



# NEW STUDENT CENTER

## CENTRAL CATHOLIC HIGH SCHOOL

# Planning Commission Briefing

May 20, 2025



# PROJECT SUMMARY

## Project Description:

Central Catholic High School intends to demolish their existing Gymnasium Building and construct a New Student Center Building in the same location.

The New Student Center building will include a larger full-size Gymnasium, Locker Rooms, Weight Room, Wrestling Room, Administrative Offices, Lecture Classroom, Cafeteria and Kitchen. A one level parking garage will be located beneath the building with access from Neville Street.

- **Project Location:** 301 S Neville Street, Pittsburgh Pa 15213
- **Zoning Record Number:** BDA-2024-07863
- **Neighborhood:** Squirrel Hill North
- **Zoning:** EMI (Educational / Medial / Institutional District)
- **Community Organizations:** Squirrell Hill Urban Coalition, Oakland Business Improvement District
- **Building Area:** 102,000 SF
- **Building Height:** 52'-0"

# CITY PLANNING AND COMMUNITY MEETINGS UPDATE

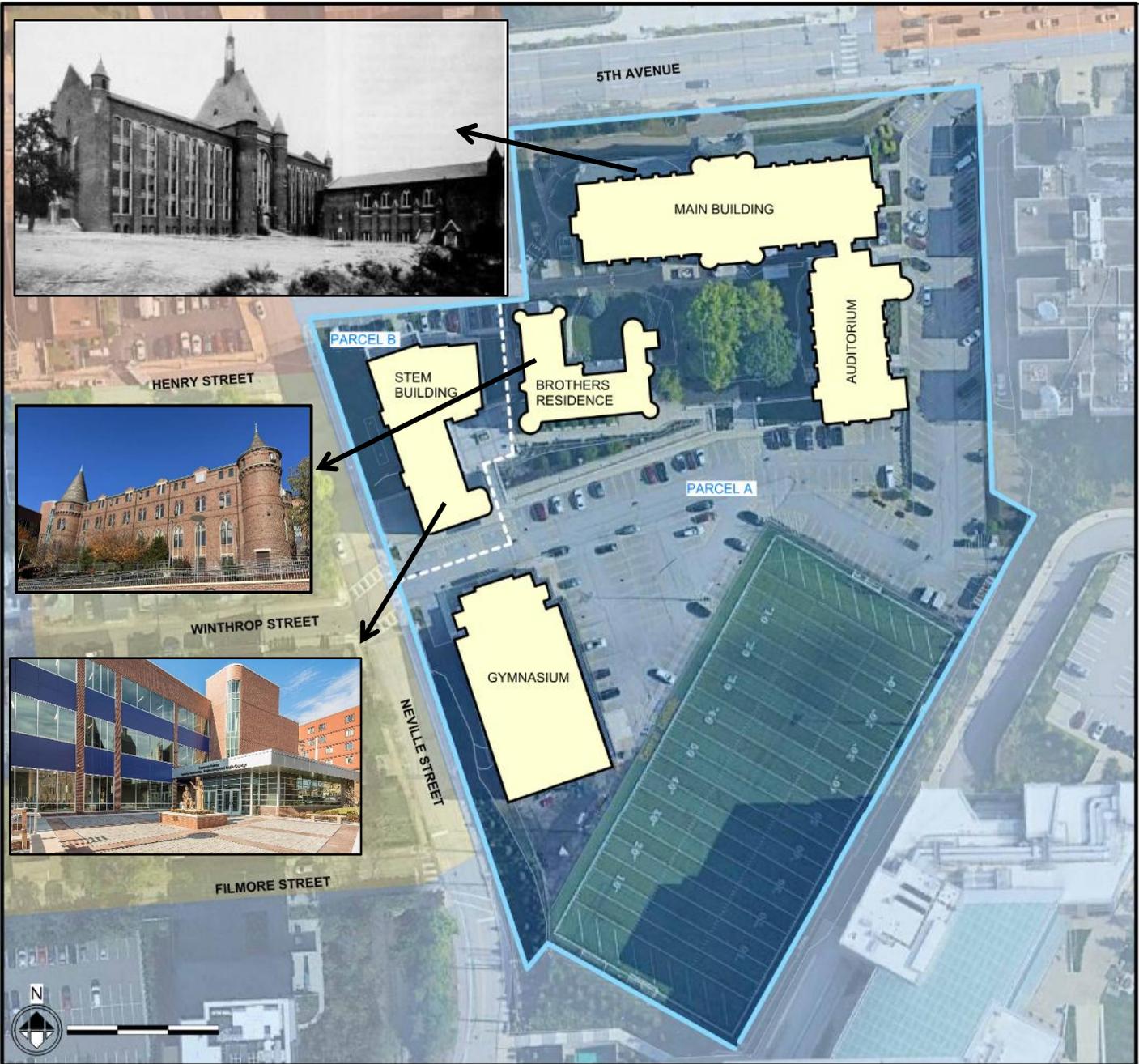
<b>Institutional Master Plan</b>	<b>Approved February 27, 2025</b>
<b>City Planning Comments</b>	<b>No outstanding comments</b>
<b>Contextual Design Advisory Panel (CDAP)</b>	<b>Meeting conducted on February 18, 2025</b>
<b>Development Activities Meeting (DAM)</b>	<b>Meeting conducted on March 10, 2025</b>
<b>Zoning Board of Adjustment Hearing (ZBA)</b>	<b>Conducted on April 16, 2025 for a Special Exception “Recreation and Entertainment”</b>

# CENTRAL CATHOLIC HIGH SCHOOL MISSION



- **FOUNDED IN 1927 AND RECEIVES STUDENTS FROM ALL OVER THE PITTSBURGH AREA**
- **COLLEGE PREPARATORY SCHOOL FOR BOYS GUIDED BY PRINCIPLES OF ST. JOHN BAPTIST de LA SALLE**
- **PROVIDES A CHALLENGING AND DIVERSE PROGRAM OF STUDIES ROOTED IN FAITH**
- **THE CENTRAL CATHOLIC PROMISE: TO INSPIRE BOYS TO BECOME MEN OF FAITH, MEN OF SCHOLARSHIP, MEN OF SERVICE**

# CENTRAL CATHOLIC HIGH SCHOOL CAMPUS HISTORY



- 1927: MAIN SCHOOL BUILDING OPENED
- 1927: BROTHERS RESIDENCE CONSTRUCTION COMPLETED
- 1978: ALUMNI HALL (GYM) OPENED
- 2000: NEW TURF ATHLETIC FIELD COMPLETED
- 2016: ZUPANIC FAMILY STEM CENTER OPENED

# CENTRAL CATHOLIC HIGH SCHOOL CAMPUS AERIAL VIEW



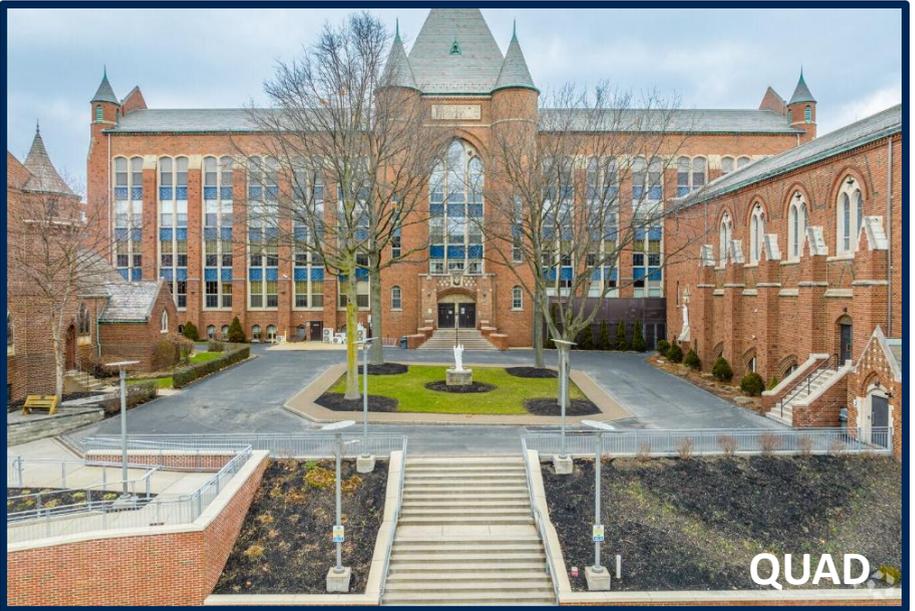
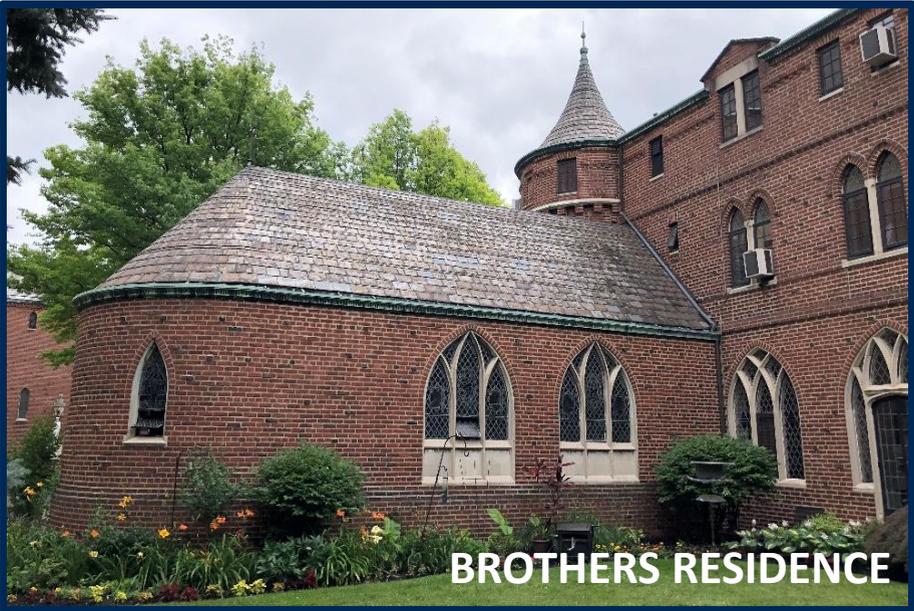
MAIN BUILDING

GYM

STEM BUILDING

5TH AVE

# CURRENT CAMPUS ARCHITECTURE



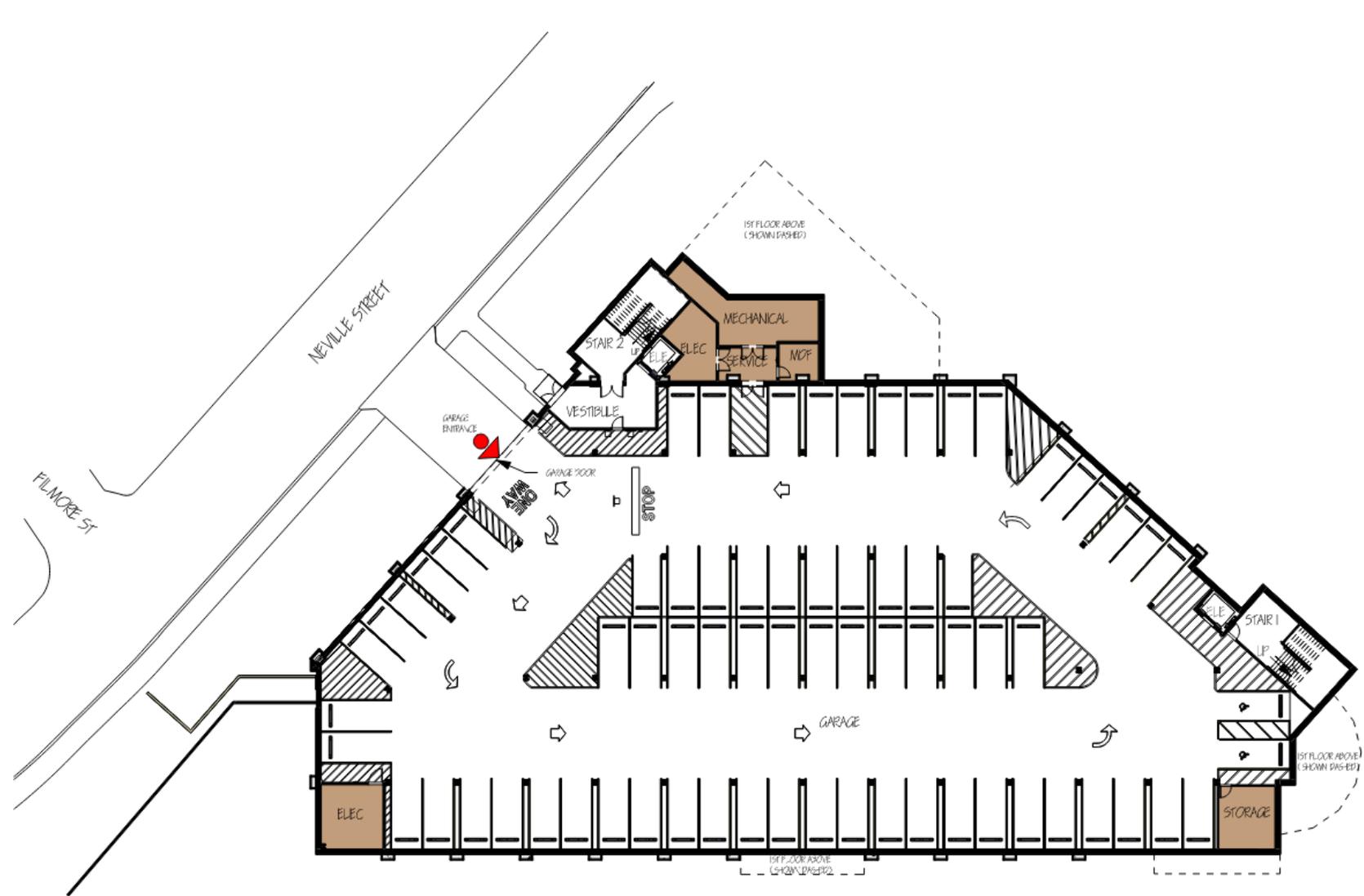
# PROPOSED SITE PLAN



## PLAN NOTES

- (A)** Reconfigure parking spaces South of auditorium.
- (B)** New pedestrian bridge to connect Student Center to quad.
- (C)** Turf field to be replaced after construction of Student Center. Turf to extend to new building walls.
- (D)** Existing asphalt to remain.
- (E)** New asphalt in Main Drive.
- (F)** New electrical transformer.
- (G)** Existing underground stormwater management tank to remain.
- (H)** Existing field light poles to remain.
- (I)** Relocate new light poles.
- (J)** Existing gymnasium to be demolished (shown dashed).
- (K)** Existing field goal post to remain.
- (L)** Existing fencing and netting to be replaced.
- (M)** Existing electrical transformer to be demolished.
- (N)** New underground stormwater management tank (shown dashed).
- (O)** New electrical generator.
- (P)** New Scoreboard

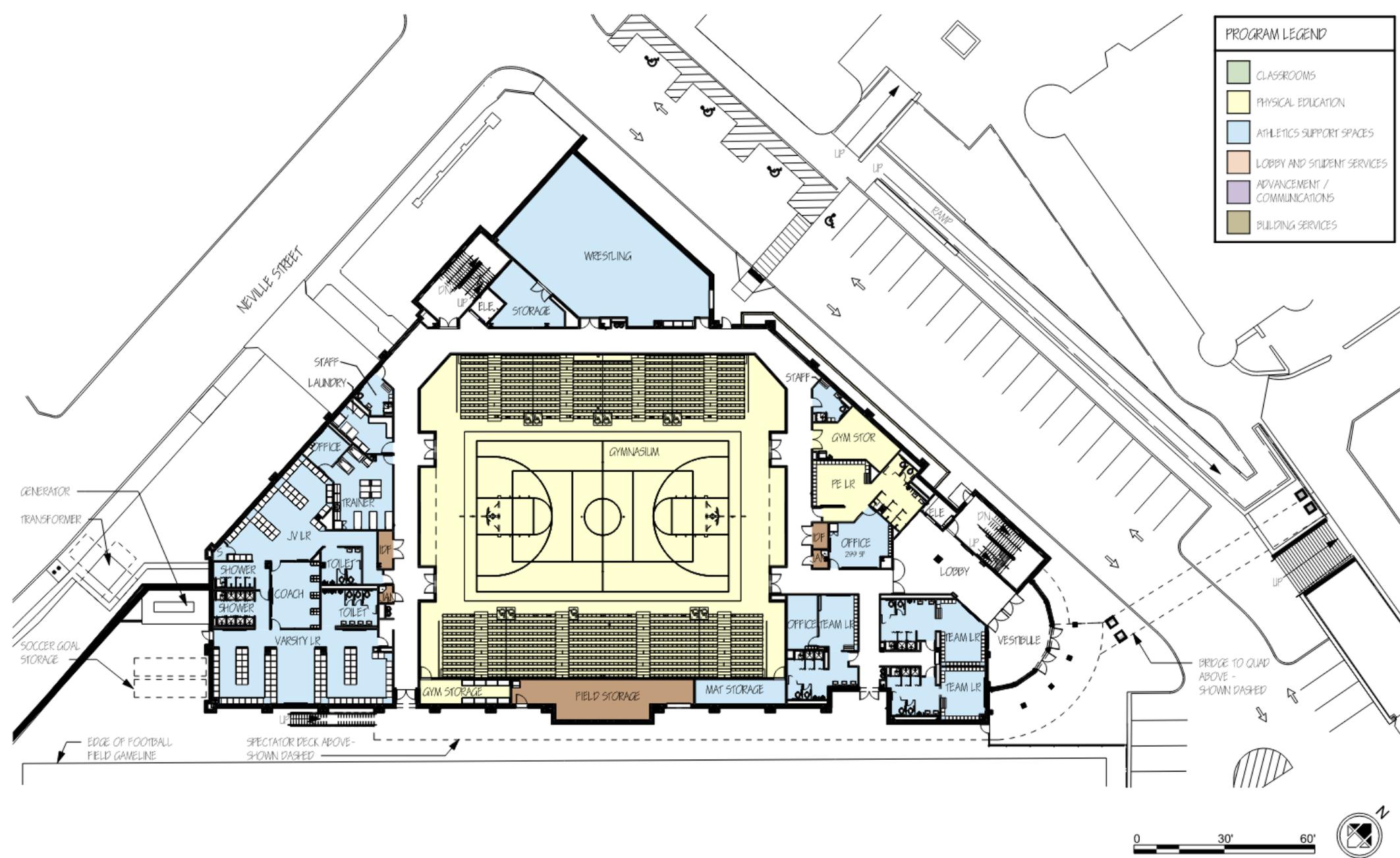
# GARAGE LEVEL FLOOR PLAN



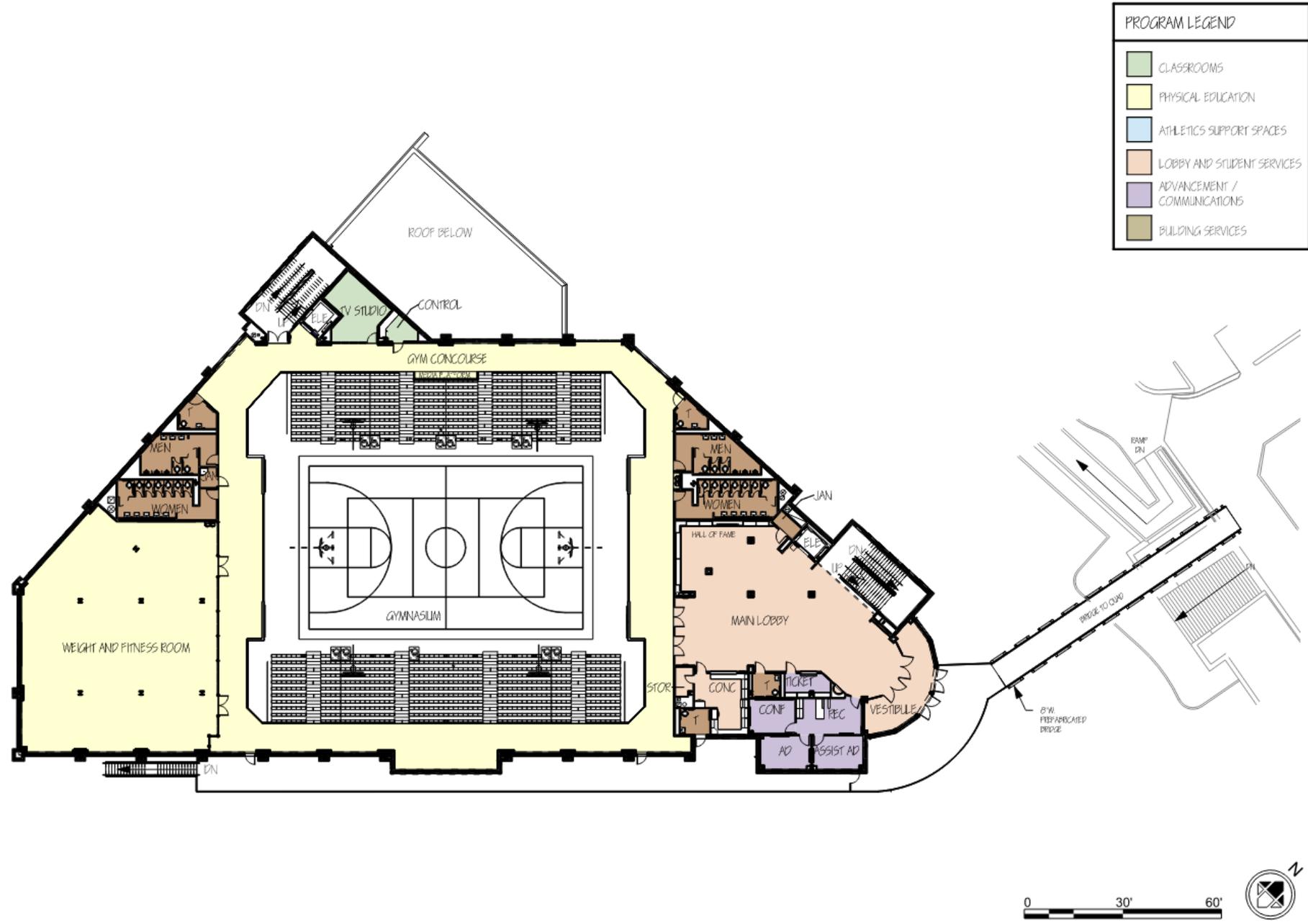
PROGRAM LEGEND	
<span style="display:inline-block; width:15px; height:15px; background-color:#c8e6c9;"></span>	CLASSROOMS
<span style="display:inline-block; width:15px; height:15px; background-color:#fff9c4;"></span>	PHYSICAL EDUCATION
<span style="display:inline-block; width:15px; height:15px; background-color:#bbdefb;"></span>	ATHLETICS SUPPORT SPACES
<span style="display:inline-block; width:15px; height:15px; background-color:#ffe0b2;"></span>	LOBBY AND STUDENT SERVICES
<span style="display:inline-block; width:15px; height:15px; background-color:#e1bee7;"></span>	ADVANCEMENT / COMMUNICATIONS
<span style="display:inline-block; width:15px; height:15px; background-color:#d7ccc8;"></span>	BUILDING SERVICES



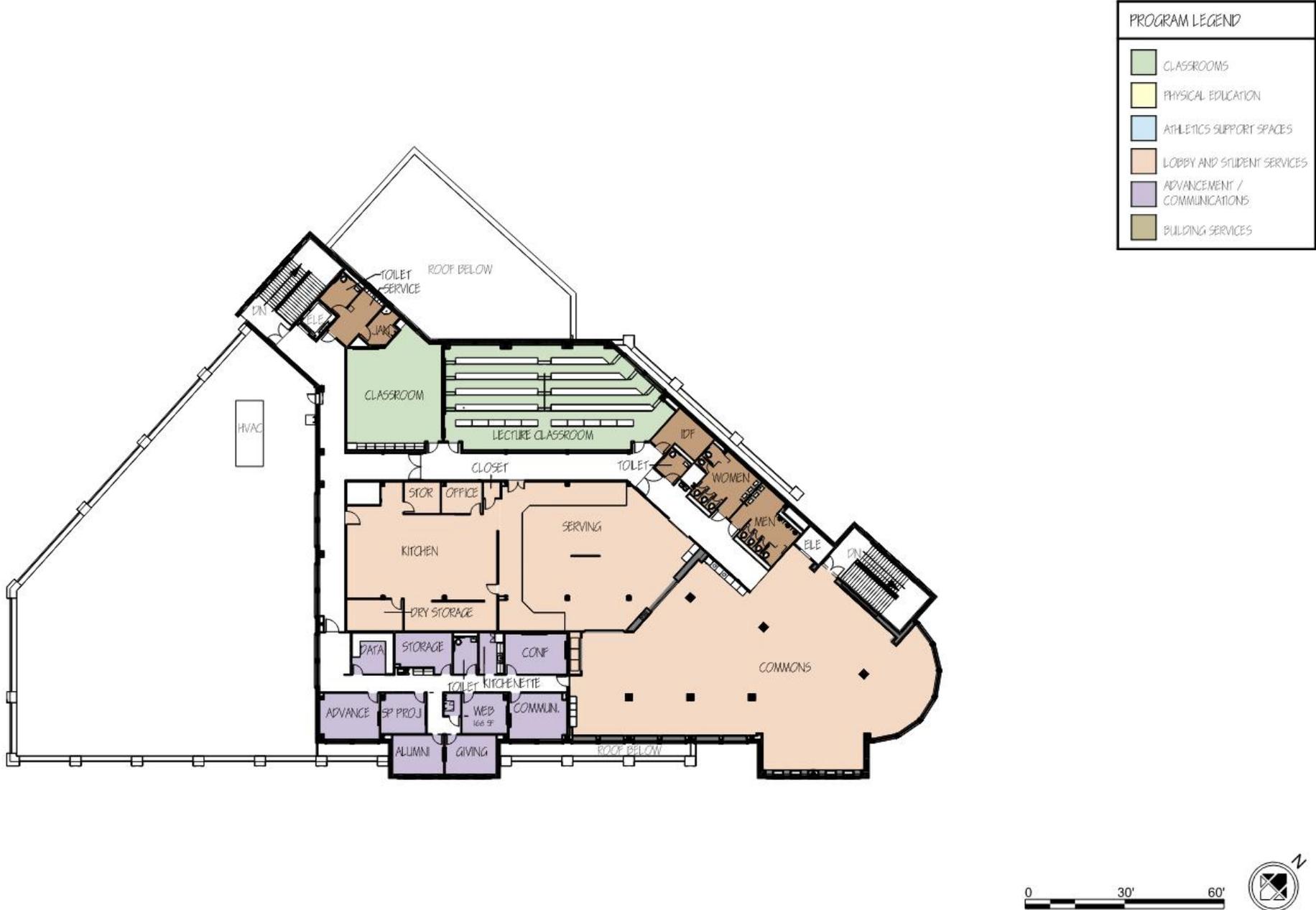
# FIRST FLOOR PLAN



# SECOND FLOOR PLAN



# THIRD FLOOR PLAN



# EXTERIOR RENDERING – VIEW FROM NEVILLE ST AT MAIN DRIVE



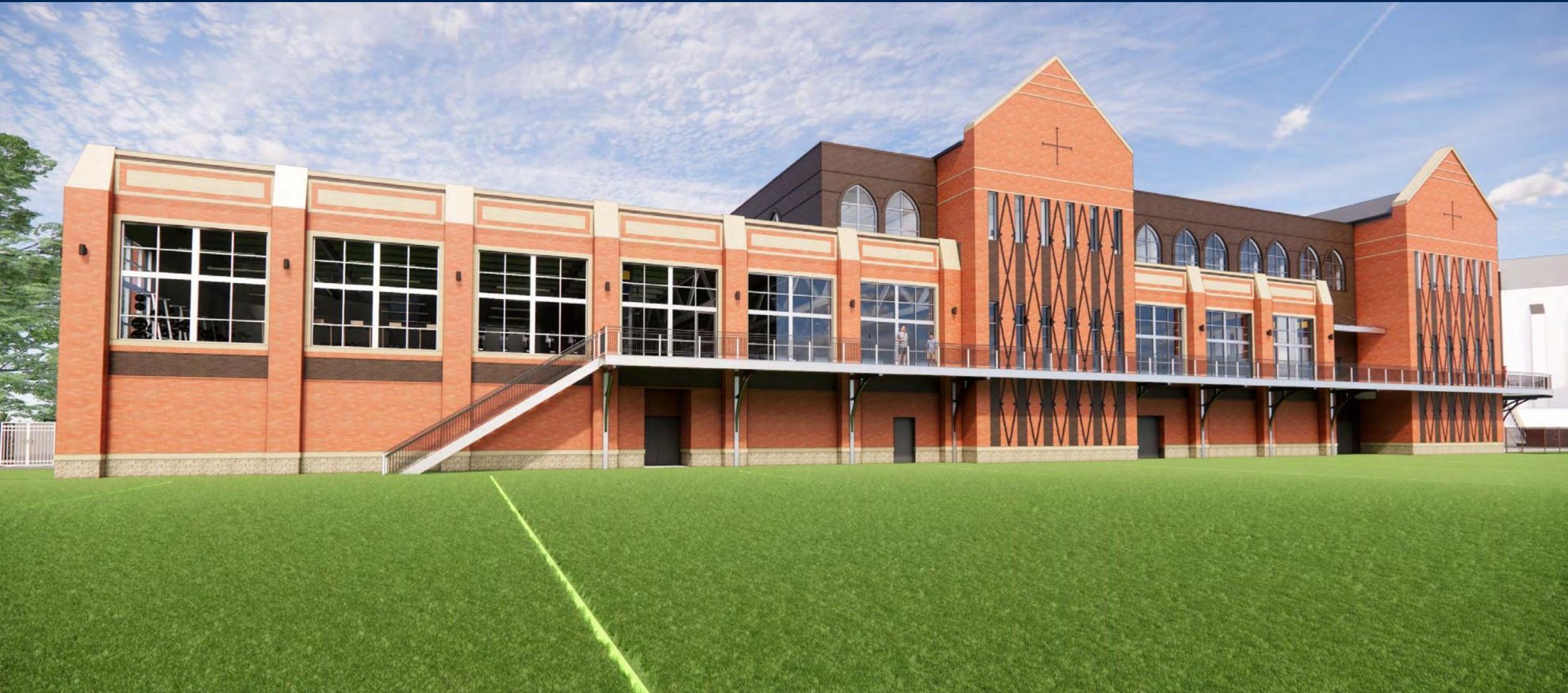
# EXTERIOR RENDERING – VIEW FROM QUADRANGLE



# EXTERIOR RENDERING – VIEW FROM TURF FIELD



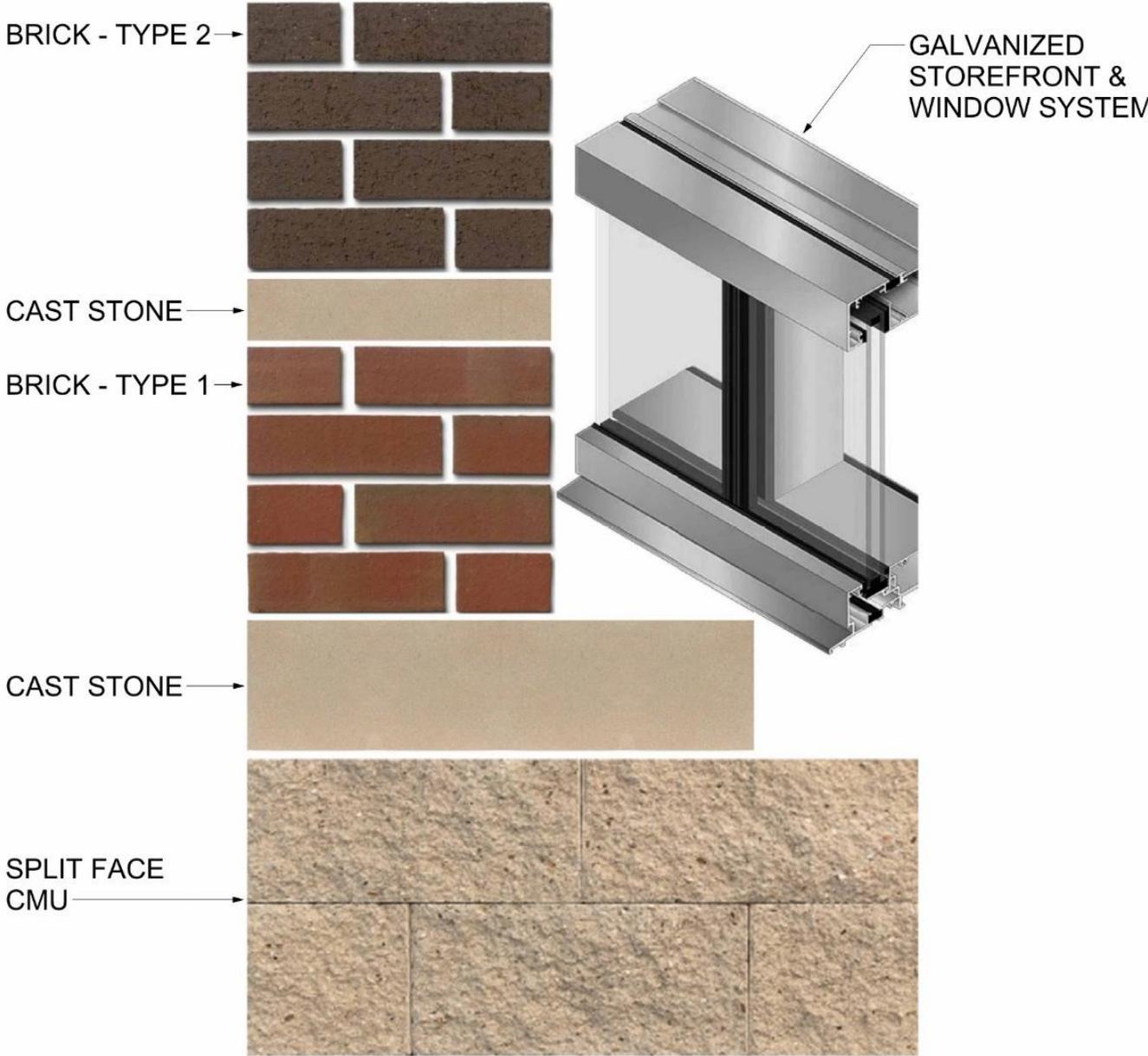
# EXTERIOR RENDERING – VIEW FROM TURF FIELD



# EXTERIOR RENDERING – VIEW FROM NEVILLE STREET



# MATERIAL PALLETE



# TRANSPORTATION AND PARKING

## Transportation Analysis:

- Bowman Consulting Group completed a Transportation Memo that was approved by DOMI as a part of the Institutional Master Plan.
- The Transportation Memo's summary of findings indicated that since there is no increase in students or staff expected, *"the impact to the transportation system are anticipated to be negligible"*. See the following slide for a copy of the summary pages.
- DOMI has approved the ROW permit based on the Transportation Memo and Safety Study completed by Bowman.

## Parking:

- The underground parking garage is designed to compensate for the parking spaces displaced by the building's construction. The intention is to maintain the same number of parking spaces after construction as existed prior to the start of the project.
- Central Catholic High School also has agreements with surrounding areas for parking during events. (This was outlined and approved in the Institutional Master Plan)

# TRANSPORTATION MEMO

### 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 POGO 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.

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# QUESTIONS AND COMMENTS

