIONS

8	2019069199	02	07/10/2019	WED	08:22	DAYLIGHT	DRY	CLEAR	0	2	0	2	SUSPECTED MINOR INJURY ANGLE

ENV RDWY FACTORS: NONE
T-INT 5TH AV NEVILLE ST

LATITUDE: 40.447077 LONGITUDE: -79.947295

VEH: 1 AUTOMOBILE TRAVELING WEST IN LEFT LANE TURNING LEFT
VEH EVENTS: STRUCK BY UNIT 02 OVERTURN/ROLL OVER
DVR ACTIONS: IMPROPER/CARELESS TURN

VEH: 2 AUTOMOBILE TRAVELING EAST IN LEFT LANE GOING STRAIGHT
VEH EVENTS: **HIT UNIT 01**
DVR ACTIONS: NO CONTRIBUTING ACTION

	CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
9	2019081174	02	08/12/2019	MON	19:17	DAYLIGHT	DRY	CLEAR	0	1	0	2	POSSIBLE INJURY
	ENV RDWY FACTORS: NONE												ANGLE
	4WAY		5TH AV NEVILLE ST										
								LATITUDE: 40.447077			LONGITUDE: -79.947295		
	VEH: 1 AUTOMOBILE TRAVELING WEST IN LEFT LANE GOING STRAIGHT												
	VEH EVENTS: **HIT UNIT 02**												
	DVR ACTIONS: DRIVER WAS DISTRACTED												
	VEH: 2 SUV TRAVELING SOUTH IN RIGHT LANE GOING STRAIGHT												
	VEH EVENTS: **STRUCK BY UNIT 01**												
	DVR ACTIONS: NO CONTRIBUTING ACTION												
10	2019085827	02	08/26/2019	MON	09:00	DAYLIGHT	DRY	CLEAR	0	1	0	1	SUSPECTED MINOR INJURY
	ENV RDWY FACTORS: NONE												NON MOTORIST
	MIDB		S NEVILLE ST										
								LATITUDE: 40.447453			LONGITUDE: -79.947482		
	VEH: 1 AUTOMOBILE TRAVELING EAST IN SHOULDER RIGHT MAKING A U-TURN												
	VEH EVENTS: **HIT UNIT 02**												
	DVR ACTIONS: PROCEED W/O CLEARANCE												
	NMOT: 2 PEDALCYCLE TRAVELING SOUTH IN UNKNOWN UNKNOWN												
	VEH EVENTS: STRUCK BY UNIT 01												
11	2019123402	02	12/02/2019	MON	09:45	DAYLIGHT	DRY	CLEAR	0	0	0	2	PROP DMG ONLY
	ENV RDWY FACTORS: NONE												ANGLE
	4WAY		5TH AV NEVILLE ST										
								LATITUDE: 40.447077			LONGITUDE: -79.947295		
	VEH: 1 SUV TRAVELING WEST IN LEFT TURN LANE TURNING LEFT												
	VEH EVENTS: **STRUCK BY UNIT 02**												
	DVR ACTIONS: IMPROPER/CARELESS TURN												
	VEH: 2 SMALL TRUCK TRAVELING EAST IN RIGHT LANE GOING STRAIGHT												
	VEH EVENTS: **HIT UNIT 01**												
	DVR ACTIONS: NO CONTRIBUTING ACTION												
12	2019127717	02	12/12/2019	THR	08:05	DAYLIGHT	DRY	CLEAR	0	1	1	1	UNK SEVERITY
	ENV RDWY FACTORS: NONE												NON MOTORIST
	4WAY		5TH AV NEVILLE ST										
								LATITUDE: 40.447077			LONGITUDE: -79.947295		
	VEH: 1 AUTOMOBILE TRAVELING EAST IN LEFT TURN LANE TURNING LEFT												
	VEH EVENTS: **HIT UNIT 02**												
	DVR ACTIONS: IMPROPER/CARELESS TURN												
	NMOT: 2 UNK VEHICLE TRAVELING IN UNKNOWN UNKNOWN												
	VEH EVENTS: STRUCK BY UNIT 01												

	CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
13	2020108309	02	12/15/2020	TUE	17:30	STREET LT	DRY	CLEAR	0	0	0	2	PROP DMG ONLY

ENV RDWY FACTORS: NONE
4WAY 5TH AV N NEVILLE ST S NEVILLE ST

ANGLE

LATITUDE: 40.447077 LONGITUDE: -79.947295

VEH: 1 AUTOMOBILE TRAVELING EAST IN LEFT LANE TURNING LEFT
VEH EVENTS: **HIT UNIT 02**
DVR ACTIONS: IMPROPER/CARELESS TURN

VEH: 2 AUTOMOBILE TRAVELING WEST IN LEFT LANE GOING STRAIGHT
VEH EVENTS: **STRUCK BY UNIT 01**
DVR ACTIONS: NO CONTRIBUTING ACTION

14	2021053925	02	06/10/2021	THR	21:34	STREET LT	DRY	CLEAR	0	0	0	3	PROP DMG ONLY

ENV RDWY FACTORS: NONE
4WAY 5TH AV S NEVILLE ST

HEAD-ON

LATITUDE: 40.447077 LONGITUDE: -79.947295

VEH: 1 AUTOMOBILE TRAVELING NORTH IN RIGHT LANE STOPPED IN TRAFFIC LANE
VEH EVENTS: STRUCK BY UNIT 02
DVR ACTIONS: NO CONTRIBUTING ACTION

VEH: 2 SUV TRAVELING EAST IN RIGHT LANE GOING STRAIGHT
VEH EVENTS: **STRUCK BY UNIT 03**
DVR ACTIONS: NO CONTRIBUTING ACTION

VEH: 3 AUTOMOBILE TRAVELING WEST IN LEFT LANE TURNING LEFT
VEH EVENTS: **HIT UNIT 02**
DVR ACTIONS: DRIVER WAS DISTRACTED

15	2021074614	02	08/10/2021	TUE	21:00	STREET LT	DRY	CLEAR	0	0	0	2	PROP DMG ONLY

ENV RDWY FACTORS: OTHER ROADWAY FACTOR
4WAY 5TH AV N NEVILLE ST

ANGLE

LATITUDE: 40.447077 LONGITUDE: -79.947295

VEH: 1 AUTOMOBILE TRAVELING NORTH IN OTHER FWD MOVING LANE GOING STRAIGHT
VEH EVENTS: **STRUCK BY UNIT 02**
DVR ACTIONS: UNKNOWN

VEH: 2 AUTOMOBILE TRAVELING WEST IN LEFT LANE GOING STRAIGHT
VEH EVENTS: HIT UNIT 01
DVR ACTIONS: UNKNOWN

16	2021083899	02	09/06/2021	MON	02:30	STREET LT	DRY	CLEAR	0	0	0	2	PROP DMG ONLY

ENV RDWY FACTORS: NONE
T-INT CLYDE` ST FIFTH AV

REAR-END

LATITUDE: 40.447222 LONGITUDE: -79.945361

VEH: 1 SUV TRAVELING EAST IN LEFT LANE GOING STRAIGHT
VEH EVENTS: **HIT UNIT 02**
DVR ACTIONS: AFFECTED BY PHYSICAL COND

ALC TEST: 17

VEH: 2 AUTOMOBILE TRAVELING EAST IN LEFT LANE STOPPED IN TRAFFIC LANE
VEH EVENTS: **STRUCK BY UNIT 01**
DVR ACTIONS: NO CONTRIBUTING ACTION

	CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
17	2021086511	02	09/14/2021	TUE	18:00	DAYLIGHT	DRY	CLEAR	0	0	0	2	PROP DMG ONLY

ENV RDWY FACTORS: GLARE — ANGLE
4WAY — 5TH AV N NEVILLE ST

LATITUDE: 40.447077 LONGITUDE: -79.947295

VEH: 1 AUTOMOBILE TRAVELING WEST IN OTHER FWD MOVING LANE GOING STRAIGHT
VEH EVENTS: **STRUCK BY UNIT 02**
DVR ACTIONS: NO CONTRIBUTING ACTION

VEH: 2 AUTOMOBILE TRAVELING NORTH IN RIGHT LANE GOING STRAIGHT
VEH EVENTS: **HIT UNIT 01**
DVR ACTIONS: NO CONTRIBUTING ACTION

18	2022090288	02	10/01/2022	SAT	11:01	DAYLIGHT	WET	RAIN	0	0	0	1	PROP DMG ONLY

ENV RDWY FACTORS: SLIPPERY ROAD (ICE/SNOW) — HIT FIXED OBJ
MIDB — 5TH AV

LATITUDE: 40.447092 LONGITUDE: -79.946789

VEH: 1 SMALL TRUCK TRAVELING EAST IN RIGHT LANE GOING STRAIGHT
VEH EVENTS: **UNKNOWN WHAT WAS HIT**
DVR ACTIONS: UNKNOWN

19	2022093957	02	10/11/2022	TUE	16:40	DAYLIGHT	DRY	CLEAR	0	1	1	1	SUSPECTED MINOR INJURY

ENV RDWY FACTORS: NONE — NON MOTORIST
4WAY — FIFTH AV NEVILLE ST

LATITUDE: 40.447115 LONGITUDE: -79.947293

VEH: 1 AUTOMOBILE TRAVELING SOUTH IN RIGHT LANE TURNING LEFT
VEH EVENTS: **HIT UNIT 02**
DVR ACTIONS: PROCEED W/O CLEARANCE — IMPROPER/CARELESS TURN

NMOT: 2 UNK VEHICLE TRAVELING IN UNKNOWN UNKNOWN
VEH EVENTS: **STRUCK BY UNIT 01**

20	2022097900	02	10/21/2022	FRI	13:25	DAYLIGHT	DRY	CLEAR	0	0	0	2	PROP DMG ONLY

ENV RDWY FACTORS: NONE — ANGLE
4WAY — FIFTH AV N NEVILLE ST

LATITUDE: 40.447083 LONGITUDE: -79.947278

VEH: 1 SUV TRAVELING NORTH IN LEFT LANE GOING STRAIGHT
VEH EVENTS: **HIT UNIT 02**
DVR ACTIONS: RUNNING RED LIGHT

VEH: 2 AUTOMOBILE TRAVELING WEST IN RIGHT LANE GOING STRAIGHT
VEH EVENTS: **STRUCK BY UNIT 01**
DVR ACTIONS: NO CONTRIBUTING ACTION

	CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
21	2023037710	02	04/29/2023	SAT	06:39	DAYLIGHT	DRY	CLEAR	0	1	0	2	SUSPECTED MINOR INJURY

ENV RDWY FACTORS: NONE
4WAY FIFTH AV NEVILLE ST REAR-END

LATITUDE: 40.447093 LONGITUDE: -79.947294

VEH: 1 AUTOMOBILE TRAVELING WEST IN RIGHT LANE STOPPED IN TRAFFIC LANE
VEH EVENTS: **STRUCK BY UNIT 02**
DVR ACTIONS: NO CONTRIBUTING ACTION

VEH: 2 SUV TRAVELING WEST IN RIGHT LANE GOING STRAIGHT ALC TEST: 17
VEH EVENTS: **HIT UNIT 01**
DVR ACTIONS: AFFECTED BY PHYSICAL COND FAILURE TO RESPOND TO TCD

Crash data in the vicinity of Central Catholic High School on Fifth Avenue and Neville Street, City of Pittsl

Sorted by County, Route, Segment, Offset

NOTES:

1 Injury Severity Disclaimer
Please note that beginning January 1, 2016, PennDOT adopted the Federal standard for collecting injury severity data. The field descriptions and definitions changed from the state standard that had been in use for decades. This resulted in a substantial shift in severity levels. Therefore, comparison of the “Suspected Serious Injury”, “Suspected Minor Injury” and “Possible Injury” categories will not be consistent for crashes taking place before versus after the adoption of the new standard.

REPORT PARAMETERS:

Query ID: 0320240613638
User ID: b-emarohn
Title: Crash data in the vicinity of C
Date Range: 01/01/2019 to 12/31/2023
Selected Shapes: Line - 1242.926566 Feet,Line - 1242.926566 Feet - Buffer (200 feet)

Filter Characteristics:

This report counts the number of crashes.

Appendix B:

- Responses to City of Pittsburgh Comments

Central Catholic High School IMP – 4720 Fifth Avenue

DCP-MPZC-2024-00224
DCP review: 05/20/2024
CONSULTANT Response: **06/07/2024**
DOMI Response: **07/12/2024**

Zoning Review Comments

1. The IMP should include information on all development proposed in the next 25 years. If there is no additional developments planned after the 10-year plan, note that in the document.
There is no additional development planned. This has been added to the IMP on page 10 (Section 4.1 Twenty-Five Year Development Plan)
Acknowledged.

2. Will any of these new facilities be accessible to those in the community?
Yes, the community will have the ability to rent spaces on campus.
Acknowledged.

3. Include the height of existing buildings in both stories and feet.
This information has been added to the IMP. Refer to page 8 (Existing Property and Uses)
Acknowledged.

4. Page 9: The end of the "Future Facility Needs" for the Main Building has been cut off.
This has been corrected in the IMP – see page 9 (3.0 Needs of Institution)
Acknowledged.

5. Provide more details on the pedestrian bridge. What is the clearance underneath it?
Refer to page 12 (5.1 Ten Year Proposed Development) **A bridge that will connect the Quadrangle outside the Main Building to the New Student Center will be constructed and will provide access to the Student Center at the second-floor level. The bridge will be for pedestrian use only and will not have any occupiable space beneath the bridge.** **Per discussions with the City of Pittsburgh Fire Bureau there will be a minimum 13'- 6" clearance underneath.**
.

6. Provide a description of off-street parking and loading areas and facilities, including a statement of the approximate number of parking spaces in each area or facility. Provide both existing conditions and proposed.
Existing Parking is shown on Page 21 (6.2 Existing on Campus Parking Plan). Proposed Parking is indicated on page 22 (6.3 Proposed Parking Plan)
.

7. Page 18: Provide the Transportation Study.
A transportation letter will be provided shortly. The transportation consultant is coordinating with DOMI.
Acknowledged.

8. Where are the bike parking spaces? How many of them are there? Are more planned to be added? Will the location of any of them move? Are they exterior or interior?
The bike racks are at the Quad near the Main building. This has been added to page 18 (6.0 Mobility Plan). The bike rack locations have been added to the proposed site plan.
Call out the location of the bike parking on the Proposed Site Plan.

9. Page 20: Are there agreements with these locations to use the spaces when additional capacity is needed?
There is not an agreement for use of ALL of the locations, just an understanding with each group.
Acknowledged.

10. For the proposed student center - address everything in 905.03.D.4 (e) Ten-Year Development Envelope, most notably Maximum Floor Area.
All items have been included in the IMP. The maximum floor area has been added to page 17 (5.3 Development Design Guide)
Acknowledged.

11. Although much of this will not apply to this IMP, provide an Environmental Protection Plan, per this section of the IMP Guidelines: (h) Environmental Protection Plan The Institutional Master Plan shall identify all sensitive environmental resources within the Institutional Master Plan area, as well as any view corridors that traverse the Institutional Master Plan area. The Institutional Master Plan shall identify Environmental Overlay Districts that affect the Institutional Master Plan area and shall include reports on those conditions as required in Chapter 906. The Institutional Master Plan shall identify areas of the Institutional Master Plan area which may be subject to the Environmental Performance Standards of Chapter 915. The plan shall identify the measures that will be used to mitigate impacts for each of these conditions.
The Environmental Protection Plan and comments has been added to the IMP.
Acknowledged.

12. Use the same sections established in the IMP Guidelines.
The IMP has been organized per same sections in the IMP guidelines.

Acknowledged.

Transportation Review Comments

13. Detail existing transportation challenges and strategies to overcome.
Challenges: • **As with many properties in Oakland, parking is at a premium.** • **School busses drop students off along 5th avenue. After school hours visiting sports team's busses travel into campus at the Main Drive and drop off/pick up athletes in the Main Parking Lot. The visiting sport team's busses have a difficult time navigating through the parking lot and exiting.** **Strategies** • **A new parking garage is planned to be constructed beneath the Student Center building in order to maintain the same quantity of campus parking spaces upon the competition of the ten-year development.** • **The quadrangle near the Main Building is planned to be modified to allow for visiting team busses to drop off/pickup athletes in the quadrangle. This will allow for busses to enter campus and turn back around onto Neville Street. (This will only be used for after-hours busses).**
.

14. Will parent pick-up be able to utilize the new visitor team bus loop?
No. The bus loop will just be for visiting team busses after school hours.
.

15. Are students directed to only cross at the crosswalks at the appropriate time? (safety plan)
Yes. Students will be directed to only cross at crosswalks or on the pedestrian bridge
.

16. Do any school buses or vans approach and load/unload from the east? if so, reroute.
No. All school buses and vans approach and load/unload from the west.
.

17. The spectator seating is shown outside of the property.
Central Catholic High School has been provided permission from Carnegie Mellon University to pursue constructing spectator seating in the location shown. CMU will review and approve plans before they are finalized. This has been added to IMP on page 13 (5.1 Ten-Year Development)
.

18. The shuttle and van parking are shown outside the property.

Central Catholic High School has been provided permission from Carnegie Mellon University to utilized the area on the site plan that is indicated for shuttle and van parking. CMU will review and approve plans before they are finalized. This has been added to IMP on page 13 (5.1 Ten-Year Development)
.

19. The fencing near the STEM building is shown outside the property.
The fencing has been adjusted on the site plan.
.

20. At one point there was a proposal to line up the driveway with Clyde Street and include it in the signal. Has this been abandoned?
At this time, there is not a plan to line up the driveway with Clyde Street. If more funding were to become available in the future, this may be pursued.
.

21. Explore how to build better connections with the Craig Street business district such as better pedestrian connections, traffic calming, etc.
Sidewalks will be maintained along Neville Street. Crosswalks will be provided from Neville Street toward Craig Street.
.

22. For safety, consider aligning site driveways with the existing street grid.
Consideration was made, but it was determined that only the new site driveway (which will be into the garage) would be best where shown when considering existing elevations and slopes.
.

23. How many beds are in the current Brother's Residence? How many beds are in the future Brother's Residence?
The Brother's Residence building has 22 bedrooms on the second floor and 25 bedrooms on the third floor for a total of 47 bedrooms. Currently 10 Brothers living in the building. The renovated building will have 9 bedrooms on the second floor. The third floor will be unoccupied.
.

24. How many offices are there currently versus future offices? Are offices being relocated from somewhere or is there a staff increase?
The existing building has 5 offices. The renovated building will have 8 offices. The offices are being relocated from the Main Building. There is not a staff increase on campus.
.

25. How many square feet is the old gym space? How many square feet is the new gym space?
The existing gymnasium is 8,500SF. The new gym is 12,750SF.
.

26. Are more guests expected with the increase in spectator seating in either the gymnasium or on the field?
More guests are anticipated for indoor events in the gymnasium. The field spectator quantity is not anticipated to increase significantly if at all.
.

27. Is additional classroom space to accommodate more students or reduce current class size?
The additional classroom space is to reduce class size and provide flexibility in scheduling. It is not to accommodate more students.
.

Design Review Comments

28. Page 10 – Will the Fifth Avenue wall be replaced in-kind? Please note changes in replacement materials and height, if any. This new wall could have significant impact on the public realm and may be subject to design review.
The intention is to replace the fifth avenue wall with brick and ornamental fencing. It is understood that the new wall may be subject to design review.
Acknowledged.

29. Page 15 – Item C – develop urban design principles for the New Student Center Building, describing an overall value framework of how the new building engages and connects with the campus and neighbors.
The IMP states that the exterior design of the building will utilize concepts found on the Main Building to maintain the rich, historic Central Catholic High School identity.
Acknowledged.

30. As a building where all sides are very visible, consider how the Student Center engages with and addresses the field, campus, and Neville Street.
Understood.
Acknowledged.

31. The New Student Center Building has a large footprint. Explore ways to articulate the building to break down the massing.
This is being explored and we will be implementing multiple methods to break down the massing.
Acknowledged.

32. Review Zoning Code section 914.09.G for Parking Structure Design, noting Screening and Building Lines.

The parking structure will be mostly underground. The small portion of the building that is above grade will adhere to these guidelines.

Acknowledged.

33. Consider providing additional massing views shown on page 15, illustrating how the new Student Center addresses the field, campus, and Neville Street. Look to similar buildings like the old Schenley High School for guidance

Renderings will be provided for design review during the design review process.

Acknowledged.

34. In the 10-year or 25-year development plan, consider envisioning the surface parking area, specifically between the new Student Center and existing Campus buildings, as a shared, curbless outdoor plaza for Campus events and gatherings.

Parking is at a premium on this campus, but areas for outdoor gathering space are being explored.

Acknowledged.

35. Will new trees be provided in the surface parking areas indicated in the darker gray color? Does the darker gray indicate exterior alterations?

The dark gray area indicates new asphalt paving. The light gray indicates existing asphalt paving to remain. There are no trees in the existing surface parking areas. There is no plan to add new trees as this would reduce the quantity of parking.

Acknowledged.

Neighborhood Planning/Community Engagement

36. Page 16 "Neighborhood Engagement"
    - Per the code requirement 905.03.D.4 (k) Neighborhood Protection Strategy, please "identify standards and programs that will be put in place to ensure that the quality of the surrounding neighborhoods is maintained or enhanced."
    - Suggest adding a brief description of the neighborhood and community context surrounding the Central Catholic Campus, including that the IMP area is located within the Squirrel Hill North neighborhood and adjacent and connected with the broader Oakland and Shadyside neighborhoods.
    - Remove Engage PGH, since it is not a neighborhood group for the area.
    - Add the Squirrel Hill Urban Coalition (SHUC), as an RCO serving Squirrel Hill
    - Suggest identifying neighborhood groups with a general description, such as "Registered Community Organizations (RCO) and community-based organizations"
    - Remove Jared Cline contact from OPDC, no longer on staff

The neighborhood engagement section has been updated. The additional information requested below has been added to the neighborhood engagement section.

DCP

- **To meet the code requirement 905.03.D.4 (k) Neighborhood Protection Strategy, consider adding more details about how Central Catholic and this IMP will work to limit and/or**

manage the impacts of development on the surrounding community (e.g. traffic/parking/noise during school days or evening events, landscaping along the campus boundaries, construction impacts, etc.)
    - **Consider reviewing other adopted IMP's from similar sized campuses to see how they addressed this item (e.g. Chatham University; Presley Ridge school - view here: https://pittsburghpa.gov/dcp/imp)**
- **Please list Oakland Planning and Development Corporation (OPDC) as an RCO – Registered Community Organization**
- **BACA (Bellefield Area Citizens Association) was removed in the latest revision; consider adding them back in under "Community based organization"**
- **p. 25 Consider revising language describing the area west of campus from "row homes" to smaller-scale residential as a more general description. Also, consider revising language to express that there is a mix of ownership, which includes CMU.**

37. DCP staff recommends that the applicant reviews the *Oakland Plan*, the official neighborhood plan for Oakland, adopted 2022. While compliance with the neighborhood plan is not a requirement of the IMP review process, it may serve as a guide for the applicant when working to align the proposed IMP with the neighborhood context. Consider the following Goals, Policies, and Projects from the Oakland Plan below:
    - **D1. Land use policy and regulations**
        - **D1.B Land use addresses community needs.** The use of private and public land, including the rights-of-way, consider the needs of current and future Oaklanders.
    - **D2. Urban sustainable design**
        - **D2.A High performing buildings.** Buildings reduce energy, water, and other resources used in construction, materials, management, and across their life cycle.
        - **D2.B Prioritizing green.** Buildings in all areas of Oakland incorporate green features to improve the comfort and livability of Oakland for people and other animals.
        - **D2.C Excellent urban design.** Building design incorporates high-quality materials, values Oakland's unique character and outstanding architectural heritage, and contributes to the public realm.
    - **D3. Equitable economic development**
        - **D3.A Welcoming Oakland.** Oakland's institutions, non-profit organizations, businesses, residents, and students work proactively to welcome BIPOC, LGBTQ, immigrant and refugee, and disabled people to live, work, study, invest in businesses, and play in the community.
        - D3.C Inclusive hiring and contracting. Oakland employers and developers meet or exceed agreed-upon targets for minority, women, and veteran-owned businesses. Contracting Oakland-based companies is a priority along with programs that increase the supply and quality of neighborhood businesses.
    - C1. Community programs and livability
        - C1.E Connective Programming. Oakland's organizations collaborate to improve the lives of students and long-term residents.

- C3. Public art
    - C3.A Public art around every corner. Public art of all forms is found throughout Oakland to enhance the experience of living in, working in, and visiting Oakland. Art and design should be integrated into all private and public investments.
- **C5. Public facilities and services**
    - **C5.A Design places for children.** All spaces should take into consideration the needs of Oakland's children and their caretakers.
    - **C5.B Recreation and community facilities.** Facilities that support community gatherings and recreation are present throughout Oakland.
- **C2. Cultural heritage and preservation**
    - **Preserve Oakland's distinct character.** Thoroughly study and preserve existing art outside and inside historic buildings in Oakland. This could be traditional historic preservation of buildings, but also the reuse and repurposing of building elements and artistic features.
    - **Blend historic and new development.** Development projects reuse existing buildings whenever possible including building onto and around structures as part of larger-scale developments. Resulting structures maintain Oakland's existing character and fabric while allowing development that meets modern needs.
- **I1. Stormwater management**
    - **I1.A Manage stormwater effectively to mitigate downstream impacts.** Encourage innovative and site-specific stormwater management techniques to mitigate flooding, ease the burden on sewer systems, reduce landslide and erosion risk, restore habitat, and improve the urban landscape.
- M-12. Safe multimodal connection from Fifth Avenue to the Junction Hollow Trail
    - Build a safe and improved pedestrian and bicycle route along Neville and Boundary Streets, connecting North Oakland to the Junction Hollow Trail.

The Oakland Plan will be reviewed when preparing to meet with Community Groups.

Acknowledged.

Stormwater Management Comments

38. A stormwater management report will need to be submitted through OneStopPGH under a Stormwater Permit. Please ensure that this report meets the requirements outlined here: https://library.municode.com/pa/pittsburgh/codes/code_of_ordinances?nodeId=PIZOCO_TITTHIRTEENSTMA_CH1303STMAST_S1303.01GERE. See our stormwater Design Manual here: https://engage.pittsburghpa.gov/download_file/2830/541 and its appendices here: https://engage.pittsburghpa.gov/download_file/2829/541. This helps walk through the process for completing the stormwater management plan and the review process. If you have any questions, please reach out to gregory.miller@pittsburghpa.gov

The stormwater plan for all new developments will be submitted as requested.

Acknowledged.

39. Special SWM permit considerations: The site is located in Public Health and Safety Watershed. Please refer to Section 2.1.b.iii. Public Health and Safety Watersheds for more information. Specifically, please note: The Public Health and Safety release rate requires post development peak runoff rates from the ten (10) year event to be equal to or less than the pre-development two (2) year event.
Understood.
Acknowledged.