Mode: What's the Difference When It Comes to Land Use?

Richard C. Feder, AICP
Rail~Volution
Salt Lake City
September 10, 2005
Regional Transit Service Areas
SW PA
Port Authority - Modes Operated
Fixed Guideways
Development Overview

- Port Authority is pursuing “joint development” at 12 major stops or stations.
- Development adjacent to the East Busway has been significant. Two inventories were done:
  - 1983 - 1996
  - 1996 - 2004
- Major development has occurred along the LRT.
- New development is being pursued along busways and LRT.
- West Busway has had development activity.
- We are pursuing a Transit-Oriented Development (TOD) educational program.
Joint Development at Stations/Stops

- East Liberty
- University Boulevard
- Robinson Town Centre
- Carnegie
- Washington Junction
- Castle Shannon
- Mt. Lebanon
- South Hills Village
- Dormont
- Wabash HOV Station Square
- Steel Plaza
- Wood Street
Development along the Martin Luther King, Jr. East Busway
Inventory of East Busway Development  1983 - 1996

- 54 developments
- Fair market value of $302 Million
- New construction and renovation of existing buildings
- Retail, office and residential uses most common
Residential Development Linked to a Station - Homewood
Reuse of an Industrial Building - Shadyside
Medical Professional Building
- Shadyside
The Pennsylvanian - Downtown Pittsburgh
Development 1996 - 2004

- Development continues to occur
- Another $203 million completed
- Additional development under construction or being planned
- Most development activity in East Liberty and Shadyside
- New station proposed to serve development in Baum-Centre Corridor
New Townhouses - Shadyside
Whole Foods Market – East Liberty
Rubicon Building - Shadyside
Ongoing Development Activity in East Busway Corridor
Giant Eagle Expansion and Apartments - Shadyside
Eastside Development Under Construction – East Liberty
West Busway Development
Borough Bldg. with spaces for business and non-profits - Carnegie
Development Along the Rail Transit System
Utilization of Steel Plaza LRT Station Space for Retail
Joint Development at Steel Plaza LRT Station: Walkway Connection to USX with retail
Bank Facilities at Steel Plaza and First Avenue LRT Stations - Downtown
Development clustered around Mt. Lebanon Station
Main Line Residential Development Promoting Proximity of Rail Transit
Transit Oriented Development (TOD)

Characteristics

- Transit Availability
- Pedestrian Orientation
- Higher Density
- Mixed Use
TOD Educational Program

Transit Operators of SW PA

Geared to Municipalities and Developers

- Characteristics of TOD
- Benefits of TOD
- Design Aspects
- Tools Available to Municipalities
  - E.g., Transit Revitalization Investment Districts (TRID) – Act 238 of 2004
- Financial and other Resources
North Shore Connector: Serving new Golden Triangle, Strip District and North Shore Development
Process for Air Rights Development above Mt. Lebanon Station has begun
Carrie Furnace Site Plan with Potential Transit Linkages
East Busway Station is focal point for East Liberty Plan
Factors Relating to TOD, LRT and BRT

- Some developers focus on rail
- Development requires sufficiently dense corridors
- Rail is implemented in dense corridors
- BRT is being proposed in dense corridors
- LRT subway can have an impact
- TOD or TAD will happen in a corridor with conducive economic environment
- TOD requires pro-action
Environmental Considerations in Mode Selection

- Air Quality
- Construction Impacts
- Contamination/Hazardous Materials
- Cultural, Historic and Archaeological
- Ecology
- Energy
- Financial
- Land Use and Development Activity
- Neighborhoods & Environmental Justice
- Noise and Vibration
Environmental Considerations (Cont.)

- Parklands
- Public Involvement
- Safety and Security
- Secondary and Cumulative Impacts
- Section 4(f) Evaluation
- Soils/Geotechnical
- Transportation Impacts and Effectiveness
- Utilities
- Visual and Aesthetic
- Water Resources
Thank You!