

South Hills TRID Study

Transit Revitalization Investment District

Public Workshops

September 19, 2007

Overview

TRID, TOD, and South Hills

What's Transit-Oriented Development?

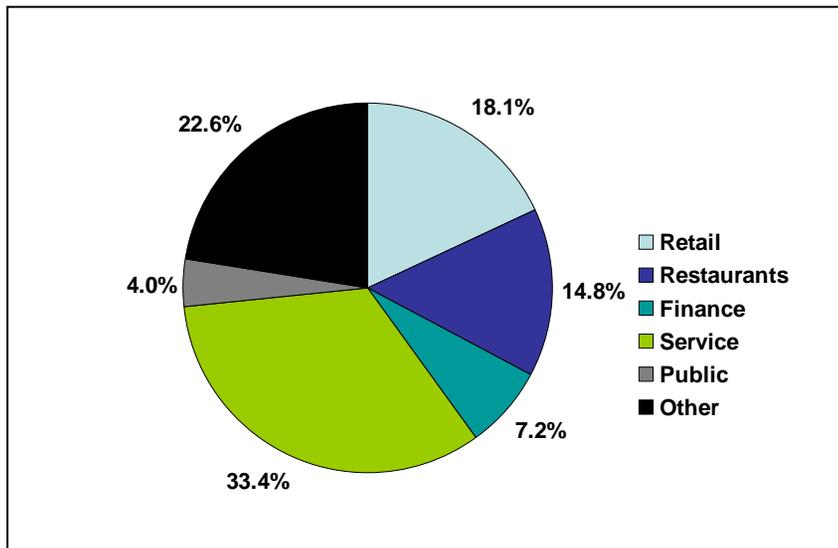
1. Compact, relatively dense development within walking distance of a transit station
2. A “24/7” mix of uses—transit *origins* (housing) and destinations (jobs, retail, schools, medical, civic)
3. A safe, interconnected, and inviting pedestrian environment—sidewalks, plazas, lighting, signage, and the street floors of buildings.
4. A new approach to parking—less of it, shared wherever possible, and (except for curbside spaces) out of view.

The TRID Legislation Calls For...

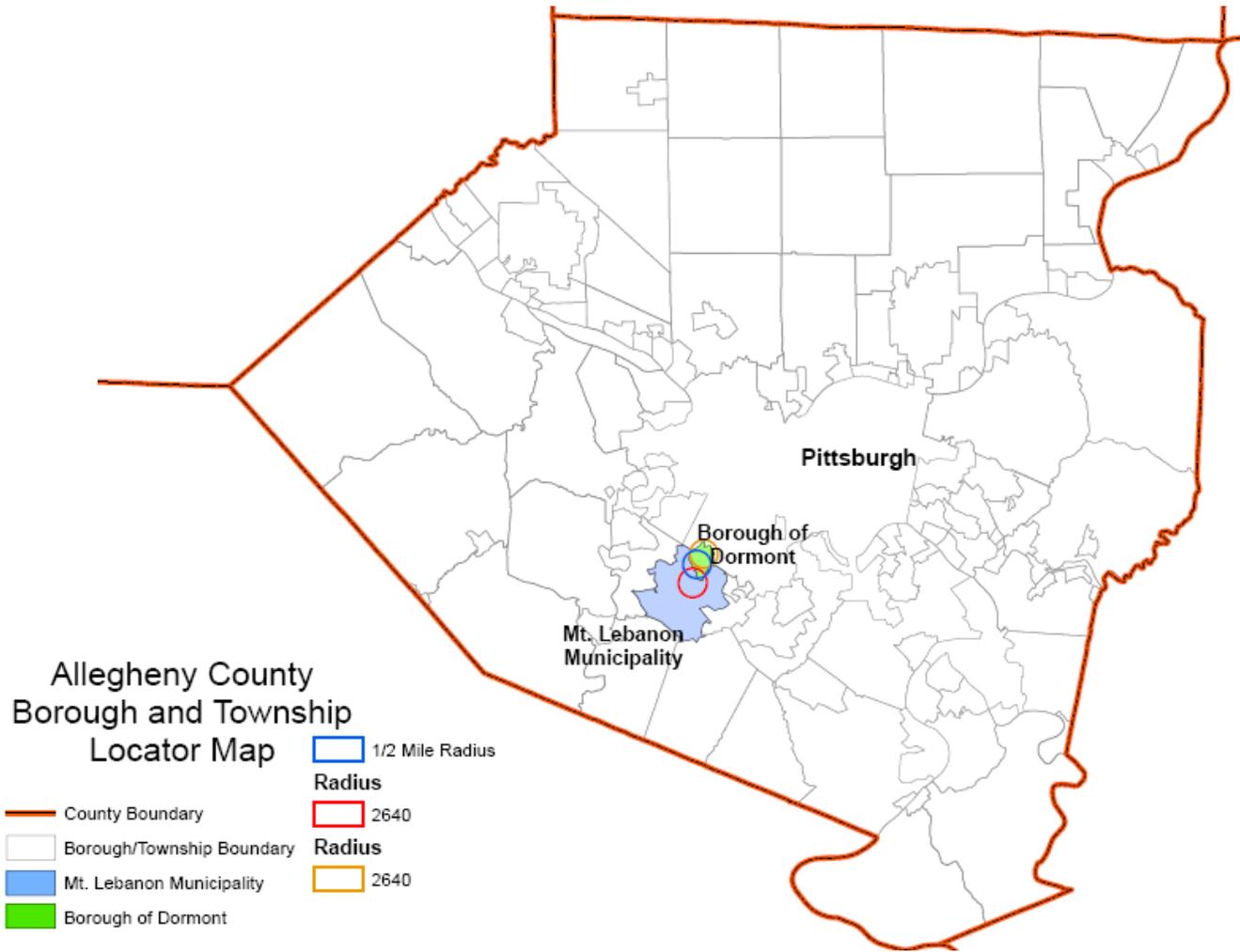
- Integrated district planning—transit, other infrastructure, public facilities, and *private development*.
- Intergovernmental collaboration—County, Borough of Dormont, Mt. Lebanon Municipality, Port Authority, Commonwealth of Pennsylvania
- Joint development—added legal powers and flexibility to develop the best TOD on public land near the stations
- Tax Increment Financing—automatic eligibility, at the Borough or Municipality's option
- State funding and financial assistance—priority status

What Makes a Sound TRID Plan?

- A combination of vision and implementation
- A synthesis of:
 - ✓ market realities (existing *and* potential)
 - ✓ a station's unique physical and locational attributes

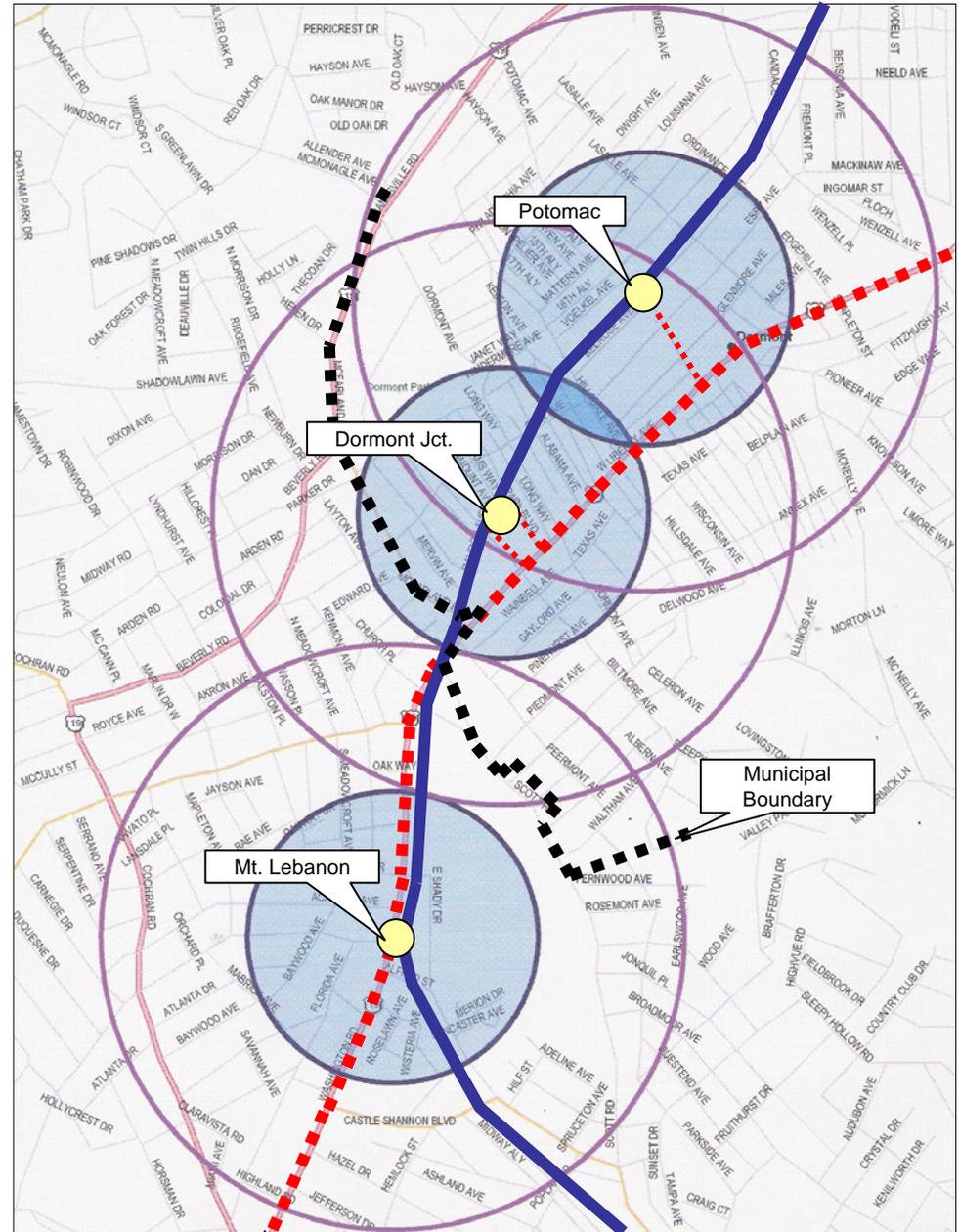


Mt. Lebanon and Dormont: The View from 30,000 Feet



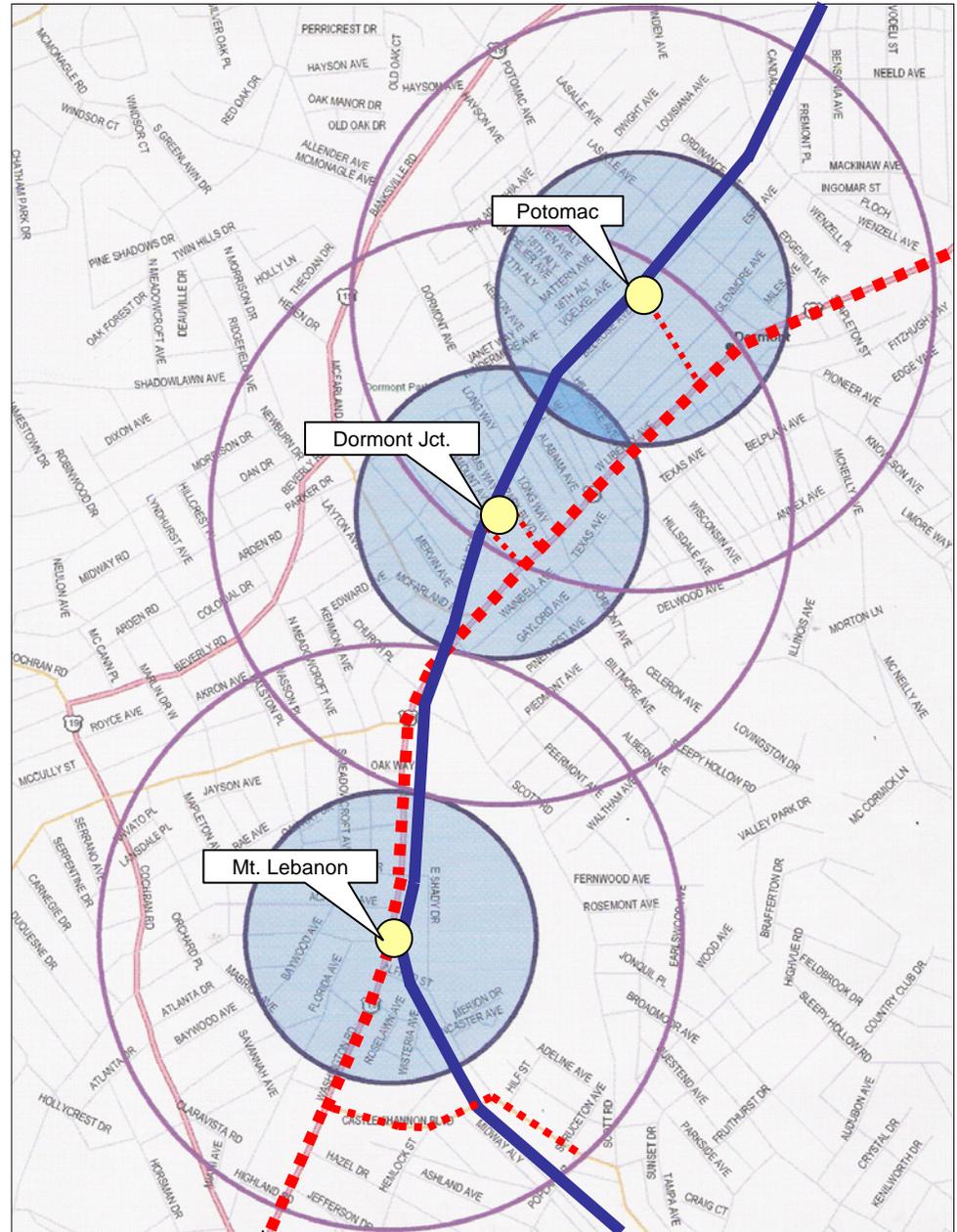
Zooming In: The Three Stations

- Potomac and Dormont Junction less than a half-mile apart
- Dormont Junction and Mt. Lebanon just $\frac{3}{4}$ mile apart
- Much of the Dormont Junction TRID is in Mt. Lebanon
- A continuous neighborhood and commercial corridor defined by West Liberty/Washington and the T
- More like one transit district than three separate ones

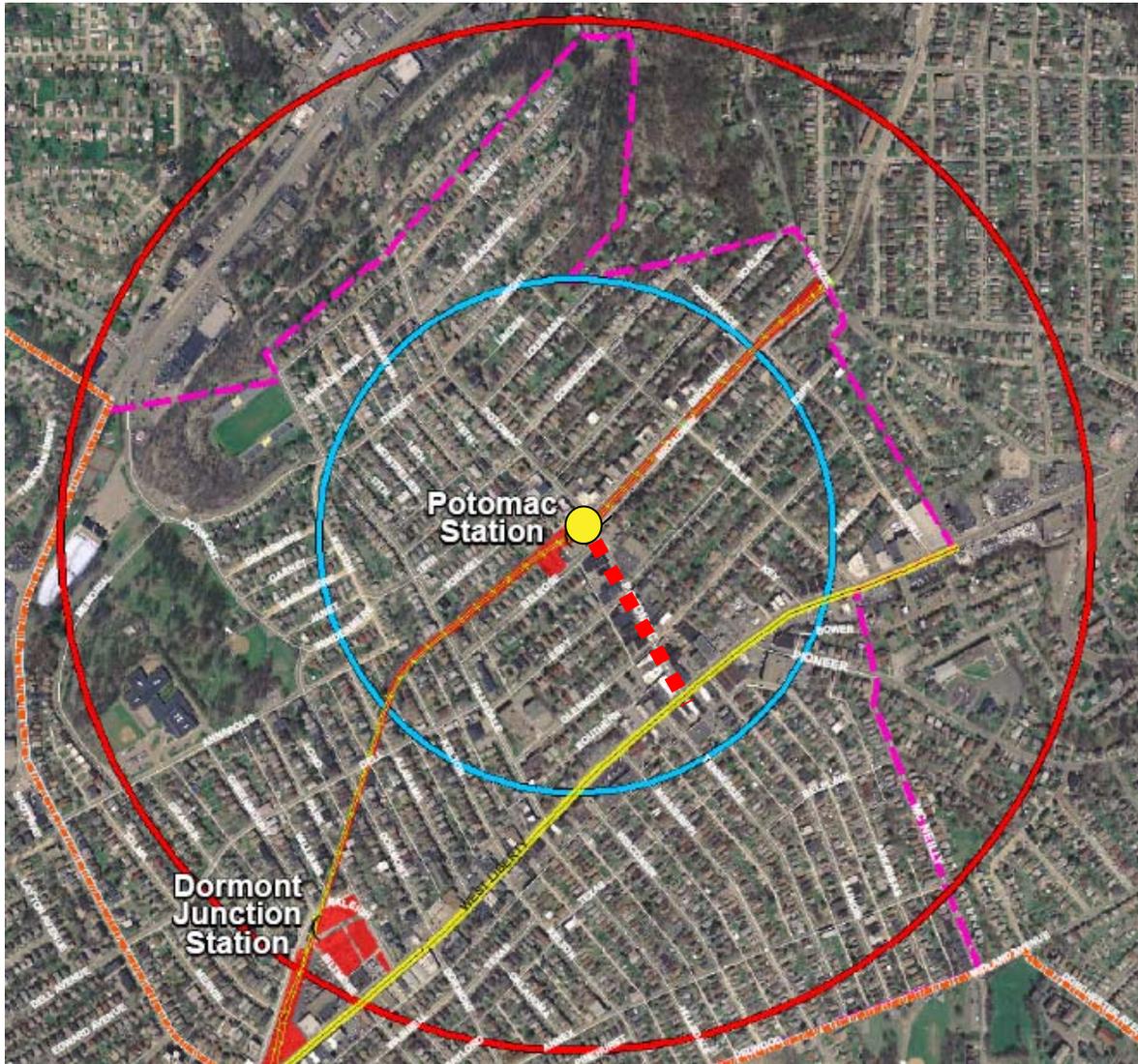


TRID Boundaries

- Legislative radius: one-half mile; useful for some purposes
- Typical “visual and walkable” radius—one quarter-mile
- Our working assumption: the “active TRID” is the quarter-mile circle plus any significant feature impacting the station in the half-mile circle (e.g., West Liberty, Washington Road, Castle Shannon Blvd., etc.).



Zooming All the Way In: Potomac



Zooming All the Way In: Dormont Jct.



Zooming All the Way In: Mt. Lebanon



Three TRID Strategies

Leave-Alone Territory

- Existing residential neighborhoods
- Most of the quarter-mile circle at Potomac and Dormont Junction, about half the circle at Mt. Lebanon
- The lifeblood of South Hills—the goal: strengthen link to T, enhance property values, no big changes
- Priority for pedestrian amenities (streets, sidewalks, parks, signage, lighting)



Dormont Junction
Cornell Village, Markham, Ontario



Three TRID Strategies

Infill and Investment Zones

- Existing commercial districts (Potomac Avenue, West Liberty Avenue, Washington Road)
- Fill in “holes”, up-grade facades, promote “main street”
- Priority for pedestrian amenities (streets, sidewalks, parks, signage, lighting)
- Businesses will benefit from infusion of new housing, creating additional retail demand



Potomac Avenue
K Street, Sacramento



Three TRID Strategies

Strategic Opportunity Sites

- Unique properties available for redevelopment
- Mt. Lebanon Air Rights / Parse Way; Dormont Junction Park-and-Ride Lots; Potomac corner lots
- Likely to involve joint development or other complex public-private partnerships
- Likely to involve extra costs—structured parking, topographic differences, etc.



Mt. Lebanon Air Rights
Holly Village, Pasadena

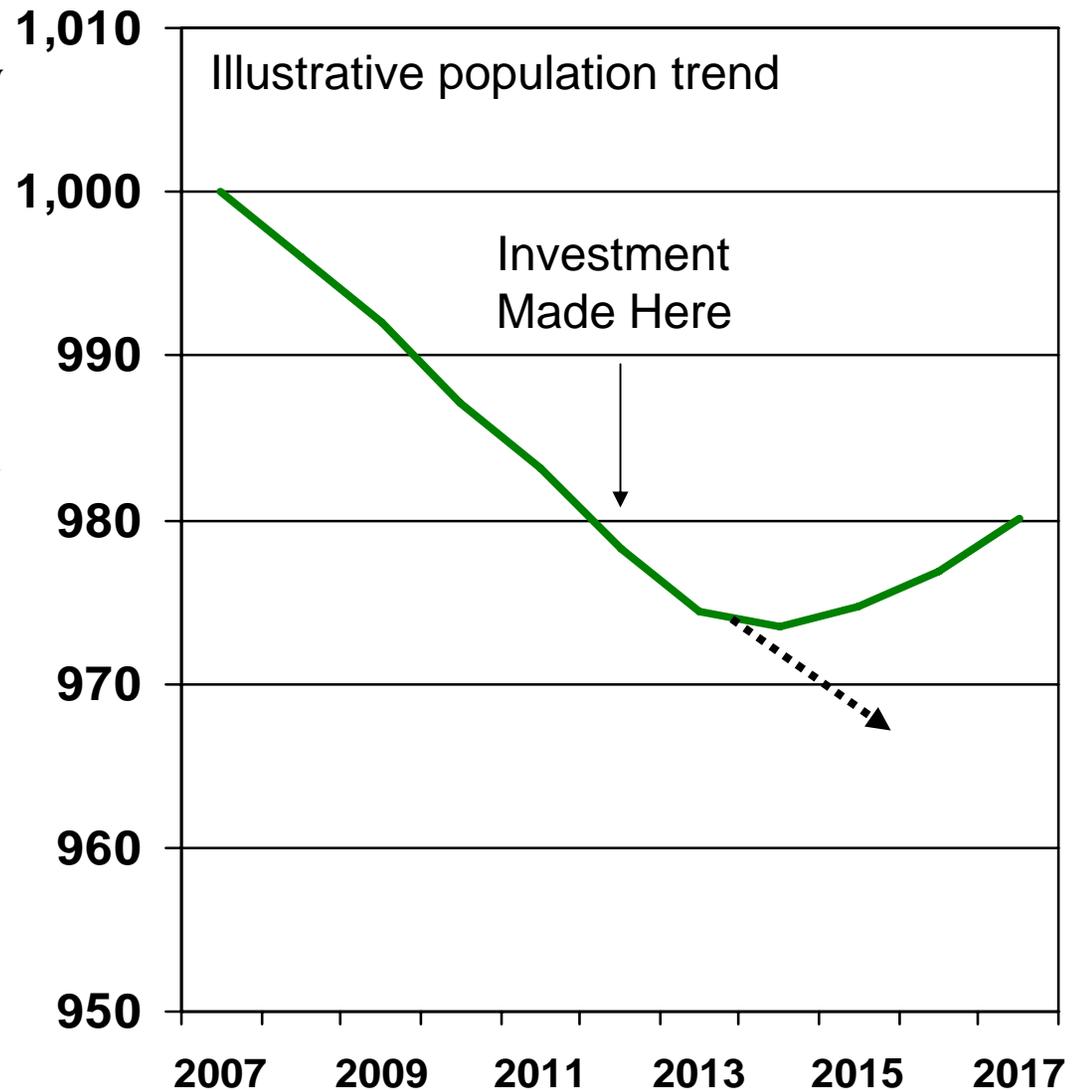


Overview

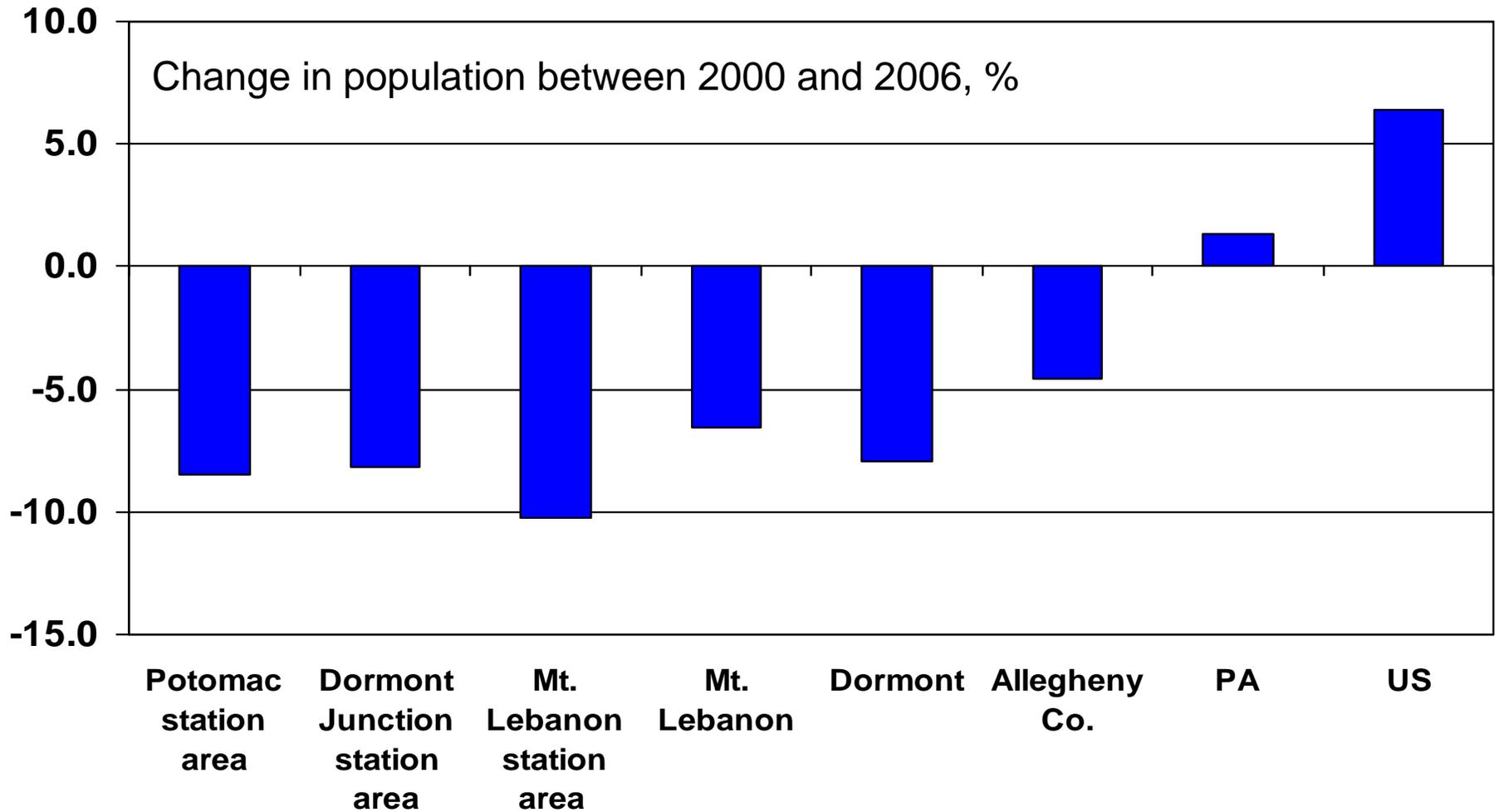
The Economic Context

Key Point: Understand Today's Trends, But Look to the Future

- Economic projections typically extrapolate past trends into the future
- Economic projections for the TRID reflect a balancing act between existing trends and new opportunities.
- Purpose of TRID investment is to change economic trajectory.
- Purpose of the economic presentation is to provide information on current trends and market characteristics in the station areas as a reference as you consider how best to invest in these areas.

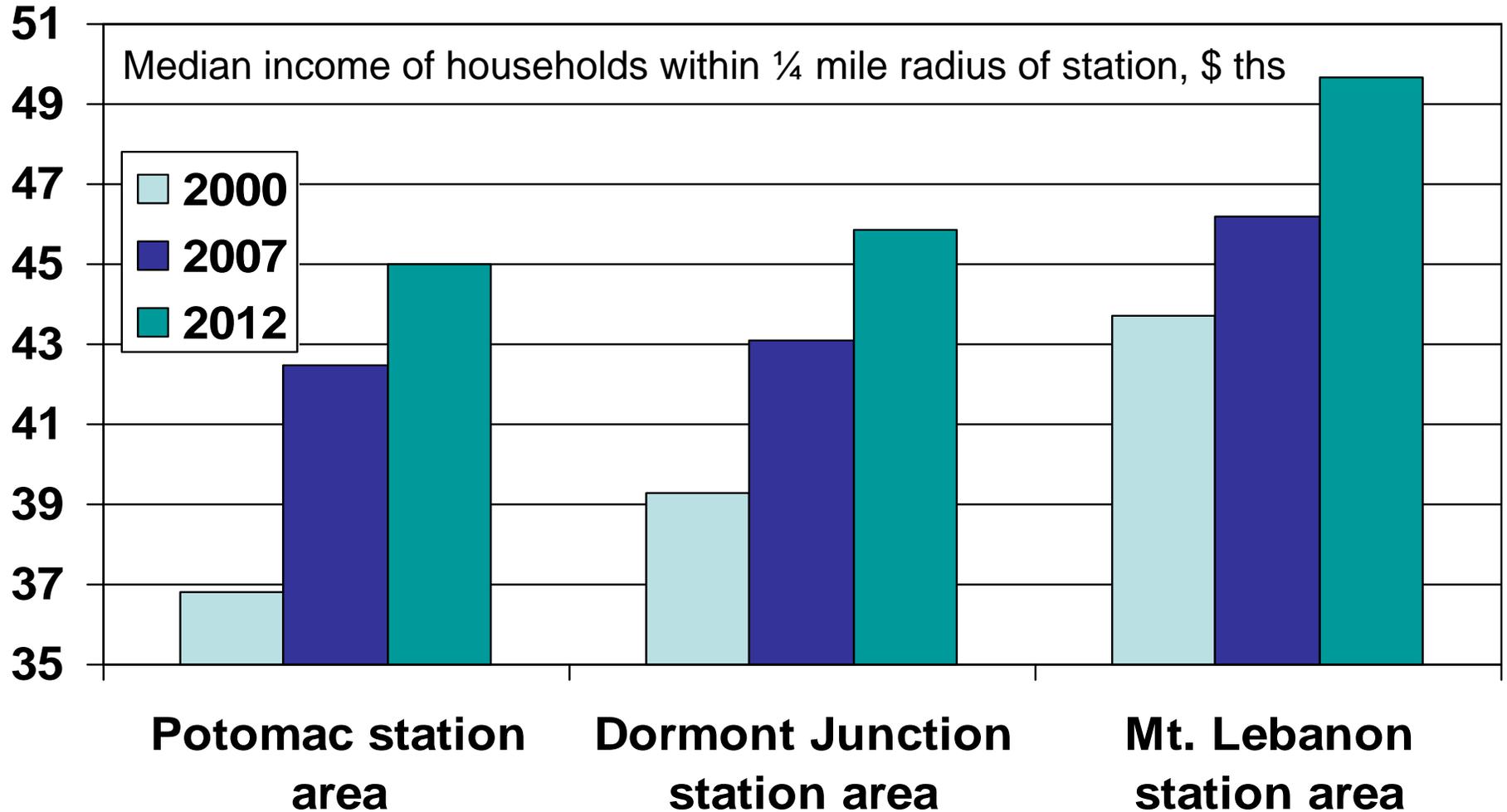


Station-Area Population Change in Context



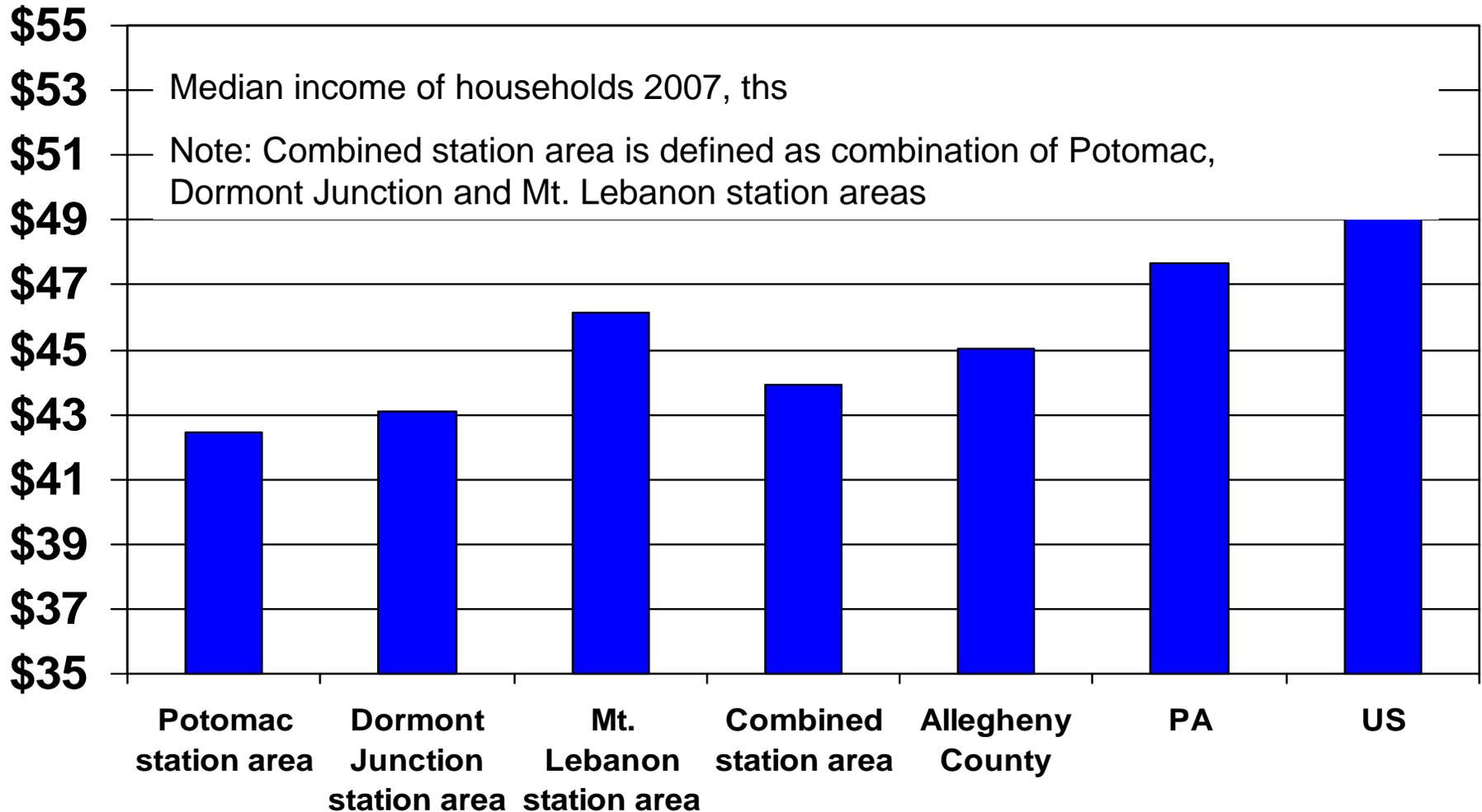
Sources: Claritas, Census Bureau and AECOM calculations

Station-Area Incomes are Rising



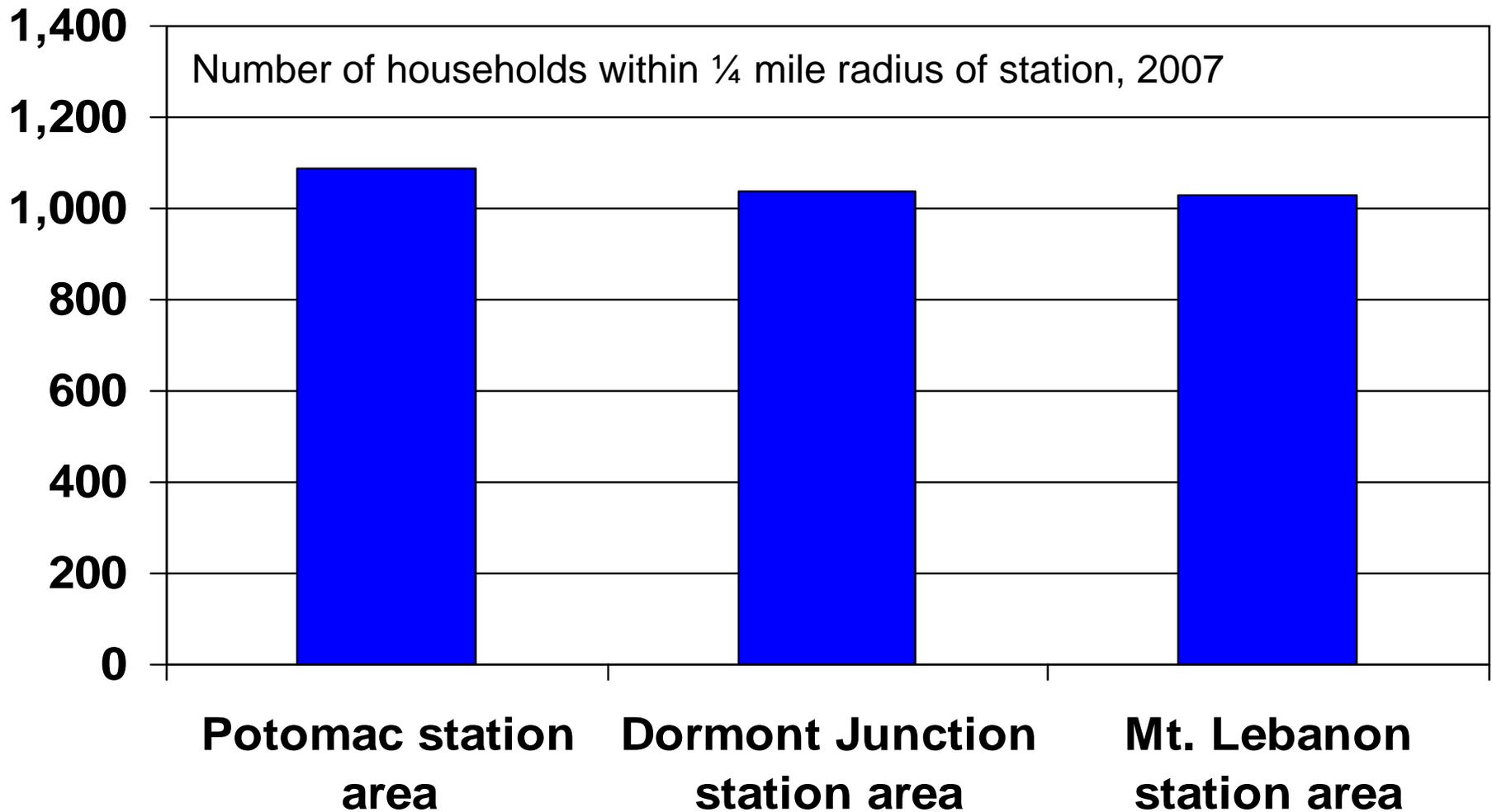
Source: Claritas

Incomes About the Same as the County



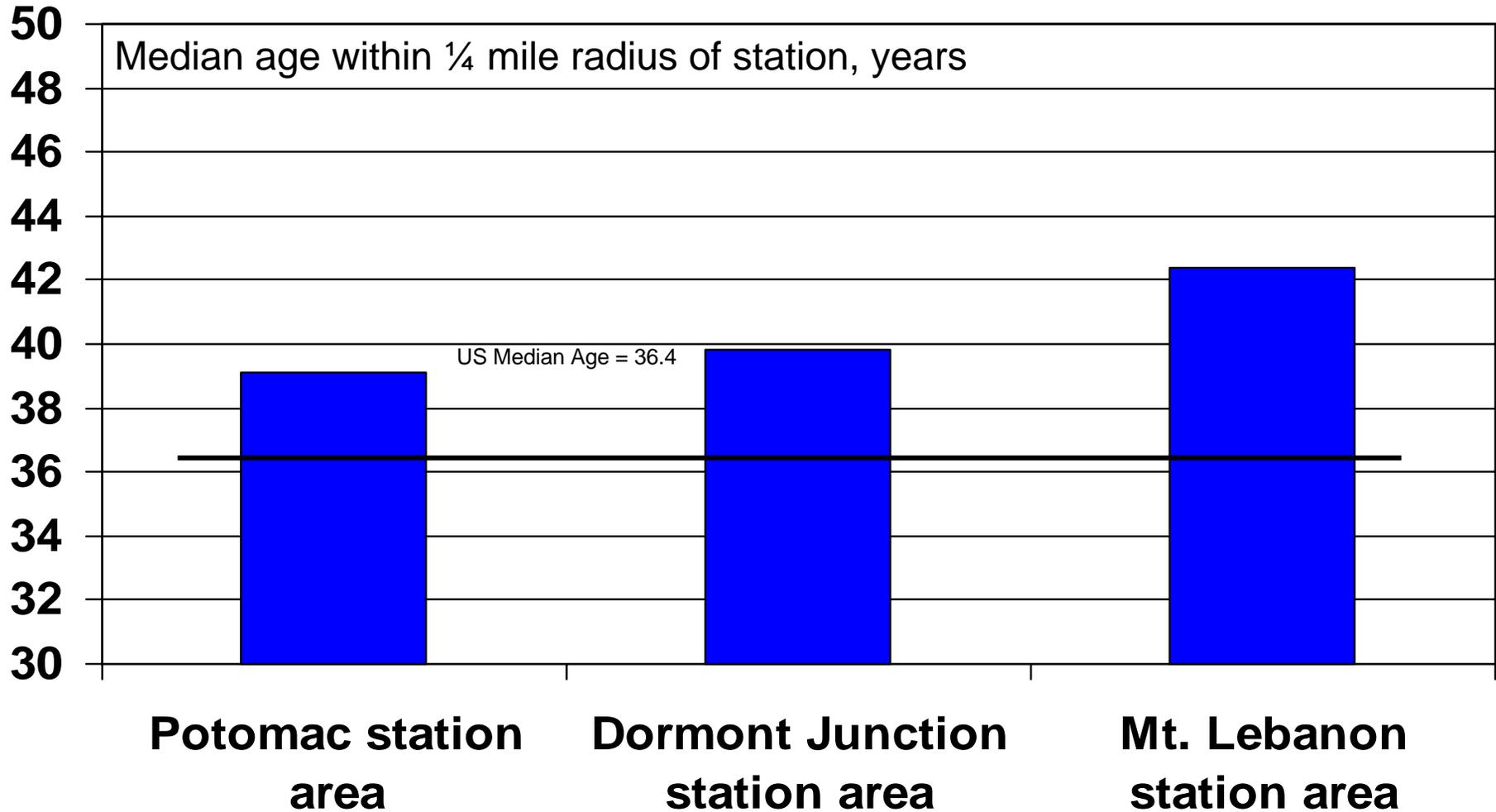
Sources: Claritas, Census Bureau and AECOM Calculations

About 1,000 Households in Each Station Area



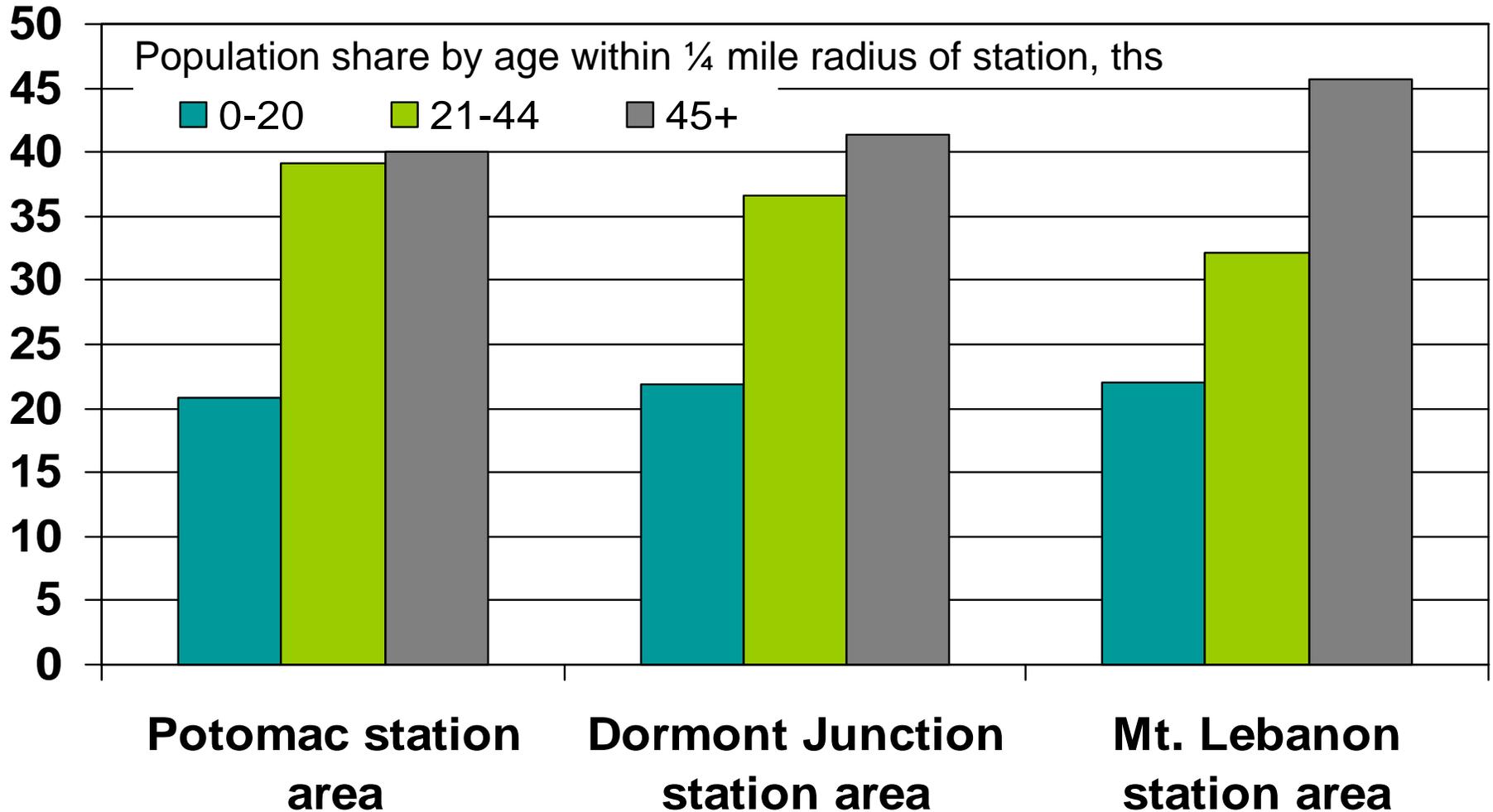
Source: Claritas

Station-Area Residents Are Older Than Average



Source: Claritas

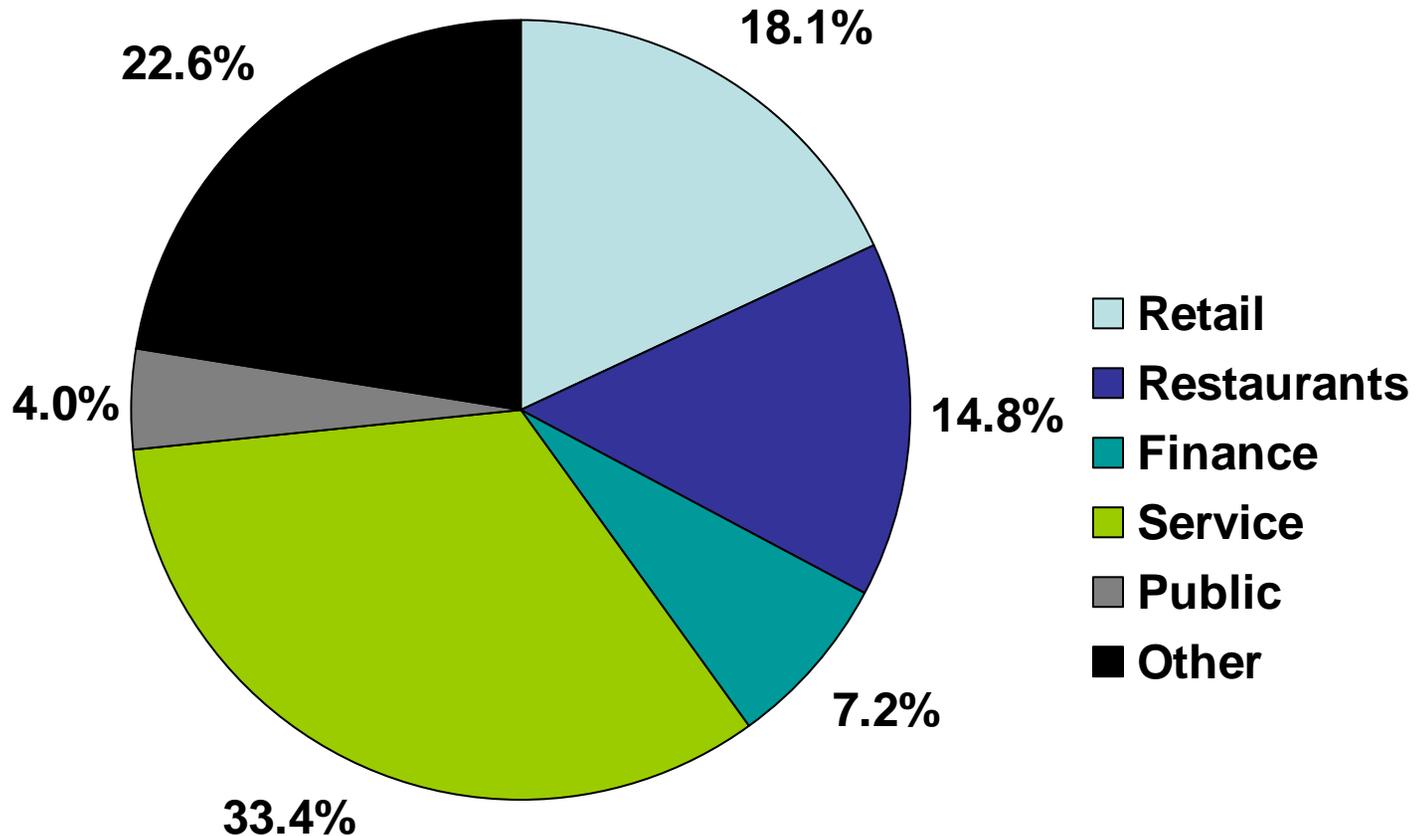
Mix of Resident Consumers Varies Among Station Areas



Source: Claritas

Business Employment: Potomac

Total Employment in 2007 = 1,902

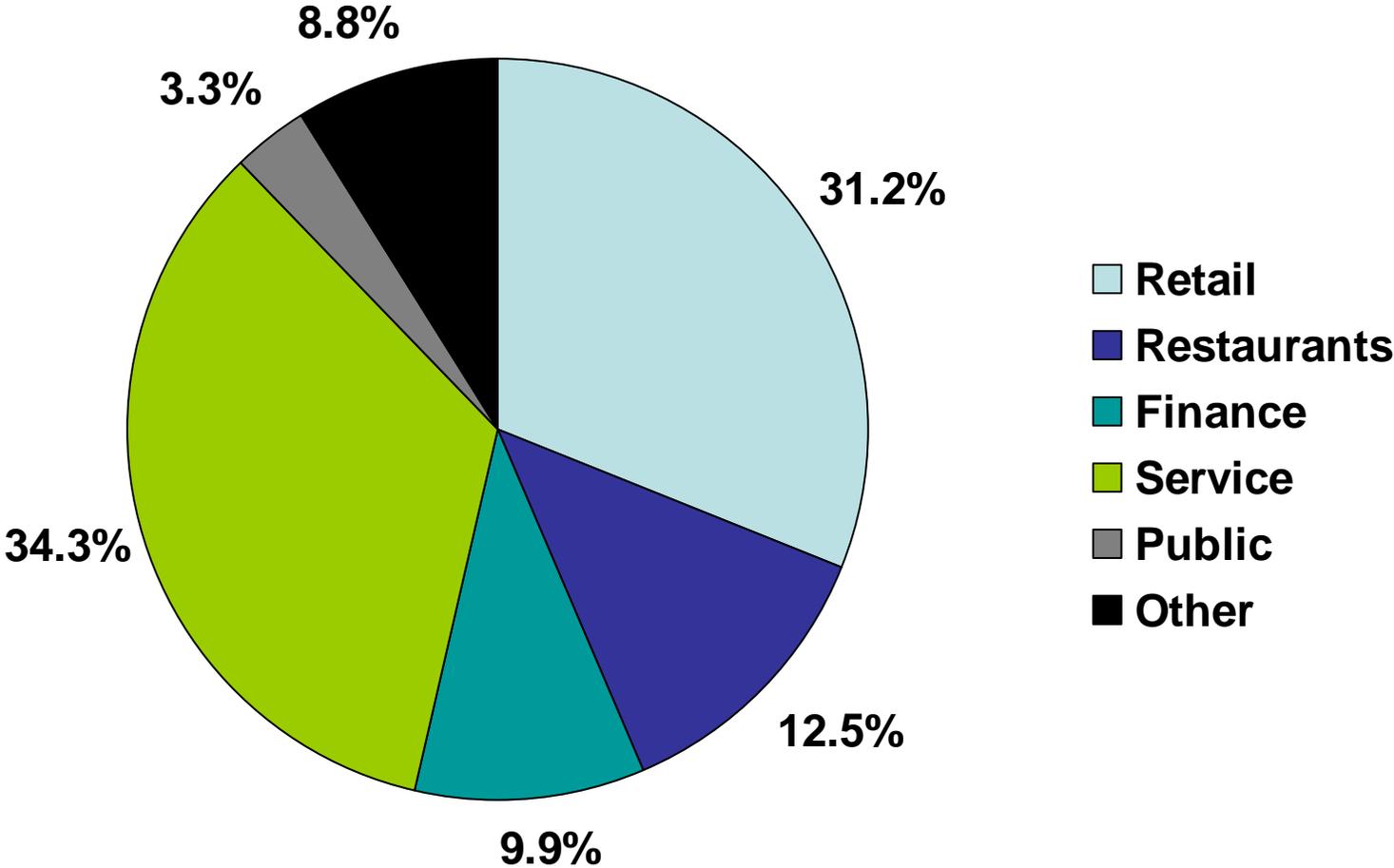


Share of employment at firms within 1/4 mile of the station by industrial group, %

Source: Claritas

Business Employment: Dormont Junction

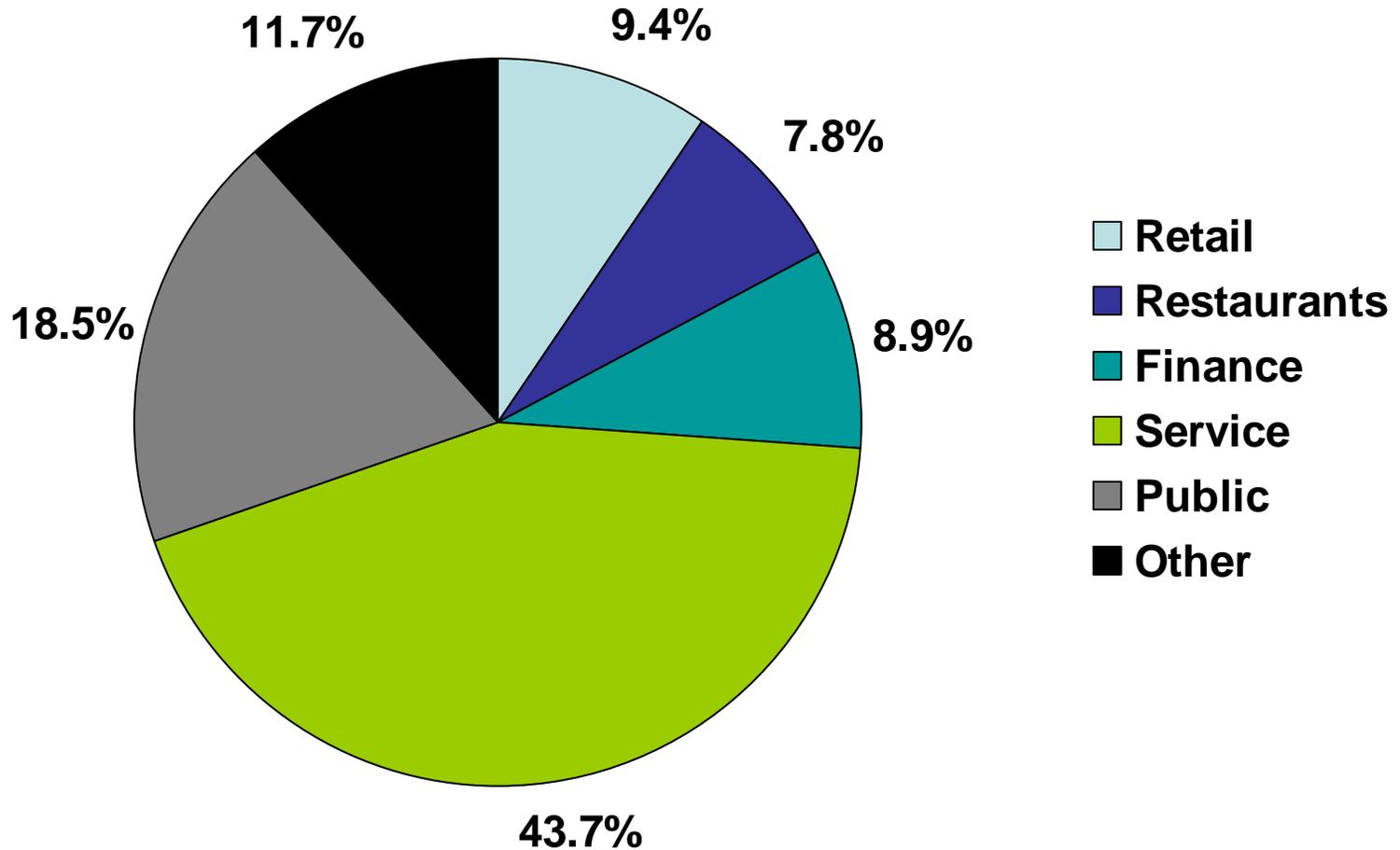
Total Employment in 2007 = 1,026



Share of employment at firms within 1/4 mile of the station by industrial group, %
Source: Claritas

Business Employment: Mt. Lebanon

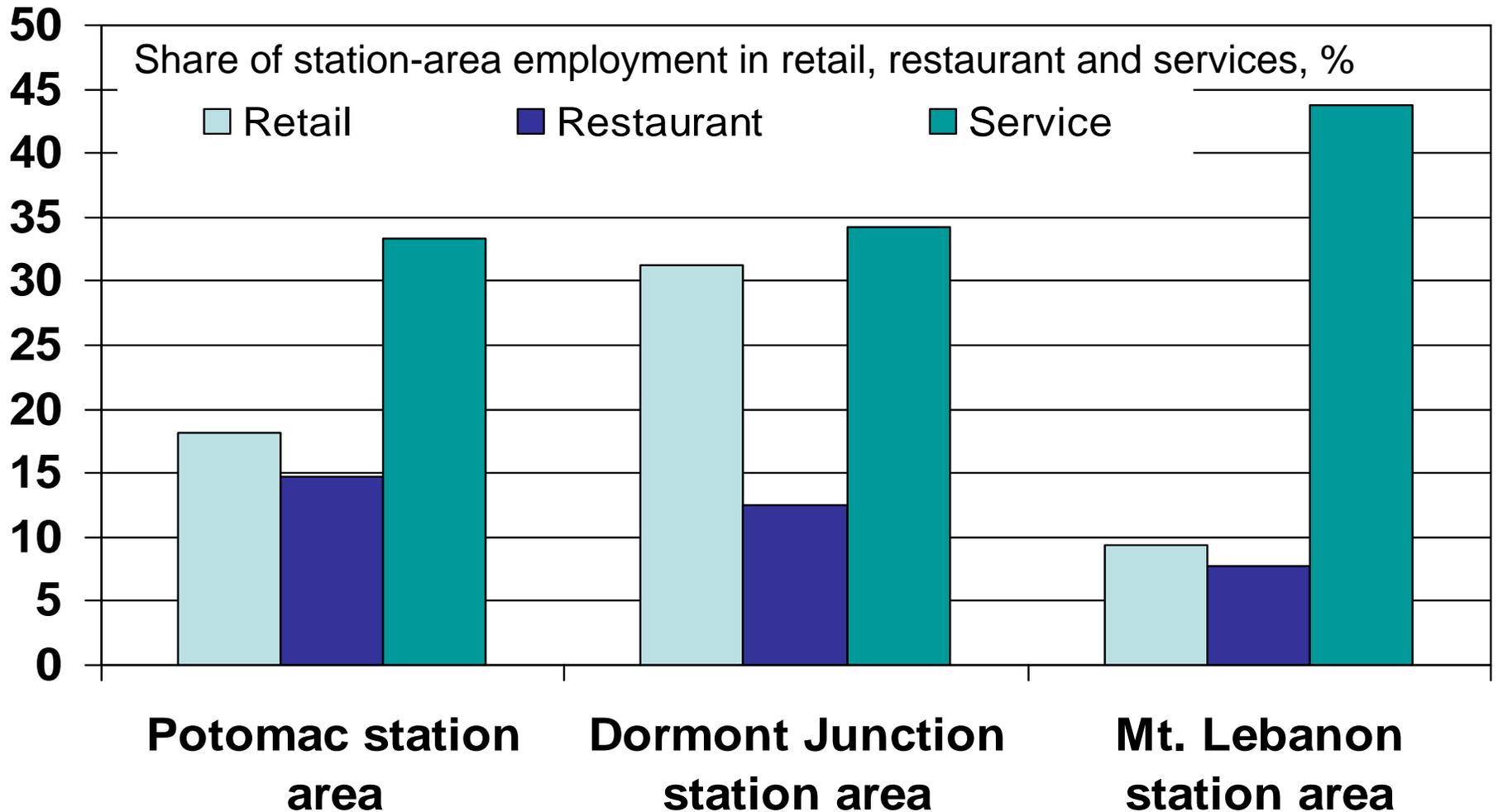
Total Employment in 2007 = 1,964



Share of employment at firms within 1/4 mile of the station by industrial group, %

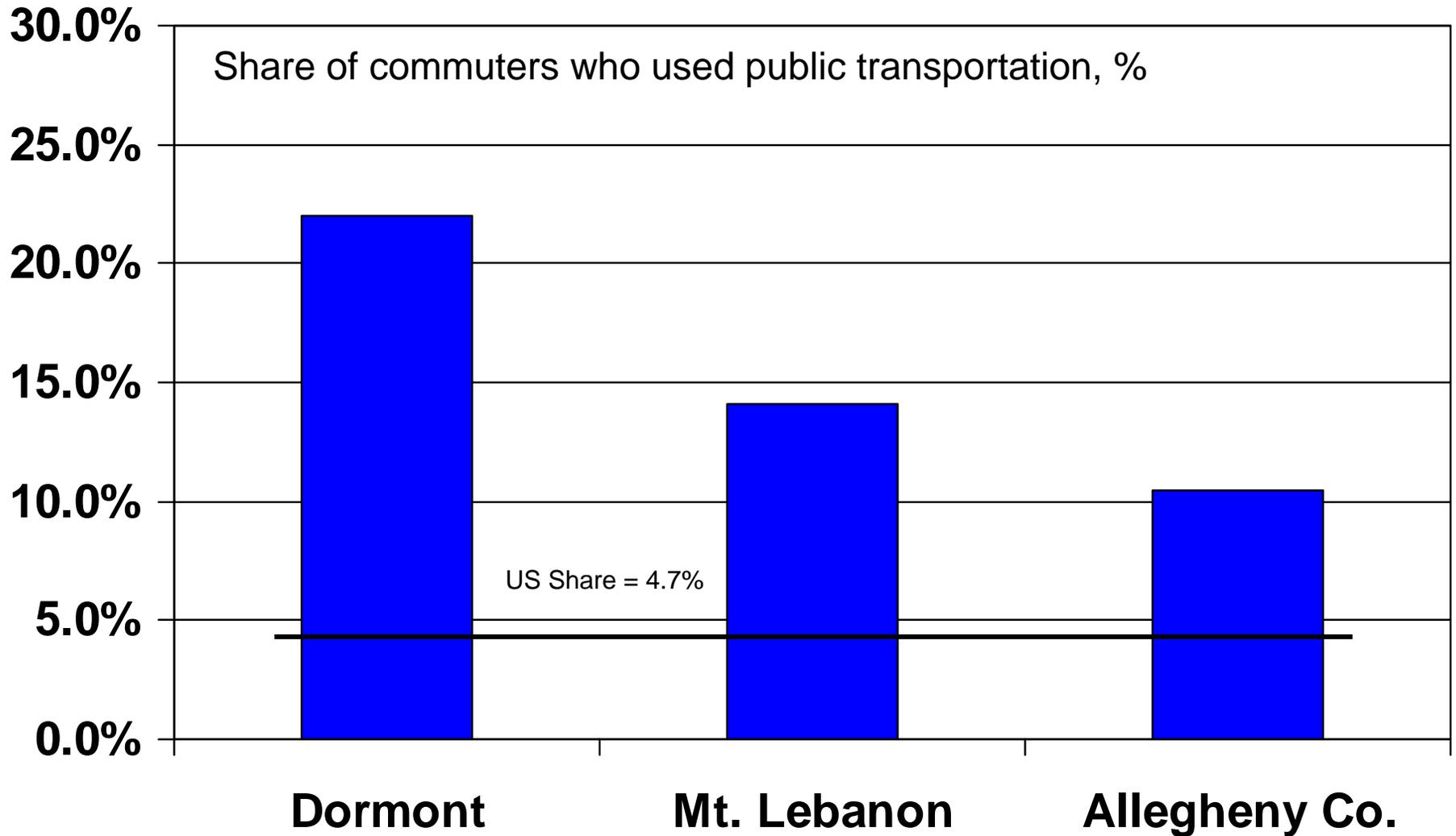
Source: Claritas

Mix of Local Business Reflects Resident Consumer Demand



Source: Claritas

Both Municipalities Are Transit-Users



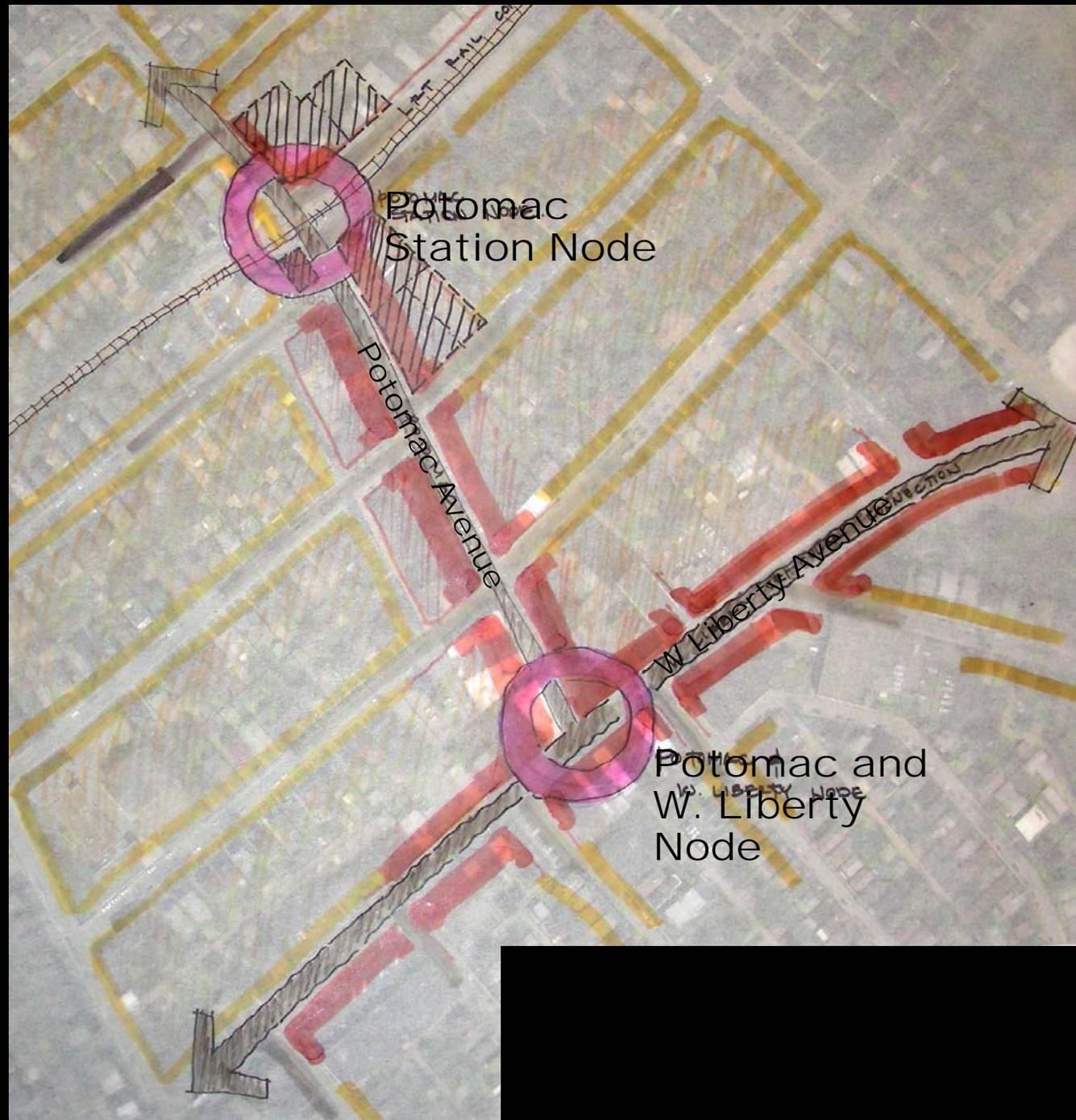
Source: 2000 Census

Conclusion

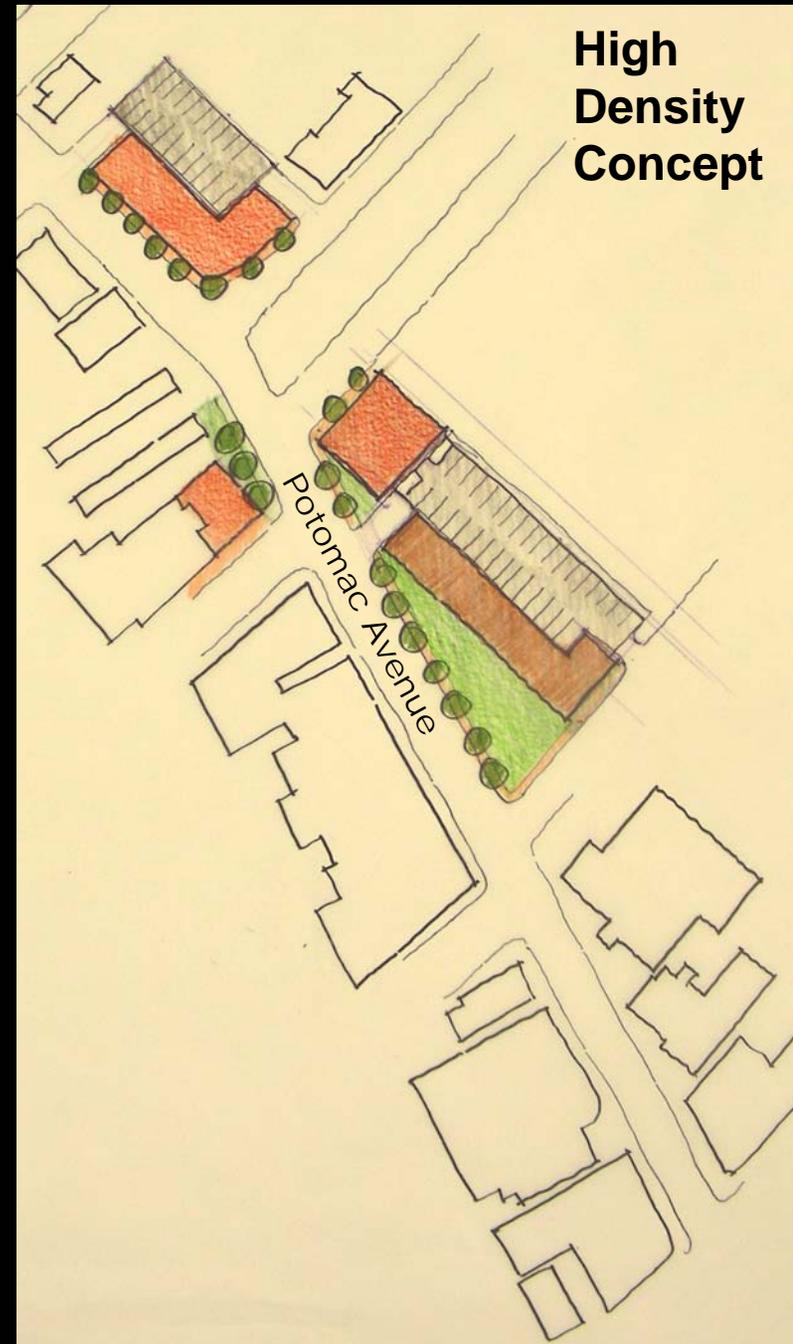
- Local economy is gradually losing population, but each station area has strengths to build on:
 - A base of 1,000 households within walking distance
 - Solid Incomes
 - Above-Average Transit Use
 - Good Mix of Existing Business
 - Retail
 - Restaurants (creates activity on street after work hours)
 - Services

**Potomac
Station
Alternative
Concept Plans**

Potomac Station Context Plan

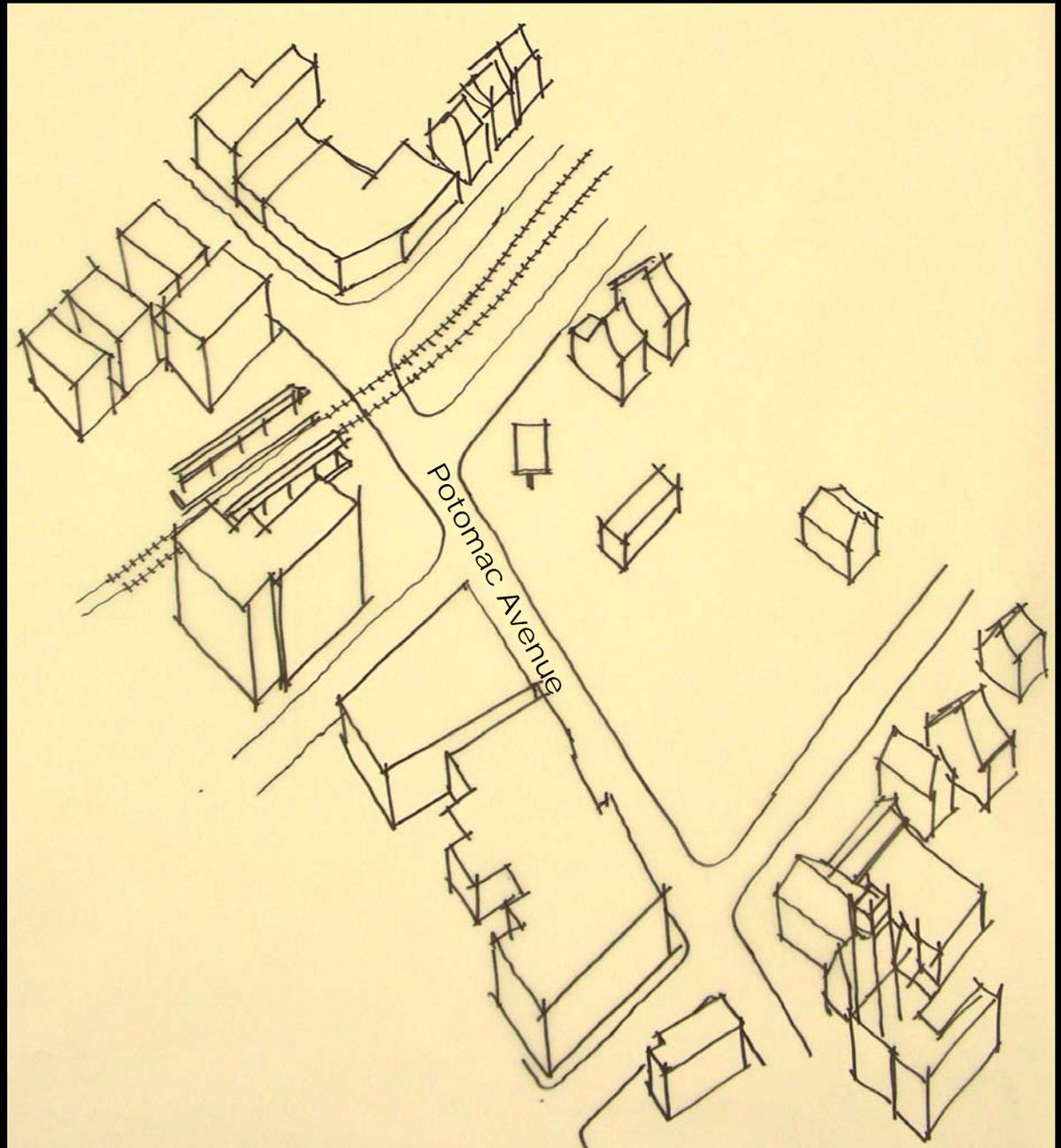


**Potomac
Station
Alternative
Concepts**



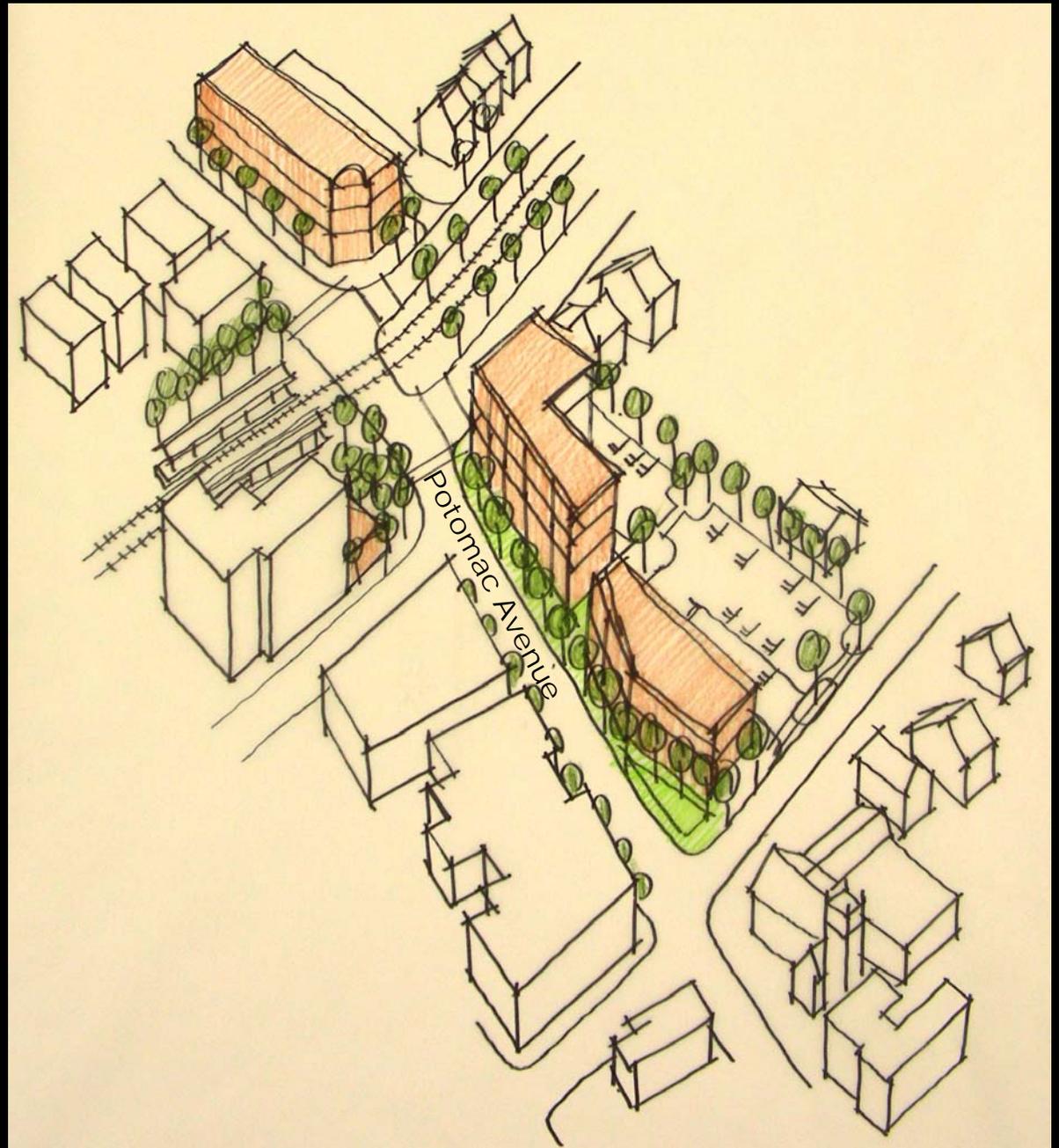
**Potomac
Station
Aerial
View**

**Existing
Conditions**



**Potomac
Station
Aerial
View**

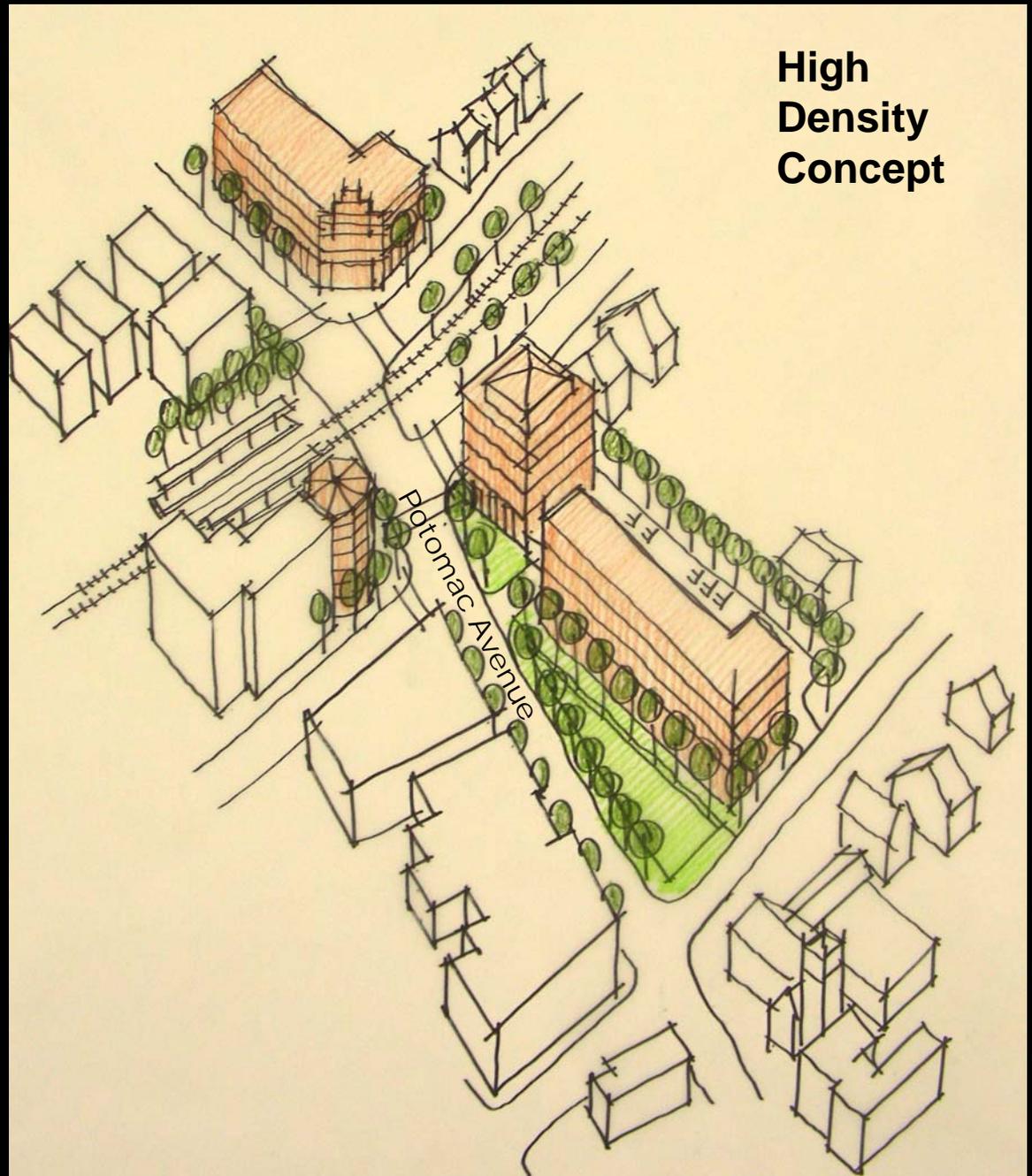
**Low
Density
Concept**



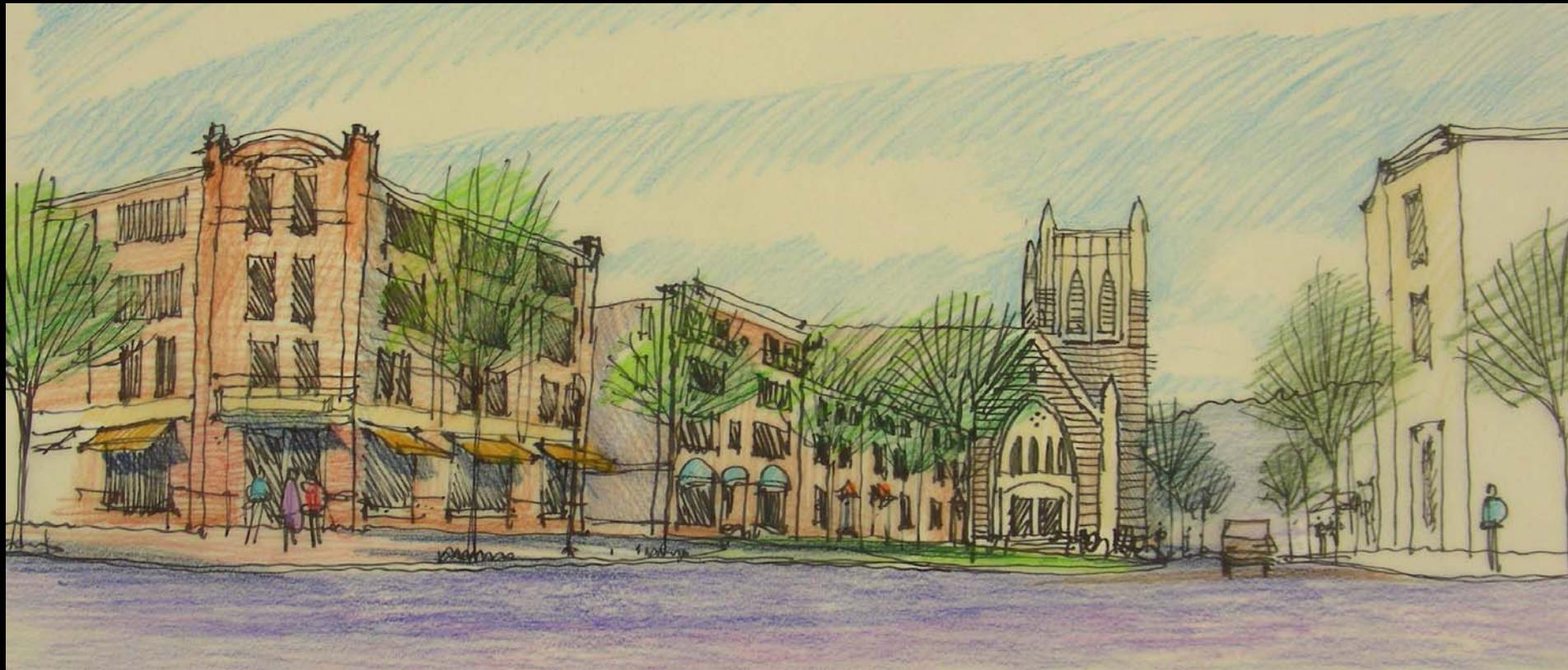
**Potomac
Station
Aerial
View**

**High
Density
Concept**

**High
Density
Concept**

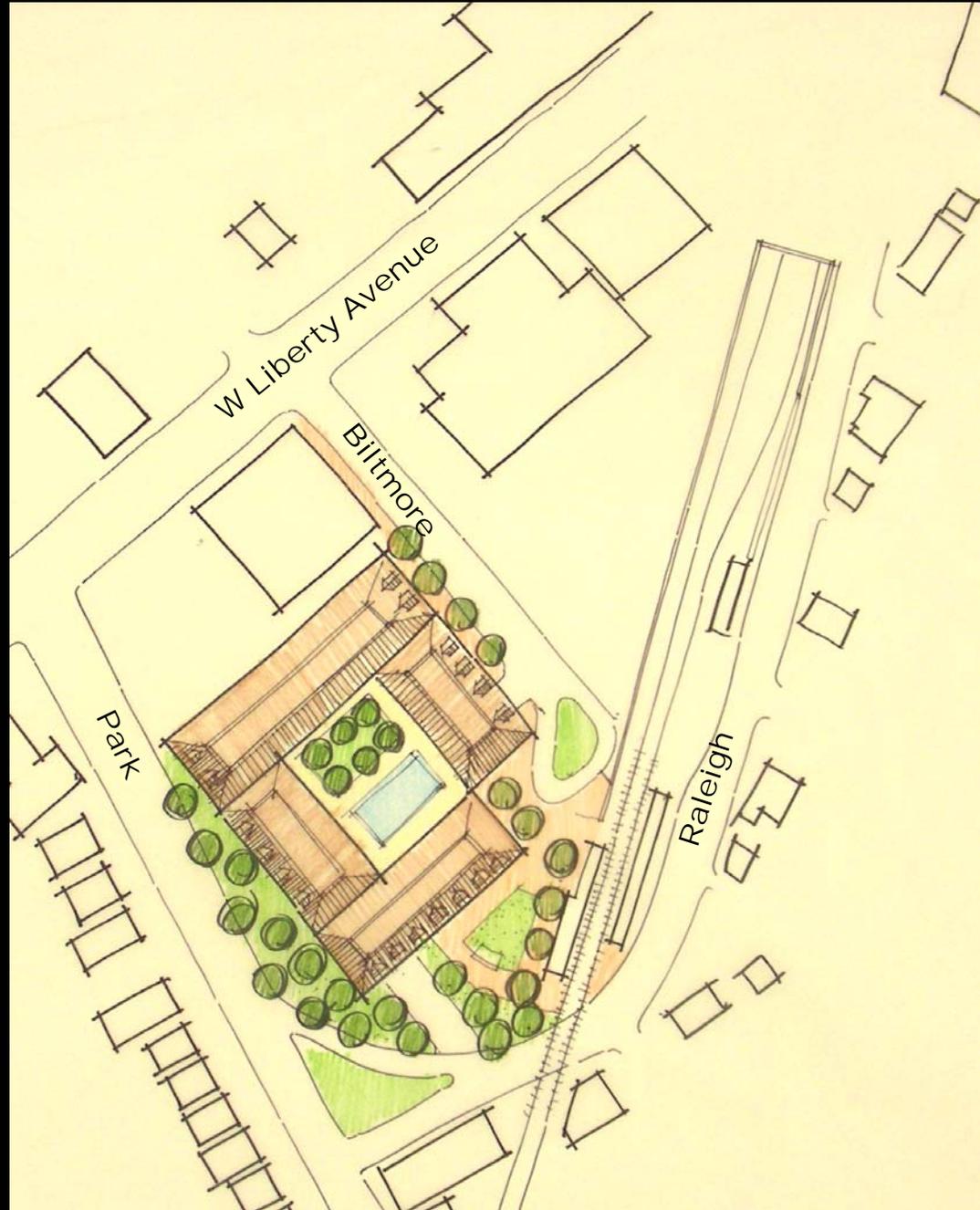


Potomac Station Perspective View



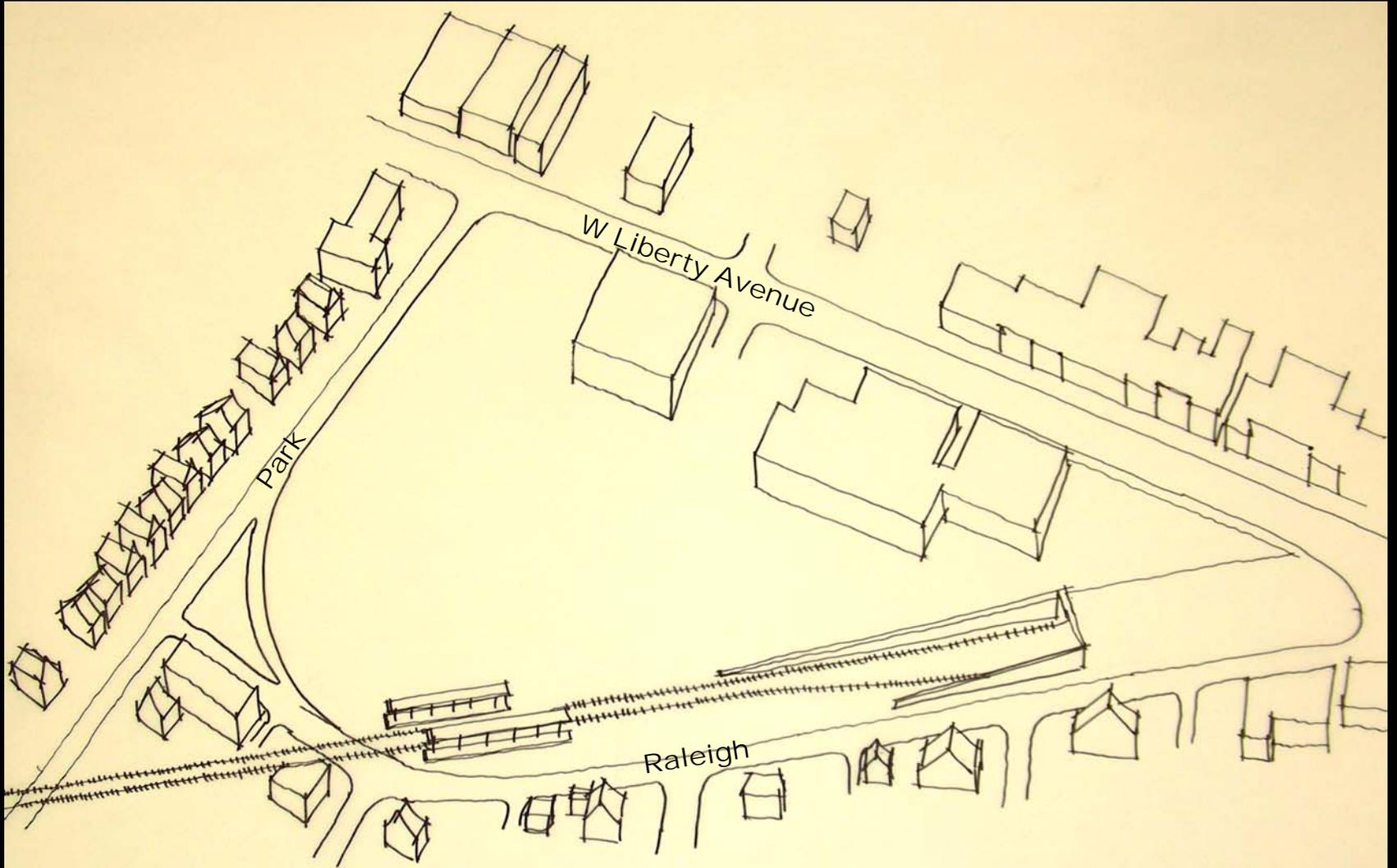
**Dormont
Junction
Station
Concept Plan**

Dormont Junction Station Concept



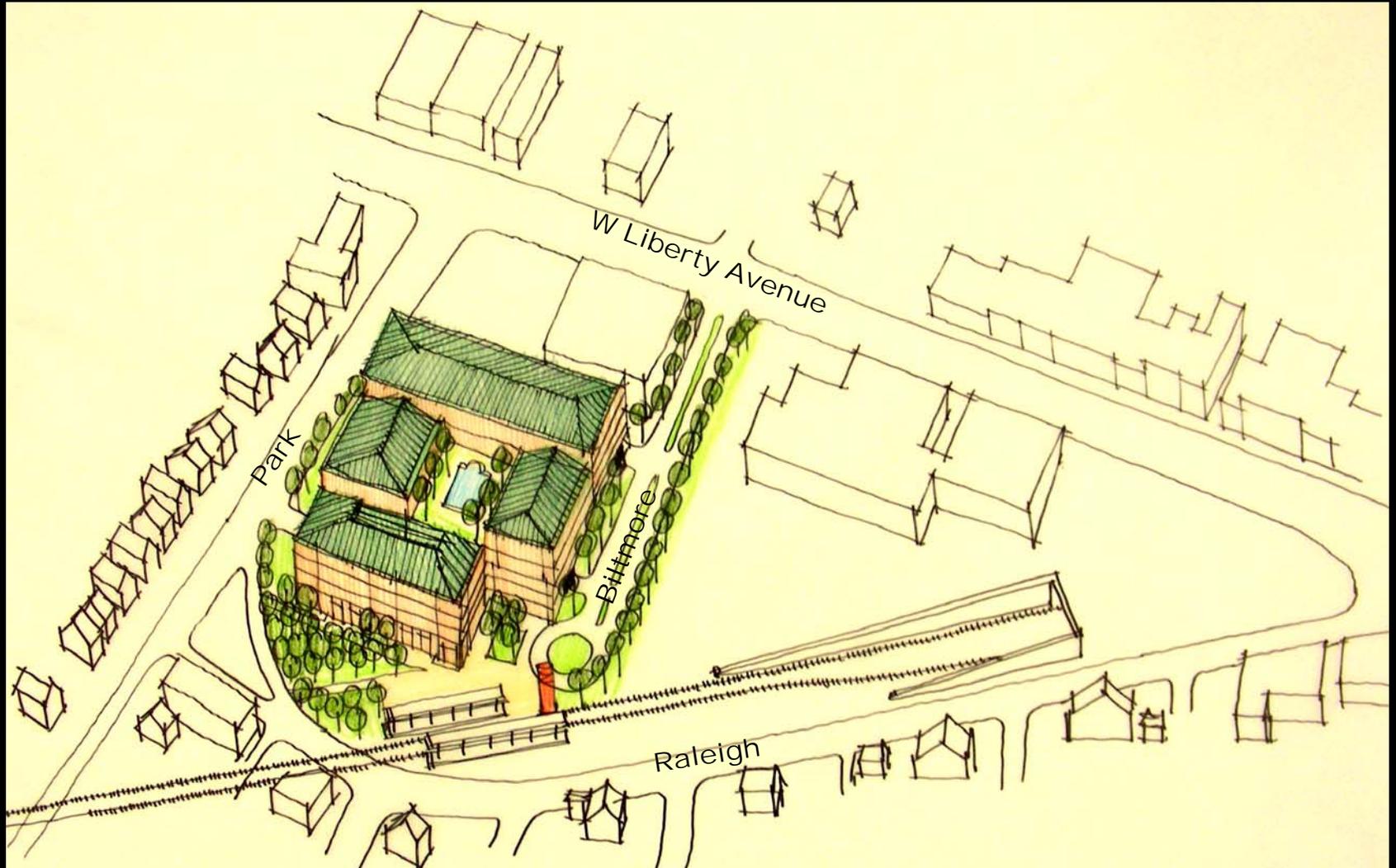
Dormont Junction Station Aerial View

Existing Conditions



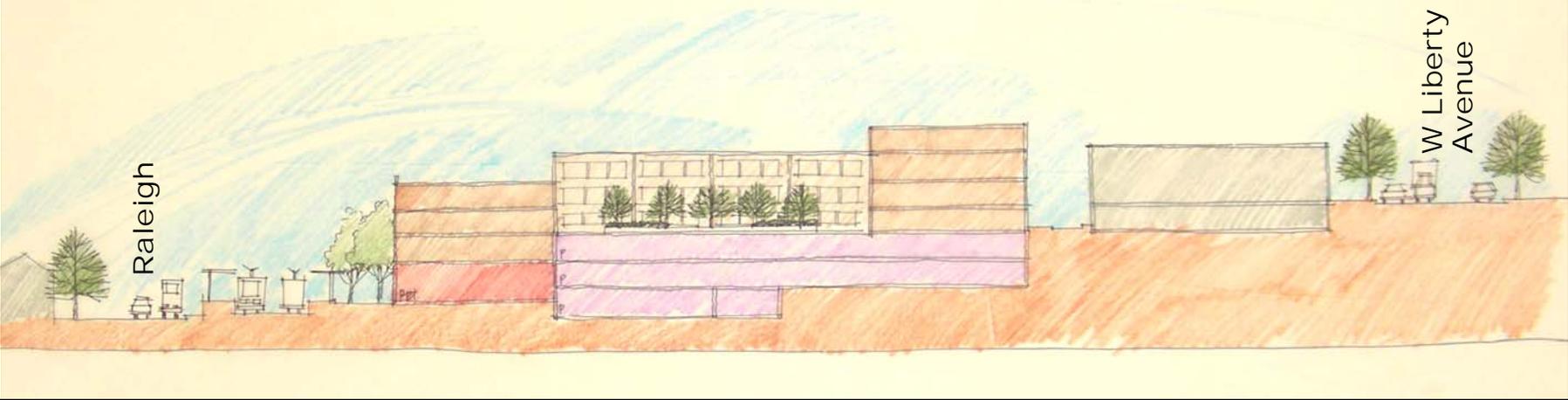
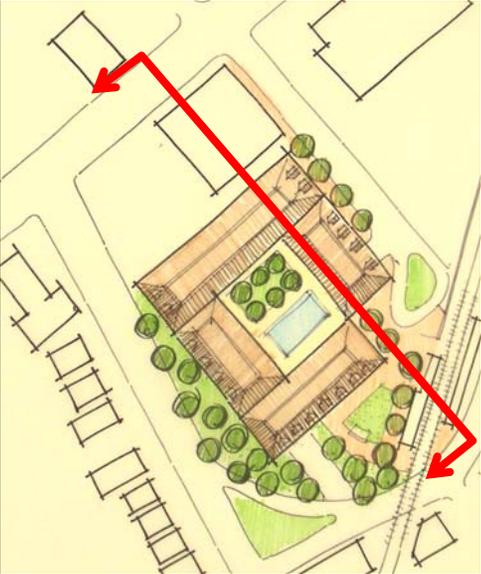
Dormont Junction Station Aerial View

Concept



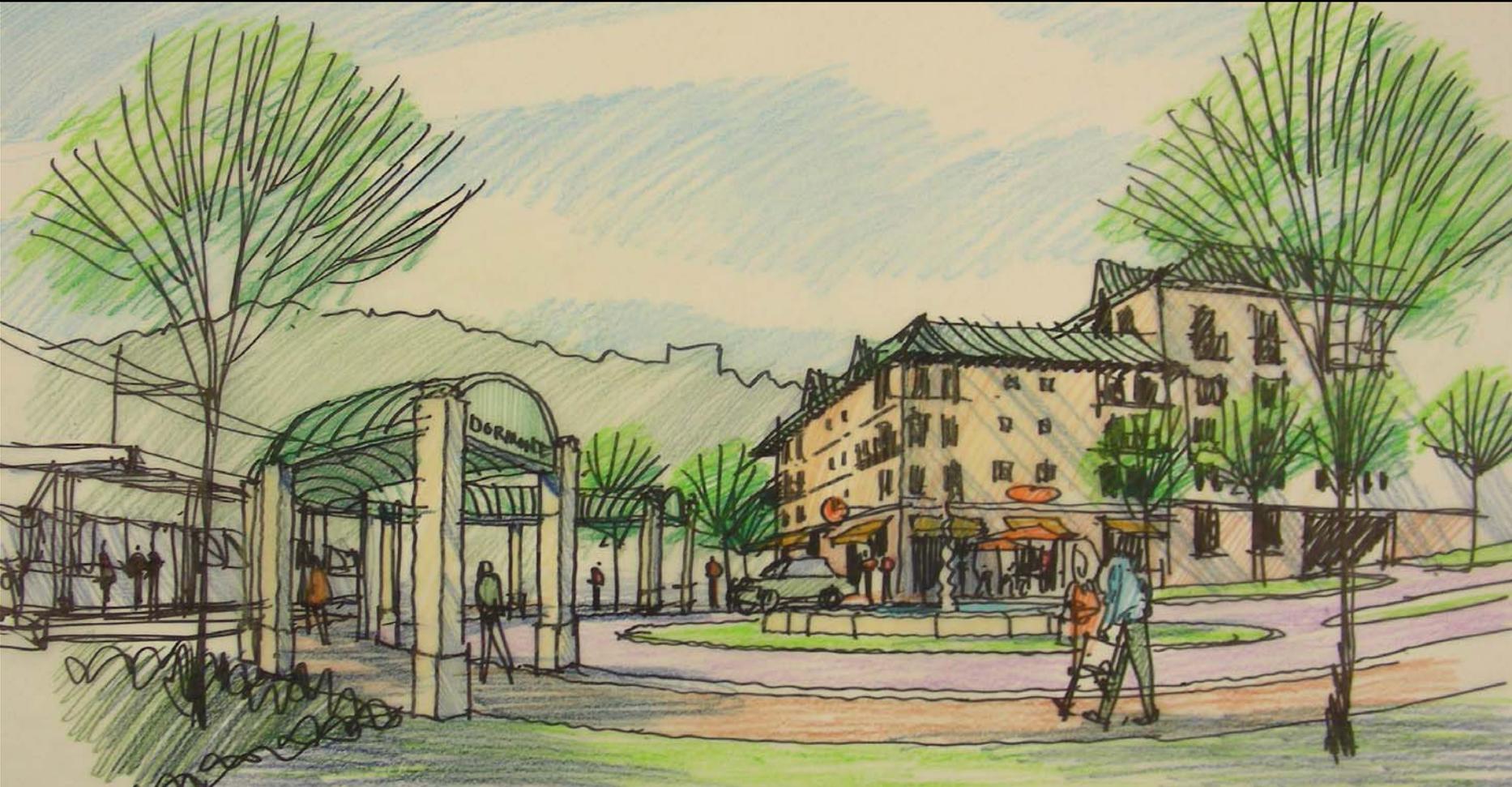
Dormont Junction Station Section

Concept



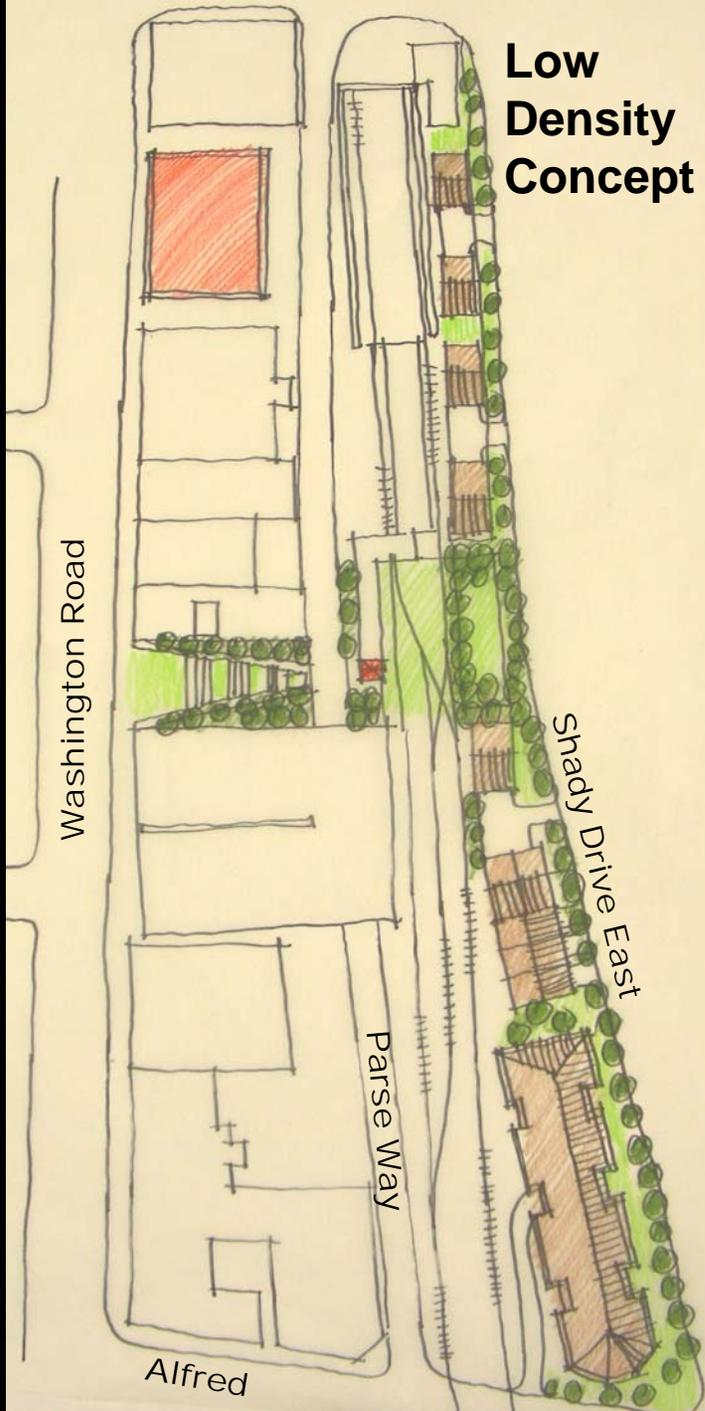
Dormont Junction Station

Perspective View



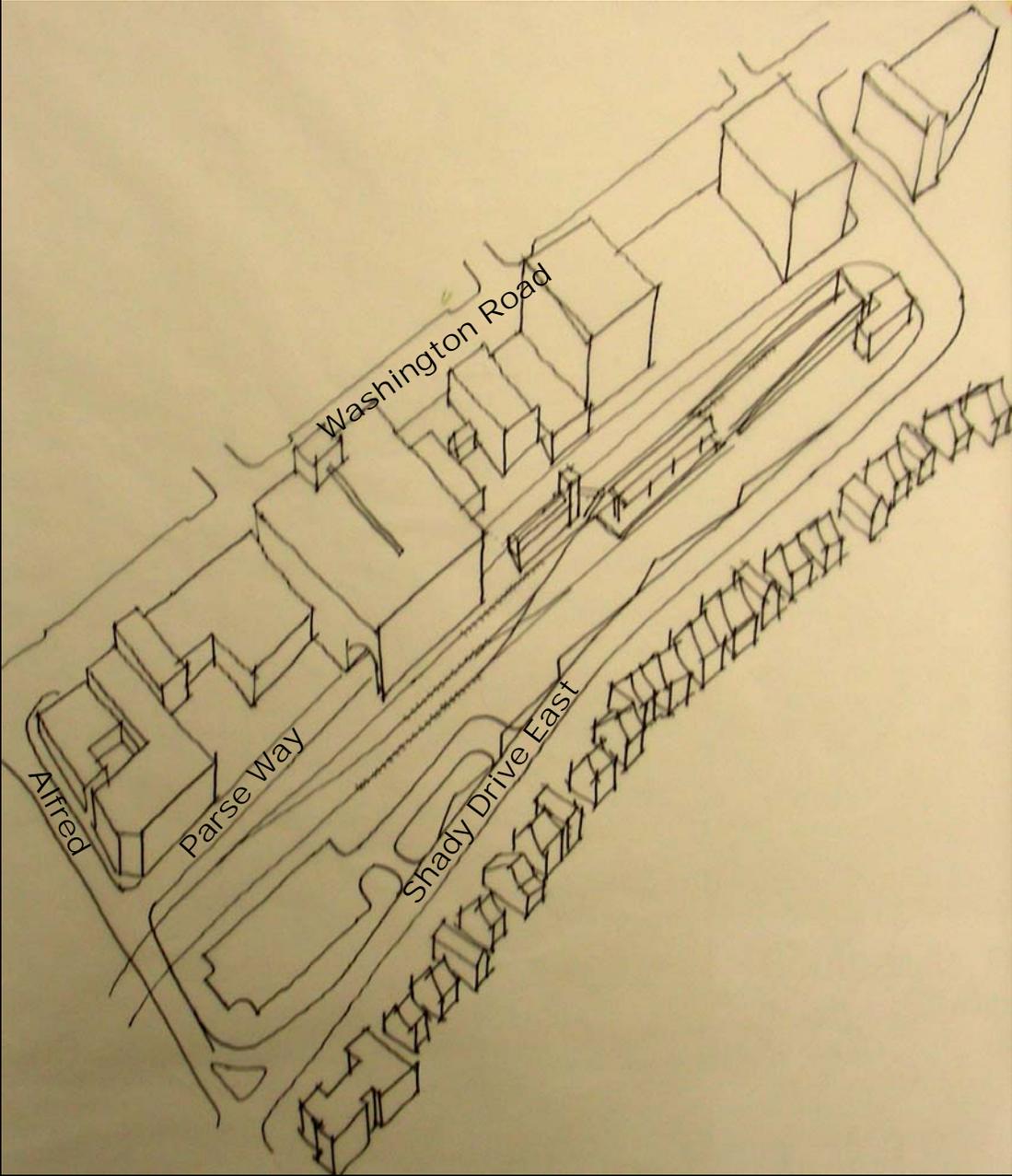
**Mt Lebanon
Station
Alternative
Concept Plans**

Mt Lebanon Station Alternative Concepts

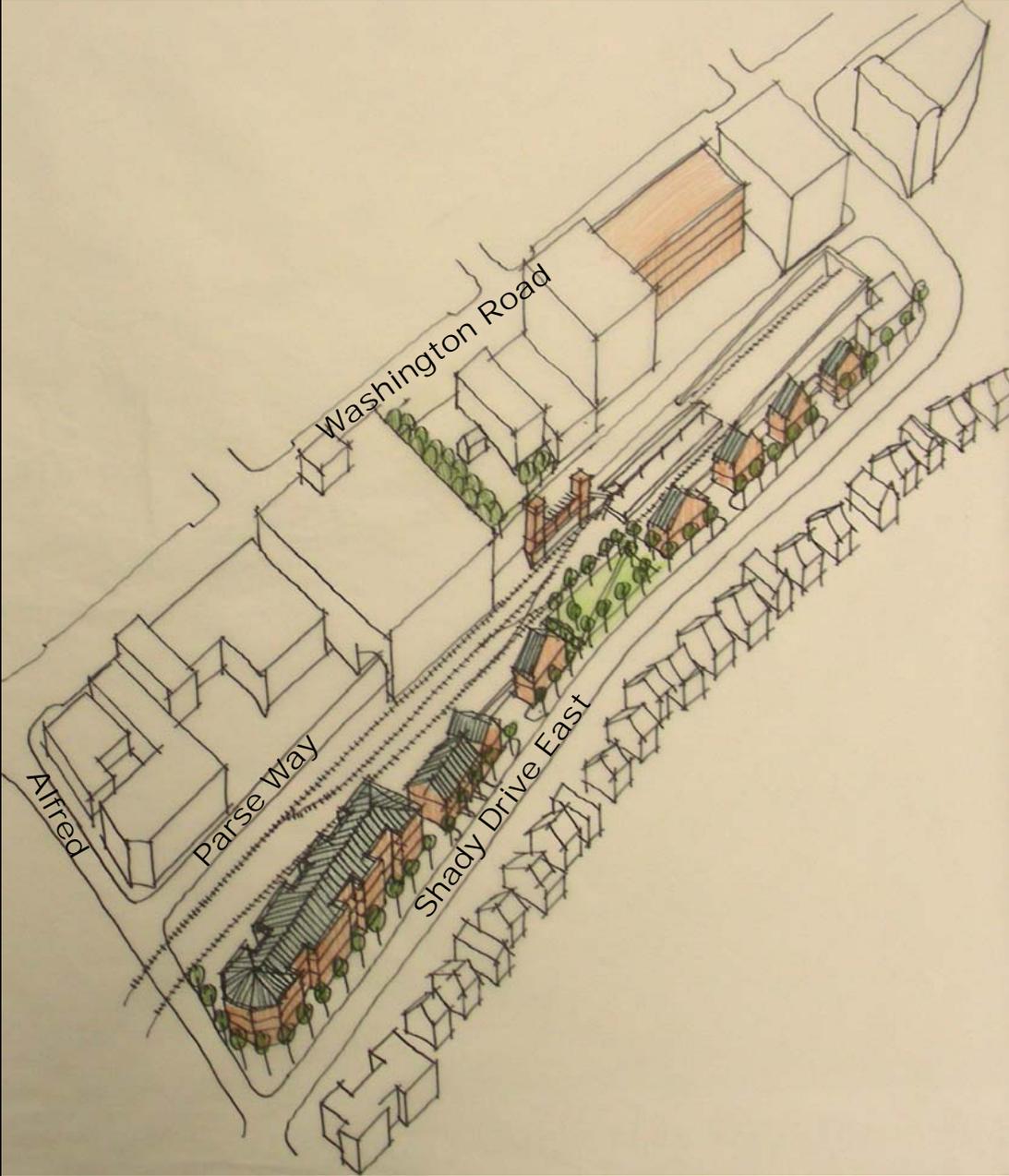


**Mt Lebanon Station
Aerial View**

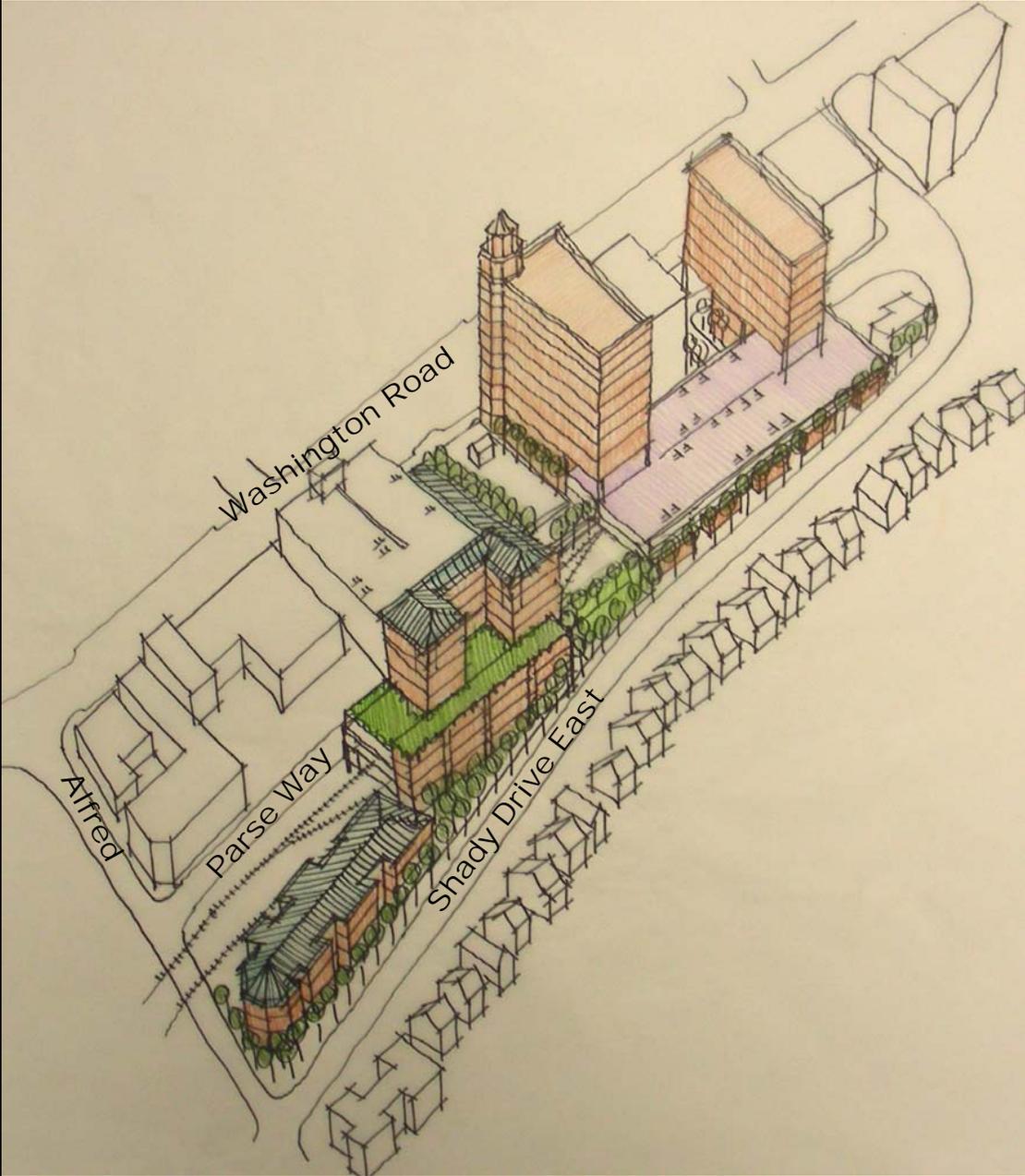
Existing Conditions



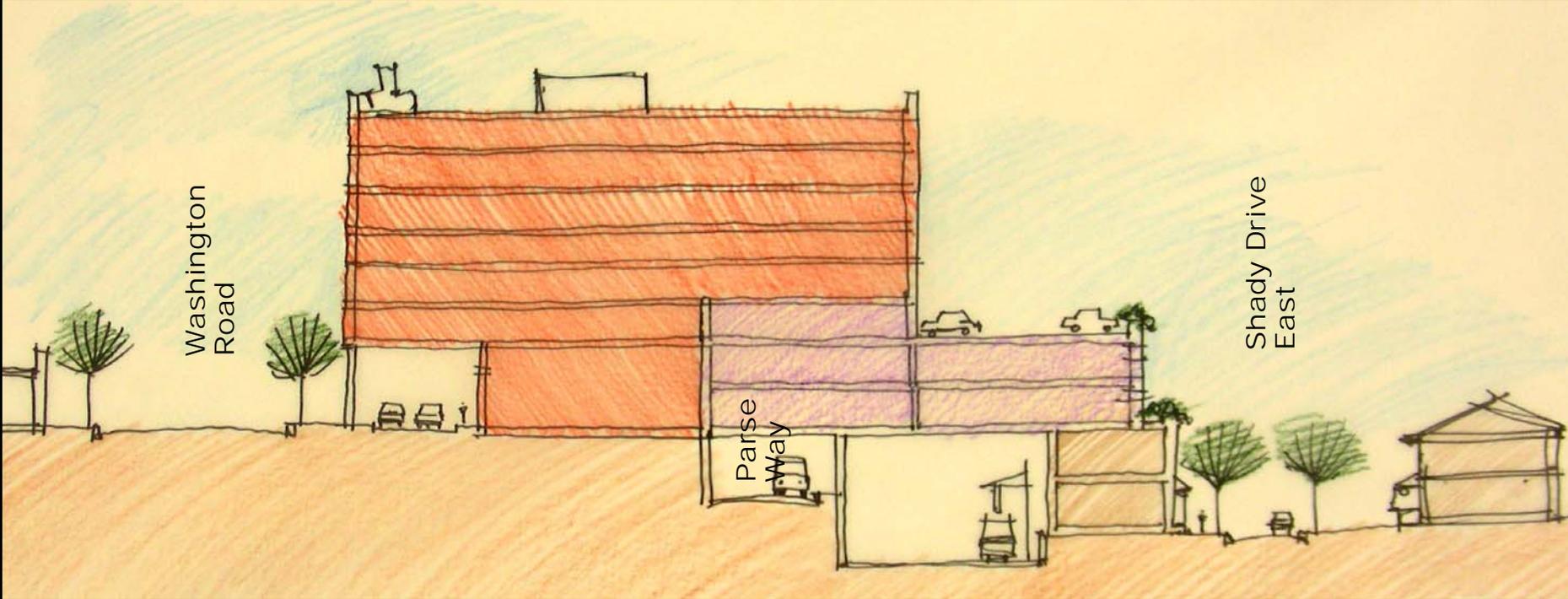
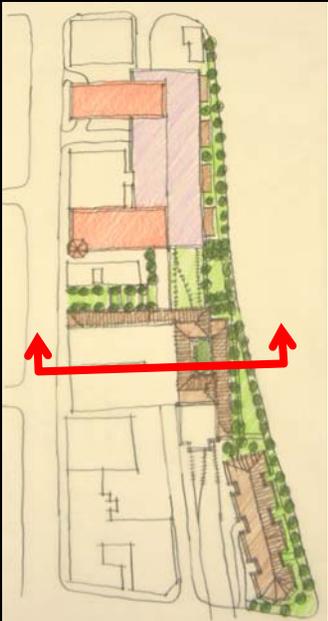
**Mt Lebanon Station
Aerial View
Low Density Alternative**



**Mt Lebanon Station
Aerial View
High Density Alternative**

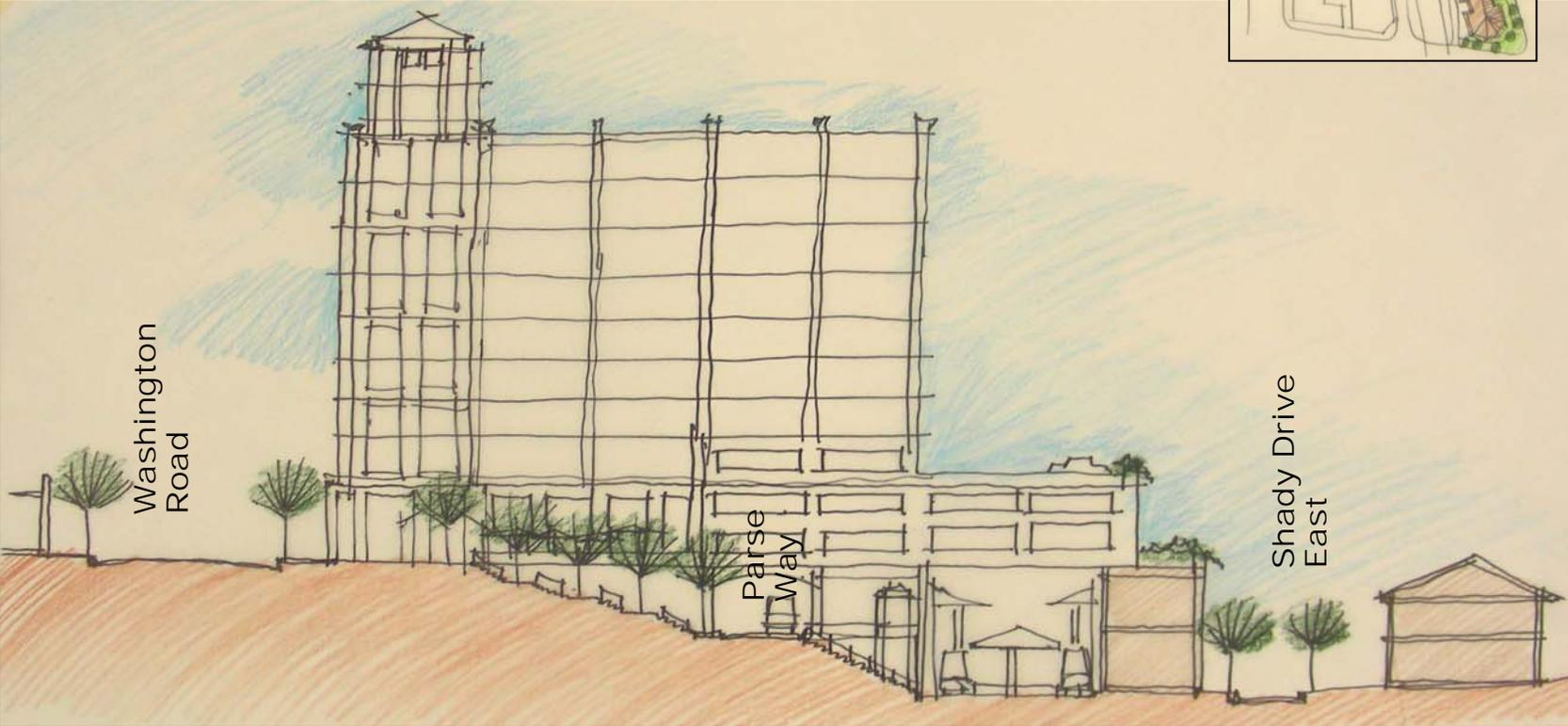
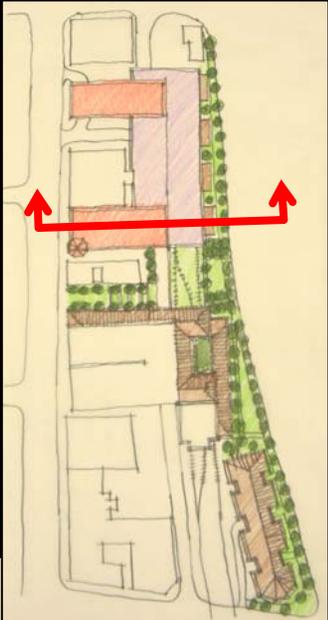


Mt Lebanon Station Section High Density Alternative



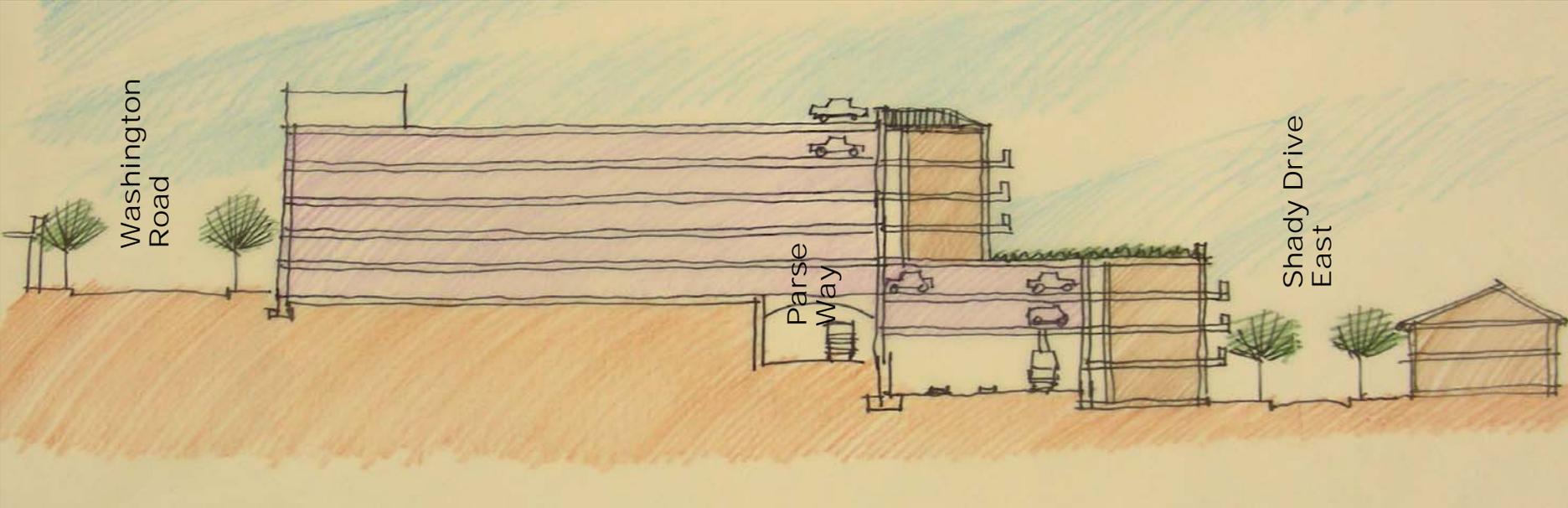
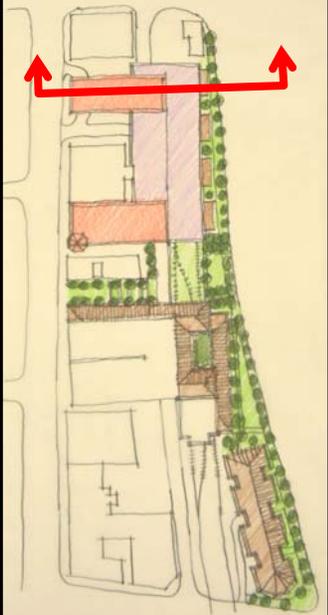
Mt Lebanon Station Sections

High Density Alternative



Mt Lebanon Station Sections

High Density Alternative



Mt Lebanon Station Perspective View

