SOUTH HILLS
TRANSIT REVITALIZATION
INVESTMENT DISTRICT
PLANNING STUDY

Prepared for:

ALLEGHENY COUNTY ECONOMIC DEVELOPMENT

In Partnership with:

BOROUGH OF DORMONT

MT. LEBANON MUNICIPALITY

PORT AUTHORITY OF ALLEGHENY COUNTY

Prepared by:

DMJM+HARRIS, Inc.

MAY 2008

This Project was financed in part by a grant from the Commonwealth of Pennsylvania, Department of Community and Economic Development

FOREWORD

Allegheny County Department of Economic Development (ACED) has received a grant from the Pennsylvania Department of Community and Economic Development to perform a planning study to investigate potential development opportunities in the vicinity of the Potomac and Dormont Junction Light Rail Transit (LRT) Stations in the Borough of Dormont and the Mt. Lebanon LRT Station in the Municipality of Mt. Lebanon. The grant is made possible through Act 238 of 2004 passed by the Pennsylvania General Assembly and known as the Transit Revitalization Investment Act or the TRID Enabling Act ("the Act"). Allegheny County has partnered with the Borough of Dormont, the Municipality of Mt. Lebanon and the Port Authority of Allegheny County to undertake the management of a multi-municipal TRID Planning Study covering the three LRT stations. The Study began in June 2007 and was completed in May 2008.

The Act allows local units of governments and transportation agencies to create Transit Revitalization Investment Districts (TRIDs) for the purpose of spurring "transit-oriented development, community revitalization, and enhanced community character around public transit facilities in communities across the Commonwealth". The legislation also provides for the establishment of "value capture" areas in which additional tax revenues generated within the TRID may be applied to the public transportation capital improvements, related site development improvements, and maintenance.

The purpose of this Report is to present and describe existing conditions, primarily within a one-half mile radius around each of the three stations. The analysis includes land use, population, employment and infrastructure. Planned improvements to infrastructure and land developments are also presented. Finally, an assessment of properties potentially available for development is presented.

TABLE OF CONTENTS

LIST OF TABLES

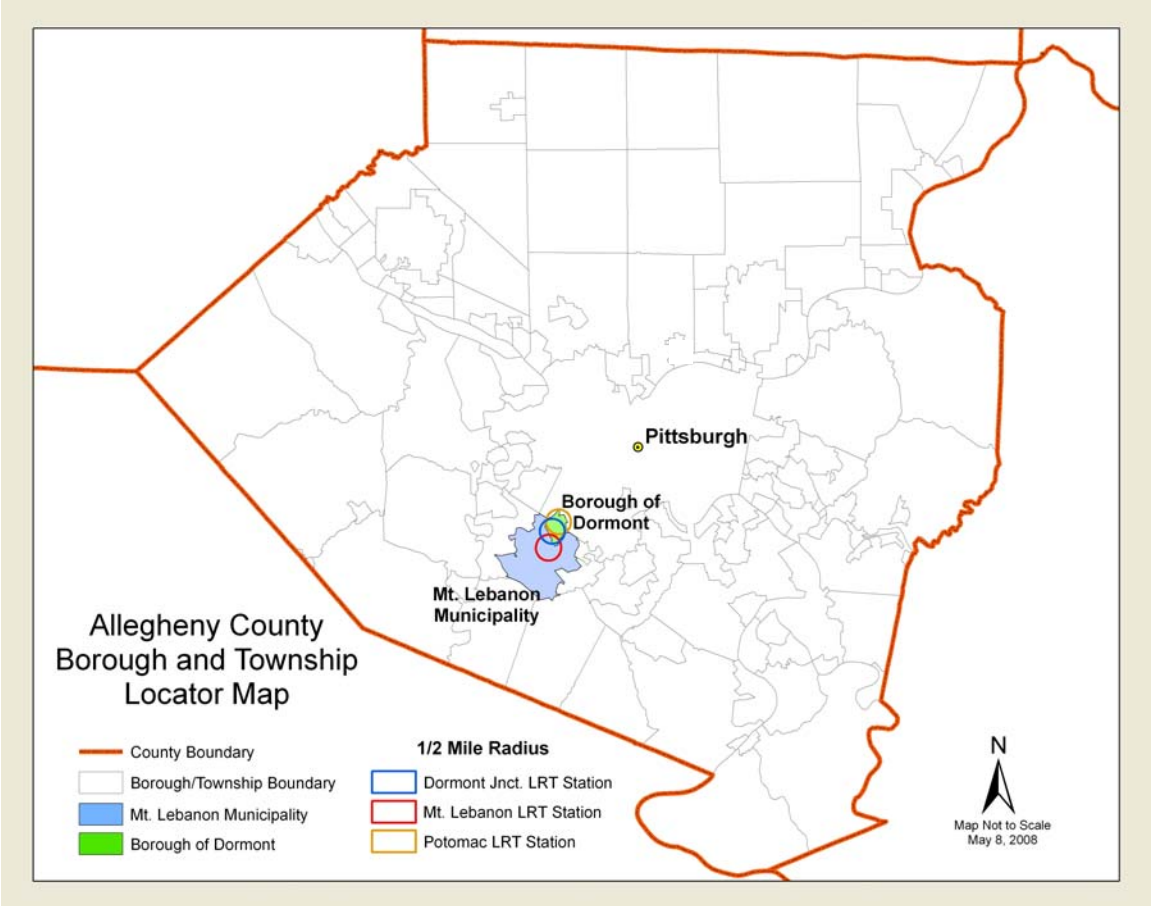
LIST OF FIGURES

1.0 SURVEY OF EXISTING CONDITIONS

1.1 INTRODUCTION

Dormont and Mt. Lebanon are located in the area of Allegheny County south of the City of Pittsburgh known as the South Hills. [1] **Figure 1-1** shows the location of the communities within the County. Most of the land area in each community is devoted to residential development, which is described in the overviews which follow. The commercial districts are of critical importance in planning for the TRID and are discussed in the subsequent sections of the Document.

Figure 1-1: Location of Dormont and Mt. Lebanon



[1] The Act allows TRIDs to encompass land located no less than one-eighth mile and no more than one-half mile from the subject transit station. Under certain circumstances, the TRID boundary may be expanded or reduced. For the purposes of this Existing Conditions Memorandum, the maximum one-half mile radius was used for each of the three LRT stations, to provide the broadest context for understanding economic and infrastructure conditions affecting the TRID development potential. Virtually all of the Borough of Dormont lies within this half-mile Study Area, compared to only 4-5% of Mt. Lebanon.

1.2 COMMUNITY OVERVIEWS

1.2.1 Borough of Dormont

Incorporated on March 31, 1909 from parts of Scott and Union Townships, Dormont consists of 0.76 square miles and had a population of 9,305 people in 2000, according to the United States Census Bureau. Population density is 12,243.4 persons per square mile, making Dormont one of the most densely settled communities in Allegheny County.

According to the United States Census, Dormont had 4,287 housing units in 2000, of which 4,089 (95.4 percent) were occupied. Of these occupied units, 2,367 were owner-occupied and 1,722 were renter-occupied. Sixty percent of all units are in single-family and two-family homes, and 93% are in buildings of nine units or fewer. **Table 1-1** indicates the number of units by structure type in Dormont in 2000, according to the Census Bureau. On average, the density of residential development in Dormont is 8.8 units per gross acre.

Most of Dormont's growth occurred when transportation access to downtown Pittsburgh improved when the Pittsburgh Railways Company instituted streetcar service in 1901 and when Allegheny County built the Liberty Bridge and Liberty Tunnels for vehicular traffic in 1928. Accordingly, the median age of the housing stock in Dormont is over 60 years of age. A significant exception is Dormont Place Apartments, which is located immediately adjacent to Potomac Avenue Station. In 1995, the Borough partnered with the Port Authority and NADCO Construction to develop this six-story, 43-unit residential building for the elderly. **Table 1-2** presents the year of construction for housing units and the median year built for residential structures for Dormont from the 2000 Census.

Table 1-1: Dormont Housing Types

Type of Residential Structure	Number	Percent
Single family detached	2,400	56.0
Single family attached	210	4.9
Two	648	15.1
Three or four	321	7.5
Five to nine	407	9.5
Ten to nineteen	205	4.8
Twenty to forty-nine	88	2.1
Fifty or more [2]	8	0.2
Mobile home	0	0.0
Total	4,287	100.0

Residents of Dormont commuted to their places of work in a variety of modes in 1999, according to the United States Census Bureau. The predominant means was the single occupant automobile, which accounted for 63.3 percent of all work trips. The second

[2] The Census data are derived from a sampling procedure. The entry of 8 units in buildings of 50 units or more is anomalous.

most common means was public transportation at 22.0 percent, an exceptionally high transit "mode split" for Allegheny County. This may reflect the fact that the Borough is so physically compact that most of its territory lies within one-half mile of its two principal LRT stations, with two intermediate low-platform stops (at Kelton and Stevenson Avenues) providing even more convenient walk-up access for nearby residents.[3] These commuting patterns are displayed in **Table 1-3**.

Table 1-2: Dormont, Age of Housing Stock

Year Structure Built	Number	Percent
Built 1999 to March 2000	0	0.0
Built 1995 to 1998	49	1.1
Built 1990 to 1994	11	0.3
Built 1980 to 1989	42	1.0
Built 1970 to 1979	134	3.1
Built 1960 to 1969	184	4.3
Built 1950 to 1959	381	8.9
Built 1940 to 1949	685	16.0
Built 1939 or earlier	2,801	65.3
Total	4,287	100.0
Median Year Built	Before 1940	

Table 1-3: Dormont Commuting Patterns

Means of Journey to Work	Number	Percent
Single occupant auto, truck or van	3,116	63.3
Carpooled	416	8.5
Public transportation	1,081	22.0
Motorcycle	0	0.0
Bicycle	8	0.2
Walked	167	3.4
Other means	34	0.7
Worked at home	100	2.0
Total	4,922	100.0

1.2.2 Municipality of Mt. Lebanon

Originally part of St. Clair, then Upper St. Clair and later Scott Townships, Mt. Lebanon was created as a separate township on February 6, 1912, according to the Mt. Lebanon municipal website. Impetus came largely from the desire to install a sewer system, electrical street lighting and other amenities that would speed development. Development of real estate subdivisions clearly not accessible on foot from streetcar lines was underway by 1917. Organized as a "township of the first class," Mt. Lebanon appointed the first township manager in the Commonwealth of Pennsylvania in 1928.

[3] See Figures 3, 4, and 5 of the Technical Memorandum on TRID Boundaries.

Mt. Lebanon encompasses an area of 6.07 square miles and had a population of 33,017 persons in 2000, according to the United States Census Bureau. Its population density is 5,439.4 persons per square mile. In terms of housing, the Municipality was home to 14,089 units, also according to the United States Census Bureau. Of these units, 13,610 (96.6 percent) were occupied, with 10,255 being owner occupied and 3,355 being renter occupied. While the percentage of single-family homes is higher than in Dormont, there is also a significant percentage of units in larger apartment buildings. On average, the density of housing stock in Mt. Lebanon is 3.6 units per gross acre, 40% of the density in the more compact Dormont. **Table 1-4** indicates the number of units per residential structure in Mt. Lebanon in 2000, according to the United States Census Bureau.

Table 1-4: Mt. Lebanon Housing Types

Type of Residential Structure	Number	Percent
Single family detached	9,739	69.1
Single family attached	740	5.3
Two	411	2.9
Three or four	131	0.9
Five to nine	512	3.6
Ten to nineteen	646	4.6
Twenty to forty-nine	707	5.0
Fifty or more	1,187	8.4
Mobile home	16	0.1
Total	14,089	100.0

Mt. Lebanon, especially the northern part that borders Dormont, experienced significant growth in the early 1920's following the opening of streetcar service and the Liberty Bridge and Tunnels. However, Mt. Lebanon, because of its larger geographic area, continued to see significant suburban residential development in other sections of the Municipality up to and including the 1960's. The two decade period from 1970 to 1990 saw a softening of new residential construction as the community began to become more built-out. **Table 1-5** presents the year in which residential units were built in Mt. Lebanon, according to the 2000 United States Census.

Table 1-5: Mt. Lebanon, Age of Housing Stock

Year Structure Built	Number	Percent
Built 1999 to March 2000	16	0.1
Built 1995 to 1998	68	0.5
Built 1990 to 1994	99	0.7
Built 1980 to 1989	825	5.9
Built 1970 to 1979	994	7.1
Built 1960 to 1969	1,979	14.0
Built 1950 to 1959	3,288	23.3
Built 1940 to 1949	2,627	18.6
Built 1939 or earlier	4,193	29.8
Total	14,089	100.0
Median Year Built		1951

Table 1-6 shows the commuting patterns for residents of Mt. Lebanon, based again on 1999 figures provided by the United States Census Bureau. The predominant means was the single occupant automobile, which accounted for 69.1 percent of all work trips. The second most common means was public transportation at 14.1 percent, lower than Dormont but still a high transit "mode split" for Allegheny County. The difference undoubtedly reflects the fact that Mt. Lebanon is physically more spread out, with just one central LRT station and two low-platform stops at Poplar Drive and Arlington, near the municipal boundary.[4]

Table 1-6: Mt. Lebanon Commuting Patterns

Means of Journey to Work	Number	Percent
Single occupant auto, truck or van	10,820	69.1
Carpooled	1,401	8.9
Public transportation	2,201	14.1
Motorcycle	0	0.0
Bicycle	17	0.1
Walked	441	2.8
Other means	48	0.3
Worked at home	728	4.6
Total	15,656	100.0

1.3 EXISTING PUBLIC INFRASTRUCTURE

1.3.1 Borough of Dormont

Figure 1-2 presents a municipal street map of Dormont. According to the PennDOT Bureau of Municipal Services, Dormont Borough owns 17.83 miles of streets that are eligible for PennDOT's Liquid Fuels Program. These streets are, for the most part, local streets that serve as access to private property. Not included in this total are alleys. In addition, the Commonwealth of Pennsylvania Department of Transportation owns West Liberty Avenue and McFarland Road. Allegheny County does not own any roadway facilities in the Borough.

Municipal off-street parking is provided by the Borough. Seven lots provide 202 spaces, with revenue collected through meters. In addition, Port Authority owns a lot at the intersection of West Liberty Avenue and McFarland Road that is leased to the Borough of Dormont for public parking purposes. **Table 1-7** lists the lots and their associated capacities; all are located well within the half-mile radius of either Potomac Avenue or Dormont Junction Station. The Borough also provides metered-on street parking in the commercial areas of the community.

[4] See Figures 3 and 6 of the Technical Memorandum on TRID Boundaries.

Figure 1-2: Street Map of Dormont

Public water service is provided by the Pennsylvania American Water Company, which owns its own distribution system. Public sanitary and storm sewers are maintained by the Borough, with sanitary flows being collected by the Allegheny County Sanitary Authority for treatment. Electrical service lines are maintained by the Duquesne Light Company.

Table 1-7: Dormont Public Parking Facilities

Municipal Parking Lot	Spaces
Espy Avenue	32
Glenmore Avenue	35
Illinois Avenue	11
Tennessee Avenue	10
West Liberty Avenue near Hillsdale Avenue	17
West Liberty Avenue near Potomac Avenue	24
West Liberty Avenue/McFarland Road *	73
Total	**202**

* Owned by Port Authority and leased to the Borough of Dormont

1.3.2 Municipality of Mt. Lebanon

Figure 1-3 presents a municipal street map of Mt. Lebanon. Within the Municipality are 78 route miles of streets, according to the municipal website. The majority of these streets are owned and maintained by the Municipality. Exceptions includes streets owned by the Commonwealth of Pennsylvania Department of Transportation, Allegheny County, Mt. Lebanon School District, and other streets that are not dedicated to public use or not constructed to municipal standards. In general, local streets that primarily provide access to private property tend to be owned by the Municipality. Major thoroughfares (e.g., Washington Road, Gilkeson Road, Connor Road, Cochran Road, Scott Road and McFarland Road) are owned by the Commonwealth. Streets that provide more of a multi-municipal travel function (e.g., McNeilly Road, Bower Hill Road, Cedar Boulevard, etc.) are generally owned by Allegheny County.

Incorporated in 1954, the Mt. Lebanon Parking Authority provides municipal off-street parking within the Municipality. The Authority operates two parking structures located within the Washington Road Business District—the 269-space North Garage, located at the intersection of Cedar Boulevard and Washington Road, and the 305-space South Garage, located on Washington Road adjacent to the Municipal Building. In addition, the Authority owns or operates a number of surface parking lots. **Table 1-8** indicates the facilities operated by the Mt. Lebanon Parking Authority. The two public garages, and all but two of the surface lots, are located well within the half-mile radius of Mt. Lebanon Station. In addition, the Mt. Lebanon Parking Authority is responsible for on-street metered parking within the commercial areas of the municipality.

Figure 1-3: Street Map of Mt. Lebanon

Table 1-8: Mt. Lebanon Public Parking Facilities

Municipal Parking Structures	**Spaces**
North Garage	269
South Garage	305
Municipal Parking Lots	
Academy Avenue Lot	89
Alfred Street Lot	18
Cedar Boulevard Lot	17
Hilf Street Lot	12
North Lot	21
Overlook Drive Lot	49
Parse Way Lot	12
South Lot	21
Total	**858**

Public water service is provided by the Pennsylvania American Water Company, which owns its own distribution system. Public sanitary and storm sewers are maintained by the Municipality, with sanitary flows being collected by the Allegheny County Sanitary Authority for treatment. Electrical service lines are maintained by the Duquesne Light Company.

1.4 FIRMLY SCHEDULED INFRASTRUCTURE IMPROVEMENTS

1.4.1 Borough of Dormont

Dormont has a schedule of capital improvements for the current year (2007) and next year (2008). The capital improvement program consists of entirely street improvements for the two year period. **Table 1-9** shows the street improvement program. All are within a half-mile of Potomac Avenue or Dormont Junction Station (or both), and much of the work will occur within a short walking distance of either or both stations.

Table 1-9: Dormont Street Program

Year 2007	**Scope**
Hillsdale Avenue	Complete Reconstruction
Pinehurst Avenue	Complete Reconstruction
Wisconsin Avenue	Complete Reconstruction
Hillsdale Avenue	Pavement Rejuvenation
Park Boulevard	Pavement Rejuvenation
Dormont Avenue	Pavement Rejuvenation
Lima Alley	Pavement Rejuvenation
Annex Avenue	Pavement Rejuvenation
Espy Avenue	Pavement Rejuvenation
Year 2008	**Scope**
Tolma Avenue	Complete Reconstruction
Grandin Avenue	Complete Reconstruction
Connecticut Avenue	Complete Reconstruction

The estimated costs for these projects are about $740,000 per year. The Borough is currently developing a multi-year capital improvement program that will identify future capital investments.

1.4.2 Municipality of Mt. Lebanon

Mt. Lebanon has established a Capital Improvement Program (CIP) for the years 2008 through 2012. The CIP lists expenditures that include projects with a tangible result that will generally last more than one year in duration, any non-recurring expenditure of $50,000 or more (typically for equipment), and projects that will increase the value of land or buildings substantially. The expenditures are grouped into three categories: infrastructure; facilities; and equipment. Throughout the five year period, Mt. Lebanon expects to expend between $4.9 million and $5.4 million annually in infrastructure investment. Notable infrastructure investments during the CIP planning period include:

- Sanitary sewer improvements under a consent decree with the U.S. Environmental Protection Agency
- Storm sewer improvements
- Street reconstruction
- Traffic signal upgrades
- Sidewalk upgrades (approximately 1,000 linear feet per year)

The Municipality is reconstructing five streets in 2007, at an estimated cost of $1.17 million. In addition, Mt. Lebanon plans to resurface nine streets that can be maintained to extend their useful life rather than allowing the streets to be candidates for reconstruction in an earlier timeframe. The cost of these maintenance activities is $315,000. **Table 1-10** shows the names of the streets that will receive attention; only two are located in whole or in part within a half-mile radius of Mt. Lebanon Station.

Table 1-10: Mt. Lebanon Street Program

Year 2007	Scope
Linda Lane	Complete Reconstruction
Old Farm Road	Complete Reconstruction
Orchard Drive	Complete Reconstruction
Osage Road	Complete Reconstruction
Roycroft Avenue	Complete Reconstruction
Cedar Boulevard *	Pavement Resurfacing
Newburn Drive	Pavement Resurfacing
Rae Drive	Pavement Resurfacing
Sunridge Drive	Pavement Resurfacing
Vallimont Drive	Pavement Resurfacing
MacArthur Drive	Pavement Resurfacing
N. Meadowcroft Avenue *	Pavement Resurfacing
Morgan Drive	Pavement Resurfacing

* Located within a half-mile of Mt. Lebanon Station.

1.5 EXISTING LAND USE PATTERNS (HALF-MILE TRID STUDY AREA)

This section of the Existing Conditions survey is specifically targeted to the half-mile radius surrounding each station. **Figure 1-4**, **Figure 1-5**, and **Figure 1-6** present the land use patterns within a half-mile of Potomac Avenue, Dormont Junction, and Mt. Lebanon Stations, respectively.

As is evident in these three graphics, the great majority of land surrounding the three stations is devoted to residential use. There are clusters of commercial development located in the town centers and along key arterial streets, especially West Liberty Avenue in Dormont and Washington Road in Mt. Lebanon.

1.5.1 Borough of Dormont

The Borough's primary commercial areas are located along the entire length of West Liberty Avenue, and along Potomac Avenue from West Liberty Avenue to Voelkel Avenue.[5] The commercial areas along Potomac Avenue and the nearby portions of West Liberty lie within short walking distance of Potomac Avenue Station, and represent a significant opportunity to use the TRID program in a traditional, mixed-use "main street" setting.

The segment of West Liberty Avenue between Park Boulevard and McFarland Road parallels the light rail alignment within a very short walking distance of Dormont Junction Station. As described below, there is a significant resource of underutilized commercial land in the immediate station vicinity.

1.5.2 Municipality of Mt. Lebanon

While most of the Municipality's land area is occupied by residential neighborhoods, the Central Business District (CBD) along Washington Road is one of the County's most significant. Mt. Lebanon Station is located along the east side of the CBD, near its mid-point. The opportunity to strengthen the link between the station and the nearby "main street" environment, and to intensify development around the station, is a primary focus of the proposed TRID. Land use along Washington Road as it extends northward toward Dormont Junction is a combination of commercial and residential uses.

Mt. Lebanon also contains a neighborhood commercial district along Beverly Road, and more automobile-oriented commercial areas on Cochran Road, Bower Hill Road, and Castle Shannon Boulevard. As shown in **Figure 1-6**, the Beverly Road and Cochran Road areas are on the half-mile perimeter of the TRID study area and are not served by light rail. The Castle Shannon commercial area, while similarly distant, lies along the light rail alignment and is served by the light rail stop at Poplar Drive and Arlington.

[5] The commercial strip along the west side of McFarland Road near Dormont Park is located in Mt. Lebanon, while the automobile-oriented business strip along Banksville Road, at the west end of Potomac Avenue, is in Pittsburgh. The latter area is also separated from Dormont by steep topography.

Figure 1-4: Land Use in Potomac Avenue Station Area

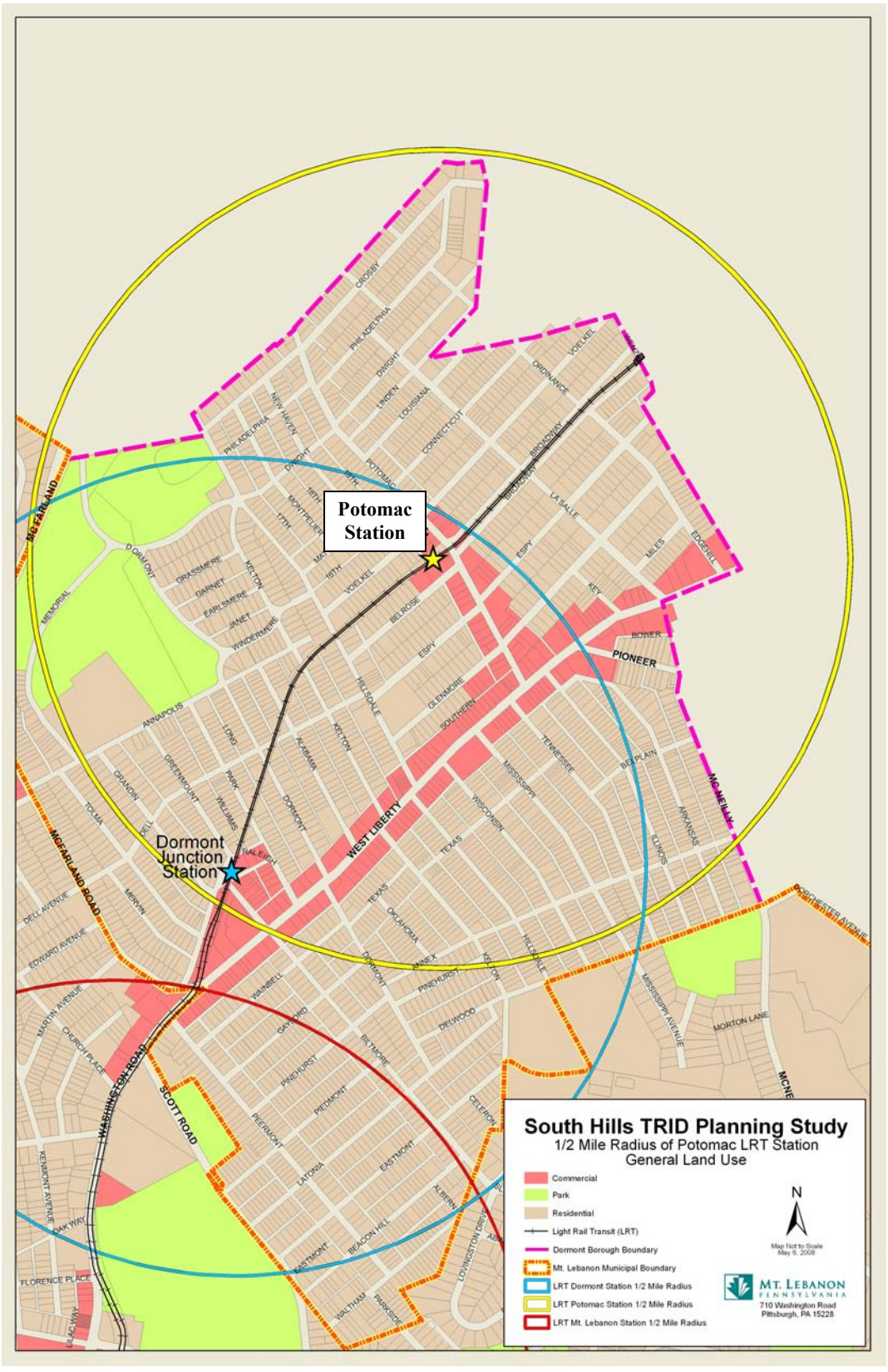


Figure 1-5: Land Use in Dormont Junction Station Area

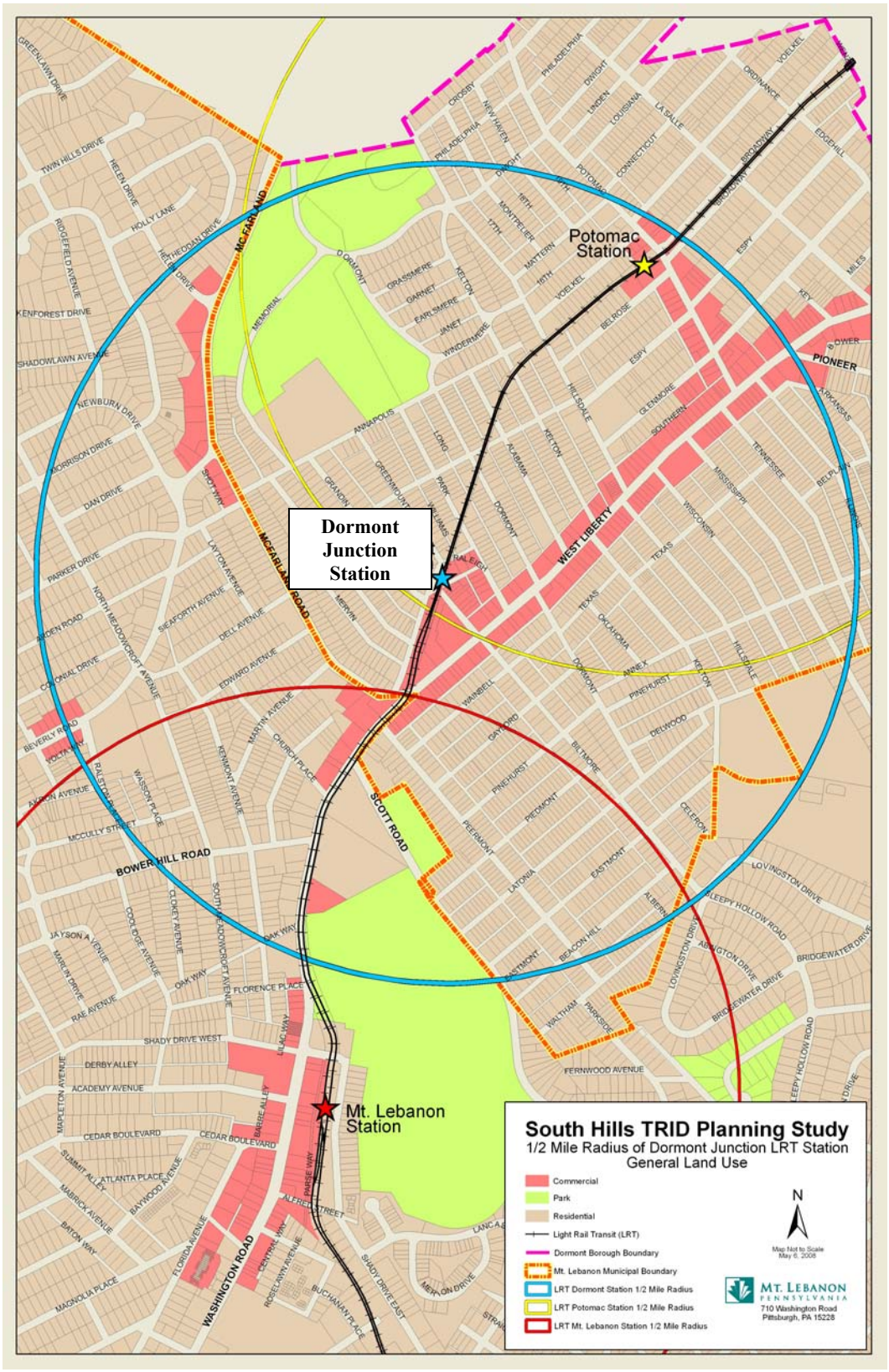
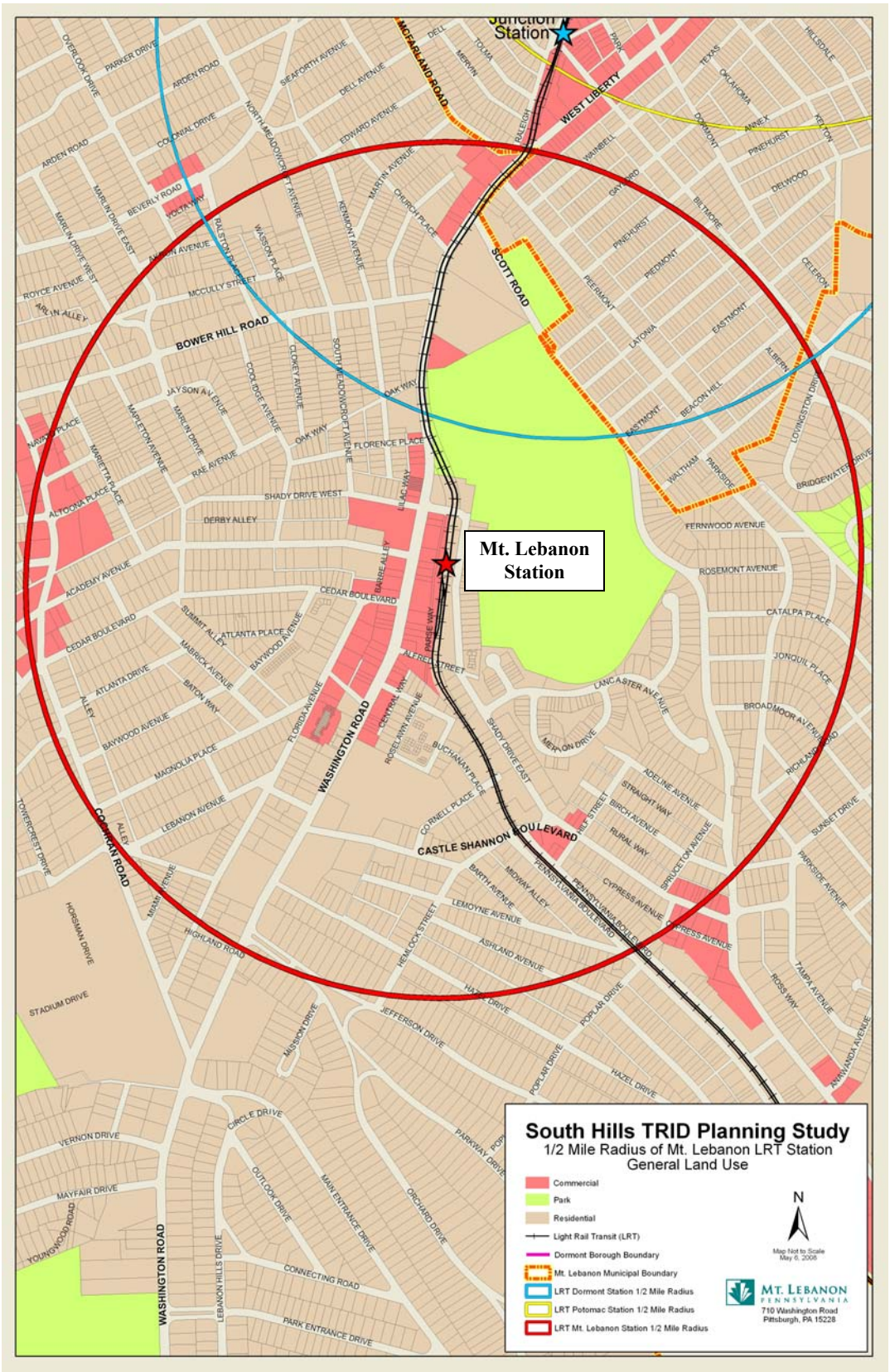


Figure 1-6: Land Use in Mt. Lebanon Station Area



1.6 PLANNED AND PERMITTED NEW DEVELOPMENT

1.6.1 Borough of Dormont

The two municipalities differ significantly in their current level of new development activity. In Dormont, there are and have been a number of small transactions between individuals where a building has been demolished to make room for a new land use. An example includes the Cochran Auto Dealership's acquisition of the buildings that formerly housed the Swing Line Home Improvements Office and the A.B. Charles and Son Hobby Shop. Both buildings were demolished to expand the used car lot of the dealership. In terms of new major development, no activity has occurred in recent years. According to the Borough, except for the immediate vicinity of Dormont Junction Station, Dormont is completely "built-out", with little open land other than areas of open space and recreation that the Borough intends to preserve.

1.6.2 Municipality of Mt. Lebanon

In Mt. Lebanon, by comparison, several new development projects are currently advancing. Two of these are located on Mt. Lebanon's central commercial corridor, well within the half-mile radius of Mt. Lebanon Station and, in the case of the Zamagias project, of nearby Dormont Junction Station as well. If implemented, these projects would constitute a significant part of the Existing Conditions environment of the proposed TRID.

- **Zamagias Properties / Washington Park:** This proposed project will create a new mixed-use urban infill development that is compact, pedestrian-friendly, and close to shopping and transit. The plan includes residential condominiums, service-oriented retail, associated surface and structured parking, and public open space along Washington Road (the majority of which will be in a gateway park at the corner of Bower Hill Road). Units will be located in two seven-story buildings, consistent with the Strategic Plan for Uptown Washington Road (July 1995), which states that "new buildings should be no taller than the Pendale Towers and no less than five stories high." Located just south of the Dormont municipal boundary, this project will create a gateway into Mt. Lebanon and reinforce the image of West Liberty and Washington Road as a continuous main street corridor connecting the two communities.

- **Downtown Hotel:** The Parking Authority has entered into an Agreement of Sale with Mt. Lebanon Hospitality Associates (Kratsa Properties), which would acquire the Authority's North Lot, a 21-space open surface lot fronting on Washington Road. The conceptual plan for project calls for an extended-stay suites hotel of approximately 100 rooms, with service access and some on-site parking located on Parse Way at the rear of the site, below the grade of Washington Road, and valet parking at the Authority's nearby Academy Avenue surface lot.

The Municipality's website also lists a number of other projects which lie either outside the half-mile TRID study area or on its periphery. Except for the hospital expansion, all are commercial. While not physically related to the TRID, they indicate the level of market activity in Mt. Lebanon at this time:

- **St. Clair Hospital**: This project, located on Bower Hill Road, consists of the construction of a one-story plus lower level expansion of the Emergency Room on the east site of the existing campus. St. Clair Hospital will expand the current Emergency Room from 25 to 46 treatment bays. The addition will expand over the access road that goes to the loading dock on the lower elevation.

- **Kossman:** Situated on Castle Shannon Boulevard near the intersection of Mt. Lebanon Boulevard, this project consists of two 50,000+ square foot office buildings on Castle Shannon Boulevard on a 5.27 acre parcel of property, with a leasable area of approximately 82,000 sq. ft. There will be an underground parking garage. It is a two-phase project; Phase 1 involves the grading plan and the first building, and Phase 2 will begin when the first building reaches 80% occupancy.

- **Stout Carpet:** Also situated on Castle Shannon Boulevard, this project is an expansion of the existing Stout Carpet building to provide additional showroom space.

- **Dollar Bank:** Located on Cochran Road near the Virginia Manor Shopping Center, this project consists of a new commercial building of approximately 4,998 sq. ft. The building will replace an existing commercial building of approximately 5,600 sq. ft. A temporary building will be constructed so that the bank may remain open during the construction of the new commercial building.

- **Walgreens:** This project will be the construction of a Walgreens drug store, on property located on Bower Hill Road and North Wren Drive. The property involved is currently the St. Clair Retail Center (located in Scott Township) and a second building that houses a medical office (located in Mt. Lebanon). The project would remove the Retail Center (22,711 sq feet) and replace the building with a Walgreens and associated parking.

1.7 PROPERTIES POTENTIALLY AVAILABLE FOR DEVELOPMENT

1.7.1 Properties for Sale

This final section of the Existing Conditions Report is divided into four parts. The first is a listing of properties available for sale within a half-mile radius of any of the three subject stations. The data were collected in a "windshield survey" performed by john j CLARK AND ASSOCIATES conducted for this TRID Study during the week of September 24, 2007. Not every property that is up for sale is available or appropriate for

development, but an inventory of properties on the market at the time of the TRID Study is a useful tool in understanding the potential development context. This listing is provided in **Table 1-11**.

Table 1-11: Properties for Sale

Type of Use	Dormont	Mt. Lebanon
Commercial:		
Office	2	2
Retail	9	5
Other Commercial	0	0
Residential:		
Single Family Attached	0	11
Single Family Detached	59	39
Multi-Family	14	0
Mixed Commercial/ Residential	0	0
Vacant Land	1	1
Total	**85**	**58**

Source: Field survey by john j. CLARK and ASSOCIATES, September 24, 2007

1.7.2 Visual Condition of Commercial Properties

A windshield survey of the occupancy and physical condition of commercial properties along Potomac Avenue, West Liberty Avenue and Washington Road within the two communities was conducted by CLARK AND ASSOCIATES during the weeks of October 15, 2007 and October 22, 2007. The purpose of this second windshield survey was to identify, based on direct visual evidence, those properties which are vacant or which appear to be in "soft" or underutilized condition. Surveyors assessed the physical condition of the retail unit's exterior as a surrogate for market condition, presuming that a retail unit that was well maintained had sufficient business activity to afford the upkeep. Conversely, a unit in poorer condition was presumed to be having some market difficulty and could not afford to maintain its retail façade and space at a higher standard. Surveyors rated each retail use using the following scale:

A: Occupied and well maintained property

B: Occupied and needing minor improvements

C: Occupied and needing significant improvements

D: Not occupied and needing slight work to be ready for market/occupy

E: Not occupied and needing significant work to be ready for market/ occupy

The windshield survey is summarized in **Table 1-12**. While very few properties fall in the "softer" categories (C, D, and E), Dormont has numerous properties in Category B (occupied and needing minor improvements), especially along West Liberty Avenue. The results of this windshield survey suggest that an upgraded commercial environment in the existing Potomac Avenue and Dormont Junction business districts is within reach.

Table 1-12: Conditions Survey of Commercial Property

Location	GRADE				
	A	**B**	**C**	**D**	**E**
Potomac Ave. (from Voekel Ave. to West Liberty Ave.)	15	25	0	2	1
West Liberty Ave. (from LaSalle Ave. to Scott Rd.)	8	113	1	2	3
Washington Road (from Oak Way to Castle Shannon Blvd.)	64	4	0	0	1
Total	**87**	**142**	**1**	**4**	**5**

Source: Field survey by john j. CLARK and ASSOCIATES, October 15 and October 22, 2007

1.7.3 Open Public Lands

Third, a review of land in the immediate vicinity of the three stations was conducted to identify publicly-owned properties which could conceivably be candidates for development as part of a TRID program. The listing is selective, excluding properties which are implausible as development sites (like the principal Borough or Municipality office and civic buildings), but including parking lots and other "soft" uses which could be consolidated or relocated. This listing is provided in **Table 1-13** and shown in **Figures 1-7, 1-8, and 1-9**. The potential value of such sites is illustrated by the pending development of a hotel on the Mt. Lebanon Parking Authority North Lot (see above), and by the development in 1995 of Dormont Place elder housing on a Port Authority lot at Potomac Avenue Station.

Table 1-13: Publicly-Owned Properties Potentially Available for Development

Municipality	Number Key	Parcel Area (ac.)	Property
Dormont	1	.32	Port Authority Park and Ride Lot – Potomac Station
	2	.23	Municipal Parking Lot – Espy Avenue
	3	.29	Municipal Parking Lot – Glenmore Avenue
	4	.10	Municipal Parking Lot – West Liberty near Tennessee
	5	.19	Municipal Parking Lot – West Liberty near Southern Alley
	6	.06	Municipal Parking Lot – West Liberty between Kelton Avenue and Hillsdale Avenue
	7	1.90	Port Authority Park and Ride Lot – Dormont Junction Station
	8	.09	Property Owned by Port Authority next to Hyundai Dealer
	9	.14	Property Owned by Borough and used by Hyundai Dealer
	10	.37	Municipal Parking Lot at the intersection of McFarland Road and West Liberty Avenue
Mt. Lebanon	1	.98	Municipal Parking Lot on Academy Avenue
	2	.41	Municipal Parking Lot on Washington Road across from Rollier's Hardware Store
	3	.12	Municipal Parking Lot on Washington Road across from Washington Elementary School
	4	2.60	Air rights over Mt. Lebanon LRT Station

Figure 1-7: Selected Public Properties in Potomac Station Area

Figure 1-8: Selected Public Properties in Dormont Junction Station Area

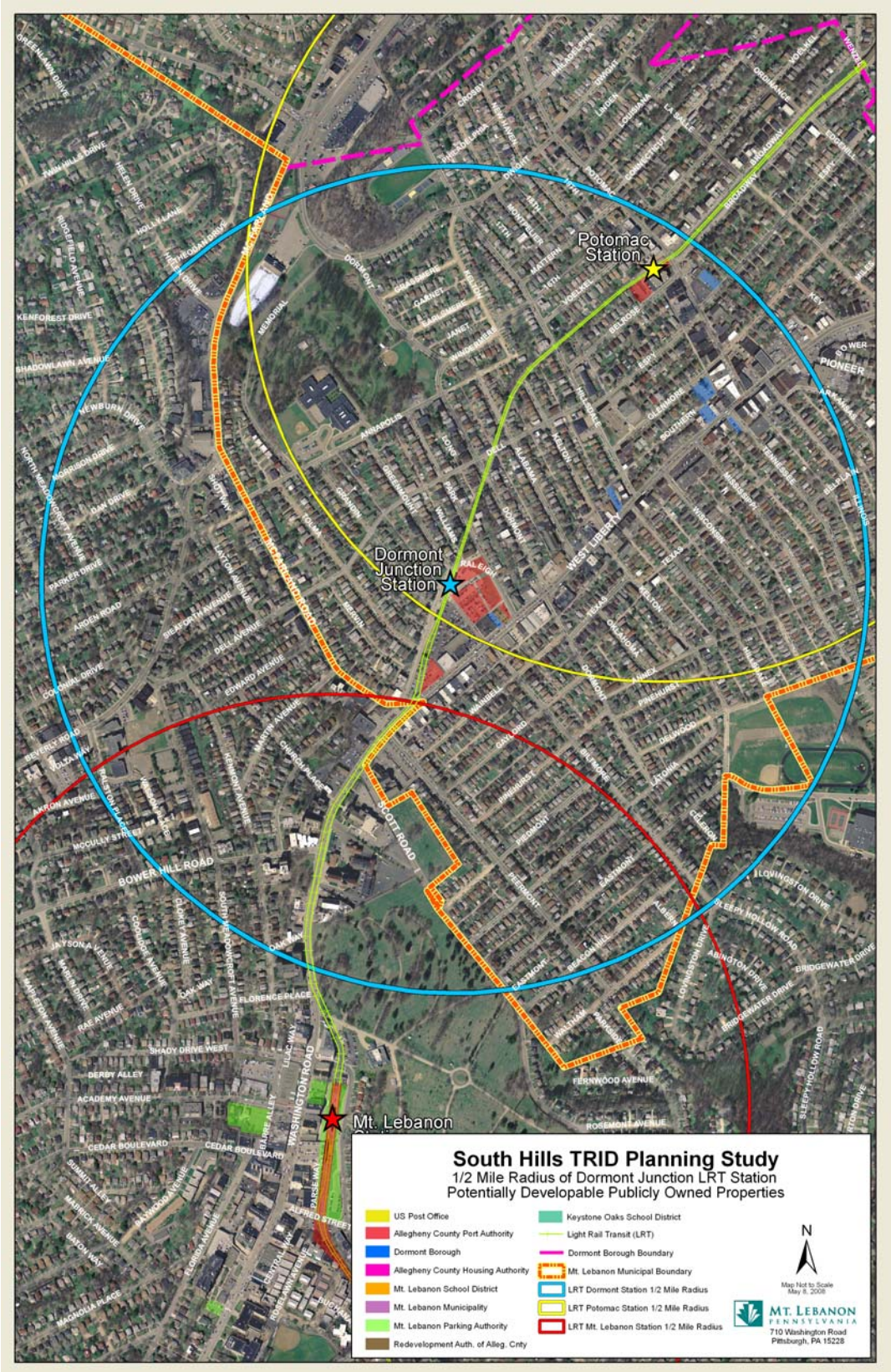
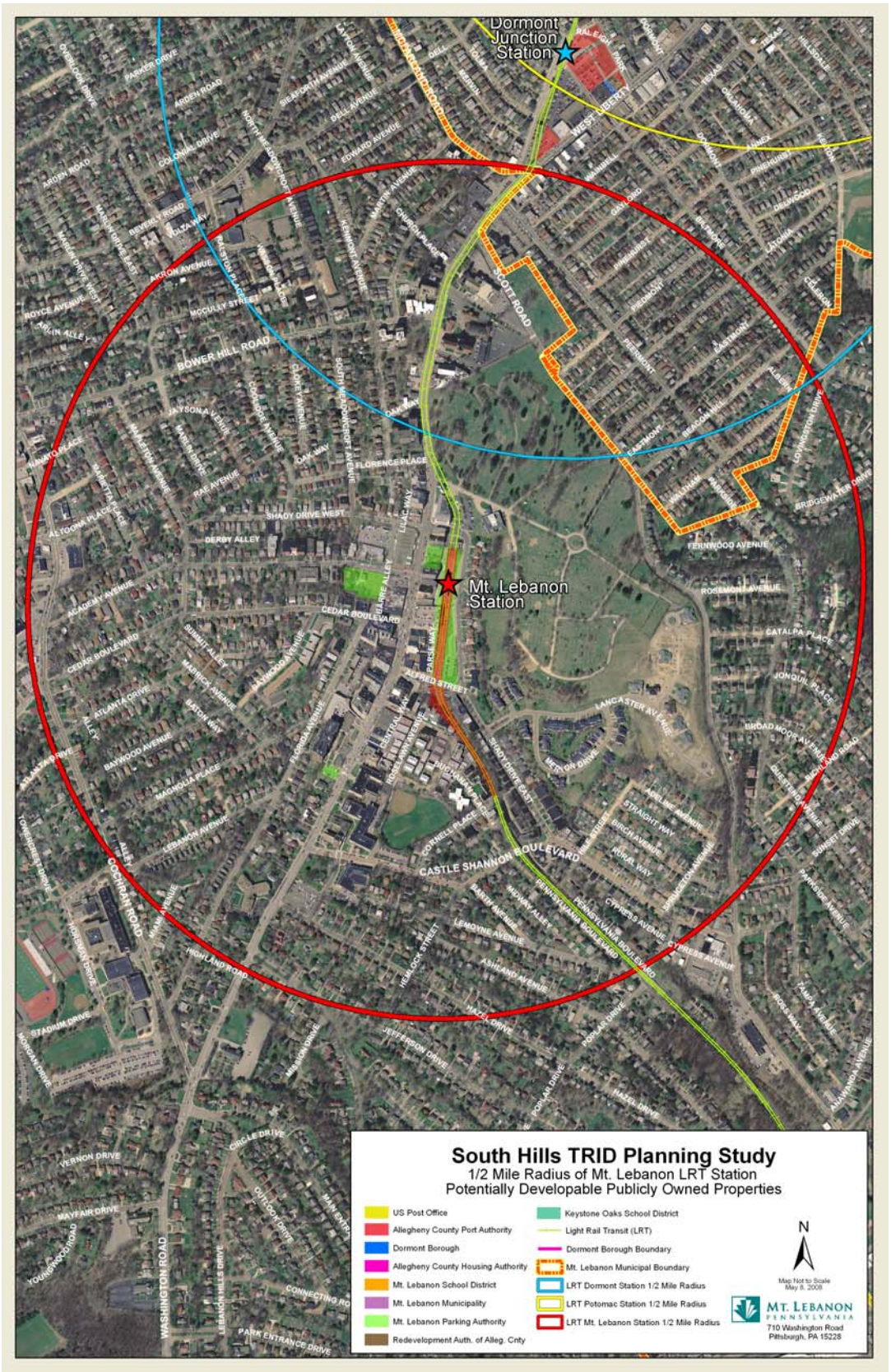


Figure 1-9: Selected Public Properties in Mt. Lebanon Station Area



1.7.4 Public Air Rights

Finally, a summary of air rights agreements is presented for two publicly-owned sites which have been identified by the County and the respective communities as particularly strategic opportunities for TRID-related development. These sites are discussed in detail in Section 1.4 of this TRID Study ("Strategic Opportunity Sites").

- In 1984, the Borough of Dormont acquired the air rights above the Port Authority's park-and-ride lots adjoining Dormont Junction Station.[6] This combined 1.9-acre site enjoys direct access to the station, Biltmore Avenue, and Park Boulevard, and represents the largest open site in public control within either of the Dormont station areas. The park-and-ride lots are the key to the potential redevelopment of the larger triangular area bounded by the LRT alignment, Park Boulevard, and West Liberty Road. The remainder of this triangle is in private ownership, currently occupied by car dealerships.

- Also in 1984, the Mt. Lebanon Parking Authority acquired the air rights above the Port Authority's LRT tracks from the south portal of the Mt. Lebanon LRT Tunnel to the at-grade crossing of the tracks at Alfred Street.[7] This 2.6-acre area, along with the Parking Authority's surface lot adjoining the station and the municipally-owned Parse Way (the parallel street which runs between the station alignment and Washington Road), constitute a significant development resource within public control.

[6] Dormont Parcel 7 in Table 13.
[7] Mt. Lebanon Parcel 4 in Table 13.

2.0 MARKET ANALYSIS REPORT

2.1 INTRODUCTION

This report describes current economic conditions and expectations for growth in Mt. Lebanon and Dormont. Both are small, established inner-ring suburban communities linked to downtown Pittsburgh and other southern suburbs via Allegheny County's LRT system known as "the T." While each community has a distinct economic character and "feel", each is sufficiently small that its economic fortune is tied to that of the larger Greater Pittsburgh economy.

Given this common economic outlook, the market analysis begins with a brief overview of Allegheny County as a common reference point. (Some market data are also provided for office and retail "submarkets" of Allegheny County, which includes Dormont and Mt. Lebanon as well as some adjacent communities.) The discussion then focuses on market conditions for Dormont and Mt. Lebanon in their entireties and for the station areas themselves. To the degree that data is available, the station area analysis is broken down for three concentric circles around each station:

- One-half mile, which is the outer limit of the TRID Study Area and the radius used, for the most part, in the *Existing Conditions Report* (Part 1.0 of this TRID Plan). As explained in the *Analysis of TRID Boundaries* (Part 3.0 of this TRID Plan), the proposed TRID would include the commercial corridors along West Liberty Avenue and Washington Road, as well as the LRT alignment, all the way out to the full half-mile radius. In reviewing the data, it is important to remember that the half-mile radii of the stations overlap substantially, and that the combined half-mile radii around Potomac Avenue and Dormont Junction Stations are virtually coterminous with the Borough of Dormont as a whole.
- One-quarter mile, which is a typical transit-oriented development planning radius for activities within walking distance of a station.
- One thousand feet, which as explained in Part 3.0 is the proposed TRID boundary for residential areas.

The intent of the TRID program is to enhance the development of the station areas as thriving centers with concentrated development, mixed uses, and "24/7" activity. To achieve this, a strategy that promotes both increased commercial development and increased residential development is essential. The two are symbiotic—nearby housing provides a built-in consumer base for retail, while the ability to walk to stores, transit, restaurants, and even entertainment is a growing attraction for housing. The demographic and commercial sections of this market analysis converge in the final section, which relates supply to demand within each station area.

This market analysis examines the existing consumer base and the current level of economic activity. Doing so enables us to project both the *type* of activities that might

flourish in a Dormont-Mt. Lebanon transit district, and the *scale* of additional investment that such a district could absorb.

2.2 ALLEGHENY COUNTY

After decades of economic restructuring, Allegheny County is at a crossroads. The County lost 142,000 manufacturing jobs between 1978 and 1988. [1] Beyond the loss of its economic anchor, heavy industry, the resulting economic decline triggered the out-migration of younger, entrepreneurial, and well-educated workers to other locations in search of better economic opportunities. As necessary as it was in order to bring the supply of labor in line with local demand and reduce the region's jobless rate, this brain drain likely hindered the region's recovery as it exported talent to other locations; it also contributes to the comparatively older age profile of the local economy relative to the nation as a whole. In this regard, the recent economic and demographic history of Allegheny County resembles that of most other core metropolitan counties in the industrial Midwest such as Cleveland and Milwaukee.

Although the legacy of this restructuring is still with the local economy, the recovery is continuing. Manufacturers that remain are highly productive and compete in a global market. Services have grown in significance over the last decade. Building on community assets such as its universities and its renowned medical facilities, the local economy has developed strengths in education, health, finance, and professional and technical services. This transformation has permitted the economy to stabilize and to come to a point where local and regional leaders are not merely reacting to events but planning for the future.

A key to any successful planning process is to understand current market trends but not to be imprisoned by them. In its new Comprehensive Plan, *Allegheny Places,* the County begins by analyzing macro-economic and distributional trends. The land use and development scenario that results if current trends are simply assumed to continue is one of sprawl, greenfield development, disinvestment in traditional population centers, and traffic congestion. As alternatives to this "Trend Scenario", the County has developed four Alternative Development Scenarios, which assume the same level of County-wide growth but manipulate the market through public policy and/or consumer preference in four deliberately different patterns: "Good Old Places," "Hot New Places", "River Places", and "Transit Places."

In the Trend Scenario, as well as Hot New Places and River Places, Dormont and Mt. Lebanon lose population and become less important economically. On the other hand, Dormont and Mt. Lebanon become population and investment magnets, relatively speaking, under Good Old Places and Transit Places. The culmination of the comprehensive planning process is the creation of a Composite Scenario, in which the best of the four alternative visions are blended but with a clear preference for Smart

[1] Summarized from information provided in Allegheny Places, "Allegheny Economic Trends Report," December 2005.

Growth and transit-oriented development. In this scenario, Dormont and Mt. Lebanon fare quite well. The Composite Scenario targets these two communities as TOD magnets, reflecting the already high levels of transit use that characterize these established "trolley towns". Over 22% of Dormont commuters reported using public transit in the 2000 Census, more than four times the national rate of 4.7%. Mt. Lebanon's rate of transit use was also much higher than average at 14.1%.

Like most local market analyses, this one begins with recent demographic trends, which suggest the likely trajectory if these trends persist into the future without intervention. The intent of the TRID, however—like that of *Allegheny Places*—is to balance existing trends with new opportunities nurtured by public policy.

2.3 DEMOGRAPHIC TRENDS IN THE STATION AREAS

Reflecting the long-term restructuring of the Allegheny County economy, population trends in Dormont and Mt. Lebanon are weaker than for the state of Pennsylvania and the nation as a whole. Current census estimates indicate that the population in these areas has been declining.[2] **Figure 2-1** provides a snapshot of the population change between 2000 and 2006 for the quarter-mile area surrounding the station areas, as well as the larger reference economies as a benchmark.

Figure 1 shows that the station areas are comparatively weaker than the larger Mt. Lebanon, Dormont, and Allegheny County areas in which they are located. Allegheny County and its components are, in turn, weaker in terms of population trends than the state and the US as a whole. That said, none of the communities in the Study Area is in sharp decline. The population data suggest older pockets of the Allegheny County economy that have been in a gradual decline or treading water.

Although population trends in the three station areas are generally weaker than for Allegheny County overall, median household incomes are nearly equal to those of the County. This is an important finding, as it suggests underlying strength in the consumer base of the station areas. This is an important asset in developing the TRID strategy. **Figure 2-2** compares the estimated median household income of the population within a quarter-mile of the station areas to the reference economies of Allegheny County, the state, and nation. A weighted average of the three station areas is also provided, shown as the "Unified Station area" bar in the Figure.

One factor supporting incomes in the station area, even while population has been in decline, is the age profile of the residents of these areas. Overall, station area residents

[2] The last actual count of population was in 2000. Figures for 2006 are Census estimates, and reflect the best information available at this time. New actual counts will not be available until the 2010 Census results become available in late 2010 or early 2011. Because these are estimates, there is some chance that the reported growth rates will change, particularly for small geographic areas where small differences in the actual numbers can make a noticeable difference in the reported growth rate. The underlying conclusion of "weak economy" or "thriving community" is unlikely to change, however.

are older than average. As incomes rise with a worker's experience in the labor market, and as older households tend to be more established in terms of homeownership all else held equal, income is typically correlated with age. **Figure 2-3** compares the median age within a quarter-mile radius of each of the three stations. As expected, the median age for the population surrounding the two Dormont stations is very similar; the age for the Mt. Lebanon area is slightly higher.

Figure 2-1: Station-Area Population Change in Context [3]

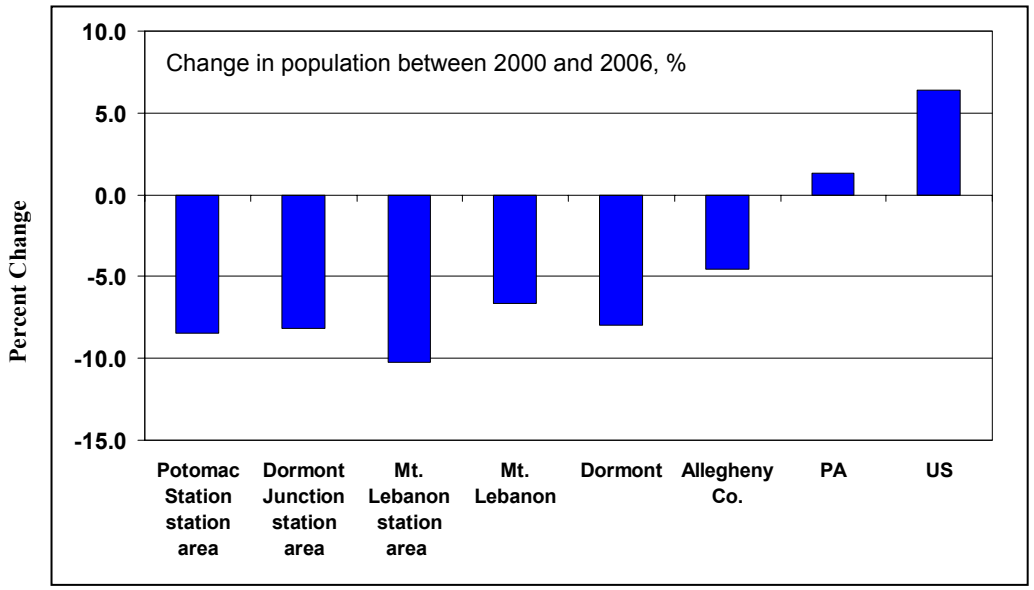
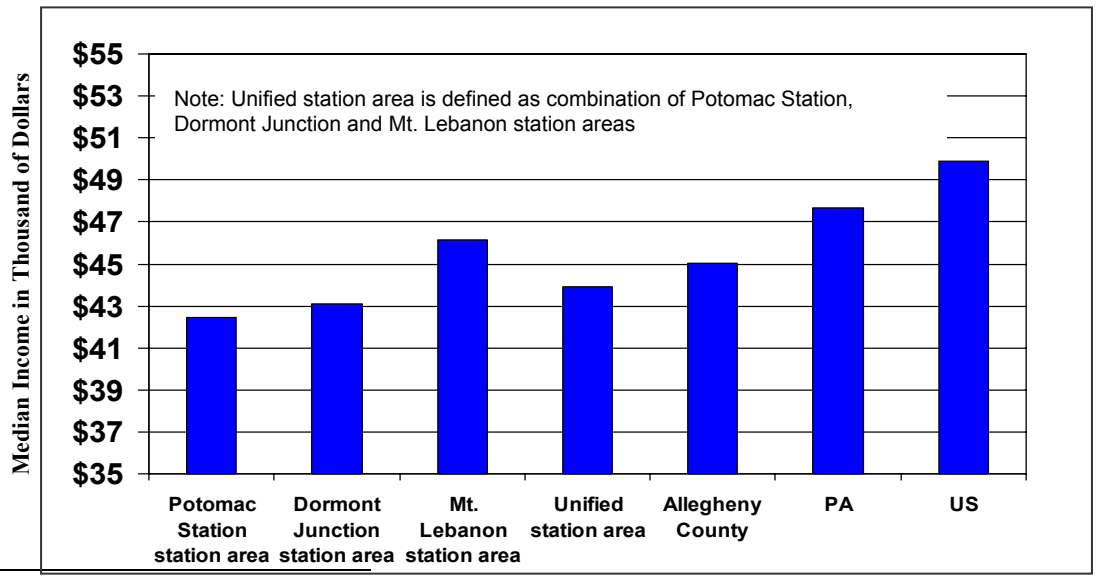


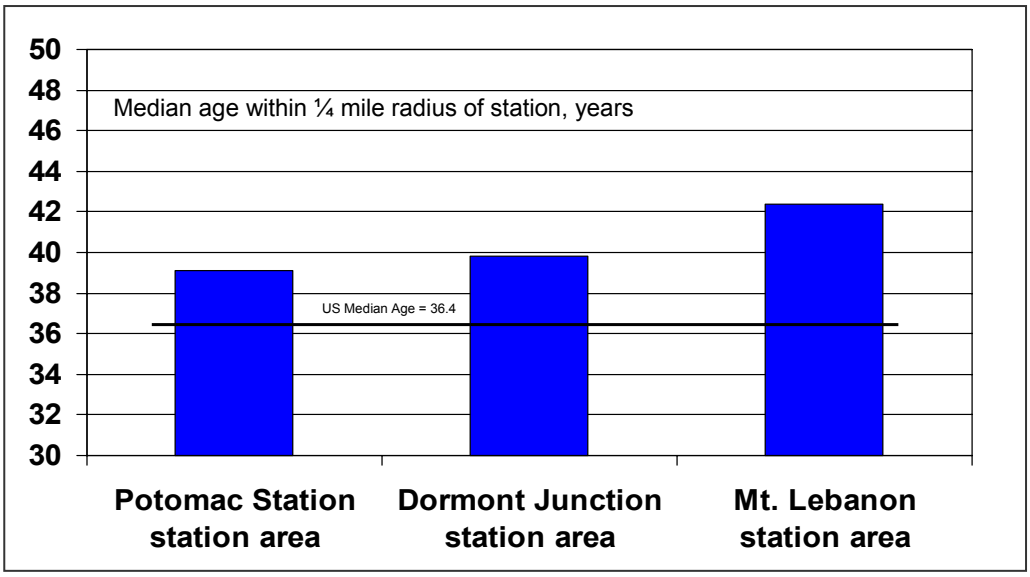
Figure 2-2: Station Area Incomes Nearly Equal With County (2007) [4]



[3] Source: Claritas, Census Bureau, and AECOM calculations.

[4] Sources: Claritas, Census Bureau and AECOM calculations

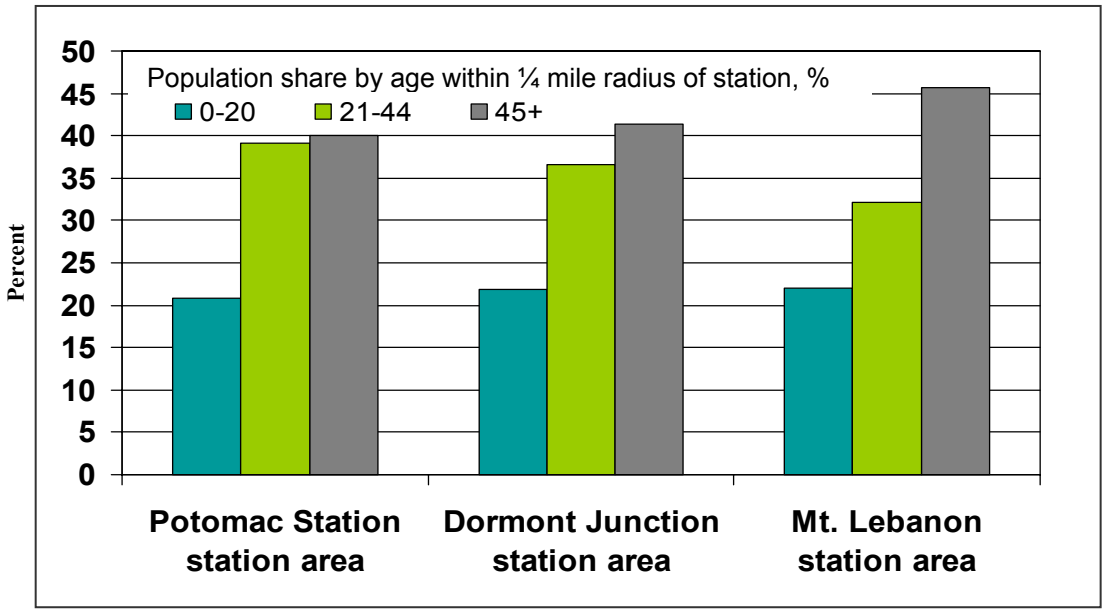
Figure 2-3: Station Area Residents Are Older than Average [5]



The higher median age in the Mt. Lebanon station area reflects a difference in the adult population, compared with the two Dormont stations. Children and teens (ages 0 to 20) account for nearly equivalent shares of the population in the three station areas. By contrast, Mt. Lebanon has a noticeably larger share of adults aged 45 or more. This is an important factor in shaping the TRID strategy, as consumers' tastes and preferences for goods and services evolve as they age. Young adults tend to be acquisitive; they are setting up households and becoming established in their professions. This fuels purchases of cars, electronics, furniture and household items, and clothing. As people become older and have established households, they need fewer household items as goods except to replace or trade up. By contrast, they tend to favor services and conveniences such as travel, dining out, personal and household services. **Figure 2-4** compares the population shares of these three groups across the quarter-mile station areas.

[5] Source: Claritas.

Figure 2-4: Mix of Resident Consumers Varies Among the Station Areas [6]



Tables 2-1A, 2-1B, and **2-1C** provide detailed demographic data and extrapolated trends for the station areas at the 1000-foot, quarter-mile, and half-mile radii. These tables highlight a few general trends.

- Population is trending to decline at all three station areas over the next five years.
- The number of households is similar across the three station areas. Each has roughly 1,000 households within walking distance and roughly 3,500 within a half-mile. This provides a scale against which to evaluate potential new housing development.
- Median incomes are projected to rise gradually over time.
- Median incomes are comparatively lower in the Potomac Station area, comparatively higher in the Mt. Lebanon station area.
- Population age trends at the two Dormont stations are very similar. The population in the Mt. Lebanon station area has a similar share of children compared to the Dormont stations, but the adult population tends to be older, consistent with the higher median income.

[6] Source: Claritas

Table 2-1A: Demographic Trends for Potomac Station [7]

Description	1,000 Foot Radius	¼ Mile Radius	½ Mile Radius
Population 1990	1,631	2,583	8,776
Population 2000	1,607	2,545	8,549
Population 2007	1,445	2,296	7,784
Population 2012	1,332	2,115	7,234
Number of Households in 2007	686	1,086	3,574
Median HH Income in 2000	$36,716	$36,815	$37,446
Median HH Income in 2007	$42,365	$42,458	$42,910
Median HH Income in 2012	$44,929	$45,015	$45,718
Median Age in 2000	35.77	35.79	36.38
Median Age in 2007	39.09	39.03	39.37
Median Age in 2012	41.24	41.23	41.47
% Population 0-20	20.62	20.86	21.96
% Population 21-44	39.39	39.20	37.43
% Population 45+	39.39	39.94	40.61

[7] Sources (for Tables 1A, 1B, and 1C): Census Bureau and Claritas. The forecasts are trend forecasts based on Census and Bureau of Economic Analysis data. Considerations of turning points in the economy are not included. The projections extrapolate past trends and structural relationships into the future, assuming no change to the underlying structure of the economy. For example, the projections of population take into account the age and gender profile of the population and the associated birth and death rates. The key factor driving variations in growth rates is the assumptions on migration. In a trend forecast, migration expectations are backward-looking—that is, they extrapolate past trends into the future. Structural changes that increased in-migration and caused a deviation from the trend are not incorporated into the forecast until they are apparent in a subsequent year's data. As such, trend forecasts are best interpreted as the future outlook *if past conditions persist into the future*; they do not account for changes in structural and demographic relationships

Table 2-1B: Demographic Trends for Dormont Junction

Description	1,000 Foot Radius	¼ Mile Radius	½ Mile Radius
Population 1990	1,515	2,637	9,339
Population 2000	1,425	2,466	8,896
Population 2007	1,271	2.233	8,183
Population 2012	1,177	2,083	7,670
Number of Households in 2007	578	1,036	3,809
Median HH Income in 2000	$41,012	$39,286	$41,180
Median HH Income in 2007	$44,153	$43,083	$45,788
Median HH Income in 2012	$46,667	$45,877	$48,929
Median Age in 2000	35.98	36.84	37.57
Median Age in 2007	39.05	39.80	40.33
Median Age in 2012	41.06	41.81	42.29
% Population 0-20	22.11	21.90	21.78
% Population 21-44	38.01	36.67	32.22
% Population 45+	39.88	41.43	46.00

Table 2-1C: Demographic Trends for Mt. Lebanon Station

Description	1,000 Foot Radius	¼ Mile Radius	½ Mile Radius
Population 1990	962	2,161	7,801
Population 2000	987	2,228	7,694
Population 2007	857	1,965	7.001
Population 2012	807	1,834	6,546
Number of Households in 2007	451	1,028	3,446
Median HH Income in 2000	$45,227	$43,691	$44,635
Median HH Income in 2007	$47,417	$46,173	$48,622
Median HH Income in 2012	$52,841	$49,666	$52,602
Median Age in 2000	38.53	39.47	39.62
Median Age in 2007	41.49	42.39	42.45
Median Age in 2012	43.92	44.70	44.69
% Population 0-20	22.17	21.94	21.51
% Population 21-44	33.83	32.21	28.90
% Population 45+	44.00	45.85	49.59

2.4 BUSINESS AND REAL ESTATE ACTIVITY IN THE STATION AREAS

Each of the station areas has a distinct commercial district. An assessment of the existing commercial base provides the means to understand the scale of new TRID investment that the station-area could absorb. It also describes the types of establishments that could be complemented by new development. The goal of the TRID investment is not to replace existing businesses, but rather to bolster existing demand and to complement the economic base that is already in place.

2.4.1 Commercial Employment and Occupied Space

Table 2-2 provides a breakout of employment by industry located within the 1,000-foot, quarter-mile, and half-mile radii of each station. The amount of commercial square footage is estimated by factoring employment by an average amount of space per employee in that industry. These are rough estimates, as there are no data sources that directly describe the amount of building stock in place at this fine level of geography.

Overall, the employment breakout and commercial stock estimates illustrate a few key findings on the economic base of the station areas.

- The commercial base surrounding the Potomac Station and Mt. Lebanon station areas are similar in size. Dormont Junction's is smaller, reflecting among other differences the large amount of land dedicated to parking lots in the immediate station area.
- For related reasons, the Dormont Junction commercial base nearly doubles between the 1,000 ft radius and the quarter-mile radius. This differs from the other two stations, which have a smaller incremental gain as the geographic boundary is expanded.
- The Mt. Lebanon station area has a larger local service industry.
- As the employment and commercial space estimates in **Table 2-2** underscore, retail and restaurant establishments account for a much larger share of activity around Potomac and Dormont Junction Stations than is the case at Mt. Lebanon's. Retail and restaurants are also larger in absolute terms at Potomac than at Mt. Lebanon. These are establishments that have the potential to support activity in the station area beyond the typical work hours. For example, employment in the 1,000 foot radius in retail and restaurants accounts for 317 workers in the Potomac Station area, 225 workers in the Dormont Junction area, and 294 in the Mt. Lebanon area. Taken as a share of all economic activity in the same radius, retail and restaurant activity accounts for 28% of Potomac Station's total (317/1,141), 53% of Dormont Junction's total (225/418), but only 17% of Mt. Lebanon's total (294/1,718). The smaller share in Mt. Lebanon does not mean the area is inhospitable to retailing and restaurants, but rather that its economy is more diversified with a significant share of office using employment such as public administration and services.

- The smaller retail and restaurant share surrounding Mt. Lebanon station reflects, in part, the greater presence of the service industry. Within walking distance of the station, service employment accounts for nearly half of all employment. The presence of service workers in the area supports demand for retail and dining options during the day, but disappears as the workers commute to their homes in the evening. This suggests that additional housing (as well as the proposed downtown hotel) could support additional retail and restaurant growth.

Table 2-2: Employment and Estimated Commercial Space in the Station Areas [8]

	Employment				Estimated Comm'l Space		
Industry	**1,000' radius**	**¼ mile radius**	**½ mile radius**	**SF/empl. factor**	**1,000' radius**	**¼ mile radius**	**½ mile radius**
Potomac Station							
Retail, ex restaurants	165	293	1,031	500	82,500	146,500	515,500
Restaurants	152	280	412	300	45,600	84,000	123,600
Finance	82	116	291	300	24,600	34,800	87,300
Service	377	583	968	300	113,100	174,900	290,400
Public	0	76	95	300	0	22,800	28,500
Other	365	425	597	400	146,000	170,000	238,800
Total	1,141	1,773	3,394		411,800	633,000	1,284,100
Dormont Junction							
Retail, ex restaurants	152	154	341	500	76,000	77,000	170,500
Restaurants	73	132	560	300	21,900	39,600	168,000
Finance	40	65	267	300	12,000	19,500	80,100
Service	74	326	1,022	300	22,200	97,800	306,600
Public	10	34	86	300	3,000	10,200	25,800
Other	69	89	275	400	27,600	35,600	110,000
Total	418	800	2,551		162,700	279,700	861,000
Mt. Lebanon							
Retail, ex restaurants	152	182	311	500	76,000	91,000	155,500
Restaurants	142	168	240	300	42,600	50,400	72,000
Finance	139	160	309	300	41,700	48,000	92,700
Service	788	849	1,825	300	236,400	254,700	547,500
Public	347	357	383	300	104,100	107,100	114,900
Other	150	213	340	400	60,000	85,200	136,000
Total	1,718	1,929	3,408		560,800	636,400	1,118,600

[8] Source: Claritas data and AECOM Consult calculations. Note: In this table, "other industries" include agriculture, mining, construction, manufacturing, wholesale trade, and transportation, communications and public utilities. None of these industries by themselves had a significant presence in the station areas.

2.4.2 Commercial Real Estate

Reflecting the local mix of employment, the commercial space market in Dormont and Mt. Lebanon is dominated by office and retail. Station area or community level vacancy rate and asking rent data are not readily available. As a consequence, local data are supplemented with information about the larger regional market. Such data are available from Grubb & Ellis, a commercial real estate firm that tracks the Pittsburgh market and publishes quarterly information on the CBD and surrounding submarkets.

In terms of the retail market, both Mt. Lebanon and Dormont are in Grubb & Ellis's South / Route 19 submarket. At mid-year 2007, this market had a vacancy rate of 5.7%, which is lower than the total market average rate of 6.2%. Moreover, this submarket has an asking rent of $35/sf, equivalent to the CBD value and the highest of all rents reported for Pittsburgh submarkets. As the retail data covers all types of retail establishments—storefronts to malls, there is likely a considerable range around the asking rent. The South / Route 19 market comprises over 3 million square feet of leasable area or about 6% of all leasable retail space in the Pittsburgh market; thus the submarket encompasses a much larger area and significant retail complexes beyond just the Dormont and Mt. Lebanon communities. That said, the combination of a lower than average vacancy rate and market high asking rents indicates that this submarket of Pittsburgh is recognized as an attractive location. Grubb & Ellis's commentary on the Pittsburgh retail market notes that despite increased land and construction costs, mixed-use developments and lifestyle centers are dominating new development.

Available vacancy rate data for Mt. Lebanon are consistent with this regional picture. The Mt. Lebanon Commercial Districts Office reports that district is home to 182 businesses including 72 storefronts and that the storefront vacancy rate is approximately 6%[9]. Rents are more affordable than the $35/sf asking rent for the broader submarket, which is likely skewed by larger regional retail destinations. **Table 2-3** summarizes available retail properties in Mt. Lebanon by location, size and asking rent where available.[10]

Table 2-3: Retail Listings in Mt. Lebanon [11]

Location	Space	Asking Rent
439 Washington Rd.	1,800 sf	$23-$27sf
460 Washington Rd.	2,500 to 5,000 sf	$18/$20 sf
1500 Washington Rd.	2,579 sf	NA
1 Cedar Boulevard	5,500 sf	NA
634 Washington Rd.	4,000 sf	$16/sf
642 Washington Rd.	1,000 sf	NA
660 Washington Rd.	4,900 sf	N/A

[9] Washington Road is the main artery for storefronts in Mt. Lebanon.
[10] Comparable data are not available for Dormont.
[11] Source: Mt. Lebanon Commercial Districts Office.

666 Washington Rd.	1,910 sf	$18/sf
672 Washington Rd.	2,350 sf	$3500/month
704 Washington Rd.	2,800 sf	NA
1569 McFarland Rd.	2,745 sf	$8.50/sf
Total	**32,084 – 34,584 sf**	

A comparison of the estimate of vacant space in **Table 2-3** to the estimate of total retail space within a half mile radius of the station provided in Figure 6 suggests a higher vacancy rate for retail properties without a storefront location. The vacancy total of 34,000 sf reported by the Commercial Districts Office implies an overall vacancy rate of over 20%. This rate may be artificially high, as the half-mile radius may exclude key properties. However, alternate estimates suggest the same basic conclusion. The Commercial District is home to 182 businesses. If two-thirds (120) were retail enterprises with an average size of 3,100 sf (the average size implied by the listings in Table 3), total stock of retail space would be 372,000. This would imply an overall vacancy rate of about 9%; with a storefront average of 6%; non-storefronts would have a rate higher than 9% to offset the lower storefront value.

Grubb & Ellis draw the geography of the office market differently than for retail space. Dormont and Mt. Lebanon correlate to the South office submarket. Containing over 3 million sf of space across all classes of space, the South office submarket accounts for 7 % of the total Pittsburgh office market. With a vacancy rate of 10%, the market is significantly tighter than the balance of the Pittsburgh market. The CBD average vacancy rate is just over 20%; adding in the balance of the suburban markets drops the Pittsburgh average to 18%. Net absorption has been solid, year-to-date, with over 165,000 sf taken up. Vacancy rates make rise slightly in the near term as 424,000 sf of new space is under construction in this market. Of note: asking rents for Class A office space are the lowest in the Pittsburgh region--$18.93/sf. By contrast, at $16.22/ sf asking rents for Class B office space are among the highest of the suburban submarkets, just slightly below the CBD asking rent.

Local area office vacancy rate information is not available for Mt. Lebanon. Rent information is generally consistent with the Grubb & Ellis data—individual listings bracket the $16/sf value, although the mix suggests that Mt. Lebanon may be more affordable than average overall. **Table 2-4** summarizes the location, size and asking rent for current office space listings[12].

A comparison of the estimate of vacant space in Table 2-4 to the estimate of total office-using space within a half mile radius of the station provided in Figure 6 suggests a similar vacancy rate to that reported by Grubb & Ellis. The total vacant 42,000 sf reported by the commercial districts office implies an overall vacancy rate of around 12%[13].

[12] Comparable local data are not available for Dormont.

[13] Assumes that finance space and 250,000 (about half) of service industry space is office using. This yields a total office stock of 342,700 (92,700 + 250,000) in the half-mile radius surrounding the station.

Beyond office and retail, the Mt. Lebanon station area has been selected as the site for a new Spring Hill Suites by Marriott. The $11 million, 98-room hotel will employ an estimated 30 full and part-time staff. Marriott reported that it selected the Mt. Lebanon site, in part, because of proximity to the LRT system and because it identified Mt. Lebanon as a boutique suburb.

Table 2-4: Office Listings in Mt. Lebanon[14]

Location	Space	Asking Rent
425-427 Cochran Rd.	800-3,065 sf	$12/$14 sf
445 Castle Shannon Boulevard	1,000 to 3,800 sf	NA
603 Washington Rd.	1,200 sf	$12/ $16 sf
20 Cedar Boulevard	600 to 2,400 sf	$14/15 sf
327 Castle Shannon Boulevard	100 to 2,000 sf	$10/$15 sf
660 Washington Rd.	5,000 sf	NA
680 Washington Rd.	1,000 sf	$13/sf
731-733 Washington Rd.	1,000 to 2,600 sf	NA
1 Cedar Boulevard	5,500 sf	NA
1145 Bower Hill Road	1,000 sf	NA
607 Washington Rd.	2,000 sf	$18/sf
630 Washington Rd.	1,500 sf	NA
634 Washington Rd.	1,200 sf	NA
615 Washington Rd.	200 to 1,450 sf	NA
300 Cedar Boulevard	500 to 1,400 sf	$15/ sf
650 Washington Rd.	1,000 to 4,700 sf	$20 / sf
681 Washington Rd.	775 sf	$1,100/month
666 Washington Rd.	600 sf	$15/sf or $750/mo.
1575 McFarland Road	1,200 sf	$9/sf
Total	**26,175 to 42,390**	

2.4.3 Residential Real Estate

Residential markets are dominated by single-family housing; housing is comparatively more affordable in Dormont relative to Mt. Lebanon. A snapshot of MLS listing currently on the market provides an indication of the potential price for new residential development included in the TRID development. While residents might be willing to pay a premium for upscale amenities, new construction and excellent proximity to the transit station, the price of existing residential stock provides a baseline price.

Table 2-5 provides price list price information for single-family, town-home and condominium residences in the two communities. Consistent with the higher median age and income of Mt. Lebanon relative to Dormont, residential real estate prices are higher in Mt. Lebanon. The average single-family house on the market in Mt. Lebanon lists for more than twice the average single-family house in Dormont. Moreover, although single-family listings dominate both markets, the range of housing options is more diverse in Mt. Lebanon, with town-homes and condos available. The condo market in Mt. Lebanon

[14] Source: Mt. Lebanon Commercial Districts Office.

will expand in 2008/2009. Zamagias Properties will break ground on a $41 million condominium project opposite St. Bernard Church, just north of the Mt. Lebanon CBD and less than a half-mile from Dormont Junction.

Table 2-5: Residential Real Estate Listings [15]

Property Type	Active Listings	Lowest List Price	Average List Price	Highest List Price
Dormont				
Single Family	53	$41,600	$114,499	$250,000
Townhome	1	$49,500	$49,500	49,500
Condo/TH	0	NA	NA	NA
Mt. Lebanon				
Single Family	198	$89,900	$253,340	$1,175,000
Townhome	7	$89,900	$314,657	$799,000
Condo/TH	9	$89,900	$165,289	$224,900

2.5 RETAIL OPPORTUNITIES IN THE STATION AREAS

New residential development included in a TRID strategy creates additional demand for retail goods and local dining options. This expansion of the local consumer base provides opportunities for expansion and diversification of the local retail and restaurant base. The success of such venues that are included as part of the TRID development requires an understanding of the existing supply and demand balance in the local area. A new business could find the station area market highly competitive, despite the expanded consumer base, if the market was already oversupplied with that type of retailer venue relative to the local market. In such a case, the station area would be exporting vehicle retailing or restaurant dining experiences to consumers located outside the station area. By comparison, a new business that fills an underserved niche in the local market may find the economic environment more welcoming and have a higher potential for success. The new business must understand whether the success of its business plan hinges on the local market or whether it must also be able to draw consumers from a greater distance than the station area market. Such a strategy has implications for parking, as well as operating costs such as advertising and marketing.

Tables 2-6A, 2-6B, and **2-6C** report the retail supply/demand balance in the three station areas. In these tables, the supply/demand balance is calculated as the difference between estimated consumer demand and consumer expenditures, with demand assigned a "plus" and expenditures assigned a "minus".[16] Those categories with a positive balance are bolded. In reading the Tables:

[15] Source: Coldwell Banker Residential Real Estate accessed at: http://www.pittsburghmoves.com, November 2007.

[16] Consumer demand relies on Consumer Expenditure Survey data from the Bureau of Labor Statistics. The survey collects data on the average expenditure on a wide range of goods and services by different types of consumers, described by region of residence, age, income, and other factors. These average

- A large positive value indicates that the local consumer demand for a particular good or service exceeds consumer expenditures in the local area. This indicates that there is an opportunity for additional commercial expansion of this type in the current market. Additional households would amplify this opportunity.
- A small positive or negative value indicates that the local market is fairly balanced in terms of local supply and demand. Additional households attracted to the station areas as part of the TRID development would increase the retail potential of the local market for this type of good or dining option.
- A large negative value indicates that the local market is oversupplied with retailers of this type, *relative to the local market*. Existing retailers are already exporting to a broader region. A new retail establishment focused on just the local market would struggle here. Additional demand included as part of the TRID development would improve the local demand/supply balance, but new commercial expansion in these market segments carry the greatest risk. A new venue would most likely need to attract consumers from outside the local area in order to be a viable concern over the long-term.

Key findings of this station-area supply/demand analysis include:

- Food and beverage stores are undersupplied in all three station areas. Residents are traveling outside the station areas for groceries.
- General merchandise stores are undersupplied in all three station areas.
- The restaurant market in the Potomac Station area appears to be balanced or slightly undersupplied. Thus, there appears to be a market opportunity, which would be enhanced by the addition of new residential development.
- The restaurant markets in Mt. Lebanon and Dormont appear to be roughly balanced or slightly oversupplied. These areas are beginning to attract diners from outside the station area. Additional residential development and the planned hotel in Mt. Lebanon would strengthen the market. Also, because of the nature of the restaurant business, clustering of multiple venues might anchor an entertainment district and strengthen the overall dining district. The station area, in this case, would become a local destination for an evening out. If one restaurant was busy, diners would still come to the area confident that there were many other options available without significant travel or planning.
- Health and personal care retailers appear to have an opportunity in the Dormont Junction area.

---

expenditures are applied to the different types of consumers living in the station areas and summed to the total residents in the station areas to obtain an estimate of total consumer demand. Consumer supply is estimated are retail sales for the different categories as reported from the Census of Retail Trade, which is published by the U.S. Census.

Table 2-6A: Supply/ Demand Balance for Potomac Station, 2007 [17]

Description	1,000 Foot Radius	¼ Mile Radius	½ Mile Radius
Total Retail Sales incl Eating and Drinking	-$13,389,434	-$20,174,624	-$39,118,688
Motor Vehicle and Parts	-$16,861,146	-$25,235,590	-$69,536,264
Furniture and Home Furnishings	**$98,432**	**$151,691**	**$1,101,833**
Electronics and Appliance Stores	-$802,919	-$1,108,140	-$77,859
Building Material and Garden Stores	-$4,420,585	-$6,125,295	-44,068,917
Food and Beverage	**$2,199,561**	**$3,389,465**	**$11,071,658**
Health and Personal Care	$368,873	-$494,657	-$1,924,837
Gasoline Stations	$2,582,906	$2,935,815	-$1,779,231
Clothing and Accessories	**$1,056,826**	**$1,447,037**	**$3,123,668**
Sporting Goods, Hobby, Book and Music	$523,716	-$831,261	-$1,067,364
General Merchandise Stores	**$2,873,532**	**$4,573,753**	**$15,321,586**
Misc. Retailers	**$111,357**	**$262,798**	**$2,004,996**
Non Store Retailers	**-$33,610**	**$266,701**	**$6,111,247**
Foodservice and Drinking Places	**$698,799**	**$593,060**	**$600,797**
GAFO (not incl. in total above)	**$2,878,166**	**$4,530,565**	**$19,297,809**

[17] Source for Tables 6A, 6B, and 6C: Claritas. Note: In these Tables, "GAFO" (General merchandise, Apparel, Furniture and Other) represents sales at stores that sell merchandise normally sold in department stores. This category is not included in Total Retail Sales Including Eating and Drinking Places.

Table 2-6B: Supply/ Demand Balance for Dormont Junction, 2007

Description	1,000 Foot Radius	¼ Mile Radius	½ Mile Radius
Total Retail Sales incl Eating and Drinking	-$16,934,475	-$22,435,086	$2,013,761
Motor Vehicle and Parts	-$18,129,028	-$24,192,386	-$35,986,276
Furniture and Home Furnishings	$149,757	-$215,110	-$302,141
Electronics and Appliance Stores	**$503,767**	**$809,485**	**$2,158,184**
Building Material and Garden Stores	-$1,305,688	-$5,455,577	-$10,710,805
Food and Beverage	**$2,670,632**	**$4,489,822**	**$15,779,301**
Health and Personal Care	**$1,010,217**	**$1,652,442**	**$5,114,894**
Gasoline Stations	-$6,949,001	-$6,465,371	-$1,728,952
Clothing and Accessories	**$777,749**	**$836,038**	**$3,526,087**
Sporting Goods, Hobby, Book and Music	-$281,992	-$695,128	-$228,679
General Merchandise Stores	**$2,540,280**	**$4,498,748**	**$16,918,517**
Misc. Retailers	**$507,965**	**$881,047**	**$3,236,069**
Non Store Retailers	**$1,510,160**	**$2,684,336**	**$9,435,047**
Foodservice and Drinking Places	$60,707	-$1,263,432	-$5,197,486
GAFO (not incl. in total above)	**$3,930,643**	**$5,661,813**	**$23,668,420**

Table 2-6C: Supply/ Demand Balance for Mt. Lebanon Station, 2007

Description	1,000 Foot Radius	¼ Mile Radius	½ Mile Radius
Total Retail Sales incl Eating and Drinking	$90,618	$5,452,706	$51,933,510
Motor Vehicle and Parts	**$2,910,828**	**$6,509,636**	**$14,923,264**
Furniture and Home Furnishings	**$401,193**	**$870,166**	**$1,891,008**
Electronics and Appliance Stores	**$392,502**	**$809,746**	**$3,040,182**
Building Material and Garden Stores	-$7,465,461	-$13,713,545	-$18,485,586
Food and Beverage	**$1,990,089**	**$4,475,314**	**$15,834,559**
Health and Personal Care	-$2,786,735	-$3,171,711	-$215,771
Gasoline Stations	**$1,659,626**	**$3,733,280**	**$12,104,118**
Clothing and Accessories	**$301,284**	**$726,304**	**$2,643,439**
Sporting Goods, Hobby, Book and Music	**$186,404**	**$214,409**	**$1,512,917**
General Merchandise Stores[18]	**$2,031,270**	**$4,495,529**	**$15,637,434**
Misc. Retailer[19]s	-$57,182	-$121,743	$301,842
Non Store Retailers	**$1,056,856**	**$2,071,179**	**$8,318,352**
Foodservice and Drinking Places	-$530,055	-$1,445,859	-$5,572,250
GAFO (not incl. in total above)	**$3,332,367**	**$7,204,703**	**$25,303,913**

[18] General merchandise stores include departments stores (conventional, discount and national chain), warehouse clubs and superstores, variety stores, and all other general merchandise stores including apparel, automotive parts, dry goods, hardware, groceries, housewares or home furnishings, and other lines in limited amounts, with none of the lines predominating.

[19] Non Store Retailers include mail-order houses, vending machine operators, home delivery sales, door-to-door sales, party plan sales, electronic shopping, and sales through portable stalls (e.g., street vendors, except food). Establishments engaged in the direct sale (i.e., nonstore) of products, such as home heating oil dealers, newspaper delivery are included in this subsector.

2.6 SUMMARY AND IMPLICATIONS

Although the economies surrounding Potomac Station, Dormont Junction, and Mt. Lebanon face near-term economic challenges such as a gradually declining population as well as lower than average incomes in Dormont, there are a number of strengths and opportunities that would support a TRID strategy.

- Both Dormont and Mt. Lebanon have much higher than average use of public transit.
- Median incomes are generally on par with those for Allegheny County.
- The diversity of housing options is expanding in Mt. Lebanon. Housing prices in this area are markedly higher than in the Dormont community, enabling a greater range of mixed-use residential options.
- Food and beverage stores are undersupplied in all three station areas. A Whole Foods market or similar retail concept would likely flourish in Mt. Lebanon.
- The mix of younger and older adult consumers in Dormont supports demand for household goods and basics, as well as restaurants and services. General merchandise stores are an opportunity for the Dormont station areas.
- The greater prevalence of older adults in Mt. Lebanon's station-area population supports more upscale retailers and a greater emphasis on services.
- The restaurant market in Mt. Lebanon and Dormont appears to be roughly balanced. New residents, as part of a mixed use development, would increase local demand and support expansion of additional venues.
- Health and personal care retailers appear to have an opportunity in the Dormont Junction area.
- The restaurant market in Potomac Station appears to be balanced or slightly undersupplied.
- Mt. Lebanon's growing reputation as a boutique suburb, evidenced by the new planned hotel and condo development, potentially positions Dormont to be able to attract "spin-off" development.
- The office market in Mt. Lebanon appears to be balanced and healthy, when compared to benchmark statistics for the broader region.
- The retail market in Mt. Lebanon appears to be bifurcated with a strong storefront retailing market concentrated on Washington Road, and a weaker retailing market elsewhere.

3.0 ANALYSIS OF TRID BOUNDARIES

3.1 INTRODUCTION

The most fundamental decision to be addressed in forming a Transit Revitalization Investment District ("TRID") is the geographic definition of the district itself. The TRID enabling law (Act 238 of 2004, or "the Act") provides three guiding principles:

- Eligible TRID locations may include any geographic area of a municipality *or municipalities*…[Section 301(1); emphasis provided].

- Eligible TRID locations [are] within an area generally formed by a minimum radius of one-eighth mile and not to exceed a radius of one-half mile from a…transit stop or station…[ibid.]. [However,] the specific boundaries of a TRID may be expanded or reduced based on local circumstances…, but only when…authorized by the governing…bodies of the affected…jurisdictions… and the rationale…is supported by the findings of the required TRID planning study [Section 301(2)].

- Creation of value capture area: In conjunction with the formal establishment of the TRID boundaries, a *coterminous* value capture area shall simultaneously be created… [Section 701; emphasis provide].

For purposes of surveying existing conditions and evaluating the market for residential and commercial development, the full half-mile radius is used as the TRID study area in the earlier sections of this study. However, when it comes to a TRID implementation strategy—involving specific public and private investments as well as value capture—a more tightly focused district is appropriate. The purpose of this Technical Memorandum is to evaluate potential boundaries for the South Hills TRID and to recommend a preferred configuration. The Memorandum addresses the three boundary-related issues in the order in which they are quoted above.

3.2 THE OPTIMAL NUMBER OF TRIDS

Dormont, Mt. Lebanon, and Allegheny County could opt to create three separate TRIDs (one per station); two TRIDs (one for the two stations in Dormont, the other for Mt. Lebanon); or a single, consolidated TRID for all three stations.

Figure 3-1 shows that, when viewed in the context of the County as a whole, the half-mile station areas (the three colored circles) are so close together that they blend into a single location on the map.

Figure 3-1: The Three Station Areas in the County Context

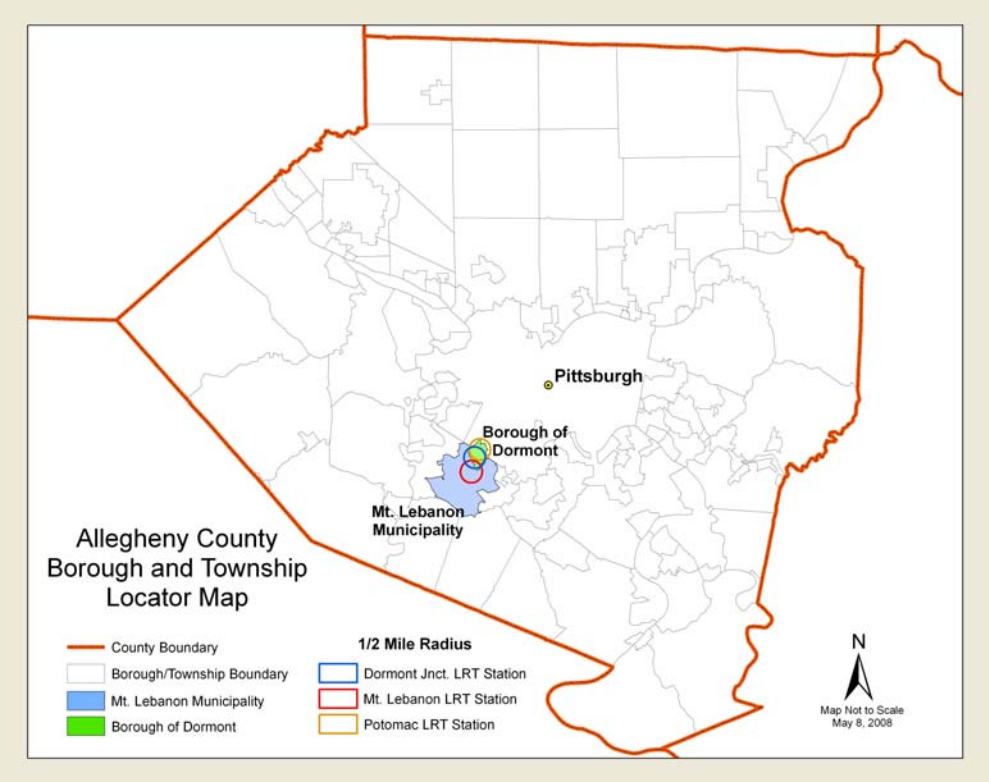


Figure 3-2 zooms in on the TRID study area, showing the three stations, the light rail alignment (in blue), the Dormont municipal boundary with Pittsburgh and Mt. Lebanon, and three illustrative radii: the eighth-mile and half-mile mile radii specified in the TRID statute, and the quarter-mile radius typically used as a "default" walking distance by TOD planners. Our initial purpose in looking at these radial distances is not to select the optimal size of the TRID(s), but to understand the degree of proximity between stations.

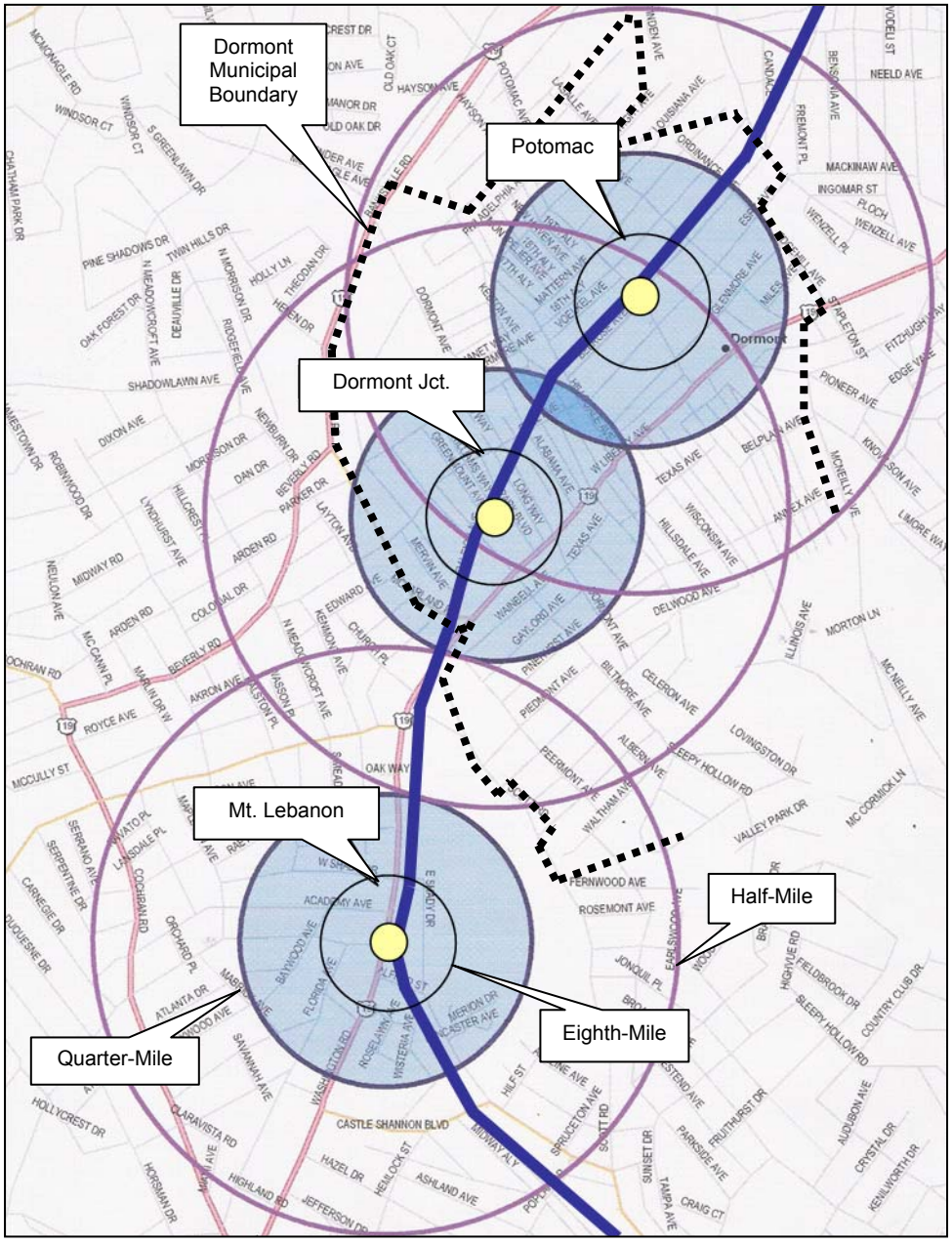
The figure shows that Potomac and Dormont Junction Stations are less than a half-mile apart, and that Dormont Junction and Mt. Lebanon Stations are just three-quarters of a mile apart. The half-mile circles around the stations overlap substantially, and the half-mile circles surrounding Dormont Junction and Mt. Lebanon Stations spill across the boundary between the two municipalities.

The proximity of the three station areas is not only geographic, but functional as well. **Figure 3-3** introduces additional corridor features, including the continuous arterial street formed by Route 19 (West Liberty Avenue and Washington Road, shown as a heavy red dotted line).

The West Liberty / Washington arterial is primarily commercial for its entire length within Dormont, and constitutes the iconic main street of the Mt. Lebanon CBD. It passes within easy walking distance of each station. The arterial is immediately adjacent to Mt. Lebanon Station, and a very short walk from Dormont Junction Station. West

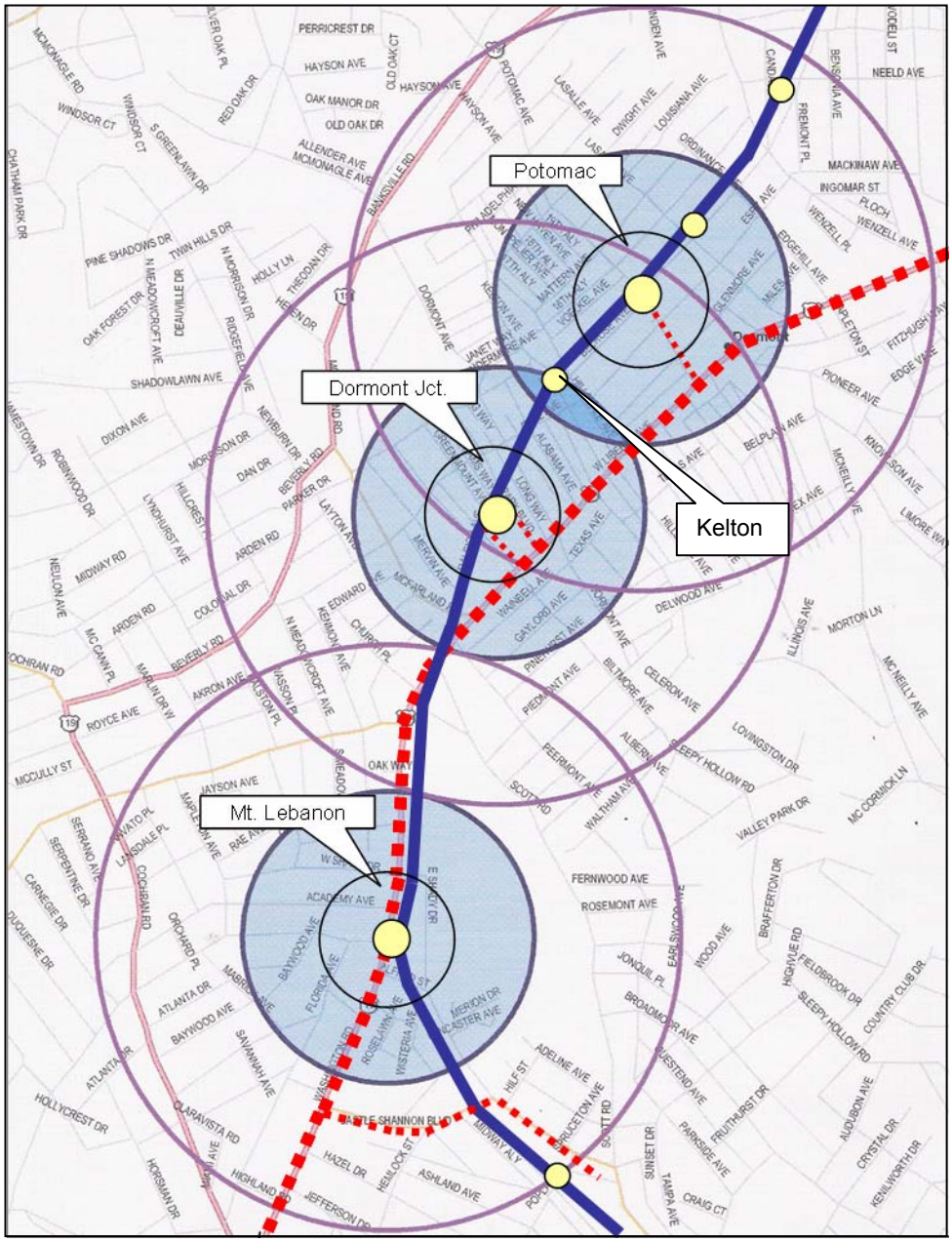
Liberty is connected to Potomac Station by Potomac Avenue itself, a five-minute walk encompassing the station area business district.

Figure 3-2: TRID Stations with Planning Radii



With respect to the light rail line, the sense of a continuous transit corridor is reinforced by the presence of low-platform stops at intermediate locations in Dormont. The Kelton and Stevenson low-platform stops are about 1,000 feet from Potomac Station on either side; Kelton lies halfway between Potomac and Dormont Junction.

Figure 3-3: TRID Stations with Corridor Features



All of these geographic conditions support a conclusion that the Potomac, Dormont Junction, and Mt. Lebanon station areas constitute, for planning purposes, a continuous transit neighborhood and mixed-use commercial corridor. To optimize the planning associated with the TRID program, a single, consolidated TRID is therefore recommended. Pursuant to Section 302 of the Act, this TRID would be created through

an interagency agreement among the two municipalities, Allegheny County (including its County Redevelopment Authority), and the Port Authority.[1]

3.3 OPTIMAL TRID BOUNDARIES

Based on extensive TOD planning in American communities, the quarter-mile "default" standard has proven to be a useful proxy for the five- to ten-minute walk people will routinely take to access a station and perceive that their home, school, job, park, shop, or restaurant is part of the station environment. Every place is different, and not every station area is best envisioned as a quarter-mile circle, but that is a good frame of reference from which to make site-specific adjustments.

In the case of the South Hills stations, two adjustments are recommended:

- Because the South Hills' local walking conditions are affected by topography and icy weather, a somewhat smaller radius is recommended as a measure of station proximity. As illustrated in the following graphics for each station, a radius of one thousand feet (1000') is generally sufficient to capture all of the strategic features identified in the TRID study. Moreover, since the legal boundary of the TRID would include all parcels located *wholly or partly* within the notional boundary, a 1000' circle will result in a "jagged" boundary that extends out to a quarter-mile in some locations. (See **Figures 3-8** and **3-9** at the end of this part.)

- To reflect the continuity of the three station areas as a single transit district, the proposed TRID includes the segments of the light rail line extending outside the 1000' circle to the next station area, to the statutory TRID limit of one-half mile (or to the municipal boundary if closer). The corresponding segments of the West Liberty Avenue / Washington Road arterial are included in the same fashion. For purposes of defining the TRID, these extensions beyond the 1000' circle consist of the arterial street or light rail alignment itself plus the properties abutting it on either side.

If the TRID is defined by the 1000' radius plus the light rail and arterial street extensions, the areas located within the half-mile study area but excluded from the TRID consist almost entirely of residential streets in which the TRID plan would not call for any unusual public intervention or investment.

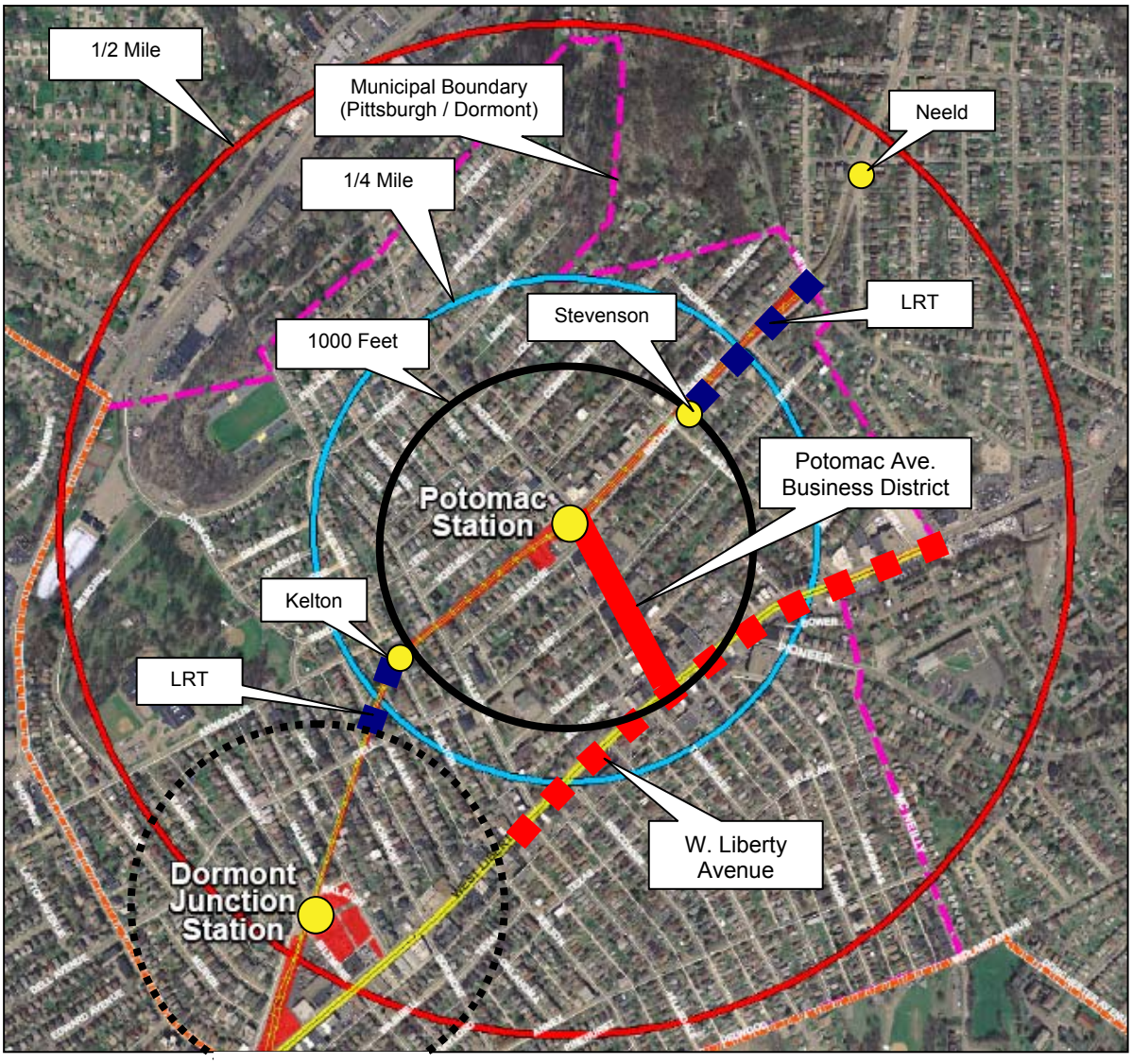
The specific application of these boundary principles to each station is described below.

[1] For value capture purposes, however, the Dormont and Mt. Lebanon portions of the TRID may function separately, as discussed in Section 3.4 below.

3.3.1 Potomac Avenue Station

For Potomac Avenue Station, the proposed TRID boundary configuration is illustrated in **Figure 3-4.** The proposed 1000' radius captures the Potomac Avenue business district all the way to West Liberty, including the properties identified in the Strategic Opportunity Sites Report. The 1000' radius reaches the Kelton and Stevenson low-platform LRT stops, and includes the residential neighborhoods immediately surrounding the station and business district.

Figure 3-4: Potomac Avenue TRID Boundary Analysis



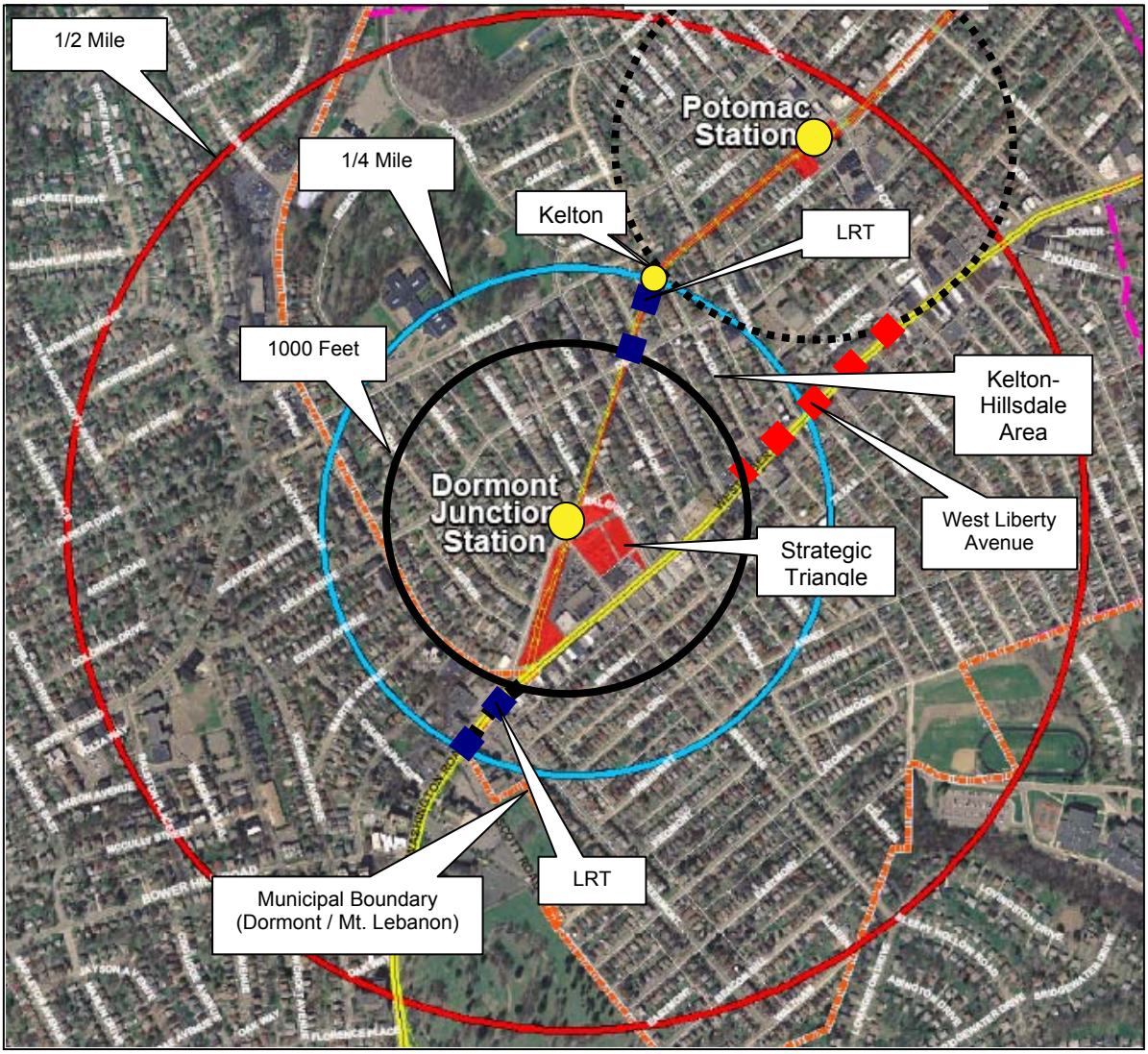
Beyond the 1000' circle, the TRID would also include West Liberty Avenue (shown in red), extending from its intersection with Potomac Avenue northeasterly to the Pittsburgh city limit and southwesterly to the Dormont Junction station area. Also included beyond the 1000' circle is the light rail alignment (shown in blue), extending northeasterly along

Broadway Avenue from the Stevenson stop to the Pittsburgh city limit, and southwesterly from the Kelton T stop to the Dormont Junction station area.[2]

3.3.2 Dormont Junction Station

For Dormont Junction Station, the proposed TRID boundary configuration is illustrated in **Figure 3-5.**

Figure 3-5: Dormont Junction TRID Boundary Analysis



The proposed 1000' radius captures the entire Strategic Opportunity Site consisting of the Port Authority parking lots and the adjacent car dealerships, which occupy the triangle

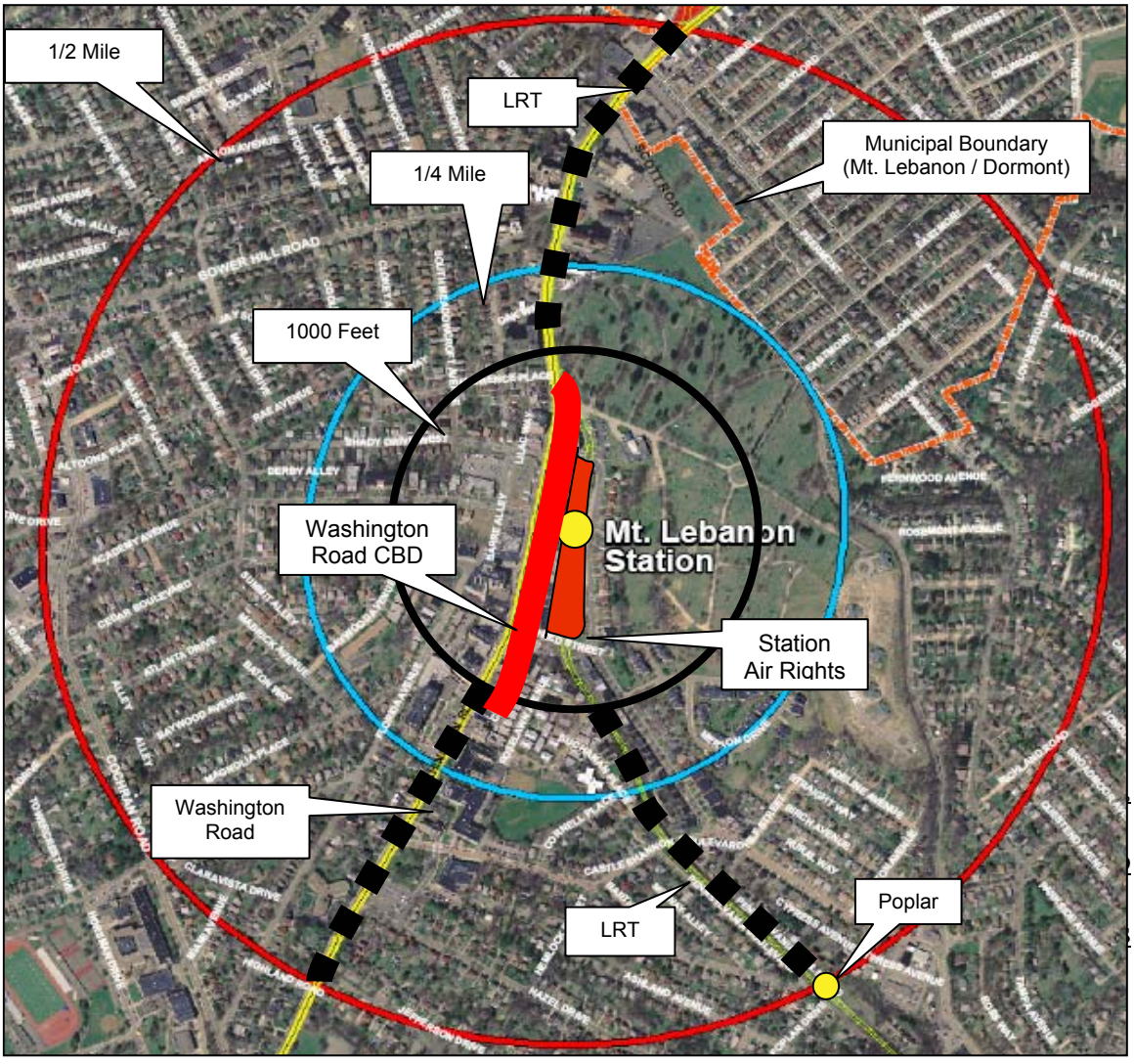
[2] The small area along Kelton and Hillsdale Avenues, between the Kelton T stop and West Liberty Avenue, is included in the proposed TRID as well. Although lying just outside the 1000' circles of both Potomac and Dormont Junction Stations, this area would otherwise be completely surrounded by the TRID and its exclusion would not make sense. See Figures 3-4, 3-5, and 3-7.

formed by the T alignment, West Liberty Avenue, and Park Boulevard. The circle reaches all the way to the cluster of businesses at the intersection of West Liberty and McFarland Road, on the Dormont-Mt. Lebanon municipal boundary. The 1000' circle also includes the residential neighborhoods immediately west and north of the station.

3.3.3 Mt. Lebanon Station

For Mt. Lebanon Station, the proposed TRID boundary configuration is illustrated in **Figure 3-6.** The proposed 1000' radius captures the entire CBD, including the main commercial strip along Washington Road, the station air rights, Parse Way, and the parking lots west of Washington Road. The 1000' radius also includes the homes along East Shady Drive, as well as the residential blocks immediately west of the CBD. Not included is the Washington Park development, since a portion of the incremental taxes from that property have already been pledged.

Figure 3-6: Mt. Lebanon TRID Boundary Analysis



Beyond the 1000' circle, the proposed TRID includes the extension of Washington Road northward to the Dormont-Mt. Lebanon municipal boundary. South of the station area, where Washington Road and the light rail alignment diverge, the proposed TRID includes both of these corridors out to the one-half mile TRID limit. The Poplar Drive light rail stop lies on the half-mile circle and is a useful feature to include in the TRID.

3.4 THE TRID DISTRICT AND VALUE CAPTURE

As noted above, Section 701 of the Act provides that designation of a TRID causes the simultaneous creation of a coterminous value capture area, resembling but not identical to a traditional Pennsylvania Tax Increment Finance District. Further, Section 702 provides that the incremental revenues dedicated to TRID implementation may not be diverted to general government purposes or to transit activities outside of the TRID. Related guidance from the Governor's Center for Local Government Services indicates that a relatively high "participation rate" (i.e., the share of incremental tax revenues dedicated to the TRID) is expected.[3]

Taken together, these provisions tend to encourage a carefully focused TRID district, encompassing those areas where new, revenue-generating private development and / or TRID-related public improvements are proposed. The district configuration proposed here—a 1000' radius around each station, plus the extended segments of the light rail line and the main arterial street corridor—is consistent with appropriate use of the TRID value capture mechanism.

While a single, consolidated TRID is recommended for overall planning and policy purposes, it is assumed that for tax increment purposes the Dormont and Mt. Lebanon portions of the TRID may, and probably would, function separately, at least with respect to the municipal and school district shares of the property tax collected within each.

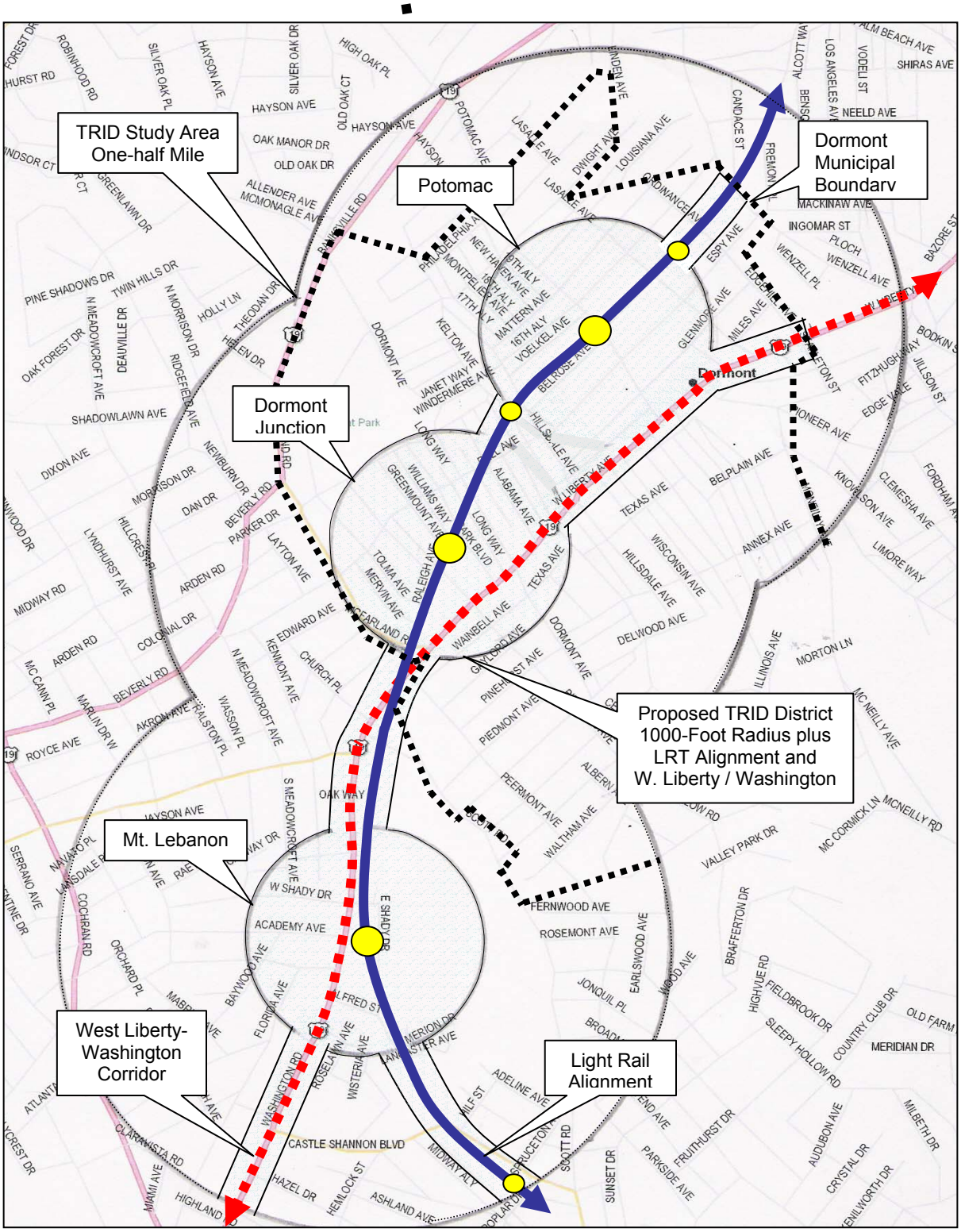
3.5 SUMMARY AND CONCLUSION

Figure 3-7 shows the South Hills TRID study area, defined as the half-mile TRID boundary limit specified in the Act, and the proposed notional boundaries as set forth in this Memorandum.

Figures 3-8 and **3-9** show the approximate legal boundaries for the Dormont and Mt. Lebanon sectors of the TRID; as explained above, these boundaries are jagged lines encompassing any parcel located wholly or partly with the notional boundary.

[3] In fact, the Act appears to require a 100% participation rate, unless the TRID budget and finance plan indicate that the full amount of the increment is not needed. *TRID Value Capture Questions: Review by PA Department of Community & Economic Development,* September 26, 2006; also, interview with Denny Puko, Local Government Policy Specialist, Governor's Center for Local Government Services, October 15, 2007.

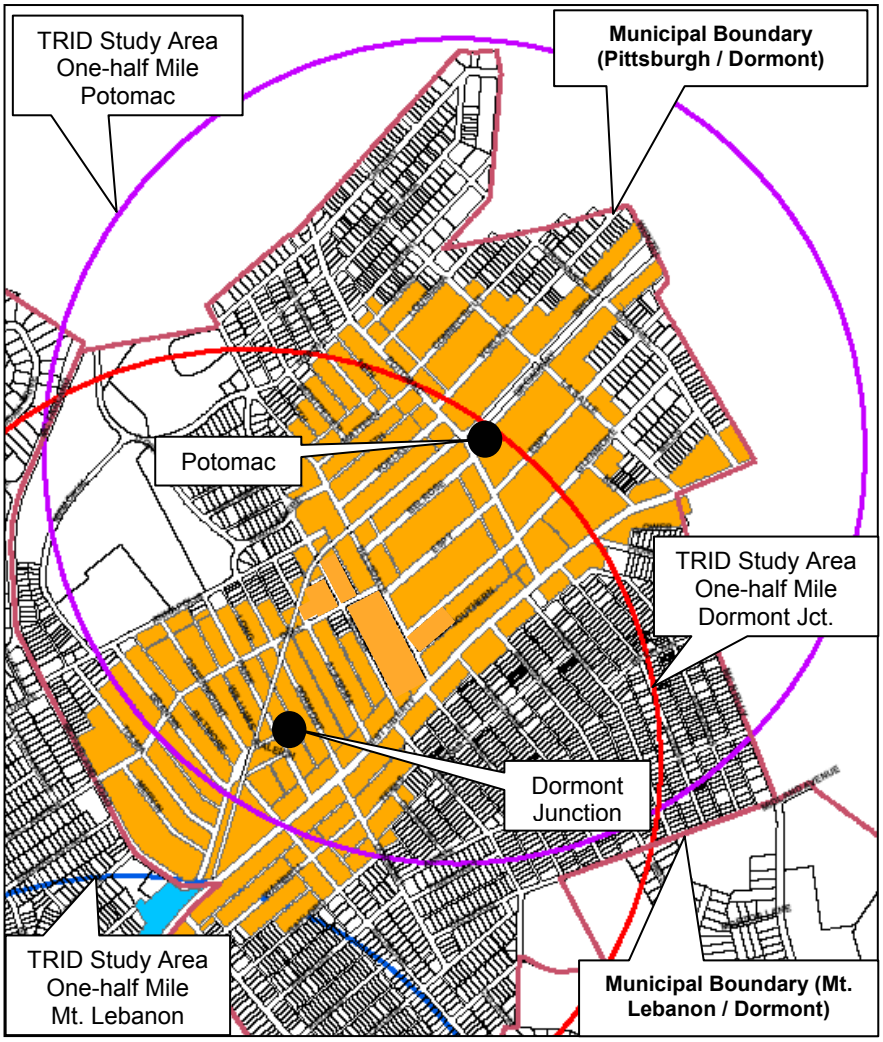
Figure 3-7: TRID Study Area and Proposed Notional Boundaries



Within Dormont, the area within the proposed TRID constitutes roughly 35% of the total land area of the Borough itself.[4] This reflects the fact that the Borough is small and compact and encompasses two of the three station areas in the proposed TRID.

Within Mt. Lebanon, the area within the proposed TRID constitutes only about 4% of the total land area of the Municipality, reflecting the fact that Mt. Lebanon is much larger and more spread-out and includes only one of the station areas.[5]

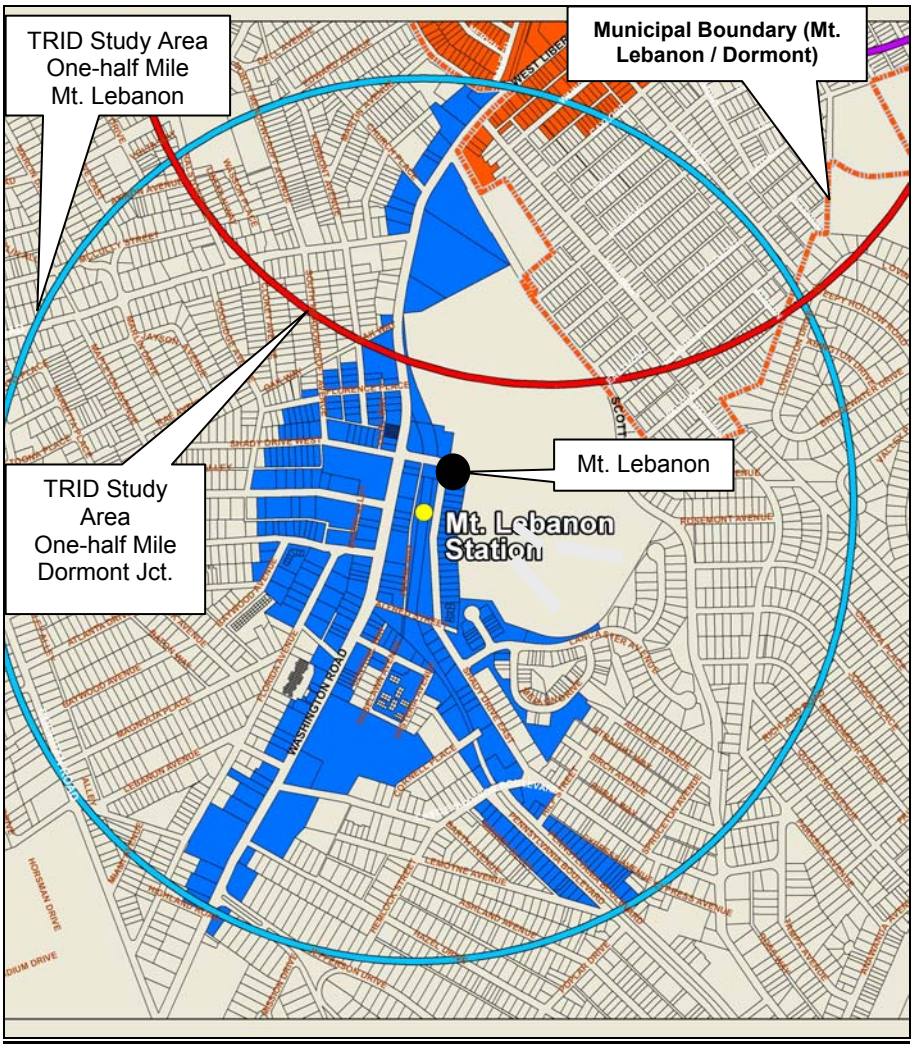
Figure 3-8: Proposed TRID Legal Boundaries
(Dormont Sector Shaded Orange)



[4] The land area of Dormont is .76 square miles. The area of the TRID within Dormont is approximately 7,000,000 square feet, or .26 square mile (two 1000-foot radius circles plus the extended areas along West Liberty and the LRT alignment, plus an allowance for parcels that extend beyond the circle).

[5] The land area of Mt. Lebanon is 6.07 square miles. The area of the TRID within Mt. Lebanon is approximately 6,000,000 square feet, or .25 square mile (one 1000-foot radius circle plus the extended areas along Washington Road and the LRT alignment, plus an allowance for parcels that extend beyond the circle).

Figure 3-9: Proposed TRID Legal Boundaries
(Mt. Lebanon Sector Shaded Blue)



4.0 STRATEGIC OPPORTUNITY SITES

4.1 INTRODUCTION

Part 3.0 of this TRID Plan described the proposed TRID district boundaries, which consist of a 1000-foot circle around each station plus the extended corridors formed by the LRT alignment and the West Liberty-Washington arterial. The intent of this TRID configuration is to capture the commercial base within a half-mile of each station, plus the residential areas within closer walking distance.

While by law the entire district will be subject to value capture and all of the properties should benefit from the TRID program, each station area is a complicated mixture of residential and commercial uses, and each has unique development opportunities, such that a blanket, one-size-fits-all investment approach would not make sense. This TRID Plan proposes three distinct approaches to areas around each station:

- Residential Neighborhoods. All three stations are surrounded by stable and attractive residential areas, and broadly speaking, these should be left alone. Streets near the stations, and especially those leading directly to the station entrances, should be first in line for normal upkeep, infrastructural improvements, and pedestrian amenities, and a distinctive program of signage focused on the station should be adopted as well. But the principal objective with respect to these residential areas is that they benefit from their proximity to an improved station environment, the convenient mix of uses that comes with a "transit village", and the growing market perception that these attributes are value differentiators.

- Main Street. The existing commercial areas along West Liberty Avenue, Potomac Avenue, and Washington Road are a primary reason for undertaking this TRID. The two local Comprehensive Plans, as well as the County's *Allegheny Places*, recognize these as the traditional CBDs of Dormont and Mt. Lebanon, and they are historically linked to the streetcar service of the early twentieth century as well as today's LRT. As described in the Existing Conditions Survey (Part 1.0 of this TRID Plan), these commercial areas, while fundamentally quite sound, show varying degrees of vacancy, underutilization, and physical deterioration, in both the building stock and the public realm.

  This TRID Plan recommends a stepped-up program of public improvements, amenities, signage, façade improvements, and marketing. An umbrella for these everyday, common-sense strategies already exists in the Main Street Program. Main Street—a partnership of the National Trust for Historic Preservation, state and local development agencies, and local businesses—is a proven concept, nationally as well as in Pennsylvania, with nearly 100 Commonwealth localities participating as of late 2007. In September 2007, Allegheny County announced its

own Main Streets Program, under the auspices of the Department of Economic Development.[1]

Main Street is already an established concept in Mt. Lebanon. The Municipality's Commercial Districts Office sponsors a program of Main Street façade improvements and promotes the Washington Road brochure and website, public programming, and continued business involvement in the Uptown planning process. In Dormont, the Borough and the business community are in the early stages of forming a Main Street Program. It is a recommendation of this TRID Plan that the Main Street Program be expanded cooperatively on a TRID-wide basis, covering the commercial districts at all three stations. Funding mechanisms are discussed in Part 8.0 (the TRID Financial Plan).

- Strategic Opportunity Sites. While a Main Street strategy is appropriate for the three station area business districts as a whole, each of them contains specific properties that present opportunities for new mixed-use development. These sites differ in ownership (some are public, some private, and some involve layered ownership of the ground and air rights). While they also vary in the scale of potential development, each could add significant density, *relative to the station area in question,* in locations that would repair or enhance the urban fabric connecting the station to its surroundings. Because these sites are either vacant or significantly under-utilized, they have low current tax yields and thus offer significant net value capture opportunities as well.

The Strategic Opportunity Sites constitute a major focus of the TRID Plan. They were identified based on guidance from the Steering Committee, a review of public plans in Mt. Lebanon and Dormont, and field visits.[2] Preliminary development concepts were shared with stakeholders and the general public at the TRID Charette of September 19, 2007, and are presented in refined form in the sections which follow.[3]

The development concepts were shaped by several considerations:

- the physical capacity of each site, including its ability to accommodate on-site parking;

- sensitivity to the surrounding urban context and scale;

[1] On a national and statewide basis, the program is usually referred to as "Main Streets". This report uses "Main Street", the existing program name in Mt. Lebanon. "Main Street" is used throughout this document to refer collectively to the set of activities discussed in the following paragraph. The County also launched, in September 2007, the "Allegheny Together" program, which will help local communities plan and implement business district revitalization strategies.

[2] See the specific references to the Dormont Comprehensive Plan and the Mt. Lebanon Station Air Rights Plan in the sections which follow.

[3] In addition to the principal sites identified in this report, secondary sites could be added as well. For example, Dormont is considering its municipally-owned Hillside-West Liberty parcel.

- the Market Analysis presented in Part 2.0, particularly with respect to the scale of proposed residential and commercial development in proportion to the existing base and the local balance of retail supply and demand;

- the key role of new residential development in supporting the retail, dining, and entertainment components of a mixed-use, pedestrian-friendly transit village.

It would be premature at this time to specify a single development program for the Strategic Opportunity Sites at any station. Future economic conditions, real-world developer interest, and the demands of the local review and approval process will determine actual development outcomes. In the sections that follow, a "Low Density" and a "High Density" Concept are presented for each station. These comparisons are relative, reflecting the physical attributes of each site—the "Low" and "High" concepts for Potomac Avenue differ only slightly from one another, while those for Dormont Junction and Mt. Lebanon differ dramatically. The "Low" and "High" concepts at each station represent not absolute choices, but illustrative alternatives that illustrate a range of development possibilities. A Graphics Exhibit for each station follows the corresponding text.

4.2 POTOMAC AVENUE STATION

4.2.1 The Sites

As illustrated in **Figure 4-1**, the Potomac Avenue commercial district is a strip of about 1000 feet, anchored at one end by the LRT station and at the other by the busy intersection of Potomac Avenue and West Liberty Avenue. The density of retail establishments is greatest at this intersection, and the business district extends from it in both directions along West Liberty. A key strategic challenge is to strengthen the physical, visual, and commercial connection between the station and the businesses toward the West Liberty end of Potomac Avenue. Presently, the "softest" section of the Potomac Avenue strip is the node immediately surrounding the station, where instead of a bustling crossroads there is significant underutilization of land. As shown in **Figure 4-2**, the southeast quadrant of the station intersection is all but empty in terms of building stock.

The study team has identified three Strategic Opportunity Sites with direct adjacency to Potomac Avenue Station; these are identified in **Figure 4-2** and shown by photo in **Figure 4-3**:

1. The southeast quadrant of the intersection, which consists of three contiguous properties:

    - the municipal parking lot accessed from Espy Avenue;
    - the Dormont Presbyterian Church parking lot, which is located in front of the municipal lot directly on Potomac Avenue;
    - the Co-Go gas station, which occupies the corner directly facing the station.

With their low-density, automobile-oriented uses, these properties disconnect the station from the rest of Potomac Avenue's "main street", including the iconic Presbyterian Church. Together, these properties occupy an area of approximately one acre, only one quarter of which (the municipal lot) is in public ownership. Therefore, redevelopment is contingent on the church, and ideally the gas station owner as well, concluding that it is in their best interest to redevelop the site.

In the case of the gas station, redevelopment would mean an entirely new use. In the case of the parking lots, the Church's needs (which occur largely but not entirely during non-business hours) could be met through consolidating and sharing the parking resource.

2. The existing one-story retail block on the northeast corner of the intersection, which includes Potomac Pharmacy, Albert's, and several other establishments. While these businesses are important contributors to the station area, the block itself could be redeveloped at two or three stories, providing a more substantial presence at the station corner.

3. The small open space adjoining the Dormont Place senior housing, fronting on Potomac Avenue at the southwest corner of the intersection, directly adjacent to the in-bound station platform. This space could accommodate a more attractive and usable station plaza and a small retail shop, or conceivably an expansion of the residential building.

The 1995 Dormont Comprehensive Plan suggested that building owners in this commercial district be encouraged to create or preserve residential units on upper floors with retail at street level, a classic "main street" building form. [4] The development concepts suggested here for the Strategic Opportunity Sites reflect this paradigm. In each case the program should be understood as conceptual, and illustrative of the mix and scale of TOD that could be accommodated on the site.

4.2.2 The Development Concepts

Each of these sites could be redeveloped through a collaborative effort of the Borough and the private land owners. Assuming positive interest, the principal constraint on the development capacity of Sites 1 and 2 is the ability to create structured parking. The Low Density and High Density Concepts are summarized in **Table 4-1** below and are illustrated in **Figures 4-4** through **4-6.** The three sites can be (and likely would be) "mixed and matched"—that is, any of the three could achieve either the 'high" or "low" outcome.

The most important of the three locations is Site 1, which has the largest development potential but must also provide replacement parking for the Church and the general public. Site 1 also has the greatest potential influence on the connection between the station and the rest of Potomac Avenue. A high-density outcome probably requires assembly of the

[4] Dormont Comprehensive Plan, 1995; page 103.

entire site (in order to create an efficient parking deck layout), but a lower-density outcome with surface parking could be achieved in stages, with the Borough and Church parking lots combined and redeveloped first and the gas station redeveloped subsequently as a separate, private undertaking. In either scenario, an urban design outcome like that illustrated in **Figure 4-7** is envisioned, with apartments located above at-grade retail and the sidewalk sufficiently wide to allow an ample sight line from the station platform to the Church.

Table 4-1: Low and High Density Concepts for Potomac Avenue [5]

	Low Density Concept			High Density Concept		
	Retail (sq.ft.)	**Housing (units)**	**Parking (surface)**	**Retail (sq.ft.)**	**Housing (units)**	**Parking (structure)**
Site 1	1 level 10,000	1-2 levels 15 units	56 spaces	1 level 9,800	3 levels 30 units	68 spaces
Site 2	1 level 6,000	2 levels 10 units	18 spaces	1 level 6,000	3 levels 15 units	35 spaces
Site 3	1 level 1,350	–	–	–	6 levels 12 units	–
Total	**17,350**	**25 units**	**74 spaces**	**15,800**	**57 units**	**103 spaces**

These program concepts assume parking requirements significantly below those in non-transit settings. In the Low Density scenario, if retail required three spaces per 1,000 square feet and housing required two spaces per unit, a total of 101 spaces would be needed; in the High Density scenario, a total of 144 would be needed.[6] The program concepts shown here provide approximately 1.25 spaces per dwelling unit and 2.0 spaces per 1,000 square feet of retail, with some spaces available for Church use at all times and the Church's peak parking need available on weekends. Even with this significant reduction in parking, the shift from surface to structure in the High Density Concept may strain the economics of these projects; this analysis is provided in Part 6.0, the TRID financial analysis.

4.2.3 Market Impact

The proposed number of new residential units across all three Strategic Opportunity sites is modest, ranging from 25 to 57. The higher number represents a small increase in the number of households in the Potomac Avenue Station area—approximately 5% of the households within a quarter-mile of the station and 1.5% of the households within a half-mile.[7]

[5] The development concepts were prepared on behalf of the study team by EDAW, and reflect site dimensions, topography, and access.
[6] This calculation assumes only .5 spaces per unit for the elderly units added to Site C.
[7] See Part 2.0, Market Analysis, Table 2-1A.

The 16,000-17,000 square feet of proposed ground floor retail space represents a similarly modest increment to the existing retail base. The estimated square footage of retail and restaurant space within a quarter-mile of the station is roughly 230,000, to which the new development would add 7%. The estimated square footage within a half-mile is roughly 639,000, to which the new development would add about 2.5%.[8]

If the new retail space were intended to serve the local walk-in market only, based on the existing ratio of retail space to households, an addition of 57 units would generate demand for some 10,000-12,000 square feet of retail. However, as shown in Part 2.0 (the Market Analysis), the retail supply/demand analysis for Potomac Avenue shows that the station area is currently under-supplied in virtually all retail categories.[9] Thus adding 16,000-17,000 square feet of retail—that is, using the entire street-level footprint of the Strategic Opportunity Sites for shops or restaurants—appears consistent with market conditions.

4.3 DORMONT JUNCTION STATION

4.3.1 The Sites

The strategic opportunity at Dormont Junction is the large triangular area immediately east of the station, as shown in **Figure 4-8**. The triangle is formed by the LRT alignment on the west, Park Boulevard on the north, and West Liberty Avenue on the east. The southern "point" of the triangle is at the intersection of the LRT tracks (where they enter their underground portal), West Liberty Avenue, and McFarland Road. Biltmore Avenue divides the triangle into northern and southern "halves". The triangle consists almost entirely of low-density, automobile-oriented uses:

- Commuter park-and-ride lots totaling 132 spaces. These lots are located in the northern half of the triangle (between Park and Biltmore), extending all the way to the in-bound station platform. The park-and-ride lots are owned by the Port Authority, but the development air rights were purchased by the Borough in 1984.

- Two affiliated automobile dealerships consist of one- to two-story showroom buildings fronting on West Liberty. Cochran Hyundai, the smaller property, is located north of Biltmore Avenue, with an adjoining car lot at the corner of Park Boulevard and West Liberty. Cochran Nissan, the larger property, is located south of Biltmore Avenue, with its car lot in back facing the station.

- Jamie's Restaurant, a three-story building with offices above, fronts on West Liberty between Cochran Nissan and the municipal metered lot. Jamie's owns a parking strip which runs along the back of the triangle, parallel to the LRT tracks.

[8] See Part 2.0, Market Analysis, Table 2-2. As explained there, the commercial square footages by use category are estimates, calculated by dividing reported employment by a square feet / employee factor.
[9] See Part 2.0, Market Analysis, Table 2-6A, and accompanying explanation.

- A municipal parking lot with 72 meter spaces at the southern point of the triangle, serving the restaurants and other businesses on West Liberty and McFarland. This property is owned by the Port Authority and leased by the Borough.

All told, the triangle has an area of about 5.9 acres, roughly half of it in public hands:

Property	**Area (acres)**
Port Authority Park-and-Ride Lot [10]	1.9
Municipal lot at "Point" of Triangle	.37
Biltmore Avenue ROW	.50
Total Public Parking and Buffer Areas	*2.77*
Hyundai Dealership [11]	.45
Nissan Dealership	1.39
Total Dealerships	*1.84*
Jamie's Restaurant and parking	1.25
Total Land Area	5.86

The strategic importance of this land in the development of an attractive and successful transit village can hardly be overstated. In addition to creating a pedestrian "dead zone" on one entire side of the station, the triangle creates a break of nearly 800 feet in the "main street" retail fabric of West Liberty Avenue. For the residential neighborhood bordering the station on the west, on Raleigh Avenue and its side streets, the triangle's steep topography and sea of parking is a barrier separating residents from the retail activity on West Liberty.

In a mature, built-out community like Dormont, the Port Authority property alone, at nearly two acres, is an exceptionally large infill site, and it is in public ownership aligned with the TRID program. The decision as to if and when the adjoining private properties are to be redeveloped rests with their owners. A threshold question for the TRID Plan is whether the Port Authority site is large enough to accommodate a viable mixed-use development on its own, taking into account its challenging topography and the built-in park-and-ride requirements. The Study Team has determined that it is, and consequently the proposed Low Density Concept is a stand-alone development on the Port Authority site. This development could be initiated by the public partners at a time of their choosing.

The High Density Concept is a series of expansions, representing the additional development that could occur if either or both Cochran properties were redeveloped with a similar mix of uses. These private sites could be developed on their own, through a series of incremental decisions, or in partnership with the Borough, depending on timing and owner preference.

[10] The Port Authority acreage includes not only the paved lots, but the grassy slopes along Park Boulevard.
[11] The Hyundai acreage consists of .22 acres owned by the dealership and the adjacent dealer lot of .23 acres, which is owned by the Borough and its Redevelopment Agency.

4.3.2 The Low Density Development Concept: Port Authority Site Only

The 1995 Dormont Comprehensive Plan targeted the Port Authority site for mixed-use, high-density development, with an internalized garage, retail adjoining the LRT platform, and multi-level residential development above.[12] The Low Density development concept recommended by the TRID Study Team is very similar, as illustrated in **Figure 4-9** (site plan), **Figure 4-10** (aerial), and **Figure 4-11** (cross-section). The program should be understood as conceptual, and illustrative of the mix and scale of TOD that could be accommodated on the site. The conceptual program consists of:

- approximately 9,000 square feet of retail at track grade level. This retail would serve transit riders, building residents, and neighbors on the Raleigh Street side of the station, for whom this would be the closest, most walkable retail location;

- approximately 125 units of housing, in vertical elements ranging from three to four levels in a terraced configuration ascending the hill toward West Liberty. This terracing allows the project's massing to be respectful of the nearby homes on Raleigh as well as those along Park, which increase in elevation along with the street grade;

- a series of public street, sidewalk, plaza, and amenity improvements, including a redesigned Biltmore Avenue, a station plaza between the platform and the retail, and sidewalk treatments connecting Raleigh Avenue through the station to the plaza (the pedestrian environment created by the retail, plaza, and station at the foot of Biltmore is illustrated in **Figure 4-12**);

- a garage of approximately 310 spaces on two to three levels, serving the Port Authority (whose 132 existing park-and-ride spaces would be replaced) and the building itself. The garage design would take advantage of the 30-foot average grade change between track level and the upper property limit, such that much of the structure would be above the existing grade. Dual entries would be provided on Biltmore Avenue, potentially allowing park-and-ride customers and building residents to access dedicated parking areas. The garage would be "wrapped" by the residential building, and its interior roof would serve as a courtyard.

As was the case for Potomac Avenue, this development concept assumes parking requirements significantly below those in non-transit settings. In the scenario described above, if retail required three spaces per 1,000 square feet and housing required two spaces per unit, a total of 420 spaces would be needed to accommodate the development and the park-and-ride. By contrast, the program concept shown here provides approximately 1.25 spaces per dwelling unit and 1.5 spaces per 1,000 square feet of retail. Even with this significant reduction in parking, the 1:1 replacement of the existing park-and-ride capacity presents an economic challenge to the project.[13]

---

[12] Dormont Comprehensive Plan, 1995; page 98.

[13] Full 1:1 replacement is reflects current Port Authority policy and is assumed in the development concept. If the spaces were replaced on a less than 1:1 basis, significant savings could be achieved; alternatively,

4.3.3 The High Density Concept: Redevelopment of the Private Sites

The development described above is viable as a stand-alone project and would add significantly to the vitality of the station area. On the other hand, it is constrained both in its quantitative impact and its urbanistic impact—the latter because, among other things, it provides no frontage on West Liberty and does not allow for attractive, pedestrian-friendly corners at Park, Biltmore, or McFarland.

As noted above, the High Density Concept is not a single alternative, but a series of incremental expansions of the TOD footprint should the respective owners choose either to join with the Borough or redevelop on their own. The variations of the High Density Concept are shown in **Figure 4-13** (site plan), in which the Port Authority site is labeled "A", Cochran Hyundai "B", Cochran Nissan "C", and Jamie's "D". **Figures 4-14** (aerial), **4-15** (cross-section and elevation) suggest how the strategic triangle might look if some or all of the High Density components were developed. **Table 4-2** lists the program components of each of the High Density increments, contrasting them with each other and with the Low Density program on Site A alone. These components are illustrative of the potential scale, footprint, and use of mixes.

Table 4-2: Low and High Density Concepts for Dormont Junction [14]

	Low Density Concept			High Density Concept		
	Retail (sq.ft.)	**Housing (units)**	**Parking (garage)**	**Retail (sq.ft.)**	**Housing (units)**	**Parking (garage)**
Site A (PA/Boro)	1 level 9,000	3-4 levels 125 units	310 spaces	1 level 9,000	3-5 levels 128 units	425 spaces
Site B (Hyundai)				1 level 10,800	5 levels 74 units	
Total: A+B				19,800	202 units	425 spaces
Site C (Nissan)				1 level 11,000	5 levels 142 units	290 spaces
Total A+B+C				30,800	344 units	715 spaces

With respect to Site B (the Hyundai dealership), while this property could certainly be developed independently, it would be ideal to combine it with the Port Authority site, as shown. This expansion alone would introduce reasonable massing and density to West Liberty from Day One, while allowing a shared underground garage to straddle the current property line, creating a more efficient and cost-effective parking solution than either site

---

additional housing units might be accommodated without having to go beyond two levels of parking. This issue is discussed further in Part 6.0, the TRID financial analysis.

[14] The development concepts were prepared on behalf of the study team by EDAW, and reflect site dimensions, topography, and access.

could achieve separately. This combination also allows a more compact building footprint and a more attractive redesign of Biltmore Avenue.

The properties in the southern half of the triangle could be redeveloped in any of several sequences, once the initial (northern) phase of development has established the market.

- Site C (the Nissan property) could be redeveloped as a stand-alone project, or in combination with the conversion of the municipal parking lot to a public park (see below).[15]

- The Jamie's property (Site D) could be left as is; renovated on the upper floors to accommodate new office or residential uses; or redeveloped from the ground up with a restaurant or other retail on the street floor and housing or offices above. Although **Figure 4-14** shows how this property might look if fully redeveloped, the analysis in **Table 4-2** assumes that the existing structure would remain with no net increment of usable space.

- The municipal metered lot at the point of the triangle provides important, high-turnover parking to the nearby businesses, but it also prevents this highly visible corner from providing a more attractive amenity. In conjunction with the redevelopment of Site C, the municipal lot could be replaced by a floor of public parking at the most convenient level of the garage. The lot itself could then be converted to a public square.

4.3.4 Market Impact

The Low Density concept proposed here would include 125 residential units—an increase of nearly 40% in the number of households within a quarter-mile of the station but only 3% of the households within a half-mile.[16] The various incremental High Density alternatives could create anywhere from 200 to 400 new units, increasing the quarter-mile (walking distance) households dramatically (by 20% to 40%) and the half-mile households by 5% to 10%. In fact, a transit village with 200-400 new units would also represent a growth of 5% to 10% in the *total occupied housing inventory of Dormont*—an outcome consistent with the "Good Old Places", "Transit Places", and "Composite" Scenarios in *Allegheny Places*.[17]

An influx of this many new units (especially at high-end prices reflecting new construction) would be aimed not only at the Dormont and Mt. Lebanon markets, but at the County-wide or even metro-wide market of those seeking a transit-oriented, walkable lifestyle in a traditional community setting. The market will determine the rate at which

[15] The redevelopment of Site C would presumably eliminate the Jamie's Restaurant surface parking along the LRT tracks; this strip of approximately 30 spaces would have to be replaced as part of the Site C project or through some other cooperative arrangement.
[16] See Part 2.0, Market Analysis, Table 2-1B.
[17] Allegheny County web site, *Allegheny Places* (Comprehensive Plan). According to the 2000 US Census, Dormont had 4,287 housing units, 4,089 of them occupied.

these units can be absorbed (and therefore the rate at which they can be financed and built); the concept plans shown here are designed to be achieved incrementally, with an initial phase of development in the northern half of the triangle (the park-and-ride lots and perhaps the Hyundai property) establishing the "place" from both a physical and market standpoint.

It should also be understood that some of the upper-floor space shown as residential in these concept plans could be developed as office space instead, if the County's secondary, non-downtown office market continues to grow. Building B, C, or D could be produced as a modest-sized office building if market conditions in the office and residential sectors so dictated. Office space at Dormont Junction could take advantage of the transit location to reduce its parking requirement from a typical 3.0 or 4.0 spaces per 1,000 square feet to 2.0 or 2.5; on a per-square foot basis, office space would still require more parking than housing.

On the retail front, the 9,000 square feet of retail space in the Low Density scenario represents a minor increment to the existing retail base. The estimated square footage of retail and restaurant space within a quarter-mile of the station is roughly 116,000, to which the new development would add 7%. The estimated square footage within a half-mile is roughly 339,000, to which the new development would add about 2.5%.[18] The addition of 125 households in the Low Density concept, along with the park-and-ride customers and Raleigh Avenue neighbors, would easily support this increment of convenience shopping.

The High Density alternatives provide roughly 20,000 to 30,000 square feet of retail space (plus the existing Jamie's restaurant). Since the two car dealerships already occupy similar footprints, most of the new retail is not, strictly speaking, "net new". However, replacing either or both automobile showrooms with more transit- and pedestrian-friendly shops and restaurants would be a significant change qualitatively. Counting the showroom replacements as "new" retail, and adding the track-level retail on Site A, the High Density alternatives represent an increase of about 17% to 26% within the quarter-mile walking area of the station and 6% to 9% within a half-mile.

As shown in Part 2.0 (the Market Analysis), the retail supply/demand analysis for Dormont Junction indicates that the station area is currently somewhat over-supplied in terms of restaurants—that is, its restaurants are attracting customers from outside the station area, most of whom undoubtedly drive to get there. The addition of 200-350 residential units (or a combination of residential and office space) would create a built-in market for new restaurants. The market analysis also indicates that this station area is *under*-supplied in virtually all other retail categories—that is, people who live near Dormont Junction are leaving the area to buy many things.[19] Thus adding 20,000 to 30,000 square feet of retail appears consistent with market conditions.

[18] See Part 2.0, Market Analysis, Table 2-2. As explained there, the commercial square footages by use category are estimates, calculated by dividing reported employment by a square feet / employee factor.
[19] See Part 2.0, Market Analysis, Table 2-6B, and accompanying explanation.

4.4 MT. LEBANON STATION

4.4.1 The Sites

The Mt. Lebanon Central Business District along Washington Road is a vibrant local and sub-regional CBD, with a mostly sound building stock, an active Main Street Program, ample parking, and transit service by both bus and LRT. As noted in the Market Analysis (Part 2.0 of this TRID Plan), the quarter-mile and half-mile circles around Mt. Lebanon Station have more governmental and service activity, and less retail and restaurant activity, than their Potomac Avenue and Dormont Junction counterparts, but there is still a critical mass of traditional "main street" commerce.

The Municipality's strategy for CBD revitalization has long been focused on infill and improvements—"filling holes"—rather than radical transformation. *A Strategic Plan for Uptown Washington Road,* prepared by Chan Krieger and Associates in 1995, took this approach, and several of its specific recommendations have advanced.[20] The Strategic Opportunity Sites analysis presented here maintains this approach, with emphasis on publicly owned properties identified by the Municipality as being critical to the TRID. Shown in **Figure 4-16**, these include:

- The LRT Station Air Rights, along with the surface park-and-ride lot at the corner of Alfred Street and Shady Drive East. This site, approximately 2.6 acres in area, was sold by the Port Authority to the Mt. Lebanon Parking Authority in 1987, subject to the Port Authority's perpetual right to operate the light rail tracks and station beneath the bottom plane of the air rights, and to maintain a 24-space park-and-ride lot until and unless it is replaced nearby.[21] The Port Authority retains approval rights over the design and operational impacts of any joint development, to ensure that LRT access, operations, and maintenance are fully protected.[22]

- Parse Way, the Municipal street which runs between, and parallel to, the LRT alignment and Washington Road. Parse Way climbs sharply from south to north, and lies about halfway up the east-west hill which rises from Shady Drive East to Washington Road. A portion of Parse Way is overbuilt by the Parking Authority's North Garage, which extends to the edge of the LRT air rights (see photos).

- Parcel A, a combination of the Parking Authority's North Lot at 611 Washington Road and the Parse Way Lot immediately below it, facing the LRT station.

In addition to these properties, the Parking Authority owns two major resources in the heart of the CBD and TRID: the 269-space North Garage, which as noted overhangs Parse Way, and the new 89-space Academy Avenue Lot. While these have not been identified as

[20] These include Clearview Common, the residential project at Washington and Bower Hill Roads, and the "southern gateway".
[21] See the Deed dated December 3, 1987.
[22] The Federal Transit Administration's Joint Development Policy similarly requires the Authority to maintain "continuing and effective control of the premises for transit purposes".

potential development sites *per se*, they provide flexible parking capacity and could, under certain conditions, play a role in strategic development initiatives.[23]

4.4.2 The Air Rights and the TRID

The LRT air rights have been a focal point of community development discussion in Mt. Lebanon since the 1980s. The 1995 *Strategic Plan for Uptown Washington Road* identified the air rights as one of a half-dozen major opportunities for infill and intensification in the CBD. In 2005, when no air rights development had occurred, the Mt. Lebanon Planning Board undertook an *Air Rights Update*, which was evaluated as part of the TRID planning process.[24]

The air rights are a valuable resource, but not an easy one to develop. All air rights projects are burdened by the cost of the platform, which may push the development program toward higher density than market conditions (or perhaps local permitting) can support. If the overbuild involves an active rail corridor (particularly one with overhead catenary power), the cost of decking is exacerbated by constructability and mitigation issues.

In Mt. Lebanon's case, the configuration of the air rights parcel creates additional challenges. The site is a long, narrow "slot", hemmed in by Parse Way and Shady Drive East, neither of which has extra width to contribute. Moreover, the interplay of the topography, the narrowness of Parse Way, and the vertical clearance requirements above the catenary makes the design of a pedestrian-friendly air rights structure difficult if not impossible.

This TRID Plan views the air rights as one piece of the TRID puzzle—a means, not an end. In the near and mid-term, what limits the effectiveness of Uptown / Washington Road as a mixed-use, transit-oriented CBD is not the absence of dense development above the light rail tracks. In the view of the Study Team, the key challenges facing the TRID are these:

- The station, while located in the core of the CBD geographically, is disconnected from Washington Road at the level and scale of the pedestrian. This is caused by the steep grade change, limited visual connection, lack of way-finding, and the fact that the one existing mid-block connection—the stairs attached to the North Garage—is physically daunting, especially in winter weather. Historically, the streetcar ran along Washington Road, and the business district grew around it. Its replacement by the LRT in the lower alignment, while improving capacity and operating speed, created a connectivity problem that has yet to be fully resolved.

- Parse Way serves mainly as a service and parking "back alley" for the buildings on Washington Road. The condition of Parse Way inhibits pedestrian access to the LRT station, while lining one entire edge of the station site with a retail and pedestrian dead zone.

[23] The Parking Authority's 305-space South Garage is at the edge of the TRID.
[24] *Air Rights Update,* 2005.

- There are major commercial "holes" at the upper and lower ends of Washington Road / Parse Way. These include a physical void at Parcel A; and a major vacancy at the old Denis Theater, which dominates the intersection of Alfred Street and Parse Way with a two-level blank brick wall.

- For a CBD of this density, there are relatively few housing units within close walking distance of the station.[25] This reflects the fact that Washington Road remains almost entirely commercial (with large surface parking lots behind the central blocks), while the nearby area east of the station is occupied almost entirely by a cemetery.

As for the air rights, since their acquisition in the 1980s two broad strategies have emerged for their development: a market-driven or incremental approach, in which individual projects use "slices" of the air rights; and a more holistic approach, in which the Municipality and the Port Authority create an air rights platform, or a phased sequence of platforms, along the length of the site. This TRID Plan adopts a version of the incremental approach, in which the Parking Authority assets as a whole, including the air rights, are used to address the priorities of the TRID.

This approach identifies several initiatives which do not depend on air rights construction and are common to both the Low Density *and* High Density scenarios. These are advanced as rapidly as near-term market conditions allow. Future market conditions and planning decisions—influenced by the results of these early initiatives—will then determine whether and when to advance higher-density development which does rely on air rights construction.

4.4.3 The Low Density Concept

The Low Density Concept is shown in plan view (**Figure 4-17**) and aerial view (**Figure 4-18**). It consists of the following projects:

- A walk-up townhouse development of roughly 42 units, on the site of the current LRT park-and-ride lot at the southern end of the station site (labeled "A" in **Figure 4-18**). This portion of the site is wide enough to accommodate such a development, including its own underground parking, without using the air rights. These townhouses alone would increase the number of households within 1000 feet of the station by 12%, while improving the environment for the existing single-family homes across Shady Drive East. Developer procurement could be initiated as soon as the Port Authority approves an alternative park-and-ride site.[26]

[25] There are an estimated 451 households within 1000 feet of Mt. Lebanon Station, compared to 578 at Dormont Junction and 686 at Potomac Avenue. (See Market Study, Part 2.0, Tables 2-1A to 2-1C.)

[26] The 24 park-and-ride spaces could be replaced in the North Garage, which has excess capacity; this would create the added benefit of bringing those daily commuters into the Washington Road retail environment. Moreover, the 42 new townhouses, with one parking space each, would almost certainly generate more ridership than the 24 surface spaces.

- The hotel infill project which has been conditionally approved for Parcel A (labeled "B"). This 98-room facility, tentatively designated as a Marriott Springhill Suites, would fill the most visible hole on Washington Road, providing substantial density and elevating the Mt. Lebanon CBD as a market location within the County (see **Figure 4-19**). A key to the project's rapid advancement has been that it does not encroach on Parse Way or the LRT air rights.[27] The hotel workforce is expected to show a high transit mode split, and for guests with business in downtown Pittsburgh, the light rail location would be an attractive draw.[28]

- A major visual and pedestrian connection between Washington Road and the station, in the form of an amenity-rich "grand stairway". As shown conceptually in **Figure 4-18** (labeled "C"), it would be located near the mid-point of the block. Depending on its exact location, the stairs could be lined by retail in an adjoining structure or arcade (such as the existing stairs alongside the North Garage).

- The Port Authority and the Municipality should explore relocating the bus passenger berths from Shady Drive East to Parse Way. Parse Way would have to run one-way northbound, allowing buses to pick up and discharge passengers along the right-hand curb, closest to the station. Berths could be located south of the garage overbuild and north of the "grand stairway". With appropriate amenities, this move would create pedestrian activity on Parse Way and soften its image as a barrier between Washington Road and the station. [29]

- If the bus berths are relocated and the air rights projects described in the High Density concept (see below) are *not* implemented, a simple row of townhouse units could be constructed along the Shady Drive East edge of the station property. Labeled "A+" in **Figure 4-18**, these units would extent the townhouse vocabulary further north and buffer the homes across the street from the visual and noise impacts of the station.

4.4.4 The High Density Concept

The High Density concept involves construction over the air rights. Two development concepts are illustrated here, and either or both could be undertaken at any time if

[27] The hotel will be valet-parked at one of the nearby Parking Authority facilities (the North Garage or the Academy Avenue lot). In 2005, a prior effort to develop a hotel on Parcel A ended in failure. That project required decking over the contiguous portion of Parse Way and the LRT air rights to provide parking for the hotel and replacement parking for the Parcel A lots. The creation of the nearby Academy Avenue Lot, as well as a more flexible land use outlook on the part of the Parking Authority, has allowed the simpler, more cost-effective approach now under consideration.

[28] For example, a Marriott Courtyard in the local CBD of Brookline, Massachusetts, with similarly convenient LRT access to downtown Boston, reports significant guest use of the transit system.

[29] The feasibility of relocating the bus berths must be confirmed by a traffic study. Also, the Port Authority is realigning its feeder bus route structure; the potential effect on Mt. Lebanon Station is not known at this time.

economic conditions allow. It is likely, however, that air rights development would occur in the future, when the market profile of Uptown in general, and the station area in particular, has been elevated through more conventional development, such as the hotel and the townhouse project described above.

The High Density projects suggested here reflect three important contextual strategies:

- Air rights development must be sensitive to the homes on Shady Drive East, not only in massing and scale, but in design. Residential development should face Shady Drive East, and the existing homes across the street should see front doors, not rear walls.[30]

- High-density commercial and mixed-use development belongs on Washington Road, not on the air rights. However, the air rights may be particularly valuable as a location for structured parking to support development on Washington Road.

- As long as the existing off-street parking inventory can support new development, that is the preferred strategy, as the current hotel plan demonstrates. However, future rounds of development will require additional structured parking, which could be provided by decking the Academy Avenue Lot or utilizing the LRT air rights.[31]

With these considerations in mind, the High Density Concept includes three initiatives, which are illustrated in **Figure 4-17** (plan view) and **Figure 4-20** (aerial view):

- A residential lofts development connected to the North Garage, labeled "D" in **Figure 4-20**. This envelope could accommodate about 90 units and an equivalent number of parking spaces, accessed from the existing garage entrance on Washington Road. The units would "wrap" the Garage on its north and east sides, hiding it from Shady Drive East, and there is sufficient depth on Shady Drive East to build units with front doors facing the street. While this concept is functionally similar to the corresponding development block in the *Air Rights Update*, it takes advantage of the immediate proximity of the Garage for vehicular access and urban design. This concept is shown in cross-section in **Figure 4-21**.

- A high-rise building of 8-12 stories (or roughly 100,000-110,000 square feet) on Washington Road, with retail at street level and offices, residences, or a combination of both above (this is labeled "E" in **Figure 4-20)**. The high-rise

[30] The 2005 *Air Rights Update* explored an alternative in which the 24 homes on Shady Drive East would be demolished, so that Shady Drive East can be relocated to the edge of the cemetery. This would eliminate the massing and visual conflict, but at a severe economic and social cost. This shift also appears to widen the "air rights parcel" to the extent that the air rights themselves would no longer be essential. The TRID Plan does not consider this alternative.

[31] In the future, the Academy Avenue Lot might be an attractive site for residential development, in which case the air rights could serve as the replacement site.

building could be initiated by any of the property owners north of the North Garage.

- The new building would be attached to a parking deck over the contiguous sections of Parse Way and the LRT air rights (the deck is labeled "F"). **Figure 4-22** illustrates the concept in cross-section. The amount of parking would be a function of the development program (offices at 2.0 to 2.5 spaces per 1,000 square feet or residences at 1.25 spaces per unit), as well as any public parking which the Authority might choose to add. The analysis uses a three-level garage of 330 spaces as a point of departure.

  This project would be effectuated through a development agreement between the participating owner/developers and the Parking Authority. The Authority could lease the air rights to the developer, which would build the garage as part of its project. Alternatively, the Authority could build and own the deck itself, leasing the developer the spaces required for the high-rise project but controlling the shared, multi-use parking resource. To the degree that the new development consists of offices, the same parking spaces could be used at nights and on weekends for shops, restaurants, and Main Street events. [32]

  This air rights deck would have the effect of creating a new LRT station, with a partially enclosed platform and weather-protected pedestrian access from Parse Way. Assuming the bus berths were relocated to Parse Way, as described earlier, there would be sufficient depth on Shady Drive East to mask the station structure with a row of five loft units, continuing the low-rise residential style of development fronting the street.

The Low and High Density Concepts for Mt. Lebanon are summarized in **Table 4-3**. As in the case of the other two stations, these concepts should be understood not as definitive development plans, but as physical and contextual illustrations of the scale, mix, and style of development that could occur.

4.4.5 Market Impact

The Low Density concept proposed here would include 50-60 residential units—an increase of only 5% in the number of households within a quarter-mile of the station but, as noted earlier, an increase of 12% within 1000 feet. The High Density Concept would add about 130 units to the station area, or perhaps 230 if the high-rise building near the grand stairway were developed as housing rather than offices.

The housing and hotel developments should help support the retail sector. As shown in Part 2.0 (the Market Analysis), the retail supply/demand analysis for Mt. Lebanon indicates that the station area is currently somewhat over-supplied in terms of

[32] A third alternative would be for the Parking Authority to build an air rights deck on its own, in anticipation of future development. However, successfully sizing the deck and integrating it with new development argue for a coordinated project.

restaurants—that is, its restaurants are attracting customers from outside the station area. The addition of 230-330 households and hotel suites would create a built-in market for new restaurants. The market analysis also indicates that this station area is *under*-supplied in virtually all other retail categories—that is, people who live in Uptown Mt. Lebanon are leaving the area to buy many things.[33]

Table 4-3: Low and High Density Concepts for Mt. Lebanon [34]

	Low Density Concept			High Density Concept				
Project Components	**Housing (units)**	**Hotel (rooms)**	**Parking (garage)**	**Housing (units)**	**Hotel (rooms)**	**Offices (sq. ft.)**	**Retail (sq. ft.)**	**Parking (garage)**
A-C	57	98	67 [35]	42	98	–	–	56
D (Air Rights)				90	–	–	–	90
Total: A-D				132	98	–	–	146
E-F (Air Rights)				5	–	94,500	10,500	330
Total: A-F				137	98	94,500	10,500	476

The Strategic Opportunity Sites do not themselves include a significant amount of retail space; the only retail opportunities are at the ground level of the future high-rise, along with incidental retail in the hotel. However, successful implementation of either the Low or High Density Concept, together with an enhanced Main Street Program, would have a positive effect on the retail climate throughout the 600 and 700 blocks of Washington Road.

4.5 REVIEW OF ZONING ORDINANCES

Both the Borough of Dormont and the Municipality of Mt. Lebanon have enacted zoning ordinances to promote the orderly growth and development of each respective community. In addition to having traditional Euclidean zoning components that govern land use, lot area development requirements and parking and loading standards, both zoning ordinances contain provisions for transit-oriented mixed-use development under certain conditions. With respect to land use and lot area development, no changes to either ordinance appear to be necessary. In order to accommodate parking, either ordinance may need some minor tweaking.

[33] See Part 2.0, Market Analysis, Table 2-6C, and accompanying explanation.
[34] The development concepts were prepared on behalf of the study team by EDAW, and reflect site dimensions, topography, and access.
[35] All new parking is associated with the housing units. The hotel will use existing parking facilities.

The following sections present more details pertaining to the review of both zoning ordinances.

4.5.1 Borough of Dormont Zoning Requirements

Chapter 210 of the Dormont Borough Municipal Code prescribes the requirements by which land use development may occur within the Borough. Initially enacted on July 3, 1995 by the Borough Council through ordinance number 1449 and amended at various times since, the Chapter serves as a means by which the goals, objectives, and community development standards set for in the 1995 Dormont Borough Comprehensive Plan Update relative to land development are met.

The Chapter divides the borough into five basic zones, each of which are listed below by name and the article number in which their requirements are presented in Chapter 210:

- R-1 Single Family Residential District (Article IV)
- R-2 One- and Two-Family Residential District (Article V)
- R-3 Multifamily Residential District (Article VI)
- P-1 Public Park District (Article VII)
- C-1 General Commercial District (Article VIII)

In addition, Article IX permits Planned Residential Development (PRD) to be constructed in the R-2 and R-3 Districts. Separate requirements for PRD are specified in this Article.

For each district, the Chapter identifies authorized land uses, land uses approved by Special Exception and land uses approved by Conditional Use. Authorized land uses are those uses that are specifically permitted by ordinance (usually known as "permitted by right") and require approval by the Zoning Officer prior to establishment of the use. Uses by Special Exception and Conditional Use are land uses that potentially could have an impact within that zoning district or within the entire community and therefore, require an evaluation beyond simply a review by the zoning officer. Uses approved by Special Exception require approval by the Zoning Hearing Board, and uses approved by Conditional Use require approval by the Borough Council before the use may be established.
Standards regarding building height, lot area coverage, bulk, parking, signage, screening and landscaping, development on steep slopes and storage are stated for each district in the Chapter. The selected uses are residential, commercial and mixed-use, with residential being further subdivided by number of units[36] and type of multi-family structure.[37]

Figure 4-23 presents the zoning classification of parcels at and surrounding the Potomac Station Strategic Opportunity Site and **Figure 4-24** indicates the zoning classification of parcels that comprise and are adjacent to the Dormont Junction Strategic Opportunity Site.

[36] Single family, two-family and multifamily.
[37] Townhouse, garden apartment, mid-rise apartment, and high-rise apartment.

As shown in the Figures, both the Potomac Station and the Dormont Junction Strategic Opportunity Sites lie on land zoned C-1 General Commercial.

Table 4-4 presents a summary of permitted land uses in the C-1 General Commercial District, and the uses are further classified by the manner in which they are approved (authorized, special exception or conditional use). For commercial uses, only retail and convenience store are specifically shown in **Table 4-4** because these uses are specifically anticipated in the Strategic Opportunity Sites for Potomac Station and Dormont Junction Station.

Table 4-4: Selected Land Uses Permitted in C-1 General Commercial Zoning District[38]
Dormont Borough Municipal Zoning Code

Land Use	Zoning District C-1
Residential Uses	
Residential Conversions	Special Exception
Multifamily Garden Apartments	Conditional Use
Multifamily Mid-rise Apartments	Conditional Use
Multifamily High-rise Apartments	Conditional Use
Commercial Uses	
Retail Stores	Authorized
Convenience Stores	Authorized
Professional and Business Office Space	Authorized
Personal Services	Authorized
Other Commercial[39]	Authorized or Special Exception
Mixed Uses	
Planned Mixed Use Development[40]	Conditional Use

As indicated by **Table 4-4**, the convenience store and the retail store uses are permitted by right. The C-1 Zoning District is the only district in the Borough of Dormont where mixed-use development such as that proposed at the Potomac Station Strategic Opportunity Site and the Dormont Junction Strategic Opportunity Site is permitted. As

[38] This table only covers land uses anticipated to be developed as identified earlier in this Section for the Potomac Avenue and Dormont Junction Strategic Opportunity Sites. Refer to Chapter 210 for the entire listing of permitted land uses by district within the Borough of Dormont.
[39] Refer to Article VIII of Chapter 210 for the complete listing of other commercial uses authorized by right or by special exception.
[40] Planned Mixed-Use Development is defined by Chapter 210 as "an area of land controlled by a single owner and developed as a single entity for a number of dwellings or a combination of residential and non-residential uses, the plan for which does not necessarily correspond in lot size, bulk, type of dwelling unit or use, density or intensity, lot coverage or required open space to any one district in this chapter".

shown in **Table 4-4**, mixed-use development requires conditional use approval by the Borough Council.

Section 210.7 defines Planned Mixed Use Development as *" an area of land controlled by a single owner and developed as a single entity for a number of dwellings or a combination of residential and non-residential uses, the plan for which does not necessarily correspond in lot size, bulk, type of dwelling unit or use, density or intensity, lot coverage or required open space to any one district in this chapter"*. Thus, provided that the Strategic Opportunity Sites are controlled by a single owner and developed as a single entity, the development scenarios would appear to be consistent with the zoning with respect to use.

Other sections of the Zoning Chapter[41] provide additional regulations for Planned Mixed-use Developments, such as the following selected requirements:

- Minimum area of one acre
- May include two or more authorized uses in the C District
- If conditional uses are proposed, compliance with the requirements of those specific conditional uses must be demonstrated
- Off-street parking shall be provided at ratios specified in the ordinance for each proposed use. However, shared parking may be permitted provided that the required parking for residential units will not be reduced and that the maximum reduction in total parking will not exceed 25%[42]:
    - 1½ spaces per dwelling unit for garden apartments and townhouses
    - 1 space per 300 square feet of net floor area for professional and business office uses
    - 1 space per 250 square feet of net floor area for personal services and retail uses
- Uses which propose to share parking shall be located within 350 feet of the intended use, unless a parking garage is proposed
- The site shall be designed to promote pedestrian accessibility
- Any planned mixed-use development with more than 20,000 gross square feet of non-residential floor space must include public spaces such as landscaped sitting areas, waiting areas for public transit and similar features.
- Maximum height: 10 stories and 150 feet

A review of the Low and High Density Alternatives at the Potomac Station Strategic Opportunity Site reveal that the uses in the alternatives appear to be consistent with the requirements of the Planned Mixed-Use Development regulations as stated in Chapter 210 of the Dormont Municipal Code. In addition, the uses in the Low Density, the High Density and the High Density- Expanded Alternatives at the Dormont Junction Station Strategic Opportunity Site appear to be consistent with the zoning requirements as well.

[41] Primarily Chapter 210-62-T, "Planned mixed-use development", except for maximum height (Chapter 210-46, "Area and Bulk Regulations", "C General Commercial District")
[42] Chapter 210-76, "Off-street Parking Requirements"

With regard to off-street parking requirements, the review of the alternatives against the zoning requirements appear in **Table 4-5**.

Table 4-5: Comparison of Required Off-Street Parking Versus Provided Parking per Dormont Borough Zoning Ordinance

Land Use (Parking Requirement	Potomac Station		Dormont Junction Station		
	Low	High	Low	High	High-Expanded
Residential – (1. 5 spaces per unit)					
Number of Units	25	57	125	202	396
Spaces Required	33	86	188	303	594
Retail (1 space per 250 sq. ft.)					
Floor Space (sq. ft.)	17,500	15,800	9,000	19,800	39,600
Spaces Required	70	64	36	80	159
Parking Analysis					
Total Spaces Required (Gross)	103	150	224	383	753
Total Spaces Required w/ 25% reduction	78	113	168	288	565
Total Spaces Provided	74[43]	103	193	293	543
Difference	-4	-10	25	5	-22

As shown in **Table 4-5**, an initial interpretation of the analysis shows that there is an insufficient supply of parking for both the low and high density alternatives at the Potomac Station Strategic Opportunity Site. However, given that this Study is attempting to increase the attractiveness of public transit usage through transit-oriented development, the increases in transit usage would reduce parking demand and could therefore mitigate the apparent insufficient supply of parking. Additionally, the alternatives are in the concept phase, additional investigation is possible during design could be undertaken in order to reduce the area retail and/or residential uses. At this stage of project development, the concepts appear to be able to meet the parking requirements with some adjustments.

At the Dormont Junction Strategic Opportunity Site, both the low density and high density concepts appear to include a sufficient supply of parking. The High Density – Expanded Alternative, however, appears to have 22 spaces fewer than required by the Ordinance. Similar to the alternatives at Potomac Station, additional investigation could be undertaken during subsequent design phases to assure that sufficient parking is provided.

All the alternatives meet the requirements for promoting pedestrian accessibility, inclusion of landscaped areas, and height.

[43] Assumes use of parking spaces dedicated to Dormont Presbyterian Church during business work hours (corresponding non-peak times for worship uses).

Thus, it appears that each of the alternatives at the Potomac Station and Dormont Junction Station Strategic Opportunity Sites could meet the requirements of the Ordinance.

4.5.2 Municipality of Mt. Lebanon Zoning Requirements

Enacted under Ordinance No. 2636, as amended, the Mt. Lebanon Zoning Ordinance has been codified as Chapter XX in the Mt. Lebanon Municipal Code. The Chapter identifies seven residential zoning districts, three commercial districts and six special districts, three of which are identified as "overlay districts" that provide additional requirements or modifications to the requirements of those found in the underlying zoning district. The remaining three special districts protect open space and sensitive areas. In addition, two Planned Development Districts are found in the ordinance, each of which "…offers an opportunity for creative solutions and development…" whenever a developer "… proposes flexible and innovative design techniques...". Each district is presented below by name:

Residential Districts:

- R-1 Single Family Residential District
- R-2 Single-Family Residential District
- R-3 Low-Density Residential District
- R-4 Multi-Family-Mixed Residential District
- R-5 Multi-Family, Multi-Story District
- R-6 Multi-Family, Multi-Story District
- R-7 High Density, High Rise, Multi-Family – Limited Commercial District

Commercial Districts:

- C-1 Neighborhood Commercial District
- C-2 Community Commercial District
- C-3 CBD Commercial District

Special Districts:

- OB – Office Boutique Overlay District
- OS-P – Open Space Passive District
- OS-A – Open Space Active District
- CD- Conservation District
- CC- Continuing Care Overlay District
- Mixed Use Overlay District

Planned Development Districts:

- Planned Residential Development
- Planned Mixed-Use Development

Like the Dormont Zoning Ordinance, the Mt. Lebanon Zoning Ordinance identifies land uses permitted by right, land uses approved by Special Exception and land uses approved by Conditional Use. Uses permitted by right require approval by the Zoning Officer prior to establishment of the use, whereas uses by Special Exception and Conditional Use require approval by the Zoning Hearing Board and the Mt. Lebanon Commission, respectively, before the use may be established. Standards regarding building height, lot area coverage, bulk, parking, signage, screening and landscaping, development on steep slopes and storage are stated for each district in the Chapter.

Figure 4-25 presents the zoning classification of parcels at and surrounding the Mt. Lebanon Station Strategic Opportunity Site. As shown in the Figure, the area of the Strategic Opportunity Site lies within two zoning districts: the C-3 CBD Commercial District and the R-4 Multi-Family Mixed Residential District. Additionally, the site lies within the Planned Mixed-Use Development Overlay District (identified by the blue shading on Figure 3).

As enumerated in Section 504, selected design standards for a Planned Mixed Development are as follows:

- Minimum area: one acre or 10 contiguous lots, whichever is less
- Permitted uses:
    - Townhouse Units
    - Multi-Family Dwellings
    - Multi-Family, Multi-Story Dwellings
    - Any use authorized in the Central Business District
    - Open spaces and recreation areas
    - Child Day Care Center
- Minimum Open Space: 40 percent
- Building grouping and height
    - Oriented or arranged to insure adequate light, air
    - Maximum height: 100 feet (may be varied under certain conditions)
- Must include provisions for vehicular and pedestrian access
- Minimum parking requirements: A parking demand analysis is required for the development; however, parking requirements for individual uses under the base zoning are presented for this analysis:
    - One-Family and Two-Family Dwellings – 2 spaces per unit (1 space must be covered or enclosed)
    - Multi-Family Dwellings – 1 space per unit, located in a garage
    - Commercial Uses - Hotel: 1 space per sleeping unit plus 10 spaces per 1,000 square feet of restaurant/conference rooms
    - Commercial Uses – Retail: 2 spaces per 1,000 square feet of net floor area
    - Commercial Uses – Office: 3 spaces per 1,000 square feet of net floor area

A review of the Low and High Density Alternatives at the Mt. Lebanon Strategic Opportunity Site indicates that:

- The minimum acreage requirement would be met
- The uses in both alternatives are consistent with the permitted uses
- The minimum open space requirement can be met
- The requirement of building arrangement to insure adequate air and light would be met
- The site provides for pedestrian and vehicular access
- Minimum required parking supply would result in the following as shown in **Table 4-6**:

Table 4-6: Comparison of Required Off-Street Parking Versus Provided Parking per Mt. Lebanon Zoning Ordinance

Use	Rate of Required Parking	Low Density Concept							High Density Concept						
		Units	Spaces Required (Gross)	Parking Credits		Spaces Required (Net)	Spaces Provided	Difference	Units	Spaces Required (Gross)	Parking Credits		Spaces Required (Net)	Spaces Provided	Difference
				Transit	Valet						Transit	Valet			
Residential															
Townhouse	2 spaces per unit	11	22	0	0	22	22	0	0	0	0	0	0	0	0
Multi-Family	1 space per unit	42	42	0	0	42	56	14	132	132	0	0	132	146	14
Loft	1 space per unit	4	4	0	0	4	4	0	5	5	0	0	5	5	0
Hotel	1space per room plus 10 spaces per 1,000 sq. ft of Conference Area	98	108	0	-108	0	0	0	98	108	0	-108	0	0	0
Retail	2 spaces per 1,000 sq. ft. of floor space	0	0	0	0	0	0	0	10,500	21	0	0	21	21	0
Office	3 spaces per 1,000 sq. ft. of floor space	0	0	0	0	0	0	0	94,500	284	-43	0	259	309	50
TOTAL(*)			176	0	-108	68	82	14		550	-43	-108	399	481	82

Notes:

1. (*) Parking for the loft apartments is presumed to be supplied through existing excess capacity at the North Garage. Thus, the totals include use of 4 spaces in the North Garage under the Low Density Concept and 5 spaces in the North Garage under the High Density Concept.
2. The term "Units" refers to:
    a. Residential units for residential land uses
    b. Guest rooms for hotel land uses (note that the hotel proposed here is presumed to include approximately 1,000 square feet of conference area
    c. Square feet for retail and office uses
3. Section 817.13 provides credits (i.e., reduction in required parking) for certain land uses where justification can be shown to the Municipality that such credits will not create impact. In particular, the ordinance allows valet parking for hotel uses and a transit credit of up to 15 % as credits toward the parking requirement, again if data supporting the reduction is provided. For the purpose of this analysis, it was presumed that parking for the hotel would be provided off-site by valet service, and that 15% of the parking required for office uses could be accommodated by public transit instead.

Table 4.6 indicates the number of parking spaces required by the Mt. Lebanon Zoning Ordinance for each use in the Low Density Concept and High Density Concept. Under each concept, seven columns provide the following data:

- **Units** – This column indicates the number of residential units for residential land uses, guest rooms for the hotel, and square feet for retail and office uses.
- **Spaces Required (Gross)** – This data shows the required number of parking spaces for each use using the parking rates shown in the table under Section 817.5 of the Mt. Lebanon Zoning Ordinance.
- **Parking Credits: Transit** – Section 817.13 permits credits to the required parking under Section 817.5 when proposed developments are located within 1,000 feet of a transit stop. The Section permits up to a 15% reduction in required parking for the principle use. The credit requires the approval of the municipal governing body. The data in this column shows the amount of parking credit proposed.
- **Parking Credits: Valet** – Section 817.13 also permits credits to the required parking under Section 817.5 for hotel uses where valet services are envisioned. The data in this column shows the amount of parking credit proposed.
- **Spaces Required (Net)** – This column is the net amount of parking required after the transit credit and the valet credit have been subtracted from the gross parking requirement.
- **Spaces Provided** – The data in this column shows the number of parking spaces provided for each use.
- **Difference** – This column is an "over/under" analysis of the parking supplied versus parking required. Negative numbers indicate insufficient parking supplied relative to the required amount of parking.

For both the Low Density Concept and the High Density Concept, the valet credit was applied, as the hotel is currently in the land development approval process and it is presumed that valet parking would be needed to accommodate the required parking, as the site of the proposed hotel does not have sufficient area to include parking. Therefore, the analyses of parking for both concepts include the presumption that parking for hotel would be provided through valet services, with the guest's cars being parked off-site.

In the Low Density Concept, the analysis shows that there would be sufficient parking for all uses. The 11 townhouses would include parking spaces dedicated to each unit, and the 42 multi-family units would be supplied with 56 spaces. The four lot apartments next to the North Garage are presumed to be supplied with excess parking capacity within the garage. In total, the supply would exceed the requirement by 14 spaces.

For the High Density Concept, the analysis shows that sufficient parking would be supplied. The132 multi-family units, each required to have one parking space, would be provided 146 spaces. The retail and office uses, required to have 21 and 284 spaces,

respectively, would be provided with 21 and 309 spaces respectively. In total, the supply would exceed the requirement by 82 spaces[44].

Final parking requirements would be need to be determined through the conditional use approval process for the Planned Mixed-Use Development.

[44] Section 817.6 limits the amount of total parking supplied to not exceed 110 percent of the parking required. Detailed parking analysis during the design phase would be required to justify parking supplies above that limit.

POTOMAC AVENUE STATION

STRATEGIC OPPORTUNITY SITES

GRAPHIC EXHIBIT

FIGURES 4-1 TO 4-7

Figure 4-1

Potomac Avenue Station

Context Plan

View Toward Potomac / West Liberty

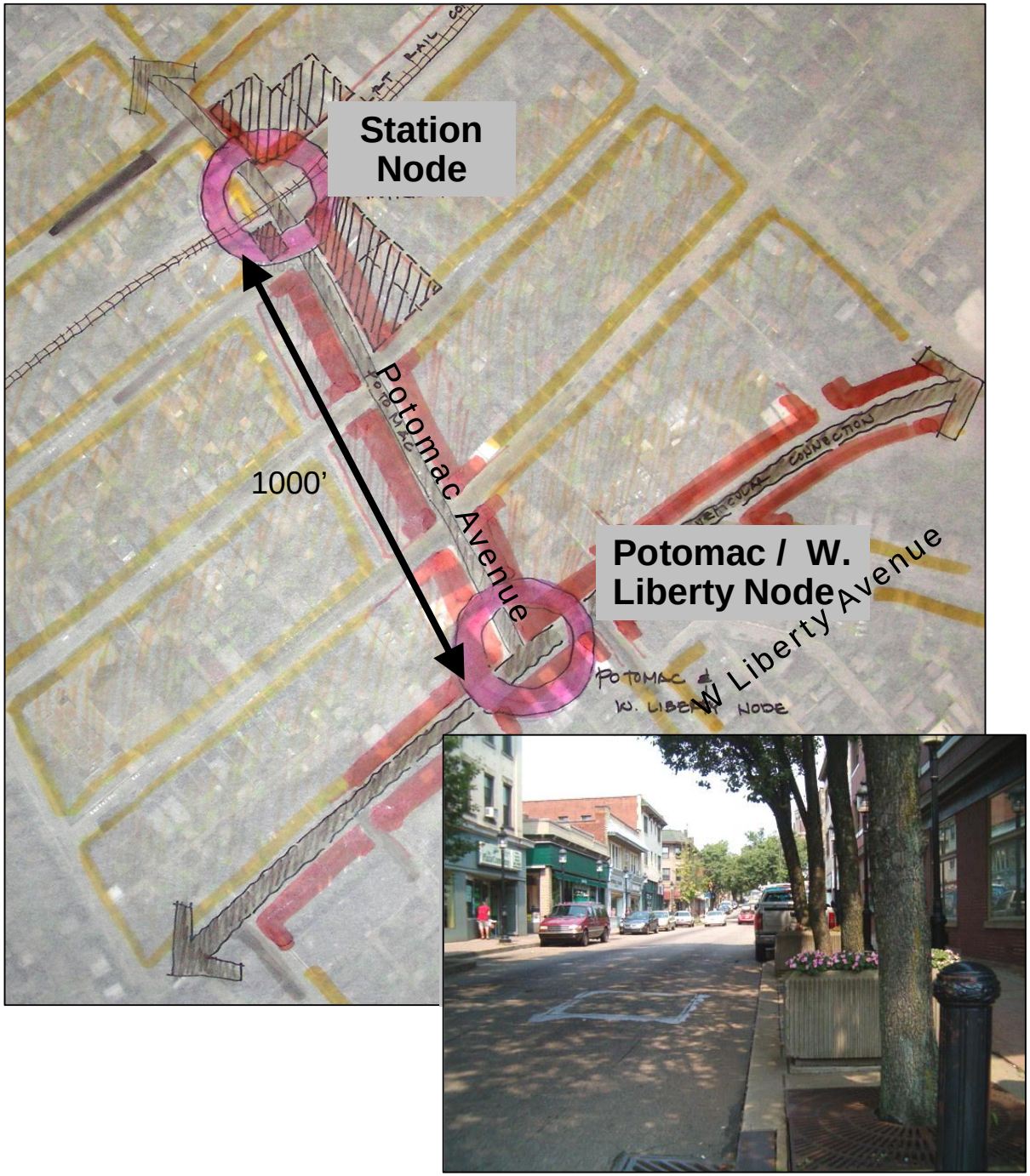


Figure 4-2

Potomac Station

Existing Conditions

A: Gas Station and Parking Lots

B: One-Story Retail Block

C: Dormont Place Open Area

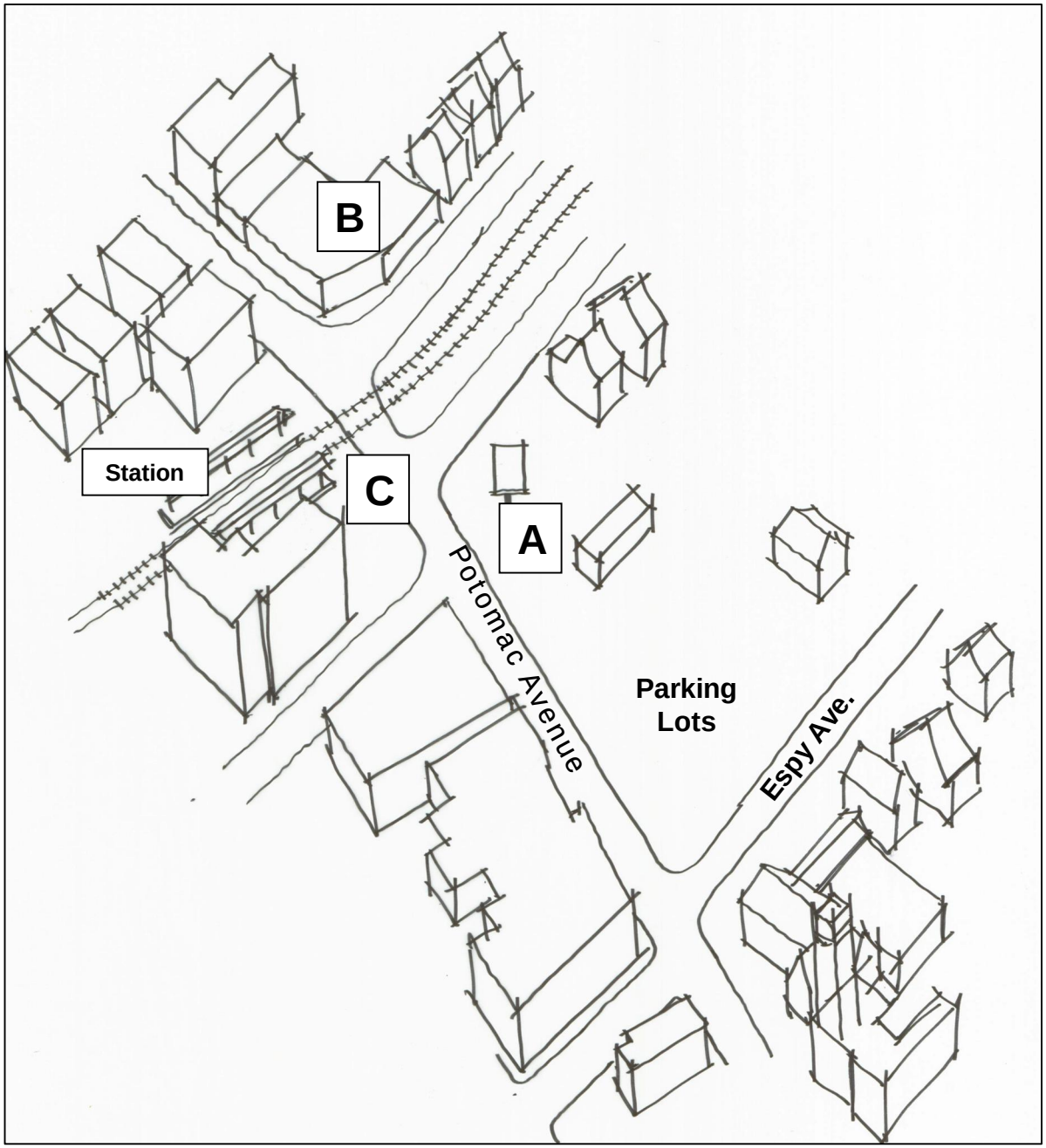


Figure 4-3

Potomac Avenue Station

Existing Conditions Photos

A. Gas Station, Parking Lots (SE Corner)

B. One-story Retail Block (NE Corner)

C. Dormont Place Open Area (SW Corner)

Figure 4-4

Potomac Station

Alternative Concepts

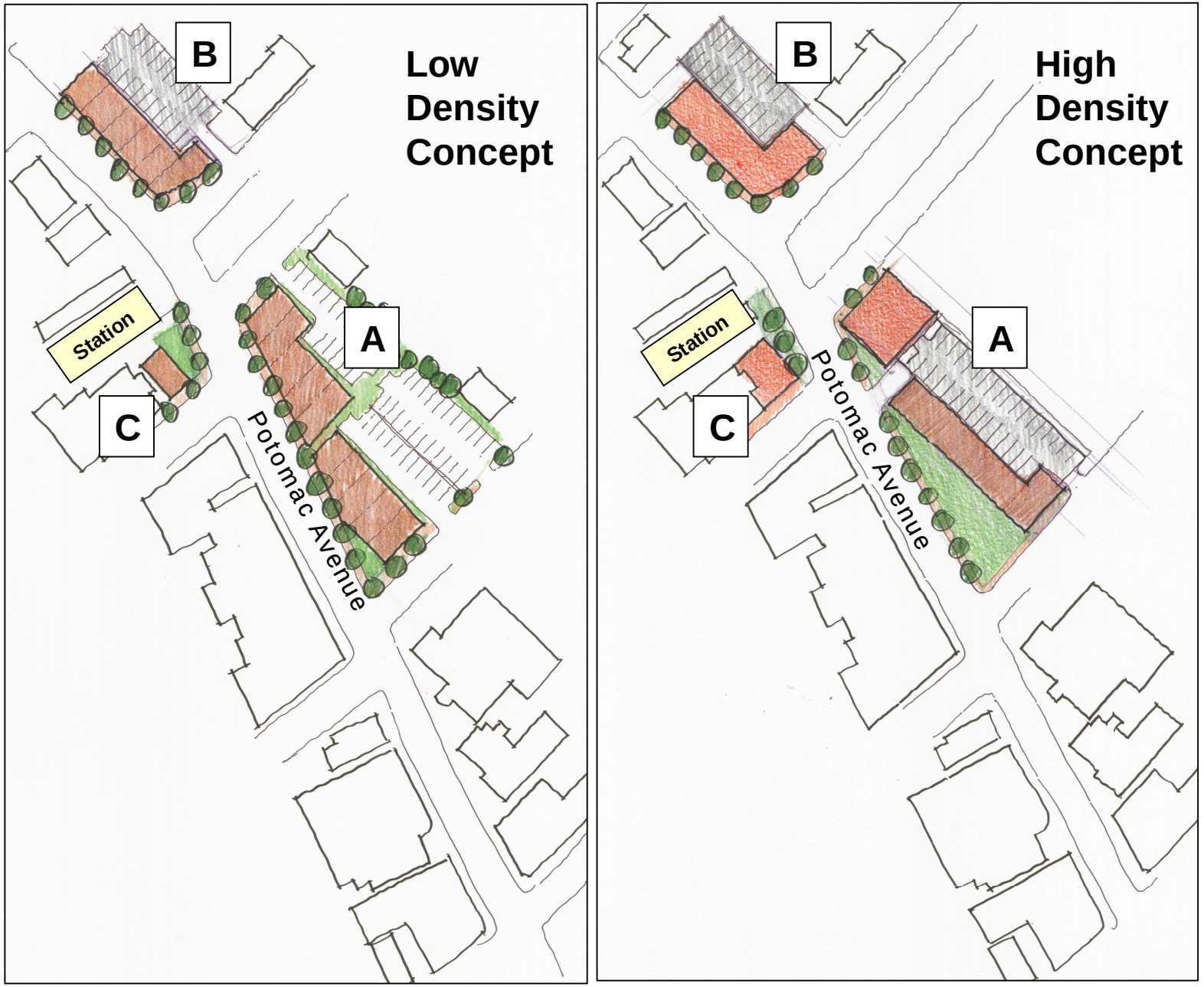


Figure 4-5

Potomac Avenue Station

Aerial View

Low Density Concept

A:

1 Level of Retail-10,000 sf

1 and 2 Levels of Res.-15 units total

56 parking spaces

B:

1 Level of Retail-6,000 sf

2 Levels of Res.-10 units total

18 parking spaces.

C:

1 Level of Retail-1,350 sf

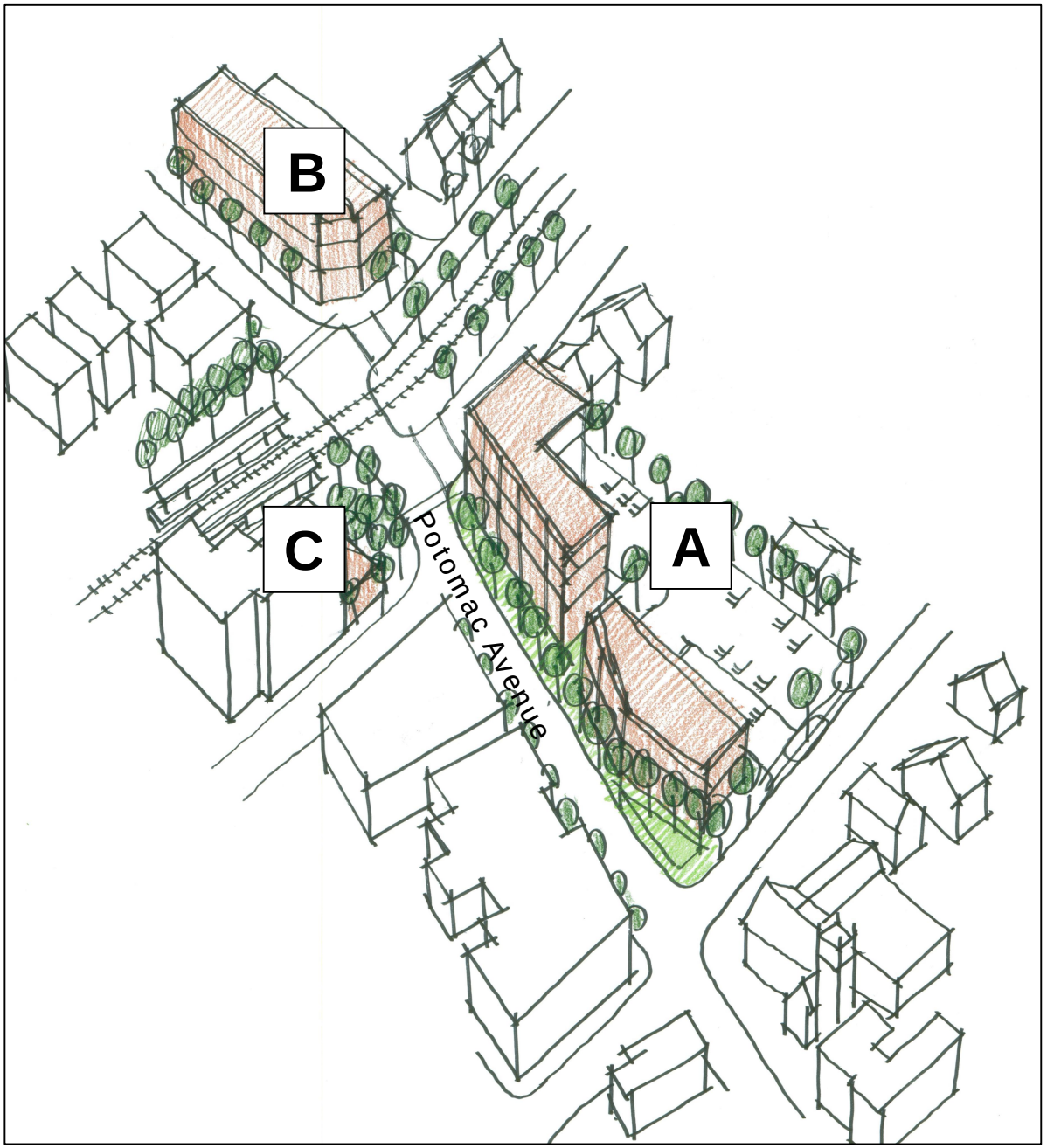


Figure 4-6

Potomac Avenue Station

Aerial View

High Density Concept

A:

1 Level of Retail-9,800 sf

3 Levels of Res.-30 units

68 parking spaces (deck; shared by public, development, and church)

B:

1 Level of Retail-6,000 sf

3 Levels of Res.-15 units total

35 parking spaces (deck)

C:

6 Levels of Res.-12 units total

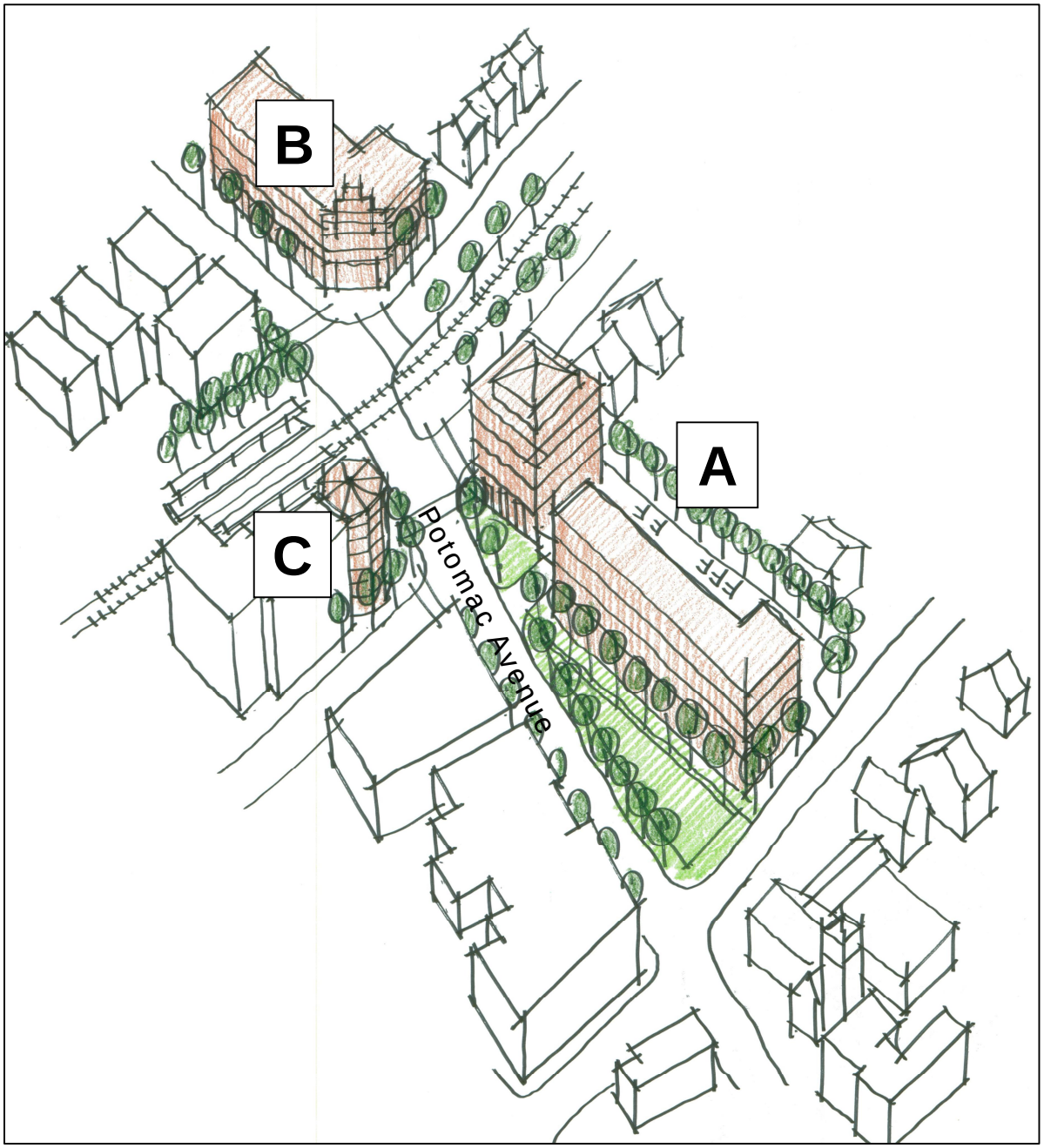


Figure 4-7

Potomac Avenue Station

Perspective View

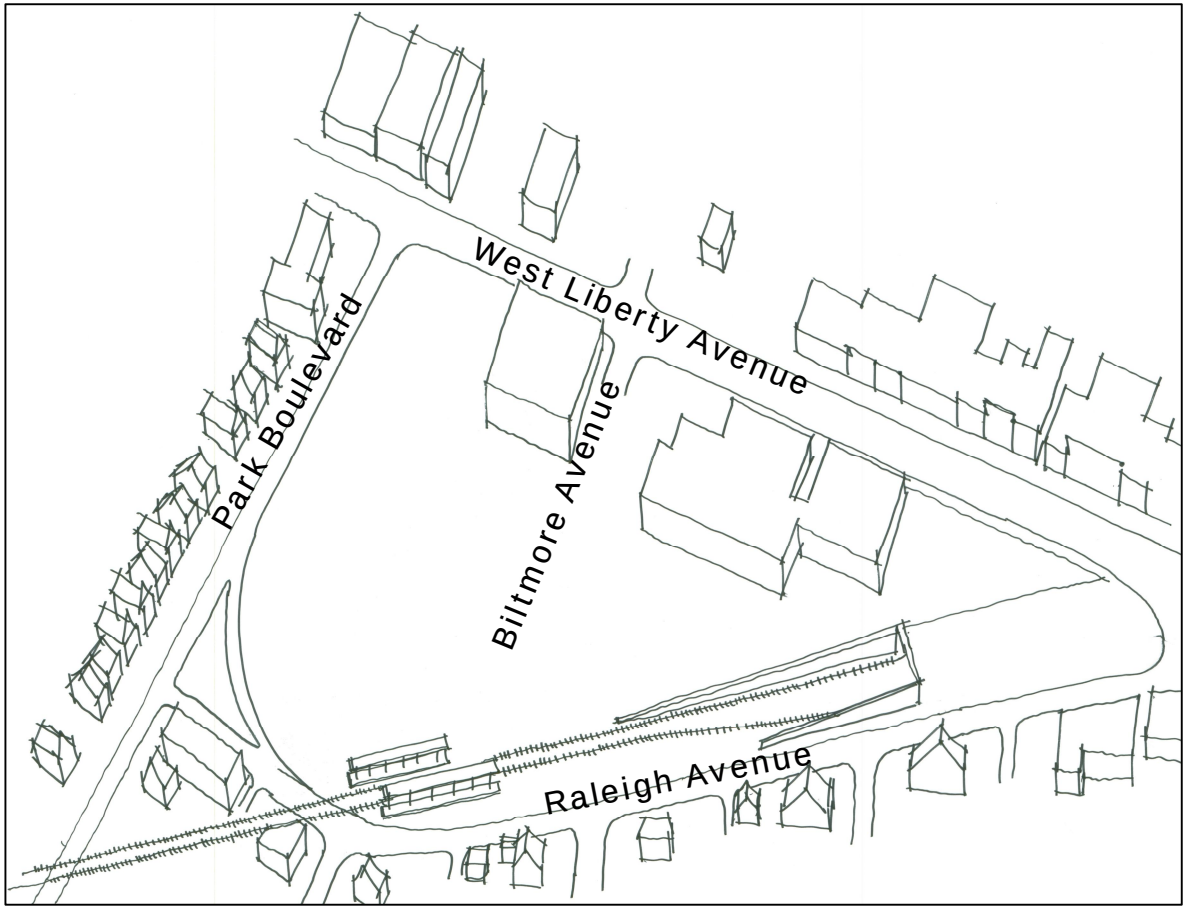
DORMONT JUNCTION STATION

STRATEGIC OPPORTUNITY SITES

GRAPHICS EXHIBIT

FIGURES 4-8 TO 4-15

Figure 4-8
Dormont Junction Station
Existing Conditions



Parking Lots and Dealerships from Station

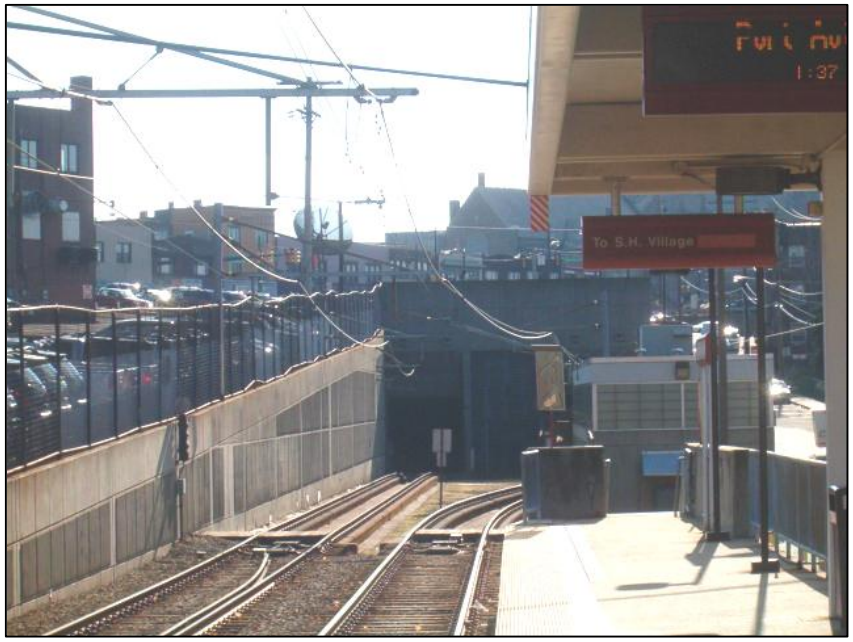
Station and Parking lots from Biltmore

Figure 4-8 (continued)

Dormont Junction Station
Existing Conditions

West Liberty & McFarland (point of triangle)

Residential Neighborhood at Raleigh Avenue



Portal under West Liberty & McFarland

Figure 4-9

Dormont Junction Station

Low Density Site Plan

A:

1 Level of Retail-9,000 sf

3-4 Levels of Residential-125 units

310 parking spaces total:

132 spaces for Park-and-Ride

178 spaces for residential and retail

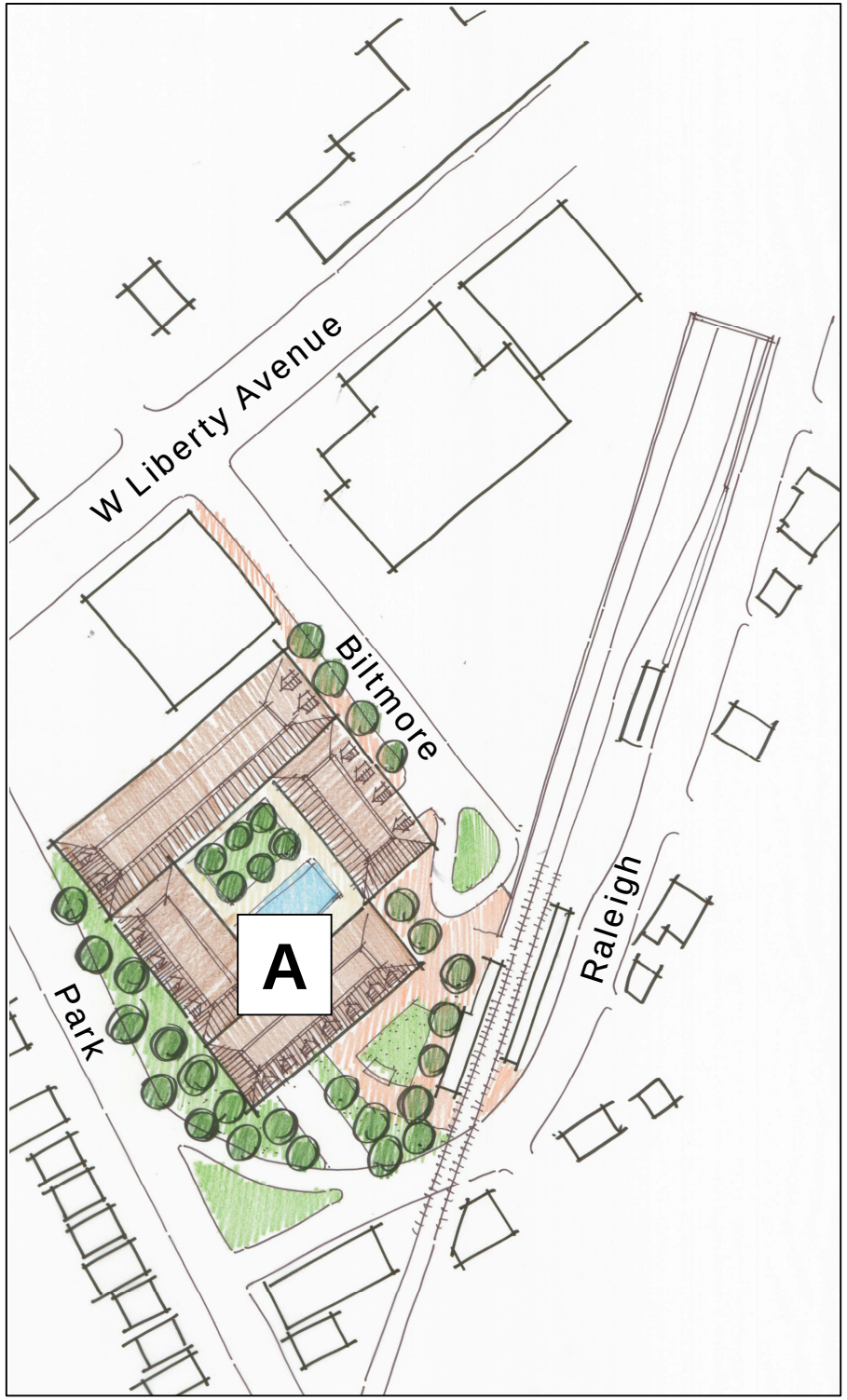


Figure 4-10

Dormont Junction Station
Aerial View

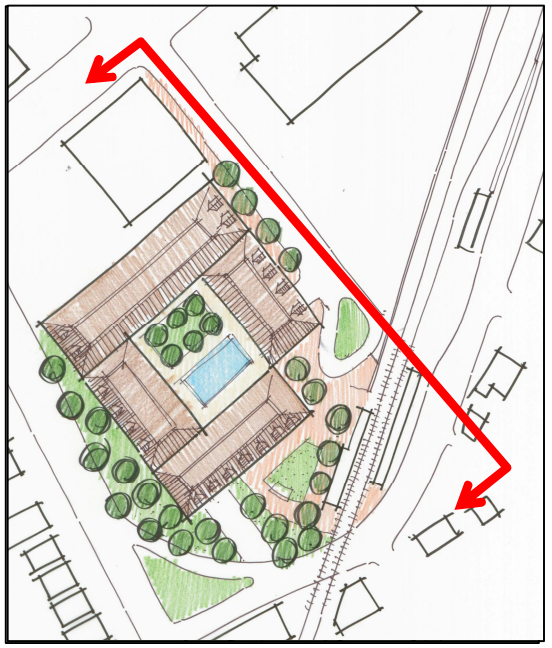
Low Density Concept

Figure 4-11

Dormont Junction Station

Cross-Section

Low Density Concept



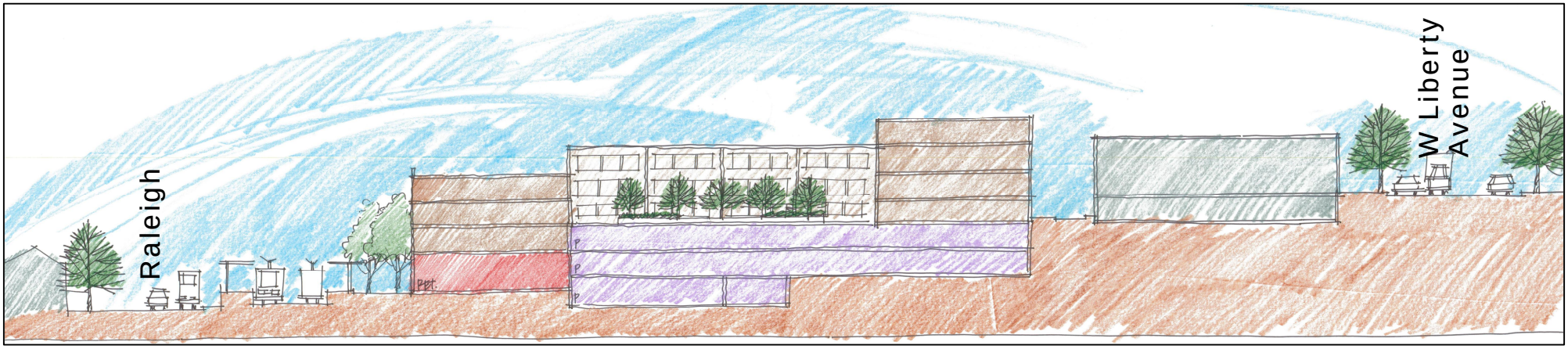


Figure 4-12

Dormont Junction Station

Perspective View:
Station Plaza Level

Figure 4-13

Dormont Junction Station

High Density Site Plan

A:

1 Level of Retail-9,000 sf

4-5 Levels of Res.-128 units

B:

1 Level of Retail-10,800 sf

5 Levels of Res.-74 units total

425 parking spaces

C:

1 Level of Retail-11,000 sf

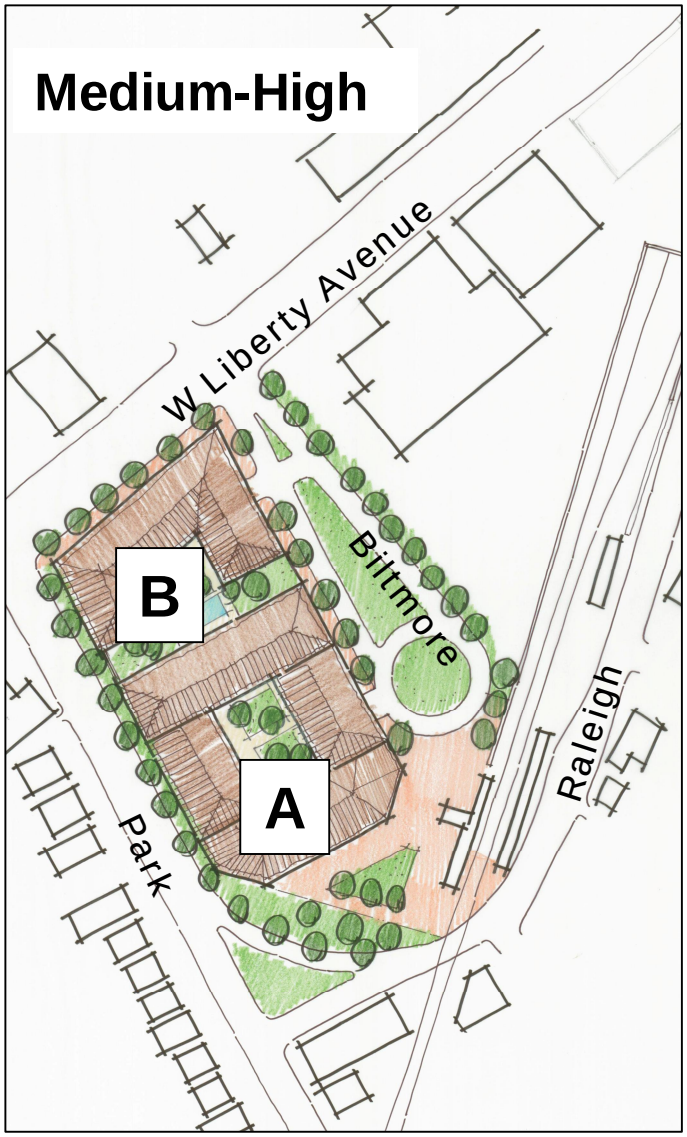
5 Levels of Res.-142 units

290 parking spaces (development and public)

D:

Existing Restaurant and offices

14,000 sf public open space at West Liberty and McFarland



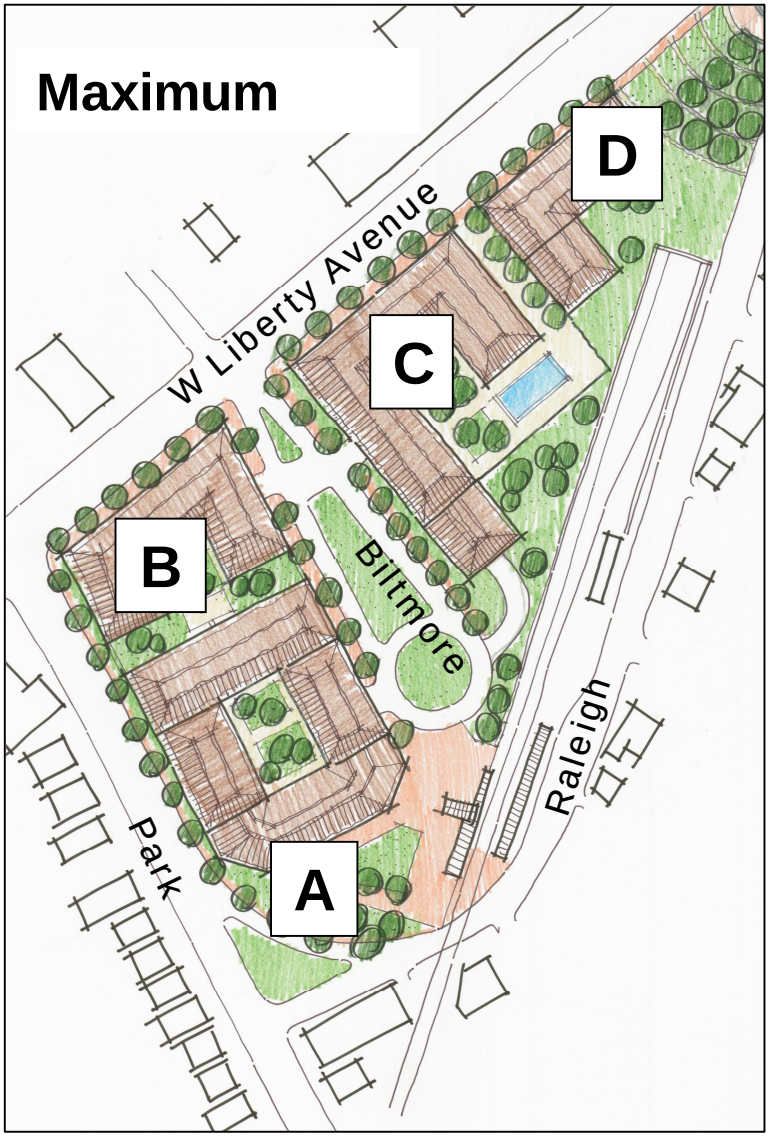


Figure 4-14

Dormont Junction Station

Aerial View

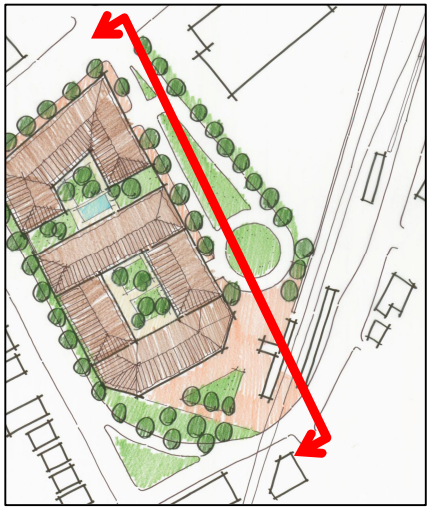
High Density Concept (Maximum)

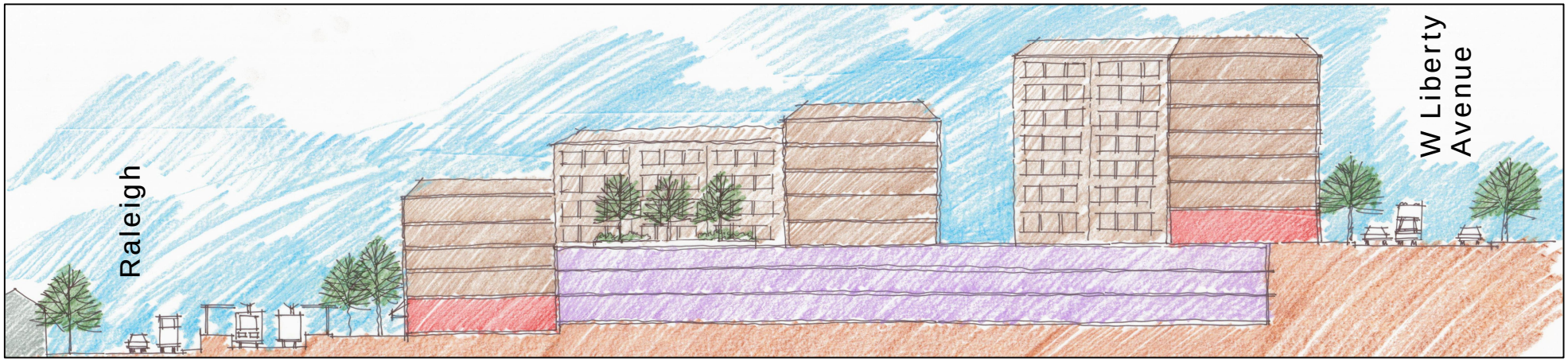
Figure 4-15

Dormont Junction Station

Cross-Section and Elevation

High Density Concept





MT. LEBANON STATION

STRATEGIC OPPORTUNITY SITES

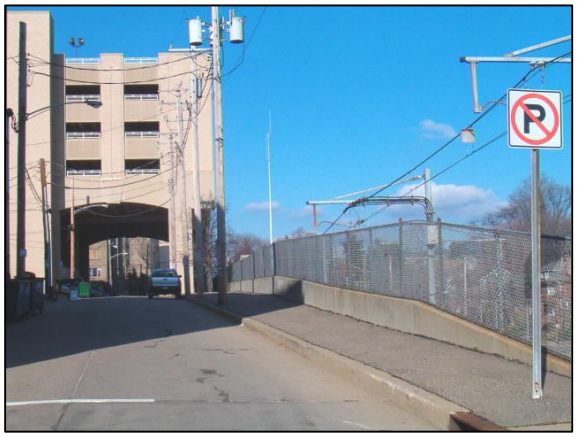
GRAPHICS EXHIBIT

FIGURES 4-16 TO 4-22

Figure 4-16

Mt. Lebanon Station

Existing Conditions



LRT, Parse Way, and Garage Looking North

Homes on Shady Drive East from Parse Way

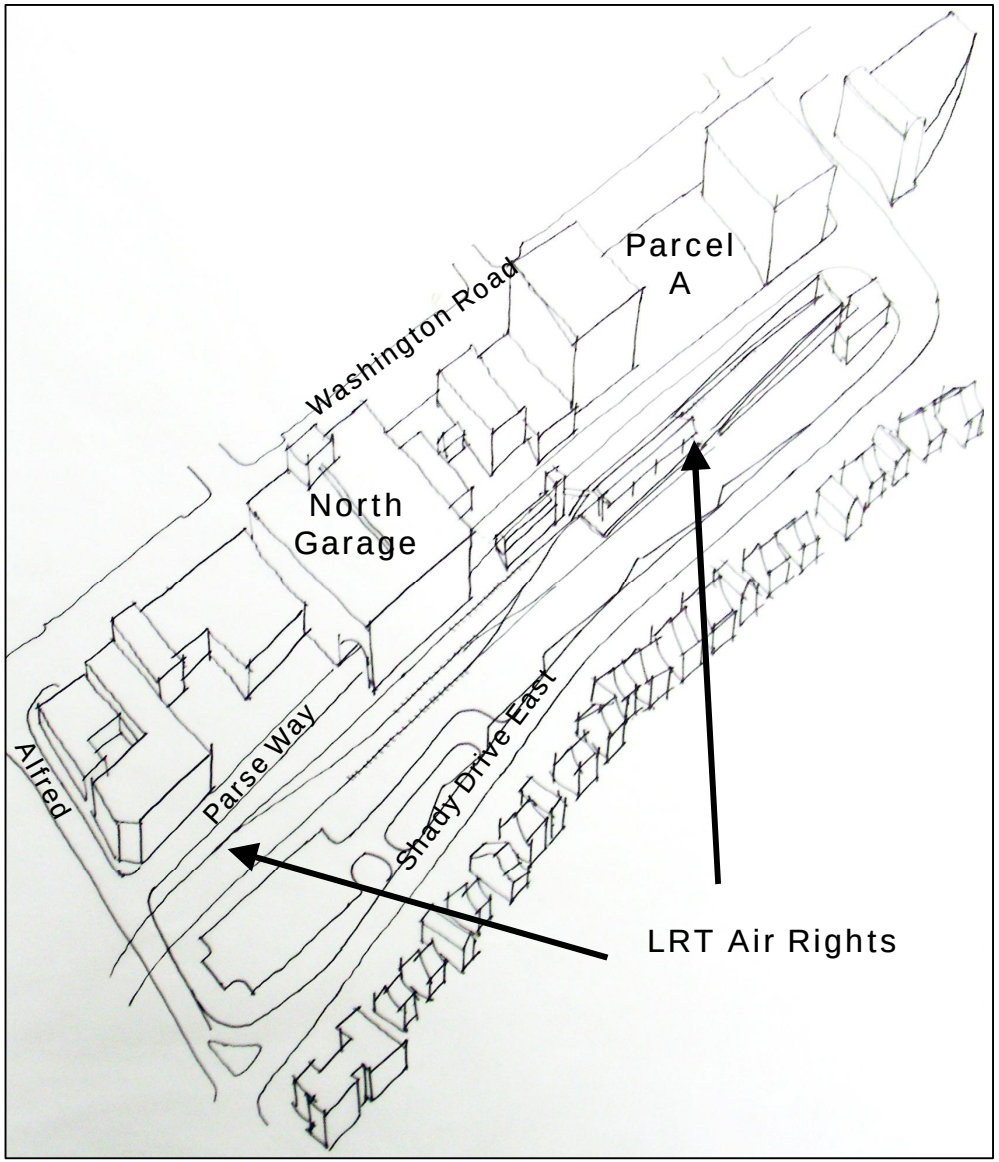


Figure 4-16 (continued)

Mt. Lebanon Station

Existing Conditions

Air Rights Site Looking North from Park-and-Ride Lot

Washington Road Business District

Station, Bus Berths, and Air Rights Looking South

Figure 4-17

Mt. Lebanon Station

Alternative Concepts

Figure 4-18

Mt. Lebanon Station Aerial View

Low Density Concept

A:

3 Levels of Res.- 42 units total

1 Level underground parking: 56 sp.

A+: 11 townhouse units with parking

B:

Hotel (as currently planned)

C:

Grand Stairway to Station

Parse Way Improvements

4 loft residential units

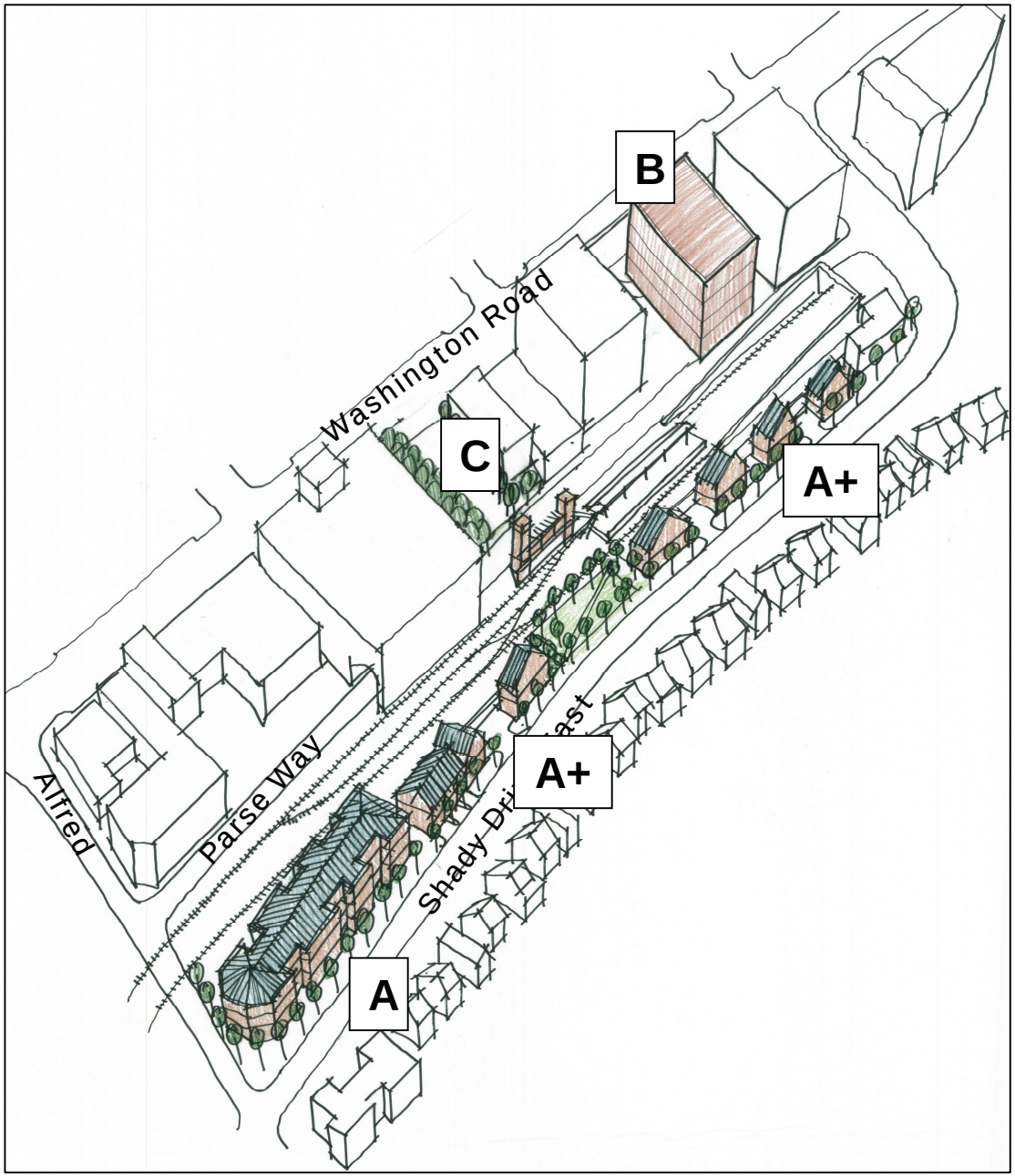


Figure 4-19

Mt. Lebanon Station

Perspective View of Hotel Entrance

Figure 4-20

Mt. Lebanon Station
Aerial View

High Density Concept

A:

1 Level underground parking: 56 spaces

3 Levels of Res.- 42 units total

B:

Hotel (as currently planned)

C:

Grand Stairway to Station

Parse Way Improvements

D:

90 res. units on 8 levels (air rights and ground)

90 parking spaces on air rights

E:

1 level retail- 10,500 sf

9 levels res./ office-94,500sf

F:

3 level parking structure: 330 spaces

5 loft residential units

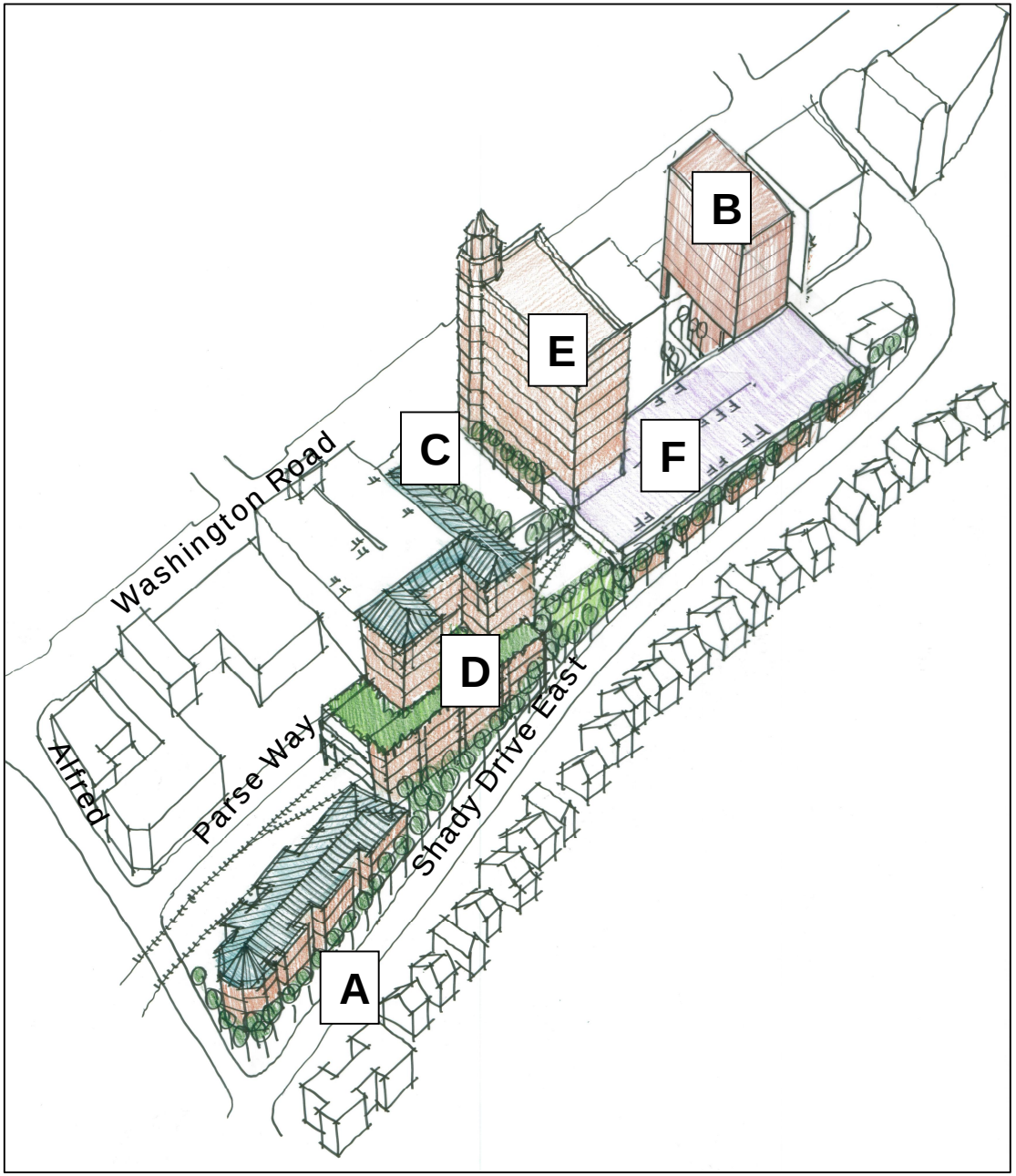


Figure 4-21

Mt. Lebanon Station

Cross-Section 1

High Density Concept:

Lofts “Wrapping”
Garage

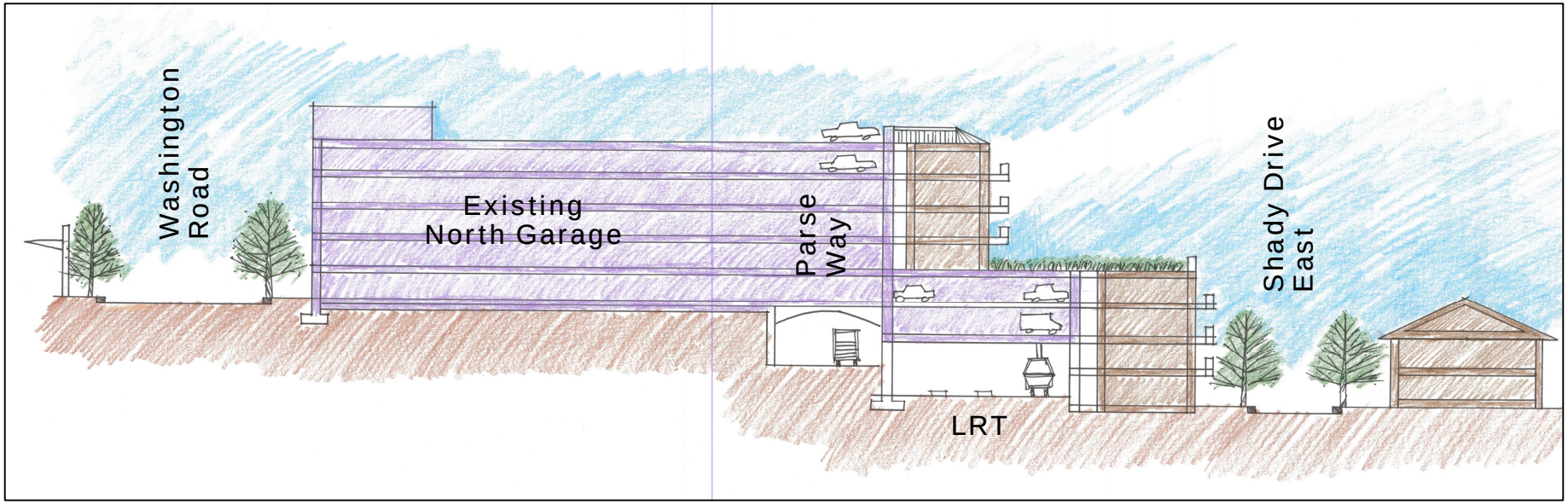
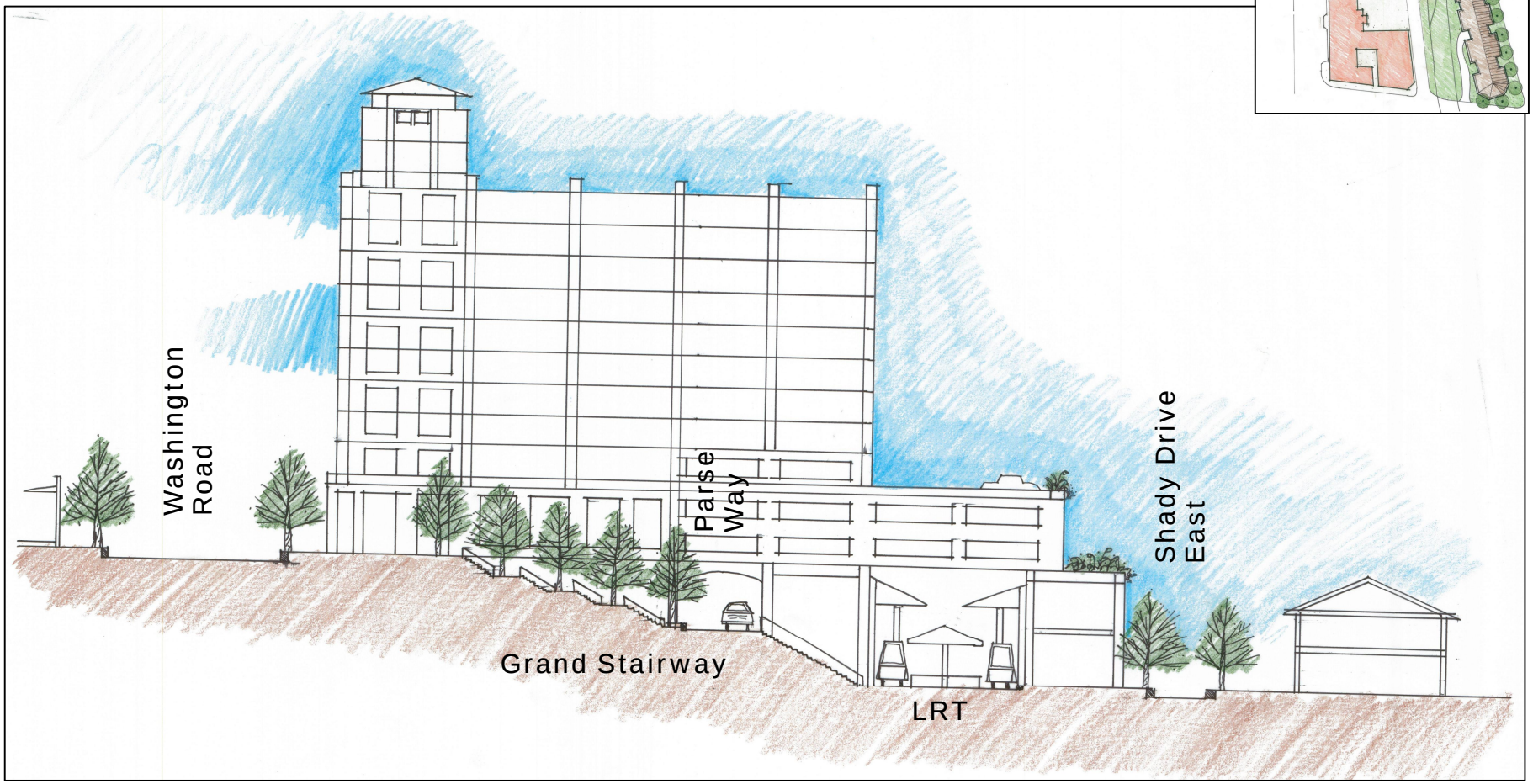


Figure 4-22

Mt. Lebanon Station
Cross-Section 2

High Density Concept:

Office or Residential
Tower Using Air Rights



ZONING MAPS

FIGURES 4-23 TO 4-25

Figure 4-23
Zoning Districts at the Potomac Station
Strategic Opportunity Site

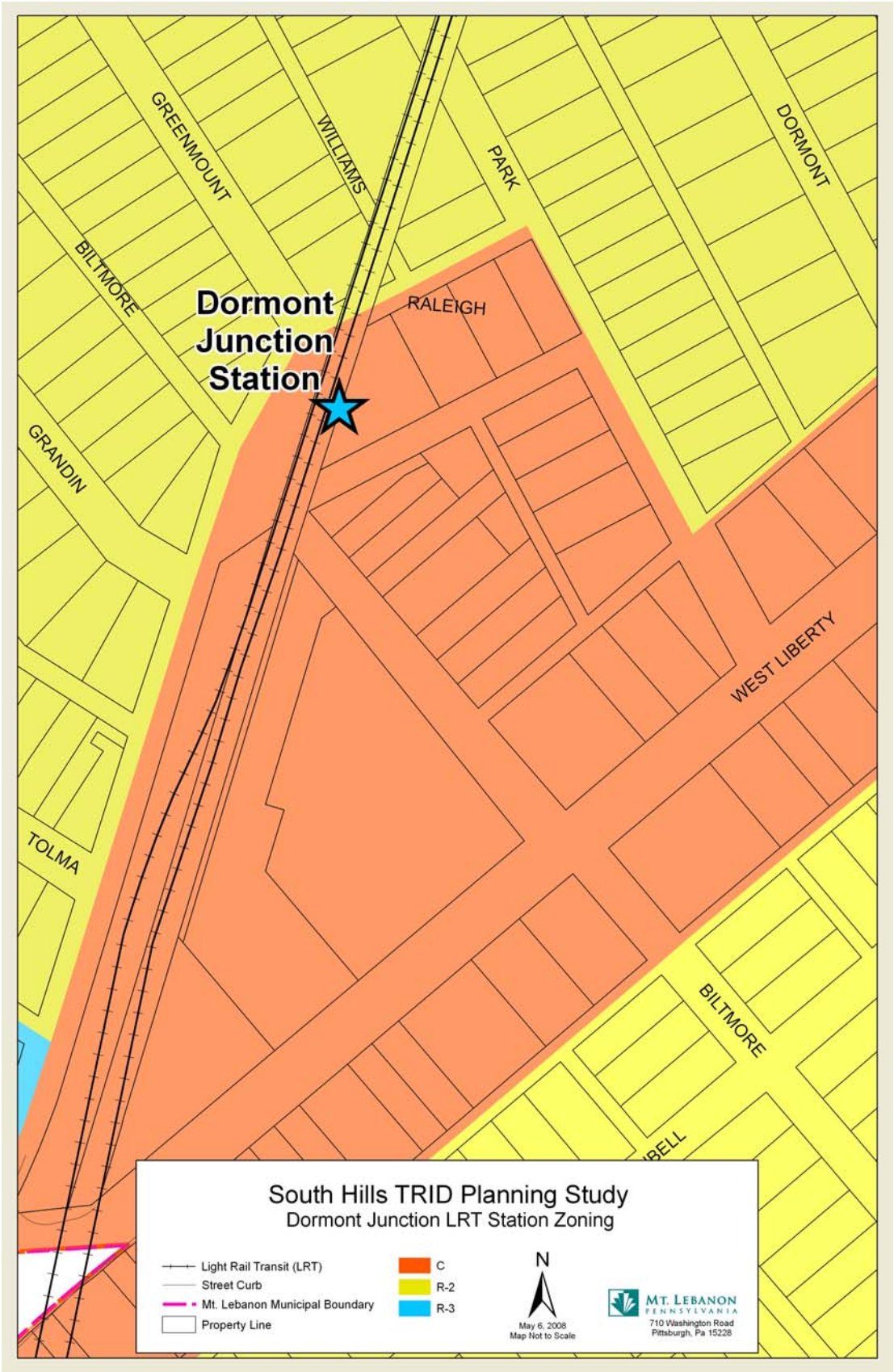


Figure 4-24
Zoning Districts at the Dormont Junction Station Strategic Opportunity Site

Figure 4-25
Zoning Districts at the Mt. Lebanon Station
Strategic Opportunity Site

5.0 ENVIRONMENTAL EFFECTS

5.1 INTRODUCTION

This section of the South Hills TRID Planning Study provides a description of the current infrastructure in place that provides sanitary sewer service, public water supply and storm water management service, and properties listed on the NRHP. Following the description, a summary is provided of the results of the analysis undertaken to determine if any impacts could potentially result to these facilities and resources.

Figure 5-1: Potomac Station Area

Implementation of any of the development scenarios presented in Section 4.0 Strategic Opportunity Development Sites will increase the number of residential units and retail floor space in both communities, as well as increase the floor area of office space in Mt. Lebanon should the High Density Alternative be selected. These increases could have an

effect upon the carrying capacity of the sanitary sewer systems in both Dormont and Mt. Lebanon and on the ability of the supplier of public water to serve the communities.

As described in Part 1.0 Survey of Existing Conditions, the area encompassed by the South Hills TRID is highly urbanized. Much of the area consists of residential units on small lots, commercial buildings, streets, sidewalks and pedestrian ways, and Light Rail Transit (LRT) stations. **Figure 5-1** shows an image of the Potomac Station area, **Figure 5-2** shows the area around Dormont Junction and **Figure 5-3** shows the Mt. Lebanon Station area. As shown in the figures, much of the South Hills TRID study area, especially the area covered by and near the Strategic Opportunity Sites, consists of impervious surfaces, with little open space, save for the small yards associated with the single family homes. Because of the impermeability of existing development and surfaces, additional storm water management facilities are not anticipated.

Figure 5-2: Dormont Junction Station Area

Figure 5-3: Mt. Lebanon Station Area

Finally, as also described in Section 1.0 Existing Conditions, Dormont and Mt. Lebanon are relatively older communities. Dormont saw its largest concentration of growth in the earliest part of the 20th Century, and Mt. Lebanon's growth occurred in the 1920's following the opening of the Liberty Bridge and Tunnels. Because of the ages of the some of the structures in both communities, there is a potential that some are on the National Register of Historic Places (NRHP) or could be eligible for the NRHP. Any such historic resources within or near the TRID could be affected by new development. Moreover, the presence of historic structures may be an opportunity to access additional funding streams either directly through grants or indirectly through tax credits.

5.2 EXISTING INFRASTRUCUTRE AND RESOURCES

5.2.1 Public Water Supply

Public water service is supplied by Pennsylvania American Water Company to both Dormont and Mt. Lebanon. The source of the water is the Monongahela River, where the water passes through intakes before being treated. Pennsylvania American Water Company owns all water distribution facilities in both communities, except for individual lines that service private property. Responsibility of individual service lines lies with the property owner.

5.2.2 Public Sewer Service

The sanitary sewer system within the South Hills TRID Planning Study Area consists of municipally-owned sewer lines that collect sewage from individual properties and convey that sewage to larger lines known as trunks and interceptors. In turn, the interceptors carry flow to the treatment facility owned by the Allegheny County Sanitary Authority (ALCOSAN), whereupon treated water is returned to the earth surface. The ALCOSAN treatment facility is located on the Ohio River, about 1 mile north of downtown Pittsburgh and about 6 miles north of the South Hills TRID Planning Study Area. Thus, there is some distance over which the sewage must flow, and because Dormont's and Mt. Lebanon's responsibilities end at their respective municipal boundaries, the adjacent municipalities are responsible for their own lines.

In general, sewage flow from the Potomac Station area is conveyed from Dormont into lines owned by the Pittsburgh Water and Sewer Authority before being conveyed by interceptors owned by ALCOAN to the treatment facility. The same generally holds true with respect to the Dormont Junction site. At Mt. Lebanon Station, sewage flow proceeds through Mt. Lebanon's lines toward Castle Shannon, where lines owned by the Borough of Castle Shannon accept and convey the flow into the PWSA system before being conveyed by an ALCOSAN interceptor to the treatment facility.

5.2.3 Properties Listed on the National Register of Historic Places

A search was made of the database maintained by the Pennsylvania Historical and Museum Commission (PHMC) to identify structures that might be listed, eligible or potentially eligible for the National Register of Historic Places (NRHP). The search involved a navigating through a site maintained by PHMC named "Cultural Resource GIS" (Geographic Information System), where the searcher enters data regarding location of the site in question.

The results of the search produced a map, a copy of which was downloaded from the site and recreated as **Figure 5-4**. Within proximity of the Strategic Opportunity Sites, the sites shown in **Table 5-1** are included in the PHMC database:

Table 5-1: Properties in the Vicinity of Strategic Opportunity Sites Included in PHMC Database

PHMC #	Property Name	Location	Eligibility Status
010576	Building	Potomac Station	Undetermined
010586	3104 West Liberty Avenue	Dormont Jct. Station	Undetermined
010575	South Hills Theater	Dormont Jct. Station	Ineligible
019941	509 Washington Road	Mt. Lebanon Station	Undetermined
102111	Washington Road Area Historic District	Mt. Lebanon Station	Eligible
019938	Mt. Lebanon Municipal Building	Mt. Lebanon Station	Eligible

A review of the map produced by the Cultural Resource GIS database indicates that 3104 West Liberty Avenue is the address for Bethany Lutheran Church and that 509 Washington Road is the address for the Mt. Lebanon Cemetery.

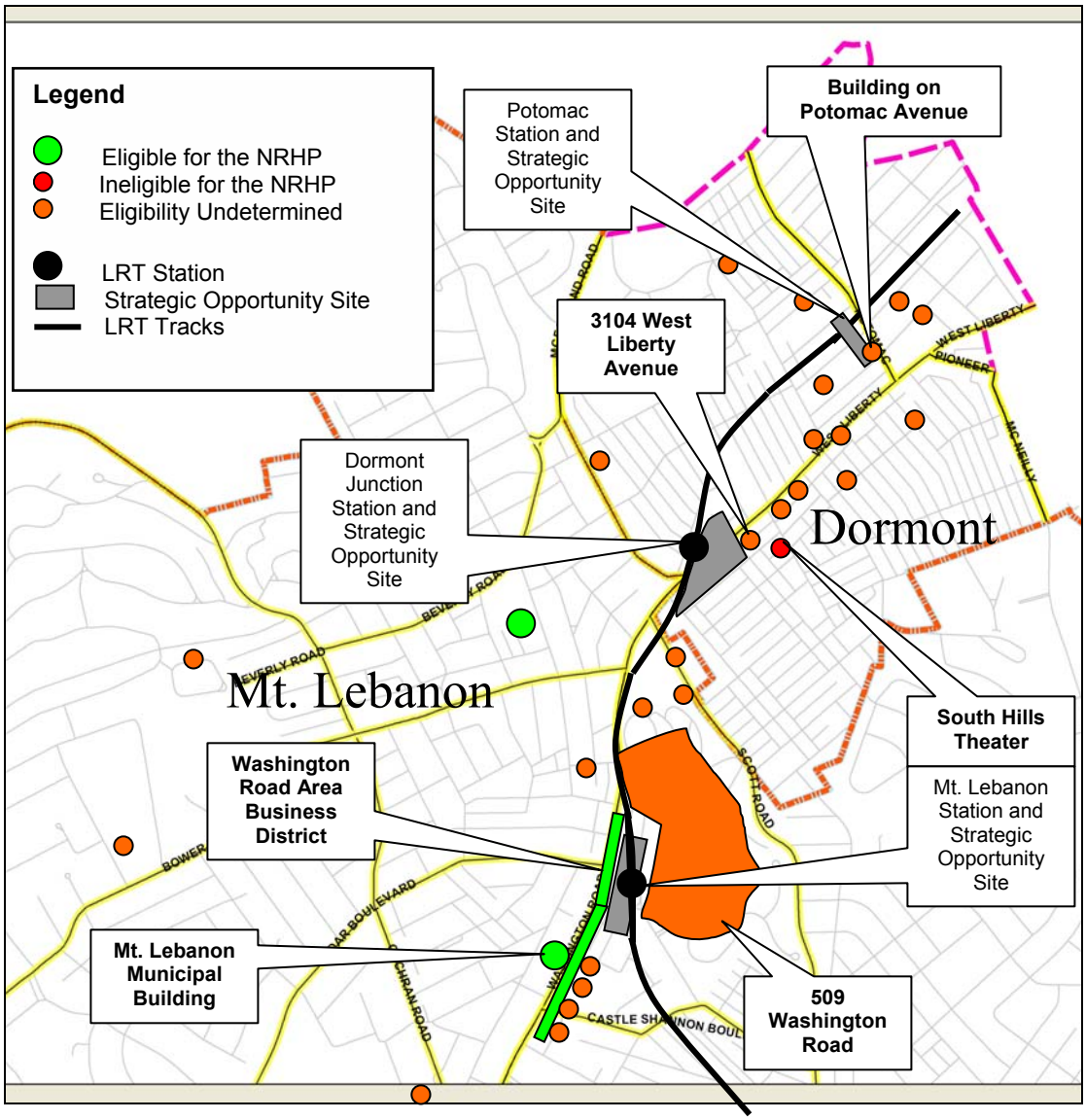
A number of other structures also in the database are located within ¼ mile of the Potomac, Dormont Junction and Mt. Lebanon Stations. Other sources such as the book, Pittsburgh's Landmark Architecture and organizations such as the Pittsburgh History and Landmarks Foundation and the Dormont and Mt. Lebanon Historical Societies have identified potentially historic structures. These structures are identified in **Table 5-2**. The eligibility of these properties relative to the NRHP has yet to be determined. [1]

Table 5-2: Other Potentially Historic Properties

Dormont Pool and Park, Dormont
Gatehouse, Mt. Lebanon Cemetery
St. Bernard's Church, Mt. Lebanon
Southminster Presbyterian Church, Mt. Lebanon

[1] Emphasis is made on properties listed, eligible or potentially eligible for the NRHP because such properties could qualify for Rehabilitation Tax Credits.

Figure 5-4: Historic Resource Review



5.3 POTENTIAL IMPACTS TO INFRASTRUCUTRE AND RESOURCES

5.3.1 Public Water Supply

Water service calculation procedures outlined in the Allegheny County Health Department Plumbing Code (Chapter 15 - Sizing the Building Water Supply Distribution System) and the National Fire Protection Association Handbook 13 (Chapter 11 - Design Approaches), were applied to the South Hills TRID Planning Study Areas to estimate the conceptual domestic water system peak demand and the conceptual fire protection (sprinkler) system peak demand, respectively. The calculated conceptual peak demands for each South Hills TRID Planning Study Area are summarized in **Table 5-3**.

Table 5-3: Conceptual Peak Water Demand

South Hills TRID Planning Study Area	Conceptual Domestic Water System Peak Demand (gpm)	Conceptual Fire Protection System Peak Demand (gpm)
Potomac Station (High Density Concept)	225	310
Dormont Station (High Density Concept)	450	310
Dormont Station (High Density Concept - Exp.)	880	310
Mt. Lebanon Station (High Density Alternative)	520	310

Coordination was made with Pennsylvania American Water Company (PAWC) regarding the potential impact that any of the alternatives presented in this study might have on the company's ability to provide public water service. A telephone conversation was made with Mr. Herman Rossi (PAWC Pittsburgh Operations) to describe the potential water service demands generated by the development scenarios and to determine if such demands would require off-site (meaning outside of the South Hills TRID Planning Study Area) improvements. Upon review of the conceptual peak demand information, the PAWC has determined that adequate capacity is available in their existing water distribution system in the vicinity of the South Hills TRID Planning Study Areas.

Because the conceptual peak water demand satisfied the requirements of PAWC, no analysis was performed for the low density alternatives, as their lower volumes should also be satisfactory to PAWC.

5.3.2 Public Sewer Service

Sanitary flow calculation procedures outlined in the Commonwealth of Pennsylvania, Pennsylvania Code, Title 25. Environmental Protection (Chapter 73 - Standards of Sewage Disposal Facilities), were applied to the South Hills TRID Planning Study Areas to estimate the conceptual total daily sanitary flow. The calculated conceptual daily flow for each South Hills TRID Planning Study Area is summarized in **Table 5-3**.

Table 5-4: Conceptual Sanitary Flow Demand

South Hills TRID Planning Study Area	Conceptual Total Daily Sanitary Flow (gpd)
Potomac Station (High Density Concept)	28,800
Dormont Station (High Density Concept)	88,400
Dormont Station (High Density Concept - Exp.)	173,600
Mt. Lebanon Station (High Density Alternative)	78,050

The Pennsylvania Sewage Facilities Act (Act 537) requires that all Commonwealth municipalities develop and implement comprehensive official plans that provide for the

resolution of existing sewage disposal problems, provide for the future sewage disposal needs of new land development and provide for the future sewage disposal needs of the municipality. When a new sanitary flow is proposed with discharge to public sewerage facilities, coordination with the Pennsylvania Department of Environmental Protection (PADEP) permittees of the collection, conveyance and treatment facilities is required to verify that capacity is available in these facilities to receive and treat the sewage flows from the proposed project; and that these added flows will not cause an overload or 5-year projected overload in the facilities. Projects which do not exceed the available sewerage system capacity and meet the Official Sewage Facilities Plan requirements may be exempt from additional Pennsylvania Sewage Facilities Act planning.

Coordination was initiated with Dormont Borough and the Municipality of Mt. Lebanon regarding the potential impact that any of the alternatives presented in this study might have on the borough's/municipality's ability to collect and convey sewage. Upon review of the conceptual daily flow information, Dormont Borough and the Municipality of Mt. Lebanon have determined that adequate capacity is available in their existing sanitary collection and conveyance system to handle flows from the South Hills TRID Planning Study Areas.

5.3.3 Properties Listed on the National Register of Historic Places

It appears that, after reviewing the map of cultural resources in **Figure 5-4**, that no direct impacts would result to historic resources at the Potomac Station. A potential visual affect could occur upon the Dormont Presbyterian Church; however, the concept plans for both the Potomac Low Density and High Density Scenarios are sensitive to this resource. Efforts were undertaken during concept development to preserve and enhance the viewshed of the church from Potomac Station. Further development of the concepts should be reviewed with the Dormont Historical Society, and, if the resource is declared to be eligible, the Pennsylvania Historical and Museum Commission.

The nearest potentially eligible resource near the Dormont Junction Station site is the Bethany Lutheran Church, located at the intersection of Park Boulevard and West Liberty Avenue and across Park Boulevard from the Strategic Opportunity Site. No direct impacts are anticipated to the church. Indirect impacts in the form of visual effects could occur, but the development of the concepts for the Dormont Junction site are of similar scale and feel to the area in which the church lies. Therefore, no significant impact is anticipated. Further development of the concepts should be reviewed with the Dormont Historical Society, and, if the resource is declared to be eligible, the Pennsylvania Historical and Museum Commission.

The Mt. Lebanon Strategic Opportunity Site is located within the Mt. Lebanon Business District. During further development of the concept plans, coordination should be undertaken with the Mt. Lebanon Historic Review Board and the Pennsylvania Historical and Museum Commission to determine what effect, if any, new development would have upon the contributing elements in the historic district. If impacts are determined, mitigation measures should be reviewed with the aforementioned agencies as well.

As mentioned earlier in this part, the presence of historic properties listed or eligible for the NRHP could be a source of funds through tax credits used for the rehabilitation of the historic structures. Subsequent phases of implementation should further investigate the applicability of such tax credits as a means to help finance development.

6.0 TRANSPORTATION

6.1 INTRODUCTION

This Part of the South Hills TRID Planning Study describes the results of the transportation analysis. Because of its length and detail, this section begins with a summary that briefly presents the findings. The remainder of the section is divided according to the following transportation modes found in the corridor: vehicular traffic; public transit; parking; and other modes.

6.2 SUMMARY

Implementation of any of the design concepts shown in Part 4.0, Strategic Opportunity Sites, is not expected to have significant impacts to transportation facilities and operations. Gains in transit usage are expected at all the sites, as the sites are located in an area where the transit share of travel is already relatively high. An analysis of passenger loads on the Light Rail Transit (LRT) system indicated that sufficient seating capacity exists today to accommodate the increased transit demand generated from the Strategic Opportunity Sites.

In terms of vehicular traffic, the following could be expected:

- Negligible change in traffic volume at Potomac Station under either the Low Density or High Density Scenarios
- A new traffic signal at the intersection of Biltmore Avenue and West Liberty Avenue. Increased traffic volumes from the Dormont Junction Strategic Opportunity Site (for all scenarios) and the desire to remove existing turning restrictions are the reasons for the new signal.
- Deterioration in the Level of Service at the McFarland Road / West Liberty Avenue intersection due to increased traffic from the Dormont Junction Strategic Opportunity Site (for all scenarios). Recommended mitigation for this deterioration is optimization of signal timing.
- No significant change in Level of Service at the three intersections along Washington Road at the Mt. Lebanon Strategic Opportunity Site (at Shady Drive, at Cedar Boulevard and at Alfred Street)

No impacts to parking facilities are anticipated. In general, sufficient capacity would be supplied to accommodate increased parking demand.

Pedestrian and bicycling access would be enhanced through the consideration of these modes in each of the alternatives presented for each Strategic Opportunity Site.

6.3 VEHICULAR TRAFFIC ANALYSIS - METHODOLOGY

6.3.1 Intersections Selected for Study

The traffic analysis for the South Hills TRID Planning Study began with the identification of seven (7) intersections, five that are currently signalized and two that are currently unsignalized. These intersections were selected because of their proximity to the Strategic Opportunity Sites described in Part 4.0 and thus could be affected by the TRID development. The intersections initially selected for this study are shown in **Table 6-1**.

Table 6-1: Intersections Initially Selected[1]

Intersection	Municipality	Type of Traffic Control
Potomac Avenue at Broadway Avenue	Dormont	Unsignalized
West Liberty Avenue at Potomac Avenue	Dormont	Signalized
Biltmore Avenue at West Liberty Avenue	Dormont	Unsignalized
McFarland Road at West Liberty Avenue	Dormont	Signalized
Shady Drive at Washington Road	Mt. Lebanon	Signalized
Cedar Boulevard at Washington Road	Mt. Lebanon	Signalized
Alfred Street at Washington Road	Mt. Lebanon	Signalized

Subsequent to the identification of these intersections, traffic data was collected, followed by estimation of trip generation induced by implementation of the Strategic Development Sites at each of the three LRT stations. Subsequently, traffic volumes were projected, and then analyses of capacity and traffic signal warrants was conducted.

6.3.2 Step 1: Data Collection

Manual turning movement counts were performed by personnel from john j. CLARK and ASSOCIATES at the study intersections during the weekday time periods of 7:00 AM and 9:00 AM and between 4:00 PM and 6:00 PM. These time periods were chosen because these periods are typically representative of the weekday AM and PM peak periods.

In order to avoid any anomaly with the data, surveyors from CLARK and ASSOCIATES avoided collecting data on Mondays and Fridays. Both days were avoided because of four-day work weeks or the potential for commuters to be elsewhere (either at home on a day off or away from the area on an extended weekend vacation). In addition, Fridays were avoided because of the opportunity for some commuters to leave work early and thus miss the PM peak period. **Table 6-2** presents the days in which traffic count data was collected.

[1] The type of control identified in this table pertains to current conditions.

Table 6-2: Dates of Traffic Data Collection

Intersection	Date of Data Collection
Potomac Avenue at Broadway Avenue	October 16, 2007
West Liberty Avenue at Potomac Avenue	October 16, 2007
Biltmore Avenue at West Liberty Avenue	October 17, 2007
McFarland Road at West Liberty Avenue	October 17, 2007
Shady Drive at Washington Road	October 11, 2007
Cedar Boulevard at Washington Road	October 11, 2007
Alfred Street at Washington Road	October 18, 2007

6.3.3 Step 2: Projecting Traffic Volumes

For the purposes of traffic analysis, the scenarios presented in Part 4.0, Strategic Opportunity Sites, were anticipated to be completed and fully occupied in 2012. In accordance with Pennsylvania Department of Transportation (PennDOT) and municipal requirements, traffic volumes were projected for the design year 2022, ten years after the completion of the project. The traffic data collected by CLARK and ASSOCIATES (which reflects current conditions) was thus projected into the future, using background growth rates obtained from the Southwestern Pennsylvania Commission (SPC) for each of the affected municipalities. SPC anticipates that traffic in Dormont will grow by 0.5% per year, and that traffic in Mt. Lebanon will grow by 0.8% per year.

In addition, the analysis included truck traffic. Percentages of truck traffic for the study intersections were obtained from the Pennsylvania Department of Transportation (PennDOT) Internet Traffic Monitoring Site (ITMS).

6.3.4 Step 3: Traffic Generation at the Strategic Opportunity Sites and Trip Distribution

The projected volumes developed in Step 2 served as the baseline by which the traffic impact of the Strategic Opportunities Sites were evaluated. Estimates of traffic produced by new developments were prepared by traffic engineers using the handbook titled Trip Generation, Seventh Edition, published by the Institute of Transportation Engineers (ITE) in 2003. The manual provides typical traffic generation rates using a number of different land use codes. For example, convenience stores can typically generate a high number of trips due to their nature of business (i.e., short duration). By contrast, hotel land uses typically have smaller trip generation rates because many guests may not have a vehicle available.

The trip generation analysis was then subjected to a sub-analysis to account for public transit usage in the South Hills TRID Planning Study Area. The trip generation rates in the Trip Generation Manual do not take into consideration the service levels of public transit service in any given area because of the variable market share of transit service from region to region; therefore, an adjustment is required wherever transit captures a significant share of the travel market.

A review of Census Tract data from the U.S. Bureau of the Census showed that in the year 2000 about 25% of commuters living near the Dormont Junction and Potomac Stations rode public transit to and from work. Similarly, the data showed that approximately 21% of commuters living in the Census Tracts that cover the Mt. Lebanon portion of the South Hills TRID Planning Study Area rode public transit to and from work. Therefore, the number of trips generated from land uses associated with commuting (i.e., home and work) was reduced based upon these percentages. These reductions in vehicle trips were therefore assumed to be transit riders, and for the purposes of this study, it was assumed that all such riders were attracted to the LRT system (although there is a fair amount of bus service in the Study Area).

It is important to note that the transit market share analysis that appears in Section 6.4 only focuses on commuting trips. The primary reason is that the analysis focuses on peak period travel, which is predominantly work related. In addition, there is little research and data about the behavior of transit riders for non-commuting trips in the South Hills (Census Data only covers commuting trips), so for this analysis, the transit share for non-commuting trips (i.e. trips that do not begin at a residence or end at a major employment site such as an office building), the transit market share is presumed to be zero. In reality, employees of retail stores, hotels, convenience stores, etc. could ride transit to and from work, and guest of a hotel could likewise ride transit to and from points of interest and conferences. To the extent that these trips are made by transit further attests to the attractiveness of transit and would also reduce traffic congestion. Therefore, the analysis is conservative, and should be interpreted as a worst-case scenario for traffic impacts and a 'starting point" for transit usage.

6.3.5 Step 4: Design Year Intersection Capacity Analysis

Intersection traffic data resulting from Step 3 was put through a capacity analysis of the study intersections was performed using the standard analysis methodologies presented in the *2000 Highway Capacity Manual* (HCM2000), published by the Transportation Research Board. Under this methodology, levels of service (LOS) A through F are determined as measures of adequacy for functioning of the facilities, with A the best and F the worst level of service available. LOS is a measure of the average seconds of delay that a vehicle (and its passengers) experiences while passing through an intersection.

6.3.6 Step 5: Warrant Analysis

The final step in the intersection analysis was to perform an analysis known by traffic engineers as a "Signal Warrant Analysis". This analysis is performed to ensure that the advantages of installing a traffic signal outweigh the disadvantages, and to provide consistency in the analysis and application of justifying traffic signals[2]. The warrant analysis is typically performed if the data from Step 4 suggests that the resulting level of service is of such insufficient quality as to potentially require a traffic signal.

[2] Institute of Traffic Engineers, "Traffic Information Program Series".

6.4 VEHICULAR TRAFFIC ANALYSIS - RESULTS

6.4.1 Potomac Station – High Density Alternative

Table 6-3 presents the results of the trip generation analysis for the Potomac Station High Density Alternative in the AM Peak Hour. The primary changes between today's condition and this scenario are the additional residential units (57) and the removal of the convenience store/gas station at the corner of Potomac Avenue and Broadway Avenue. The right side of the table shows the inputs from the ITE Trip Generation for that specific land use (e.g., in the first case, the land use is apartments, which in the ITE Trip Generation Manual has been given the code number 220). Thus, for the new Apartments, the formulas in the Manual indicate that 32 trips would be generated by the apartments in the AM Peak Hour. Further, it has been assumed that 20% of the trips would be entering the apartment complex while 80% would be leaving during that hour. Additionally, it has been assumed based on Census Data that 25% of the trips would be made by transit. The left side of the column shows the results. Of the 32 trips generated, 7 would be entering and 25 would be leaving. Accounting for transit usage, 5 vehicle trips and 2 transit trips would be entering the complex while 19 vehicle trips and 6 transit trips would be leaving.

Table 6-3 also shows the effect of the removal of the convenience store/gas station. In general, trips made to convenience stores and gas stations are typically short in duration, and the volume of trips tends to be high. Therefore, the estimated number of trips generated using the ITE Trip Generation Manual is correspondingly high. The effect of adding the apartments and removing the convenience store/gas station is a reduction in trips generated, as the increase in trips to and from the apartment complex is less than the decrease in trips to and from the convenience store/gas station.

The results indicate that 45 fewer vehicle trips would be generated in the AM Peak Hour. Additionally, 8 transit trips would be generated (more discussion about impacts to the transit system appear in Section 6.4).

Table 6-3: Potomac Station High Density Concept
Change in Trip Generation – AM Peak Hour

New Use: Apartment (Land Use Code 220)					
	Trips Entering	**Trips Exiting**	**Total Trips**	Factor: Number of Units	57
				Vehicle Trips Generated	32
Total Trips Generated	7	25	32	Percent Entering	20
Transit Trips Generated	2	6	8	Percent Exiting	80
Vehicle Trips Generated	5	19	24	Percent Transit Market Share	25
Removed Use: Convenience Market with Gasoline Pumps (Land Use Code 220)					
	Trips Entering	**Trips Exiting**	**Total Trips**	Factor: Number of Fueling Pumps	4
				Vehicle Trips Generated	69
Total Trips Generated	-34	-35	-69	Percent Entering	50
Transit Trips Generated	0	0	0	Percent Exiting	50
Vehicle Trips Generated	-34	-35	-69	Percent Transit Market Share	0
AM Peak Hour Totals	**Trips**	**Trips**	**Total**		

	Entering	Exiting	Trips
Total Trips Generated	**-27**	**-10**	**-37**
Transit Trips Generated	**2**	**6**	**8**
Vehicle Trips Generated	**-29**	**-16**	**-45**

Table 6-4 presents the results of the trip generation analysis for the PM Peak Hour. Like the analysis of the AM Peak Hour, the results for the PM Peak Hour show that the estimated number of trips removed by acquisition of the convenience store/gas station is higher that the estimated number of trips added by development of the apartment complex. However, unlike the AM Peak Hour, it has been assumed that during the PM Peak Hour, the retail uses would be open to customers and would therefore generate trips.

Thus, there is an overall net increase of trips generated, albeit a small increase and one that is almost negligible. The results indicate that only 3 additional vehicle trips would result during the PM Peak Hour. A total of 12 transit trips would be expected.

Table 6-4: Potomac Station High Density Concept
Change in Trip Generation – PM Peak Hour

New Use: Specialty Retail Center (Land Use Code 814)					
	Trips Entering	**Trips Exiting**	**Total Trips**	Factor: 1000 Sq. ft. of GLA	15.8
				Vehicle Trips Generated	43
Total Trips Generated	19	24	43	Percent Entering	44
Transit Trips Generated	0	0	0	Percent Exiting	56
Vehicle Trips Generated	19	24	43	Percent Transit Market Share	0
New Use: Apartment (Land Use Code 220)					
	Trips Entering	**Trips Exiting**	**Total Trips**	Factor: Number of Units	57
				Vehicle Trips Generated	49
Total Trips Generated	32	17	49	Percent Entering	65
Transit Trips Generated	8	4	12	Percent Exiting	35
Vehicle Trips Generated	24	13	37	Percent Transit Market Share	25
Removed Use: Convenience Market with Gasoline Pumps (Land Use Code 220)					
	Trips Entering	**Trips Exiting**	**Total Trips**	Factor: Number of Fueling Pumps	4
				Vehicle Trips Generated	77
Total Trips Generated	-38	-39	-77	Percent Entering	50
Transit Trips Generated	0	0	0	Percent Exiting	50
Vehicle Trips Generated	-38	-39	-77	Percent Transit Market Share	0
PM Peak Hour Totals	**Trips Entering**	**Trips Exiting**	**Total Trips**		
Total Trips Generated	**13**	**2**	**15**		
Transit Trips Generated	**8**	**4**	**12**		
Vehicle Trips Generated	**5**	**-2**	**3**		

Note that no transit trips are forecast to be generated by the retail stores. In reality, some trips to the stores would be made by transit; however, as stated earlier, there is little data and research available for non-commuting trips by transit. Therefore, the analysis is conservative – any additional usage by transit would reduce vehicle trips by a corresponding amount and further enhance the transit/pedestrian nature of this area.

Therefore, because the analysis is showing a reduction in trips during the AM Peak Hour and nearly no increase during the PM Peak Hour, no traffic impact is anticipated as a result of the Potomac Station High Density Concept. Consequently, no intersection capacity analysis was performed at the Potomac Avenue at Broadway Avenue intersection or the Potomac Avenue at West Liberty Avenue intersection due to the reduction of estimated trips.

6.4.2 Potomac Station – Low Density Alternative

A similar trip generation analysis was performed for the Potomac Station Low Density Alternative. **Tables 6-5 and 6-6** present the results.

Table 6-5: Potomac Station Low Density Concept
Change in Trip Generation – AM Peak Hour

New Use: Apartment (Land Use Code 220)					
	Trips Entering	**Trips Exiting**	**Total Trips**	Factor: Number of Units	25
				Vehicle Trips Generated	16
Total Trips Generated	3	13	16	Percent Entering	20
Transit Trips Generated	1	3	4	Percent Exiting	80
Vehicle Trips Generated	2	10	12	Percent Transit Market Share	25
Removed Use: Convenience Market with Gasoline Pumps (Land Use Code 220)					
	Trips Entering	**Trips Exiting**	**Total Trips**	Factor: Number of Fueling Pumps	4
				Vehicle Trips Generated	69
Total Trips Generated	-34	-35	-69	Percent Entering	50
Transit Trips Generated	0	0	0	Percent Exiting	50
Vehicle Trips Generated	-34	-35	-69	Percent Transit Market Share	0
AM Peak Hour Totals	**Trips Entering**	**Trips Exiting**	**Total Trips**		
Total Trips Generated	**-31**	**-22**	**-53**		
Transit Trips Generated	**1**	**3**	**4**		
Vehicle Trips Generated	**-32**	**-25**	**-57**		

Table 6-6: Potomac Station Low Density Concept
Change in Trip Generation – PM Peak Hour

New Use: Specialty Retail Center (Land Use Code 814)					
	Trips Entering	**Trips Exiting**	**Total Trips**	Factor: 1000 Sq. ft. of GLA	17.4
				Vehicle Trips Generated	47
Total Trips Generated	21	26	47	Percent Entering	44
Transit Trips Generated	0	0	0	Percent Exiting	56
Vehicle Trips Generated	21	26	47	Percent Transit Market Share	0
New Use: Apartment (Land Use Code 220)					
	Trips Entering	**Trips Exiting**	**Total Trips**	Factor: Number of Units	25
				Vehicle Trips Generated	31
Total Trips Generated	20	11	31	Percent Entering	65
Transit Trips Generated	5	3	8	Percent Exiting	35
Vehicle Trips Generated	15	8	23	Percent Transit Market Share	25
Removed Use: Convenience Market with Gasoline Pumps (Land Use Code 220)					
	Trips Entering	**Trips Exiting**	**Total Trips**	Factor: Number of Fueling Pumps	4
				Vehicle Trips Generated	77
Total Trips Generated	-38	-39	-77	Percent Entering	50
Transit Trips Generated	0	0	0	Percent Exiting	50
Vehicle Trips Generated	-38	-39	-77	Percent Transit Market Share	0
PM Peak Hour Totals	**Trips Entering**	**Trips Exiting**	**Total Trips**		
Total Trips Generated	**3**	**-2**	**1**		
Transit Trips Generated	**5**	**3**	**8**		
Vehicle Trips Generated	**-2**	**-5**	**-7**		

As with the Potomac Station High Density Alternative, implementation of the Low Density Alternative would not have an impact on traffic. The primary reason appears to be the reduction in traffic from the alternate usage of the gas station.

Likewise, no intersection capacity analysis was performed at the Potomac Avenue and Broadway Avenue intersection or at the Potomac Avenue and West Liberty Avenue intersection due to the reduction of estimated trips.

6.4.3 Dormont Junction Station – High Density - Expanded Alternative

Table 6-7 indicates the results of the trip generation analysis for the AM Peak, assuming the High Density-Expanded Alternative at the Dormont Junction Strategic Opportunity Site. Of the new uses intended for the site, only the residential use (new apartment) is expected to generate trips during the AM Peak Period.

Table 6-7: Dormont Junction Station High Density –Expanded Concept
Change in Trip Generation – AM Peak Hour

New Use: Apartment (Land Use Code 220)					
	Trips Entering	**Trips Exiting**	**Total Trips**	Factor: Number of Units	396
				Vehicle Trips Generated	198
Total Trips Generated	40	158	198	Percent Entering	20
Transit Trips Generated	10	39	49	Percent Exiting	80
Vehicle Trips Generated	30	119	149	Percent Transit Market Share	25

AM Peak Hour Totals	**Trips Entering**	**Trips Exiting**	**Total Trips**
Total Trips Generated	**40**	**158**	**198**
Transit Trips Generated	**10**	**39**	**49**
Vehicle Trips Generated	**30**	**119**	**149**

A total of 149 new vehicle trips are anticipated to be generated. Additionally, 49 new transit trips would be expected.

Table 6-8 presents the results of the trip generation analysis for the PM Peak. In addition to the new apartments, the new retail land use is also expected to generate trips during the PM Peak Period.

Table 6-8: Dormont Junction Station High Density – Expanded Concept
Change in Trip Generation – PM Peak Hour

New Use: Specialty Retail Center (Land Use Code 814)					
	Trips Entering	**Trips Exiting**	**Total Trips**	Factor: 1000 Sq. ft. of GLA	39.6
				Vehicle Trips Generated	107
Total Trips Generated	47	60	107	Percent Entering	44
Transit Trips Generated	0	0	0	Percent Exiting	56
Vehicle Trips Generated	47	60	107	Percent Transit Market Share	0
New Use: Apartment (Land Use Code 220)					
	Trips Entering	**Trips Exiting**	**Total Trips**	Factor: Number of Units	396
				Vehicle Trips Generated	235
Total Trips Generated	152	83	235	Percent Entering	65
Transit Trips Generated	38	21	59	Percent Exiting	35
Vehicle Trips Generated	114	62	176	Percent Transit Market Share	25

PM Peak Hour Totals	**Trips Entering**	**Trips Exiting**	**Total Trips**
Total Trips Generated	**199**	**143**	**342**
Transit Trips Generated	**38**	**21**	**59**
Vehicle Trips Generated	**161**	**122**	**283**

A total of 283 new vehicle trips are anticipated to be generated. Additionally, 59 new transit trips would be expected.

A capacity analysis was performed for the Biltmore Avenue and West Liberty Avenue intersection under the 2022 build conditions for the High Density Expanded Alternative. During the analysis is became apparent that the trips on the residential side of Biltmore Avenue along with the site-generated trips of the Strategic Opportunity Site might be sufficient to meet both AM and PM Peak Hour Volume warrants for a traffic signal. A

peak hour traffic signal warrant analysis was performed, using peak hour warrant (Warrant 3) as published in the FHWA's *Manual of Uniform Traffic Control Devices for Streets and Highways* (MUTCD), 2003 Edition. The analysis indicated that both the AM and PM Peak hour volumes met the warrant.

The resultant levels of service at Biltmore Avenue/West Liberty Avenue are summarized for the AM and PM peak hours in **Table 6-9**. The results show that intersection would operate at an acceptable level of service in the Year 2022.

Table 6-9: Level of Service Analysis
Biltmore Avenue/West Liberty Avenue (Year 2022) [3]

Approach	AM Peak Hour	PM Peak Hour
West Liberty Avenue northbound	B / 13.0	B / 11.4
West Liberty Avenue southbound	A / 7.5	C / 24.7
Biltmore Avenue eastbound	C / 22.0	D / 46.4
Biltmore Avenue westbound	C / 31.4	C / 31.2
Entire Intersection	**B / 13.6**	**C / 22.4**

Figure 6-1 shows the turning movements at the Biltmore Avenue / West Liberty Avenue under the High Density – Expanded Alternative.

Currently both sides of Biltmore Avenue are posted either "No Left Turn" or "All Traffic Must Turn Right". Presumably this posting was made to satisfy safety concerns, as site distance is limited for those desiring to make either a left turn or continue across West Liberty Avenue. Installing a traffic signal at this intersection would allow the turning restrictions to be eliminated. Such elimination would not only benefit the Strategic Development Site but would also benefit the residential area along Biltmore Avenue across West Liberty Avenue as well.

As the development proceeds through the project development process, a Highway Occupancy Permit will need to be obtained from PennDOT District 11-0. An additional requirement would be Traffic Impact Study approved by District 11-0 to verify the need for a traffic signal.

Because Biltmore Avenue is between the signalized intersection of McFarland Road and West Liberty Avenue and the signalized intersection of Dormont Avenue and West Liberty Avenue, any new traffic signal installed would have to integrate into the existing closed loop Spread Spectrum Radio system along West Liberty Avenue.

A capacity analysis was also performed for the McFarland Road and West Liberty Avenue intersection. The analysis was performed because of the proximity of this intersection to the Dormont Junction High Density – Expanded Strategic Opportunity

[3] Assuming High Density – Expanded Concept and new traffic signal.

Site (within 600 feet) and because this intersection generally operates at a poor Level of Service. **Table 6-10** shows the results of the Level of Service for this intersection.

Table 6-10: Level of Service Analysis
McFarland Road/West Liberty Avenue (Year 2022)

	Base Condition[4]		Build Condition[5]	
Approach	**AM Peak Hour**	**PM Peak Hour**	**AM Peak Hour**	**PM Peak Hour**
West Liberty Avenue northbound	C / 27.2	D / 44.2	C / 26.4	E / 45.0
West Liberty Avenue southbound	C / 28.3	C / 33.6	C / 30.6	D / 34.5
McFarland Road eastbound	E / 66.6	F 91.6	F / 85.1	F / 116.9
Entire Intersection	C / 32.9	D / 39.1	D / 35.3	E / 57.4

Figure 6-2 shows the turning movements at the McFarland Road / West Liberty Avenue under the High Density – Expanded Alternative.

As shown in **Table 6-10**, the intersection would operate at Level of Service D in the AM Peak Hour and E in the PM Hour if the Dormont Junction High Density-Expanded Alternative were implemented. The service levels compare to Level of Service C in the AM Peak Hour and D in the PM Peak Hour in the baseline condition (no new development by the year 2022). Thus, the service level would appear to deteriorate. However, because of the highly developed area surrounding the intersection, additional lane capacity or installation of turning lanes do not appear to be practical. Rather, the signal timings should be optimized to maximize traffic flow to the greatest extent possible.

Based on the analysis performed the following roadway traffic improvements are recommended.

- Install two-phase signal at the intersection of Biltmore Avenue and West Liberty Avenue
- Optimize signal timings at the intersection of McFarland Road and West Liberty Avenue

6.4.4 Dormont Junction Station – High Density Alternative

Tables 6-11 and 6-12 present the results of the trip generation analysis for the Dormont Junction High Density Alternative.

[4] Assuming no new development.
[5] Assuming Dormont Junction High Density – Expanded Concept.

Table 6-11: Dormont JunctionStation High Density Concept
Change in Trip Generation – AM Peak Hour

New Use: Apartment (Land Use Code 220)					
	Trips Entering	**Trips Exiting**	**Total Trips**	Factor: Number of Units	202
				Vehicle Trips Generated	103
Total Trips Generated	20	83	103	Percent Entering	20
Transit Trips Generated	5	21	26	Percent Exiting	80
Vehicle Trips Generated	15	62	77	Percent Transit Market Share	25

AM Peak Hour Totals	**Trips Entering**	**Trips Exiting**	**Total Trips**
Total Trips Generated	**20**	**83**	**103**
Transit Trips Generated	**5**	**21**	**26**
Vehicle Trips Generated	**15**	**62**	**77**

Table 6-12: Dormont Junction Station High Density Concept
Change in Trip Generation – PM Peak Hour

New Use: Specialty Retail Center (Land Use Code 814)					
	Trips Entering	**Trips Exiting**	**Total Trips**	Factor: 1000 Sq. ft. of GLA	19.8
				Vehicle Trips Generated	54
Total Trips Generated	24	30	54	Percent Entering	44
Transit Trips Generated	0	0	0	Percent Exiting	56
Vehicle Trips Generated	24	30	54	Percent Transit Market Share	0
New Use: Apartment (Land Use Code 220)					
	Trips Entering	**Trips Exiting**	**Total Trips**	Factor: Number of Units	202
				Vehicle Trips Generated	129
Total Trips Generated	84	45	129	Percent Entering	65
Transit Trips Generated	21	11	32	Percent Exiting	35
Vehicle Trips Generated	63	34	97	Percent Transit Market Share	25

PM Peak Hour Totals	**Trips Entering**	**Trips Exiting**	**Total Trips**
Total Trips Generated	**108**	**75**	**183**
Transit Trips Generated	**21**	**11**	**32**
Vehicle Trips Generated	**129**	**86**	**215**

The analysis indicates that during the AM Peak Hour, 77 vehicle trips would be generated in the AM Peak Hour. Additionally, 26 transit trips would be generated. During the PM Peak Hour, 215 vehicle trips would be generated, along with 32 transit trips.

Levels of Service analyses were also conducted for the intersections of Biltmore Avenue and West Liberty Avenue and McFarland Road and West Liberty Avenue. Like the Dormont Junction High Density –Expanded Alternative, this alternative would appear to require that a traffic signal be installed at the intersection of Biltmore Avenue and West Liberty Avenue. **Table 6-13** presents the results.

Table 6-13: Level of Service Analysis
Biltmore Avenue/West Liberty Avenue (Year 2022) [6]

Approach	AM Peak Hour	PM Peak Hour
West Liberty Avenue northbound	B / 12.5	A / 9.9
West Liberty Avenue southbound	A / 7.4	C / 22.5
Biltmore Avenue eastbound	C / 20.0	D / 37.6
Biltmore Avenue westbound	C / 31.6	C / 31.0
Entire Intersection	**B / 13.1**	**B / 19.6**

Figure 6-3 shows the turning movements at the Biltmore Avenue / West Liberty Avenue under the High Density Alternative.

Additionally, the intersection of McFarland Road and West Liberty Avenue would operate at a poor level of service, but given the inability to install turning lanes or add through lanes, the best mitigation would be to optimize the signal timings. **Table 6-14** indicates the results.

Table 6-14: Level of Service Analysis
McFarland Road/West Liberty Avenue (Year 2022)

	Base Condition[7]		Build Condition[8]	
Approach	**AM Peak Hour**	**PM Peak Hour**	**AM Peak Hour**	**PM Peak Hour**
West Liberty Avenue northbound	C / 27.2	D / 44.2	C / 29.0	D / 51.9
West Liberty Avenue southbound	C / 28.3	C / 33.6	C / 28.8	C / 34.4
McFarland Road eastbound	E / 66.6	F / 91.6	E / 67.2	F / 95.7
Entire Intersection	C / 32.9	D / 39.1	C / 33.7	E / 55.8

Figure 6-4 shows the turning movements at the McFarland Road / West Liberty Avenue under the High Density Alternative.

Based on the analysis performed the following roadway traffic improvements are recommended.

- Install two-phase signal at the intersection of Biltmore Avenue and West Liberty Avenue
- Optimize signal timings at the intersection of McFarland Road and West Liberty Avenue

[6] Assuming High Density Scenario and new traffic signal.
[7] Assuming no new development.
[8] Assuming Dormont Junction High Density Concept.

6.4.5 Dormont Junction Station – Low Density Alternative

Tables 6-15 and 6-16 present the results of the trip generation analysis for the Dormont Junction Low Density Alternative.

Table 6-15: Dormont Junction Station Low Density Concept
Change in Trip Generation – AM Peak Hour

New Use: Apartment (Land Use Code 220)					
	Trips Entering	**Trips Exiting**	**Total Trips**	Factor: Number of Units	125
				Vehicle Trips Generated	65
Total Trips Generated	7	58	65	Percent Entering	20
Transit Trips Generated	3	13	16	Percent Exiting	80
Vehicle Trips Generated	10	39	49	Percent Transit Market Share	25

AM Peak Hour Totals	**Trips Entering**	**Trips Exiting**	**Total Trips**
Total Trips Generated	**7**	**58**	**65**
Transit Trips Generated	**3**	**13**	**16**
Vehicle Trips Generated	**10**	**39**	**49**

Table 6-16: Dormont Junction Station Low Density Concept
Change in Trip Generation – PM Peak Hour

New Use: Specialty Retail Center (Land Use Code 814)					
	Trips Entering	**Trips Exiting**	**Total Trips**	Factor: 1000 Sq. ft. of GLA	9
				Vehicle Trips Generated	24
Total Trips Generated	11	13	24	Percent Entering	44
Transit Trips Generated	0	0	0	Percent Exiting	56
Vehicle Trips Generated	11	13	24	Percent Transit Market Share	0
New Use: Apartment (Land Use Code 220)					
	Trips Entering	**Trips Exiting**	**Total Trips**	Factor: Number of Units	125
				Vehicle Trips Generated	86
Total Trips Generated	56	30	86	Percent Entering	65
Transit Trips Generated	14	7	21	Percent Exiting	35
Vehicle Trips Generated	42	23	65	Percent Transit Market Share	25

PM Peak Hour Totals	**Trips Entering**	**Trips Exiting**	**Total Trips**
Total Trips Generated	**67**	**43**	**110**
Transit Trips Generated	**14**	**7**	**21**
Vehicle Trips Generated	**53**	**36**	**89**

The analysis indicates that during the AM Peak Hour, 49 vehicle trips would be generated in the AM Peak Hour. Additionally, 16 transit trips would be generated. During the PM Peak Hour, 89 vehicle trips would be generated, along with 21 transit trips.

Levels of Service analyses were also conducted for the intersections of Biltmore Avenue and West Liberty Avenue and McFarland Road and West Liberty Avenue. The analysis indicated that the Low Density Concept generates enough trips in the PM Peak Hour to meet the Peak Hour Volume Traffic Signal Warrant. Trips generated by the Concept in the AM Peak Hour do not meet the Peak Hour Warrant, however the existing AM trips

on the residential side of Biltmore Avenue are sufficient to meet this warrant. **Tables 6-17 and 6-18** indicate the results.

Table 6-17: Level of Service Analysis
Biltmore Avenue/West Liberty Avenue (Year 2022) [9]

Approach	AM Peak Hour	PM Peak Hour
West Liberty Avenue northbound	B / 12.4	A / 8.1
West Liberty Avenue southbound	A / 7.4	B / 18.9
Biltmore Avenue eastbound	B / 19.4	C / 32.3
Biltmore Avenue westbound	C / 30.6	C / 30.8
Entire Intersection	**B / 13.6**	**B / 16.3**

Table 6-18: Level of Service Analysis
McFarland Road/West Liberty Avenue (Year 2022)

	Base Condition[10]		Build Condition[11]	
Approach	**AM Peak Hour**	**PM Peak Hour**	**AM Peak Hour**	**PM Peak Hour**
West Liberty Avenue northbound	C / 27.2	D / 44.2	C / 28.3	D / 47.3
West Liberty Avenue southbound	C / 28.3	C / 33.6	C / 28.6	D / 33.9
McFarland Road eastbound	E / 66.6	F / 91.6	E / 67.2	F / 94.0
Entire Intersection	C / 32.9	D / 39.1	C / 33.7	E / 57.4

Figure 6-5 shows the turning movements at the Biltmore Avenue / West Liberty Avenue under the Low Density Alternative. In addition, **Figure 6-6** shows the turning movements at the McFarland Road / West Liberty Avenue under the Low Density Alternative.

Like the other two alternatives at Dormont Junction, the intersection of McFarland Road and West Liberty Avenue would operate at a poor level of service, but given the inability to install turning lanes or add through lanes, the best mitigation would be to optimize the signal timings.

Based on the analysis performed the following roadway traffic improvements are recommended.

- Install two-phase signal at the intersection of Biltmore Avenue and West Liberty Avenue
- Optimize signal timings at the intersection of McFarland Road and West Liberty Avenue

[9] Assuming Low Density Scenario and new traffic signal.
[10] Assuming no new development.
[11] Assuming Dormont Junction Low Density Concept.

6.4.6 Mt. Lebanon Station – High Density Alternative

Table 6-19 indicates the results of the trip generation analysis for the AM Peak, assuming the High Density Alternative at the M. Lebanon Strategic Opportunity Site. Of the three Strategic Opportunity Sites, the Mt. Lebanon site includes office and hotel uses not found at the other sites.

Table 6-19: Mt. Lebanon Station High Density Concept
Change in Trip Generation – AM Peak Hour

New Use: Apartment (Land Use Code 220)					
	Trips Entering	**Trips Exiting**	**Total Trips**	Factor: Number of Units	132
				Vehicle Trips Generated	68
Total Trips Generated	14	54	68	Percent Entering	20
Transit Trips Generated	3	11	14	Percent Exiting	80
Vehicle Trips Generated	11	43	54	Percent Transit Market Share	21
New Use: Residential Condominium/Townhouse (Land Use Code 230)					
	Trips Entering	**Trips Exiting**	**Total Trips**	Factor: Number of Units	5
				Vehicle Trips Generated	5
Total Trips Generated	1	4	5	Percent Entering	17
Transit Trips Generated	0	1	1	Percent Exiting	83
Vehicle Trips Generated	1	3	4	Percent Transit Market Share	21
New Use: General Office Building (Land Use Code 230)					
	Trips Entering	**Trips Exiting**	**Total Trips**	Factor: 1000 Sq. ft. of GLA	94.5
				Vehicle Trips Generated	179
Total Trips Generated	158	21	179	Percent Entering	88
Transit Trips Generated	16	2	18	Percent Exiting	12
Vehicle Trips Generated	142	19	161	Percent Transit Market Share	10
New Use: Hotel (Land Use Code 310)					
	Trips Entering	**Trips Exiting**	**Total Trips**	Factor: Number of Units	98
				Vehicle Trips Generated	40
Total Trips Generated	24	16	40	Percent Entering	61
Transit Trips Generated	0	0	0	Percent Exiting	39
Vehicle Trips Generated	24	16	40	Percent Transit Market Share	0
AM Peak Hour Totals	**Trips Entering**	**Trips Exiting**	**Total Trips**		
Total Trips Generated	197	95	292		
Transit Trips Generated	19	14	33		
Vehicle Trips Generated	**178**	**109**	**259**		

A total of 259 new vehicle trips are anticipated to be generated. Additionally, 33 new transit trips would be expected.

Table 6-20 presents the results of the trip generation analysis for the PM Peak. In addition to the new apartments, the new retail land use is also expected to generate trips during the PM Peak Period.

Table 6-20: Mt. Lebanon Station High Density Concept
Change in Trip Generation – PM Peak Hour

New Use: Specialty Retail Center (Land Use Code 814)					
	Trips Entering	**Trips Exiting**	**Total Trips**	Factor: 1000 Sq. ft. of GLA	10.5
				Vehicle Trips Generated	28
Total Trips Generated	12	16	28	Percent Entering	44
Transit Trips Generated	0	0	0	Percent Exiting	56
Vehicle Trips Generated	12	16	28	Percent Transit Market Share	0
New Use: Apartment (Land Use Code 220)					
	Trips Entering	**Trips Exiting**	**Total Trips**	Factor: Number of Units	132
				Vehicle Trips Generated	90
Total Trips Generated	58	32	90	Percent Entering	65
Transit Trips Generated	12	7	19	Percent Exiting	35
Vehicle Trips Generated	46	25	71	Percent Transit Market Share	21
New Use: Residential Condominium/Townhouse (Land Use Code 230)					
	Trips Entering	**Trips Exiting**	**Total Trips**	Factor: Number of Units	5
				Vehicle Trips Generated	5
Total Trips Generated	4	1	5	Percent Entering	67
Transit Trips Generated	1	0	1	Percent Exiting	33
Vehicle Trips Generated	3	1	4	Percent Transit Market Share	21
New Use: General Office Building (Land Use Code 710)					
	Trips Entering	**Trips Exiting**	**Total Trips**	Factor: 1000 Sq. ft. of GLA	94.5
				Vehicle Trips Generated	185
Total Trips Generated	31	154	185	Percent Entering	17
Transit Trips Generated	3	15	18	Percent Exiting	83
Vehicle Trips Generated	28	139	167	Percent Transit Market Share	10
New Use: Hotel (Land Use Code 310)					
	Trips Entering	**Trips Exiting**	**Total Trips**	Factor: Number of Units	98
				Vehicle Trips Generated	58
Total Trips Generated	31	27	58	Percent Entering	53
Transit Trips Generated	0	0	0	Percent Exiting	47
Vehicle Trips Generated	31	27	58	Percent Transit Market Share	0
AM Peak Hour Totals	**Trips Entering**	**Trips Exiting**	**Total Trips**		
Total Trips Generated	120	208	328		
Transit Trips Generated	16	22	38		
Vehicle Trips Generated	**136**	**230**	**366**		

A total of 366 new vehicle trips are anticipated to be generated. Additionally, 38 new transit trips would be expected.

A capacity analysis was performed for the intersections where Washington Road intersects Shady Drive, Cedar Boulevard and Alfred Street under the High Density Alternative. The resultant levels of service are summarized for the AM and PM peak hours in **Tables 6-21, 6-22 and 6-23**.

Table 6-21: Level of Service Analysis
Shady Drive/Washington Road (Year 2022) [12]

Approach	AM Peak Hour	PM Peak Hour
Washington Road northbound	B / 10.8	B / 10.4
Washington Road southbound	A / 8.8	B / 19.2
Shady Drive W eastbound	B / 19.8	C / 22.1
Shady Drive E westbound	C / 20.5	B / 19.2
Entire Intersection	**B / 12.4**	**B / 16.6**

Table 6-22: Level of Service Analysis
Cedar Boulevard/Washington Road (Year 2022) [13]

Approach	AM Peak Hour	PM Peak Hour
Washington Road northbound	B / 10.6	B / 12.4
Washington Road southbound	B / 16.8	D / 39.9
Cedar Boulevard eastbound	D / 40.3	C / 22.1
Parking Garage westbound	B / 18.6	B / 19.7
Entire Intersection	**B / 18.2**	**C / 28.7**

Table 6-23: Level of Service Analysis
Alfred Street/Washington Road (Year 2022) [14]

Approach	AM Peak Hour	PM Peak Hour
Washington Road northbound	B / 10.6	A / 9.1
Washington Road southbound	A / 8.4	B / 14.0
Alfred Street westbound	B / 18.6	B / 18.7
Entire Intersection	**B / 10.6**	**B / 12.1**

Figures 6-7 through 6-9 show the turning movements at these intersections under the High Density Alternative.

As indicated in **Tables 6-21 through Table 6-23**, the High Density Concept generates a significant number of total trips during the AM and PM peak hours. However, the higher numbers of trips are traveling in the opposite direction from the conventional peak hour distribution of inbound travel in the morning and outbound travel during the afternoon. In addition, since the three study intersections have excess capacity, they are able to handle the additional trips and still maintain an acceptable level of service. Therefore, no improvements to the existing roadway system in the form of turning lanes, new traffic signals or modifications to existing traffic signals appear to be necessary for these three intersections.

[12] Assuming High Density Scenario.
[13] Assuming High Density Scenario.
[14] Assuming High Density Scenario.

6.4.7 Mt. Lebanon Station – Low Density Alternative

Tables 6-24 and 6-25 present the results of the trip generation analysis for the Mt. Lebanon Low Density Alternative.

Table 6-24: Mt. Lebanon Station Low Density Concept
Change in Trip Generation – AM Peak Hour

New Use: Apartment (Land Use Code 220)					
	Trips Entering	**Trips Exiting**	**Total Trips**	Factor: Number of Units	42
				Vehicle Trips Generated	24
Total Trips Generated	5	19	24	Percent Entering	20
Transit Trips Generated	1	4	5	Percent Exiting	80
Vehicle Trips Generated	4	15	19	Percent Transit Market Share	21
New Use: Residential Condominium/Townhouse (Land Use Code 230)					
	Trips Entering	**Trips Exiting**	**Total Trips**	Factor: Number of Units	15
				Vehicle Trips Generated	11
Total Trips Generated	2	9	11	Percent Entering	17
Transit Trips Generated	0	2	2	Percent Exiting	83
Vehicle Trips Generated	2	7	9	Percent Transit Market Share	21
New Use: Hotel (Land Use Code 310)					
	Trips Entering	**Trips Exiting**	**Total Trips**	Factor: Number of Units	98
				Vehicle Trips Generated	40
Total Trips Generated	24	16	40	Percent Entering	61
Transit Trips Generated	0	0	0	Percent Exiting	39
Vehicle Trips Generated	24	16	40	Percent Transit Market Share	0

AM Peak Hour Totals	**Trips Entering**	**Trips Exiting**	**Total Trips**
Total Trips Generated	**31**	**44**	**75**
Transit Trips Generated	**1**	**6**	**7**
Vehicle Trips Generated	**30**	**38**	**68**

Table 6-25: Mt. Lebanon Station Low Density Concept
Change in Trip Generation – PM Peak Hour

New Use: Specialty Retail Center (Land Use Code 814)					
	Trips Entering	**Trips Exiting**	**Total Trips**	Factor: 1000 Sq. ft. of GLA	8
				Vehicle Trips Generated	22
Total Trips Generated	10	12	22	Percent Entering	44
Transit Trips Generated	0	0	0	Percent Exiting	56
Vehicle Trips Generated	10	12	22	Percent Transit Market Share	0
New Use: Apartment (Land Use Code 220)					
	Trips Entering	**Trips Exiting**	**Total Trips**	Factor: Number of Units	42
				Vehicle Trips Generated	41
Total Trips Generated	27	14	41	Percent Entering	65
Transit Trips Generated	6	3	9	Percent Exiting	35
Vehicle Trips Generated	21	11	32	Percent Transit Market Share	21
New Use: Residential Condominium/Townhouse (Land Use Code 230)					
	Trips Entering	**Trips Exiting**	**Total Trips**	Factor: Number of Units	15
				Vehicle Trips Generated	13

Total Trips Generated	9	4	13	Percent Entering	67
Transit Trips Generated	2	1	3	Percent Exiting	33
Vehicle Trips Generated	7	3	10	Percent Transit Market Share	21
New Use: Hotel (Land Use Code 310)					
	Trips Entering	**Trips Exiting**	**Total Trips**	Factor: Number of Units	98
				Vehicle Trips Generated	58
Total Trips Generated	31	27	58	Percent Entering	53
Transit Trips Generated	0	0	0	Percent Exiting	47
Vehicle Trips Generated	31	27	58	Percent Transit Market Share	0

AM Peak Hour Totals	**Trips Entering**	**Trips Exiting**	**Total Trips**
Total Trips Generated	**77**	**57**	**134**
Transit Trips Generated	**8**	**4**	**12**
Vehicle Trips Generated	**69**	**53**	**122**

The analysis indicates that during the AM Peak Hour, 68 vehicle trips would be generated in the AM Peak Hour. Additionally, 7 transit trips would be generated. During the PM Peak Hour, 112 vehicle trips would be generated, along with 12 transit trips.

Because the capacity analysis performed for the intersections where Washington Road intersects Shady Drive, Cedar Boulevard and Alfred Street under the High Density Alternative showed no impact, it is presumed that no impact would occur under the Low Density Alternative, as the latter would produce fewer trips. Therefore, no improvements to the existing roadway system in the form of turning lanes, new traffic signals or modifications to existing traffic signals appear to be necessary for these three intersections.

6.5 PUBLIC TRANSIT

Port Authority of Allegheny County provides public transit service in the Study Area. LRT Service is provided by two routes that operate in the Study Area – 42C Castle Shannon via Beechview and 42S South Hills Village via Beechview. In addition to the LRT line, the Authority currently operates four fixed-route line-haul bus routes that traverse parts of the Study Area: 36A Banksville – Cedar Boulevard, 41B Bower Hill, 41G Dormont and 44U Mt. Lebanon - Oakland. Feeder bus routes that serve the Mt. Lebanon Station include the 44D Jefferson, 44E Inglewood and 44F Terrace.

6.5.1 Baseline Conditions

The first step in the impact analysis was the establishment of a baseline. In this case the baseline consists of the number of riders who board and alight at each station in the study area. A further step was taken to include the number of riders who depart from First Avenue Station in downtown Pittsburgh. The volumes of riders on the LRT System are the highest on the system at this location; therefore, data was collected there to determine if the addition of new riders from the alternatives at the Strategic Opportunity Sites would have an effect on passenger carrying capacity closer to Pittsburgh.

Port Authority Traffic Surveyors collected passenger data at the three stations in the study area and at First Avenue Station. The periods of time in which data was collected were from 6:00a.m. to 12:30p.m. for LRT trains destined to Pittsburgh from the Study Area (known as the inbound direction) and from 12:30p.m.to 7:00p.m. for trains destined to the Study Area from Pittsburgh (known as the outbound direction). **Figure 6-10** shows the locations of the stations, and **Table 6-26** presents the dates in which the data were collected.

Table 6-26: Dates of Passenger Data Collection

Station	Date of Data Collection
Potomac Station - inbound	October 24, 2007
Potomac Station - outbound	October 15, 2007
Dormont Junction Station - inbound	October 24, 2007
Dormont Junction Station - outbound	October 25, 2007
Mt. Lebanon Station - inbound	October 24, 2007
Mt. Lebanon Station - outbound	October 25, 2007
First Avenue Station - inbound	October 24, 2007
First Avenue Station - outbound	October 25, 2007

Table 6-27 presents the average volumes of passengers departing the stations during the peak hour as collected by the Port Authority Traffic Surveyors.

Table 6-27: Average Current Peak Hour Passenger Volumes Per Train[15]
By Station (Departing Volumes)

Station	Inbound		Outbound	
	7-8a.m.		5-6 p.m.	
Mt. Lebanon Station	<<Direction of travel	73	Direction of travel >>	60
Dormont Junction Station		106		94
Potomac Station		102		111
First Avenue Station		152		154

A Port Authority Light Rail Vehicle (LRV) can seat 62 passengers and accommodate another 73 standing passengers.[16] During rush hours, the Authority will couple two vehicles into a single train to double the passenger carrying capacity. Thus, in peak periods, the capacity of a train is 270 passengers, while in off-peak periods when only a single LRV operates, the capacity of a train is 135 passengers.

The analysis also showed that the maximum volumes recorded on specific trains were:

- Inbound: 185 passengers on a two-car train at 7:56 a.m. departing First Avenue Station
- Outbound: 221 passengers on a two-car train at 5:09 p.m. departing First Avenue Station

[15] Note – The analysis only includes LRT routes that serve the South Hills TRID Study area. Routes using the Overbrook and Allentown lines were not included.
[16] Source: Port Authority of Allegheny County.

These volumes were assumed for future volumes as well (i.e., the analysis assumed that ridership on the LRT System would remain constant throughout the study period).

6.5.2 Trips Attracted to Transit – Vehicle Load Analysis

Next, the passenger volumes attracted to transit from the Strategic Opportunity Sites as described earlier in Section 6.3 (identified as "transit trips generated") would need to be added to the volumes in **Table 6-27**. "Exiting" transit trips generated were added to the AM Peak Hour volumes, as in general, commuters depart from the residences in the South Hills to board the LRT in the morning, and "Entering" transit trips generated to the PM Peak Hour volumes. Assuming that the High Density Alternatives were implemented at all three Strategic Opportunity Sites, at total of 59 new boardings would be expected in the inbound direction during the AM Peak Hour, and 62 new boardings would be expected in the outbound direction during the PM Peak Hour. The column "New Riders" in **Table 6-28** shows these volumes by station.

Table 6-28: Average Peak Hour New Riders Per Train By Station (Departing Volumes) [17]

Station	Inbound			Outbound		
	7-8a.m.			5-6 p.m.		
	New Riders	Number of Trains	New Riders /Train	New Riders	Number of Trains	New Riders /Train
Mt. Lebanon Station	14	6	2	16	6	3
Dormont Junction Station	39	6	7	38	6	6
Potomac Station	6	6	1	8	6	1
Total	59		10	62		10

These volumes, however, represent the total for hour and not per train. Hence, these volumes would need to be divided by the number of trains during the hour. Service on the LRT line through the Study Area operates on 10 minute headways; therefore, six trains per hour pass each station during the hour. The volumes of new riders in **Table 6-28** were therefore divided by six to arrive at the number of new riders per train. The column "New Riders/Train" in **Table 6-28** shows the result. These volumes were then added to the current average train volume in **Table 6-27**. **Table 6-29** presents the result.

[17] Note – The analysis presumed current transit market shares as described in the discussion about traffic impacts presented earlier. If the transit market share were to double, the volumes shown in the column "New Riders" would therefore double. Since a two-car train has a capacity of 270 passengers, and a doubling of new riders would increase new riders by 20 passengers per train, no impact is anticipated, as adding 20 passengers per train to an average of 154 passengers per train would not cause a train to reach capacity.

Table 6-29: Average Future Peak Hour Passenger Volumes Per Train By Station (Departing Volumes) [18]

Station	Inbound			Outbound		
	7-8a.m.			5-6 p.m.		
	Current Volume	New Riders	New Volume	Current Volume	New Riders	New Volume
Mt. Lebanon Station	73	2	75	60	3	76
Dormont Junction Station	106	7	115	94	6	113
Potomac Station	102	1	112	111	1	121
First Avenue Station	152	0	162	154	0	164

The analysis appears to indicate that, on average, the trains that proceed between the Study Area and downtown Pittsburgh do not experience maximum capacity loads upon leaving Station Square Station. In other words, there appears to some ability for the LRT system to absorb additional riders attracted to the LRT from the Strategic Opportunity Sites, given that the average loads do not appear to be at or near their maximum capacity limits.

6.5.3 Trips Attracted to Transit - Station Analysis

Table 6-29 indicates that on a per train basis, between one and seven new passengers would be attracted to the LRT system. Current platform sizes at the three station sites are sufficient to meet this demand; therefore, no increase in platform area is required. [19]

6.5.4 Analysis of Bus Operations at Mt. Lebanon Station

As mentioned in the introduction to Section 6.4, Port Authority operates three feeder bus routes that serve the Mt. Lebanon Station: Public timetables for these routes were collected and then analyzed to determine the number of bus trips to Mt. Lebanon Station and the length of vehicle layover. Once those statistics are determined, the number of buses that might be laying over at any one point can be calculated. This calculation will be helpful in determining the required number of bus berths at the station.

Table 6-30 depicts the schedule of feeder buses serving Mt. Lebanon Station.

[18] Note – This analysis assumes that the High Density Alternative was developed at each of the three Strategic Opportunity Sites to establish a "worst case scenario". Obviously, if any of the Lower Density Alternatives would replace one or more of the High Density Alternatives, the passenger volumes would be correspondingly lower, and therefore, would have even less of an impact.

[19] Note – The cost estimates for the Strategic Opportunity Sites include costs for new stations. These costs reflect modernization rather than a capacity increase.

Table 6-30: Schedule of Feeder Buses Serving Mt. Lebanon Station[20]
By Station (Departing Volumes)

Arrive		Depart		Apparent Layover (Minutes)
Route	Time	Time	Route	
44F	6:05	6:25	44D	0:20
From elsewhere		6:32	44E	0:00
44F	6:35	6:40	44F	0:05
44F	6:55	7:05	44F	0:10
44E	6:57	7:07	44E	0:10
44D	7:09	7:19	44E	0:10
44F	7:25	7:35	44F	0:10
44E	7:44	To elsewhere		0:00
44F	7:55	8:05	44F	0:10
44F	8:25	To elsewhere		0:00
44F	8:55	To elsewhere		0:00
44E	**3:46**	**3:55**	44F	0:09
44F	**4:45**	**4:50**	44F	0:05
From elsewhere		**5:10**	44F	0:00
From elsewhere		**5:40**	44E	0:00
From elsewhere		**5:45**	44D	0:00
44F	**5:40**	**5:50**	44F	0:10
44F	**6:00**	**6:10**	44F	0:10
44E	**6:05**	**6:10**	44E	0:05
44D	**6:33**	To elsewhere		0:00
44F	**6:40**	**6:50**	44F	0:10
44F	6:55	7:05	44F	0:10

A review of the schedule indicates that during the period from 6:57 a.m. to 7:05 a.m., two buses layover at the station. At 5:40 p.m., one bus arrives from elsewhere in the Port Authority system and apparently stops long enough to collect passengers before proceeding as Route 44E, while another bus arrives as Route 44F and lays over for 10 minutes before departing as Route 44F at 5:50 p.m. At 5:45 p.m., a bus arrives from elsewhere in the system and stops to collect passengers before departing as Route 44D. Because there appears to be a peak increase of activity during this short time period, with three buses operating within the period, the design of the Mt. Lebanon High and Low Density Scenarios include at least three bus berths on Parse Way[21].

Port Authority is currently conducting a Transit Development Plan that will analyze the entire route structure of the Authority's transit system. Opportunities for to increase feeder service to the LRT Stations in the Study Area will be investigated as part of that Study.

[20] Note – The timetable is effective September 2, 2007. The feeder buses operate on weekdays only; there is no weekend or holiday service. Bold type indicates PM times.
[21] Note – The design of the Mt. Lebanon High Density and Low Density Scenarios eliminate the bus stops and berths on Shady Drive East.

6.6 PARKING

Surveyors from CLARK and ASSOCIATES observed parking utilization at the North Garage on October 25, 2007). The observation was made at 11:00 a.m. (after the AM Peak Hour and during the normal retail store hours) to obtain an accurate reflection of peak demand at the garage. The observation showed that of the 269 spaces in the garage, 58 spaces (nearly 22 percent) were vacant and available for use. In addition, the surveyors also observed the South Garage located just south of the commercial district at 788 Washington Road. The observation showed that of the 305 spaces in the garage, 86 spaces (about 28 percent) were vacant and available for use. Thus, there appears to be sufficient current parking capacity at Mt. Lebanon.

Planners also observed the Dormont Municipal Lot in Espy Avenue. During the normal retail store hours the lot was observed to be nearly unused. The adjacent parking lot owned by the church also had limited utilization. Thus, there appears to be sufficient parking capacity at the Potomac Station site.

The Municipal parking lot at the intersection of McFarland Road and West Liberty Avenue appears to have its peak usage occur during the normal retail store hours and evening hours, due to the proximity of a number of eating and drinking establishments. At times this lot is filled to capacity.

Demands for parking generated by the Strategic Opportunity sites are being addressed within the respective concepts. At Potomac Station, the Low Density Alternative includes parking behind the new building on the northeast corner of Broadway Avenue and Potomac Avenue and utilizes the Dormont Municipal Lot on Espy Avenue. The High Density Alternative includes additional parking capacity through the use of parking structures.

All the scenarios at Dormont Junction include replacement parking for the 132-space Port Authority park-and-ride lot. Additionally, the High Density-Expanded Alternative includes replacement parking for the municipal lot at the intersection of McFarland Road and West Liberty Avenue. At Mt. Lebanon, parking is provided for the additional residential units under both the Low and High Density Alternatives. In addition, parking capacity is increased in the High Density Alternative by 330 spaces to serve the proposed office tower and hotel. Under the Low Density Alternative, parking for the hotel is presumed to be covered by excess capacity at the North Garage.

Thus, there does not appear to be an impact to parking facilities within the Study Area.

6.7 OTHER MODES

The environment of the South Hills TRID is characterized as a walkable, vibrant residential community with supportive office and retail uses. Accordingly, the area contains sidewalks parallel to nearly every street within the Study Area. The concepts for

the Low and High Density Alternatives at the three Strategic Opportunity Sites build upon the pedestrian environment by enhancing pedestrian access to and within the sites.

Bicycling is possible in the Study Area through the use of local streets. Traffic volumes on major corridors such as West Liberty Avenue and Washington Road during peak periods inhibit the use of bicycles on those roads, but in other areas bicycling can be accommodated. The design of the Low and High Density Alternatives can accommodate bicycling through the installation of bicycle racks at the LRT stations, so that cyclists can commute to the station.

FIGURES

FIGURE 6-1
TURNING MOVEMENT COUNTS
BILTMORE AVENUE AT WEST LIBERTY AVENUE
DORMONT JUNCTION HIGH DENSITY – EXPANDED ALTERNATIVE

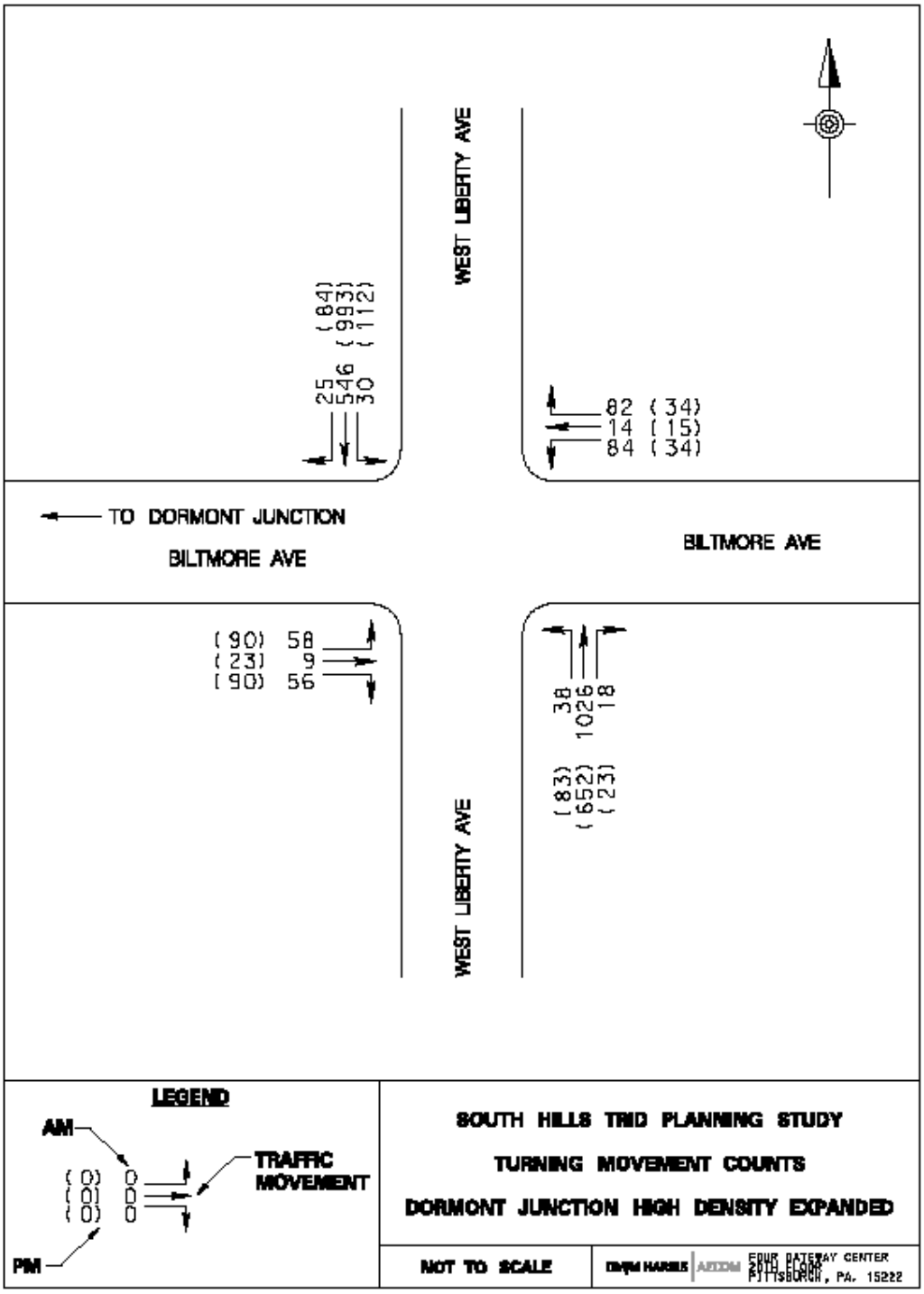


FIGURE 6-2
TURNING MOVEMENT COUNTS
MCFARLAND ROAD AT WEST LIBERTY AVENUE
DORMONT JUNCTION HIGH DENSITY – EXPANDED ALTERNATIVE

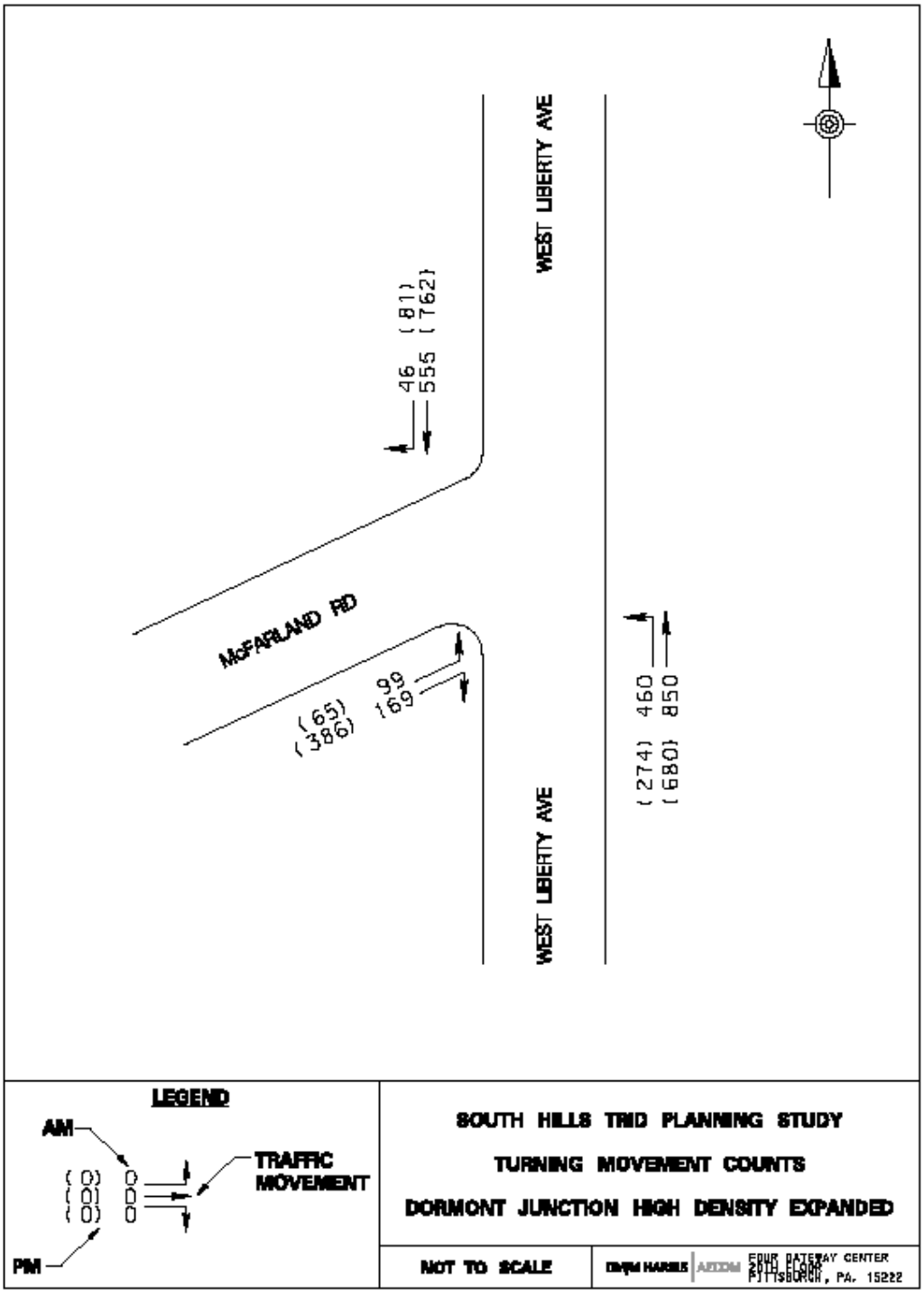


FIGURE 6-3
TURNING MOVEMENT COUNTS
BILTMORE AVENUE AT WEST LIBERTY AVENUE
DORMONT JUNCTION HIGH DENSITY ALTERNATIVE

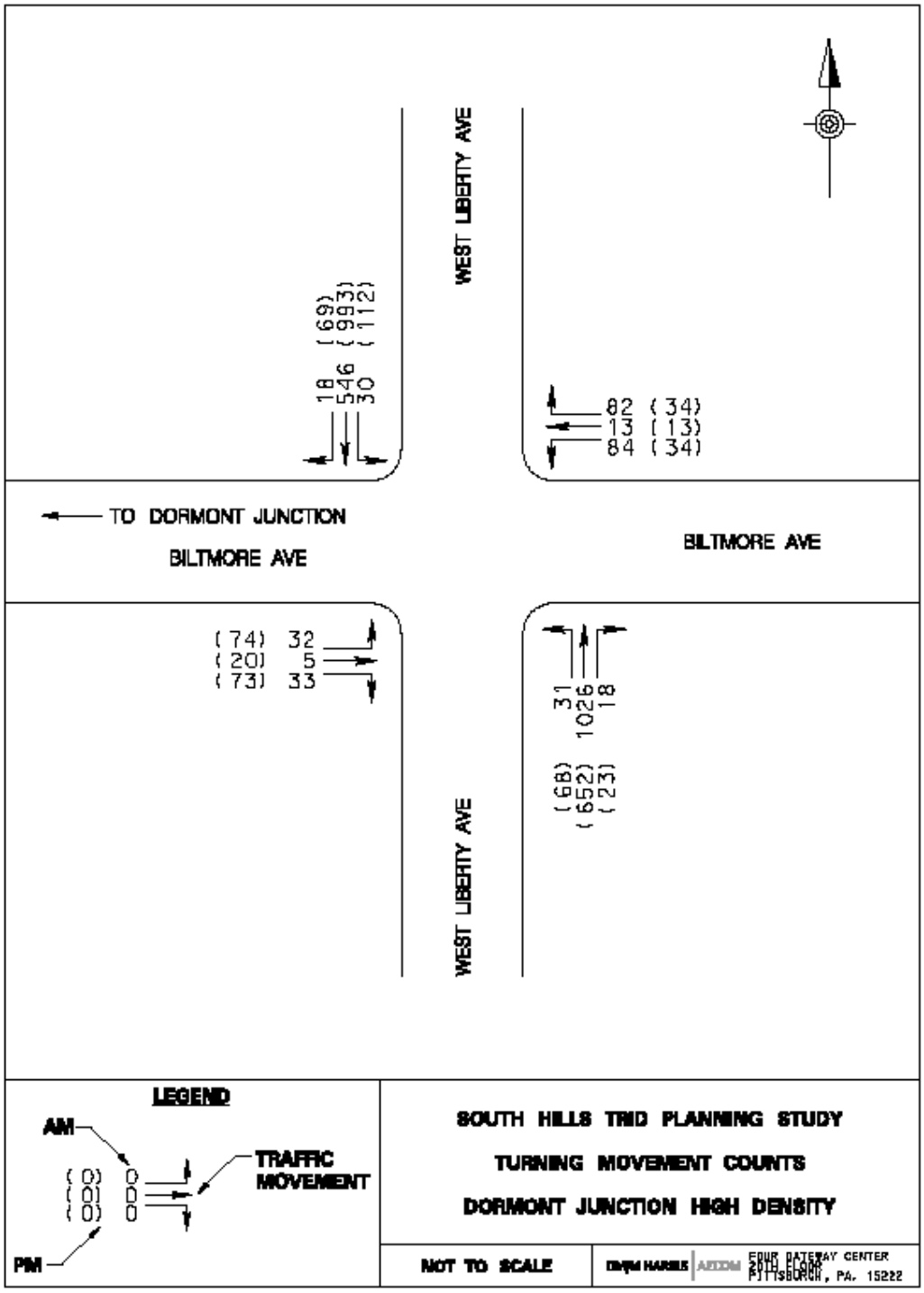


FIGURE 6-4
TURNING MOVEMENT COUNTS
MCFARLAND ROAD AT WEST LIBERTY AVENUE
DORMONT JUNCTION HIGH DENSITY ALTERNATIVE

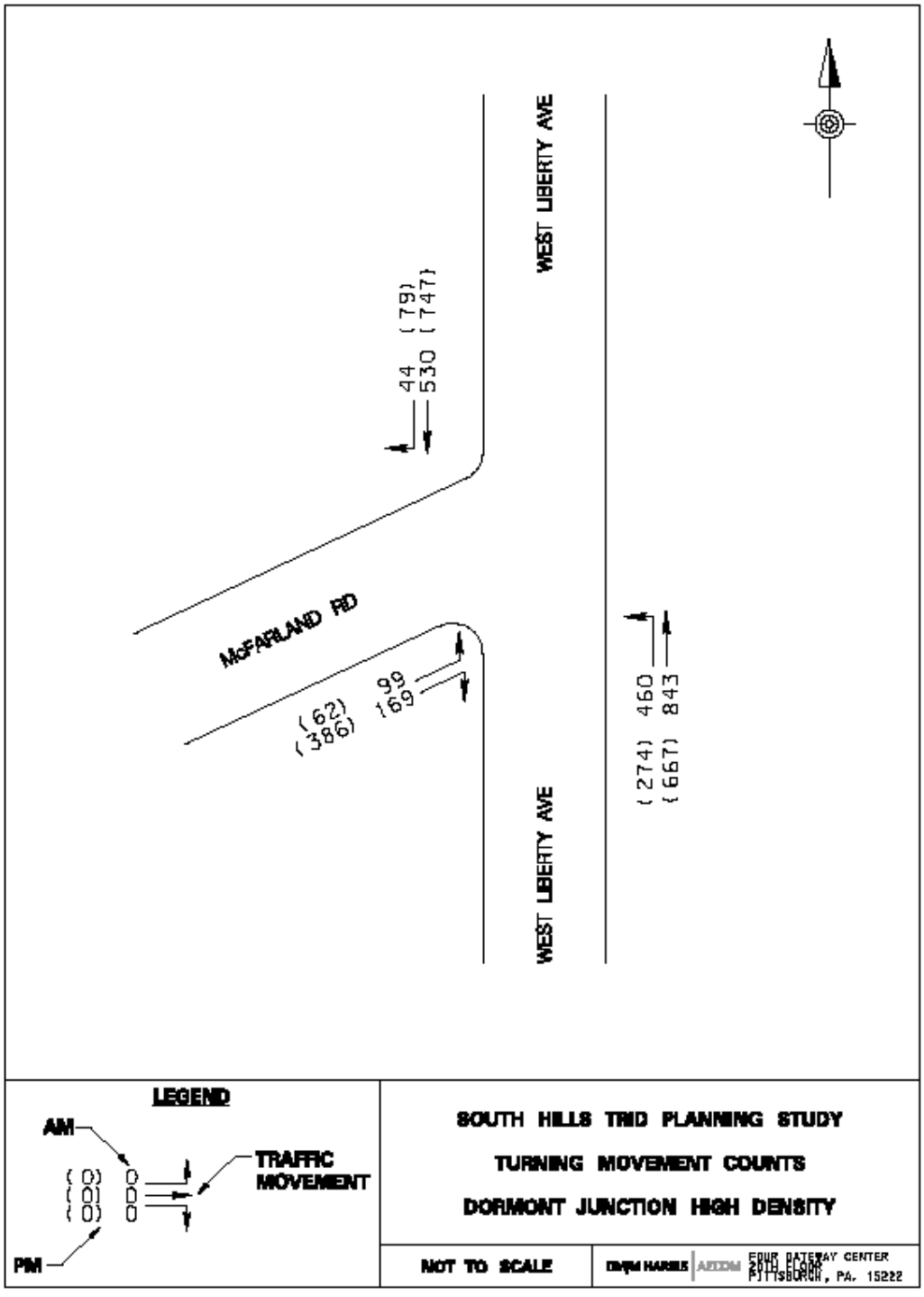


FIGURE 6-5
TURNING MOVEMENT COUNTS
BILTMORE AVENUE AT WEST LIBERTY AVENUE
DORMONT JUNCTION LOW DENSITY ALTERNATIVE

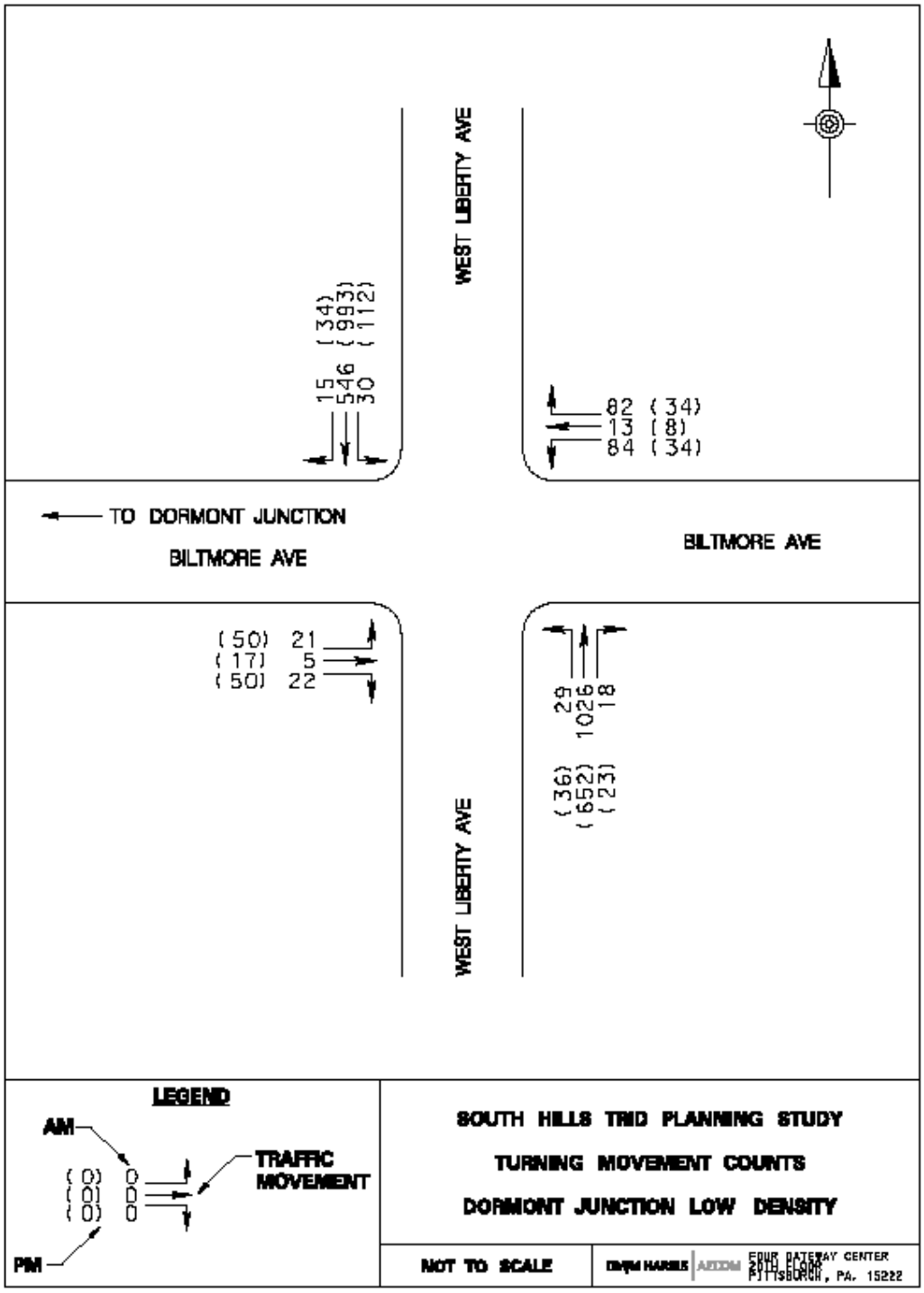


FIGURE 6-6
TURNING MOVEMENT COUNTS
MCFARLAND ROAD AT WEST LIBERTY AVENUE
DORMONT JUNCTION LOW DENSITY ALTERNATIVE

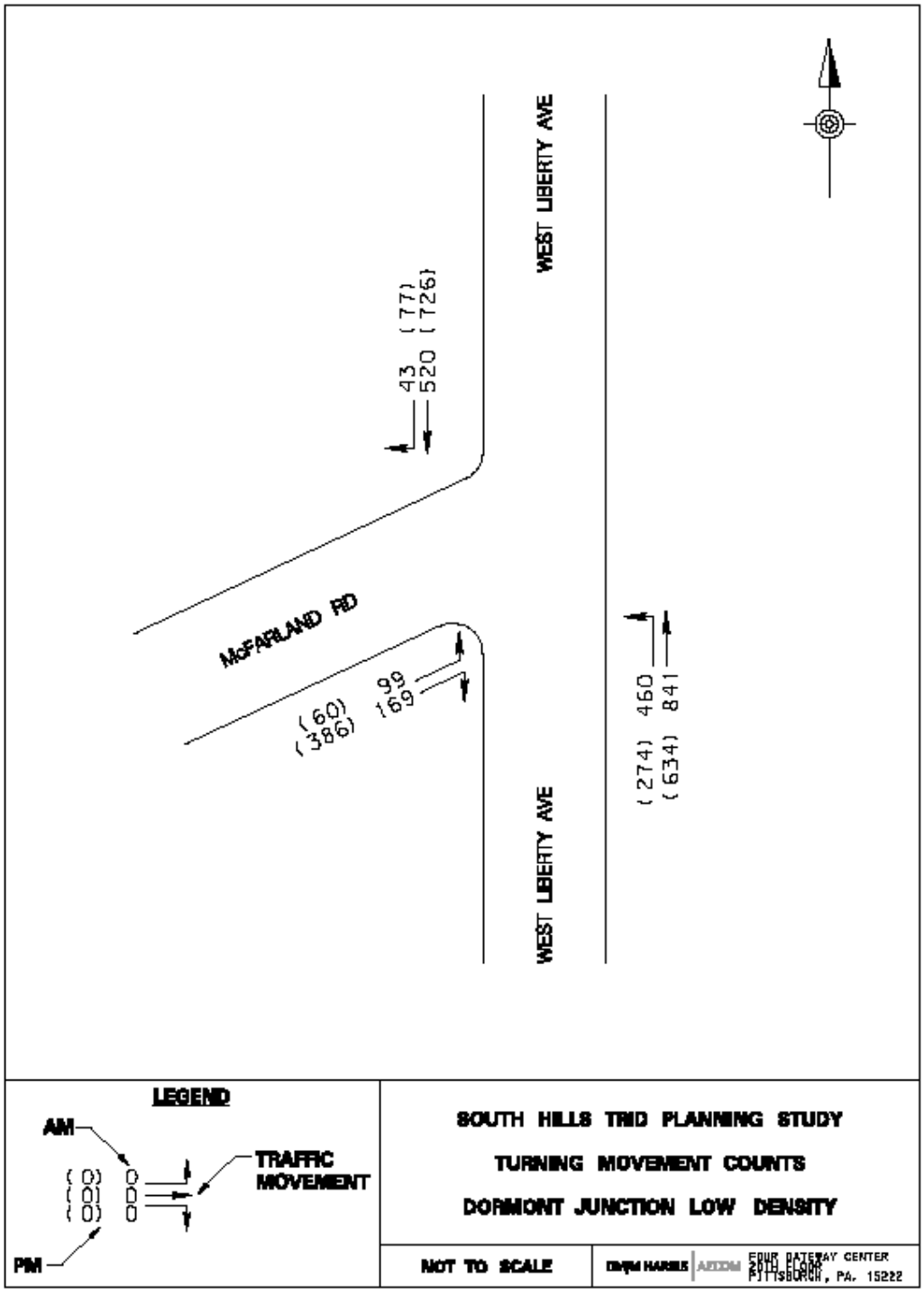


FIGURE 6-7
TURNING MOVEMENT COUNTS
SHADY DRIVE AT WASHINGTON ROAD
MT. LEBANON HIGH DENSITY ALTERNATIVE

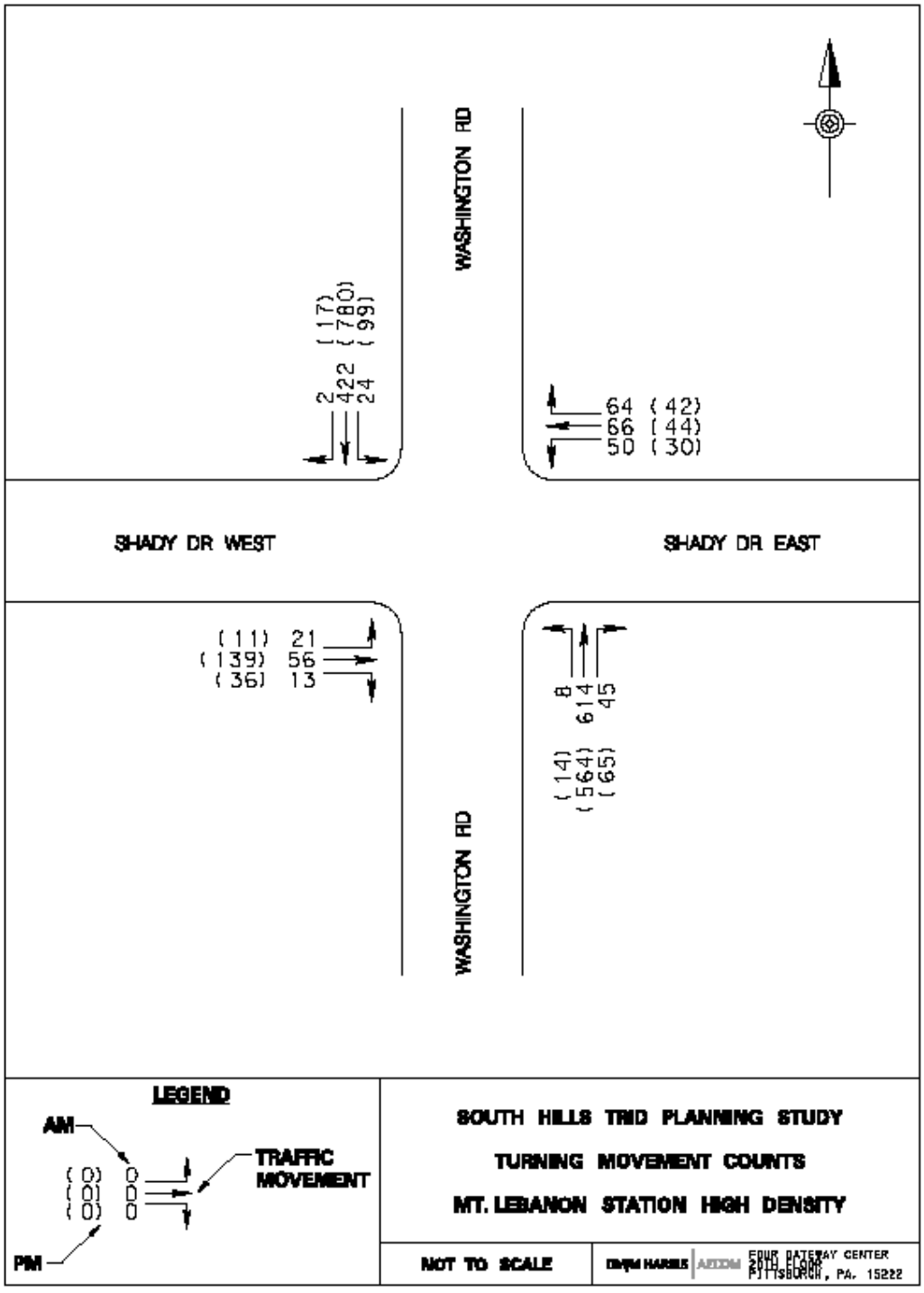


FIGURE 6-8
TURNING MOVEMENT COUNTS
CEDAR BOULEVARD AT WASHINGTON ROAD
MT. LEBANON HIGH DENSITY ALTERNATIVE

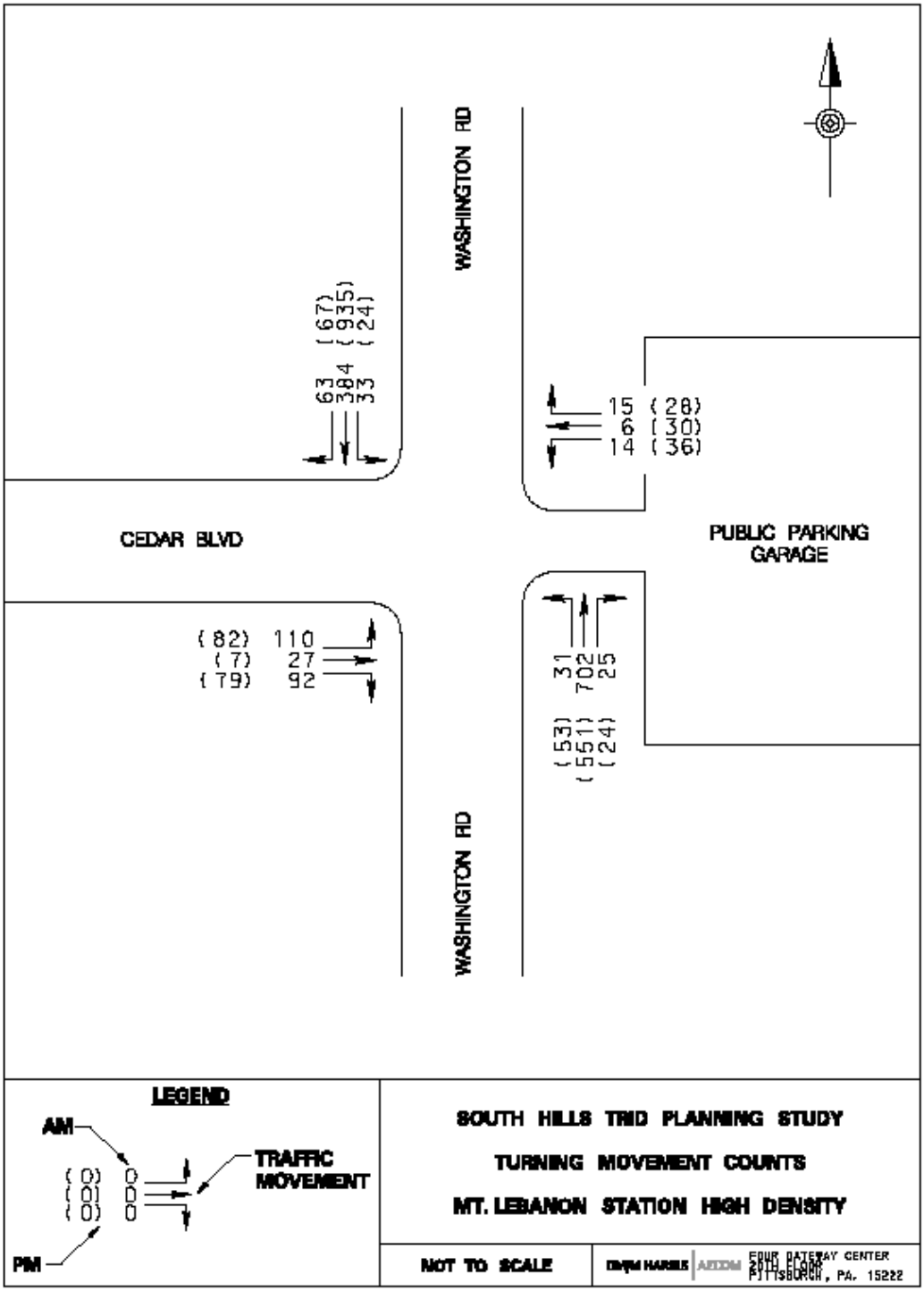


FIGURE 6-9
TURNING MOVEMENT COUNTS
ALFRED STREET AT WASHINGTON ROAD
MT. LEBANON HIGH DENSITY ALTERNATIVE

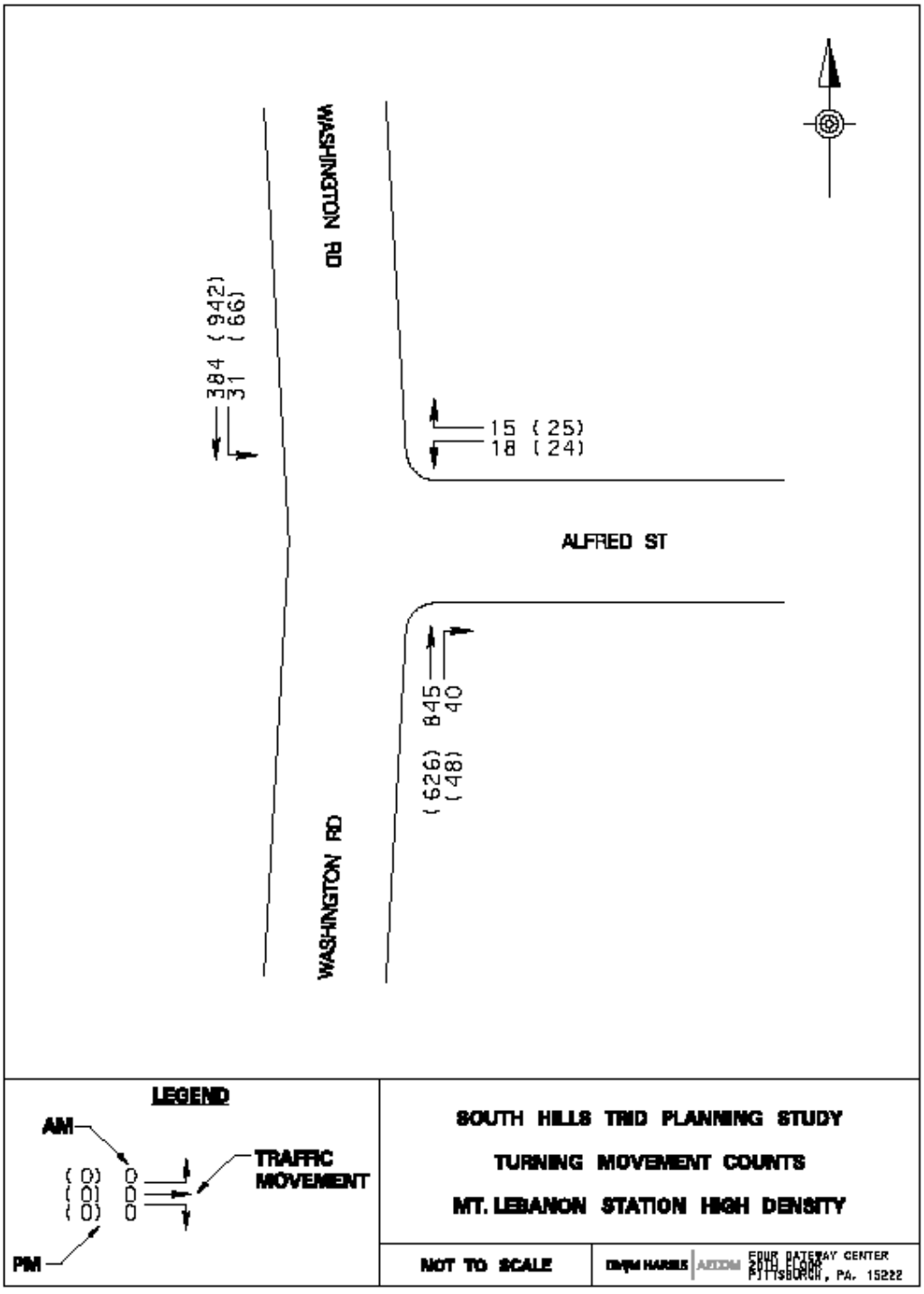
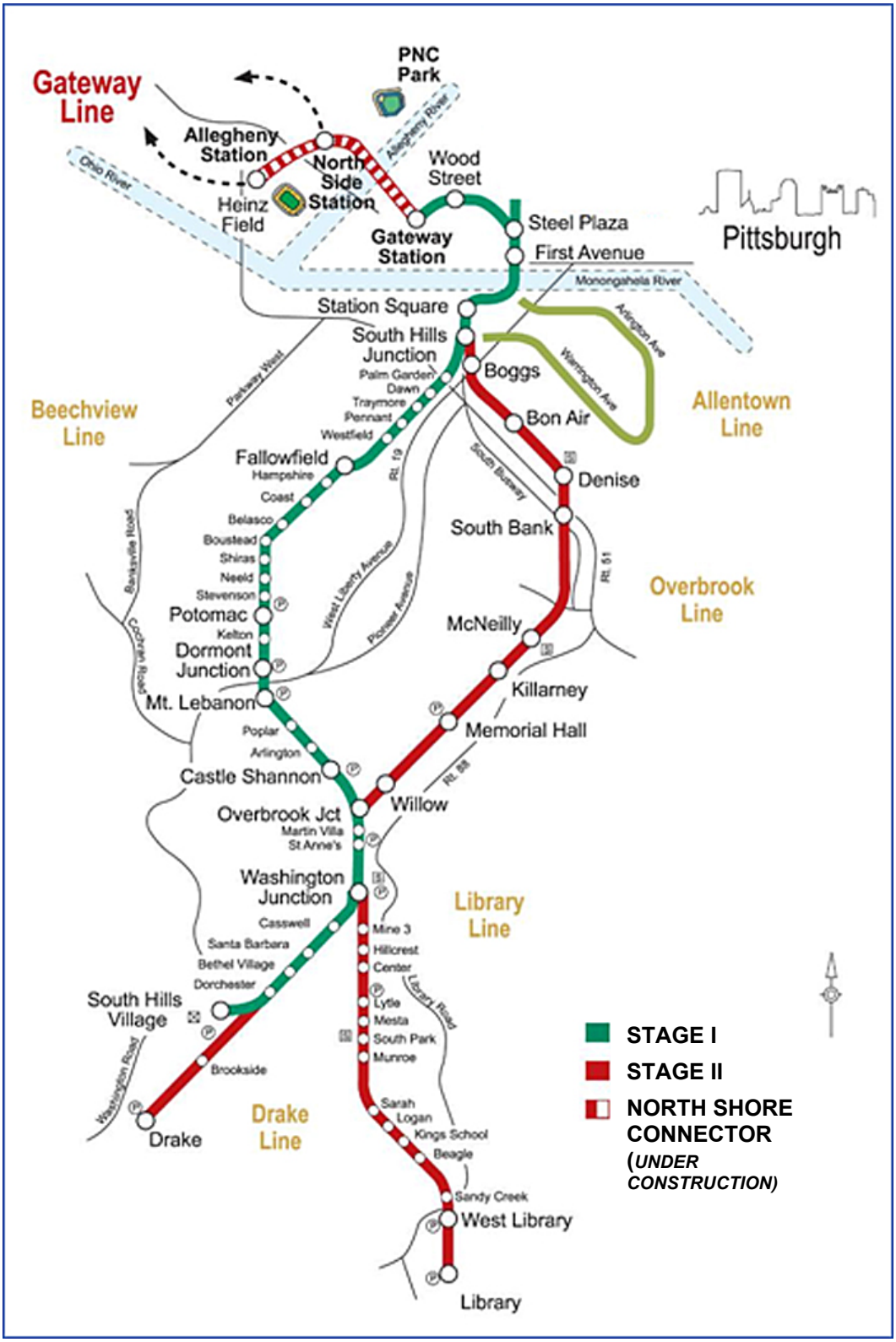


FIGURE 6-10
MAP SHOWING PORT AUTHORITY
LIGHT RAIL TRANSIT SYSTEM



7.0 INVESTMENT AND ECONOMIC IMPACT

7.1 INTRODUCTION

This Part presents the combined public and private investment which the Study Team has estimated for each of the Strategic Opportunity Site scenarios discussed in Part 4.0. These estimates are then converted into projected economic impacts—specifically, the earnings and employment generated in the Allegheny County economy by the proposed investments. The impacts in assessed valuation and property taxes are addressed in Part 8.0, TRID Financial Analysis.

7.2 COST ESTIMATES FOR TRID DEVELOPMENT SCENARIOS

The Cost Estimation Worksheets for the various development scenarios are contained in **Tables 7-1 through 7-7.** These are rough order of magnitude estimates, reflecting the early conceptual stage of the TRID Plan. The estimates are composed of four categories or "divisions":

- Division A: Site Preparation includes earthwork and any required demolition. Earthwork ranges from routine grading for streets and sidewalk improvements, to removal of asphalt and pavement when parking lots are being redeveloped, to hillside excavation in the case of the Dormont Junction lots. Demolition costs include costs for site clean-up of any contamination in groundwater and soils.

- Division B: Infrastructure covers streets, sidewalks, lighting, traffic signals, surface parking lots, landscaping, trees, water, and sewer. Any specific functional or capacity improvements identified in the Transportation Analysis (Part 5.0) or the Environmental Analysis (Part 6.0) are included, as well as typical improvements to sidewalks and other public spaces consistent with the various development scenarios.

  The estimates also include allowances for special improvements or enhancements not yet ripe for conceptual design. These include an enhanced level of urban design and materials for the Grand Stairway and Parse Way at Mt. Lebanon, and the public park at Dormont Junction's McFarland / West Liberty Triangle; improvements to the light rail track and platform areas at all three stations; and more substantial improvements to the Mt. Lebanon platform area in the event that air rights development occurs above.

- Division C: Structures includes the private development program associated with each scenario, as well as any structured parking, regardless of whether the parking

is to be built by public or private parties.[1] This division, as one would expect, accounts for the majority of the overall estimated cost of each scenario.

- Division D: Property Acquisition includes any private properties which would be affected by a Strategic Opportunity Site project.[2]

For each division, the estimate begins by compiling the direct construction cost, based on standard unit costs for materials and labor in the Pittsburgh market.[3] (In the case of allowances, a round number is used to represent direct costs.) A factor for contingency and soft costs is then applied to the direct cost base, and the two are added to form the total. The Contingency and Soft Cost Factor for site work, infrastructure, and parking is 64.45%; for private commercial and residential development, the Contingency and Soft Cost Factor is 56.20%.[4]

In summary, the investment represented by the various scenarios is of the following magnitudes:

Potomac Low-Density	$9.4 million
Potomac High-Density	16.8 million
Dormont Junction Low-Density	33.7 million
Dormont Junction High-Density	51.7 million
Dormont Junction High-Expanded	89.0 million
Mt. Lebanon Low-Density	32.9 million
Mt. Lebanon High-Density	98.5 million

Tables 7-1 through 7-7 appear on the following pages.

[1] With respect to residential development, the cost estimate reflects a standard unit size of 850 square feet net (a small one-bedroom apartment) and 1,000 square feet gross (including common areas). As explained in Part 4.0 (especially Section 4.2.2), the actual mix of bedroom types and unit sizes will of course vary, and could result in a different number of units. The cost estimates, as well as the valuation assumptions used in Section 7.5 of this Part, are based on a dollars-per-square-foot formula rather than dollars-per-apartment, allowing any mix of units to occupy the same approximate gross building space.

[2] It is understood that if a property were redeveloped by its owner, it might or might not be "acquired", depending on the structure of the development entity.

[3] R.S. Means, "Square Foot Costs", 28th Edition (2007), various pages.

[4] The 64.45% factor for site work, infrastructure, and parking consists of a 30% program contingency typical of public projects at this early conceptual stage, 15% for design and related services, and 10% for Program and/or Construction Management, these elements are multiplied together. The 56.20% factor for private commercial and residential construction consists of a 10% contingency and a 42.5% all-in factor for design, permitting, legal and transaction fees, and other typical pre-construction costs; again, these elements are multiplied together.

Table 7-1: Potomac Station Low Density Development Scenario Cost Estimate

Description	Quantity	Unit	Conversion. to Sq. Ft.	Price per Unit	Subtotal	% Contingency. (Line-Item)	Contingency	Cost
Division A - Site Preparation								
Demolition - Buildings	2	ea.	N/A	$3,000	$6,000	100%	$6,000	$12,000
Earthwork (PennDOT Class 1)	18,500	cu.yd.	N/A	$11	$203,500	0%	$0	$203,500
Direct Costs Site Work								$215,500
Contingency and Soft Costs								$138,890
Subtotal Site Work								$354,390
Division B - Infrastructure								
Water (12" D.I.P)	0	lin.ft.	N/A	$100	$0	0%	$0	$0
Sewer (24" RCP)	0	lin.ft.	N/A	$125	$0	0%	$0	$0
Streets - Mill and Resurface	6,400	sq. yd.	N/A	$12	$76,800	0%	$0	$76,800
Streets - Reconstruct (Bituminous)	0	sq. yd.	N/A	$136	$0	0%	$0	$0
Streets - Reconstruct (Concrete)	1	ea.	N/A	$300,000	$300,000	0%	$0	$300,000
Sidewalks	667	sq. yd.	N/A	$70	$46,690	0%	$0	$46,690
Surface Parking Lot	74	space	325	$8	$192,400	0%	$0	$192,400
Landscaping	856	sq. yd.	N/A	$42	$35,952	0%	$0	$35,952
Trees	51	ea.	N/A	$800	$40,800	0%	$0	$40,800
Lighting	4	ea.	N/A	$6,500	$26,000	0%	$0	$26,000
Traffic Signals - No turning lane	0	ea.	N/A	$200,000	$0	0%	$0	$0
Direct Costs Infrastructure								$718,642
Contingency and Soft Costs								$463,165
Subtotal Infrastructure								$1,181,807
Division C - Structures								
Development								
Apartments (avg. 850 sq. ft / unit)	25	unit	1000	$105	$2,625,000	0%	$0	$2,625,000
Loft Apartment	0	unit	1000	$105	$0	0%	$0	$0
Townhouses	0	unit	1000	$125	$0	0%	$0	$0
Office space	0	sq. ft.	1	$150	$0	0%	$0	$0
Retail space	17,350	sq. ft.	1	$100	$1,735,000	0%	$0	$1,735,000
Hotel	0	room	600	$140	$0	0%	$0	$0
Direct Costs Development								$4,360,000
Contingency and Soft Costs								$2,450,320
Subtotal Development								$6,810,320
Garages								
Structure Parking - Above ground	0	space	325	$50	$0	0%	$0	$0
Structure Parking - Below ground	0	space	325	$70	$0	0%	$0	$0
Direct Costs Garages								$0
Contingency and Soft Costs								$0
Subtotal Garages								$0
Division D - Property Acquisition								
Property Acquisition								$1,055,120
GRAND TOTAL								**$9,401,637**

Contingency and Soft Cost Factors	Site Work, Infrastructure & Garages	Private Development	
Contingency	30%	10%	
Design	15%	0%	
PM/CM on Infrastructure-related items (10%)	10%	10%	10%
Misc. Soft Costs for Development	0%	42%	
Cumulative Soft Costs	64.45%	56.20%	

Table 7-2: Potomac Station High Density Development Scenario Cost Estimate

Description	Quantity	Unit	Conversion. to Sq. Ft.	Price per Unit	Subtotal	% Contingency. (Line-Item)	Contingency	Cost
Division A - Site Preparation								
Demolition - Buildings	2	ea.	N/A	$3,000	$6,000	100%	$6,000	$12,000
Earthwork (PennDOT Class 1)	18,500	cu. yd.	N/A	$11	$203,500	0%	$0	$203,500
Direct Costs Site Work								$215,500
Contingency and Soft Costs								$138,890
Subtotal Site Work								$354,390
Division B - Infrastructure								
Water (12" D.I.P)	0	lin. ft.	N/A	$100	$0	0%	$0	$0
Sewer (24" RCP)	0	lin. ft.	N/A	$125	$0	0%	$0	$0
Streets - Mill and Resurface	6,400	sq. yd.	N/A	$12	$76,800	0%	$0	$76,800
Streets - Reconstruct (Bituminous)	0	sq. yd.	N/A	$136	$0	0%	$0	$0
Streets - Reconstruct (Concrete)	1	ea.	N/A	$300,000	$300,000	0%	$0	$300,000
Sidewalks	667	sq. yd.	N/A	$70	$46,690	0%	$0	$46,690
Surface Parking Lot	0	space	325	$8	$0	0%	$0	$0
Landscaping	933	sq. yd.	N/A	$42	$39,186	0%	$0	$39,186
Trees	51	ea.	N/A	$800	$40,800	0%	$0	$40,800
Lighting	4	ea.	N/A	$6,500	$26,000	0%	$0	$26,000
Traffic Signals - No turning lane	0	ea.	N/A	$200,000	$0	0%	$0	$0
Direct Costs Infrastructure								$529,476
Contingency and Soft Costs								$341,247
Subtotal Infrastructure								$870,723
Division C - Structures								
Development								
Apartments (avg. 850 sq. ft / unit)	57	unit	1000	$105	$5,985,000	0%	$0	$5,985,000
Loft Apartment	0	unit	1000	$105	$0	0%	$0	$0
Townhouses	0	unit	1000	$125	$0	0%	$0	$0
Office space	0	sq. ft.	1	$150	$0	0%	$0	$0
Retail space	15,800	sq. ft.	1	$100	$1,580,000	0%	$0	$1,580,000
Hotel	0	room	600	$140	$0	0%	$0	$0
Direct Costs Development								$7,565,000
Contingency and Soft Costs								$4,251,530
Subtotal Development								$11,816,530
Garages								
Structure Parking - Above ground	103	space	325	$50	$1,673,750	0%	$0	$1,673,750
Structure Parking - Below ground	0	space	325	$70	$0	0%	$0	$0
Direct Costs Garages								$1,673,750
Contingency and Soft Costs								$1,078,732
Subtotal Garages								$2,752,482
Division D - Property Acquisition								
Property Acquisition								$1,055,120
GRAND TOTAL								**$16,849,245**

Contingency and Soft Cost Factors

	Site Work, Infrastructure & Garages	Private Development	
Contingency	30%	10%	
Design	15%	0%	
PM/CM on Infrastructure-related items (10%)	10%	10%	0%
Misc. Soft Costs for Development	0%	42%	
Cumulative Soft Costs	64.45%	56.20%	

Table 7-3: Dormont Jct. Station Low Density Development Scenario Cost Estimate

Description	Quantity	Unit	Conversion. to Sq. Ft.	Price per Unit	Subtotal	% Contingency. (Line-Item)	Contingency	Cost
Division A - Site Preparation								
Demolition - Buildings	0	ea.	N/A	$3,000	$0	50%	$0	$0
Earthwork (PennDOT Class 1)	34,352	cu. yd.	N/A	$11	$377,872	0%	$0	$377,872
Direct Costs Site Work								$377,872
Contingency and Soft Costs								$243,539
Subtotal Site Work								$621,411
Division B - Infrastructure								
Water (12" D.I.P)	250	lin. ft.	N/A	$100	$25,000	0%	$0	$25,000
Sewer (24" RCP)	250	lin. ft.	N/A	$125	$31,250	0%	$0	$31,250
Streets - Mill and Resurface	0	sq. yd.	N/A	$12	$0	0%	$0	$0
Streets - Reconstruct (Bituminous)	1,170	sq. yd.	N/A	$136	$158,535	0%	$0	$158,535
Streets - Reconstruct (Concrete)	1	ea.	N/A	$300,000	$300,000	0%	$0	$300,000
Sidewalks	356	sq. yd.	N/A	$70	$24,920	0%	$0	$24,920
Surface Parking Lot	0	space	325	$8	$0	0%	$0	$0
Landscaping	2,584	sq. yd.	N/A	$84	$217,056	0%	$0	$217,056
Trees	105	ea.	N/A	$800	$84,000	0%	$0	$84,000
Lighting	4	ea.	N/A	$6,500	$26,000	0%	$0	$26,000
Traffic Signals - No turning lane	1	ea.	N/A	$200,000	$200,000	0%	$0	$200,000
Direct Costs Infrastructure								$1,066,761
Contingency and Soft Costs								$687,527
Subtotal Infrastructure								$1,754,288
Division C - Structures								
Development								
Apartments (avg. 850 sq. ft / unit)	125	unit	1000	$105	$13,125,000	0%	$0	$13,125,000
Loft Apartment	0	unit	1000	$105	$0	0%	$0	$0
Townhouses	0	unit	1000	$125	$0	0%	$0	$0
Office space	0	sq. ft.	1	$150	$0	0%	$0	$0
Retail space	9,000	sq. ft.	1	$100	$900,000	0%	$0	$900,000
Hotel	0	room	600	$140	$0	0%	$0	$0
Direct Costs Development								$14,025,000
Contingency and Soft Costs								$7,882,050
Subtotal Development								$21,907,050
Garages								
Structure Parking - Above ground	178	space	325	$50	$2,892,500	0%	$0	$2,892,500
Structure Parking - Below ground	132	space	325	$60	$2,574,000	0%	$0	$2,574,000
Direct Costs Garages								$5,466,500
Contingency and Soft Costs								$3,523,159
Subtotal Garages								$8,989,659
Division D - Property Acquisition								
Property Acquisition								$421,300
GRAND TOTAL								**$33,693,708**

Contingency and Soft Cost Factors			
	Site Work, Infrastructure & Garages	Private Development	
Contingency	30%	10%	
Design	15%	0%	
PM/CM on Infrastructure-related items (10%)	10%	10%	10%
Misc. Soft Costs for Development	0%	42%	
Cumulative Soft Costs	64.45%	56.20%	

Table 7-4: Dormont Jct. Station High Density Development Scenario Cost Estimate

Description	Quantity	Unit	Conversion. to Sq. Ft.	Price per Unit	Subtotal	% Contingency. (Line-Item)	Contingency	Cost
Division A - Site Preparation								
Demolition - Buildings	1	ea.	N/A	$3,000	$3,000	50%	$1,500	$4,500
Earthwork (PennDOT Class 1)	45,685	cu. yd.	N/A	$11	$502,535	0%	$0	$502,535
Direct Costs Site Work								$507,035
Contingency and Soft Costs								$326,784
Subtotal Site Work								$833,819
Division B - Infrastructure								
Water (12" D.I.P)	250	lin. ft.	N/A	$100	$25,000	0%	$0	$25,000
Sewer (24" RCP)	250	lin. ft.	N/A	$125	$31,250	0%	$0	$31,250
Streets - Mill and Resurface	0	sq. yd.	N/A	$12	$0	0%	$0	$0
Streets - Reconstruct (Bituminous)	1,170	sq. yd.	N/A	$136	$158,535	0%	$0	$158,535
Streets - Reconstruct (Concrete)	1	ea.	N/A	$300,000	$300,000	0%	$0	$300,000
Sidewalks	476	sq. yd.	N/A	$70	$33,320	0%	$0	$33,320
Surface Parking Lot	0	space	325	$8	$0	0%	$0	$0
Landscaping	3,512	sq. yd.	N/A	$84	$295,008	0%	$0	$295,008
Trees	105	ea.	N/A	$800	$84,000	0%	$0	$84,000
Lighting	4	ea.	N/A	$6,500	$26,000	0%	$0	$26,000
Traffic Signals - No turning lane	1	ea.	N/A	$200,000	$200,000	0%	$0	$200,000
Direct Costs Infrastructure								$1,153,113
Contingency and Soft Costs								$743,181
Subtotal Infrastructure								$1,896,294
Division C - Structures								
Development								
Apartments (avg. 850 sq. ft / unit)	202	unit	1000	$105	$21,210,000	0%	$0	$21,210,000
Loft Apartment	0	unit	1000	$105	$0	0%	$0	$0
Townhouses	0	unit	1000	$125	$0	0%	$0	$0
Office space	0	sq. ft.	1	$150	$0	0%	$0	$0
Retail space	19,800	sq. ft.	1	$100	$1,980,000	0%	$0	$1,980,000
Hotel	0	room	600	$140	$0	0%	$0	$0
Direct Costs Development								$23,190,000
Contingency and Soft Costs								$13,032,780
Subtotal Development								$36,222,780
Garages								
Structure Parking - Above ground	293	space	325	$50	$4,761,250	0%	$0	$4,761,250
Structure Parking - Below ground	132	space	325	$60	$2,574,000	0%	$0	$2,574,000
Direct Costs Garages								$7,335,250
Contingency and Soft Costs								$4,727,569
Subtotal Garages								$12,062,819
Division D - Property Acquisition								
Property Acquisition								$729,850
GRAND TOTAL								**$51,745,562**

Contingency and Soft Cost Factors			
	Site Work, Infrastructure & Garages	Private Development	
Contingency	30%	10%	
Design	15%	0%	
PM/CM on Infrastructure-related items (10%)	10%	10%	10%
Misc. Soft Costs for Development	0%	42%	
Cumulative Soft Costs	64.45%	56.20%	

Table7-5: Dormont Jct. Station High Density Expanded Development Scenario Cost Estimate

Description	Quantity	Unit	Conversion. to Sq. Ft.	Price per Unit	Subtotal	% Contingency. (Line-Item)	Contingency	Cost
Division A - Site Preparation								
Demolition - Buildings	3	ea.	N/A	$3,000	$9,000	100%	$9,000	$18,000
Earthwork (PennDOT Class 1)	65,130	cu. yd.	N/A	$11	$716,430	0%	$0	$716,430
Direct Costs Site Work								$734,430
Contingency and Soft Costs								$473,340
Subtotal Site Work								$1,207,770
Division B - Infrastructure								
Water (12" D.I.P)	250	lin. ft.	N/A	$100	$25,000	0%	$0	$25,000
Sewer (24" RCP)	250	lin. ft.	N/A	$125	$31,250	0%	$0	$31,250
Streets - Mill and Resurface	0	sq. yd.	N/A	$12	$0	0%	$0	$0
Streets - Reconstruct (Bituminous)	1,370	sq. yd.	N/A	$136	$185,635	0%	$0	$185,635
Streets - Reconstruct (Concrete)	1	ea.	N/A	$300,000	$300,000	0%	$0	$300,000
Sidewalks	3,280	sq. yd.	N/A	$70	$229,600	0%	$0	$229,600
Surface Parking Lot	0	space	325	$8	$0	0%	$0	$0
Landscaping	7,167	sq. yd.	N/A	$84	$602,028	fixed	$400,000	$1,002,028
Trees	105	ea.	N/A	$800	$84,000	0%	$0	$84,000
Lighting	4	ea.	N/A	$6,500	$26,000	0%	$0	$26,000
Traffic Signals - No turning lane	1	ea.	N/A	$200,000	$200,000	0%	$0	$200,000
Direct Costs Infrastructure								$2,083,513
Contingency and Soft Costs								$1,342,824
Subtotal Infrastructure								$3,426,337
Division C - Structures								
Development								
Apartments (avg. 850 sq. ft / unit)	344	unit	1000	$105	$36,120,000	0%	$0	$36,120,000
Loft Apartment	0	unit	1000	$105	$0	0%	$0	$0
Townhouses	0	unit	1000	$125	$0	0%	$0	$0
Office space	0	sq. ft.	1	$150	$0	0%	$0	$0
Retail space	30,800	sq. ft.	1	$100	$3,080,000	0%	$0	$3,080,000
Hotel	0	room	600	$140	$0	0%	$0	$0
Direct Costs Development								$39,200,000
Contingency and Soft Costs								$22,030,400
Subtotal Development								$61,230,400
Garages								
Structure Parking - Above ground	483	space	325	$50	$7,848,750	0%	$0	$7,848,750
Structure Parking - Below ground	232	space	325	$60	$4,524,000	0%	$0	$4,524,000
Direct Costs Garages								$12,372,750
Contingency and Soft Costs								$7,974,237
Subtotal Garages								$20,346,987
Division D - Property Acquisition								
Property Acquisition								$2,777,060
GRAND TOTAL								**$88,988,555**

Contingency and Soft Cost Factors	Site Work, Infrastructure & Garages	Private Development	
Contingency	30%	10%	
Design	15%	0%	
PM/CM on Infrastructure-related items (10%)	10%	10%	10%
Misc. Soft Costs for Development	0%	42%	
Cumulative Soft Costs	64.45%	56.20%	

Table 7-6: Mt. Lebanon Station Low Density Development Scenario Cost Estimate

Description	Quantity	Unit	Conversion. to Sq. Ft.	Price per Unit	Subtotal	% Contingency. (Line-Item)	Contingency	Cost
Division A - Site Preparation								
Demolition - Buildings	3	ea.	N/A	$3,000	$9,000	50%	$4,500	$13,500
Earthwork (PennDOT Class 1)	19,824	cu. yd.	N/A	$11	$218,064	50%	$109,032	$327,096
Direct Costs Site Work								$340,596
Contingency and Soft Costs								$219,514
Subtotal Site Work								$560,110
Division B - Infrastructure								
Water (12" D.I.P)	880	lin. ft.	N/A	$100	$88,000	0%	$0	$88,000
Sewer (24" RCP)	880	lin. ft.	N/A	$125	$110,000	0%	$0	$110,000
Streets - Mill and Resurface	3,787	sq. yd.	N/A	$12	$45,444	0%	$0	$45,444
Streets - Reconstruct (Bituminous)	533	sq. yd.	N/A	$136	$72,222	0%	$0	$72,222
Streets - Reconstruct (Concrete)	2,010	sq. yd.	N/A	$205	$412,050	0%	$0	$412,050
Sidewalks	1,127	sq. yd.	N/A	$70	$78,890	0%	$0	$78,890
Surface Parking Lot	15	space	325	$8	$39,000	0%	$0	$39,000
Landscaping	1,802	sq. yd.	N/A	$84	$151,368	fixed	$600,000	$751,368
Trees	82	ea.	N/A	$800	$65,600	0%	$0	$65,600
Lighting	13	ea.	N/A	$6,500	$84,500	0%	$0	$84,500
LRT Platform Area Improvements	1	ea.	N/A	$300,000	$300,000	0%	$0	$300,000
Direct Costs Infrastructure								$2,047,074
Contingency and Soft Costs								$1,319,339
Subtotal Infrastructure								$3,366,412
Division C - Structures								
Development								
Apartments (avg. 850 sq. ft / unit)	42	unit	1000	$105	$4,410,000	0%	$0	$4,410,000
Loft Apartment	4	unit	1000	$105	$420,000	0%	$0	$420,000
Townhouses	11	unit	1000	$125	$1,375,000	0%	$0	$1,375,000
Office space	0	sq. ft.	1	$150	$0	0%	$0	$0
Retail space	0	sq. ft.	1	$100	$0	0%	$0	$0
Hotel	98	room	600	$140	$8,232,000	30%	$2,469,600	$10,701,600
Direct Costs Development								$16,906,600
Contingency and Soft Costs								$9,501,509
Subtotal Development								$26,408,109
Garages								
Structure Parking - Above ground	0	space	325	$50	$0	0%	$0	$0
Structure Parking - Below ground	56	space	325	$70	$1,274,000	0%	$0	$1,274,000
Direct Costs Garages								$1,274,000
Contingency and Soft Costs								$821,093
Subtotal Garages								$2,095,093
Division D - Property Acquisition								
Property Acquisition								$477,470
GRAND TOTAL								**$32,907,195**

Contingency and Soft Cost Factors	Site Work, Infrastructure & Garages	Private Development	
Contingency	30%	10%	
Design	15%	0%	
PM/CM on Infrastructure-related items (10%)	10%	10%	10%
Misc. Soft Costs for Development	0%	42%	
Cumulative Soft Costs	64.45%	56.20%	

Table 7-7: Mt. Lebanon Station High Density Development Scenario Cost Estimate

Description	Quantity	Unit	Conversion. to Sq. Ft.	Price per Unit	Subtotal	% Contingency. (Line-Item)	Contingency	Cost
Division A - Site Preparation								
Demolition - Buildings	4	ea.	N/A	$3,000	$12,000	50%	$6,000	$18,000
Earthwork (PennDOT Class 1)	23,342	cu. yd.	N/A	$11	$256,762	50%	$128,381	$385,143
Direct Costs Site Work								$403,143
Contingency and Soft Costs								$259,826
Subtotal Site Work								$662,969
Division B - Infrastructure								
Water (12" D.I.P)	880	lin. ft.	N/A	$100	$88,000	0%	$0	$88,000
Sewer (24" RCP)	880	lin. ft.	N/A	$125	$110,000	0%	$0	$110,000
Streets - Mill and Resurface	3,787	sq. yd.	N/A	$12	$45,444	0%	$0	$45,444
Streets - Reconstruct (Bituminous)	533	sq. yd.	N/A	$136	$72,222	0%	$0	$72,222
Streets - Reconstruct (Concrete)	2,010	sq. yd.	N/A	$205	$412,050	0%	$0	$412,050
Sidewalks	1,127	sq. yd.	N/A	$70	$78,890	0%	$0	$78,890
Surface Parking Lot	0	space	325	$8	$0	0%	$0	$0
Landscaping	1,802	sq. yd.	N/A	$84	$151,368	fixed	$600,000	$751,368
Trees	82	ea.	N/A	$800	$65,600	0%	$0	$65,600
Lighting	13	ea.	N/A	$6,500	$84,500	0%	$0	$84,500
LRT Platform Area Improvements	1	ea.	N/A	$300,000	$300,000	fixed	$600,000	$900,000
Direct Costs Infrastructure								$2,608,074
Contingency and Soft Costs								$1,680,903
Subtotal Infrastructure								$4,288,977
Division C - Structures								
Development								
Apartments (avg. 850 sq. ft / unit)	132	unit	1000	$105	$13,860,000	50%	$6,930,000	$20,790,000
Loft Apartment	5	unit	1000	$105	$525,000	50%	$262,500	$787,500
Townhouses	0	unit	1000	$125	$0	0%	$0	$0
Office space	94,500	sq. ft.	1	$150	$14,175,000	0%	$0	$14,175,000
Retail space	10,500	sq. ft.	1	$100	$1,050,000	0%	$0	$1,050,000
Hotel	98	room	600	$140	$8,232,000	30%	$2,469,600	$10,701,600
Direct Costs Development								$47,504,100
Contingency and Soft Costs								$26,697,304
Subtotal Development								$74,201,404
Garages								
Structure Parking - Above ground	420	space	325	$50	$6,825,000	see note[5]	$3,148,438	$9,973,438
Structure Parking - Below ground	56	space	325	$70	$1,274,000	0%	$0	$1,274,000
Direct Costs Garages								$11,247,438
Contingency and Soft Costs								$7,248,973
Subtotal Garages								$18,496,411
Division D - Property Acquisition								
Property Acquisition								$840,030
GRAND TOTAL								**$98,489,791**

Contingency and Soft Cost Factors	Site Work, Infrastructure & Garages	Private Development	
Contingency	30%	10%	
Design	15%	0%	
PM/CM on Infrastructure-related items (10%)	10%	10%	10%
Misc. Soft Costs for Development	0%	42%	
Cumulative Soft Costs	64.45%	56.20%	

[5] Note: Each of the two air rights projects consists principally of a garage. The estimated premium is an allowance equal to cost of building an extra (empty) layer of parking in the same footprint at 125% of the normal unit cost of above-ground garage construction.

7.3 ECONOMIC IMPACT ANALYSIS OF CAPITAL EXPENDITURES

This section describes the economic and fiscal effects of the projected Station Area Developments on the Allegheny County economy. The construction activity required to build the new station area developments represent is the most immediate impact of the station-area investments. Construction firms hire workers, and purchase materials and support services in the local economy, in order to complete the project. This is the *direct* effect on the economy. The construction workers' earnings translate into a proportional increase in consumer demand as these workers purchase goods and services in the region across a variety of industrial sectors. The jobs and incomes supported through the circulation of these earnings in the local economy represent the project's *indirect* impact.

The economic impacts associated with construction expenditures in the station areas are measured using regional multipliers from the Bureau of Economic Analysis (BEA) within the U.S. Department of Commerce. Derived from the Regional Input-Output Modeling System, the so-called RIMS II multipliers measure the total change (direct + indirect effects) in value added, employment, and earnings that results from an incremental change to a particular industry. The multipliers were constructed by BEA to reflect the Allegheny County economy that encompasses the station areas. The multipliers are based on the 2005 Annual Input-Output Table for the nation and 2005 regional accounts data; they represent the most updated version available at the time this analysis was prepared.

Construction of the station area development projects represents significant capital investment in the local economy. This spending will increase the employment, earnings, and value added for the duration of the construction process. Capital cost estimates for this analysis are presented in 2007 dollars (as described in detail elsewhere in this report), providing a common value for expenditures that are distributed over a number of years.

7.3.1 Types of Expenditures

The capital expenditures for construction of the station area developments range widely across locations and scenarios, from the Potomac Station Low-Density Scenario at approximately $8.7 million to the Mt. Lebanon High-Density Scenario at $91.5 million. These cost figures are the gross capital expenditures for the alternative scenarios relative to a No Build Alternative.

As described above in Section 7.1, the total capital expenditures are divided into four major categories: site preparation, infrastructure, structures (commercial and residential buildings as well as garages; and property acquisition.

The economic impact of these expenditures will vary significantly by activity and depends on the amount of locally produced goods and services embodied in the purchase. Construction goods and services required for site preparation, infrastructure, and structures will be purchased in the local economy. Although not every building material required for the project is produced locally, the RIMS II multipliers reflect the supplier

linkages for the industry, and thus account for this leakage from the local economy. Soft costs are purchased in the local economy and have an impact on the local economy as well.

Property acquisition expenditures, by contrast, are for real property only; the transaction costs associated with these expenditures are included in the Soft Cost factor for the other categories. As there is no labor associated with the site assembly expenditures, there is no economic impact to these pure land costs.

In sum, there are three types of capital expenditures that are expected to impact the economy: site preparation, infrastructure, and structures. In **Table 7-8**, the total expenditure on these three categories, net of land costs, is shown as the "Adjusted Construction Cost" for each development scenario.

7.3.2 Funding Source

In order to isolate the potential economic effects of the project to the local economy, it is necessary to distinguish those resources that are new to the economy and that would not be invested in the station areas but for the project, from those that would still be spent in the region with similar economic effects (for example, funds that would be allocated to other infrastructure improvements in the County or municipality).

For the purposes of this analysis, it is assumed that the public agencies will fund the site preparation and infrastructure improvements. If the station area projects are not implemented, it is assumed that the public agencies involved in the project will invest an equivalent amount of funds elsewhere with the same economic impact.[6] Development expenditures, by contrast, represent new resources that are being invested in the station areas because of the project; these investments would not be made but for the project and represent a net gain in economic activity to the local economy. **Table 7-8** isolates the Development expenditures from the remainder of the project cost in order to estimate the net economic impact attributable to project construction. This is the "Net Construction Cost".

7.3.3 Construction Impacts

The Net Construction Cost derived in **Table 7-8** is translated into economic impacts through the application of certain *multipliers*, as shown in the middle rows of the table. Because the multipliers summarize information about Allegheny County's economy and are therefore the same across all the development Scenarios.

[6] This distinction between routine public infrastructure (i.e., dollars that presumably would be spent elsewhere in the jurisdiction if the particular project were not built) and development investment (which is unique to the particular project and would not occur elsewhere) is common in this type of analysis. In this case, the distinction may understate the economic impact of the TRID somewhat, since some of the proposed public infrastructure investment (for example, the Mt. Lebanon "Grand Stairs") is unique to the TRID and would likely *not* be replaced by equivalent investment elsewhere.

The interpretation of the multipliers shown in **Table 7-8** is as follows. The **Final Demand Earnings Multiplier** represents the total dollar change in earnings of households employed by all industries for each additional dollar of output delivered to final demand by the construction industry.

The **Final Demand Employment Multiplier** represents the total change in number of jobs that occurs in all industries for each $1 million of output delivered to final demand by the construction industry.

The **Final Demand Value Added Multiplier** represents the total dollar change in value added that occurs in all industries for each additional dollar of output delivered to final demand by the construction industry.

Applying the Final Demand Multipliers for the construction industry to the amount of new resources that will be used for capital expenditures provides estimates of the net earnings, employment, and value added impacts generated by each Development Scenario. The results are summarized in the bottom rows of **Table 7-8.** Note that these are one-time impacts that last for the duration of the project's construction. One "construction job" is defined as a job for one person of one year's duration. As an example, a job for one person that had a duration of three years would be defined as three jobs.

Construction related impacts last for the duration of the project's construction cycle. Just as the project cost ranges across development scenarios, the economic impacts vary as well. Job impacts range from below 100 for the Potomac Station Low-Density scenario to nearly 1, 000 for the Mt. Lebanon High- Density scenario.

Table 7-8: Summary of Construction Impacts by Station Area Development Scenario

	STATION AREA DEVELOPMENT SCENARIOS						
	Potomac		Dormont Junction			Mt. Lebanon	
	Low Density	High Density	Low Density	High Density	High-Expanded	Low Density	High Density
COST							
Total Cost	$9,401,637	$16,849,245	$33,693,708	$51,745,562	$88,988,555	$32,907,195	$98,489,791
Land Acquisition	($1,055,120)	($1,055,120)	($421,300)	($729,850)	($2,777,080)	($477,470)	($840,030)
Adjusted Construction Cost	$8,346,517	$15,794,125	$33,272,408	$51,015,712	$86,211,475	$32,429,725	$97,649,761
Public Infrastructure	($1,536,197)	($1,225,113)	($2,375,699)	($2,730,113)	($4,634,107)	($3,926,522)	($4,951,946)
Net Construction Cost	$6,810,320	$14,569,012	$30,896,709	$48,285,599	$81,577,368	$28,503,203	$92,697,815
MULTIPLIERS							
Earnings	0.4651	0.4651	0.4651	0.4651	0.4651	0.4651	0.4651
Employment	11.7087	11.7087	11.7087	11.7087	11.7087	11.7087	11.7087
Value-Added	1.0008	1.0008	1.0008	1.0008	1.0008	1.0008	1.0008
CONSTRUCTION IMPACT[7]							
Earnings	$3,167,480	$6,776,047	$14,370,059	$22,457,632	$37,941,634	$13,256,840	$43,113,754
Employment	72	154	326	510	862	301	979
Value-Added	$6,815,768	$14,580,667	$30,921,426	$48,324,227	$81,642,630	$28,526,006	$92,771,973

Note: As the Final Demand Employment Multiplier is based on 2005 data, the capital expenditure is deflated to 2005 dollars for purposes of that calculation. The RS Means Historical Cost Index for Pittsburgh was used for the deflation between 2007 and 2005.

Sources: DMJM Harris (project cost estimates); BEA Regional Input-Output Modeling System (multipliers).

[7] It should be noted that many, if not most, workers will come from outside of Dormont and Mt. Lebanon. Indeed, it is likely that some workers will come from outside of Allegheny County. Thus, the direct economic benefits of construction in terms of numbers of workers and value added to Dormont and Mt. Lebanon will be much less than shown in the table.

8.0 TRID FINANCIAL ANALYSIS

8.1 INTRODUCTION

This Part provides a "Sources and Uses" analysis for the publicly funded components of the various TRID development scenarios. An underlying assumption is that the residential, commercial, and other private investments included in Part 7.0 will occur only if they are feasible and financeable, "penciling out" on their own terms. The focus of the TRID analysis is therefore on the public side of the equation: the transportation improvements, public amenities, and environmental mitigation measures associated with each Strategic Opportunity Site, as well as Main Street investments and other improvements in each station area as a whole.[1]

This TRID Plan is being prepared during a time of minimal (if not negative) growth and severe limitations on credit availability, especially in the national and regional housing markets. While the market will determine *when* development is ready to occur, and the rate at which new development can be absorbed and financed, the purpose of the TRID is to influence *where* development occurs—by creating a competitive advantage for the Dormont - Mt. Lebanon transit district.

With the increasing cost of owning and driving a car, transit-focused communities are increasingly attractive to developers. The Port Authority's Transit Development Plan, now in preparation, will examine additional feeder service to Dormont Junction and Mt. Lebanon Stations, reinforcing them as transit hubs. But "setting the table" for transit-oriented development often imposes extra costs of its own: transit improvements, structured parking (often underground, where it is most expensive to build), enhanced public amenities, or construction on air rights. To turn the *potential* competitive advantage of transit-oriented locations into a *real* one often poses a "chicken-and-egg" problem: how does one pay for the table-setting improvements before most of the development occurs?

Traditionally, public improvements are funded through county and municipal revenue sources, supported by state and federal grants. The TRID Act, while seeking to position approved TRIDs as priority targets for grant funding, contemplates tax increment value capture as a primary method of funding improvements required to support TOD. A focal question of this Part is whether the tax increment arising from the TRID is sufficient to finance the corresponding set of public improvements.

This question is especially important with respect to structured parking. In many TOD situations, the need to replace surface parking with a more compact garage structure represents an up-front cost premium which must be borne by either the developer or the public. This is true at all three of the TRID stations. Moreover, at Dormont Junction and

[1] As explained in Part 4.1, "Main Street" is used in this report to encompass the existing Mt. Lebanon Main Street Program, related activities within the TRID undertaken by the Mt. Lebanon Commercial Districts Office, and the similar activities now being planned in Dormont.

Mt. Lebanon, the Strategic Opportunity developments would be co-constructed with parking on public lands or air rights, with publicly-owned parking structures forming a platform on which development would occur. The economics of these structures—sources and uses of funds, and allocation of costs to the developer or the public—are fundamental to successful development.

8.2 VALUE CAPTURE AND THE PROPERTY TAX

8.2.1 Analytic Assumptions and Structure

The value capture analysis in this TRID Plan is limited to the property tax. There are no municipal sales taxes in Allegheny County; the County's own 1% sales tax is dedicated to its Regional Assets District and existing local needs, and has not been evaluated as part of the TRID concept. While Mt. Lebanon is among several Pennsylvania municipalities that levy a municipal "earned income tax", future increments in this levy that might occur within the TRID has been excluded from the value capture analysis to this point.[2]

With respect to the property tax, a threshold issue is that of timing. Section 702 of the TRID Act limits the value capture amortization schedule to 20 years—that is, from the effective date of the district, the diversion of the tax increment (and any bond financing based on it) is limited to 20 years, after which the full volume of property tax dollars flows to the taxing jurisdictions. If a TRID-wide value capture area were put in place in 2008, the flow of tax increment dollars from any development projects that came on-line in later years would be truncated when the overall 20-year window expires.

In response, a two-tier strategy is recommended:

1. On a district-wide basis, the 20-year tax increment would be tapped to fund transit improvements; streets, sidewalks, and public amenities; and Main Street activities such as façade loans and business development. The TRID value capture area, which is coterminous by law with the TRID itself, would take effect on the date established in the ordinance or resolution adopting the TRID plan.

2. The TRID plan would also provide that each of the Strategic Opportunity Sites, when ready for development, would be custom-fitted with a 20-year tax increment finance schedule *of its own*, commencing on a project-specific effective date. The principles of this approach appear fully consistent with Sections 701 through 703 of the TRID Act, as long as the incremental revenue streams from any given property is used only once and not double-counted.[3]

---

[2] The TRID Act suggests that non-property taxes might be included in the value capture mechanism. However, it is unclear in the case of the earned income tax how the value capture district would apply—whether to residents who live in the district, employees who work there, or both.

[3] This could be achieved by technically amending the TRID boundaries to "carve out" a Strategic Opportunity Site (for example, the Mt. Lebanon Air Rights or the Dormont Junction park-and-ride lot) from the TRID when it is ripe for development. The original TRID Plan would explicitly anticipate this process as part of its implementation strategy. The carved-out site could simultaneously be reconstituted as

The Act requires that the entire tax increment be dedicated to TRID improvements, unless the TRID budget and financing plan demonstrates that the entire increment (that is, a 100% participation rate) is not needed. The district-wide and project-specific analyses presented in this Part support the use of lower participation rates, reflecting the estimated TRID improvement budgets.[4]

8.2.2 The Multivariate Sensitivity Model

This Part presents a series of spreadsheet analyses representing:

- district-wide TRID activities in each of the two municipalities;
- eight development concepts representing the Low- and High-Density scenarios for the Strategic Opportunity Sites at each station.

It must be understood that the development concepts presented in this TRID Plan, the costs of their public and private components, and related assumptions about interest rates or other future economic conditions, are preliminary, conceptual, and likely to change as real events unfold. The TRID finance models presented in this Part are not snapshot analyses frozen in time. Rather, each is a multi-variate sensitivity model—a simple but dynamic tool allowing local and County officials to evaluate "what if" scenarios by manipulating different sets of development alternatives, economic assumptions, policy decisions, cost estimates, and market conditions.

The spreadsheets are color-coded as follows:

- Yellow cells contain values that will be set by local policy-makers, such as millage rates, TIF participation rates, parking fees, and future state or federal grant applications.
- Tan cells contain values representing development program components—the number of residential units, or parking spaces, or square feet of commercial space. While currently set to reflect the Strategic Opportunity Site concepts contained in this TRID Study, they can be varied to reflect alternative uses or densities.

---

a TIF—consistent with Section 703 of the Act, which states that TRID jurisdictions "are encouraged and may make maximum use of existing laws to advance and further implement TRID purposes. Without limitation, application of the following acts [including the TIF Act]…[is] consistent with the intent of TRID implementation." Alternatively, the carved-out site could be technically reconstituted as a "TRID within a TRID". It should also be noted that if a Strategic Opportunity Site is ready for development early in the 20-year life of the TRID (such that most of the 20 years would be available to it), the "carve-out" might not be necessary at all.

[4] *TRID Value Capture Questions: Review by PA Department of Community & Economic Development,* September 26, 2006; also, interview with Denny Puko, Local Government Policy Specialist, Governor's Center for Local Government Services, October 15, 2007.

- Pink cells are cost estimates for specific public improvements. While currently set to reflect the cost estimates developed in this TRID Study, they can be varied to reflect changing conditions or assumptions.

- Orange cells contain assessed valuations—either current valuations obtained from the Office of Property Assessment, or estimated or assumed valuations for proposed future development projects.

- Green cells represent future financial market variables, such as interest rates or debt coverage requirements.

- Blue cells contain key "bottom line" output values calculated by the model based on the other variables described above.

8.3 DISTRICT-WIDE VALUE CAPTURE

8.3.1 Overview

Tables 8-1 and **8-2** illustrate how district-wide value capture would work in the Dormont and Mt. Lebanon portions of the TRID.[5] Within each municipality, the TRID would capture the district-wide growth in valuation and tax yield—a combination of pure background appreciation, any "proximity bonus" arising from being part of a compact transit village, and any property improvements and infill development that may occur throughout the district (except for the redevelopment of the Strategic Opportunity Sites). These revenues would support district-wide investments intended to stimulate private investment in the station areas and adjoining residential neighborhoods.

The district-wide sensitivity models are structured as follows:

- The starting point is the current cumulative taxable valuation within the TRID boundaries, which has been supplied by the County Office of Property Assessment. The existing millage rates for the Borough or Municipality, County, and School District are applied to the total valuation, resulting in the current tax yield within the TRID for each of the taxing jurisdictions.[6]

- The TRID Act is silent as to whether future tax yield growth attributable to millage rate increases (as opposed to increased valuation) will be eligible for

[5] As noted in Part 3.4, the use of incremental property tax revenues is assumed to be segregated by municipality, at least with respect to the municipal and school district portions of the tax. While the County share could be fungible, for simplicity's sake the analysis presented here does not make that distinction.

[6] Except for property sales and new construction, valuations have not changed since 2002, and the Study Team cannot predict when, or how frequently, revaluation will occur. The model therefore assumes that the current 2002 valuations (which include subsequent sales and new construction but are deflated to 2002 dollars) will be in effect when the TRID is adopted and the 20-year clock starts to run.

capture. The model conservatively assumes that those increments based on *current* millage rates are capturable, but that any future growth attributable to millage rate *increases* will fall outside the TRID value capture (except for that portion of future rate increases that serve to off-set the effect of inflation on the present value of the tax increment).

- The yield is increased each year by a "growth factor", which can be set at different levels for Years 1-10 (when the TRID improvements and development projects are still being planned and built) and Years 11-20. This factor is a proxy for three components of revenue growth in the district: background appreciation, any "proximity bonus", and private improvements or infill. Based on the recent history in both municipalities of flat or very slightly positive growth, the illustrative model assumes very low values (0.5% and 1.0% annually). If annual growth exceeds this conservative assumption, the tax increment will be greater.

- This modest district-wide increment is used to fund TRID investments that are district-wide rather than project-specific in impact—transit improvements, streets, sidewalks, public amenities, façade improvements, and Main Street business development. The investments are represented by allowances, which can be varied at the discretion of local officials depending on the financial performance of the TRID and the availability of other funds.

- These same expenditures could be augmented by grants from Commonwealth and federal funding sources, leveraged by the local investment in the TRID. Place-holder values have been inserted to illustrate this point.

- A key policy variable to be determined by local and County decision-makers is the set of "participation rates"—that is, the percentages of the annual tax increment that are captured and diverted to the TRID rather than flowing to the respective general funds of the Borough or Municipality, School District, and County. For a given set of participation rates, the spreadsheets calculate the incremental tax revenues captured for the TRID as well as the incremental revenues which the taxing jurisdictions would retain over the 20-year period.

The two district-wide models posit a uniform participation rate of 50% across the board, which appears sufficient to fund the investments to which the district-wide tax increment would be dedicated. However, the jurisdictions could agree, as matter of policy, to set a higher rate across the board (to fund additional improvements or off-set lower growth factors than those assumed here), or to negotiate differential rates among jurisdictions.[7]

[7] The property tax increment may be of greater proportional significance in Dormont than in Mt. Lebanon, with different implications for local and school participation rates. Because Dormont's land area is so small (and the TRID contains two station areas and virtually all of the Borough's commercial property), the TRID boundaries encompass *two-thirds* of Dormont's total taxable valuation. In Mt. Lebanon, the TRID encompasses only 17% of the Municipality's taxable valuation; moreover, Mt. Lebanon has a local 1% earned income tax, which supplements its property tax revenues and is not part of the TRID Plan.

8.3.2 Dormont District-Wide

The Dormont portion of the TRID contains approximately $177 million in current assessed valuation, approximately 67% of the Borough's total tax base, with an existing annual tax yield of $7,080,000 for the Borough, County, and School District combined. The annual growth in these revenues, as defined above, would be used to fund the following:

- the basic package of street resurfacing, sidewalks, and streetscape improvements for the Potomac Station area along Potomac, Broadway, Espy, and Belrose Avenues, costing approximately $600,000;[8]

- additional street and sidewalk improvements in both the commercial and residential areas of the TRID, and a Main Street program in the Potomac and Dormont Junction station areas;

- an allowance for future transit improvements. While each Strategic Opportunity Site project includes platform and related improvements at the corresponding station, the district-wide TRID program could fund additional improvements at the stations, as well as the low-platform stops at Kelton and Stevenson, the light rail system itself, and bus service along West Liberty Avenue.[9]

Under the assumptions outlined in Part 7.4.1, Dormont's 20-year cumulative value capture from district-wide property tax revenues amounts to nearly $5,000,000. This is more than sufficient to fund the investments listed above. The spreadsheet shows that if modest state and federal grant funds were received as well, the program could expand accordingly.[10]

8.3.3 Mt. Lebanon District-Wide

The Mt. Lebanon portion of the TRID contains $367.5 million in current assessed valuation, or 17% of the Municipality's total tax base, with an existing annual tax yield of $12,142,000 for the Municipality, County, and School District combined. The annual growth in these revenues, as defined above, would be used to fund:

---

[8] See the Cost Estimate Worksheet for Potomac Station Low- or High-Density in Part 7.2. For Dormont Junction, the corresponding set of basic street and sidewalk improvements would be financed through the development of the park-and-ride site; see Part 8.5.2 below.

[9] TRID-funded transit improvements could include improvements and repairs to the core facilities (station platforms, trackbeds, signals, or catenary poles within the TRID); enhancements such as pedestrian amenities, lighting, landscaping, signage, bicycle racks or lockers, station heating, and vending or informational kiosks; or operating improvements, such as additional feeder bus service or enhanced repair and maintenance programs at the stations and stops within the TRID.

[10] Because Dormont's district-wide annual value capture revenues are modest and difficult to underwrite, it is assumed that they would be used on a pay-as-you-go basis for general improvements and Main Street activities. To fund early capital investments (such as the $600,000 package of street and sidewalk improvements in the Potomac Station area), TRID revenues could be used to off-set debt service on a general obligation bond, with the TRID-funded share growing over time.

- public improvements common to both the Low- and High-Density development scenarios. These include the Grand Stairs connecting Washington Road to the station, the make-over of Parse Way, and improvements to Alfred Street and Shady Drive East. Together, these improvements are estimated to cost roughly $3,400,000.[11]

- on-going efforts with respect to street and sidewalk improvements, future transit improvements, and an expanded Main Street program, similar to those described for Dormont above.[12]

Given the larger cash flows projected for Mt. Lebanon's portion of the TRID and the need to fund a $3,400,000 set of capital improvements up-front, it is assumed that a borrowing based on anticipated TRID revenues would be necessary. A bond issue backed by district-wide TRID revenues at their projected Year 10 levels could yield approximately $2,700,000.[13] This would be supplemented by bond proceeds from the Mt. Lebanon Low-Density residential development, which is expected to occur early in the life of the TRID (see Part 8.4.4 below). Together these sources would cover the major public improvement program while leaving much of Mt. Lebanon's district-wide flow of TRID dollars for on-going street, sidewalk, transit, and Main Street investments.

[11] See the Cost Estimate Worksheet for Mt. Lebanon Low- or High-Density in Part 7.2.

[12] As in Dormont, the allowance for future transit improvements contemplates not only the light rail station and its immediate environs, but the entire light rail system within the TRID (out to the stop at Poplar) as well as Port Authority bus services, especially on Washington Road.

[13] Here again, it would be impractical to underwrite a stand-alone borrowing based only on the projected district-wide tax increment revenue stream. However, these revenues could be dedicated to help fund a general obligation borrowing; in the early years the TRID contribution to debt service would fall short of the total requirement but in later years it would catch up and then exceed it.

Table 8-1: TRID Financing Model
Dormont District-Wide

Sources & Uses					
Public Costs			(Rounded from Potomac Low and High Estimates: Potomac Ave, Espy, Belrose, Broadway)		
Potomac Station Area Base Infrastructure		600,000			
Streets, Sidewalks, Amenities Allowance		1,000,000			
Main Street Facade Loans, etc., Allowance		2,000,000			
Future Transit Improvements, Allowance		2,000,000	(Over and above $500,000 per station in Estimate)		
Total Costs		**5,600,000**			
Sources		Total	Borough	County	School
TRID Value Capture: District-Wide		**4,907,822**	1,717,738	575,442	2,614,642
Federal and Non-Profit Grants		1,000,000			
State and Other Grants		1,000,000			
Total Sources		**6,907,822**			
				Whole Borough:	267,398,850
TRID Value Capture Calculation:					
Current Taxable Assessed Valuation		177,000,000			
Millage Rates		0.04000	0.01400	0.00469	0.02131
Existing yield (2007 conditions, $2002)		7,080,000	2,478,000	830,130	3,771,870
Growth Factor, Years 1-10	0.50%				
Growth Factor, Years 11-20	1.00%				
Year 1		7,115,400	2,490,390	834,281	3,790,729
Year 2		7,150,977	2,502,842	838,452	3,809,683
Year 3		7,186,732	2,515,356	842,644	3,828,731
Year 4		7,222,666	2,527,933	846,858	3,847,875
Year 5		7,258,779	2,540,573	851,092	3,867,114
Year 6		7,295,073	2,553,275	855,347	3,886,450
Year 7		7,331,548	2,566,042	859,624	3,905,882
Year 8		7,368,206	2,578,872	863,922	3,925,412
Year 9		7,405,047	2,591,766	868,242	3,945,039
Year 10		7,442,072	2,604,725	872,583	3,964,764
Year 11		7,516,493	2,630,772	881,309	4,004,412
Year 12		7,591,658	2,657,080	890,122	4,044,456
Year 13		7,667,574	2,683,651	899,023	4,084,900
Year 14		7,744,250	2,710,488	908,013	4,125,749
Year 15		7,821,693	2,737,592	917,093	4,167,007
Year 16		7,899,910	2,764,968	926,264	4,208,677
Year 17		7,978,909	2,792,618	935,527	4,250,764
Year 18		8,058,698	2,820,544	944,882	4,293,271
Year 19		8,139,285	2,848,750	954,331	4,336,204
Year 20		8,220,678	2,877,237	963,874	4,379,566
Expected Cumulative Yield at Current Valuation		141,600,000	49,560,000	16,602,600	75,437,400
Projected Yield With Growth Factor		151,415,645	52,995,476	17,753,484	80,666,685
Cumulative Gross Increment		9,815,645	3,435,476	1,150,884	5,229,285
Participation Rates			50%	50%	50%
TRID Value Capture		**4,907,822**	1,717,738	575,442	2,614,642
Weighted Average Participation Rate		50%			
New Taxes Retained Over 20 Years (Not Diverted to TRID)					
		4,907,822	*1,717,738*	*575,442*	*2,614,642*

Table 8-2: TRID Financing Model
Mt. Lebanon District-Wide

Sources & Uses

Public Costs

Strategic Improvements: Grand Stairs, Parse Way, Alfred, East Shady		3,400,000	(Rounded from Estimate for Mt. Lebanon High and Low)		
Streets, Sidewalks, Amenities Allowance		2,000,000			
Main Streets Facade Loans, etc., Allowance		2,000,000			
Future Transit Improvements, Allowance		2,000,000			
Total Costs		**9,400,000**			
Sources		Total	Municipality	County	School
TRID Value Capture: District-Wide		**8,462,770**	1,266,104	1,194,774	6,001,893
Federal and Non-Profit Grants		1,000,000			
State and Other Grants		1,000,000			
Total Sources		**10,462,770**			
TRID Value Capture Calculation:					
Taxable Assessed Valuation		367,500,000		Whole Munic.:	2,131,856,009
Millage Rates		0.03322	0.00497	0.00469	0.02356
Existing yield (2007 conditions, $2002)		12,208,350	1,826,475	1,723,575	8,658,300
Growth Factor, Years 1-10	0.50%				
Growth Factor, Years 11-20	1.00%				
Year 1		12,269,392	1,835,607	1,732,193	8,701,592
Year 2		12,330,739	1,844,785	1,740,854	8,745,099
Year 3		12,392,392	1,854,009	1,749,558	8,788,825
Year 4		12,454,354	1,863,279	1,758,306	8,832,769
Year 5		12,516,626	1,872,596	1,767,097	8,876,933
Year 6		12,579,209	1,881,959	1,775,933	8,921,318
Year 7		12,642,105	1,891,369	1,784,813	8,965,924
Year 8		12,705,316	1,900,825	1,793,737	9,010,754
Year 9		12,768,842	1,910,330	1,802,705	9,055,808
Year 10		12,832,687	1,919,881	1,811,719	9,101,087
Year 11		12,961,013	1,939,080	1,829,836	9,192,097
Year 12		13,090,624	1,958,471	1,848,134	9,284,018
Year 13		13,221,530	1,978,055	1,866,616	9,376,859
Year 14		13,353,745	1,997,836	1,885,282	9,470,627
Year 15		13,487,283	2,017,814	1,904,135	9,565,333
Year 16		13,622,155	2,037,993	1,923,176	9,660,987
Year 17		13,758,377	2,058,372	1,942,408	9,757,597
Year 18		13,895,961	2,078,956	1,961,832	9,855,173
Year 19		14,034,920	2,099,746	1,981,450	9,953,724
Year 20		14,175,270	2,120,743	2,001,265	10,053,262
Expected Cumulative Yield at Current Valuation		244,167,000	36,529,500	34,471,500	173,166,000
Projected Yield With Growth Factor		261,092,541	39,061,708	36,861,048	185,169,785
Cumulative Gross Increment		16,925,541	2,532,208	2,389,548	12,003,785
Participation Rates			50%	50%	50%
TRID Value Capture		**8,462,770**	1,266,104	1,194,774	6,001,893
Weighted Average Participation Rate		50%			
New Taxes Retained Over 20 Years (Not Diverted to TRID)					
		8,462,770	*1,266,104*	*1,194,774*	*6,001,893*
Borrowing Capacity (Assume issuance based on Year 10 level) :					
Year 10 Annual Tax Increment			312,168		
Debt Service Coverage / Avail. for Debt	1.33	6.00%	234,713		
Bond Issue Amount			**2,692,140**		
Surplus Bond Proceeds from Townhouses			710,415	(See Table 8-8)	
Total Bonding Capacity for Strategic Improvements			**3,402,555**		

8.4 STRATEGIC OPPORTUNITY SITES

8.4.1 Overview

As explained earlier, each of the Strategic Opportunity Site projects is assumed to have its own TRID tax increment mechanism, with a discrete 20-year value capture period. Eight different project finance models are provided in this section. Three of these correspond to the Low-Density development scenarios for each station. For the High-Density scenarios, a single model is presented for Potomac; for Dormont Junction and Mt. Lebanon, however, the High-Density scenario is broken into two projects each, reflecting the likelihood that development would unfold as a series of discrete projects over time.

Each project finance model is designed to address three questions:

- What are the *site-specific cost premiums* that might make a given project uncompetitive or infeasible for a developer under normal market conditions? Examples include the cost of building on air rights; the cost of structured parking; major traffic or environmental mitigation measures; or an enhanced level of public realm improvements.

- What public investments are required in order to remove those impediments, and what do they cost?

- Is the TRID tax increment sufficient to finance these government investments, and if so, is there incremental revenue left over for other government purposes?

In each of the spreadsheet models, the tax increment participation rates have been calculated at levels that make the TRID financing work, given current data and assumptions. In each case, the rates are less than 100%, meaning that some incremental tax revenue is left over for general purposes.

A key factor supporting TRID tax increment financing is that most of the Strategic Opportunity Site projects would be built on currently vacant land or air rights, such that all future property tax revenues would be incremental.[14] Moreover, the proposed development projects, particularly higher-end residences, represent a significant infusion of property valuation, in both relative and absolute terms.

With respect to residential development, the financing models (like the cost estimates in Part 7.0) assume a standard unit size of 850 square feet net and 1,000 square feet gross. As explained in Section 4.1, the actual mix of bedroom types and unit sizes which might be proposed by developers will vary, and could result in a different number of units. The valuations used in the model are therefore based on a unit value per net salable square

[14] For projects that would replace existing taxable uses, the projected tax increment would be net of the current yield. Even in these cases, the valuation and yield of the new projects would exceed those of the existing uses many-fold.

foot, so as to be valid for any equivalent mix of unit counts and sizes occupying the same gross building area.

The residential unit value assumed in the models is $200 per net square foot.[15] While this exceeds any residential values currently in the Dormont market, Mt. Lebanon has several properties with similar or higher per-square foot values. Washington Park, the new condominium project located in the TRID between Dormont and Mt. Lebanon stations, has sales prices well in excess of $250 per square foot.[16]

8.4.2 Potomac Station

As described in Section 4.2, the Strategic Opportunity Sites for Potomac Station consist of modest-scale infill development on three of the four corners adjoining the station. The Low- and High-Density scenarios are quite similar; the "High" scenario accommodates somewhat greater density by fitting in a pair of small structured parking facilities.

Tables 8-3 and **8-4** provide the financing models for the Low- and High-Density scenarios, respectively. In each case, the model covers Sites A and B only (the gas station / convenience store / parking lot assemblage and the one-story retail block). Site C, the small in-fill addition to the Dormont Place elderly housing, is assumed not to require any TRID investment.[17]

The costs which have been identified for TRID financing, in both the Low- and High-Density scenarios, include the following:[18]

- $500,000 in improvements to the light rail station and its immediate environs;[19]
- a $300,000 allowance for enhanced streetscape and public amenity investment, over and above the base infrastructure requirements contained in the cost estimate;[20]
- the replacement of the 32 public parking spaces now located in the Espy Avenue lot. In the Low-Density Scenario, where all parking is in surface lots, it is

[15] This value is less than the average sales price that would result from the construction costs presented in Part 7.2 plus normal sales commission and profit. While developers would not produce the units for less than cost plus reasonable profit, a conservatively low valuation number was used for purposes of the financing model.

[16] Source: sales advertisements. The projected assessment upon completion (cited at the Mt. Lebanon Commission meeting approving the TIF) was $37.3 million, suggesting an assessed valuation per square foot well in excess of $200 ("Mt. Lebanon Council OK's TIF Funding for Condo Project", *Pittsburgh Post Gazette*, April 26, 2007).

[17] See the description of these sites and projects in Part 4.2.

[18] No public site assembly costs are included. The private properties are assumed to be redeveloped by their owners; the Espy Avenue parking lot, a Borough-owned property, would be ground-leased or purchased by the developer.

[19] This allowance is included in the Low- and High-Density Cost Estimate Worksheets in Part 7.2.

[20] These basic requirements, costing approximately $600,000, are covered as part of Dormont's district-wide TRID program; see Part 8.3.2 and Table 8-1 above.

assumed that the Borough would use annual TRID revenues to lease the 32 replacement spaces from the developer of Site A, on terms that would amortize their capital cost of $4,300 per space.

In the High-Density scenario, the 32 spaces would be part of a parking deck on Site A; it is assumed that the Borough would purchase the 32 spaces from the developer, or fund the entire 68-space deck and sell the non-public spaces to the developer. Either way, the TRID financing would cover the $27,000 estimated capital cost per space.

The Potomac High-Density scenario, and all scenarios for Dormont Junction and Mt. Lebanon on the pages that follow, contemplate a bond issue or other form of borrowing based on the tax increment for each project. This is possible because the assessed valuation and future tax yield of each new development can be forecast with reasonable accuracy, and the baseline yield is either zero or comparatively small. Bond proceeds would be used only for publicly owned improvements, and to the greatest extent possible would be structured so as to qualify for tax-exempt financing and for Commonwealth Financing Authority's TIF Guarantee Program.

From the private standpoint, under both the Low- and High-Density scenarios for Potomac Station, future developers would be relieved of any costs associated with replacing the public parking, improving the light rail station, and creating a first-class pedestrian environment integrating the station, the streetscape, and the development sites. Moreover, the ground rent that the developer of Site A would pay the Borough for the use of the Espy Avenue parking lot would result in a highly competitive land value per housing unit of under $10,000.

From the public standpoint, the Potomac Station TRID financing appears to achieve the following results:

- All of the identified public costs are covered, at participation rates well below 100%. Although Sites A and B contain existing taxable uses, the incremental revenues retained by the taxing jurisdictions under these participation rates would exceed the current tax yield on these properties several-fold.

- In the High-Density scenario, the potential bond issue has a built-in cushion of surplus proceeds (in case costs are higher than projected) and surplus cash flow to meet a debt service coverage requirement of 1.33. To the degree that surplus proceeds or cash flow are actually generated, these would be available for any other TRID purpose.

- Net revenues from the 32 public parking spaces serving the retail district could be retained by the Borough.

Table 8-3: TRID Financing Model
Potomac Low-Density Scenario

Public Improvements						
Public Parking (surface)				(Replaces Espy lot; Borough leases from developer;		
No. spaces / cost per space / total	32	4,300	137,600	cost/space rounded from Estimate)		
Enhanced Streetscape at Sites (allowance)			250,000			
Station Improvements			500,000			
Total Cost			**887,600**			
Sources of Funding						
Ground Rent:						
Value per sf / Area in sf / Land Value	$15	10,000	150,000		Land cost / unit:	
Annual rent factor / Annual Rent	8%		**12,000**		Annual:	800.00
					PV:	$9,933
Incremental Tax Yield:						
Residential units / Val. per sf / Total Val.	25	200	4,250,000		Val. per unit:	170,000
SF Retail / Val. per sf / Total Val.	16,000	100	1,600,000			
Total Assessed Valuation of Project			5,850,000			
Future Tax Yield			Total	Borough	County	School
Millage Rate			0.04000	0.01400	0.00469	0.02131
Future Yield			234,000	81,900	27,437	124,664
Existing Valuation / Yield		960,000	(38,400)	(13,440)	(4,502)	(20,458)
Tax Increment			195,600	68,460	22,934	104,206
Participation Rates				50%	50%	50%
Annual TIF Value Capture			**97,800**	34,230	11,467	52,103
Total Annual Revenue (Rent+TIF)			**109,800**			
Required to Amortize Public Costs	8%		($90,404)			
Net Remaining Annual TRID Revenues			**19,396**	(Available for District-Wide Improvements and Main Sts.)		
Net New Taxes Retained by Jurisdictions (Not Diverted)			Total	Borough	County	School
			97,800	*34,230*	*11,467*	*52,103*
Existing Borough-Wide Revenues			10,695,954	3,743,584	1,254,101	5,698,269
Percentage of Existing Boro Revenues			0.91%	0.91%	0.91%	0.91%
Net Garage Revenues						
Daily use (assume spaces are metered)	$2.00					
Gross revenue @ 80% occ. weekdays			12,000			
Gross revenue @ 50% occ. weekends			3,680			
Total Gross Revenue			15,680			
O&M per space / Total	$200		(6,400)			
Net Annual Operating Revenue			9,280			
Cap Rate / Capitalized Value	10%		**92,800**			

Table 8-4: TRID Financing Model
Potomac High-Density Scenario

Public Improvements						
Public Parking (surface)						
No. spaces / cost per space / total	32	27,000	864,000			
Enhanced street & amenities allowance			250,000			
Station Improvements allowance			500,000			
Total Cost			**1,614,000**			
Sources of Funding						
Ground Rent:						
Value per sf / Area in sf / Land Value	$30	10,000	300,000		Land cost / unit:	
Annual rent factor / Annual Rent	10%		**30,000**		Annual:	1,000.00
					PV:	$9,980
Incremental Tax Yield:						
Residential units / Val. per sf / Total Val.	45	200	7,650,000		Val. per unit:	170,000
SF Retail / Val. per sf / Total Val.	15,800	100	1,580,000			
Total Assessed Value of Project			9,230,000			
Future Tax Yield			Total	Borough	County	School
Millage Rate			0.04000	0.01400	0.00469	0.02131
Future Yield			369,200	129,220	43,289	196,691
Existing Valuation / Yield		960,000	(38,400)	(13,440)	(4,502)	(20,458)
Tax Increment			330,800	115,780	38,786	176,234
Participation Rates				55%	55%	55%
TIF Value Capture			**181,940**	63,679	21,332	96,929
Total Annual Revenue (Rent+TIF)			**211,940**			
Borrowing Capacity:						
Debt Service Coverage / Avail. for Debt	1.33	6.00%	159,353			
Bond Issue Amount			**1,827,771**			
Bottom Line: Bond Issue Sources Minus Uses			**213,771**			
Plus: Surplus Annual Revenues			52,587	(Debt cushion > 1.00, available after bond payment)		
Net New Taxes Retained by Jurisdictions (Not Diverted)			Total	Borough	County	School
			148,860	*52,101*	*17,454*	*79,305*
Existing Borough-Wide Revenues			10,695,954	3,743,584	1,254,101	5,698,269
Percentage of Existing Borough Revenues			1.39%	1.39%	1.39%	1.39%
Net Garage Revenues						
Daily use	$2.00					
Gross revenue @ 80% occ. weekdays			12,800			
Gross revenue @ 50% occ. weekends			3,680			
Total Gross Revenue			16,480			
O&M per space / Total	$350		(11,200)			
Net Operating Revenue			5,280			
Cap Rate / Capitalized Value	10%		**52,800**			

8.4.3 Dormont Junction Station

As described in Section 4.3, the Strategic Opportunity Site at Dormont Junction consists of the large triangle on east side of the station formed by the light rail tracks, West Liberty Avenue, and Park Boulevard. The Low-Density scenario involves the redevelopment of the park-and-ride lot only, while the High-Density scenario would include the immediately adjacent Hyundai car dealership as well, if its owner so chooses. A High-Density Expanded scenario would extend the redevelopment to the southern portion of the triangle, where the Nissan dealership is currently located; it is assumed that this would occur, if at all, at a future time once the location is established.

Low- and High-Density Scenarios. In both the Low- and High-Density scenarios (**Tables 8-5** and **8-6**), the peculiarities of this site create significant cost premiums. The largest is structured parking, which in this case is even more expensive because of its location partially below-grade in the hillside. Moreover, the Port Authority's 132-space park-and-ride lot is assumed to be replaced in full. A high-quality TOD project at this location also requires that Biltmore Avenue be rebuilt as an urban boulevard, that a plaza be created at platform level, and that all of the surrounding sidewalks be repaved and landscaped.

In the Low-Density scenario, the following costs would be financed through the TRID tax increment mechanism:

- the 132-space park-and-ride component of the garage, which is assumed to be publicly owned and funded. This parking has an estimated cost of $32,000 per space, higher than a typical structured space because it is partially below-grade. The public investment also covers approximately $1,100,000 in excavation, footings, foundations, and the garage roof, providing the developer with a funded platform, to be conveyed by long-term ground lease, on which to build housing, retail, and private parking.

- $500,000 in improvements to the light rail station and its immediate environs;[21]

- approximately $1,100,000 in roadway, sidewalk, landscape, and traffic signal improvements to create the new Biltmore Avenue and station plaza.[22]

In the High-Density scenario (which incorporates the Hyundai dealership property), the TRID-financed improvements are conceptually similar to those of the Low-Density scenario, with the publicly-funded share of the garage increased to reflect additional spaces for retail use as well as a larger excavated footprint. [23]

---

[21] This allowance is included in the Low- and High-Density Cost Estimate Worksheets in Part 7.2.
[22] See Cost Estimate Worksheet, Part 7.2.
[23] It is assumed that redevelopment of the Hyundai property would occur through the voluntary actions of the owner and that no public expenditure would be required to assemble the site. The owner would either retain his development rights or sell them to a third party.

In both scenarios, from the private standpoint, the developer would be relieved of any costs associated with replacing the park-and-ride spaces in an underground structure, excavating the hill, improving the light rail station, and creating the new Biltmore Avenue and station plaza. The ground rent that the developer would pay for the ready-to-build development deck would result in a highly competitive land value per housing unit of $10,000-15,000.

From the public standpoint, the TRID financing appears to achieve the following results:

- All of the identified public costs are covered, at TIF participation rates well below 100%. Based on the data and assumptions available at this time, the participation rates would be roughly 70% for the Low-Density scenario and 60% for the High-Density. The incremental revenues that are retained by the jurisdictions under these rates still provide a significant infusion of new general-purpose tax dollars—in the High-Density scenario, perhaps 5% of the current Borough-wide annual tax yield.

- The potential tax increment bond issue has a built-in cushion of surplus proceeds (in case costs are higher than projected) and surplus cash flow to meet a debt service coverage requirement of 1.33. To the degree that surplus proceeds or cash flow are actually generated, these would be available for any other TRID purpose.

- A $3.00 daily rate on the commuter park-and-ride spaces would generate an net operating cash flow (after paying the *pro rata* share of operating costs), which could be retained by the Port Authority for transit use or left in the TRID, as required.

High-Density Expanded Scenario. In the High-Density Expanded scenario (**Table 8-7**), the Nissan dealership property is redeveloped by its owner. As explained in Part 4.3, this project would also allow the Borough to convert the existing public parking lot at the McFarland triangle into a park, replacing the spaces as part of the development. In addition, redeveloping the Nissan property is assumed to require the acquisition (by the developer) of the 30 parking spaces owned by Jamie's restaurant along the rail transit right of way; these could also be replaced within the new development.

The Nissan redevelopment project, if and when it occurs, is assumed to involve the following TRID-financed costs:

- 100 publicly owned spaces in the developer's multi-use garage;[24]

- public improvements along both sides of West Liberty Road and at the McFarland triangle lot, including an allowance for a high level of pedestrian amenities.

[24] As an alternative, building 80 such spaces would leave 20 surface spaces in the triangle lot for maximum shopping convenience, while saving TRID resources for other work.

As in the other scenarios, this model covers the public costs at participation rates that allow the Borough, County, and School District to retain a substantial stream of incremental revenues. Although the Hyundai and Nissan properties are currently taxable, the existing yields are a fraction of the incremental revenues which would be created by redevelopment.

Table 8-5: TRID Financing Model
Dormont Junction Low-Density Scenario

Public Improvements						
Public Garage (Park-and-Ride plus retail)						
No. spaces / cost per space / total	132	32,000	4,224,000	(Full replacement of Park-and-Ride)		
Earthwork, footings, air rights deck			1,100,000	(Rounded from Estimate)		
Biltmore Ave., Plaza, Signal			1,200,000	(Rounded from Estimate)		
Station improvements (allowance)			500,000			
Total Cost			**7,024,000**			
Sources of Funding						
Ground Rent:						
Value per sf / Area in sf / Land Value	$25	82,764	2,069,100		Land cost / unit:	
Annual rent factor / Annual Rent	10%		**206,910**		Annual:	1,655
					PV:	$14,092
Incremental Tax Yield:						
Residential units / Val. per sf / Total Val.	125	200	21,250,000		Val. per unit:	170,000
SF Retail / Val. per sf / Total Val.	9,000	110	990,000			
Total Assessed Value of Project			22,240,000			
Future Tax Yield			Total	Borough	County	School
Millage Rate			0.04000	0.01400	0.00469	0.02131
Future Yield			889,600	311,360	104,306	473,934
Existing Valuation / Yield			0	0	0	0
Tax Increment			889,600	311,360	104,306	473,934
Participation Rates				70%	70%	70%
TIF Value Capture			**622,720**	217,952	73,014	331,754
Total Annual Revenue (Rent+TIF)			**829,630**			
Borrowing Capacity:						
Debt Service Coverage / Avail. for Debt	1.33	6.00%	623,782			
Bond Issue Amount			**7,154,730**			
Bond Issue Capital Surplus / Gap (Sources Minus Uses)			**130,730**			
Plus: Surplus Annual Revenues			205,848	(Debt cushion > 1.00, available after bond payment)		
Annual Net New Taxes Retained (Not Diverted)			Total	Borough	County	School
			266,880	*93,408*	*31,292*	*142,180*
Existing Borough-Wide Revenues			10,695,954	3,743,584	1,254,101	5,698,269
Percentage of Existing Borough Revenues			2.50%	2.50%	2.50%	2.50%
Net PA Garage Revenues						
Daily rate	$3.00					
Gross revenue @ 95% occ. weekdays			94,050			
Gross revenue @ 15% occ. weekends			6,831			
Total Gross Revenue			100,881			
O&M per space / Total	$450		(59,400)			
Net Operating Revenue			41,481			
Cap Rate / Capitalized Value	10%		**414,810**			

Table 8-6: TRID Financing Model
Dormont Junction High-Density Scenario

Public Improvements							
Public Garage (Park-and-Ride plus retail)							
No. spaces / cost per space / total	148	32,000	4,736,000	(132 park-and-ride plus 16 retail)			
Earthwork, footings, air rights deck			1,900,000	(Rounded from Estimate)			
Biltmore Ave., Park Blvd., Plaza, Signal			1,400,000	(Rounded from Estimate)			
Station imprpvements (allowance)			500,000				
Total Cost			**8,536,000**				
Sources of Funding							
Ground Rent:							
Value per sf / Area in sf / Land Value	$24	82,764	1,986,336		Land cost / unit:		
Annual rent factor / Annual Rent	10%		**198,634**		Annual:	983	
					PV:	$9,813	
Incremental Tax Yield:							
Residential units / Val. per sf / Total Val.	202	200	34,340,000		Val. per unit:	170,000	
SF Retail / Val. per sf / Total Val.	19,800	110	2,178,000				
Total Assessed Value of Project			36,518,000				
Future Tax Yield			Total	Borough	County	School	
Millage Rate			0.04000	0.01400	0.00469	0.02131	
Future Yield			1,460,720	511,252	171,269	778,199	
Existing Valuation / Yield (Hyundai Property)		280,000	(11,200)	(3,920)	(1,313)	(5,967)	
Tax Increment			1,449,520	507,332	169,956	772,232	
Participation Rates				60%	60%	60%	
TIF Value Capture			**869,712**	304,399	101,974	463,339	
Total Annual Revenue (Rent+TIF)			**1,068,346**				
Borrowing Capacity:							
Debt Service Coverage / Avail. for Debt	1.33	6.00%	803,267				
Bond Issue Amount			**9,213,413**				
Bottom Line: Bond Issue Sources Minus Uses			**677,413**				
Plus: Surplus Annual Revenues			265,078	(Debt cushion > 1.00, available after bond payment)			
Net New Taxes Retained by Jurisdictions (Not Diverted)			Total	Borough	County	School	
			579,808	*202,933*	*67,982*	*308,893*	
Existing Borough-Wide Revenues			10,695,954	3,743,584	1,254,101	5,698,269	
Percentage of Existing Borough Revenues			5.42%	5.42%	5.42%	5.42%	
Net PA Garage Revenues							
Daily rate	$3.00						
Gross revenue @ 95% occ. weekdays			105,450				
Gross revenue @ 15% occ. weekends			7,659				
Total Gross Revenue			113,109				
O&M per space / Total	$450		(66,600)				
Net Operating Revenue			46,509				
Cap Rate / Capitalized Value	10%		**465,090**				

Table 8-7: TRID Financing Model
Dormont Junction High-Density Expanded

Public Improvements						
Public Garage Spaces (Park-and-Ride plus retail)						
No. spaces / cost per space / total	100	32,000	3,200,000	(Replace 70 in existing triangle lot + 30 Jamie's)		
Earthwork, footings, garage roof			700,000	(Rounded from Estimate: allocated share)		
Additional W. Liberty / McFarland Infr.			600,000	(Rounded from Estimate: allocated share)		
McFarland Triangle (additional allowance)			700,000	(Over and above basic landscaping and sidewalks)		
Total Cost			**5,200,000**			
Sources of Funding						
Ground Rent:						
Value per sf / Area in sf / Land Value	n/a					
Annual rent factor / Annual Rent	n/a					
Incremental Tax Yield:						
Residential units / Val. per sf / Total Val.	142	200	24,140,000		Val. per unit:	170,000
SF Retail / Val. per sf / Total Val.	11,000	110	1,210,000			
Total Assessed Value of Project			25,350,000			
Future Tax Yield			Total	Borough	County	School
Millage Rate			0.04000	0.01400	0.00469	0.02131
Future Yield			1,014,000	354,900	118,892	540,209
Existing AV / Yield (Nissan property)		1,353,000	(54,120)	(18,942)	(6,346)	(28,832)
Tax Increment			959,880	335,958	112,546	511,376
Participation Rates				70%	70%	70%
TIF Value Capture			**671,916**	235,171	78,782	357,963
Total Annual Revenue (Rent+TIF)			**671,916**			
Borrowing Capacity:						
Debt Service Coverage / Avail. for Debt	1.33	6.00%	505,200			
Bond Issue Amount			**5,794,604**			
Bottom Line: Bond Issue Sources Minus Uses			**594,604**	(Available for District-Wide Improvements and Main Street)		
Plus: Surplus Annual Revenues			166,716	(Debt cushion > 1.00, available after bond payment)		
Net New Taxes Retained by Jurisdictions (Not Diverted)			Total	Borough	County	School
			287,964	*100,787*	*33,764*	*153,413*
Existing Borough-Wide Revenues			10,695,954	3,743,584	1,254,101	5,698,269
Percentage of Existing Borough Revenues			2.69%	2.69%	2.69%	2.69%

Net Garage Revenues for Public Spaces			
Daily rate	$3.00		
Gross revenue @ 75% occ. weekdays		56,250	
Gross revenue @ 75% occ. weekends		25,875	
Total Gross Revenue		82,125	
O&M per space / Total	$450	(45,000)	
Net Operating Revenue		37,125	
Cap Rate / Capitalized Value	10%	**371,250**	

8.4.4 Mt. Lebanon Station

As explained in Part 4.4, the Strategic Opportunity Sites for Mt. Lebanon include the station air rights as well as key public assets connecting the station to Washington Road. The development strategy is incremental, with three initiatives common to both the Low- and High-Density scenarios: the already planned hotel on Washington Road; the Grand Stairs and Parse Way improvements; and a town-house project at the southern end of the station property which can be developed as soon as market conditions allow, without using the air rights.

The High-Density scenario would add one or two air rights projects if and when market conditions allow: a residential loft development based on an extension of the North Garage; and a high-rise retail and office building resting on an air rights garage built over the northern end of the station, above the platform.

Aside from the major public improvements, the cost hurdles for development are obvious: in the case of the Low-Density townhouse project, underground parking; and in the case of the two High-Density projects, the premium cost of building over the air rights. *At all three stations, but especially at Mt. Lebanon, the ability of future developers to provide less parking than would be required in a non-TOD location with traditional zoning is economically critical.* While TRID financing is used to defray the cost of that parking which must be provided, the most efficient way to reduce the cost of parking is to require less of it.

Low-Density Scenario

As shown in **Table 8-8**, the financial model for the Low-Density Scenario is focused on the 42-unit town-house development. The TRID-financed costs include:

- the standard $500,000 allowance for station improvements; and
- a public contribution to the cost of the underground parking; the analysis uses a 25% contribution as a starting point.[25]

As **Table 8-6** indicates, the model provides sufficient borrowing capacity to cover these public costs, with proceeds left over to complete the funding of the Grand Stairs, Parse Way, Alfred Street (which adjoins the townhouse site), and Shady Drive East improvements.[26]

[25] While the townhouse parking will be private, the site is owned by the Mt. Lebanon Parking Authority, and the development agreement could be structured such that the parcel is ground-leased with the garage in place. The developer would design and build the garage, combining the TRID proceeds with private funds. The borrowing rate reflects the likelihood that the TRID financing will be taxable.

[26] The balance of the funding for these improvements would be financed through Mt. Lebanon's district-wide TRID revenues; see Part 8.3.3 and Table 8-2 above.

High-Density Scenario

Table 8-9 shows how the public elements of the proposed air rights residential project would be financed. This project consists of 90 loft units and 90 parking spaces, with some the lofts built on top of the garage extension, some at street level facing Shady Drive East, and some on the north face of the garage facing the Grand Stairs. The publicly financed elements are:

- the premium cost of decking over the air rights;[27]
- a 25% contribution to the spaces themselves;
- a $500,000 allowance for additional improvements to the station, to mitigate the impact of the overhead construction.

Table 8-10 presents the same analysis for the proposed parking deck over the platform end of the air rights. This deck would be a rectangle whose long dimension would be parallel to the tracks; the back footings of the high-rise would rest on the deck, allowing direct access from the garage into the building. The TRID-financed elements would be similar to those of the loft project:

- the premium cost of decking over the air rights (see footnote 27 below);
- a 25% contribution to the first actual level of the garage, in exchange for which the Parking Authority would use those spaces for peak evening and weekend parking and retain the revenue derived from that use;
- a $1,000,000 allowance for additional improvements to the station, reflecting the need to create a new passenger environment once the platform is decked over.

In both cases, the financing appears to provide sufficient borrowing capacity to fund the identified TRID costs, while relieving the future developers of the cost of air rights construction and station improvements and off-setting a portion of their conventional costs for structured parking. The model requires ground lease payments for the improved air rights on which each developer will build his private improvements.

[27] Since the entire footprint of the deck consists of the parking garage, the cost of decking at this early conceptual stage is represented by an allowance equal to an extra, unoccupied layer of parking at a cost of 125% of the normal cost of above-ground structured parking. The 25% premium reflects the extra height of the "empty layer" as well as the extra cost of building over live tracks. The width of the track area to be decked over does not appear to present unusual spanning or load transfer problems. A 25% contingency is then added to allow for staging and other construction issues associated with this site.

Table 8-8: TRID Financing Model
Mt. Lebanon Low-Density Scenario (Town-House Project)

Public Improvements						
Site prep, excavation, footings, deck						
No. spaces / cost per space / total	56	9,500	532,000	(TRID funds 25% of cost of underground pkg.)		
Station Improvements (allowance)			500,000			
Total Cost			**1,032,000**			
Sources of Funding						
Ground Rent:						
Value per sf / Area in sf / Land Value	$35	20,000	700,000		Land cost / unit:	
Annual rent factor / Annual Rent	10%		**70,000**		Annual:	1,667
					PV:	$14,189
Incremental Tax Yield:						
Residential units / Val. per sf / Total Val.	42	200	7,140,000		Val. per unit:	170,000
SF Retail / Val. per sf / Total Val.	0		-			
Total Assessed Value of Project			7,140,000			
Future Tax Yield			Total	Municipality	County	School
Millage Rate			0.03322	0.00497	0.00469	0.02356
Future Yield			237,191	35,486	33,487	168,218
Existing AV / Yield			0	0	0	0
Tax Increment			237,191	35,486	33,487	168,218
Participation Rates				70%	70%	70%
TIF Value Capture			**166,034**	24,840	23,441	117,753
Total Annual Revenue (Rent+TIF)			**236,034**			
Borrowing Capacity:						
Debt Service Coverage / Avail. for Debt	1.33	8.00%	177,469			
Bond Issue Amount			**1,742,415**			
Bond Issue Capital Surplus / Gap (Sources Minus Uses)			**710,415**	(To be used for Grand Stairs, Parse Way)		
Plus: Surplus Annual Revenues			58,565	(Debt cushion, available after bond payment)		
Annual Net New Taxes Retained (Not Diverted)			Total	Municipality	County	School
			71,157	*10,646*	*10,046*	*50,466*

Table 8-9: TRID Financing Model
Mt. Lebanon High-Density Scenario (Air Rights Lofts Project)

Public Improvements							
North Garage Extension over LRT							
Air Rights Premium (by spaces)	45	42,000	1,890,000	(TRID funds air rights premium: 1 level at factor of 1.25 *plus* 25% contingency)			
No. spaces / cost per space / total	90	6600	594,000	(TRID funds 25% of cost of structured parking)			
LRT Improvements			500,000				
Total Cost			**2,984,000**				
Sources of Funding							
Ground Rent:							
Value per sf / Area in sf / Land Value	$30	35,000	1,050,000		Land cost / unit:		
Annual rent factor / Annual Rent	10%		**105,000**		Annual:	1,167	
					PV:	$11,643	
Incremental Tax Yield:							
Residential units / Val. per sf / Total Val.	90	200	15,300,000		Val. per unit:	170,000	
SF Retail / Val. per sf / Total Val.	0		-				
Total Assessed Value of Project			15,300,000				
Future Tax Yield			Total	Municipality	County	School	
Millage Rate			0.03322	0.00497	0.00469	0.02356	
Future Yield			508,266	76,041	71,757	360,468	
Existing AV / Yield		-	0	0	0	0	
Tax Increment			508,266	76,041	71,757	360,468	
Participation Rates				70%	70%	70%	
TIF Value Capture			**355,786**	53,229	50,230	252,328	
Total Annual Revenue (Rent+TIF)			**460,786**				
Borrowing Capacity:							
Debt Service Coverage / Avail. for Debt	1.33	8.00%	346,456				
Bond Issue Amount			**3,401,554**				
Bottom Line: Bond Issue Sources Minus Uses			**417,554**				
Plus: Surplus Annual Revenues			114,330	(Debt cushion > 1.00, available after bond paym't)			
Net New Taxes Retained by Jurisdictions			Total	Municipality	County	School	
			152,480	*22,812*	*21,527*	*108,140*	

Table 8-10: TRID Financing Model
Mt. Lebanon High-Density Scenario (Air Rights Office Project)

Public Improvements						
Parking Deck Over Parse Way and LRT Station						
Air Rights Premium (by spaces)	110	42,000	4,620,000	(TRID funds air rights premium: 1 level at factor of 1.25 *plus* 25% contingency)		
No. spaces / cost per space / total	110	6,600	726,000	(TRID funds 25% of 1st level for night/weekend public use)		
New Station Interior (lighting, amenities)			1,000,000			
Total Cost			**6,346,000**			
Sources of Funding						
Ground Rent:						
Value per sf / Area in sf / Land Value	$50	18,000	900,000			
Annual rent factor / Annual Rent	10%		**90,000**			
Garage Revenues to Municipality						
Shared spaces / Avg. daily rev. / Total	110	$2.75	110,413	(Assumes Parking Authority has 50% use of 110 spaces)		
O&M per space / Total		$0	$0	(Assumes developer pays all O&M)		
Total Garage Revenue			**110,413**			
Incremental Tax Yield:						
No. res. units / Val. per unit / Total Val.			-			
SF Retail / AV per sf / Total AV	10,500	110	1,155,000			
SF Office / AV per sf / Total AV	94,500	200	18,900,000			
Total Assessed Value of Project			20,055,000			
Future Tax Yield			Total	Municipality	County	School
Millage Rate			0.03322	0.00497	0.00469	0.02356
Future Yield			666,227	99,673	94,058	472,496
Existing AV / Yield		544,000	(18,072)	(2,704)	(2,551)	(12,817)
Tax Increment			648,155	96,970	91,507	459,679
Participation Rates				85%	85%	85%
TIF Value Capture			**550,932**	82,424	77,781	390,727
Total Annual Revenue (Rent+Garage+TIF)			**751,345**			
Borrowing Capacity:						
Debt Service Coverage / Avail. for Debt	1.33	6.00%	564,921			
Bond Issue Amount			**6,479,597**			
Bottom Line: Bond Issue Sources Minus Uses			**133,597**			
Plus: Surplus Annual Revenues			186,424	(Debt cushion > 1.00, available after bond payment)		

Land cost / unit:	
Annual:	n/a
PV:	n/a

Rent/sf	27
O&M/sf	-7
3xNet	20
Cap rate	10%
Value	200

Net New Taxes Retained by Jurisdictions (Not Diverted)	Total	Municipality	County	School
	97,223	*14,545*	*13,726*	*68,952*

9.0 PUBLIC OUTREACH AND TRAINING

9.1 INTRODUCTION

Act 238 of 2004, the PA TRID LAW, the law that provided enabling legislation for municipalities in Pennsylvania to undertake TRID studies, requires that public be notified of the study and be afforded an opportunity to participate. This Part describes the public meetings held, the training sessions to educate newly elected officials, and the process by which the public was notified about the meetings. Copies of invitations, newspaper articles, etc. are included.

9.2 PUBLIC MEETINGS

Throughout the project, the Steering Committee advised the consultant team on public participation. The Steering Committee comprised of officials of Dormont Borough and the Municipality of Mt Lebanon, along with representatives from Allegheny County Department of Economic Development, Port Authority of Allegheny County, and the Study consultant team. Prior to every public meeting or communication, the Steering Committee provided input into the content of these meetings and communications. The Steering Committee met nearly monthly, on the following dates:

- March 7, 2007
- May 3, 2007
- June 8, 2007
- July 5, 2007
- August 2, 2007
- September 6, 2007
- September 20, 2007
- October 4, 2007
- October 31, 2007
- December 5, 2007
- January 10, 2008
- February 7, 2008
- February 28, 2008
- March 6, 2008
- May 1, 2008

The first challenge was to develop an inclusive public process database of key Study stakeholders. The database identified community-based participants from Dormont and Mt. Lebanon as well as agency representatives, developers, and public officials. The database was continually updated during the process to include meeting participants and others who became involved during the course of the Study.

9.2.1 Public Process Round One: Introducing the Study

This first set of meetings was intended to educate the public about Transit-Oriented Development (TOD) and the Transit Revitalization Investment District Regulations. In addition, the first set of meetings provided an opportunity for the public, local officials and developers to discuss transit and development issues with the Study Team. On July 12, 2007, three meetings were convened at the Mt Lebanon Municipal Building:

- Developers Roundtable
- Meeting with Stakeholders
- Public Meeting

Presentations were given at all three meetings, followed by a question and answer session. About 62 in total were in attendance.

Some of the themes that emerged from this round of meetings included:

- The three stations pose very different challenges and opportunities. Potomac Station offers an opportunity for infill. Dormont Junction is very complicated and challenging due to the slope. Mount Lebanon has a vital business district on an upper level, a short walk from the station. Yet, the station is the "back door" to the district.
- The citizens are extremely interested in the developers' perspective on the sites and, in particular, want to be able to have dialogue directly with developers.
- Increasing transit access does not necessarily mean decreasing traffic, particularly in areas that may become hubs or interfaces between transit and cars.
- Adequate infrastructure may be the determining factor for new development
- Most of those in attendance supported new development in Dormont and Mt. Lebanon, and were interested in knowing more about the details of the development.

9.2.2 Public Process Round Two: Site-specific Design and Development Workshops

The second round of meetings was convened on September 19, 2007 at the Hollywood Theatre in Dormont as a set of two design workshops to discuss options for site planning and development. In the late afternoon, a joint workshop for developers and stakeholders was convened. In the evening, the public workshop was convened. At both sessions, a Microsoft PowerPoint presentation was given, with the video portion being projected through the movie theatre's equipment. Following the presentation, participants were invited to join one of the following three workshop tables (one for each of the three station areas), facilitated by members of the Study consultant team.

Issues that emerged from this round of workshops regarding Potomac Station included:

- This area could use community stores, such as a small-scale grocery or hardware store, to support existing residents and to attract new residents.
- In many cases, properties are owned by absentee landlords. In such cases, the burden of improvements would be borne by the tenant businesses, but many times, those businesses are unable to afford the improvements.
- Many of the businesses are not "walk-in" and a more "productive" use of commercial space should be explored.
- The Potomac commercial area appeals to a different demographic.

Issues that emerged from this round of workshops regarding Dormont Junction Station included:

- A high volume of people use this station, but, overall, Dormont is a small-scale, walkable community.
- Residences are very close to the tracks and streets in Dormont are narrow.
- A connection to West Liberty Avenue is possible, despite the grade change.
- There is an opportunity for lower level commuter-oriented commercial such as coffee, dry-cleaning drop-off, etc. to be located near the station.
- There is concern that people would not pay to leave their cars at a garage in order to take transit.

Issues that emerged from this round of workshops regarding Mt. Lebanon Station included:

- On the one hand, participants questioned whether the infrastructure was adequately sized for the proposed development. On the other hand, others questioned whether the options discussed were "ambitious" enough. It was further discussed that if greater height and density are explored, it should be on Washington Road and perhaps air rights should be used to help develop it.
- There was concern about impact of the development on the value of houses on Shady Drive East. It was suggested to keep Shady Drive East residential and to use the air rights over the Light Rail Transit/Parse Way for commercial.
- Participants expressed interest in seeing the economic analysis of options, such as return on investment, in addition to finding out proposed costs of development, and potential funding sources.

About 44 persons participated at the workshops.

9.2.3 Public Process Round Three: Introducing the Study

The third and final round of meetings was convened on March 5, 2008 at the Mt. Lebanon Municipal Building. The purpose of the meeting was to keep the public, local officials and developers informed about the TRID Study, process, and concepts. The Study team presented detailed information on the concepts that they shared at the workshop on September 19, 2007. The Team presented results such as cost information,

transportation and environmental overview analyses, and discussed the steps that would be necessary to secure development once the Study is concluded.

Some of the issues that emerged from this round of meetings included:

- While many supported new development, some participants expressed concern over the impact that new development might have on existing development and traffic patterns.
- There was some concern that garages would not work because Pittsburghers do no like to pay for parking, let alone utilize parking garages.
- Participants noted the importance of sight lines and visual connections between the transit stations and the adjoining neighborhood. They emphasized the importance of the visual connection at the Dormont station and noted that there would be an opportunity for a gateway into the neighborhood.
- Some noted that the interrelationship of commercial and residential uses with transportation.
- As in previous meetings, the majority of those in attendance were generally supportive of new development but were concerned about details (i.e., size, bulk, intensity) of development and the means in which the public would help to finance the development

About 61 persons attended the final public meeting.

9.3 PA HOUSE MAJORITY POLICY COMMITTEE HEARING

Two members of the PA House Majority Policy Committee, Representative Todd Eachus and Representative Matt Smith, held a hearing on Thursday, November 1, 2007 regarding transit-oriented development. The focus of the hearing was the South Hills TRID Planning Study, with the intent of promoting the study. A number of persons testified, including Allegheny County Executive Dan Onorato, the County's Project Manager and the Consultant for this Study, a representative from Port Authority, one staff member each from the Borough of Dormont and the Municipality of Mt. Lebanon, a member of 10,000 Friends of Pennsylvania and a member of the development community. The testimony focused on how transit oriented development can bring economic development opportunities to mature communities such as Dormont and Mt. Lebanon.

9.4 TRAINING

During the course of the South Hills TRID Planning Study, the governing bodies of the Borough of Dormont and the Municipality of Mt. Lebanon and the Boards of Directors of the Keystone Oaks and Mt. Lebanon School Districts underwent changes. Starting January 1, 2008 each body received four new members. In order to educate the new members and to refresh those local elected officials who remained, meetings were held on the following days:

- Mt. Lebanon Commission – January 28, 2008
- Mt. Lebanon School District – February 11, 2008
- Dormont Borough Council – February 19, 2008
- Keystone Oaks School District – February 21, 2008

At each meeting, a Microsoft PowerPoint slide show of the Study was presented. The slide show provided an overview of Act 238, the benefits of transit-oriented development and the renderings of potential development at the Strategic Opportunity Sites presented at the September 19, 2007 Public Meeting. Following the presentation, discussion was made regarding the next steps in implementing TRID, along with a call for intergovernmental (including school district) cooperation.

9.5 PUBLIC OUTREACH TECHNIQUES

A number of techniques were utilized to inform developers, stakeholders and the public about the public meetings. The following paragraphs describe the techniques employed for each meeting.

For the first public meeting, invitations were mailed to the state, county and local elected officials representing the South Hills TRID Planning Study Area. E-mail messages were sent as a back-up. The Municipality of Mt. Lebanon prepared a press release and placed a notice in the monthly publication Mt. Lebanon Magazine. Both municipalities and Allegheny County placed a notice on their respective websites.

At the meeting, guests were requested to sign in and provide contact information. Names of guests that were not initially in the database were incorporated into the database subsequent to the meeting.

Techniques used to inform the stakeholders and the public about the second public meeting were similar to those used for the first meeting. Two additional items were used. One, a "Save the Date" card, was mailed in advance to provide recipients with advanced notice of the meeting date. The second means was provided by the management of the Hollywood Theatre – the name of the Study and time and date of the meeting were placed on the theatre's marquee.

Like the first meeting, guests at the second meeting were requested to sign in and provide contact information. This information was compared to the database, and names of guests who had not attended previously were added.

For the third meeting, invitations were mailed to the expanded database. E-mail messages were also sent as a back-up. The Municipality of Mt. Lebanon prepared a press release and placed a notice in the monthly publication Mt. Lebanon Magazine. Both municipalities and Allegheny County placed a notice on their respective websites.

The remainder of this Part is an appendix that contains examples of the techniques used to involve the public throughout the study, summaries of notes taken at the meeting, copies of the presentations and articles that appeared in local newspapers and magazines.

ATTACHMENTS

First Public Meeting – July 12, 2007

- Press release
- Meeting invitations
- Information Sheet
- Discussion notes

Second Public Meeting – September 19, 2007

- Save the date card
- Meeting Invitations
- Marquee photograph
- Discussion notes

Third Public Meeting – March 5, 2008

- Press release
- Save the date card
- Meeting invitations
- Discussion notes

Agenda From November 1, 2007 Hearing

Media Articles

MT. LEBANON
PENNSYLVANIA

PUBLIC INFORMATION OFFICE
MUNICIPAL BUILDING
710 WASHINGTON ROAD
PITTSBURGH, PA 15228
PHONE 412-343-3407
www.mtlebanon.org

Contact: Susan Morgans, PIO
FOR IMMEDIATE RELEASE

Mt. Lebanon and Dormont to Hold Joint Meeting on Transit-Oriented Development

Mt. Lebanon and Dormont will come together Thursday, July 12, to discuss how the neighboring communities might work together to promote the development of housing, shopping and basic services near their T stations. This will be the first in a series of meetings planned to solicit input on transit-oriented development.

Pennsylvania's 2005 Transportation Revitalization Investment District (TRID) Act provided funding that enables municipalities to study the best ways of creating housing and retail development near public transit lines. Mt. Lebanon and Dormont were among the first recipients of TRID grants and the first in the state to submit a successful multi-municipal application. Each community received a $75,000 grant and provided a $25,000 match.

Mt. Lebanon and Dormont have a mutual interest in promoting housing and other well-planned development in close proximity to the T stations in order to expand their tax bases, invigorate the business districts and encourage greater use of public transit. Three sessions planned for July 12 are a first step toward a goal that could take several years to accomplish.

David Veights of the nationally known transportation and infrastructure consulting firm, DMJM Harris, will help structure the day. The process will be a "study about what we intend to accomplish and [an opportunity to] gather input from the public," Veights says.

Developers will meet from 1-2 p.m.; public officials, municipal boards and authorities and representatives of the business community will meet (by invitation only) from 5:30-6:30 p.m., and the Dormont/ Mt. Lebanon public is encouraged to attend from 7:30-8:30 p.m.

Sessions will be held in the commission chamber of Mt. Lebanon Municipal Building, 710 Washington Road. For further information, contact George Dboyovsky, Dormont manager, 412-561-8900, or George Darakos of the Allegheny County Department of Community Development, 412-350-1090.

South Hills Transit Reinvestment District (TRID) Planning Study
Borough of Dormont
Municipality of Mount Lebanon
Allegheny County Department of Economic Development
Port Authority of Allegheny County

Please join us for the first
Public Meeting
to introduce the
South Hills Transit Reinvestment District (TRID) Planning Study
to be held on
Thursday, July 12, 2007
7:30 PM
Mount Lebanon Municipal Building
710 Washington Road, Pittsburgh, PA 15228

The communities of Dormont and Mount Lebanon have received a Transit Revitalization Investment District (TRID) grant from the State to plan for new development surrounding the area's light rail transit system.

Transit-Oriented Development (TOD) is the place where transit and community-building meet. The TRID is a tool to spur TOD, community revitalization, and improvements around public transit facilities in neighborhoods across the Commonwealth. The objective of this Study is to identify future land use and development scenarios that are desirable and feasible.

During the course of this eight-month Study, we will convene three public meetings. At this first public meeting, we will explain the concepts of TOD and the use of the TRID as an economic development and community-building tool. We encourage you to join us for this important kick-off session. Please come and meet the Study team, hear a presentation outlining the project, and have an opportunity to ask questions.

For questions, or to confirm your attendance at the meeting, please contact Karen Brean, Public Outreach Coordinator, TRID Study team, at (412) 244-3445.

South Hills Transit Reinvestment District (TRID) Planning Study
Borough of Dormont
Municipality of Mount Lebanon
Allegheny County Department of Economic Development
Port Authority of Allegheny County

Please join us for the first
Stakeholders meeting
to introduce the
South Hills Transit Reinvestment District (TRID) Planning Study
To be held on
Thursday, July 12, 2007
5:30 -6:30 PM (*Note corrected time*)
Mount Lebanon Municipal Building
710 Washington Road, Pittsburgh, PA 15228

The communities of Dormont and Mount Lebanon have received a Transit Revitalization Investment District (TRID) grant from the State to plan for new development surrounding the area's light rail transit system.

Transit-Oriented Development (TOD) is the place where transit and community-building meet. The TRID is a tool to spur TOD, community revitalization, and improvements around public transit facilities in neighborhoods across the Commonwealth. The objective of this Study is to identify future land use and development scenarios that are desirable and feasible.

We are convening a Stakeholders Committee for this important project and asking for your participation. During the course of this eight-month Study, we will convene the Committee three times, including this kick-off meeting. The first meeting will explain the concepts of TOD and the use of the TRID as an economic development and community-building tool. The second and third meetings will provide an opportunity for presentation and feed back on the analysis we will undertake and the concept plans we will produce.

We encourage you to join us for this important kick-off session. Please come and meet the Study team, hear a presentation outlining the project, and have an opportunity to ask questions. Because of the importance of your perspective to the success of this project, we ask that, if you are not available, please designate someone to attend who could share your views with us.

To confirm your attendance at the meeting, or to let us know of your additional invitees, please contact Karen Brean, Public Outreach Coordinator, TRID Study team, at (412) 244-3445.

THE BOROUGH OF DORMONT INCORPORATED 1909 · MT. LEBANON PENNSYLVANIA · ALLEGHENY COUNTY Economic Development Coordinating Success · Port Authority connecting people to life

South Hills Transit Revitalization Investment District (TRID) Planning Study
Borough of Dormont
Municipality of Mount Lebanon
Allegheny County Department of Economic Development
Port Authority of Allegheny County

Please join us for a
Developers Roundtable
to introduce the
South Hills Transit Revitalization Investment District (TRID) Planning Study
To be held on
Thursday, July 12, 2007
1:00 – 2:30 PM
Mount Lebanon Municipal Building
710 Washington Road, Pittsburgh, PA 15228

The communities of Dormont and Mount Lebanon have received a Transit Revitalization Investment District (TRID) grant from the State to plan for new development surrounding the area's light rail transit system. The objective of this study is to identify future land use and development scenarios that are desirable from the standpoint of Transit-Oriented Development (TOD) and smart growth as well as those that are feasible from a development perspective.

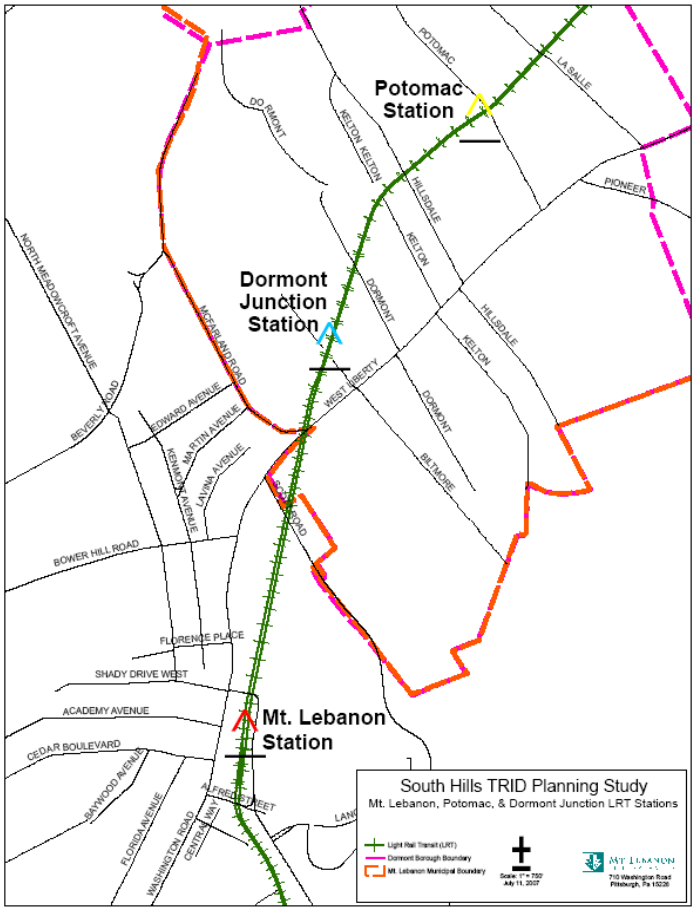
The TRID is an economic development tool used to spur TOD, community revitalization, and improvements around public transit facilities in neighborhoods across the Commonwealth. In addition, it allows for the establishment of "value capture" areas in which incremental tax revenues generated within the TRID may be applied to public transportation capital improvements, related site development improvements, and maintenance.

Your perspective, as a member of the development community, is a key element to the success of this project. We hope that you will join us for this important session. Please come and meet the consultants and rest of the Study team, hear a presentation outlining the project, and have an opportunity to ask questions.

To confirm your attendance at the meeting, and to let us know of your additional invitees, please contact Karen Brean, Public Outreach Coordinator, TRID Study team, at (412) 244-3445.

South Hills Transit Revitalization Investment District (TRID) Planning Study
Borough of Dormont
Municipality of Mt. Lebanon
County of Allegheny
Port Authority of Allegheny County

The communities of Dormont and Mt. Lebanon have received a Transit Revitalization Investment District (TRID) grant from the State to plan for new development surrounding the area's light rail transit system. Allegheny County is providing support to the communities, and Port Authority of Allegheny County is taking an active role in coordinating the development along its Light Rail Transit (LRT) System.



Transit-Oriented Development (TOD) refers to places with a wide range of development types designed to encourage walking and the use of transit and take advantage of the markets created by transit. The TRID is a tool to spur TOD, community revitalization, and improvements around public transit facilities in neighborhoods across the Commonwealth. The objective of this Study is to identify future land use and development scenarios that are desirable and feasible.

During the course of this eight-month Study, we will convene three public meetings. At this first meeting, we will explain the concepts of TOD and the use of the TRID as an economic development and community-building tool. We encourage you to join us for this important kick-off session. Please meet the Study team, hear a presentation outlining the scope of the study, and ask questions.

Future opportunities to learn more about the results of the study and to provide input will occur later this year. Please check the websites for the Borough of Dormont and the Municipality of Mt. Lebanon periodically for updates.

The Borough of Dormont, the Municipality of Mt. Lebanon, the Allegheny County Department of Economic Development and Port Authority of Allegheny County welcome your participation in the study and look forward to hearing your thoughts. Please feel free to ask questions after the presentation or forward written comments by mail to:

Karen Brean
Karen Brean Associates
7300 Penn Avenue
Pittsburgh, PA 15208

Alternatively, you may e-mail your comments to Karen at KMBrean@aol.com.

Thank you for your interest and participation.

THE BOROUGH OF DORMONT
INCORPORATED 1909

MT. LEBANON
PENNSYLVANIA

ALLEGHENY COUNTY
Economic Development
Coordinating Success

Port Authority
connecting people to life

Public Meeting
South Hills Transit Reinvestment District Study
Thursday, July 12, 2007
7:30 – 8:30 PM
Mt. Lebanon Municipal Building
Discussion Notes

- Maybe stations could act more as hubs
- Goal of Transit Oriented Development (TOD) = maximizing activity
- Meeting with developers? Turnout? Outcome?
  - Five developers; mostly informational
  - Talked about barriers to developing in past – sites not ready (infrastructure)
- What sites?
  - Not at that point yet, but could explore air rights in Mt. Lebanon and parking lots in Dormont
- What does development here do for Port Authority?
  - More riders/improved atmosphere
- Thinking of linking 2 areas [Dormont and Mt. Lebanon]?
  - Two communities beginning to interact because of the study
  - Dormont and Mt. Lebanon share a corridor
- If there were a project, how would it benefit both communities?
- What are the options? The impacts?
- Why not have the public and developers together at the next meeting?
- New approach to parking – less of it because of transit?
- What are you [study team] proposing for Mt. Lebanon and Dormont?
  - This study is to find out what the communities want; slides were examples
- Mt. Lebanon is built up
- Three very different stations
  - Potomac – opportunity for infill
  - Dormont Junction – complicated and challenging with slope
  - Mt. Lebanon business district – short walk from station; upper level main street; may just plug holes

- There is empty office space here [Mt. Lebanon]. Why put up more?
    - Planning districts go beyond immediate station area

- Make sure and benefit what's here first

- This study looks at more than development.
    - Walkability, vibrancy

- How high will it go?
    - We don't have an agenda

- Increased transit leads to increased traffic

- What's the impact on the school district?
    - Housing invites a certain demographic

- Increased traffic on road
    - TOD = development, but purpose is to shore up transit access
    - Getting ridership surveys, etc.
    - Temporary situation of problematic link to Downtown
    - 15% service cut in June, but still access

- Dormont = most densely developed

- Connection from transit to Washington Road
    - Park Way = bad first impression but has potential

- What are the projected private versus public funds? Are any funds committed?
    - We do not have those answers yet

- What about State and County dollars?
    - The County has committed funds; the State will probably come through

- What is the contract amount?
    - $188,000

- History of Dormont is transit-oriented
    - With oil and gas skyrocketing, there is a need for TOD

- Note sketch in Mt. Lebanon magazine re: air rights
    - Pleased with opportunity for expansion

- Castle Shannon was originally involved in this study; pulled out to work on Shannon Station

- Would like a movie theatre

- Is Cochran expanding?

- Is the goal to improve communities or to have others use transit system?
    - Primary goal = community development
    - Grant initiated by local government

- The "T" goes through a little slice of the City. The DC metro goes where people want to go
    - DC has incentives for mass transit; only a handful of systems are of that magnitude

- Could good TOD encourage development of more transit?
    - Yes

- Would like to access a grocery store by transit and have a place on the vehicle for groceries

- Who will have authority to make decisions?
    - Local government, not the County decision (as long as it is consistent with Comp Plan
    - Alignment with County Land Use Plan (via community planning process)

- Port Authority looking at overall system during next six months
    - Are more feeder buses to the "T" being looked at?
    - System analysis should dovetail with this project

Stakeholders Meeting
South Hills Transit Reinvestment District Study
Thursday, July 12, 2007
5:30 – 6:30 PM
Mt. Lebanon Municipal Building
Discussion Notes

- Models around the country have transit agencies partnered with developers
  - We have had examples of an agency in an equity position

- 36 affordable out of 180 units?
  - Last two administrations worked to couple Transit Oriented Development (TOD) with affordable housing

- Is it a grant [for development]?
  - State has finance agency deal
  - Massachusetts has programs to make first time home buying affordable
  - Some examples in Pittsburgh

- Will there be acquisition of private property?
  - Study is not at the point of recommendations but, for example, wouldn't imagine anything radical at Potomac Station
  - May have parking lots that are developable
  - Shadyside – infill development example
  - Coolidge Corner (Boston) infill example

- Dormont – concerned with Dormont Junction

- Central Square/Shady = transit villages
  - Could they be restored and enhanced?

- Mt. Lebanon Economic Development Council interested in preserving and promoting affordable housing

- Now the transit line is point to point (home to Downtown). How can we advertise the new developments?
  - Connect people with jobs and places
  - Will make recommendations to "tell people what you have"
  - Example: ads for "Development at Wellington" in every "T" station in Boston
  - In this case, [promotion] combination of local government and businesses
  - Note Neighbors in the Strip (NITS) example" map of all the businesses and attractions in the Strip
  - Business organization in Dormont
  - Study will look at relationship between stations and business districts

    - Dormont Main Street program could provide opportunity for advertising, etc.

- Have Federal dollars supported TRIDs?
    - Joint development can use Federal Transit Administration (FTA) dollars (example: building for station and other use)
    - Livable communities initiative
    - Real support comes locally

- Who asks for the dollars?
    - Port Authority "knocks on the doors"

- How important is the reduction of carbon emissions to the FTA?
    - Last 15 years = better balance between highways and transit
    - As a result, sustainability has become a key issue
    - Still not enough dollars to go around
    - National movement to push the agenda (next authorization process starts in about a year)

Developers Roundtable
South Hills Transit Reinvestment District Study
Thursday, July 12, 2007
1:00 – 2:30 PM
Mt. Lebanon Municipal Building
Discussion Notes

- Need to know about sites
  - Mt. Lebanon Station
  - Dormont Junction
  - Potomac Station

- Have these sites been targeted because of property control?

- Mt. Lebanon Station challenges
  - Air rights
  - Active LRT site (coordination between PAT and Municipality)
  - Surface rights with PAT agreement (gives review rights; this time PAT is a partner)
  - Note: zoning previously addressed
  - Note: UDA document

- 2005 Charette re: vision
  - Consensus: mixed-use residential/commercial; condos/rental/commercial

- Municipality of Mt. Lebanon focused on providing development platform

- Study area = ½ mile around stations
  - ½ mile radius by legislation

- Dormont has four stops
  - Promote walkable community

- Park and Rides in Dormont and Mt. Lebanon (Kiss and Ride)
- Want development, not necessarily just increased parking

- Downtown development experience shows that transit does not = less parking
  - 20 units = 20 spaces
  - Still lose potential tenants over only providing 1 space per unit

- Is Mt. Lebanon considering transit oriented district?
  - Ordinance has Planned Mixed Use District overlay
  - Parking is still its own section of Ordinance, but there are various flexibilities (ex: shared parking, etc.)

- "Second main street" with a Transit Oriented Development (TOD)
- Will it create more transit "front doors?" (now the Mt. Lebanon steps = the back door)
- Next steps (after today)
    - Three-day design workshop: concepts at three sites
    - Second round of meetings
    - Third round of meetings : study results

- How on-board is Port Authority?
    - Port Authority has been seeking proposals for joint development opportunities/TOD at Park and Rides
    - Chris Hess at Port Authority to manage process
    - Given current circumstances, what can PAT's role be?
    - Site control
    - Part of Cooperative Agreement
    - Would incorporate engineering requirements into development platform
    - Funding conduit
    - If TRID were established funds would go to Port Authority
    - Sort of TIF-like

- Team not predisposed re: who pays for what (need to also know who can do what)

- Allegheny Comprehensive Plan (Allegheny Places) in concert with State principles
    - Projects in line with these will be more easily funded

- What heights and densities are envisioned?
    - Heights: step up from Shady Drive to Washington Road
    - Densities: will be market studies and other explorations to determine this
    - The fewer unknowns, the better (especially in terms of infrastructure)

- End results of study?
    - Identify developable sites
    - Put development tools in place
    - Get parking and traffic studies out of the way
    - Identify tools
    - Get public buy-in from both communities
    - Charge = TRID plan for three stations (a lot of opportunity)
    - ½ mile

- Note that there are Mt. Lebanon community members who have issue with public subsidies to spur development (Washington Park example)

- Importance of collaboration at beginning
    - Provides developer with package of due diligence (permits, financial structure, etc.)

- After study there will be an RFP for development

425 Sixth Avenue
Suite 800
Pittsburgh, PA 15219

[address label_

Save the date!

Please join us!

What? A pubic design workshop on the South Hills Transit Revitalization District Study covering the Potomac, Dormont Junction and Mt. Lebanon "T" Stations

When?: Wednesday, Sept. 19, 2007
Time and Place?: To be Determined

Watch your mailbox for more details!

South Hills Transit Reinvestment District (TRID) Planning Study
Borough of Dormont
Municipality of Mount Lebanon
Allegheny County Department of Economic Development
Port Authority of Allegheny County

Please join us for a
Public Design Workshop
for the
South Hills TRID Planning Study
to be held on
Wednesday, September 19, 2007
7:30 -9:00 PM
at the
Hollywood Theatre
1449 Potomac Avenue, Dormont, PA 15216

Please join us for a design workshop for the South Hills TRID Planning Study. The Study team will begin this workshop with a presentation of the context for planning. Following the presentation, we will reconvene in an open house format, with tables arranged to display the Transit-Oriented Development (TOD) concepts being developed for the Potomac, Dormont Junction and Mt. Lebanon Stations. The tables will be staffed by members of the Study Team.

This workshop is the next step in the eight-month long study and continues the discussion held at the first public meeting held on July 12, 2007. We invite your active participation by exploring the station concepts, asking questions, and offering ideas and suggestions.

The Hollywood Theater may be reached by riding Port Authority Light Rail Routes 42C or 42S to the Potomac Station. For those who plan to drive, parking is available nearby in the Dormont Municipal Parking Lot across from the Hollywood Theater or on nearby streets.

For questions, or to confirm your attendance at the workshop, please contact Karen Brean, Public Outreach Coordinator, TRID Study team, at (412) 977.0271.

Thank you for your interest in this study.


HOLLYWOOD
THEATER
HARRY POTTER
ORDER OF THE PHOENIX
PG 13
SOUTH HILLS TRID
MEETING
WEDNESDAY SEPTEMBER 19
730 PM

Design Workshops: Stakeholder and Public Sessions
South Hills Transit Revitalization Investment District Study
Wednesday, September 19, 2007, Hollywood Theatre
Discussion Notes

Dormont Junction
Stakeholder Comments/Questions

- High volume of people using Dormont Junction
  - Need to segregate parking

- Tie to West Liberty (high quality restaurants)
  - Connection to West Liberty is probable (note grade change)

- Issue of Port Authority not giving up parking spaces without getting something back
  - Team assumed need for replacement parking
  - Need finer-grained understanding

- Dormont station was to be drop-off to "T"

- Taking away drop-off points at Mount Lebanon?
  - Reorganizing them

- If there were feeder buses – could use commercial development at station

- Lower level stores?
  - 30 feet (15 feet) wide
  - Laundry, coffee, etc.
  - Lower area functions as commercial space

- Traffic all headed north
  - Want to look at overall circulation

- Issue of narrow streets in Dormont

- This, of all, "makes most sense" (and it was the toughest of the 3 sites)

- Need Port Authority to drop off enough people to "pay for it"

- Would people pay for parking?
  - No, look at South Hills garage – underutilized (only fills up in winter)

- Is there a time of day use to different parts of design?

Dormont Junction
Public Comments/Questions

- Residences are so close to the tracks
- Take the plan to West Liberty
- What about existing parking?
- Circulation patterns for vehicles?
- Number of housing units/parking spaces?

Potomac Station
Stakeholder Comments/Questions

- More residential areas – more pedestrians (good for business)
- Need community stores for existing residents and new residents: small scale/independent grocery or hardware store
- Problem: business owners don't own the property.
  - Absentee property owners
  - Lessee does all of the improvements
  - Business owners can't afford improvements
- Parking availability for "T"
- Investigate commercial property ownership
- Need a more productive use of commercial space
  - Businesses will come, be attracted if area is developed
- Condo/townhouse concept will generate tax revenue and expand base

Potomac Station
Public Comments/Questions

- Many of the businesses are not "walk-in"
- By stopping at Potomac, isn't the design team "balkanizing" the area?
  - Isn't Beehview ripe for Transit Oriented Development (TOD)?
- Keep site line for church
  - Don't block the view of the church with trees
- Convenience foods would be good use

- Potomac commercial area appeals to different demographic
  - Folks who want "simpler living"
- Dormont is a small-scale, walkable community
- Widen street a little where possible
- Is the lot filled during the day?
  - No
- How complicated would it be to build on the gas station site?
- Encourage influx of different demographic while keeping the working class
- More revenue = more services that can be provided
- Encourage folks to use "T" top get places and have a reason to stop and shop
- Trying to get pedestrian traffic in the evening?
- Businesses might consider working together (marketing, hours of operation, etc.)
- How many vacancies?
  - Closer to "T" (counter intuitive)
  - Infill!
- Walkability = very appealing
- Juxtapose with Shadyside (transit oriented business district)

Mt. Lebanon Station
Stakeholder Comments/Questions

- On-going development
- Improve connection to central square
- Easier to walk past housing than parking
- Parse Way – more bus usage
- Value of houses on Shady Drive East after development? Visual effect on existing homes?
- Would this concept stimulate retail uses on Parse Way?

- How do changes in bus routing (i.e. feeder services) affect the concepts and vice versa?

- Suggestion: residential along Shady Drive East and use air rights over LRT/Parse Way for commercial

- Will we expand from near stations to the ½ mile radius?

- Is the existing infrastructure adequately sized?

- T.I.F. won't be the only source of funding?

- Have we been ambitious enough?
  - One year ago, Barry Long, of UDA, did a more ambitious scenario
  - If want height and density, want it on Washington Road and use the air rights to help develop it
  - Could allocate taxes from development above

- In report, will team give priority to different items?
  - There will be capital improvements suggested with associated costs

- Good set of ideas

- Look at what this diverse set of concepts have in common

- Who will do the economic analysis of options (return on investment, etc.)?
  - The Study team

- How many people in Mt. Lebanon ride the "T"?
  - Can get that statistic for the report

- When will the Study be done?
  - End of the year

- One more round of public meetings in late November/early December
  - Costs, economic analysis, etc.

Mt. Lebanon Station
Public Comments/Questions

- On-street parking concern

- Traffic pattern concern

- Need for grocery store within retail area – Trader Joe's

- Replacement of parking for “T”
- What lessons have been learned from original concepts and prior development plans
- Will housing be condos/apartments?
- Mixed family concept
- Concern over residential vacancies
- Housing pricing to live by “T”?

MT. LEBANON
PENNSYLVANIA

PUBLIC INFORMATION OFFICE
MUNICIPAL BUILDING
710 WASHINGTON ROAD
PITTSBURGH, PA 15228
PHONE 412-343-3407
smorgans@mtlebanon.org
www.mtlebanon.org

From: Susan Morgans, PIO
FOR IMMEDIATE RELEASE

Mt. Lebanon/Dormont to Hold Final TRID Meeting

The third and final meeting of the South Hills Transit Revitalization Investment District (TRID) study will take place at 7:30 p.m., Wednesday, March 5, at Mt. Lebanon Municipal Building. The intergovernmental group has been considering long-range plans for development around the Mt. Lebanon and Dormont T stations.

The study was funded by a state matching grant that provided $25,000 to each community. Consultant for the study is DMJM Harris, a firm with a national reputation in the area of transportation.

Previous meetings sought public input as to how the areas around the three T station might be developed. The March 5 meeting will present the results on concepts that were shared at the September 19 meeting and will introduce a "pre-final" plan.

At the meeting, consultants will summarize existing and future conditions for the station sites and explain the conceptual plans for each area. They will provide cost information, financing options and an environmental overview and will discuss what steps would be necessary to secure development.

The public is invited to attend and ask questions or make suggestions before the plan is finalized.

###

ALLEGHENY COUNTY
Economic Development
Coordinating Success

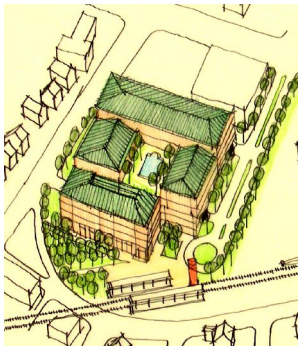
425 Sixth Avenue
Suite 800
Pittsburgh, PA 15219

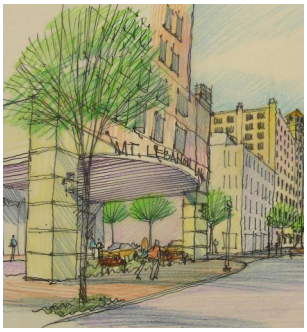
[address label_

THE BOROUGH OF DORMONT
INCORPORATED 1908

MT. LEBANON
PENNSYLVANIA

Port Authority
connecting people to life





Final Public Meeting - Save the Date!

South Hills Transit Revitalization
Investment District Study
for "T" Stations at
Potomac, Dormont Junction & Mt. Lebanon

Please join us:

Wednesday March 5, 2008 at 7:30 PM
Mt. Lebanon Municipal Bldg
710 Washington Road, 15228

Watch your mailbox for more details!

South Hills Transit Reinvestment District (TRID) Planning Study
Borough of Dormont
Municipality of Mount Lebanon
Allegheny County Department of Economic Development
Port Authority of Allegheny County

Please join us for the final
Public Meeting
for the
South Hills TRID Planning Study
to be held on
Wednesday, March 5, 2008
7:30 PM
at the
Mt Lebanon Municipal Building
710 Washington Road, Pittsburgh, PA 15228

Please join us for the third and final public meeting for the South Hills TRID Planning Study. The purpose of the meeting is to present the findings of the study and to discuss means to implement transit-oriented development (TOD) at the Potomac, Dormont Junction and Mt. Lebanon Stations. The Study team will briefly review the development concepts that they shared at the public workshop on September 19, 2007, outline potential funding strategies, and discuss what steps would be necessary to implement development once the Study has concluded.

Your perspective is very important to the success of this project.

To confirm your attendance at the meeting, or to let us know of your additional invitees, please contact Karen Brean, Public Outreach Coordinator, TRID Study team, at (412) 244-3445.

Thank you for your interest in this study.

South Hills Transit Reinvestment District (TRID) Planning Study
Public Meeting Discussion Notes
Wednesday, March 5, 2008,7:30 PM
Mt Lebanon Municipal Building

- What about the impact on existing residents (Shady Drive East, in particular)?
- Issue of parking (people don't like garages)
- What assurances will there be re: improvements and negative impacts?
- Not opposed to development; simply stating that new development has to be cognizant of impact on existing development
- Contact for comments after tonight's meeting (gave George Darakos' contact information)
- Potomac development – note importance of line of sight of church
- Link to West Liberty Avenue is an opportunity (e.g. green plaza on Route 19 could be link to community from platform)
- Note importance of visual connection up to West Liberty
- Note, in general, importance of sight lines and opportunity for gateway into Dormont
- Recognize "quirkiness" of Dormont; bring all stakeholders together
- What are the traffic impacts?
- Are their bicycle or pedestrian recommendations?
- Note Pittsburghers' antipathy for parking garages (or for that matter, paying for parking)
- Note interrelationship of transportation, commercial and residential
- How will we encourage people to ride on PAAC?
- What about affordable housing?
- Parking and commercial areas should support each other

HOUSE OF REPRESENTATIVES
COMMONWEALTH OF PENNSYLVANIA
HARRISBURG

Transit Oriented Economic Development
November 1, 2007
1:00 p.m. – 3:00 p.m.
Mt. Lebanon Municipal Building
Commissioner's Room
710 Washington Road
Pittsburgh, PA

State Representative Matt Smith
House Majority Policy Committee

1:00 p.m.	Dan Onorato Allegheny County Chief Executive
1:20 p.m.	Rebecca Bagley Deputy Secretary for Technology Investment PA Department of Community and Economic Development
1:40 p.m.	David Wohlwill Lead Transit Planner Port Authority of Allegheny County
2:00 p.m.	George Darakos Manager of Business Development Allegheny County Economic Development David Veights DMJM/Harris Inc. Keith McGill Planner Municipality of Mt. Lebanon Daniel Mator Assistant Borough Manager Borough of Dormont
2:40 p.m.	Mark Schneider Managing Partner Fourth River Development LLC

Section S

Pittsburgh Post-Gazette • THURSDAY, JULY 12, 2007

MT. LEBANON/DORMONT

New ideas sought for LRT housing, retail development

By Laura Pace
Pittsburgh Post-Gazette

Two days short of two years ago, Mt. Lebanon held a public forum to find out what kind of development people envisioned for land around the town's light rail transit station.

Today, officials want to hear it again, but now Dormont is part of the equation.

The joint meeting will be a day-long affair in the Mt. Lebanon Municipal Building, 710 Washington Road. Developers will meet in a private session from 1 to 2 p.m., public officials, municipal boards and authorities and business leaders will meet by invitation only from 5:30 to 6:30 p.m. and the public can attend from 7:30 to 8:30 p.m.

David Veights, a consultant from DMJM Harris will be on hand to gather input.

Pennsylvania's Transportation Revitalization Investment District Act, called the TRID act, was passed in 2005 and provided money to help towns learn ways to develop housing and retail development near public transit lines.

Mt. Lebanon and Dormont were among the first recipients of a special state grant meant to revitalize transit areas. Each town got a $75,000 grant and each is adding $25,000 in funds to study development.

Both towns have larger light rail transit stations and several smaller stops along the line.

There is no timeline on the project but it is expected to take several years.

At a July 14, 2005 public meeting, an ad hoc committee formed of Mt. Lebanon officials, Port Authority planners and engineers envisioned a $40 million development over the T station, behind Washington Road, as part of a public-private partnership.

They dreamed of a parking platform over the station topped with private development that would rise up to meet the grade of Washington Road.

They outlined a concept of five developable parcels and 260 parking spaces.

Residents and local business owners talked about creating a New York City-style neighborhood with condos, a bank, grocery store and theater with the T running right alongside.

Other residents were concerned that any development would dwarf existing long-time neighborhoods in the area.

At the time, municipal planner Keith McGill said the goal was to create "a sense of place" rather than just building density.

Laura Pace can be reached at lpace@post-gazette.com or 412-851-1867.

Pittsburgh Post-Gazette • THURSDAY, JULY 19, 2007

DORMONT, MT. LEBANON

Transit stations' futures being plotted

Meetings consider how to develop around LRT stops

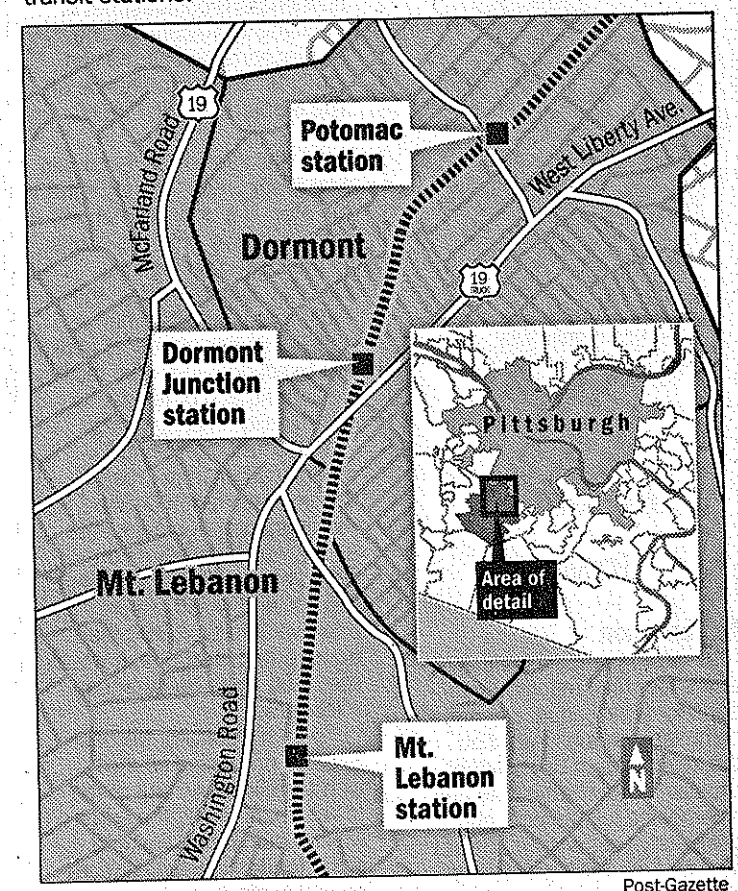
By Laura Pace
Pittsburgh Post-Gazette

Despite the lack of glitter and glamour associated with planning transit-oriented development, dozens of people turned out for several meetings on the topic in Mt. Lebanon last Thursday.

The three meetings united a team of planners working on potential development in what is being called the South Hills Transit Investment District. Dormont and Mt. Lebanon are spending $200,000, including state grant money, on a study to investigate what kind of development mix would be desirable and feasible for the 1/2-mile area around each of three important light rail transit stations: Dormont Junction, Mt. Lebanon and Potomac.

South Hills Transit Investment District

Dormont and Mt. Lebanon are spending $200,000, including state grant money, on a study to investigate what kind of development mix would be desirable and feasible for the ½-mile area around Dormont Junction, Mt. Lebanon and Potomac light rail transit stations.



Post-Gazette

The first of the day's meetings, which was not open to the public, was for developers. The second two meetings, in the evening, included one for community leaders, elected officials and municipal staffers and a third, for the public.

"This is our community and it's important to have all of you give input to the study, said George Darakos, manager of the business development division of Allegheny County Economic Development. "We're really excited to kick this study off."

Leaders from Mt. Lebanon and Dormont agreed.

"This is probably the most important project we have in Mt. Lebanon," said municipal Manager Stephen Feller.

Plans also are under way for a public-private development at the Castle Shannon Station, off Castle Shannon Boulevard, but that proposed project is not included in this study.

Each evening session included a presentation by Alden Raine, the national practice director for transit-oriented development, with consulting firm DMJM Harris Planning, in Boston. His firm is doing the $188,000 study.

"It isn't about reinventing the wheel," he said. "We've had the wheel for a very long time. It's about putting development around transit."

Planned transit districts are usually a mix of uses, including residential, office and retail, in compact and dense areas, within walking distance of public transportation. The areas tend to have activity all the time and emphasize pedestrians with safe sidewalks and plazas. Parking, which frequently is out of view, is modified in that developers add less of it than is expected because cars are not needed as much.

He showed slides of transit neighborhoods centered around light rail lines in many communities, including: Brookline and Newton, Mass. and Beacon Street in Boston; Sacramento's K Street Mall and downtown San Jose in California; Denver's Englewood Station and downtown Plano, Texas.

After the presentation, attendees voiced their concerns.

The community leaders session had about 40 attendees, including Steve Bland, chief executive officer of the Port Authority, Mt. Lebanon commissioners, Dormont council members, and folks from the Mt. Lebanon Parking Authority, planning board and historic preservation board.

Janine Wenzig, of Dormont's zoning hearing board, said she's thrilled about the potential for her town.

"This is a way to help bring in businesses," she said.

SEE **TRANSIT,** PAGE S-3

Transit stations' future development being plotted

TRANSIT, FROM PAGE S-1

However, she was concerned that the area around the Potomac station already is fully built.

Dr. Raine said there would be no intention to do anything radical to change that station. He elaborated that sometimes the plan can include ways to advertise businesses that already are there, such as through town's Main Street programs. Called infill development, the plan could also provide ways to fill vacancies quickly.

About 30 people attended the public session. Several people complained that it didn't make sense to plan around public transit when light rail routes are being cut. David Wohlwill, lead transit planner of the Port Authority, said some of the cuts are temporary because of the work on the Palm Garden Bridge above Route 51 and that transit line would be back in place this fall. But others mentioned the bus route cuts and the lack of direct lines or even ways to carry groceries on transit cars and buses.

Mr. Wohlwill also said the Port Authority is in the process of looking at all of its route structures to see which make sense.

Lisa Kish, of Mt. Lebanon, asked the planners to examine the impact residential development would have on the schools. A parent at Washington Elementary School, she said the classes already are crowded.

Dr. Raine replied that housing could be tailored to attract families, or not, depending on what needs the towns find.

She also asked that the planners study what impact development would have on traffic around the schools.

Another attendee said she wanted a movie theater. However, several people noted the Denis Theater in Mt. Lebanon was sparsely attended and is no longer in businesses and that the Hollywood Theatre is in walking distance on Potomac in Dormont.

Nancy Elbaum, of Mt. Lebanon, was concerned about vacant businesses and said planners should try to fill those slots first before trying to attract new ones.

"There's no bias at all that says we gotta go build stuff at the expense of what's here," Dr. Raine said.

"It's not us trying to impose our will, saying 'You need to build here,' " Mr. Darakos said. "That comes from you."

Any final decisions about any potential development would be made by public officials from Dormont and Mt. Lebanon.

The study also will examine traffic, parking and transit flow in addition to conducing market studies of the area and the process is expected to take several years. The next step will be what is called a three-day planning charrette, a brainstorming session with various groups, in September. The public will be invited.

Laura Pace can be reached at lpace@post-gazette.com or 412-851-1867.

Gene Puskar

The area around the Mt. Lebanon T station will be the focus of a series of discussions about development that could take place as the result of a transit revitalization investment district grant. Mt. Lebanon and Dormont will be looking at development options for the areas surrounding their trolley stations. A public design workshop is planned for Wednesday evening, September 19. Check *www.mtlebanon.org* for time and place.

TALKING TRANSIT DEVELOPMENT In a few years, the areas within half a mile of the Mt. Lebanon and Dormont T stations may be bustling with mixed-use development that includes residential, retail and office space. Right now, it's anyone's guess as to what sort of transit-oriented development eventually will take place on those sites. That will be determined in part by a study of the areas around Mt. Lebanon Station, Dormont Junction and Potomac Station that is being conducted by DMJM Harris, thanks to a matching transit revitalization investment district (TRID) grant.

Mt. Lebanon and Dormont each received a $75,000 grant, requiring a $25,000 match. The money will be used for engineering, marketing, environmental impact and ridership studies to create a comprehensive plan for the neighboring communities. Mt. Lebanon hopes eventually to create a development pad at the T station that will help set the stage for private development of the 5.23-acre air rights parcel above the T station that Mt. Lebanon Parking Authority purchased in 1987 with the aim of promoting development there.

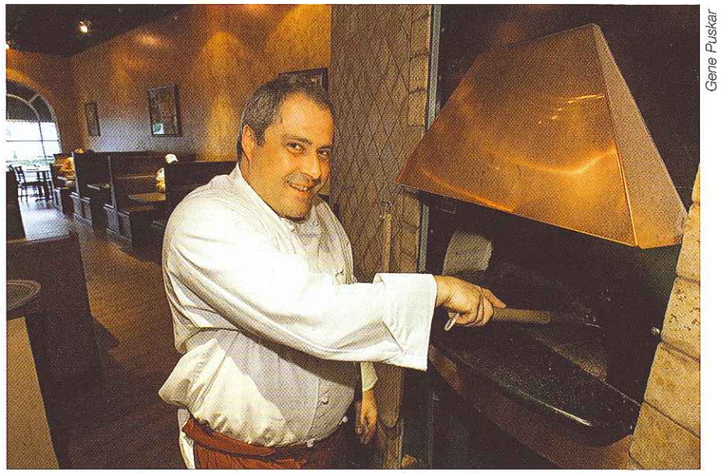
DMJM Harris, a nationally known consultant in the field of infrastructure and transportation, wants plenty of public input as to how the area could both serve to enhance the communities and encourage the use of public transportation. A daylong series of meetings held in July was a first step in that process. Participating in the meetings were DMJM consultant David Veights, along with Mt. Lebanon Economic Development Council member George Darakos, manager of business development for the Allegheny County Department of Economic Development, and elected and appointed officials from both Mt. Lebanon and Dormont.

The initial meetings—for developers, "stakeholders" (business and professional people, school board members, municipal staff and members of municipal boards and authorities) and the public—focused mainly on explaining what a TRID is and showing examples of how transit-oriented development has worked successfully in other areas of Pittsburgh and across the country. Short question-and-answer sessions followed the presentation.

A three-day series of meetings this month will provide an opportunity for interested people to offer more specific ideas about how they would like to see the TRID districts developed. The public design workshop will take Wednesday evening, September 19. Check *www.mtlebanon.org* for time and location.

NEW BUSINESSES If your pet seems to be a bit socially ostracized, Carol Lee Shepherd might be able to wrangle him an invitation to a party—a Pupperware party. Shepherd is an independent consultant for Shure Pets, a Chicago-based firm that has combined the growing popularity of in-home parties like Tupperware, Avon or Mary Kay with the growing strength of the pet market. And here's the good part: You can go to the party with your dog or cat, just to make sure he doesn't break the bank buying trifles such as breath mints, toys and costumes. There also are plenty of things for animal lovers to buy—pet-themed purses and Tee-shirts, for instance. Some people hold Pupperware parties for fun; others raise money for a charity. If you're interested, visit *www.shurepets.com* or contact Shepherd at *happyhappytails@cs.com*…Annamarie Teolis has been making delicious homemade choco-

continued on page 17



Gene Puskar

Linguini's is open at 1535 Washington Road across from The Galleria. As the name might indicate, Linguini's menu features Italian dishes in addition to seafood, pork chops and steaks. This is the second location for Linguini's. The first restaurant opened in Pleasant Hills, but soon relocated to a larger building in the Century III Mall in West Mifflin. Linguini's in Mt. Lebanon is open Monday through Saturday from 11 A.M. to 10 P.M. and Sunday noon to 9 P.M. and offers dine-in and take-out service and a full-service bar. Above, chef Richard White.

IN BRIEF

DORMONT

Workshop showcases light-rail station plans

Officials conducting an eight-month study on development around light-rail transit stations in the South Hills will display concepts next week.

A design workshop is scheduled for 7:30 p.m. Wednesday at the Hollywood Theatre, 1449 Potomac Ave., Dormont. The study team will discuss planning of the project and display concepts being developed for the Potomac, Dormont Junction and Mt. Lebanon Stations, said Karen Brean, spokeswoman for the team.

Dormont and Mt. Lebanon have received Transit Revitalization Investment District (TRID) grants from the state to plan for development surrounding the light-rail transit system. Each municipality was awarded $75,000.

WHITEHALL

Auction will benefit public library

Whitehall Public Library will hold a fundraising auction from 1 to 4 p.m. Saturday.

More than 30 items will be available for auction including two paintings by Whitehall Councilman Phil Lahr, who will serve as auctioneer for the afternoon; a four-person VIP tour package to Washington; and a discovery flight by Pittsburgh Flight Training.

Door prizes will be handed out during the event, which will be held at the Whitehall Community Room, 100 Borough Park Drive, adjacent to the library. For more information, call the library at 412-882-6622.

ROBINSON

Autumn Festival plans fun for children

The fifth annual Robinson Township Autumn Festival is scheduled for Saturday at the Burkett Sports and Recreation Complex, off Route 60 across from the new Twin Hi-Way Drive In. Festivities will begin at noon.

Activities include the inflatable Eurobungy, the Giant Titanic Slide, a Children's Bounce and the Rainbow Express Train. Tickets are $1 per ride; an all-day ride pass is $10. The festival will include a pie-eating contest, a rock-climbing wall, hot air balloon rides, balloon art and a strolling magician.

The Memphis Mafia will perform from noon to 2 p.m.; Daniels and McClain from 2 to 5 p.m.; and Dancing Queen at 6:30 p.m. Zambelli fireworks will bring the day to a close.

For more information, call Jane Tallon of the Parks and Recreation Board at 412-787-5019.

BALDWIN BOROUGH

Library's teen board seeks new members

The Baldwin Borough Public Library is seeking new members for its Teen Advisory Board, which was established last year for students to participate in the planning of library and community events.

"Members of TAB plan teen events, volunteer for community projects, develop the library's teen collection and maintain the teen area," said Kristin Burniston, Young Adult Services Coordinator for the Baldwin Borough Public Library.

The group has 15 members ages 7-12 who attend monthly meetings. Applications are available at the Baldwin Borough Public Library, 41 Macek Drive, or can be downloaded from the teen portion of the library's Web site at www.baldwinborolibrary.org.

For more information on The Teen Advisory Board, contact Burniston at 412-885-2256.

ZONE 1

The Almanac

YOUR COMMUNITY NEWSLEADER

2007 PENNSYLVANIA NEWSPAPER ASSOCIATION NEWSPAPER of the YEAR 2008

50¢ Newsstand Price

VOL. 42 NO. 10 | The Advertiser Founded 1965 | THE ALMANAC Founded 1967 | March 12, 2008

Plans may fit to a 'T'

Development ideas discussed

By Bob Williams
Staff Writer
bwilliams@thealmanac.net

By early April, Allegheny County Economic Development officials plan to release a bold transit-oriented development plan for areas near subway or "T" stops in both Mt. Lebanon and Dormont.

The municipalities, along with Allegheny County and Port Authority Transit joined forces to develop both commercial and residential development plans within a quarter mile of transit stops at Potomac and Dormont Junction, and at the Mt. Lebanon stop near Parse Way.

Plan costs range from $67.5 million to $189 million. Paying for the project could come from revenues derived from new businesses and homeowners, while developers would receive tax breaks over a period of 20 years. Officials said state grant money may be available as well.

The tax plan would be similar to tax increment financing, where developers borrow against future tax revenues. Instead of paying the property taxes, a portion of the tax revenues are diverted to pay the debt on the borrowing.

Dr. Al Raine, vice president if DMJM Harris Planning, the company hired to write the TRID (transit oriented development) plan, said some infrastructure costs may be borne by the respective municipalities. The idea, he said, is to create a destination spot for families and businesses within a quarter mile radius of the transit stops.

Raine explained the plan on March 5 at Mt. Lebanon Municipal Building. Public comment was solicited at the meeting and will be incorporated into the final plan, said George Darakos, manager of Allegheny County Economic development division.

Raine said the high-density proposals will require some cooperation from private property owners within the TRID zones. He said the county will not undertake any move to take the property to advance the development.

With respect to the tax financing, Darakos said the TRID areas will not be designated "blighted," a requirement of the similar TIF financing plans.

The overall plans are expected to generate between 203-533 new housing units, and between 670-1,930 new construction jobs.

SEE **TRANSIT** PAGE **A5**

❑ Transit

CONTINUED FROM PAGE A1

PAT would benefit as well, with projections of between 240-940 new riders a day. The high projections are based on complete cooperation from property owners, who would be expected to sell their properties to make way for the new development.

"Transit oriented development is compact, relatively dense development within walking distance of a transit station," said Raine. "It's a safe, interconnected and inviting pedestrian environment--sidewalks, plazas, lighting, signage and street floors of buildings."

Transit oriented development is compact, relatively dense development within walking distance of a transit station.'

Dr. Al Raine, DMJM Harris Planning

Within walking distance of the transit stops, will be first floor levels of retail or commercial office business. The floors above the commercial development would be dedicated to residential living.

Parking spaces would be reduced, shared whenever possible and out of view except for spaces along roadways.

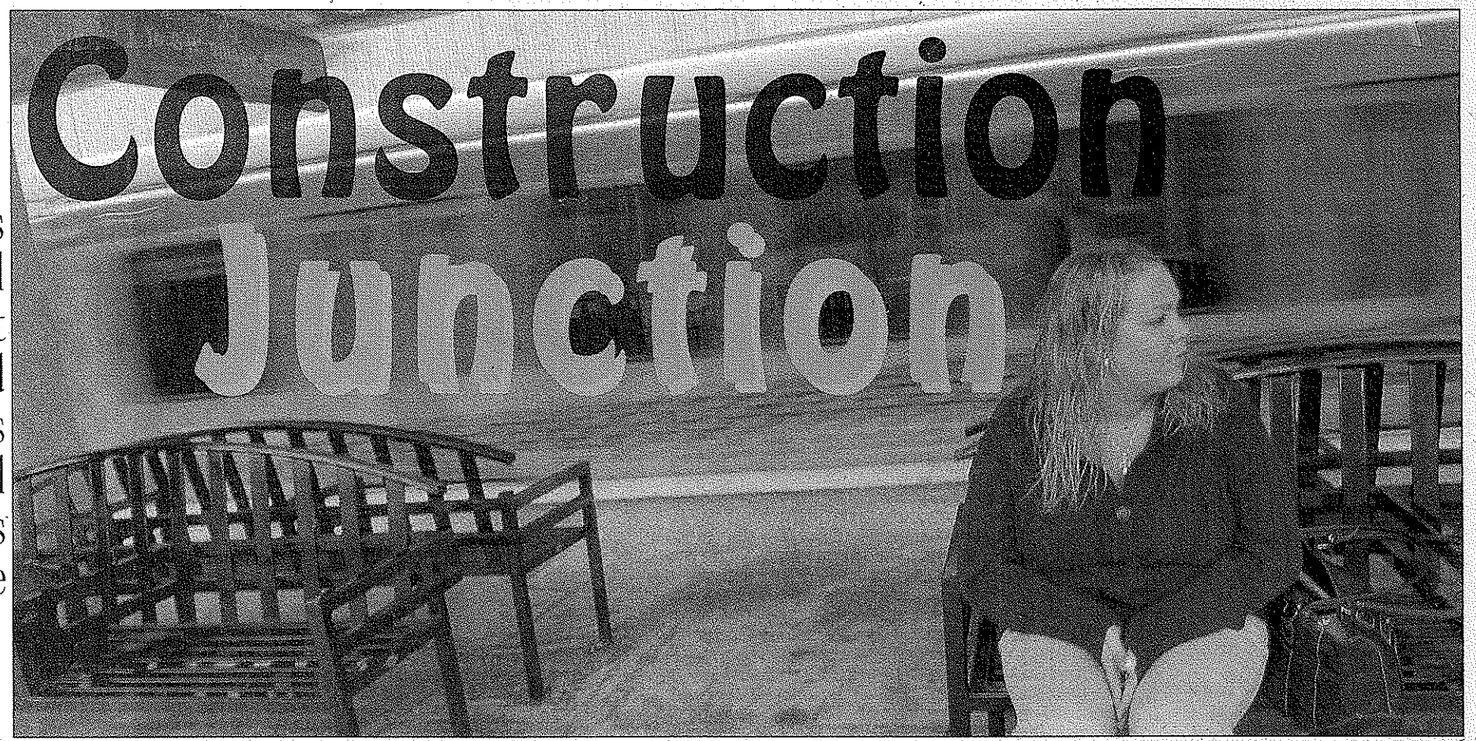
The TRID district consists of all properties within 1,000 foot radius of transit stops, the LRT alignment and the West Liberty and Washington Road corridor.

Residents said they'd like to see more of the plans before implementation. A common concern expressed was that views from their homes located near the TRID districts would consist of a "wall of development" towering over their homes.

All of the respective municipalities and boroughs would have to approve the final plan after it is released.

Construction Junction

Officials are hopeful development around T stations will spur local economy; others aren't so sure



PHOTOS: KEITH HODAN/TRIBUNE-REVIEW

BY JUSTIN VELLUCCI
TRIBUNE-REVIEW

Underground parking. More than 10,000 square feet of pedestrian-friendly retail space. A 100-suite hotel.

Planners say those are the building blocks of development around Port Authority's T station in Mt. Lebanon.

"It's a way to use public transit ... to catalyze private development," said state Rep. Matt Smith, D-Mt. Lebanon.

Erik Wittmann isn't so certain. The Mt. Lebanon man worries developers are focusing on big-box development instead of boutique shops, which he thinks better fit the community's suburban character.

"Mt. Lebanon has to stop trying to compete with downtown Pittsburgh," said Wittmann, 62, a disaster consultant who chairs Shady Drive East Taxpayers Association.

"They have this thing about wanting to have these high-rises ... and grandiose plans," he said.

"They talk about beautifying and they talk about making this a better place. But, for who?"

Officials in Mt. Lebanon and Dormont, as well as their counterparts in Allegheny County and at Port Authority, are working with consultants and mapping out development at three T stops through a multiyear South Hills Transit Revitalization Investment District, or TRID, study.

A final report on the study is due April 1, officials said.

Both low- and high-density conceptual designs for the Dormont Junction, Mt. Lebanon and Potomac stations were presented publicly last week.

They included a mix of homes, street-level retail and parking clustered around the three stations, each separated by less than a mile.

> *"They have this thing about wanting to have these high-rises ... and grandiose plans. They talk about beautifying and they talk about making this a better place. But for who?"*
>
> — ERIK WITTMANN

One plan creates nearly 20,000 square feet of retail space, 25 residential units and 70 parking spaces at Potomac Station.

A high-density plan at Dormont Junction calls for more than 30,000 square feet of retail space, about 340 residential units and 14,000 square feet of public open space.

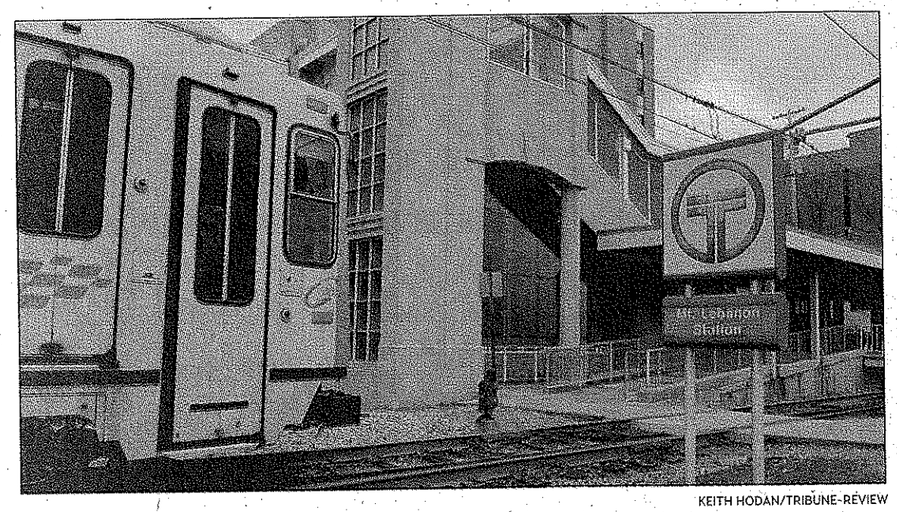
"We'd like to be the first ones in this part of the country to have a successful transit-oriented development," said Keith McGill, Mt. Lebanon's municipal planner.

"We need to get a transit-oriented development in one of these communities (and)

SEE T • 10

▲ As the T in the background departs toward South Hills Village, Courtney Welch, 20, of Mt. Lebanon waits for the Downtown train at the Mt. Lebanon station. Planners hope to capitalize on the numbers of people using public transit by developing a retail site around the station.

◀ The T departs for Downtown from Mt. Lebanon. Port Authority officials, along with those from Mt. Lebanon and Dormont, are mapping out plans for three T stops, hinged upon a multiyear transit revitalization study.



KEITH HODAN/TRIBUNE-REVIEW

When it comes to development around the T in Mt. Lebanon, officials say they'll be listening to public opinion.

Officials hope development around T will spur economy

T • FROM 1

get that model out there for other people to follow."

The concept is being explored in Castle Shannon, officials said.

Smith said the conceptual plans won't involve eminent domain.

State Rep. Don Walko — who co-sponsored TRID's enabling legislation in 2003 — said the plans work because they encourage people in densely developed areas to use public transit.

"It's good for the environment. It's good for the economy," said Walko, a North Side Democrat. "It just makes good sense all around."

Others, such as Eric Montarti of the Allegheny Institute for Public Policy, say private developers should drive development, not Port Authority.

"They've just had a track record of bad projects, whether they're real estate projects or not," said Montarti, a policy analyst with the Castle Shannon group. "They're supposed to run a transit system."

Port Authority defended its role in the development, in part by stressing it is only one of the players involved.

"It's not our TRID," said Chris Hess, the agency's assistant general manager for legal and corporate services. "This is really being spearheaded by Allegheny County Department of Economic Development."

County officials say the public has been and will be involved in shaping the plans, which they hope to distribute to a number of developers.

Study shows how growth may fit around T stations

Concepts funded by Pa. grants of $75K each to Dormont and Mt. Lebanon call for low- and high-density uses.

BY JUSTIN VELLUCCI
TRIBUNE-REVIEW

Dense housing, improved parking and pedestrian-friendly retail shops would sprout around three South Hills T stations under a Transit Revitalization Investment District planning study presented Wednesday night at the Mt. Lebanon Municipal Building.

The study, funded by state grants of $75,000 each to Dormont and Mt. Lebanon, offers potential developers and residents both low- and high-density development concepts.

But officials stressed the conceptual nature of the transit-focused plans, which they sketched out with hypothetical building designs and colorful artist's renditions.

"It's all conceptual right now. There are no developers," said George S. Darakos, manager of the business development division of the Allegheny County Department of Economic Development. "This study (has) been put together to streamline development in the future."

Plans for public and private properties near the three Port Authority light-rail

SEE T STATIONS • B8

KEITH HODAN/TRIBUNE-REVIEW

A planning study advocates a "24/7 mix" of uses for public and private properties, including retail, housing, schools and medical facilities around three South Hills T stations.

Study shows growth plans

T STATIONS • FROM B1

stops — Potomac, Mt. Lebanon and Dormont Junction stations — highlight what planners called a "24/7 mix" of uses, including retail, housing, schools and medical facilities.

No private land would be developed without the owners' consent, officials said.

Some concepts involved surface parking; others called for decks.

At Potomac Station, for example, a low-density plan called for 16,000 square feet of new retail space, 25 housing units and 70 parking spaces. A high-density design called for 16,000 square feet of new retail space, 57 housing units and roughly 100 parking spaces, said Alden S. Raine, a consultant with DMJM Harris in Boston.

The conceptual designs previously were featured at a September meeting. The TRID planning process, authorized by 2004 legislation, included a hearing in July.

"I think this is a great project for the community," said state Rep. Matthew Smith, D-Mt. Lebanon, who announced a streetscape program funded with $345,000 in state money.

"It lets private investment know this area is serious about transit-oriented development. ... Anything I can do to support this project, I'm happy to do."

Justin Vellucci can be reached at jvellucci@tribweb.com or 412-320-7847.