

# Mon Valley Places

A study of Transit Oriented Development opportunities in the Lower Monongahela River Valley region of Allegheny County

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JANUARY, 2014

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## **SOUTHWESTERN PENNSYLVANIA COMMISSION**

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# 1: Executive Summary

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## Introduction

The Lower Mon Valley area of Allegheny County is an area that has seen many years of disinvestment in jobs, housing and in transportation options. Yet, today, it is also a place with potential for future community and economic development. In 2012-13, the Southwestern Pennsylvania Commission (SPC) undertook a project to look for potential future enhanced transit corridors—places where new or restored transit service could be a catalyst for revitalization. For this study, SPC set out to create a set of concepts that could inspire future community leaders with ideas for innovative transit service and supportive station area plans that could lead to more sustainable communities.

## Background

*The 2040 Transportation and Development Plan for Southwestern Pennsylvania (2040 Plan)*, the long range transportation and development plan for the SPC region, calls for investment in infrastructure improvements to “be coordinated and targeted at the corridor level to optimize the impact of the investment.” The goal of *Mon Valley Places* was to bring that strategy to the geographic area centered on the City of McKeesport—from Swissvale to Clairton (Figure 1)—consistent with the plan policy that “revitalization and redevelopment of the region’s existing communities is a priority.”

*Mon Valley Places* is the logical continuation of a series of recent SPC-sponsored research into Transit Oriented Development, from the “Success Factors” study to the workbooks, *FIT: Future Investment in TOD* and *FIT: Zoning* and the report *Linking Sustainable Communities and Alternative Transit Services*. *Mon Valley Places* is an effort to incorporate the lessons learned in these studies.

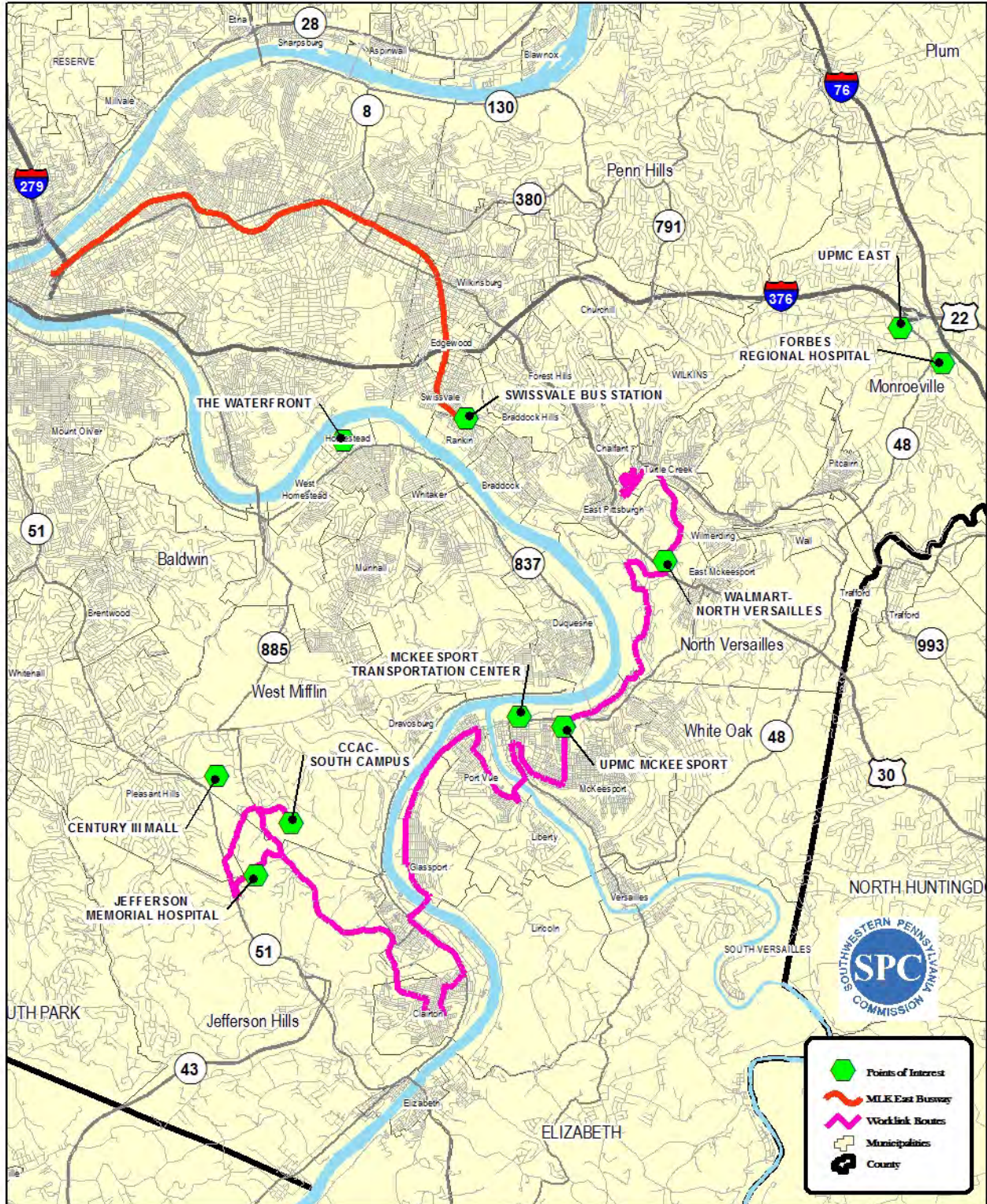
In *FIT: Future Investment in TOD*, SPC developed a set of criteria with which to evaluate potential Transit Oriented Development sites. The workbook and associated website allow users with an interest in TOD, such as municipal or community leaders, developers or transit providers, to consider a specific site in terms of “success factors” that indicate the needed elements of a TOD project. SPC extended this research with the *Linking Sustainable Communities and Alternative Transit Services* study, which tried to determine what constituted the minimal requirements of TOD. This research focused on the importance of shared-ride services—demand-response transit, typically provided by small vehicles, such as vans, and mostly utilized by elderly, disabled or other riders with needs that cannot be met by traditional fixed-route buses. The researchers discovered that shared-ride destinations, when combined with walkability maps and other factors, could be indicators for future TOD success. *FIT: Zoning* is an implementation tool to help municipalities enact TOD overlay zoning districts.

One of the guiding sources for this project was *Allegheny Places*, the county’s comprehensive land use plan. We heard several times as we met with Mon Valley residents that they had invested considerable energy in the production of *Allegheny Places* and were pleased with the results. We believe this project follows the spirit of the county comprehensive plan.



Figure 1

# MON VALLEY PLACES STUDY AREA



## Values

The key values for this project were adherence to the goals of the 2040 Plan, consistency with Allegheny County's comprehensive plan, *Allegheny Places*, and respect for the previous Mon Valley planning studies that have been conducted in the recent past in Mon Valley communities. Two additional values were used to guide the project's work:

- **Sustainability:**
  - **Economic:** Community revitalization through TOD and sustainable development.
  - **Environmental:** Strategic re-use of *brownfields* and *grayfields*; advantages of compact communities; green design.
  - **Social:** Community participation in prototype development; current and future residents will benefit from new investment.
- **Value Capture:** Leverage the benefits of community development for transit operations.

## Approach

- The key approach to the *Mon Valley Places* was to create **Prototype Concepts**. These are examples of strategies that might work in multiple places throughout the study area.
- The *Station Area Prototypes* demonstrate the way Transit Oriented Development might look in the Mon Valley. A series of images show examples of several different types of TOD: Upgraded Pedestrian Amenities; Pedestrian Bridge Connections; Green Space Transit Plaza/Urban Re-Use; and Suburban Bus Stop. These prototypes are based on specific places, but are also general enough to apply elsewhere. Communities may mix and match elements from several of the prototypes to create their own TOD vision.
- The *Prototype Service Plan Concept* looks at the type of transit service that is needed in the Mon Valley to allow TOD to become viable. The concept includes a mix of main-line or rapid bus service between key nodes and a network of community transit routes that connect key origination hubs to the rapid service.

The project was divided into eight phases of activity:

1. **Corridor Selection**
2. **Environmental Scan- Existing Conditions Report**
3. **Discovery Workshops**
4. **TOD Prototypes**
5. **Service Concept**
6. **FIT: Places**
7. **FIT Workshop**
8. **Implementation**



## Corridor Selection

The project team considered several potential corridors in the Southwestern Pennsylvania region for possible study. The selection of the Lower Mon Valley was largely inspired by information detailed in the *Linking Sustainable Communities and Alternative Transportation* study. The success of this project suggests that these methods might also be used in other corridors in the SPC region.

## Environmental Scan

The project team collected and analyzed many of the previous studies that had been conducted on the study area over the past decade, as well as any recently adopted municipal comprehensive plans and zoning ordinances, including *Allegheny Places*, the county comprehensive land use plan. This report provided background material for the project. The full text of the Environmental Scan is appended to this report.

## Discovery Workshops

Five public meetings were held around the study area to listen to local voices and discuss the needed elements for the prototypes. The “Turning Point” decision-making software/hardware, first used by SPC for the *Project Region* public outreach process, was employed to help participants convey what types of improvements might make a real difference for their communities. Participants were able to vote on the priorities found in their individual communities’ comprehensive plans and other studies detailed in the Environmental Scan, giving the project team’s designers and planners valuable insight into community priorities.

## FIT: Places

The project team used information gathered at the Discovery Workshops to identify a number of potential communities for further TOD study. These communities were analyzed for TOD potential using the *FIT: Places* tool developed for the *Linking Sustainable Communities and Alternative Transit Services* study, including the use of walkshed maps around key destinations, such as transit hubs and major employment or service generators. From these maps, analysts were able to suggest the best locations for future TOD. These sites were then researched in greater detail and analyzed with SPC’s *Future Investment in TOD* website. The communities and locations considered and analyzed were:

- Clairton: Clairton Post Office
- Homestead: 8<sup>th</sup> Avenue at Amity Street
- McKeesport: UPMC McKeesport
- Swissvale: Martin Luther King, Jr. East Busway Station
- Turtle Creek: Senior Center

The FIT analysis shows the communities’ strengths and weaknesses, the TOD potential for specific sites and suggests steps that can be taken in the future to generate more sustainable development.



## FIT Workshop

To put some of these ideas into practice, and gain even more knowledge about a potential TOD site, SPC partnered with the Local Government Academy to host a day-long workshop in McKeesport. This event was held May 17, 2013 at UPMC McKeesport.

## TOD Prototypes

The project's design team used the community information learned from the Environmental Scan and at the Discovery Workshops to create a series of four prototype station area designs to show what TOD might look like in the Mon Valley. The renderings each demonstrate a number of concepts that could apply to many communities, or might apply together at a single site:

- **Green Space Connections to Transit:** The use of land-banking and other strategies to combat blight and convert a site over time to a network of green space, pedestrian accessways and connections to transit.
- **Pedestrian Bridge Connections:** Transit station areas can be designed to improve access across physical barriers such as freight rail or busway tracks that might otherwise divide the community from potential assets.
- **Suburban Bus Stop:** Some Mon Valley communities have good transit service at park-and-ride lots along major transit corridors. Improved suburban bus stops can improve access for residents.
- **Upgraded Pedestrian Amenities:** One of the most consistent themes at the Discovery Workshops was the need to improve pedestrian mobility. Upgrading sidewalks and other pedestrian amenities is a key strategy.

## Service Concept

Transit Oriented Development is not possible without quality transit service. Given changes to the federal programs that have funded certain key transit connections, the region faces the possibility that new service will be needed in the near future. The project team took advantage of this potential service crisis to recommend some innovative approaches to improving access to key destinations for Mon Valley residents.

The project team first analyzed the existing transit service for its ability to connect people to destinations, including the fixed-route bus service provided by the **Port Authority of Allegheny County (PAAC)**, the shared-ride service (mostly utilized by disabled riders and older residents) through the **ACCESS** service and the **Heritage Community Transportation**—a fixed-route service that connects qualified riders to jobs and job training. The project team then recommended several possible changes to improve access. This report also includes an innovative new potential funding mechanism called a *Community Transit District* that is one possible way to implement many of the ideas presented here.

## Implementation

All of these project elements are designed to work together. The process of identifying future TOD corridors showed that there are many places where this approach could work. The Environmental Scan

has already proved valuable to community leaders in the region. The Service Concept calls for transit service that provides access to key destinations for residents. The TOD Prototypes show what kinds of improvements could be made around transit nodes. The FIT: Places analysis shows how those tools might spark new development opportunities. And, future FIT workshops could be held at sites where communities are ready to take advantage of all of these assets.

## Conclusions

Several important conclusions were drawn from the eight tasks listed above.

- The Heritage Community Transportation service provides a vital, but incomplete, connection for Mon Valley workers to jobs. Replacing or expanding the service is essential to maintain access.
- Travel times between some of the more distant parts of the study area are too great. However, new technologies, such as Transit Signal Priority or Bus Rapid Transit, could be used to provide more access to job centers like Monroeville, Clairton and Oakland. When employed along select corridors, these strategies might have the kind of catalytic effect that is often attributed to TOD. A future study could identify the best corridors for this approach.
- While many sites in the study area are lacking key elements for successful Transit Oriented Development, they also possess important assets that could be used as the starting point for new, more sustainable communities.
- Blighted and abandoned properties continue to hinder new development in many communities. Strategies like the **Green Space Connections to Transit** prototype demonstrate how these communities can turn things around, using transit as an asset.
- Another common theme encountered was the state of repair of key infrastructure connections. The weight restrictions on the Kenmawr Bridge in Rankin/Swissvale have disrupted several PAAC bus routes, reducing the usefulness of the Martin Luther King, Jr. East Busway for many communities. The Greensburg Pike Bridge in Turtle Creek is also not usable for transit routes in its current condition—however, this bridge will reopen when repairs are complete. Pedestrian improvements were cited as vitally necessary in every community studied for this project. While maintenance of the region’s transit and pedestrian infrastructure was cited as a key concern, the TOD Prototypes in this study could be opportunities to use these improvements as catalysts for new growth.
- The successful TOD workshop in McKeesport provided a good opportunity to maximize the community’s TOD potential. Other FIT workshops could also be held at other sites in the Mon Valley where the analysis shows that TOD has a chance to succeed. Homestead, Swissvale or Clairton might be good candidates for future FIT workshops.

## 2: Environmental Scan Summary

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The first phase of the Mon Valley Places project summarizes previous studies related to Mon Valley transportation and development, including municipal planning and zoning documents and other reports. The comprehensive review of overall conditions in the corridor lists the study area's strengths and challenges, internal and external factors, positive/negative influences, and key community initiatives. The result of the research, shown in the Appendix, provides an indication of activity in the Mon Valley corridor. Summarized here are key points common across the corridor.

### Challenges

- The communities in the Mon Valley Corridor are undergoing continuing changes in the demographic characteristics of the population
- The number of people in the working age cohort has declined
- The older and low-income populace has different transit needs and puts different demands on the existing transit system
- The geography in the valley complicates local access to some employment and educational centers for people using public transit
- Infrastructure is aging and in need of rehabilitation

### Strengths

- There are significant employment centers in the corridor
- There is a significant presence of educational and health institutions
- Infrastructure and town centers are in place
- The river offers a unique amenity

As summarized, plans and studies of the corridor made the following recommended actions:

- Improve connections between Mon Valley communities and key employment centers
- Improve transit options
- Provide pedestrian links and amenities
- Transition underutilized properties to new uses
- Add open space and connections to the river
- Create vibrant centers and gathering places along the corridor
  - Review codes and zoning
  - Update or adopt land use plans
  - Repurpose vacant buildings and spaces

The following chart (Table 1) summarizes the individual plans.

Table 1

**PREVIOUS MON VALLEY STUDIES**

Year Completed	Study / Plan	Braddock/ Rankin/ Swissvale	Clairton/ West Mifflin/ Jefferson Hills	Homestead/ West Homestead	McKeesport	Monroeville	Turtle Creek/ East Pittsburgh	Transportation-Related Recommendations
2012	2013-2016 Transportation Improvement Program (draft)	✓	✓	✓		✓		Currently on TIP for four of the six TOD PROTOTYPE project communities: 7 bridge projects; 1 Park 'n Ride.
2012	MVPC Transportation Logistics Study	✓	✓	✓	✓	✓	✓	Create a new entity or program designed to coordinate and manage transportation efforts and services in the Mon Valley.
2011	Braddock Community Planning - Blueprint Draft	✓						Revitalize Braddock Avenue in Braddock Borough, focusing on making Braddock a place to Work, Live, Exchange, and Grow.
2011	The Route 51 Corridor: A Gateway to a Sustainable Future		✓					Repurpose Rt 51 south of Century III; redevelop Century III; create a 'town center' near Westinghouse mill property; establish TOD @ Large Park 'n Ride.
2009	PartnERShips - Edgewood, Rankin, Swissvale Comprehensive Plan	✓						Consider site located north of Kenmawr Bridge and adjacent to PAAC busway entrance/park 'n ride lot for TOD. Provide additional park 'n ride spaces. Improve Braddock Ave's efficiency and safety. Enhance walking and biking amenities. Consider Carrie Furnace as a future Transit Hub. Expand the busway eastward.
2008	Mon Valley Corridor Inter-Municipal Land Use Study	✓					✓	In Swissvale/Rankin, develop Carrie Furnace site and ensure adequate connections from the neighborhoods to the site (via Memorial Park, Schley Ave, Harriet St, Railroad Alley, Hawkins Ave). Create gateway at Kopp Glass site and new street from Monongahela Ave to Roslyn St across busway at Roslyn station. In Braddock, utilize 6th St as key transportation corridor. Extend Penn St between 6th and 7th avenues. Connect 6th St to Mon River. In Turtle Creek, create gateways into community at Tri-Boro Expressway/Brown Ave and Greensburg Pike/Penn Ave. Connect Keystone Commons and business district. Create an interconnected street grid.
2008	Active Allegheny: A Comprehensive Commuter Bicycle and Pedestrian Transportation Plan for Allegheny County	✓					✓	In Braddock, extend Maple Way and develop a greenway. In Swissvale, improve connection between CBD and residential neighborhood east across Braddock Ave. Also, in Rankin/Swissvale, create connections from Memorial Park and Schley Ave. to Carrie Furnace site; create greenway to Rankin ball fields. In Turtle Creek, connect Keystone Commons and business district. Develop greenway parallel to Monroeville Ave/Lynn Ave and Turtle Creek. Create pedestrian bridge over Tri-Boro Expressway.
2006	Eastern Corridor Transit Study: Transit Analysis to Locally Preferred Alternatives	✓			✓			Mon Valley Corridor was one of five corridors delineated in the study. A transit alternative identified for this corridor was to build a light rail line from McKeesport to Downtown Pittsburgh (going through Rankin and Swissvale) with a branch from Etna.
2004	Carrie Furnace Master Site Plan	✓						Create an intermodal transportation center adjacent to Rankin Bridge that provides connections to buses, light rail, passenger railroad, water taxis, bicycles, and pedestrian. Also upgrade Braddock Avenue.
2003	Twin Rivers COG Comprehensive Plan		✓		✓			Focus transportation improvement efforts on Rt 148 (i.e. Walnut St, Hartman St, Lincoln Way) and Lysle Blvd to Boston Bridge. Capitalize on the Yough River Trail.
2002	The Citizens' Plan: An Alternative to the PA Turnpike Commission's Plan to Complete the Mon-Fayette Toll Road	✓	✓	✓	✓	✓	✓	Create a network of urban boulevards (i.e. Rt 837, connecting to other boulevard upgrades at Clairton, McKeesport, Duquesne, Glenwood Bridge, and Pittsburgh's South Side). Widen roads connecting to major highways (I-76, I-70, I-79). Construct new 12-mile LRT line from downtown through Oakland/Hazelwood and an 8-mile extension through Braddock and Turtle Creek to Monroeville.
2002	Jefferson Hills Economic Development Plan		✓					Establish a town center around Route 51 in Jefferson Hills near the Mon-Fayette interchange.
2001	Homestead Comprehensive Plan			✓				Connect Riverfront Trail to Eighth Ave. Develop new bus stops/shelters along Eighth Ave. Develop a circulator shuttle to link people between Eighth and the Waterfront. Construct a pedestrian bridge at McClure St to permit safe access to the Waterfront.

# 3: FIT Places Community Profiles

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The 146-square mile-Lower Mon Valley study area is so large that it can be difficult to determine what is needed to ensure the long-term viability of its communities. The project team worked to create community profiles using the *FIT Places* techniques. This included considerable quantitative research on transit availability, development capacity and walkability. In addition, the team conducted five information-gathering Discovery Workshops:

1. City of Clairton
2. Homestead Borough
3. City of McKeesport
4. Swissvale / Rankin Boroughs
5. Turtle Creek Borough

This chapter presents profiles of each of the selected sites:

- A Field View assessment of the area’s sidewalks, signals, green space, social space and other factors.
- A summary of information gathered at the Discovery Workshops.
- Walkability map, showing how much of each community is within ¼ to ½ mile from key destination sites, and what other housing, transit or TOD sites are nearby.
- A summary of the area’s demographics, gathered from the Environmental Scan and other sources.
- An analysis of the advantages and needs for TOD to be successful at the site or sites, according to the FIT model. This includes the use of quantitative data such as the availability of transit, the density of housing and employment, the presence of transit-friendly zoning, and the ratio of transit travel time to auto travel time—the lower this number is, the better transit can compete with driving and the more successful TOD will be.
- A discussion of the potential for the Mon Valley Prototypes to implement community goals.

## Initial Screening

An important driver of the site selection process included an Environmental Scan of studies and plans, as detailed in the previous chapter. The purpose of the Environmental Scan was to summarize previous studies related to Mon Valley transportation and development, including adopted municipal planning and zoning documents. This comprehensive review of conditions in the corridor took into account the study area’s strengths and weaknesses, internal and external factors, positive and negative influences, and key community initiatives.

In addition, information from the Discovery Workshops provided background on community priorities as well as the strengths and weaknesses of potential TOD sites.

Factors taken into account on the site selection process included identifying destinations that had the potential for economic and sustainable development that are supported by major institutions such as medical, educational, retail and governmental institutions within the community.

Since pedestrian linkages are important to long-term sustainability and TOD, walksheds for each of the sites were drawn that identify key destinations and access to public transit, such as ACCESS pick-up and drop-off points, Port Authority bus routes and Heritage Community Transportation stops. Affordable housing developments were also plotted. The maps that resulted are shown in the Community Profiles starting on page 16. Using the information presented in the walkshed maps, field visits were conducted for each site to determine if there were other elements of sustainability or other economic development opportunities present that would identify a key location within the community.

From the initial screening process, 19 potential sites were identified for further study (Table 2):

**Table 2** **POTENTIAL SITES**

<b>COMMUNITY</b>	<b>SITE LOCATION</b>
<b>Clairton</b>	State Street and Locust Street
<b>Clairton</b>	Clairton Municipal Building
<b>Clairton</b>	Clairton Post Office
<b>Homestead</b>	West Street and 18th Avenue
<b>Homestead</b>	Amity Street and 8th Avenue
<b>Homestead</b>	Amity Street and The Waterfront
<b>McKeesport</b>	Duquesne Boulevard and Grant Street (City of Duquesne)
<b>McKeesport</b>	UPMC McKeesport
<b>McKeesport</b>	Port Authority of Allegheny County - McKeesport Transit Center
<b>Swissvale</b>	Edgewood Town Centre
<b>Swissvale</b>	Roslyn Station
<b>Swissvale</b>	Swissvale Station
<b>Braddock</b>	Braddock Avenue and Fifth Street
<b>Turtle Creek</b>	Turtle Creek Senior Center
<b>North Versailles</b>	Walmart
<b>West Mifflin</b>	Century III Mall
<b>West Mifflin</b>	Community College of Allegheny County - South Campus
<b>West Mifflin</b>	Jefferson Regional Medical Center
<b>Jefferson Hills</b>	Large Park and Ride Lot

Based on the community engagement process and other quantitative and qualitative factors, five locations were chosen for further consideration. The screening process resulted in the following locations being considered for further evaluation:

- City of Clairton: Clairton Post Office
- Homestead Borough: Amity Street and 8<sup>th</sup> Avenue (near the Waterfront Entertainment District)
- City of McKeesport: UPMC McKeesport
- Swissvale / Rankin Boroughs: Swissvale Station at the Martin Luther King, Jr. East Busway
- Turtle Creek Borough: Turtle Creek Senior Center

## FIT Analysis

Each of these five locations was analyzed with the use of SPC's Future Investments in TOD (FIT) model. The FIT tool can help to gauge the potential strengths and weaknesses of a specific project location.

The locations were evaluated based upon the following criteria:

- Transit Availability
- Transit Travel Time to Pittsburgh/Auto Travel Time to Pittsburgh
- Cross Route Connections
- Accessibility to a Dedicated Fixed Guideway
- Cross Route Service Density (weekday roundtrips/ridership)
- Downtown Service Density (weekday roundtrips/ridership)
- Walkability Score
- Population Density per Acre (1/4 mile)
- Housing Density (units) Per Acre (1/4 mile)
- Employment Density (1-mile)
- Zoning (Number of Districts/Applied Districts)

In addition to the above mentioned criteria in each of the locations, an assessment was made to determine if the location identified was considered an *Urban*, *Edge* or *Commuter* location.

- **Urban** sites are located close to the regional economic activity center. In these sites transit is more likely to *drive* development.
- **Edge** sites are nearby suburban locations. Transit can *influence* development at these sites.
- **Commuter** sites are more remote. In these cases, transit *supports* development.

Each of the selected communities is profiled as follows:

- 1) **Walkability Map:** The map shows how much of the area is within a ½-mile walking range of a key transit node, based on the street network and terrain.
- 2) **Field View:** Quick details based on the impressions from field views of the sites:
  - **Type of destination**
  - **Sidewalks**

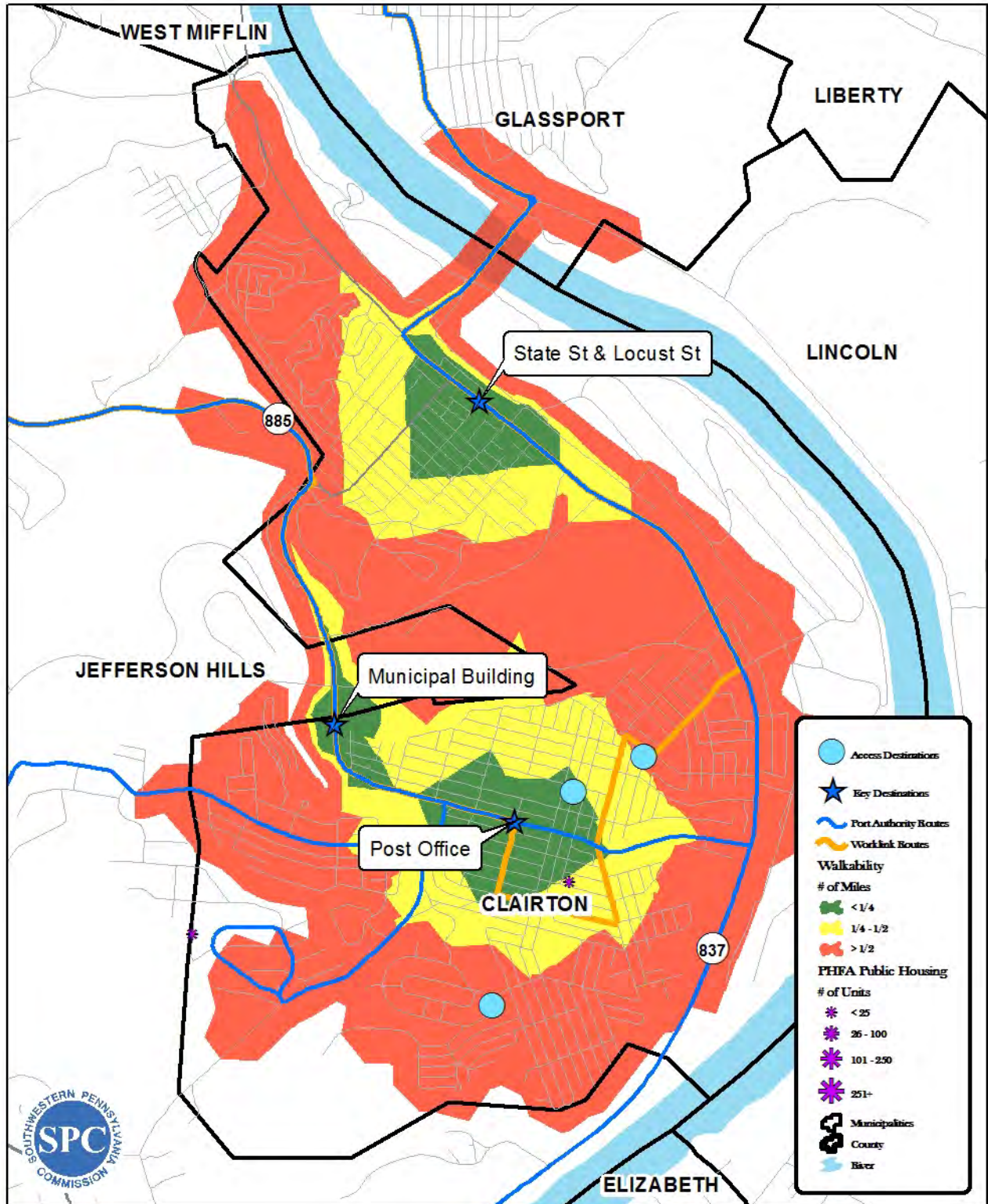


- **Accessible Curbs**
  - **Signalization**
  - **Transit Amenities**
  - **Community Assets**
  - **Green Space**
  - **Social Space**
  - **Walkscore**
- 3) **Narrative:** A description of the site’s place in the surrounding community.
  - 4) **Discovery Workshop:** An account of the questions presented and lessons learned at the community workshops, held in the target communities. This includes a table showing participant responses to questions about priorities detailed in the community plans identified in the Environmental Scan (see Appendix). The table is followed by a discussion of the issues raised at the workshop and the details about the community learned by the project team.
  - 5) **Images:** Two sample photos of each community are included.
  - 6) **Demographics:** Demographic details about the study area, including population, density, housing, income and employment information.
  - 7) **Analysis:** The project team’s bottom-line assessment of TOD potential, based on FIT, including Advantages and Needs for successful TOD.
  - 8) **Prototypes:** Each site is connected with the TOD Prototypes that would maximize TOD success.
  - 9) **Prototype Mon Valley Service Concept:** The profile concludes with an analysis of how transit service configurations would further the community’s goals.

**CITY OF CLAIRTON**

Figure 2

# CLAIRTON WALKABILITY



## CITY OF CLAIRTON

### Field View

<b>Type of Destination:</b>	Main Street
<b>Sidewalks:</b>	Fair to good
<b>Accessible Curbs:</b>	Some ADA Curbs improvements, additional ADA improvements required
<b>Signalization:</b>	Limited signal improvements; additional improvements may be required
<b>Transit Amenities:</b>	Limited
<b>Community Assets:</b>	City Education Center
<b>Green Space:</b>	Limited to City Education Center
<b>Social Space:</b>	City Education Center
<b>Walkability Score<sup>1</sup>:</b>	57 (100 Possible) – Somewhat Walkable

The City of Clairton was formed from the merger of two boroughs on either side of the Ravensburg Bridge. Today, one side of the bridge includes the large Clairton Resident Park and pool, while the other has the Clairton municipal building. The two sides of the city are separated by a ravine and railroad tracks, limiting connections.

Down the hill from the municipal building is the city's main business district, which includes a post office, bar, restaurant and a bank. Cars were observed parking on the sidewalk, here, restricting pedestrian mobility. George Washington Carver Hall, which is Section 8 housing owned and operated by Allegheny County Housing Authority, stands along Third Avenue. A Hope VI affordable housing development at Marion Circle is a mixed income neighborhood comprised of semi-detached housing. Additional housing can be found on Wylie Avenue.

Located on Large Street is Clairton Education Center, home to the area's Kindergarten-12 school. Given its highly regarded AA high school football team, the Neil C. Brown Stadium represents the heart of the community to many who live Clairton.

Just a block down from Route 837 is State Street. Clairton Works, Koppers, and Clairton Municipal Authority are located here.

The Wilson Bridge connects the former Wilson Borough section of the city with Glassport Borough on the other side of the Monongahela River.

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<sup>1</sup> Walkability scores from <http://walkscore.com>

## Clairton Discovery Workshop

When asked to identify the top three key community objectives from a list of eight options, Clairton stakeholders responded that they want to promote future commercial development and revitalize business districts, encourage the reuse of existing



buildings, and provide a diverse mix of safe housing options. Also mentioned was the need to recognize Jefferson Hospital as not only an important medical services asset in the Mon Valley, but also a resource for entry-level, technical and professional employment opportunities (Table 3).

Table 3

### CLAIRTON WORKSHOP RESPONSES

	Responses	
	Percent	Count
Recognize the importance of Jefferson Center Hospital.	14%	3
Recognize the importance of the industrial sector.	10%	2
Promote future commercial development & revitalize business districts.	24%	5
Promote compatible development and preserve a positive environment for the Montour Trail.	5%	1
Protect open space and enhance natural and cultural assets.	0%	0
Provide social and recreational opportunities for residents of all ages.	10%	2
Provide a diverse mix of safe housing options.	14%	3
Encourage the reuse of existing buildings.	24%	5
<b>Totals</b>	<b>100%</b>	<b>21</b>

At the workshop, participants were asked to rank potential infrastructure projects that had appeared in municipal comprehensive plans or *Allegheny Places*, the county comprehensive plan. The ideas with the

highest rating among participants were: 1) enhance pedestrian access to the Clairton Education Center; and 2) implement solutions that will address pedestrian and bicycling conflicts along SR 837.

Choosing from four primary transportation modes – *walking, biking, driving, and public transit* – the Clairton participants viewed walking and public transit as being the most viable and preferred choices. Biking and driving were equally ranked as the third mode preference during the workshop voting

Pedestrian improvements identified to ensure Clairton residents are able to walk more safely and easily around Clairton's three fairly distinct neighborhoods include sidewalk repairs and accessible curb cuts, as well as wider sidewalks. Amenities that would greatly enhance the pedestrian environment are outside furnishings such as benches, trash receptacles and planters.

Given that public transit, along with walking, is a preferred transportation mode by Clairton's workshop participants, they would welcome enhanced bus stops and stations, some of which could be intermodal transit hubs designed for a specific mix of transportation modes.

From an intermodal perspective, there are also opportunities for a Clairton-based park-and-ride lot as well as special parking for bikes and easy access to the trails. In order to encourage bicycling and accommodate the safety of bicyclists, Clairton could implement a shared road strategy and provide places where bicycles can be secured and stored.

While traffic calming was identified as a way to make getting around Clairton by car more conducive to a pedestrian-focused community, participants would first like to see improvements made to pedestrian crosswalks and signals. Clairton is also in need of newer, state-of-the-art traffic signals, visible pavement markings, and better street lighting and directional signs.





Figure 3  
**CLAIRTON**  
*Much of the activity at this location is due to the Post Office and the City Education Center.*

## Demographics

<b>Population within ½ mile of TOD site:</b>	<b>4,730</b>
<b>Population Density (per acre):</b>	2,431
<b>Housing Density (per acre):</b>	1,119
<b>Median Income:</b>	\$29,237
<b>Median Housing Value:</b>	\$41,600
<b>Employment Density (per sq. mile):</b>	1,987
<b>Unemployment Rate:</b>	16.3%

## Analysis

The Clairton Post Office Walkshed was evaluated based upon it being considered a *commuter* location. This area is part of the City of Clairton’s business district and includes retail and other services and is located adjacent to the Clairton Educational Center and recreation areas.

This location has a transit travel time to auto travel time ratio of 1.6 to the City of Pittsburgh (it takes roughly 60% longer for a transit trip than driving), which is within the range that SPC’s research shows transit can be a competitive choice for an Edge TOD site. This location is served by Port Authority bus route Y46 and has a cross route connection with Heritage Community Transportation.

The advantages and needs of the Clairton Post Office Walkshed location are described below.

## Advantages

- Availability of public transit at this location.
- Competitive auto and transit travel times to downtown Pittsburgh.
- Affordable housing and ACCESS destinations are within the prime ½ mile walkable zone from the Post Office site.
- Access to regional employment centers including Jefferson Hospital, Oakland’s university and medical districts and downtown Pittsburgh.
- Development interest due to the number of zoning classifications that may be applied at this location.
- High level of population density and housing unit density in the walkshed where there is the potential to create higher levels of activity for a successful FIT Prototype Project.



## *Needs*

- Increasing the level of employment activity in the Clairton Post Office Walkshed. Building upon the former strength of the City of Clairton’s Main Street and Educational Center may help to increase the level of employment activity in the walkshed.
- Increasing the number of transit route connections and access to Port Authority’s fixed guideways, including the East and South Busways, and light rail facilities.
- Improving pedestrian connections within the walkshed to retail, office and employment opportunities.

## *Prototypes*

Based upon the advantages and needs identified at this location, the Clairton Post Office Walkshed could benefit from the concepts identified in the following prototypes.

### *Upgraded Pedestrian Amenities Prototype*

- Upgrade street furniture and lighting, especially located at points of interest and in the main business corridors.
- Widening of sidewalks to calm traffic and encourage motorists to move through pedestrian-heavy routes more slowly and carefully.
- Providing plants and trees to create a barrier between pedestrians and moving traffic and to improve the aesthetic environment.
- Decorative signage designating areas of interest and pride for communities.
- Safe, accessible and clearly marked curb cuts, ramps and sidewalks.

### *Green Space Connections to Transit Prototype*

- Preparing a Strategic Redevelopment plan for revitalization of the business district.
- Demolition and rehabilitation of vacant and dilapidated buildings.
- Land-banking vacant lots as public green space and new parks.
- Creating a network of green space, pedestrian accessways and accessible connections to transit and the business district.

### *Prototype Mon Valley Service Concept*

The proposed SR51 Community Shuttle Concept would link the Clairton Post Office site with the Century III retail district, Jefferson Hospital and CCAC South on the one end and McKeesport on the other. From Century III, riders can transfer to Port Authority routes connecting to Oakland, Downtown and Homestead. From McKeesport, riders could connect with the US30 Community Shuttle Concept to reach Turtle Creek, a major employment center and transit node with connections to Monroeville and Oakland.

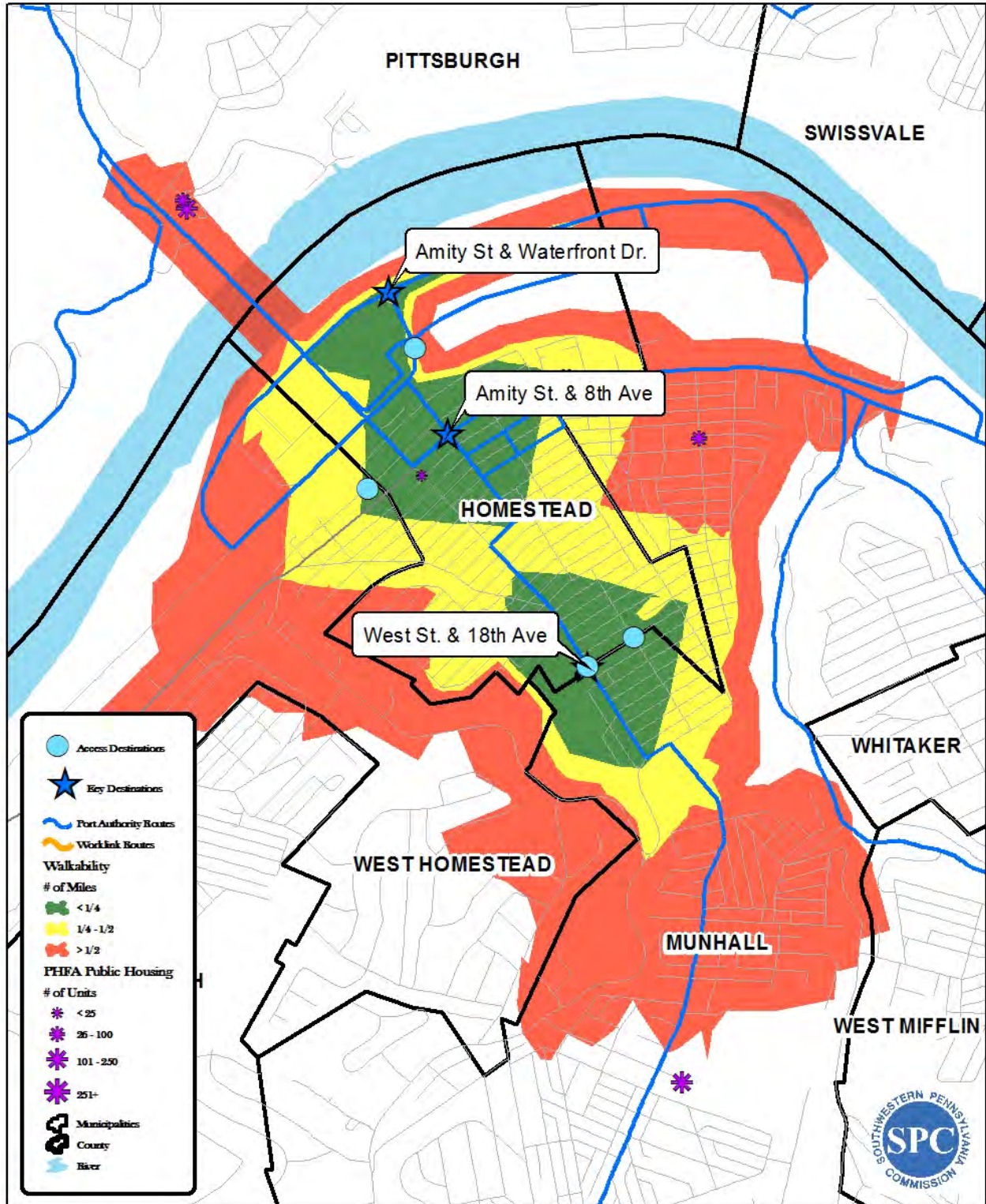
Improved service on Port Authority’s P7, 60 and 59 routes, as detailed in the Mon Valley Service Concept, would also afford Clairton residents additional access to key destinations.



**HOMESTEAD BOROUGH**

Figure 4

## HOMESTEAD WALKABILITY



## HOMESTEAD BOROUGH

### Field View

<b>Type of Destination:</b>	Main Street
<b>Sidewalks:</b>	Fair to good
<b>Accessible Curbs:</b>	Minimal ADA improvements
<b>Signalization:</b>	Limited signal improvements; additional improvements required
<b>Transit Amenities:</b>	Limited
<b>Community Assets:</b>	Entertainment at the Waterfront
<b>Green Space:</b>	Riverfront Trail
<b>Social Space:</b>	Waterfront District
<b>Walkability Score:</b>	82 (100 Possible) – Very walkable

Homestead Borough is located slightly northwest of the cities of McKeesport and Duquesne. Between Homestead and Duquesne, along SR 837 and on the Monongahela River side, there are several large properties, some of which are occupied and some that are not. Those that are unoccupied could possibly become park-and-ride facilities, linking Mon Valley residents with transit access to jobs in Downtown, Oakland and other nearby communities.

On the other side of SR 837, which becomes Eighth Avenue in Homestead, is the original community business district. While having to compete with businesses across the Norfolk Southern- and CSX-operated railroad tracks at the Waterfront, Homestead’s neighborhood shops, restaurants, and services such as the Tin Front Café, Tracy’s Place, Annex Cookery, Community Life, Bill’s Furniture, Urban Design Ventures LLC, and Duke’s Bar and Restaurant, to name just a few, seem to be holding their own at the present time. An impressive Eighth Avenue building, which once housed the Monongahela Trust Company, is currently seeking a new tenant(s).

Churches can be found on many street corners leading away from Eighth Avenue and up the hill toward Munhall Borough. Some churches are still in use, others have been repurposed, and still others are for sale. The Carnegie Library Music Hall, which is located on Tenth Street between Louise and Margaret streets, is both an architectural gem and popular destination for music lovers.

### Homestead Discovery Workshop

Seven community objectives identified in the “Zoning Chapter 260 Borough of Homestead” were presented to Homestead workshop participants, with the most votes going to improve the physical environment as a setting for human activities. Other objectives that received at least three votes were to integrate the Eighth Avenue business district with the Waterfront, recognize the Monongahela River as an important resource, ensure a safe traffic flow system and improve the area’s public transportation system (Table 4). Upon viewing a list of ten potential community investment projects, the two transportation investments determined to be more pressing than the other eight are: 1) build a pedestrian bridge over the railroad tracks; and, 2) implement a bus or trolley loop-type system.

Homestead participants identified walking and driving as the most prevalent transportation modes with public transit and biking ranked as the third and fourth mode preferences, respectively.

Table 4

### HOMESTEAD WORKSHOP RESPONSES

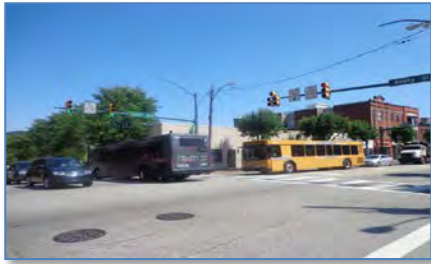
	Responses	
	Percent	Count
Ensure a safe traffic flow system	17%	3
Improve public transportation system	17%	3
Provide more off-street parking and more efficient use of existing parking	11%	2
Integrate the Eighth Avenue business district with The Waterfront	17%	3
Encourage commercial investment	0%	0
Improve the physical environment as a setting for human activities	22%	4
Recognize the Monongahela River as important resource	17%	3
<b>Totals</b>	<b>100%</b>	<b>18</b>

Workshop participants in Homestead cited sidewalk improvements as a top priority, with the specifics being general sidewalk repairs, accessible curb cuts, and overall sidewalk widening. With an interest in storm-water management strategies, participants identified the installation of rain gardens as another important pedestrian environment component. Additionally, decorative street lighting may enhance not only the ambience of the community, but is also associated with safety.

Making the connection between pedestrians and drivers, workshop participants said they would like to see enhancements made to both street crosswalks and signals. The workshop attendees also indicated a need for greater roadway capacity and maneuverability. Combining increased capacity with maneuverability demonstrates a strong desire on the part of Homestead participants to satisfy the needs of drivers and, at the same time, ensure pedestrian safety. Other transportation infrastructure needs suggested were new traffic signals, visible pavement markings, improved street lighting, and increased on-street parking.

From a public transportation perspective, well-designed and state-of-the-art heated bus shelters, along with real-time vehicle arrival signs, are also desired technologies for Homestead’s transit infrastructure.





**Figure 5**  
**HOMESTEAD**  
*There are a high number of fixed route trips at this location.*

## Demographics

<b>Population within ½ mile of TOD site:</b>	<b>6,312</b>	<b>Population Density:</b>	5,614
<b>Housing Density:</b>	2,634		
<b>Median Income</b>	\$34,464		
<b>Median Housing Value:</b>	\$42,700		
<b>Employment Activity:</b>	4,181		
<b>Unemployment Rate:</b>	6.4%		

## Analysis

The Homestead: Amity Street and 8<sup>th</sup> Avenue walkshed was evaluated based upon it being considered an *edge* location, according to the FIT tool. This walkshed has the highest level of transit service out of the six walksheds analyzed and has a transit travel time to auto travel time ratio of 2.6 to the City of Pittsburgh, meaning that it takes more than 2 ½ times longer to get downtown by transit than car. This shows a potential opportunity to improve transit service to spark new TOD. This location is served by Port Authority bus routes 52L, 53, 53L, 57, 61C and 61D and has cross-route connections with bus routes 59 and 64.

Also, this location and the adjacent Waterfront Entertainment Districts presently have higher levels of activity that could make this location a good FIT Prototype location.

The advantages and the needs of the Homestead: Amity Street and 8<sup>th</sup> Avenue Walkshed are described below.

## Advantages

- Diverse range of bus routes available at this location.
- Competitive auto travel times to downtown Pittsburgh.
- Access to regional employment centers including Oakland’s university and medical districts, and downtown Pittsburgh.
- Direct connection to the Homestead Waterfront Entertainment District, however pedestrian connections are weak.
- Public support to improve the Main Street District along 8<sup>th</sup> Avenue and create a unified entertainment district with the Waterfront Entertainment District.
- High levels of population density, housing unit density and employment density in the walkshed.



## ***Needs***

- Increasing the availability of transit service in the walkshed, especially cross-route connections.
- Although there is a good walkability score at this location, improving pedestrian connections throughout the walkshed and to the Waterfront Entertainment District would improve this location and adjacent Waterfront Entertainment District connections.
- Increasing the number of zoning classifications that could be applied at this location to attract development interest.

## **Prototypes**

Based upon the advantages and needs identified at this location, the Amity Street and 8<sup>th</sup> Avenue Walkshed could benefit from the concepts identified in the following prototypes.

### ***Upgraded Pedestrian Amenities Prototype***

- Upgraded street furniture and lighting, especially located at points of interest and in main business corridors.
- Widening of sidewalks to calm traffic and encourage motorists to move through pedestrian-heavy routes more slowly and carefully.
- Finding opportunities for public art such as a mural along the wall of a bridge.
- Providing plants and trees to create a barrier between pedestrians and moving traffic and to improve the aesthetic environment.
- Decorative signage designating areas of interest and pride for communities.
- Safe, accessible and clearly marked curb cuts, ramps and sidewalks.

### ***Green Space Connections to Transit Prototype***

- Preparing a Strategic Redevelopment Plan for revitalization of the business district.
- Demolishing vacant and dilapidated buildings.
- Land-banking vacant lots as public green space and new parks.
- Creating a network of green space, pedestrian accessways and accessible connections to transit and the business district.

### ***Suburban Bus Stop Prototype***

- Larger enhanced bus shelters with wind protection.
- Solar-powered LED shelter and area lighting.
- Benches in the open air and in the bus shelter.
- Station signage, ramps and information panels.
- ADA boarding area with bus stop signs.
- Pedestrian crosswalks.
- Trash receptacles at each end of the stop.

### ***Pedestrian Bridge Connection Prototype***

- Providing a pedestrian bridge connection between the Amity Street and 8th Avenue Walkshed at key locations and the Waterfront Entertainment District.

### ***Prototype Mon Valley Service Concept***

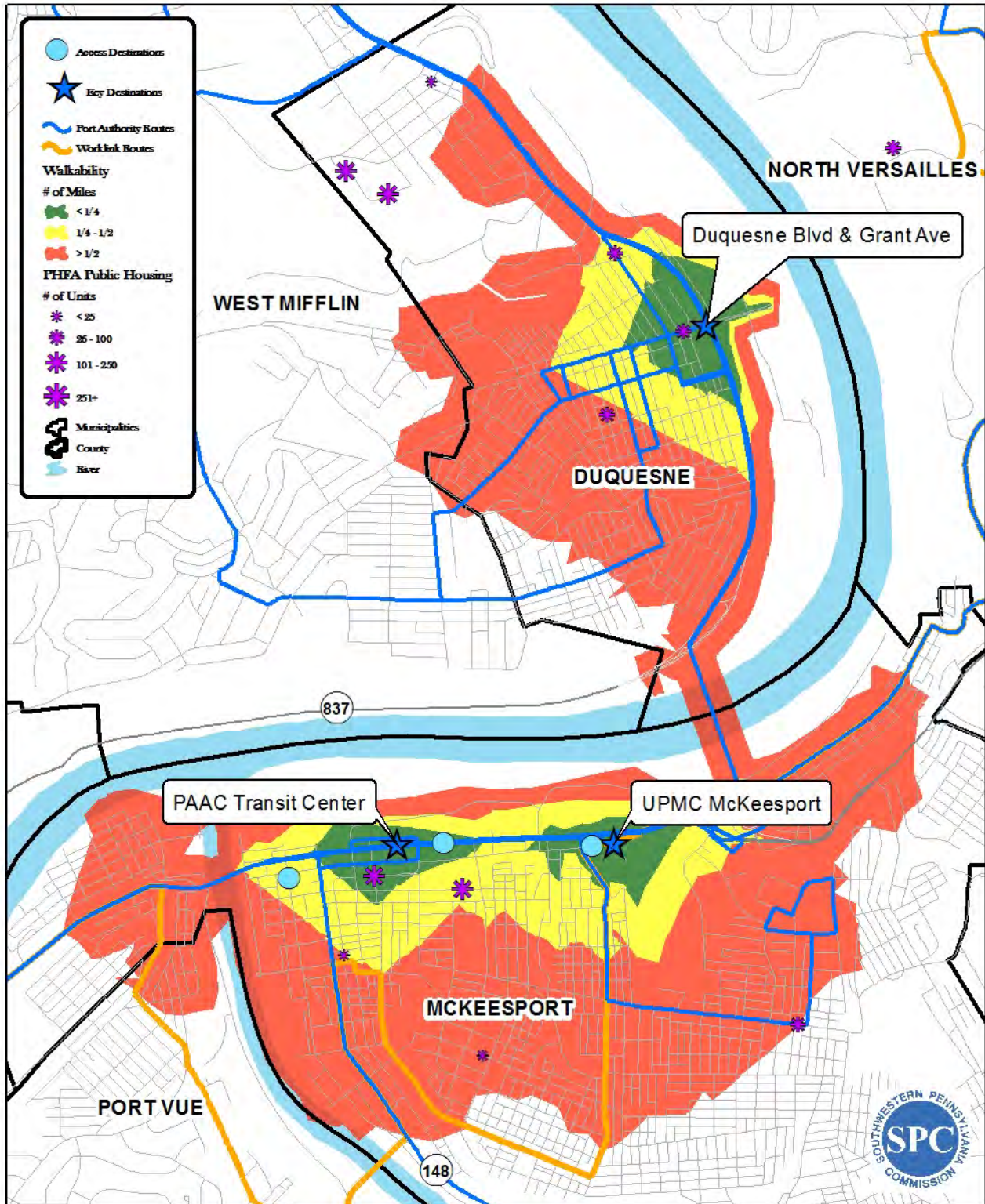
The proposed P7+ Main Line Concept would improve Homestead's access both to and from the North Versailles and the Olympia Shopping Center transit hubs. This could potentially improve connections to other key destinations in the region.



**CITY OF MCKEESPORT**

Figure 6

# McKEESPORT WALKABILITY



## CITY OF MCKEESPORT

### Field View

<b>Type of Destination:</b>	Medical Center
<b>Sidewalks:</b>	Poor Condition
<b>Accessible Curbs:</b>	Significant ADA improvements required
<b>Signalization:</b>	Signal improvements required
<b>Transit Amenities:</b>	Limited
<b>Community Assets:</b>	Medical Center
<b>Green Space:</b>	Minimal green space
<b>Social Space:</b>	Minimal social space
<b>Walkability Score:</b>	46 (100 Possible) – Vehicle Dependent

Past Birdie’s Landing and ELG Metals, and across the Senator Albert ‘Bud’ Belan Bridge, is the City of McKeesport. Some highlights upon entering the city include Ryco, Inc., Moran Field, the Isbar Manor senior housing facility, John J. Kane Regional Center, R.B. Harrison District housing complex, and Mars Building Supply.

At one time, McKeesport was home to 60,000 residents; today, that number is closer to 20,000. The skyline of the downtown McKeesport business district is dominated by the People’s Building, currently for rent. Other downtown sites include McKeesport City Hall, YMCA, McKeesport Employment Training Center, Daily News, and a public housing hi-rise. There are two very large parking garages, which appear to be underutilized.

Other businesses and services found along other downtown McKeesport streets include Pozzuto Plumbing, Barrier Protection Services, Davita Dialysis, Riverside Personal Care (assisted living), McKeesport Municipal Building, Mon Yough Community Services, Noah’s Ark Community Services, Juda Ministries, and Salvation Army Corps Community and Worship Center. The former McKeesport Eagles Club shows signs of fire damage. Maneuvering by car through the downtown area is difficult because of the one-way travel orientation of many of its streets.

Located along Lysle Boulevard is Port Authority of Allegheny County’s McKeesport Transportation Center, which is comprised of a two-sectioned park-and-ride lot totaling 53 spaces and what was once a transit information center that is now closed and inaccessible to the public. Visible from the now-closed transit center, and across the existing railroad tracks at RIDC’s River Place industrial park, is the EchoStar call center facility. This call center was closed and vacated after the company’s ten-year tax abatement expired. Other businesses and services on or near Lysle Boulevard include U.S. Steel Tubular Products, Quest Diagnostics, Huntingdon Bank, Shop & Save, a Senior Care Center, and UPMC McKeesport Hospital.

Beyond McKeesport Hospital and up Evans Avenue are the roads leading to the Propel Charter School, McKeesport Middle and High Schools, and the Penn State Greater Allegheny campus; each of which is located in what can be defined as a classic suburban setting that is accessible, for the most part, only by car.



## McKeesport Discovery Workshop



After being presented with nine key community objectives, McKeesport representatives indicated they want to preserve, enhance, and upgrade already-established neighborhoods; work with other communities/organizations to increase recreational opportunities in the Mon Valley, sharing in the costs to create them; and, support new development and building rehabilitation projects in the downtown business district.

Participants were asked for their preference on the five projects taken from the research for the Environmental Scan to be their priority project. “Improve side streets (re-pave)” garnered 50% of the votes, with the other four each receiving a single vote (Table 5).

**Table 5** **MCKEESPORT WORKSHOP RESPONSES**

	Responses	
	Percent	Count
Route 148 (Walnut Street) and Route 48 - Right-of-way, capacity, and intersection studies from Lysle Boulevard to the Boston Bridge	13%	1
S.R. 148 - Hartman Street to Lincoln Way - widen & repair sidewalks, widen roadway and add turn lanes	13%	1
Building demolition on Walnut St.	13%	1
Lysle Boulevard – Improve intersections from the Youghiogheny River to Mansfield Bridge along with improving building facades	13%	1
Improve side streets (re-paved)	50%	4
<b>Totals</b>	<b>100%</b>	<b>8</b>

At the workshop, McKeesport participants chose driving as the most important transportation mode, with walking not too far behind. The City of McKeesport has experienced a dramatic decline in public transportation options (i.e., loss of commuter rail and major transit cutbacks) over the years, and public transit as a viable transportation mode in McKeesport was ranked behind driving and walking. After all the votes were tallied, biking came in last in terms of preferred transportation mode.

As in both Clairton and Homestead, the poor condition of sidewalks was revealed to be a primary concern for a large number of McKeesport participants. They too see the need for better-maintained and wider sidewalks with curb cuts that are easily maneuverable for all residents. Also, decorative lighting would help make McKeesport more welcoming and pedestrian-friendly.

In terms of roadway improvements, which were identified as a priority for participants, enhanced road capacity and maneuverability received the highest ranking, whereas bridge maintenance and pedestrian crosswalks and signals were equally ranked just slightly below that.



Figure 7  
**MCKEESPORT**  
 UPMC – McKeesport is the largest employer  
 in the City of McKeesport

## Demographics

<b>Population within ½ mile of TOD site:</b>	<b>5,472</b>
<b>Population Density:</b>	3,984
<b>Housing Density:</b>	1,686
<b>Median Income:</b>	\$27,098
<b>Median Housing Value:</b>	\$47,000
<b>Employment Activity:</b>	10,358
<b>Unemployment Rate:</b>	15.10%

## Analysis

The UPMC McKeesport Walkshed was evaluated based upon it being considered a *commuter* location. This walkshed has a transit travel time to auto travel time ratio of 1.3 to the City of Pittsburgh—meaning that a transit trip to Pittsburgh takes 1.3 times longer than an auto trip. SPC’s FIT: Future Investment in TOD recommends that “Edge” TOD sites have an auto travel time ratio of 1.8 or better. This indicates that this McKeesport could serve as an ideal location for reverse commute for medical employment opportunities or other TOD activities.

This location is served by Port Authority bus routes 61, 56 and P7, and has cross-route connections with bus routes 59, 60 and with the current Heritage Community Transportation Service.

The advantages and needs of the UPMC McKeesport Walkshed location are described below.

## Advantages

- Availability of public transit at this location.
- Reverse commute opportunities from Swissvale/Rankin to the City of McKeesport.
- Competitive auto and transit travel times to downtown Pittsburgh.
- Access to regional employment centers including the Homestead Waterfront Entertainment District, Oakland’s university and medical districts, and downtown Pittsburgh.
- Development interest due to the number of zoning classifications that may be applied at this location.
- High level of population density and housing unit density in the walkshed where there is the potential to create higher levels of activity for a successful FIT Prototype Project.

## *Needs*

- Increasing the level of employment activity in the UMPC McKeesport Walkshed. Building upon the strength of UMPC McKeesport and creating a medical center district could increase the level of employment activity in the walkshed.
- Establishing a higher speed connection to the Martin Luther King, Jr. East Busway.
- Improving pedestrian connections within the walkshed to other retail, office and employment opportunities.
- Improving pedestrian connections between the walkshed and the City of McKeesport's industrial sites.

## **Prototypes**

Based upon the advantages and needs identified at this location, the UMPC McKeesport Walkshed could benefit from the concepts identified in the following prototypes.

### *Upgraded Pedestrian Amenities Prototype*

- Upgraded street furniture and lighting, especially located at points of interest and in business corridors.
- Widening of sidewalks to calm traffic and encourage motorists to move through pedestrian heavy routes more slowly and carefully.
- Providing plants and trees to create a barrier between pedestrians and moving traffic and to improve the aesthetic environment.
- Decorative signage designating areas of interest and pride for communities.
- Safe, accessible and clearly marked curb cuts, ramps and sidewalks.

### *Green Space Connections to Transit Prototype*

- Preparing a Strategic Redevelopment Plan for revitalization of the business district.
- Demolition or rehabilitation of vacant and dilapidated buildings.
- Land-banking vacant lots as public green space and new parks.
- Creating a network of green space, pedestrian accessways and accessible connections to transit and the business district.

### *Suburban Bus Stop Prototype*

- Larger enhanced bus shelters with wind protection.
- Solar-powered LED shelter and area lighting.
- Benches in the open air and in bus shelters.
- Station signage, ramps and information panels.
- ADA boarding area with bus stop signs.
- Pedestrian crosswalks.
- Trash receptacles at each end of stop.

## *Prototype Mon Valley Service Concept*

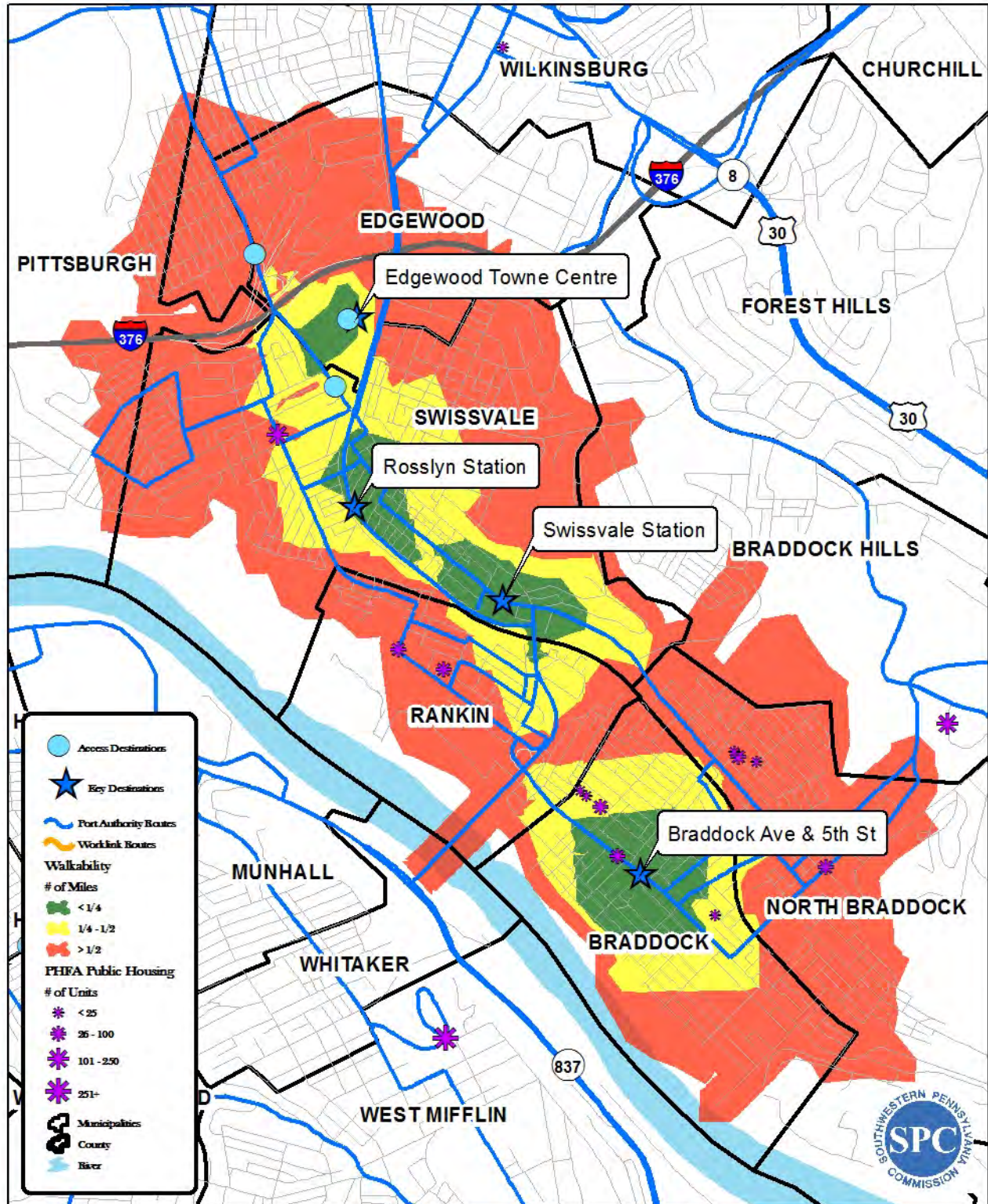
The Mon Valley Service Concept improves connections from McKeesport to other key destinations in the region. The SR51 Community Shuttle Concept would link McKeesport to Clairton as well as the Century III retail district, Jefferson Hospital and CCAC South. The US30 Community Shuttle Concept links to employment and transit nodes in Turtle Creek and North Versailles, providing better connections to other destinations such as Monroeville. The 60+ Community Shuttle Concept would provide better access to the UPMC McKeesport TOD site for many McKeesport residents and would also provide a connection to the transit node at the Olympia Shopping Center. The P7+ Main Line Concept would improve McKeesport's access to downtown Pittsburgh and Oakland.





Figure 8

## SWISSVALE/RANKIN/BRADDOCK WALKABILITY



## SWISSVALE / RANKIN BOROUGHS

### Field View

<b>Type of Destination:</b>	Fixed Route/Residential Center
<b>Sidewalks:</b>	Fair to good at East Busway station; poor in the neighborhood
<b>Accessible Curbs:</b>	Some ADA improvements
<b>Signalization:</b>	Few signal improvements
<b>Transit Amenities:</b>	Bus shelters, benches, trash receptacles, park-and-ride lot, walking trail
<b>Green Space:</b>	None
<b>Social Space:</b>	Busway station
<b>Walkability Score:</b>	69 (100 Possible) – Somewhat walkable

Located just outside Pittsburgh’s city limits, the boroughs of Swissvale and Rankin are first-ring suburbs that, despite decreases in population and increases in blight, still strive to maintain their small-town feel. South Braddock Avenue is the principal roadway arterial that runs through these communities, with the Martin Luther King, Jr. East Busway providing its residents with convenient access to public transit. The MLK Busway can be accessed by way of the Roslyn and Swissvale stations.

Slightly over half (51%) of the land in Rankin is vacant open space, a large portion of which comprises the Carrie Furnace site. With its residents predominantly living below poverty, Rankin is looking to Allegheny County’s planned redevelopment of the Carrie Furnace brownfield as an opportunity to increase its tax base and provide decent jobs. Because this brownfield is located at the bottom of a large embankment alongside a Rankin neighborhood, it’s not clear how people living in the community, especially those without cars, will access the site once it’s developed.

A more immediate transportation infrastructure problem in Rankin is the deteriorating Kenmawr Bridge. With sidewalks on both sides of the bridge now closed, residents are cut off from parts of their own community. Additionally, a recent weight limit restriction placed on the bridge has created a need for Port Authority buses to be rerouted, making some bus routes less accessible for those in Rankin who typically use transit.

Rankin’s neighboring Borough of Swissvale has four times its population. Roughly 13 percent of Swissvale’s residents live below the poverty line compared to 31 percent of Rankin’s residents. Also in contrast to Rankin, Swissvale’s business district provides an array of shopping options for the area’s residents.

According to Discovery Workshop participants, one of the key redevelopment sites in the borough is the 1.8 acre Grand Army of the Republic (GAR) complex located at 2622 Woodstock Avenue. Once a source of housing for the widows of Civil War veterans, The Swissvale Economic Development Corporation has proposed that the property, once a source of housing for the widows of Civil War veterans, could possibly be rehabilitated for use as senior residential units. GAR’s owner, who lives elsewhere, is delinquent on the property taxes and, given the facility’s deteriorating conditions, many other community stakeholders agree that rehabilitation for reuse is not economically feasible. Additionally,

there are four parcels located at the corner of Woodstock and Braddock avenues - just north of the Kenmawr Bridge and adjacent to Port Authority’s busway entrance and park-and-ride lot. These parcels have been identified in Swissvale’s revitalization strategy as an ideal site for transit oriented housing. At the present time, the Swissvale station’s park-and-ride lot is not easily maneuverable, and signage and physical aesthetics are minimal.

### Swissvale/Rankin Discovery Workshop

When asked to identify in priority order the top three community objectives out of a list of eight options, taken from the plans and studies reviewed for the Environmental Scan, Swissvale and Rankin stakeholders indicated they want to rehabilitate and redevelop blighted areas and encourage the reuse of abandoned structures and vacant lots; provide adequate infrastructure such as access roads and water/sewer services for new and expanding industries and businesses; and, develop an action plan that carries forward their community visions and addresses important issues such as home ownership and occupancy rate, Braddock Avenue traffic and maintenance, and business revitalization.

Likewise, from a total of eight development project ideas that were presented, the workshop attendees selected the following three projects as most important: 1) revitalize the gateway to Rankin Borough at Miller Street; 2) revitalize Swissvale’s business district; and, 3) develop housing at the intersection of Harriet Street and Rankin Boulevard (Table 6).

Table 6 SWISSVALE / RANKIN WORKSHOP RESPONSES

	Responses	
	Percent	Count
Revitalization of Miller Street - Rankin Gateway	27%	4
Residential development at the Rankin Boulevard (Second Avenue) Sites	13%	2
Residential development at Site D at the Intersection of Harriett Street and	20%	3
Redevelop/rehabilitate the Grand Army of the Republic (GAR) Home	0%	0
Develop the Kopp Glass/Monongahela Avenue Gateway	7%	1
Redevelop the Mattes Building Site	7%	1
Revitalize Swissvale Business Loop (Swissvale’s Business District)	20%	3
Transit oriented housing at Woodstock and Braddock Avenues Gateway	7%	1
<b>Totals</b>	<b>100%</b>	<b>15</b>

Given the choice between *walking, biking, driving,* and *public transit,* Swissvale and Rankin participants, chose walking as the primary transportation mode, followed by public transit.

The worksession's three participants all indicated that sidewalks were the most needed infrastructure improvement around the busway station area, over roadways, bus stops, bike trails or intermodal transit hubs (see appendix 2). The sidewalks in both communities require a great deal of work that ranges from the most basic general repairs to accessible curb cuts. Enhancements to the pedestrian environment such as decorative lighting and various types of outdoor furnishings – benches, trash receptacles, and planters – would also be welcome additions in each neighborhood.

Despite the fact that roadways, bus stops, intermodal transit hubs, and bike trails did not rank at all in terms of importance when compared to the need for sidewalk improvements, Swissvale and Rankin worksession participants said they see the value of enhanced pedestrian crosswalks and signals, greater road capacity and maneuverability, and much-needed bridge maintenance.





Figure 9  
**SWISSVALE**  
*There are poor pedestrian linkages from Rankin Borough to Swissvale Station.*

## Demographics

<b>Population within ½ mile of TOD site:</b>	<b>9,175</b>
<b>Population Density:</b>	<b>7,705</b>
<b>Housing Density:</b>	<b>3,808</b>
<b>Median Income:</b>	<b>\$39,972</b>
<b>Median Housing Value:</b>	<b>\$69,500</b>
<b>Employment Activity:</b>	<b>3,133</b>
<b>Unemployment Rate:</b>	<b>7.9%</b>

## Analysis

The Swissvale Station Walkshed was evaluated based upon it being considered an *edge* location. This location has the second highest level of transit service of the five potential TOD sites analyzed and has a transit travel time to auto travel time ratio of 1.3 to the City of Pittsburgh, showing that transit travel time is quite competitive with driving. The location is served by Port Authority bus routes 61A, 61B, 71, P1, P3, P7 and P71 and has a cross-route connection with bus route 59.

The advantages and the needs of the Swissvale Station Walkshed are described below.

## Advantages

- High levels of transit service at this location.
- Serves the Martin Luther King, Jr. East Busway and presents an opportunity to be a transfer location for a Mon Valley rapid transit terminus.
- Access to regional employment centers including the Oakland's university and medical districts, and downtown Pittsburgh.
- Reverse commute opportunities to the Homestead Waterfront Entertainment District and UMPC McKeesport Walkshed.
- High level of population density and housing unit density in the walkshed.

## Needs

- Increasing employment density at this location.
- Increasing the number of zoning classifications that may be applied at this location to attract development interest.

- Improving pedestrian connections at this location. Few destinations are within the prime ¼ mile walking distance of the Swissvale Station site. Establishing better pedestrian linkages between housing destinations and the Station would enhance TOD opportunities.

## **Prototypes**

Based upon the advantages and needs identified at this location, the Swissvale Station Walkshed could benefit from the concepts identified in the following prototypes.

### ***Upgraded Pedestrian Amenities Prototype***

- Upgraded street furniture and lighting, especially located at points of interest and in main business corridors.
- Widening of sidewalks to calm traffic and encourage motorists to move through pedestrian heavy routes more slowly and carefully.
- Finding opportunities for public art such as a mural along the wall of a bridge.
- Decorative signage designating areas of interest and pride for communities.
- Safe, accessible and clearly marked curb cuts, ramps and sidewalks.

### ***Pedestrian Bridge Connection Prototype***

- Providing a pedestrian bridge connection between the Swissvale Station Walkshed and the Borough of Rankin.

### ***Prototype Mon Valley Service Concept***

The proposed P7+ Main Line Concept could improve connections to the Martin Luther King, Jr. East Busway for many parts of the region and could help transform Swissvale into a major transit hub. Repairs or improvements to the weight-restricted Kenmawr Bridge are needed before any of these ideas could be implemented, and those repairs should also be compatible with potential extension of the East Busway under the bridge.

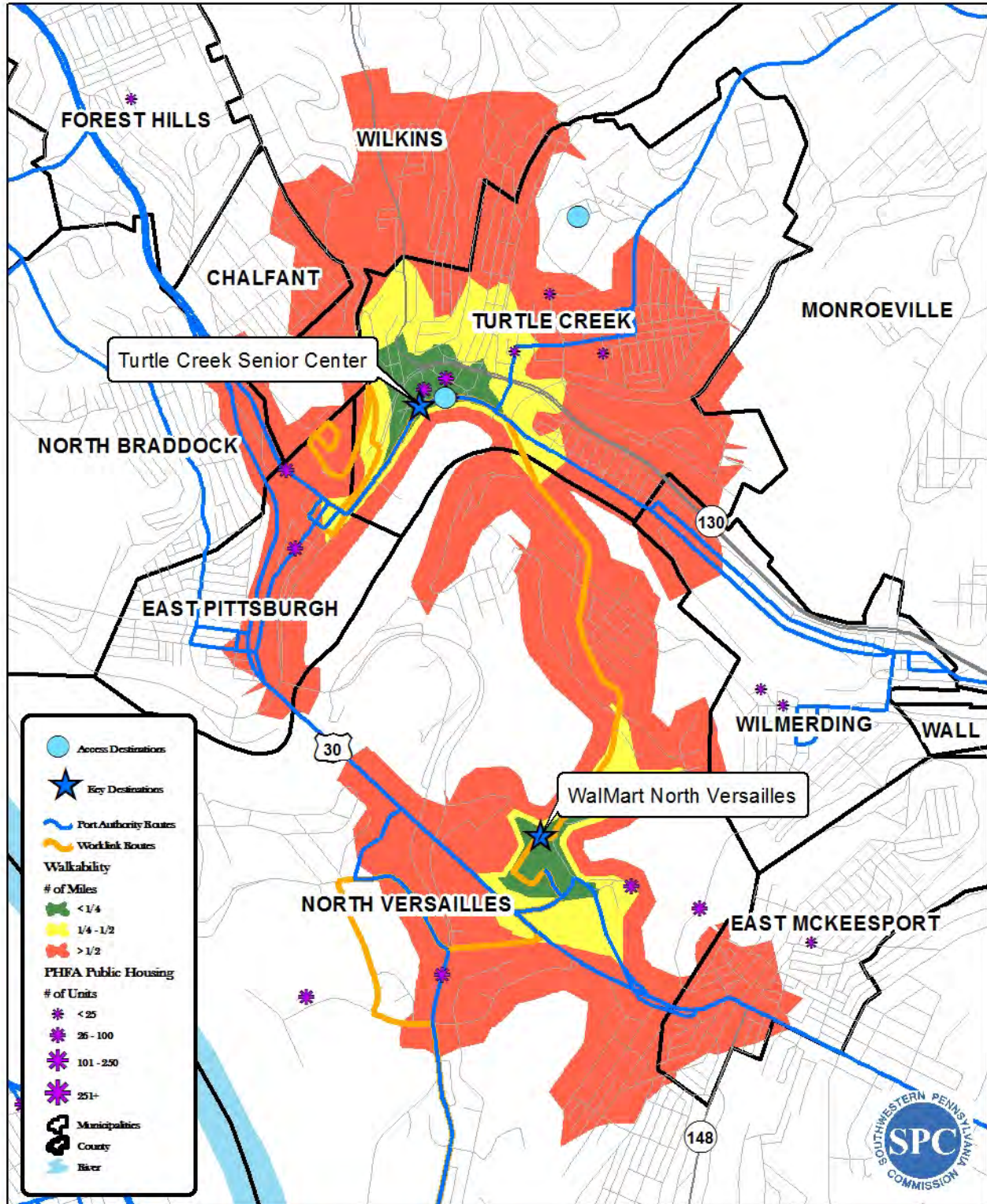




**TURTLE CREEK BOROUGH**

Figure 10

## TURTLE CREEK WALKABILITY



## TURTLE CREEK BOROUGH

### Field View

<b>Type of Destination:</b>	Social Service Center
<b>Sidewalks:</b>	Good condition
<b>Accessible Curbs:</b>	Some ADA improvements
<b>Signalization:</b>	Signal improvements required
<b>Community Assets:</b>	Senior center, church, school
<b>Green Space:</b>	Some green space
<b>Social Space:</b>	Minimal social space
<b>Walkability Score:</b>	42 (100 Possible) – Vehicle dependent

Driving along Penn Avenue and crossing Thompson Run to enter into Turtle Creek, the disconnection between the industrial redevelopment at Keystone Commons and Turtle Creek’s business district becomes apparent. Visible and effective linkages between major amenities are important for creating a sense of place within a community and Turtle Creek is no exception. As part of its long-term vision, Turtle Creek is looking to reclaim Penn Avenue as the community’s “Main Street”.

Turtle Creek has certain impediments to mobility, including a lack of pedestrian-friendly connections, as many streets and sidewalks have fallen into disrepair. In terms of Transit Oriented Development amenities, a community’s walkability and the types of improvements that can enhance it are very important. The creation of a pedestrian bridge over the Tri-Boro Expressway, along Monroeville and Lynn Avenues, is one possible idea for enhanced walkability within the Turtle Creek community.

One of the benefits of Turtle Creek, compared to other Mon Valley communities, is its proximity to three job centers: Oakland, Downtown Pittsburgh and Monroeville. According to the Mon Valley Corridor Inter-Municipal Land Use Study: Vision Plan, approximately 10 percent of Turtle Creek’s employed residents work in Monroeville (See Appendix pg. 12).

### Turtle Creek Discovery Workshop

When asked to prioritize ten community objectives taken from community plans and studies reviewed for the Environmental Scan, Turtle Creek stakeholders said that they need to reconnect fragmented neighborhoods and commercial areas. They then put forward a few specific strategies for making this reconnection, which included building a pedestrian and roadway connection between Keystone Commons and Turtle Creek’s business district, and creating an interconnected and pedestrian-friendly street grid.

Again, focusing on the idea of reconnection, workshop participants identified their top three priorities: 1) create gateways into the community; 2) reclaim Penn Avenue as “Main Street”; and, 3) add mixed-use development and green space between Keystone Commons and the business district. (Table 7).

Table 7

**TURTLE CREEK WORKSHOP RESPONSES**

	<b>Responses</b>	
	<b>Percent</b>	<b>Count</b>
Restore Thompson Run	7%	1
Reclaim Penn Avenue as a “Main Street”	21%	3
Restore and increase the stock of high quality housing	14%	2
Create public waterfront access	7%	1
Create gateways into the community	29%	4
Add mixed-use development and green space between Keystone Commons and the business district	21%	3
<b>Totals</b>	<b>100%</b>	<b>14</b>

In Turtle Creek, as in many of the other Mon Valley communities, walking was purported by participants to be the primary mode of transportation (see Appendix 2). While driving and public transit were equally rated, the number of attendees selecting these modes as most important fell a distant 14 percentage points below those who rated walking as the major mode.

The primary areas the Turtle Creek participants would like to see significant improvements are sidewalks and transit modal hubs, both of which ranked well above roadway, bike trails, and bus stops. With reference to sidewalk improvements, sidewalk repairs, accessible curb cuts, and wider sidewalks were reported to be ‘immediate needs’. Furnishings such as benches, trash receptacles, planters, protective bollards, railings, landscaping, and decorative non-slip pavement were listed as ‘nice-to-haves’ by workshop participants.

Among the list of Intermodal Transit Hub features desired by Turtle Creek participants are bus transit stations and shelters, a park-and-ride lot, and more effective commuter transit.

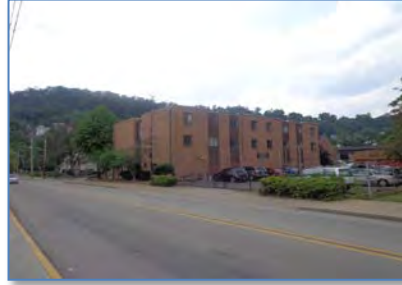


Figure 11  
**TURTLE CREEK**  
*The social services facility is a major distinction point at this location.*

## Demographics

<b>Population within ½ mile of TOD site:</b>	<b>5,415</b>
<b>Population Density:</b>	5,359
<b>Housing Density:</b>	2,473
<b>Median Income:</b>	\$33,444
<b>Median Housing Value:</b>	\$44,200
<b>Employment Activity:</b>	3,348
<b>Unemployment Rate:</b>	11.4%

## Analysis

The Turtle Creek Senior Center Walkshed was evaluated based upon it being considered a *commuter* location. There is a fairly high level of activity at this location because it serves as the Turtle Creek Main Street area and governmental center.

The walkshed has a transit travel time to auto travel time ratio of 2.0 to the City of Pittsburgh, meaning it takes twice as long to get downtown via transit than by car. SPC's FIT: Future Investment in TOD recommends a ratio of 1.8 or lower for Edge TOD sites, so a higher level of transit service could help catalyze development activity. The location is served by Port Authority bus routes 68, 69, P68, P69 and has cross-route connections with bus route 69 and current Heritage Community Transportation service.

The advantages and needs of the Turtle Creek Senior Center Walkshed are described below.

## Advantages

- Several public transit options available.
- High levels of east-west and north-south cross-route connections.
- Access to regional employment centers including the Oakland's university and medical districts, and downtown Pittsburgh.
- Reverse commute to Monroeville Mall employment opportunities.
- Development interest due to the number of zoning classifications that may be applied in the walkshed.
- High level of population density and housing unit density in the walkshed.



## *Needs*

- Increasing the frequency of transit service and cross-route connections in the walkshed.
- Establishing a connection to the Martin Luther King, Jr. East Busway.
- Increasing employment density in the walkshed.
- Improving pedestrian connections at this location.

## **Prototypes**

Based upon the advantages and needs identified at this location, the Turtle Creek Senior Center Walkshed could benefit from the concepts identified in the following prototypes.

### *Upgraded Pedestrian Amenities Prototype*

- Upgraded street furniture and lighting, especially located at points of interest and in main business corridors.
- Widening of sidewalks to calm traffic and encourage motorists to move through pedestrian-heavy routes more slowly and carefully.
- Providing plants and trees to create a barrier between pedestrians and moving traffic and to improve the aesthetic environment.
- Decorative signage designating areas of interest and pride for communities.
- Safe, accessible and clearly marked curb cuts, ramps and sidewalks.

### *Suburban Bus Stop Prototype*

- Larger, enhanced bus shelters with wind protection.
- Solar-powered LED shelter and area lighting.
- Benches in the open air and in bus shelters.
- Station signage, ramps and information panels.
- ADA boarding area with bus stop signs.
- Pedestrian crosswalks.
- Bicycle parking racks.
- Trash receptacles at each end of stop.

### *Prototype Mon Valley Service Concept*

The US30 Community Shuttle Concept could greatly improve access to the Turtle Creek transit node, providing better connections to both the jobs in Turtle Creek and East Pittsburgh and to transfers to other locations. It would also provide important connections for Turtle Creek’s population—especially seniors—to retail, medical and other key destinations. The Mon Valley Service Concept could significantly improve Turtle Creek’s status as a transit node and create new TOD opportunities.

# 4: TOD Prototypes

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Using information about the Mon Valley communities learned from the Environmental Scan, the Discovery Workshops and the *FIT: Places* community profiles, Maynes & Assoc. Architects applied national best practices to create a set of four TOD prototypes. These are intended to be examples of the kinds of strategies and improvements that could be used by Mon Valley communities to take advantage of their transit assets. They include improvements to station areas, roadways and the surrounding neighborhood.

- **Green Space Connections to Transit:** The use of land-banking and other strategies to combat blight and convert a site over time to a network of green space, pedestrian access-ways and connections to transit.
- **Pedestrian Bridge Connections:** Transit station areas can be designed to improve access across physical barriers such as rail lines that might otherwise divide the community from potential assets.
- **Suburban Bus Stop:** Many Mon Valley communities have good transit service at park-and-ride lots along major transit corridors. Improved suburban bus stops can improve access for residents.
- **Upgraded Pedestrian Amenities:** One of the most consistent themes at the Discovery Workshops was the need to improve pedestrian mobility. Upgrading sidewalks and other pedestrian amenities is a key strategy.



## Green Space Connections to Transit

Mon Valley communities often have vacant lots, buildings or structures that are creating blight and limiting the economic recovery of their community's main street. A Strategic Redevelopment Plan can begin to set the revitalization of business districts in motion. Important steps that can be taken include demolishing vacant and dilapidated buildings; land-banking vacant lots as public green space; and, building new parks.

Creating a network of green space, pedestrian accessways, and accessible connections to transit can not only provide safer and active passageways to transit and business districts, but can also provide safer and healthier environments for children and adults to relax, play and hold community events.

The following diagrams illustrate the sequence of improvements recommended to achieve a strategic redevelopment plan for the community of McKeesport.





Figure 12 GREEN SPACE CONNECTIONS TO TRANSIT: UTILIZE EXISTING ASSETS





Figure 13 EXISTING BLIGHTED PARKING GARAGE ON 5<sup>TH</sup> AVENUE



Existing Blighted Parking Garage on 5th Avenue



Figure 14 GREEN SPACE CONNECTIONS TO TRANSIT: REMOVE BLIGHT





Figure 15 **EXAMPLES OF LAND BANKING**





Figure 16 GREEN SPACE CONNECTIONS TO TRANSIT: DISGUISE VACANCY





Figure 17 EXAMPLES OF PARKS AND GREEN SPACE REVITALIZATION



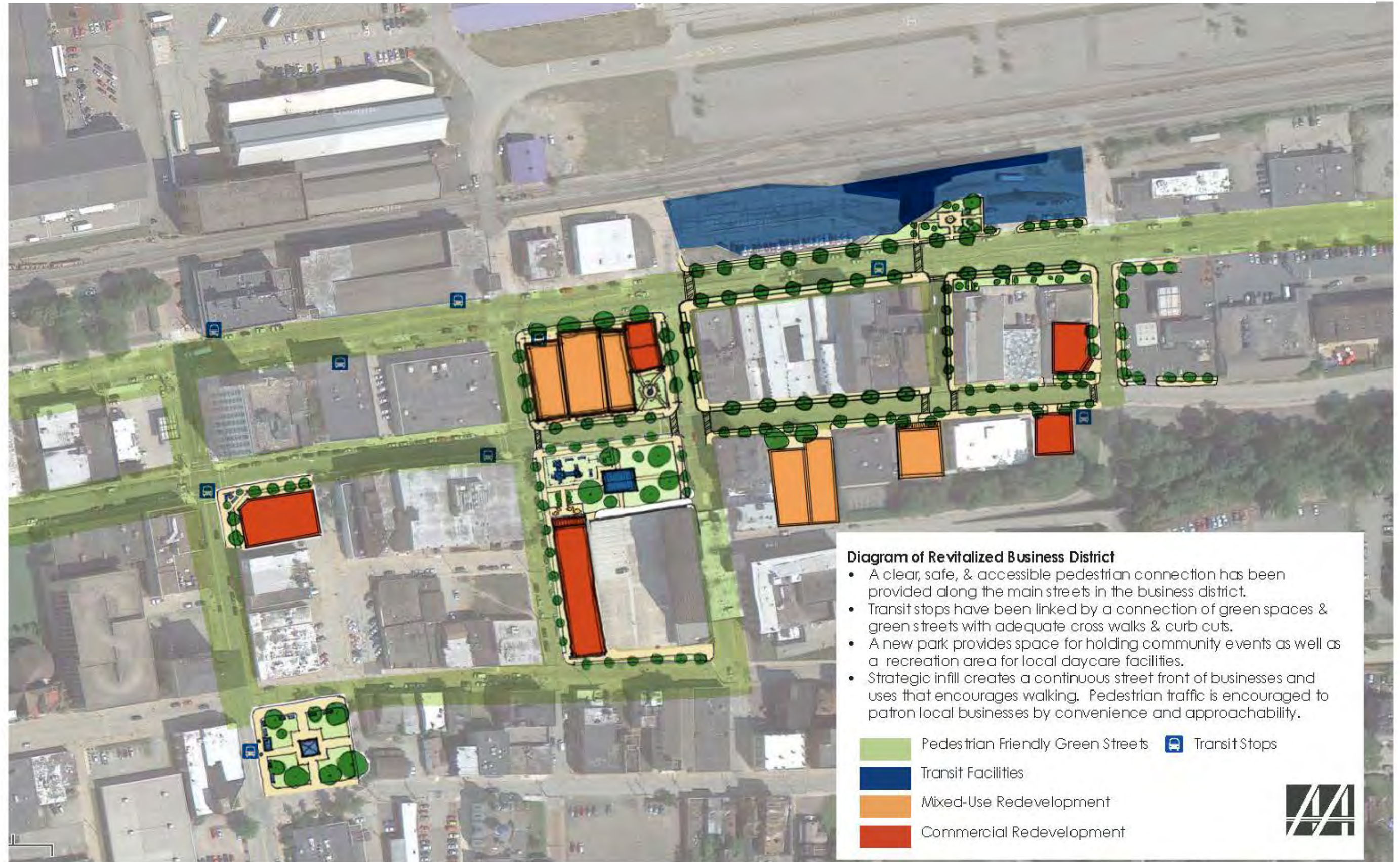


Figure 18 GREEN SPACE CONNECTIONS TO TRANSIT: REDEVELOPMENT AND INFILL





Figure 19 GREEN SPACE CONNECTIONS TO TRANSIT: DIAGRAM OF REVITALIZED BUSINESS DISTRICT







## **Pedestrian Bridge Connections**

Rail lines exist throughout the Mon Valley, creating physical barriers within communities and limiting easy and direct access to transit services and commercial development for residents. The existing Martin Luther King, Jr. East Busway provides valuable transit service, but can also be a barrier within the neighborhoods it serves where pedestrian connections across the Busway are lacking or limited. The addition of thoughtfully located pedestrian bridges can provide key links between communities or various sections of a community in a safer and more attractive manner.



Figure 20 EXISTING CONDITIONS: EAST BUSWAY AT SWISSVALE





Figure 21 PEDESTRIAN BRIDGE CONCEPT







## Suburban Bus Stop

Many Mon Valley residents rely on bus or shuttle service for their transportation needs. However, bus stops that have no shelters or limited amenities can make using public transit a challenge. The suburban bus stop prototype can provide a comfortable and accessible waiting area for the longer periods between buses associated with suburban service, as well as contributing to the development of a distinctive image for transit in the Mon Valley. This image should reflect the character of the neighborhoods in which stops are placed and tie into the broader systems of transit providers. In addition, the integration of LED lighting, solar panels, and indigenous landscaping can provide for a more sustainable and cost-effective solution than a typical bus stop.

Recommended features for a suburban bus stop prototype:

- Spacious bus stop platform with access at each end
- Larger shelter with wind protection
- Benches in open air and in shelter
- Solar-powered LED shelter and area lighting
- Direct access to and from park-and-ride lot
- Indigenous plantings
- Station signage, maps and information panels
- ADA boarding area with bus stop sign
- Decorative paving and accent strip along curb edge (ADA warning)
- Bollards when stop is close to a busy roadway
- Pedestrian crosswalks
- Attractive retaining wall treatments and public art
- Ornamental fencing, guiderails and handrails
- Bicycle parking racks
- Trash receptacles at each end of stop



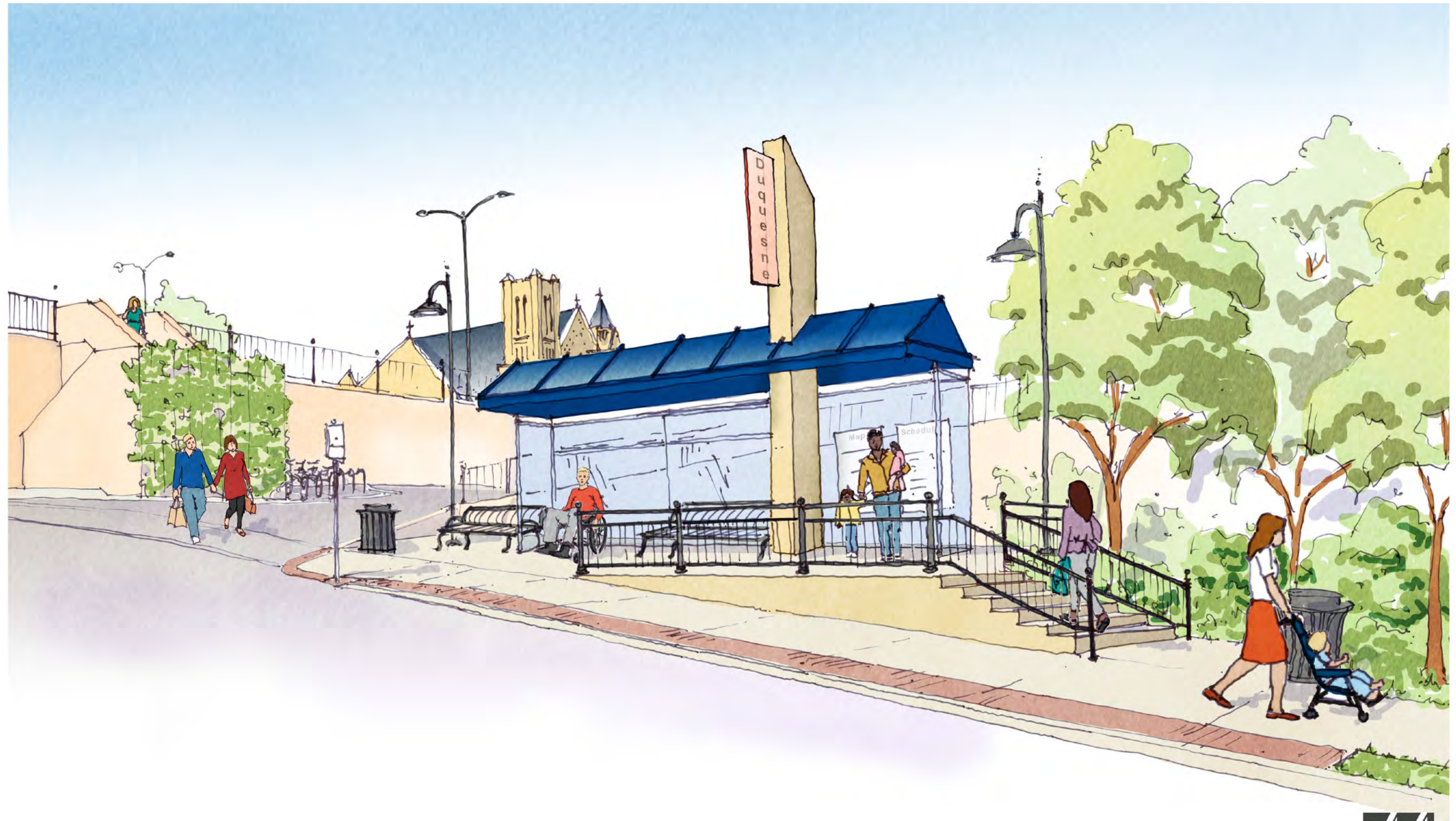


Figure 22 EXISTING DUQUESNE BUS STOP





Figure 23 SUBURBAN BUS STOP CONCEPT





## Upgraded Pedestrian Amenities

Many Mon Valley communities deal with impediments to mobility. Services and popular destinations are often spread out and lack pedestrian-friendly connections, while streets and sidewalks can fall into disrepair. Many households in Mon Valley neighborhoods do not own a car—19%, according to the Census’ American Community Survey, which is higher than the Allegheny County average of 17%. For many people, especially those with mobility challenges, it is difficult to access transit stops. One goal of Transit Oriented Development is to create better connections to and between important points of interest, transit nodes and residences.

The following photograph (Figure 24) was taken along Penn Avenue where it crosses over Thompson Run in Turtle Creek. This is an example of a disconnection between the business district, the major bus stop and Keystone Commons. Creating a better link between these three major amenities could enhance safety and improve citizens’ enjoyment of the community.

The rendering (Figure 25) illustrates the following urban design improvements:

- Upgraded street furniture and lighting, especially located at points of interest or main business corridors.
- Upgrades adjacent to natural amenities such as improvements to a small bridge over a body of water.
- Finding opportunities for public art such as a mural along the wall of the bridge.
- Widened sidewalks to calm traffic and encourage motorists to move through pedestrian heavy routes more slowly and carefully.
- Providing plants and trees to provide a barrier between pedestrians and moving traffic and to improve the aesthetic environment. (Allowing parallel parking along streets also creates a barrier.)
- Decorative signage designating areas of interest and pride for communities.
- Safe, accessible, and clearly marked curb cuts, ramps and crosswalks.

This prototype is also applicable for other Mon Valley communities and is an example of what upgrades could be made to “Pedestrian Friendly Green Streets” on the McKeesport plan diagrams.



Figure 24 EXISTING PENN AVENUE AT THOMPSON RUN





Figure 25 UPGRADED PEDESTRIAN AMENITIES CONCEPT



Upgraded Pedestrian Amenities Concept







# 5: Mon Valley Service Concept

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Quality transit service is an indispensable element in Transit Oriented Development. In the Mon Valley study area, the availability of high-quality transit has diminished over the years, including the potential loss of Heritage Community Initiatives' WorkLink Shuttle.<sup>1</sup> For the Mon Valley Places study, it became clear that another kind of prototype was needed, along with the station area prototypes and the FIT: Places TOD analyses of TOD potential—a prototype transit service. The project team worked to create the *Mon Valley Service Concept*, which may, like the other prototypes presented in this report, inspire future innovations in transit service for the study area. The goals for the Service Concept are to develop a demonstration service plan for the study area that results in:

- A more sustainable model for communities like those in the Lower Mon Valley of Allegheny County (economically, environmentally and socially equitable).
- A fiscally sustainable solution over the long term.
- A potential proposal for demonstration project funding.

The need for improvements to the transit network was raised at each of the Discovery Workshops and was underscored by the FIT: Places analyses. These communities see transit as an important factor in reaching their development goals. TOD will not work without the “T” (transit).

The project team recommended a transit service strategy for the study area that:

- Assesses opportunities for rapid-style bus service connecting the corridor's key destinations, supplemented by essential first-mile service.
- Considers reinstating Port Authority's 50B Glassport-Clairton, eliminated in 2007, as a potential replacement for the WorkLink shuttle.
- Increases the level of service on Port Authority's P7 McKeesport Flyer in order to establish mid-day express service between McKeesport and Downtown Pittsburgh utilizing the East Busway.
- Makes essential connections to destinations in adjacent communities like Monroeville, Turtle Creek, North Versailles (particularly the Route 30 corridor) and West Mifflin (particularly the Route 51 corridor).

The Mon Valley Service Concept starts with the previous service structure around McKeesport, including current transit services, key destinations and connections, redundancies and gaps in service; then uses an innovative community transit system model to help meet the needs of Mon Valley residents.

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<sup>1</sup> Since the research for this report was originally conducted, a number of changes have been made to transit service in the Mon Valley. For example, the Heritage Community Initiatives WorkLink shuttle became the Heritage Community Transportation shuttle. Its routes and service configuration are similar, in many ways, to the ideas explored in this chapter, as are service enhancements made by Port Authority, starting in 2013. While this chapter does not address these changes directly, the Mon Valley Service Concept described is an idea that could be applied elsewhere in Southwestern Pennsylvania, and is worth considering in even in light of these other improvements.

## Service Concept Details

### Service Concept Plan

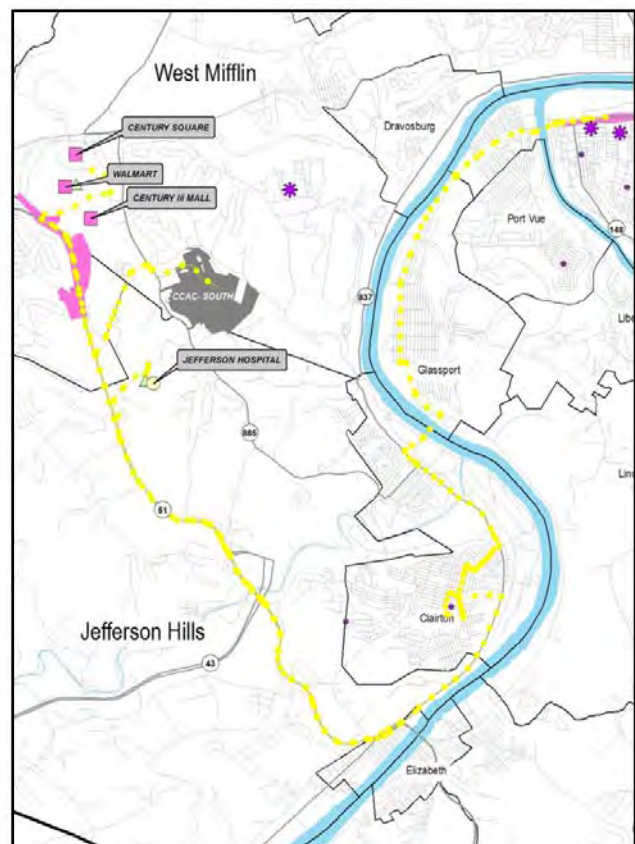
Current Port Authority bus routes in the Mon Valley provide the framework to develop an improved service plan. There is already express-style bus service along Lysle Boulevard in McKeesport that utilizes the East Busway. However, this is a route that operates during weekday rush hours only. Two local bus routes that originate in McKeesport and serve key Mon Valley destinations on the way to downtown Pittsburgh provide daily service from early morning through late night. One community connector route serves most retail destinations from the Century Square Walmart to the North Versailles Walmart and every community in between, including Dravosburg, McKeesport, Duquesne, Whitaker, Munhall, Homestead, Swissvale, Braddock, East Pittsburgh, North Braddock and Forest Hills. Port Authority also operates an intra-community circulator that connects residents of an affordable housing complex to downtown McKeesport and the area's local retail destination, Olympia Shopping Center.

WorkLink has supplemented the framework of Port Authority's services by closing the gaps resulting from Port Authority service reductions, and serving areas inaccessible by Port Authority buses due to topographical challenges and street infrastructure inadequacies. Essential areas served by WorkLink include the Community College of Allegheny County (CCAC), Jefferson Regional Medical Center, Clairton, and certain residential areas of McKeesport and Turtle Creek.

Building off of the framework of services provided by elimination of WorkLink, a demonstration service plan could include the following elements:

- **Route SR 51:** A community shuttle that directly connects McKeesport to significant destinations in the Route 51 corridor, enhancing TOD opportunities.
  - **Potential routing:** from Lysle Boulevard (McKeesport Transit Center), continue 5<sup>th</sup> Avenue to Monongahela Avenue through Glassport, across the Clairton-Glassport Bridge into Clairton, serving local streets in Clairton (State Street, to Maple Avenue, to Shaw Avenue, to 3<sup>rd</sup> Street, to St. Clair Avenue, to Miller Avenue, to Wylie Avenue, to 3<sup>rd</sup> Street, to St. Clair, back to State Street) to Route 51, to Jefferson Medical Center on Coal Valley, back to Route 51, to CCAC on

Figure 26 **CONCEPT ROUTE SR 51**

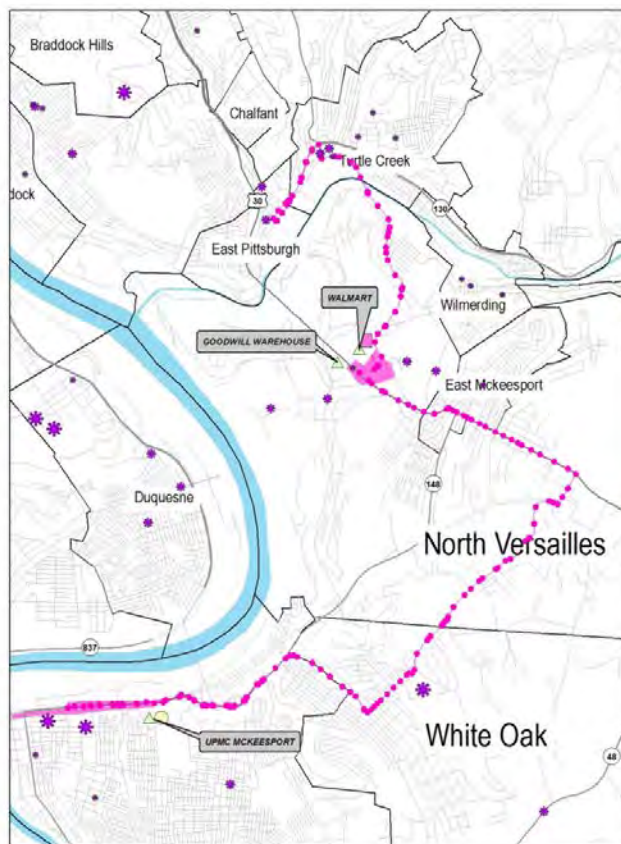


Lewis Run, back to Route 51, to Century III Mall, and to Walmart in Century Square.  
(Return using reverse routing.)

- This would eliminate the walk to final destinations for riders that use the current WorkLink service to the Route 51 corridor and the transfer in Clairton to the Y46 for service to the Century III Mall and other destinations along the Route 51 corridor.
  - The Mon Valley TOD Prototypes could be used along with this new service.
    - The Suburban Bus Stop Prototype could fit at key park-and-ride locations in the Route 51 business district.
    - The improved transit service could make the Green Space Connections to Transit Prototype a viable part of Clairton’s vacant property strategy.
    - The Upgraded Pedestrian Amenities Prototype could be employed in the high-density neighborhoods in McKeesport, Glassport, Port Vue and Clairton.
  - The FIT Analysis shows that this route could provide access to many of the key destinations in Clairton, McKeesport and in the Jefferson Hills/West Mifflin area. This route enhances the TOD goal of improving access to the busways and light rail system.
- **Route US 30:** A community shuttle that directly connects McKeesport to significant destinations in the Route 30 corridor.
    - **Potential routing:** from Lysle Boulevard (McKeesport Transit Center), to Lincoln Way, to left Route 30 (serving retail destinations), to Walmart, to Greensburg Pike, to Greensburg Avenue into Turtle Creek, Penn Avenue to East Pittsburgh. (Return using reverse routing.)

- This would provide riders with access to a variety of employment and retail destinations along Route 30, and improve connections in Turtle Creek to the Monroeville Mall area.
- The Mon Valley TOD Prototypes could enhance this corridor, as well.
  - The Suburban Bus Stop Prototype could be used at the park-and-ride hub near the North Versailles Walmart.

Figure 27 **CONCEPT ROUTE US 30**



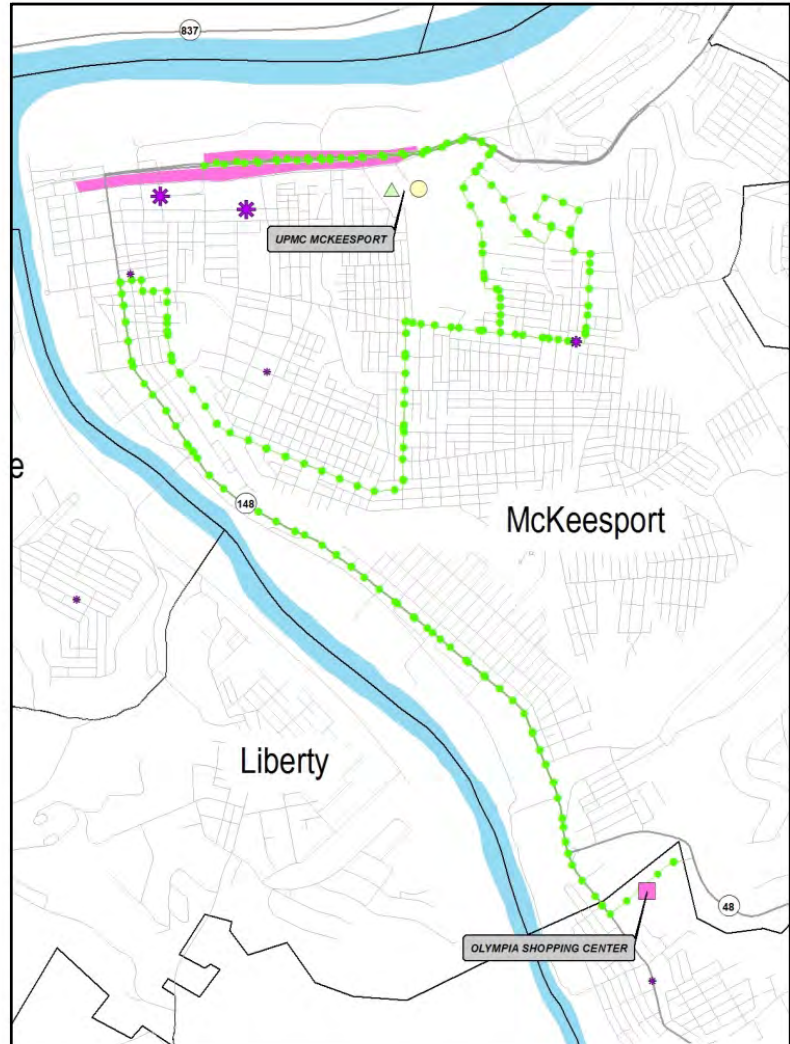
- Upgraded Pedestrian Amenities could enhance communities along the route.
- The FIT Analysis of Turtle Creek recommends improving crossroute connections to enhance TOD opportunities. This prototype could connect across several existing Port Authority routes including P7, 59, 60, 68 and 69.

- Route 60+:** Merge parts of WorkLink that served the residential areas of McKeesport with Port Authority's Route 60 Walnut-Crawford Village to provide an improved community circulator bus.

- Potential routing:** from Lysle Boulevard (McKeesport Transit Center) to 5<sup>th</sup> Avenue, to Pirl Street, to Brownlee, to McCleary (Crawford Village), to Versailles Avenue, to Pirl (Steelview Manor), to Versailles, to Soles Street, to Jenny Lind to Spring Street, to 9<sup>th</sup> Street, to Walnut Street to Olympia Shopping Center. (Return using reverse routing.)

- This could provide increased coverage and frequency from McKeesport's residential areas (including five affordable housing complexes) to downtown McKeesport and transfers to other routes, and could eliminate redundant services on Evans Avenue and Walnut Street.
- McKeesport and Versailles may choose to capitalize on the upgraded service offered by this concept through the use of the Mon Valley Prototypes:
  - The Suburban Bus Stop Prototype could be used to turn the Olympia Shopping Center park-and-ride into an important regional transit hub.
  - The Green Space Connections to Transit strategy could be used in the McKeesport neighborhoods that would have improved transit connections.

Figure 28 **CONCEPT ROUTE 60+**





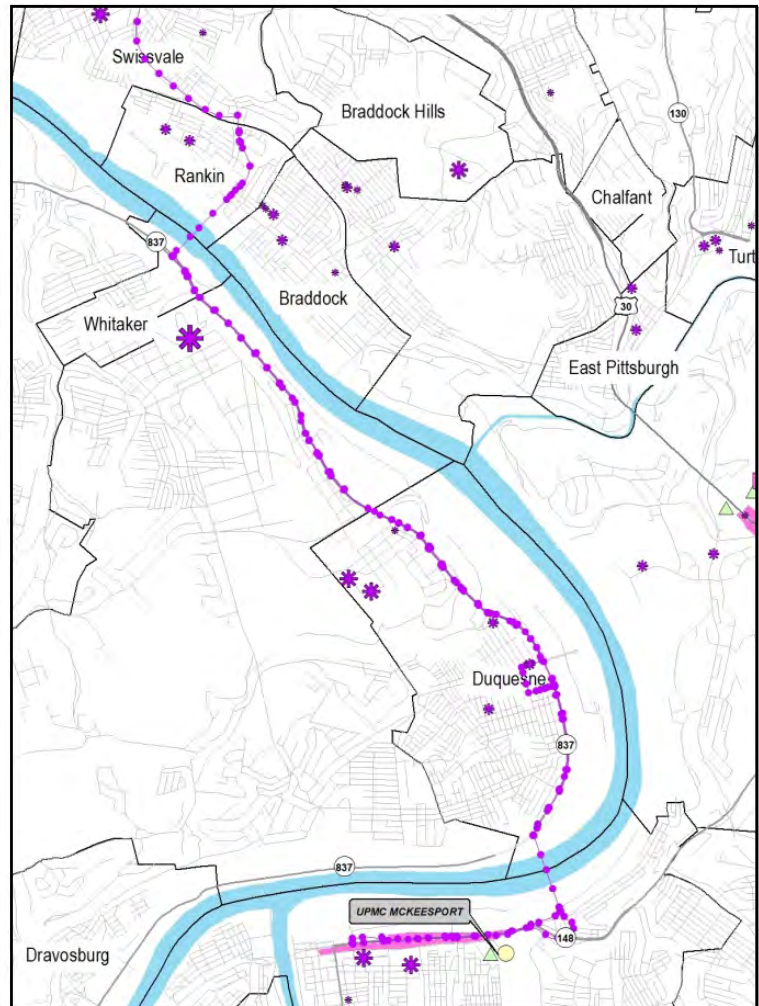
- Upgraded Pedestrian Amenities would be needed to make the fullest use of the service.

- **Route P7+:** Add mid-day mainline service on the P7 McKeesport Flyer from McKeesport to Swissvale Station or continuing to downtown on the Busway:

- **Potential routing:** Regular P7 routing with no Busway stop restrictions or consideration to short-turn at Swissvale Station.
- This provides an opportunity for more rapid-style transit services in the middle of the day creating better and more access to East Busway destinations and connections.
- Improved P7 service could be part of the Mon Valley Prototype strategies.

- The Suburban Bus Stop Prototype could be an improvement to the Duquesne park-and-ride facility.
- The Green Space Connections to Transit strategy could be used in Duquesne, McKeesport and Rankin/Swissvale.
- The Pedestrian Bridge Connection Prototype could address access issues in Rankin/Swissvale, Homestead, McKeesport and Duquesne.
- Upgraded Pedestrian Amenities would be an important strategy throughout this corridor.

Figure 29 **CONCEPT ROUTE P7+**







## Other Service Considerations

- Reinststate the 50B Glassport with adjustments to replace WorkLink.
  - The 50B as it was previously operated by Port Authority connected the communities of McKeesport, Port Vue, Glassport and Clairton.
  - Service areas and destinations left potentially unserved if the 50B (utilizing its previous routing) replaced WorkLink would consist of CCAC, Jefferson Medical Center, East Pittsburgh and Turtle Creek.
  - A 50B that incorporates a routing like the one described above that directly connects McKeesport to significant destinations in the Route 51 corridor could provide improved access.
- Modify Port Authority's 59 Mon Valley relative to the overall implementation of the Demonstration Service Plan or variations thereof in order to eliminate redundancies and/or fill other gaps in service.
- New service frequencies should be commensurate with demand but also frequent enough to be convenient for the riders (i.e., headways not greater than hourly).
- Spans of service should coincide with non-traditional employment hours like those typical of retail-type and shift work jobs (i.e., 6 a.m. to 11 p.m.).

## Problems and Need

The Mon Valley Service Concept is intended to identify a new way to provide transportation links between the Mon Valley communities and Port Authority's main line services, and serve as a model that can be replicated in other places in Southwestern Pennsylvania. The Service Concept is based on research, data and stakeholder participation and collaboration completed during the Mon Valley Places study. It is intended to enhance the way that community transportation services are planned, and develop a new service plan that will:

- Improve the performance of the former Heritage WorkLink service that transports approximately 3,000 people to jobs in and around the Mon Valley
- Take advantage of changes to state law to expand Heritage's employment focus to enable transit trips for purposes beyond work trips, such as shopping, school and medical appointments
- Utilize the community-based strategy that was initiated during the Mon Valley Places Study
- Design community transportation services that meet localized needs while making better connections to Port Authority's mainline services
- Improve service design and increase transit ridership while maintaining or decreasing costs



## History

### Port Authority of Allegheny County

McKeesport was once served by several Port Authority bus routes that connected the city with downtown Pittsburgh and Oakland. In addition, a network of nearly 20 community services connected McKeesport with adjacent neighborhoods and key destinations within the community (Table 8). But over the past several decades, McKeesport lost more than 37 percent of its population<sup>2</sup> and thousands of jobs, and Port Authority eventually had to reduce or eliminate transit services it had previously provided due to declining ridership. Furthermore, Port Authority experienced funding constraints obligating the agency to cut costs and improve efficiencies by reducing service in McKeesport and across its system commensurate with demand and ridership trends.

### WorkLink

To supplement Port Authority’s diminishing services in the Mon Valley, Heritage Community Initiatives implemented a fixed route in 2001 called WorkLink. WorkLink was intended to help riders in the Mon Valley get to jobs, job training and work-related support services, and serve those neighborhoods that Port Authority’s buses were physically unable to serve because of topographic constraints. For 10 years, WorkLink successfully filled a critical need by connecting riders to jobs, services and programs, and providing a reliable localized transportation service. Recent changes to state law now classify the operation as “public transit,” potentially offering new opportunities for funding and service configuration. The service has now been re-branded Heritage Community Transportation.

Table 8  
**PREVIOUS PORT AUTHORITY BUS ROUTES  
IN MCKEESPORT**

COMMUNITY SERVICES	COMMUTER SERVICES
50B Glassport-Clairton	56C McKeesport-Lincoln Place
50C	58C McKeesport Express
55J McKeesport-Duquesne	61C McKeesport
55M Century III Mall	
60A Walnut	
60B Jenny Lind	
60C	
60E White Oak-Grandview	
60F	
60G	
60H	
60J	
60K Crawford Village	
60L	
60M East Pittsburgh-McKeesport	
60P Port Vue-Liberty	
60S Crawford Village-Jenny Lind	
60T	
60U	

<sup>2</sup> United States Census Data, 1980-2010, <http://www.census.gov/#>, <http://quickfacts.census.gov/qfd/states/42/4246256.html>

## Service Features

### Current Services

Today, Port Authority operates five bus routes in McKeesport supplemented by Heritage’s WorkLink route, which replaced the 17 Port Authority community routes operated previously. Tables 9 and 10 depict all of the bus routes operated in McKeesport today and the communities to which those routes connect.

**Table 9 PORT AUTHORITY COMMUTER BUS ROUTES**

COMMUTER SERVICES	DESCRIPTION
56 Lincoln Place	McKeesport to West Mifflin, Lincoln Place, Hays, Hazelwood and Downtown
61C McKeesport-Homestead	McKeesport to Duquesne, Homestead, Squirrel Hill, Oakland and Downtown
P7 McKeesport Flyer	McKeesport to Duquesne, Rankin, Swissvale, East Busway and Downtown

**Table 10 PORT AUTHORITY COMMUNITY BUS ROUTES AND WORKLINK**

COMMUNITY SERVICES	DESCRIPTION
59 Mon Valley	Century Square, Walmart, Dravosburg, McKeesport, Duquesne, Kennywood, Whitaker, Munhall, Homestead, Swissvale, Braddock, East Pittsburgh, North Braddock, Forest Hills and North Versailles Walmart
60 Walnut-Crawford Village	Crawford Village, McKeesport, Walnut Street, Olympia Shopping Center, Versailles
WorkLink	West Mifflin, CCAC, Jefferson Hospital, Clairton, Glassport, Port Vue, McKeesport, North Versailles, Turtle Creek, and East Pittsburgh

Average monthly ridership for Port Authority’s routes serving McKeesport plus ridership for routes making connections to adjacent communities is depicted in Table 11 below.

**Table 11 PORT AUTHORITY RIDERSHIP JULY 2012-JANUARY 2013**

PAAC BUS ROUTES		JULY	AUGUST	SEPT	OCT	NOV	DEC	JAN	TOTAL	AVG MONTHLY
P7	McKeesport Flyer	613	645	655	673	657	571	674	4488	641
Y46	Elizabeth Flyer	3907	4144	4122	3986	3901	3574	3836	27470	3924
56	Lincoln Place	3131	2992	3104	3160	3288	2842	2988	21505	3072
59	Mon Valley	5856	5969	6386	6109	6058	6176	6093	42647	6092
60	Walnut Crawford Village	396	409	410	399	420	407	400	2841	406
61C	McKeesport Homestead	12322	12842	15035	13455	12071	10390	11442	87557	12508
68	Braddock Hills	832	979	986	957	911	919	743	6327	904
69	Trafford	2089	2116	2194	1879	1958	1830	1888	13954	1993
P69	Trafford Flyer	385	407	395	253	288	236	283	2247	321
<b>TOTALS</b>		<b>29531</b>	<b>30503</b>	<b>33287</b>	<b>30871</b>	<b>29552</b>	<b>26945</b>	<b>28347</b>	<b>209036</b>	<b>29862</b>

According to Heritage officials, 3,000 Mon Valley residents subscribe to WorkLink’s service resulting in approximately 13,000 rides a month to and from jobsites. Based on information from customer surveys conducted intermittently by Heritage and most recently in April 2013:

- WorkLink carries approximately 150,000 rides annually.
- About 70 percent of WorkLink’s riders transfer to Port Authority routes to reach their destinations, according to Heritage officials.
- Based on the April 2013 survey results, WorkLink riders transfer primarily to Port Authority’s 59 Mon Valley, 61C McKeesport-Homestead and Y46 Elizabeth Flyer.
  - However, relatively speaking, over half of the 60 Walnut-Crawford Village riders connect from WorkLink’s route.
- Forecasts of riders transferring between WorkLink and Port Authority were extrapolated from the April 2013 survey results and are depicted in Table 12.
- Key destinations for WorkLink riders include Walmart locations in West Mifflin, North Versailles, the Community College of Allegheny County (CCAC) and Jefferson Regional Medical Center in the Route 51 corridor.

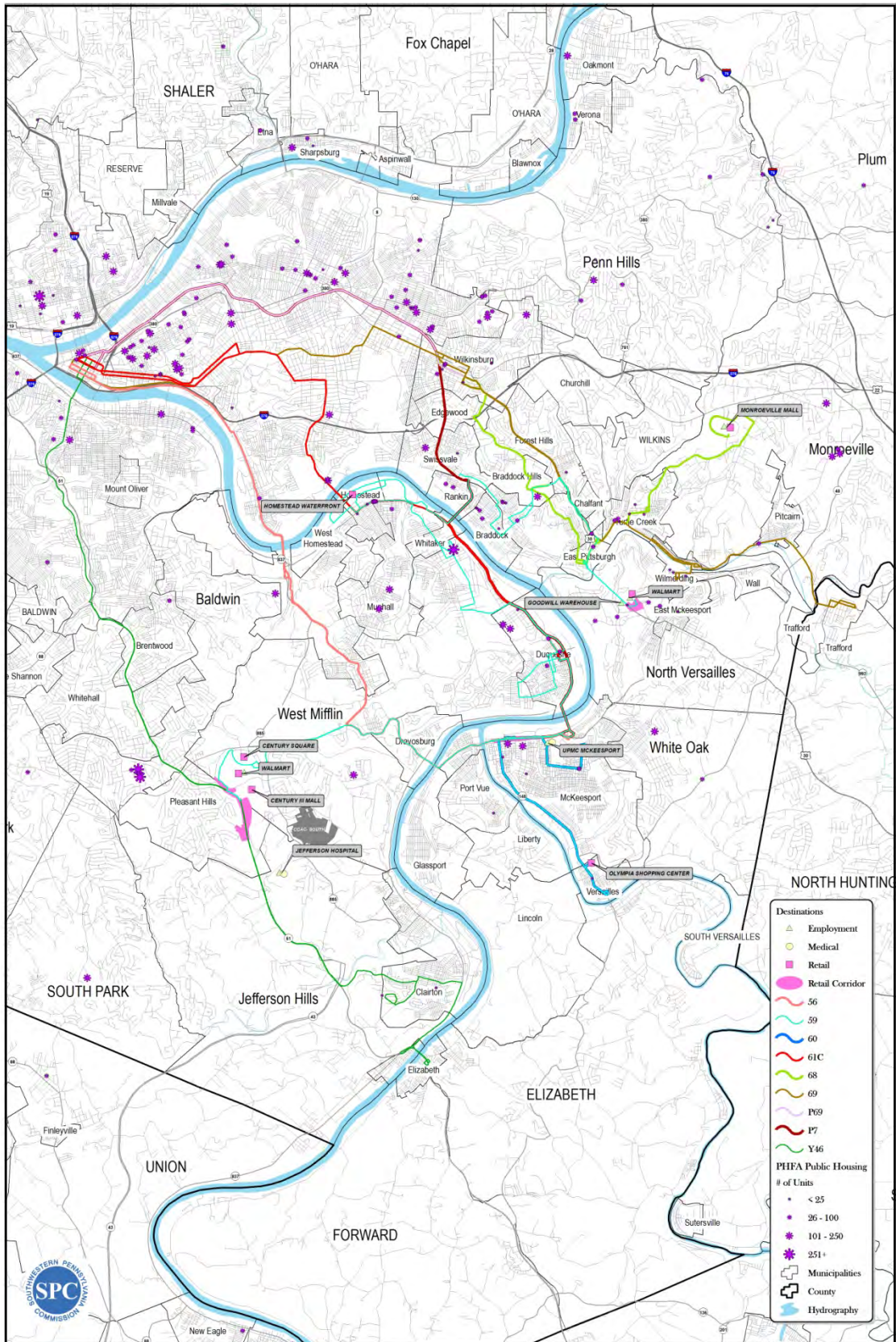


Table 12 **TRANSFERS BETWEEN WORKLINK AND PORT AUTHORITY**  
**(SOURCE: WORKLINK APRIL 2013 SURVEY RESULTS)**

PAAC BUS ROUTES		AVG MONTHLY	WorkLink CONNECTIONS	% of PAAC MONTHLY
P7	McKeesport Flyer	641	0	0.0%
Y46	Elizabeth Flyer	3924	685	17.5%
56	Lincoln Place	3072	886	28.8%
59	Mon Valley	6092	1701	27.9%
60	Walnut Crawford Village	406	248	61.1%
61C	McKeesport Homestead	12508	1428	11.4%
68	Braddock Hills	904	206	22.8%
69	Trafford	1993	273	13.7%
P69	Trafford Flyer	321	0	0.0%
<b>TOTALS</b>		<b>29862</b>	<b>5427</b>	<b>18.17%</b>

Figure 31

## PORT AUTHORITY SERVICE



## Operational Characteristics

Port Authority's routes that connect McKeesport with downtown and Oakland have exceptional coverage, operating mostly every day and nearly 20 hours each day. The service coverage, consisting of span of service, frequency and trip length, is summarized below in Table 13.

Table 13

### PORT AUTHORITY COMMUTER SERVICE CHARACTERISTICS

ROUTES	DAYS	SPAN	FREQUENCY	TRIP TIME
56 Lincoln Place	Mon-Fri	5:01 am-1:03 am	10-30 min peak 45 min off-peak	50-55 min
	Sat	5:54 am-11:29 pm	60 min	45-55 min
	Sun	6:53 am-11:27 pm	60 min	47 min
61C McKeesport-Homestead	Mon-Fri	4:14 am-1:29 am	15 min peak 30 min off-peak	73 min
	Sat	4:13 am-1:30 am	30 min	73 min
	Sun	5:38 am-1:17 am	45 min	65 min
P7 McKeesport Flyer	Mon-Fri	5:34 am-8:55 am 2:59 pm-7:12 pm	30 min peak	46 min

The three community bus routes that currently serve McKeesport have different characteristics. Of all three, Port Authority's 59 Mon Valley has the greatest coverage - both operationally and geographically. It runs seven days a week, for nearly 20 hours each day and serves many of the communities in the Mon Valley. The 60 Walnut Crawford Village, intended to move riders within the local community, operates weekdays only from about 6 a.m. until about 8 p.m. Heritage Community Transportation supplements these services by transporting workers, job-seekers, job trainees/students and others running six days a week and 17 hours a day, linking to key connecting routes that serve the Route 51 corridor. The service characteristics of the community bus routes are featured in Table 14. (Note that Table 14 includes details of the former WorkLink shuttle, not the revised Heritage Community Transportation service.)



Table 14

**COMMUNITY SERVICE CHARACTERISTICS**

ROUTES	DAYS	SPAN	FREQUENCY	TRIP TIME
59 Mon Valley	Mon-Fri	5:16 am-1:05 am	60 min	127 min
	Sat	5:17 am-12:09 am	60 min	126 min
	Sun	6:15 am-9:04 pm	60 min	124 min
60 Walnut Crawford Village	Mon-Fri	6:19 am-8:19 pm	60 min	26 min
WorkLink	Mon-Fri	5:14 am-9:50 pm	30 min-60 min	75 min - E. Pittsburgh to Jefferson Hosp; 40 min - McKeesport to Jefferson Hosp
	Sat	5:14 am-8:20 pm	90 min	75 min - E. Pittsburgh to Jefferson Hosp

**Destinations**

There are significant destinations in McKeesport and surrounding communities that are served by the previously described bus routes, a combination of those routes or by connecting to Port Authority routes in adjacent corridors. The most significant of those destinations are identified in Table 15 below.

Table 15 **SIGNIFICANT MCKEESPORT & SURROUNDING AREA DESTINATIONS**

DESTINATIONS & CONNECTIONS	DESCRIPTIONS
Affordable Housing Properties	Crawford Village (514 family units); Harrison Village (107 family units); Isbir Manor (73 high rise units); Steelview Manor (88 high rise units); and McKeesport Towers (200 high rise units)
Major Employers	Century Square Walmart; North Versailles Walmart; Homestead Walmart; Jefferson Regional; UPMC McKeesport; Century III Mall; Monroeville Mall; McKeesport temporary employment agencies; and Goodwill Warehouse in North Versailles
Retail Centers	Century III Mall; Century Square; Route 51 corridor; Homestead Waterfront; North Versailles Route 30 corridor; Lysle Boulevard; and Olympia Shopping Center
Educational Institutions	CCAC; Steel Valley Vo Tech (Lewis Run Road); Goodwill Training Center; McKeesport temporary employment training sites
Hospitals	UPMC McKeesport Hospital; and Jefferson Regional Medical Center
Key Connections	Turtle Creek/Monroeville Mall; McKeesport/Clairton/Route 51 Corridor; East Pittsburgh/Turtle Creek/Busway

## Gaps in Service

Currently, McKeesport has adequate service coverage with a few routes that operate seven days a week and 20 hours a day, and provide access to both downtown Pittsburgh and adjacent Mon Valley communities. There are slight gaps that are identified in Tables 16 and 17 below; however those gaps would be more intense if not for the Heritage Community Transportation service.

Table 16 **GAPS IN COMMUTER BUS SERVICES**

ROUTES	DAYS	SPAN	FREQUENCY	TRIP TIME	GAPS
56 Lincoln Place	Mon-Fri	5:01 am-1:03 am	10-30 min peak 45 min off-peak	50-55 min	None
	Sat	5:54 am-11:29 pm	60 min	45-55 min	
	Sun	6:53 am-11:27 pm	60 min	47 min	
61C McKeesport-Homestead	Mon-Fri	4:14 am-1:29 am	15 min peak 30 min off-peak	73 min	Trip time too long; no busway connection
	Sat	4:13 am-1:30 am	30 min	73 min	
	Sun	5:38 am-1:17 am	45 min	65 min	
P7 McKeesport Flyer	Mon-Fri	5:34 am-8:55 am 2:59 pm-7:12 pm	30 min peak	46 min	No mid-day express; no mid-day Busway service; Busway stop restrictions

Table 17 **GAPS IN COMMUNITY BUS SERVICES**

ROUTES	DAYS	SPAN	FREQUENCY	TRIP TIME	GAPS
59 Mon Valley	Mon-Fri	5:16 am-1:05 am	60 min	127 min	Trip time too long
	Sat	5:17 am-12:09 am	60 min	126 min	
	Sun	6:15 am-9:04 pm	60 min	124 min	
60 Walnut Crawford Village	Mon-Fri	6:19 am-8:19 pm	60 min	26 min	No Saturday or Sunday service
WorkLink	Mon-Fri	5:14 am-9:50 pm	30 min-60 min	75 min - E. Pittsburgh to Jefferson Hosp; 40 min - McKeesport to Jefferson Hosp	No Sunday service; service restricted to work trips / qualified riders only
	Sat	5:14 am-8:20 pm	90 min	75 min - E. Pittsburgh to Jefferson Hosp	

Based on the gaps identified in the tables and discussions with Heritage officials, service coverage strategies that are critical to consider for the purposes of developing an appropriate service plan for McKeesport include:

- Assessing the need for mid-day mainline or express service between McKeesport and the East Busway
- Improving service from McKeesport's residential areas to downtown McKeesport
- Providing better connections to West Mifflin and Route 51 destinations
- Providing better connections to North Versailles and Route 30 destinations
- Accounting for potential improvements to the former WorkLink route, including:
  - Implementing replacement service to CCAC and Jefferson Medical Center
  - Implementing replacement service to Turtle Creek for transfers to Monroeville
  - Implementing replacement service for McKeesport's residential areas

## Network Analysis

An additional analysis was performed on the existing conditions from the perspective of network performance. What sorts of trips are people unable to complete using existing PAAC service? To answer that question, the project team used Google Transit and the published Port Authority service schedules to look at how many options a person has to get from one point to another in the Mon Valley. Here are the parameters:

- A successful connection was counted if the trip took no more than one hour on the bus (including time waiting for a transfer) and arrived at the destination between 7am and 8am on a Monday morning
- Walking times were not counted, however walks could be no more than ¼ mile
- The key nodes were defined as:
  - McKeesport Transportation Center
  - Versailles—Olympia Shopping Center
  - Clairton—Corner of Walnut & State
  - North Versailles—Walmart
  - Century III Mall
  - Monroeville Mall
  - Homestead—8th & Amity (Waterfront Mall)
  - Oakland—5th & Atwood
  - Downtown—6th & Smithfield
- The Oakland and Downtown nodes were analyzed as destinations only, not originations



- The project originally intended to look at the Swissvale busway station as a potential node, but the closing of the deteriorating Kenmawr Bridge to bus traffic has all but cut off access to the busway for the entire Mon Valley, so the final busway destinations of Oakland and Downtown were used instead

The North Versailles Walmart was used as a key destination both because it is an important job site and because it is close to other job sites in Turtle Creek, East Pittsburgh and Wilmerding. Most of the routes analyzed here also included service to the Turtle Creek area.

### Research Matrix

The number of possible trips were counted and put into a matrix. Red cells indicate no connections—a total lack of useable service. Yellow shows a single connection—service that might work, but might also be too unreliable to get workers to choose transit over a car. Green shows an adequate level of service—two to five connections. The blue cells show a saturation-level of service, where options are almost overwhelming.

Table 18

		Originations						
		McKeesport Transp. Ctr.	Homestead	Century III Mall	Clairton	Olympia Shopping Ctr.	N.Versailles Walmart	Monroeville Mall
Destinations	Oakland	5	10	0	0	0	18	8
	Downtown	7	16	6	0	2	5	3
	McKeesport Transp. Ctr.	x	2	1	1	1	0	0
	Homestead	6	x	0	0	1	1	0
	Century III	3	1	x	3	1	0	0
	Clairton	1	0	2	x	0	0	0
	Olympia Shopping Ctr	1	1	1	0	x	0	0
	N. Versailles/Walmart	1	1	0	0	5	x	2
	Monroeville Mall	0	0	0	0	1	2	x
TOTAL CONNECTIONS		24	31	10	4	11	26	13

The first conclusion that can be drawn from the matrix is that Clairton is cut off from key destinations in the region. It is not possible to get to downtown or Oakland on a Monday morning from Clairton. Mostly, this is because Clairton is simply too far away. The Y46 bus covers the distance between Clairton and downtown as quickly as possible—even using the South Busway—but it still takes over an hour. An option in the future might be to use Rapid Bus strategies to improve travel time along Route 51 corridor, but it is unlikely that simply adjusting or adding routes would help.

Connections from Monroeville—these would be reverse commute options, or else possible connections to Mon Valley jobs from Westmoreland County residents—are completely missing, except to Downtown, Oakland and North Versailles.

Another problem this analysis notes is the disconnection between the routes that serve the Century III Mall. Some buses travel Route 51 while others end at the Walmart, on the other side of the mall. The lack of safe sidewalks and streets and some difficult terrain mean that the walking distance between these two destinations is nearly one mile. Finding a way to converge the routes at a single transfer center on Route 51 would open up many new possibilities for connections between destinations.

### *Network Map*

The key destinations were converted into a generic network diagram, with the number of possible trips represented by straight lines. The diagram was then converted to a GIS layer and added to maps showing employment density. These maps show the inaccessibility of the high-employment nodes for travelers originating from key population nodes. Looking at the map, you can see that the eastern half of the study area is quite isolated. There is a line between Clairton, McKeesport, North Versailles and Monroeville where there are either no connections or very few. According to Heritage Community Initiatives, these are trips that Mon Valley residents want to take, and the employment data backs this up. There are many jobs in the mall zones of Monroeville and around the Walmart as well as the growing medical district at UPMC McKeesport. One exception is the high level of service from the Olympia Shopping Center, where Port Authority operates a park-and-ride. This service likely reflects the presence of suburban commuters from the surrounding townships. However, while PAAC's route 60 directly connects the McKeesport Transportation Center with the park-and-ride, the connection could only be made once per weekday morning in time for the transfer to P76.

Figure 32

## PORT AUTHORITY SERVICE NETWORK ANALYSIS

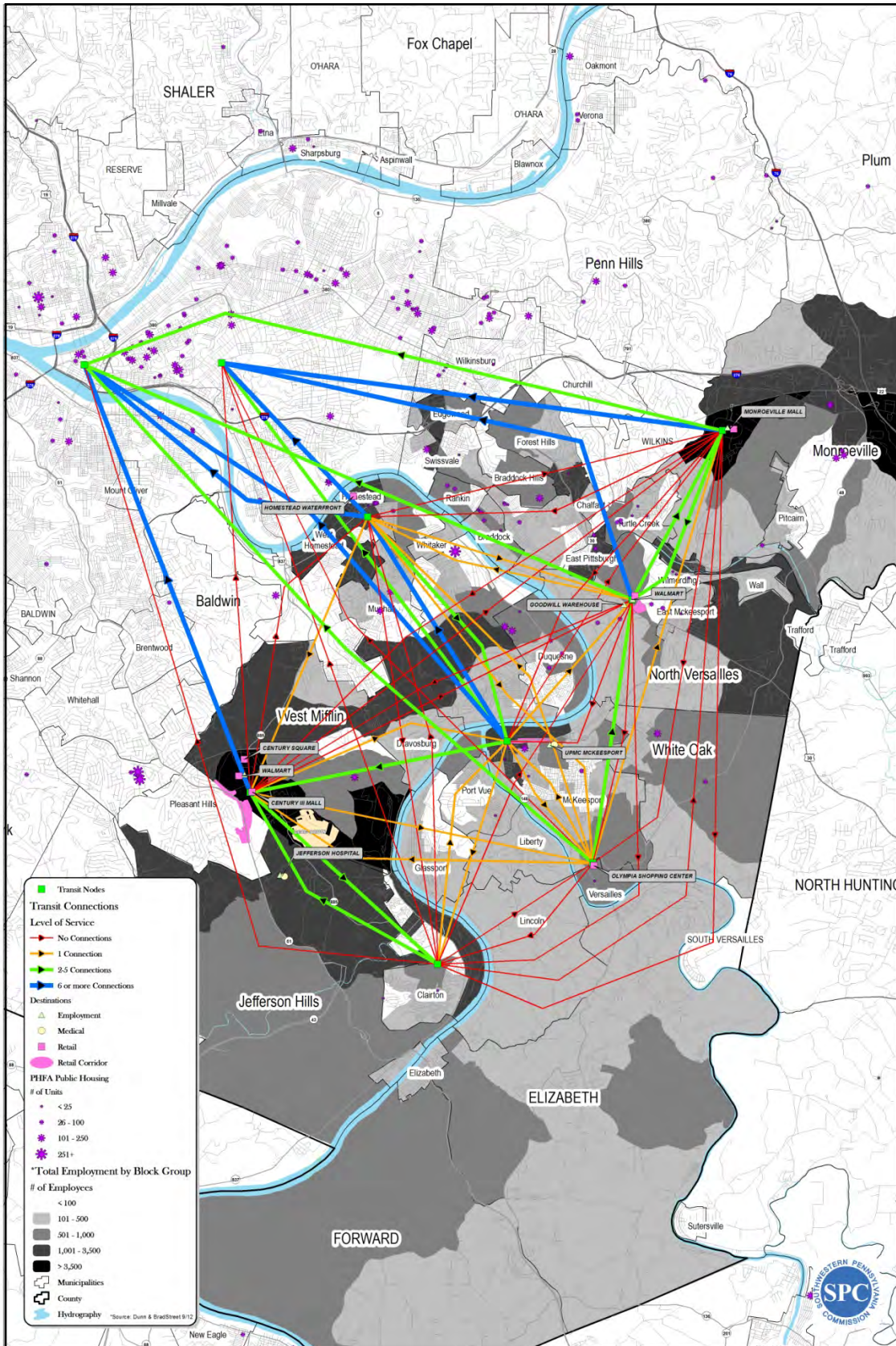




Table 19

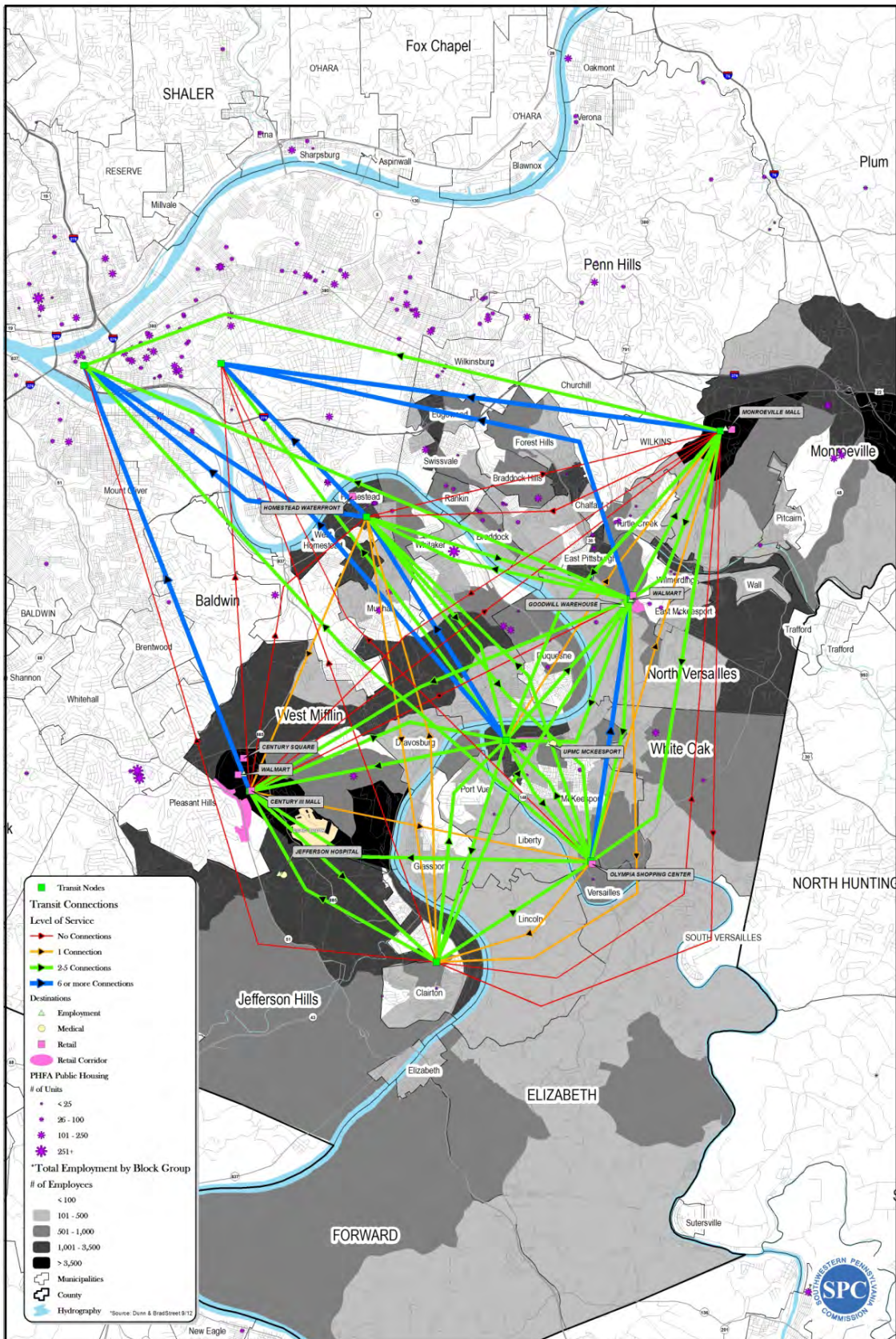
<b>Mon Valley Service Concept: Network Analysis</b>								
Connections between key nodes after implementation of the Service Concept								
Originations								
	McKeesport Transp. Ctr.	Homestead	Century III Mall	Clairton	Olympia Shopping Ctr.	N.Versailles Walmart	Monroeville Mall	
Destinations	<i>Oakland</i>	5	10	0	0	0	18	8
	<i>Downtown</i>	7	16	6	0	2	5	3
	<i>McKeesport Transp. Ctr.</i>	x	2	2	2	2	2	2
	<i>Homestead</i>	6	x	0	1	2	3	0
	<i>Century III</i>	4	1	x	4	2	2	0
	<i>Clairton</i>	2	1	3	x	1	1	0
	<i>Olympia Shopping Ctr</i>	2	2	1	2	x	2	2
	<i>N. Versailles/Walmart</i>	3	2	0	2	7	x	4
	<i>Monroeville Mall</i>	1	0	0	0	1	2	x
<b>TOTAL CONNECTIONS</b>	<b>30</b>	<b>34</b>	<b>12</b>	<b>11</b>	<b>17</b>	<b>35</b>	<b>19</b>	

Implementing the Mon Valley Service Concept could dramatically improve connections between key destinations in several parts of the study area.

- The North Versailles Walmart would be more accessible with two possible trips from Homestead (current: one) and Clairton (current: zero)
- The Monroeville Mall also becomes accessible to McKeesport, with one trip now possible
- The marginal level of service from McKeesport to Clairton, the Olympia Shopping Center and the North Versailles Walmart becomes more acceptable, with at least two possible commuter trips to each of these destinations
- Clairton would be better-connected, with two trips available to McKeesport, the Olympia Shopping Center and the North Versailles Walmart (current: zero) and one trip to Homestead
- It is still not possible to reach Oakland or Downtown in under an hour from Clairton. This raises the opportunity for a future investment in improved service along Route 51 that might make these trips possible, perhaps using Bus Rapid Transit or Transit Signal Priority technology
- Repairs to the Kenmawr Bridge in Swissvale/Rankin would open up many new possible trips using the Martin Luther King, Jr. East Busway

Figure 33

## MON VALLEY PLACES SERVICE CONCEPT NETWORK ANALYSIS







# 6: Community Transit District Concept

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One strategy that could be considered to implement the Mon Valley Service Concept is to create a “Community Transit District” (CTD). This concept, recently suggested by the WorkLink service’s sponsor, Heritage Community Initiatives, could serve as a model for providing localized, community-based transit services that works within the framework and utility of the region’s already-existing transit providers.

- The CTD is a concept based on a best practices model in Denver, Colorado.
- A “Community Transit District” is essentially a formally-organized consortium of stakeholders in a distinct geographic area that is dedicated to supporting, funding and advancing a coordinated, cost-effective and efficient transportation management strategy.
- The CTD, some of which was utilized to develop the Mon Valley Service Concept, consists of:
  - Community-based approach to service planning
  - Market-based approach to levels of service
  - Public and private partnership
  - Cost-containment strategies
  - Regional replication
- The purpose of the CTD is to retain, enhance and promote local mobility and serve the communities by providing transportation services and solutions that improve the quality of life. The specific objective and role of the CTD is to:
  - Retain local control of a district’s transportation needs
  - Provide unified and sufficient transportation services within a district
  - Continue to integrate service with the local transit agency coinciding with their service structure or Transportation Development Plan (TDP)
  - Comply with the regional vision for public transportation
  - Identify and obtain sustainable funding sources
  - Measure performance and determine ways to improve the system
- The CTD would be managed by a local non-profit organization, such as Heritage Community Initiatives, which would be responsible for obtaining funding, advocating for support and contracting with a transit service provider, among other roles.
- Other members of the CTD could include:
  - Port Authority of Allegheny County
  - ATU Local 85 (the union representing Port Authority drivers)
  - Regional and local government entities (Southwestern Pennsylvania Commission, Allegheny County, member municipalities)
  - Private partners, such as major employers or foundations
- The CTD could also be in a position to consider innovative funding strategies:
  - Membership fees contributed by the served municipalities
  - State and federal funding sources

- PennDOT's Transit Research & Demonstration Program, which can be used by the state to encourage innovative projects that enhance public transportation
- Allegheny County Drink Tax revenues
- Community Development funds
- Private sources, such as employer contributions or private foundations

The CTD concept provides a framework for exploring innovative approaches to the Mon Valley's transportation needs.

# **Mon Valley Places**

A study of Transit Oriented Development opportunities in the Lower Monongahela River Valley region of Allegheny County

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# **APPENDIX 1**

## **ENVIRONMENTAL SCAN OF EXISTING CONDITIONS**

**Southwestern Pennsylvania Commission**

**Delta Development Group, Inc.**





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## **ENVIRONMENTAL SCAN**

### **Purpose**

The purpose of the Environmental Scan, the first phase of the Mon Valley Places Project, is to summarize previous studies related to Mon Valley transportation and development, including adopted municipal planning and zoning documents. This comprehensive review of the overall conditions in the corridor takes into account the study area's strengths and weaknesses, internal and external factors, positive and negative influences, and key community initiatives. The result of the research is this briefing memo, which provides an indication of conditions in the Mon Valley corridor.

### **A. Previous Studies and Reports**

Previous Mon Valley studies and documents provided by Southwestern Pennsylvania Commission and Allegheny County, and obtained from internet research, were reviewed primarily to identify information pertinent to Mon Valley communities that are part of the TOD Prototypes Project. Information relevant to the Mon Valley corridor and communities, specifically Homestead, Swissvale/Rankin, East Pittsburgh/ Turtle Creek, McKeesport, Clairton and Jefferson Hills, was identified, extracted and summarized throughout this report.

#### **1. Transportation Improvement Program (Draft 2013–2016 TIP)**

The 2013–2016 draft Transportation Improvement Program (TIP) for the Southwestern Pennsylvania region consists of 256 transportation projects totaling more than \$1 billion for systems operation, \$221 million for systems preservation and maintenance, and nearly \$73 million for bus replacements.

Of those projects, 15 are located in the Mon Valley. Most all of the Mon Valley projects (12) are for bridge replacement or repair work estimated at more than \$155 million. Only one is a transit project - the addition of a 105 space park-n-ride in Swissvale.

**TABLE 1: 2013-2016 TIP PROJECTS LOCATED IN THE MON VALLEY & PROTOTYPE COMMUNITIES**

Project	Location	Description	Sponsor	Cost Estimate
Glenwood Bridge Ramps	West Homestead	Bridge ramp rehabilitation, re-decking, painting, and dam replacement	PennDOT	\$17,750,000
PA 885 Bridge	West Mifflin	Full replacement of existing bridge	PennDOT	\$6,025,000
Lincoln Way Improvement	White Oak	Addition of turning lanes and signal upgrade	PennDOT	\$12,824,000
2037 Tri Boro Paint	North Versailles	Bridge paint	PennDOT	\$7,187,500
2037/Bridge over Turtle Creek Ramp T	East Pittsburgh	Rehabilitation of ramp structure and approach roadway work	PennDOT	\$22,752,000
Greensburg Pike Bridge/Turtle Creek	North Versailles	Bridge replacement	County	\$22,990,000
Mansfield Bridge Rehab	Dravosburg	Bridge painting, repaving and structural repair	County	\$40,610,000
Dooker's Hollow Bridge Rehab	North Braddock	Replace bridge deck, deteriorated steel and concrete, and repaint	County	\$13,881,529
Thompson Run Bridge 5	Monroeville	Rehabilitation of structure	County	\$12,000,000
Carrie Furnace Flyover Bridge	Rankin	Construction of bridge and approaches	County	\$18,360,000
Sutersville Bridge	Elizabeth Twp	Bridge preservation	County	\$250,000
Talbot Ave Bridge Ramp	Rankin	Bridge rehabilitation	County	\$500,000
Kenmawr Ave Bridge Ramp	Rankin	Bridge rehabilitation	County	\$500,000
PAAC Melrose PNR	Swissvale	Construction of new 105 space pnr	Transit	\$1,7640,000
PA 286/Rt 22 Sagamore Road	Monroeville	Addition of center turn lane and bridge preservation	PennDOT	\$15,599,835

**2. MVPC [Mon Valley Providers Council] Transportation Logistics Study (2012)**

This study was commissioned by the Mon Valley Providers Council (MVPC) and undertaken by the University of Pittsburgh's Graduate School of Public and International Affairs (GSPIA). The study was completed and issued April 16, 2012.

The goal of the study was to determine whether potential opportunities for collaboration or economies of scale could be found by pooling agencies' resources to accomplish Mon Valley's transportation needs. The study was based on a survey of MVPC members to identify needs, current transportation services offered by agencies, and gaps in mobility. Follow-up interviews were conducted with individual agencies to determine the viability of a variety of approaches to providing transportation services in the Mon Valley.

The study determined recommendations for improving transportation ranging from simple solutions like participating in an insurance pool to more complicated like coordinating planning and operating all services under one agency. The central recommendation from the study was for the Mon Valley agencies to prioritize transportation needs and services, and provide those services by establishing a “new program operated by an MVPC agency.” The study cites Heritage Community Initiatives’ WorkLink program as a model for their recommendation.

The study identified the general responsibilities that would be undertaken by a central agency including:

- Operating transportation services
- Developing routes and scheduling trips
- Obtaining vehicles, funding and staff time from Mon Valley agencies that currently fund or operate transit services

According to the study, some major barriers would have to be overcome in order to implement a new central transportation agency. Obstacles consist of:

- Establishing a new agency in a timely manner
- Identifying and obtaining start-up funds
- Identifying and obtaining funds for operations and capital
- Staffing a new organization
- Using donated vehicles
- Receiving approval for fixed route operations and other types of service in the corridor

Regardless of the impediments, the MVPC participating agencies recommended ideally that a new agency should be established to provide transportation services in the Mon Valley.

### **3. The Route 51 Corridor. A Gateway to a Sustainable Future**

Through the American Institute of Architects Sustainable Design Assessment Program, a project was undertaken by the Sustainable Design Assessment Team (SDAT) to create a unified vision for the revitalization of Route 51. The project area consisted of a 13-mile stretch from the



Liberty Tunnels to the Elizabeth Bridge and seven municipalities including the Borough of Jefferson Hills and West Mifflin Borough.

The assessment identified many notable challenges along Route 51 "...including disinvestment along parts of the corridor, traffic congestion, a transit system that is currently not serving its full potential, a road unfriendly to pedestrians and bicyclists, flooding, and combined sanitary/storm sewer overflows."

The recommendations from the SDAT project were made within a broad framework of sustainability and intended as an integrated approach that focused on five primary themes.

1. Think sustainability
2. Re-purpose Route 51
3. Transit connections
4. Focus development on nodes
5. Live, play and work together

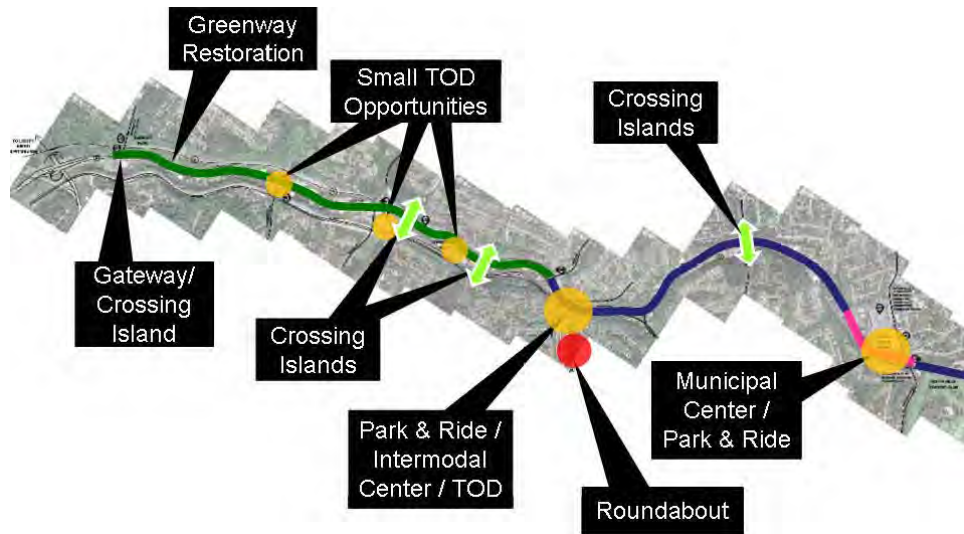
The assessment was reviewed to determine and synthesize the vision for only those communities and areas that are also part of the Mon Valley TOD Prototypes project – Jefferson Hills and West Mifflin (ancillary). As such, the following important initiatives were extracted from the Route 51 vision effort relative to these communities.

- **The critical component of the vision is a re-purposing of Route 51.**



*Photo by Dan Burden, Route 51 Corridor Study*

In the report it states that Route 51 south of Century III Mall becomes less dense and functions like a parkway from the Mall to West Elizabeth. It is envisioned, according the report, that the future cross-section of this segment would incorporate medians, signalized pedestrian crossing islands, traffic calming mechanisms and landscaping.



From page 38, Route 51 Corridor Study

- **The assessment identified a redevelopment opportunity at Century III Mall.**

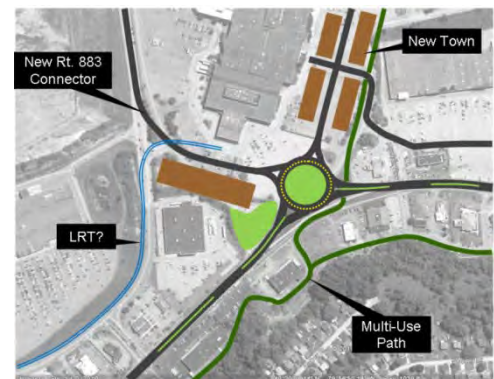
The report described essentially a vision to “replace the traditional closed mall property with an open air, pedestrian oriented town center featuring the existing structured parking, green space, and a broader mix of retail, restaurant, and office uses...similar programming that can be found in the Waterfront redevelopment in Homestead.”



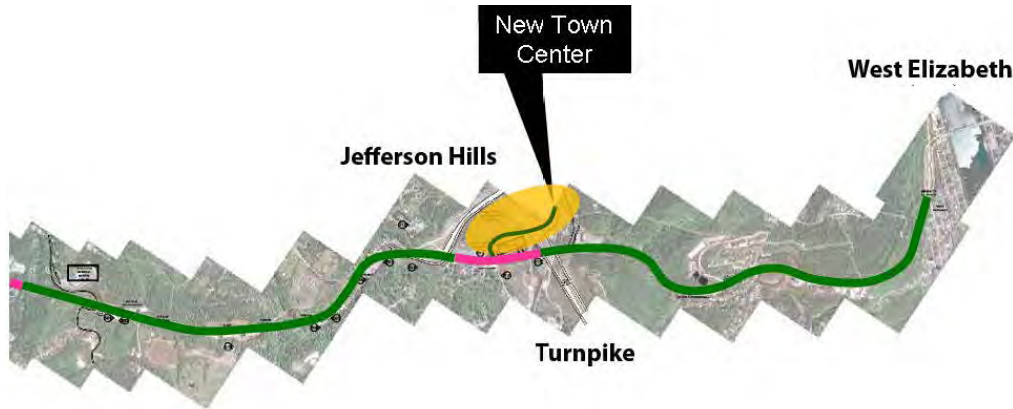
From page 13, Route 51 Corridor

- **The vision calls for development of a “town center” in Jefferson Hills.**

It is envisioned that a “town center” in the area of Port Authority’s Large park-and-ride can be developed by using the park-and-ride lot access road and creating a new connection through the Westinghouse mill property “...to concentrate future corridor development at a node, rather than scattered up and down this area of beautiful parkway.” The town center concept would create walkable conditions, pedestrian scale amenities and a main street intersecting with Route 51.

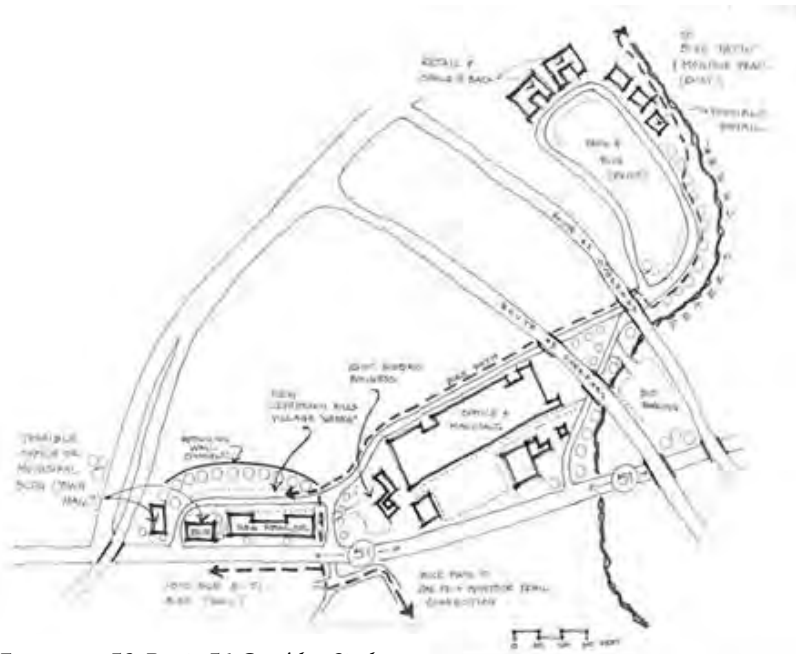


From page 36, Route 51 Corridor Study



*From page 40, Route 51 Corridor Study*

- **The underutilized Jefferson Hills Park-and-Ride is envisioned as a TOD site.**  
 Port Authority’s park-and-ride in Jefferson Hills has 450 spaces, 60 of which are utilized on any given weekday. The vision plan calls for using part of the site for a TOD that would consist of residential and commercial development, and using the former Westinghouse plant, an adjacent property, for development of small businesses and start-ups.



*From page 59, Route 51 Corridor Study*

- **The report identified several key zoning recommendations as well.**
  - Develop an overlay zone providing consistency across entire route
  - Permitted uses should receive administrative approval
  - Zoning code/maps should be made available online for all jurisdictions



#### 4. Braddock Community Planning – Blueprint Draft (2011)

The Blueprint Draft was completed by Rothschild Doyno Collaboration, an architecture and urban design firm, in August 2011.

The goals of the project, according to the Blueprint, are to:

- “Provide an economic, social, and physical assessment of Braddock Avenue.”
- “Outline potential opportunities and develop a framework to spur the continued revitalization of Braddock Avenue as a critical connection and gateway to Braddock, the surrounding communities, and the Carrie Furnace site.”

Community Goals were developed based primarily on input from stakeholders at an “Around the Table” session that included officials from Braddock Borough, Braddock Council, Braddock Economic Development Council (BEDCO) and Mon Valley Initiative (MVI). The goals for Braddock Avenue that the stakeholders identified consisted of:

- Making Braddock Avenue more attractive in order to bring more businesses
- Enforcing property codes and citing owners that violate the codes
- Amending the zoning ordinance or creating an overlay district to reflect the goals for Braddock Avenue

From the “Around the Table” discussions and the goals that were established, four primary themes for revitalizing Braddock Avenue emerged. The themes were based on geographic segments of Braddock Avenue.

**TABLE 2: THEMES FOR REVITALIZING BRADDOCK AVENUE**

AREA	THEME	DESCRIPTION
1 – 1 <sup>st</sup> Street to 3 <sup>rd</sup> Street	A Place to Work	“Make the gateway to Braddock a vibrant and attractive industrial district”
2 – 3 <sup>rd</sup> Street to Corey Street	A Place to Live	“Reconnect a strong residential neighborhood to an active and occupied Braddock Avenue”
3 – Corey Street to 8 <sup>th</sup> Street	A Place for Exchange	“Restore a vibrant center for community exchange of dialogue, goods and services”
4 – 8 <sup>th</sup> Street to 11 <sup>th</sup> Street	A Place to Grow	“Support and enhance community based businesses, recreation and learning”

Specific priorities were identified for creating conditions to facilitate changes to and interest in Braddock Avenue. A sample of specific priorities includes:

- ✓ Modifying zoning
- ✓ Increasing activity on Braddock Avenue
- ✓ Establishing upper level/second floor residences or occupancies
- ✓ Maximizing storefronts by restoring facades
- ✓ Providing pedestrian amenities, links and activities
- ✓ Adding open spaces
- ✓ Transitioning properties to new uses
- ✓ Apply existing regulations

*The Blueprint is available at: [http://www.bedcobraddock.com/wp-content/uploads/2012/04/10-6-11\\_RDC\\_Market\\_Restoration\\_REDUCED.pdf](http://www.bedcobraddock.com/wp-content/uploads/2012/04/10-6-11_RDC_Market_Restoration_REDUCED.pdf)*

#### **5. Mon Valley Corridor Inter-Municipal Land Use Study: Vision Plan (September 2008)**

The Mon Valley Corridor Vision Plan for the communities of Oakland, Hazelwood, Swissvale, Rankin, Braddock, and Turtle Creek was completed in September 2008 by a consultant team consisting of Renaissance Planning Group, Rothschild Doyno Architects, Olszak Management Consulting and GSP Consulting (now Fourth Economy). The Vision Plan project was led by a Steering Committee that included officials from Hazelwood Initiative, Inc., Mon Valley Initiative, Oakland Planning and Development Corporation, and the Turtle Creek Valley Council of Governments.

The main problem that the Vision Plan intended to confront, as cited in the report, is that the corridor is a "...corridor in name but not function" and is divided by geographical and political barriers. The Vision Plan, which was based on a community driven process, analysis of economic and market conditions, and review of previous plans and studies, identified policies and specific projects that would enhance the entire corridor.

The Plan identified seven policies, referred to as "Vision Imperatives," that are essential for restoring the corridor. The Imperatives as presented in the Plan are:

- Reclaim the Mon River as a front door for communities along the corridor.
- Reconnect fragmented neighborhoods and communities to one another.
- Create vibrant centers and gathering places along the corridor.
- Create viable and interim uses for land in the path of the Mon-Fayette Expressway, building upon the efforts of the design advisory teams.
- Leverage investment pressures, particularly the Almono and Carrie Furnace sites as well as Oakland, to jump start development in all communities along the corridor.
- Restore and increase stock and variety of high-quality housing and public amenities in communities.
- Coordinate plans and initiatives among communities.

A Strengths Weaknesses Opportunities and Threats (SWOT) Analysis conducted as part of the Vision Plan identified some important data relative to SPC's TOD Prototypes Project. Listed below are relevant key points that were extracted directly from the Vision Plan.

- "Excluding Oakland, the communities exhibit some of the most economically distressed, fiscally weak, and socially challenged communities in the Pittsburgh region."
- "More than one-third of Oakland residents work in Oakland, but otherwise, few residents live and work in the same community or even within the East Shore as a whole. Most of the communities have a moderate connection to the Oakland job market with 11% to 15% of the employed residents of Braddock, Rankin, Hazelwood and Swissvale working in Oakland and 9% to 17% of the residents working in the Golden Triangle."
- "Turtle Creek is the only East Shore community with any significant connection to a job center outside of Pittsburgh with 10% of the employed residents working in Monroeville."



- “Only Oakland and Braddock provide more than enough jobs for the employed residents.”
- “While there is little need for more retail and additional office space development that could hurt the CBD, there is a much greater opportunity for high quality industrial space development that can be integrated into the urban environment of these communities.”
- “Given the rise in energy and transportation costs and the equity issues for employment opportunities throughout the Mon Valley, a strong case can be made for development of appropriate industrial space at the Almono and Carrie Furnace sites.”
- “The vacancy rate for general industrial space is only at 6.4% for the entire regional market and there are only 44,000 square feet under development. Furthermore, there is currently NO vacancy for Class A space in the eastern suburbs.”
- “With the exception of Pittsburgh, the fiscal capacity of the municipalities of the East Shore is well below the average for Allegheny County. On average the communities in Allegheny County generate \$400 in taxes per capita. Swissvale (\$321) and Braddock (\$300) are the closest to that benchmark.”

Because obtaining funds for community improvement projects is limited and competitive, the Vision Plan contemplated ways to generate ongoing funding for improvements needed to revitalize the Mon Valley communities and accomplish the initiatives of the plan. The funding solution proposed in the Plan is to establish the East Shore Community Fund, a mechanism that “pools funds from a range of stakeholders and targets them on a reinvestment hub.” According to the Plan, the East Shore Community Fund would be “membership based with a fee structure that is scaled to the tax base of the community.” The fee for each participating municipality would be one percent of the tax base from either existing funds or through implementation of a TIF District. An example of how the East Shore Community Fund would be subsidized is provided in the table below that was extracted from the Vision Plan.

TABLE 3: EAST SHORE COMMUNITY FUND EXAMPLE FROM VISION PLAN

	Contribution	Voting Shares	Alt	Voting Shares	
<b>Permanent Members</b>	Braddock	\$470,000	12	\$100,000	10
	Rankin	\$166,000	10	\$100,000	10
	Swissvale	\$2,438,000	22	\$100,000	10
	Turtle Creek	\$954,000	14	\$100,000	10
	TBDF or EDC-Braddock	\$100,000	10	\$50,000	5
	MVI	\$100,000	10	\$50,000	5
	Hazelwood Initiative	\$100,000	10	\$50,000	5
	OPDC	\$100,000	10	\$50,000	5
	TV-COG	\$100,000	10	\$50,000	5
	Corporate Sponsors - NAP/NNP	\$400,000	12	\$400,000	40
	City of Pittsburgh / URA for Oakland and Hazelwood	\$2,000,000	20	\$200,000	20
<b>5 Year Member</b>	County of Allegheny	\$3,000,000	25	\$3,000,000	300
	McCune	\$1,000,000	15	\$1,000,000	100
	Mellon	\$1,000,000	15	\$1,000,000	100
	Heinz	\$1,000,000	15	\$500,000	50
	Benedum	\$1,000,000	15	\$500,000	50
	State of PA	\$3,000,000	25	\$3,000,000	300
<b>Total</b>	<b>\$16,928,000</b>		<b>\$10,250,000</b>		

Source: Mon Valley Vision Plan, East Shore Community Fund

The community fund is the strategy by which specific initiatives identified in the Vision Plan can be targeted and accomplished. The Plan’s key initiatives for the communities that are part of the Mon Valley TOD Prototypes project are summarized below.

## Swissvale/Rankin Vision Imperatives

- ✓ Connect to Carrie Furnace site
- ✓ Revitalize Downtown Center
- ✓ Restore and create safe/enjoyable public spaces
- ✓ Stabilize housing stock

KEY INITIATIVES		TIMELINE	IMPACT
C	Update and promote multi-municipal planning & zoning (shared with Braddock)		
1	Make Carrie Furnace a regional sustainable attraction and destination that benefits the community.	LONG	
2	Improve Memorial Park and the access to it.	MEDIUM	
3	Create pedestrian connection from Memorial Park and Schley Avenue to Carrie Furnace site.	LONG	
4	Build new street connection up Railroad Alley from Carrie Furnace to new bridge over busway.	LONG	
5	Develop new connection from Harriet Street to Carrie Furnace site.	LONG	
6	Develop additional new connection from Hawkins Avenue to Carrie Furnace.	LONG	
7	Redevelop existing commercial area at Church Street and Monongahela Avenue into walkable mixed use center.	LONG	
8	Develop new street from Monongahela Avenue to Roslyn Street across busway at Roslyn station.	LONG	
9	Connect the Swissvale/Rankin border area across the busway at current Swissvale station.	MEDIUM	
10	Identify key housing sites for revitalization and key lots for new housing.	SHORT	
11	Create market rate housing at Carrie Furnace development.	LONG	
12	Create Gateway at Kopp Glass site.	SHORT	
13	Restore Rankin ballfields and connect to larger greenway system along hillside.	MEDIUM	

### TIMELINE

SHORT 0-3 years  
 MEDIUM 4-6 years  
 LONG 7+ years

### IMPACT

REGIONAL LOCAL BOTH

## Braddock Vision Imperatives

- ✓ Connect community to the region
- ✓ Build upon community initiatives
- ✓ Re-establish heart of Braddock
- ✓ Connect community to the river

KEY INITIATIVES		TIMELINE	IMPACT
C	Update and promote multi-municipal planning and zoning (shared with Swissvale/Rankin)		
1	Build upon local investments along Library Street.	MEDIUM	
2	Foster development needs for hospital users in the vicinity of 4th Avenue and Braddock Avenue.	MEDIUM	
3	Extend Maple Way to the Hospital.	SHORT	
4	Utilize 6th Street as a key transportation access corridor.	MEDIUM	
5	Infill 6th Street with new housing/commercial uses fronting the street.	LONG	
6	Plan for potential new transit station (commuter rail) at the end of 6th Street (long term).	LONG	
7	Propose new busway station with station building and parking on 6th Avenue at border with North Braddock.	LONG	
8	Leverage government agency resources and investments in the vicinity of UPMC at 4th and Braddock Avenues.	SHORT	
9	Develop new structured parking on Braddock Avenue with ground floor retail uses.	MEDIUM	
10	Create new community park/town square at southeast corner of 6th and Braddock Avenues.	MEDIUM	
11	Regulate surface parking lots along Braddock Avenue.	SHORT	
12	Extend Penn Street between 6th and 7th Avenues.	LONG	
13	Connect 6th Street to the Mon River, creating open space and park network.	MEDIUM	
14	Take advantage of strategic location on Mon River above lock/dam to encourage recreational water industries (boating, fishing, etc.)	LONG	

TIMELINE		IMPACT					
SHORT	0-3 years		REGIONAL		LOCAL		BOTH
MEDIUM	4-6 years						
LONG	7+ years						



## Turtle Creek Vision Imperatives

- ✓ Reclaim Penn Avenue as community “Main Street”
- ✓ Reconnect fragmented neighborhoods and commercial areas
- ✓ Create vibrant centers and gathering places throughout the community
- ✓ Restore and increase the stock of high quality housing

KEY INITIATIVES		TIMELINE	IMPACT
C	Update and facilitate multi-municipal zoning to promote strategic relocation and connectivity within the business district.	MEDIUM	
1	Add mixed-use development and green space to fill in urban fabric between Keystone Commons and business district.	MEDIUM	
2	Create gateways into community at the Tri-Boro Expressway/Brown Avenue intersection as well as the Greensburg Pike/Penn Avenue intersection.	LONG	
3	Build connection between Keystone Commons and business district (pedestrian and/or roadway).	MEDIUM	
4	Link up “dead ends” with roads and pedestrian paths (i.e. connect downtown to Wolvarena).	MEDIUM	
5	Attract community level shops and services to revitalize downtown business district.	MEDIUM	
6	Create public waterfront access to Turtle Creek.	SHORT	
7	Create pedestrian friendly, interconnected street grid.	LONG	
8	Build strategic connector streets.	LONG	
9	Organize development parcels and buildings into vibrant centers.	SHORT	
10	Restore Thompson Run as an asset and create an open space system in the floodplain.	LONG	
11	Coordinate plans and leverage resources with RIDC.	SHORT	
12	Cluster recreational uses within close proximity to neighborhoods.	MEDIUM	
13	Develop incentives for shared parking.	SHORT	
14	Attract new homeowners for existing housing stock, to create a market for aging residents who need to sell their homes.	SHORT	
15	Provide affordable housing choices for seniors who desire to move out of their homes.	SHORT	

TIMELINE		IMPACT					
SHORT	0-3 years		REGIONAL		LOCAL		BOTH
MEDIUM	4-6 years						
LONG	7+ years						

Page 68, Mon Valley Corridor Vision Plan

The entire Mon Valley Corridor Vision Plan can be found at:  
<http://www.monvalleyinitiative.com/files/monvalleyvisionplan.pdf>

**6. Active Allegheny: A Comprehensive Commuter Bicycle and Pedestrian Transportation Plan for Allegheny County. Chapter 1: An Active Transportation Plan (2008)**

Active Allegheny, developed by Allegheny County in partnership with Pennsylvania Department of Transportation’s (PennDOT) Bureau of Public Transportation (BPT), is a supplement to Allegheny Places, the county’s Comprehensive Plan.

The goal of Active Allegheny is to integrate “active” modes – like walking and biking – into the county’s overall transportation system to promote alternative ways to commute, guide future improvements and prioritize projects. Four themes were developed to serve as a guide to accomplish this goal.

**TABLE 4: ACTIVEALLEGHENY THEMES**

THEME	DESCRIPTION
Access	“The ability to safely enter destinations without barriers by multiple modes of transportation. Offices, commercial centers, neighborhoods, and other popular destinations should consider the needs of non–auto users and provide a safe and effective path of entry for non–motorized transportation.”
Connectivity	“The way which two features, destinations or modes, are connected to each other. In active transportation planning, connectivity links destinations (i.e., neighborhoods, commercial districts, offices, stadiums) through multiple modes of transportation and provides safe and reliable paths for active transportation users. Connectivity requires access and is ineffective without access to the destinations with which people wish to connect.”
Mobility	“A good transportation network puts an emphasis on the word transportation, creating an environment where many modes of transportation are given an opportunity to succeed in a safe and efficient manner. Mobility is at the root of good transportation networks by providing users the choice of several different modes of transportation to arrive at the same destination without feeling burdened by that choice.”
Health	“Active transportation is a critical component of a healthy lifestyle, and it’s important to offer a transportation network that allows for active options. When networks are created that provide multi–modal access to destinations, exhibit high levels of connectivity, and have an overall character of mobility, healthy transportation options become viable and allow those who desire to improve their lifestyle to do so safely and effectively.”

A few key Mon Valley agencies served on Active Allegheny's Advisory Committee including:

- Twin Rivers COG
- Steel Valley COG
- Mon Valley Initiative

Mon Valley municipalities that provided studies, reports and documents to the inform Allegheny Places consisted of:

- Elizabeth Borough – Design Guidelines, Streetscape Design Plan and Strategic Plan
- Swissvale Borough – Design Guidelines, Strategic Plan and Streetscape Master Plan
- Mon Valley Initiative – Mon Valley Corridor Vision Plan

Municipalities participating in the Active Allegheny process provided critical projects that are important to their community and aligned with the Plan's goals. The Mon Valley projects, pulled directly out of the plan, that were presented for Active Allegheny were:

#### **Braddock Borough**

- Extend Maple Way and develop into a greenway

#### **Swissvale Borough**

- Improve pedestrian connection between the Central Business District (CBD) and the residential neighborhood that lies to the east across Braddock Avenue and up the hill
- Improve pedestrian connection between the CBD and the residential area to the west of Monongahela River and Noble Street
- Pedestrian crosswalk pavement markings are worn
- Pedestrian countdown signal heads recommended at multiple intersections
- Add bulb-outs, concrete curbs, sidewalks, ADA compatible handicap ramps at pedestrian crossings, and pedestrian level street lighting along roadways, including Washington and Monongahela Streets

### **Rankin Borough/Swissvale Borough**

- Create pedestrian connection from Memorial Park and Schley Avenue to Carrie Furnace site
- Create greenway system along hillside and with pathway connections to Rankin ball fields

### **Turtle Creek Borough**

- Build pedestrian connection between Keystone Commons and business district.
- Develop greenway parallel to Monroeville Avenue/Lynn Avenue and Turtle Creek.
- Create new pedestrian bridge over Tri-boro Expressway along Monroeville/Lynn Avenues.

### **Mon Valley Initiative**

- Reclaim the Mon River as a “Front Door” for communities along the corridor
- Reconnect fragmented neighborhoods and communities to each other
- Create vibrant centers and gathering places along the corridor
- Create viable/interim uses for land in the path of the proposed Mon-Fayette Expressway
- Leverage investment pressures, particularly the Almono and Carrie Furnace sites as well as Oakland, to jump start development in all communities along the corridor
- Restore and increase stock and variety of high quality housing and public amenities
- Coordinate plans and initiatives among communities including Oakland, Hazelwood, Swissvale, Rankin, Braddock, and Turtle Creek

*Information about Active Allegheny can be found at:*

[http://www.activeallegheny.com/downloads/3 Active Allegheny Plan Chap1.pdf](http://www.activeallegheny.com/downloads/3%20Active%20Allegheny%20Plan%20Chap1.pdf)

### **7. Eastern Corridor Transit Study (ECTS): Transitional Analysis to Locally Preferred Alternatives (2006)**

The Eastern Corridor Transit Study (ECTS): Traditional Analysis to Locally Preferred Alternatives was sponsored by Southwestern Pennsylvania Commission, Westmoreland County Transit Authority, Allegheny County and Port Authority of Allegheny County. The study was completed in 2006 by a consultant team that consisted of STV Incorporated, Michael Baker, Jr. Inc., Maynes Associates and Brean Associates. For the purposes of doing research for the Mon



Valley TOD Prototypes project, a review of the ECTS' summary entitled "ECTS Transitional Analysis" was conducted.

The study area consisted of the entire eastern corridor between the Allegheny and Monongahela rivers from downtown Pittsburgh to South Greensburg in Westmoreland County and delineated five corridors referred to as: Allegheny Valley; Mon Valley; East Busway; Norfolk Southern/Route 30; and Spine Line. The study focused primarily on potential transit infrastructure investments in the corridors that were identified as a result of extensive public outreach.

Initially 29 alternatives were identified that were reduced to a shortlist of nine and then finalized to six alternative recommendations. These alternatives were based on public input, built on efforts that were happening in the study area, and aligned with studies previously completed and underway.

The principles upon which the study was based were:

- ✓ Improve transit choices
- ✓ Improve transit service quality and station amenities
- ✓ Preserve, protect and utilize existing transportation resources
- ✓ Enhance environmental quality
- ✓ Reduce congestion/provide alternatives to driving
- ✓ Coordinate transit and community planning
- ✓ Conveniently and continuously link people and activity centers

One of the corridors identified in the study was the Mon Valley Corridor from McKeesport to downtown Pittsburgh with a branch from Etna. This corridor was determined to be a "Light Rail" alternative with the following elements:

- 17.5 miles of LRT from McKeesport to downtown Pittsburgh and estimated 36 minutes travel time
- 5.5 miles of LRT from Etna to downtown Pittsburgh and estimated 14 minutes travel time
- Routing through Swissvale, Hazelwood, Oakland, and Strip District to downtown
- Convergence of Etna and McKeesport lines along Liberty Avenue in the Strip District

- 10 to 20 minute headways per route
- 19,800 projected boardings by 2025
- LRT service supplemental to bus service
- Per mile construction cost estimate between \$930,000 and \$1,100,000
- Total capital cost estimate from \$1.2 billion to \$1.4 billion
- Projected annual operating costs of \$19.5 million
- Potential for TOD along the McKeesport line's 9 stations:
  - Centre Avenue – Excellent (already TOD)
  - CMU – Excellent (already TOD)
  - Greenfield Avenue – Poor
  - Tecumseh Street – Good
  - Glenwood Bridge – Poor
  - Homestead Connection – Poor
  - Rankin – Excellent
  - Braddock – Good
  - McKeesport – Good

The McKeesport corridor/line was rated “high” in transit travel time savings over existing transit and in transit travel time savings over driving. The line rated “medium” in supplementing existing bus service and in connecting to other transit services.

The ECTS culminated with the identification of next steps consisting of:

- Identifying funding – federal vs. local approach
- Determining project delivery – public or public-private
- Advanced planning/DEIS
- Preliminary engineering
- Final engineering
- Final design
- Construction
- Operation

*More information about the ECTS can be found at:*

<http://www.spcregion.org/ECTS/pdf/ta-final/ECTS-TA%20Final%20Report.pdf>

<http://www.spcregion.org/ECTS/pdf/outreach/whole.pdf>

## **8. Carrie Furnace Site Master Plan (2004)**

The Carrie Furnace Master Plan was managed by the Redevelopment Authority of Allegheny County and completed by MacLachlan, Cornelius & Filoni, Inc. with extensive public input from the Mon Valley communities.

The five overarching goals guiding the Plan, according to the report, were to:

- Generate economic growth
- Become a destination for visitors, immigrants and entrepreneurs
- Integrate the sites with neighboring communities
- Build upon the heritage of the past and the vision of the future
- Establish a new set of standards for the integration of brownfield sites with local communities and regional assets

Carrie Furnace, described as an “industrial heritage project,” features 250 acres of underutilized land including 135 acres of vacant land and prime riverfront. The Plan describes a \$900+ million private, public and philanthropic investment that is estimated to increase the local tax base by \$45 million. The master plan integrates residential living, multimodal transportation and business amenities, and features:

- Intermodal Transportation Center
- Steel Industry National Historic Site
- Swissvale Riverfront Community
- Innovation Village
- Upgraded Braddock Avenue

The Intermodal Transportation Center was described as a confluence for local, regional, state and national connections including buses, light rail, passenger railroad, water taxis, bicycles and pedestrians. The Center’s location adjacent to the proposed Mon Fayette and Rankin Bridge makes it accessible to multiple modes.

The Plan’s Riverfront Community consists of a variety of housing types including single family, patio homes and town houses that are targeted for a mix of incomes. Innovation Village,

according to the Plan, is envisioned to be an incubator site for a mix of small businesses located near a light industrial park.

As part of the Visioning process, the Mon Valley communities of Braddock, North Braddock, Rankin and Swissvale became part of a cooperation agreement with RAAC for directing development of the Carrie Furnace site and sharing revenue. The partnership approach prescribes that:

- Revenues are distributed fairly
- Distributions are approved by the participating communities
- Development proposals are reviewed and approved cooperatively
- Boroughs continue the coordination of land use

In order for the Plan to be authorized, several entitlement matters need to be accomplished including property acquisition, planning control revisions, zoning control revisions and master plan update.

*More information about Carrie Furnace can be found at:*

<http://www.monvalleyhelp.com/content/carrie-furnace-site-conceptual-plan>

## **9. College Center Plan. Mon Valley Center (2000)**

This position paper, completed by Community College of Allegheny County, essentially establishes... “a vision for the CCAC Mon Valley Center at the end of the 2001–2002 academic year, and articulates a plan of key initiatives and strategies that will move the Mon Valley Center toward this goal.”

The main focus of the Mon Valley Center’s leaders, according to the document, is on establishing partnerships with local employers and leaders to improve economic and workforce development in the Mon Valley. This philosophy is intended to position the Center to better provide educational and job training opportunities and overcome barriers to “...childcare, transportation, and financial aid to skill issues such as literacy skills, academic skills, and job specific occupational skills.” Establishing supportive community partnerships according to the document will also increase enrollment and interest in CCAC.

The paper identifies three main initiatives that further the Center’s mission:



1. Provide workforce training for the Mon Valley community
2. Provide remedial instruction & core services to students/residents of Mon Valley communities
3. Collaborate and develop partnerships with community agencies, organizations and schools

*The College's plan for the Mon Valley Center can be found at:*

[http://www.ccac.edu/files/pdf\\_document/92e0b230992a4e608948baaea16c27fb.pdf](http://www.ccac.edu/files/pdf_document/92e0b230992a4e608948baaea16c27fb.pdf)

## **10. Braddock Website**

The theme of Braddock's website is, "Reinvention is the only option." It contemplates how to bring back the borough, which according to the site, presents... "an un-paralleled opportunity for the urban pioneer, artist, or misfit to join in building a new kind of community."

Braddock's primary opportunities and priorities as identified on the website include:

- ✓ Saving Carnegie Library
- ✓ Supporting the Ceramics Studio, which makes water filters that make two gallons of drinking water a day
- ✓ Completing the Braddock Community Center
- ✓ Expanding Braddock Farm, 10 acres of home grown produce
- ✓ Filling the space at Unsmoke Systems Artspace
- ✓ Getting fuel from Fossil Free Vegetable Oil Fuel Systems
- ✓ Buying items from Roadbourne Furniture
- ✓ Booking an event at Braddock Elks Lodge

*Braddock's website can be accessed at:* <http://15104.cc/>

## **11. Swissvale Economic Development Corporation (SEDCO) Fact Sheet**

The fact sheet basically identified several major residential initiatives that were completed as part of the borough's overall objective to improve housing options in Swissvale. Projects completed within the past several years included:

- Kopp Glass Gateway Redevelopment Project
- Purchased and rehabilitated Heritage Apartments into Columbia Ridge Apartments, a 36-unit, fully occupied complex
- Restructured, renovated, and added energy efficient upgrades to Hawthorne Apartments

SEDCO's future plans consist of promoting strategic real estate development, encouraging private investment, and expanding green space and recreation.

*The fact sheet can be found at:*

<http://www.swissvaleborough.com/images/SEDCOFactSheet.pdf>

## **B. Zoning Codes and Comprehensive Plans**

### **1. Homestead**

#### **Zoning Ordinance**

Homestead has a zoning code entitled "Zoning Chapter 260 Borough of Homestead," which was adopted April 2002. The main purpose of Homestead's zoning as identified in the Code is to:

- ✓ Promote the safety, health, convenience and general welfare
- ✓ Encourage the most appropriate use and reuse of land
- ✓ Enhance and stabilize the value of property
- ✓ Prevent overcrowding of land and buildings
- ✓ Avoid undue concentration of population
- ✓ Lessen congestion in the streets
- ✓ Secure safety from fire, panic or other dangers
- ✓ Provide adequate open spaces for light and air

- ✓ Facilitate adequate provision of roads, water, sewerage, drainage, storm water management and other public facilities
- ✓ Protect and conserve life, property, cultural, historical and natural resources
- ✓ Conserve the expenditure of funds earmarked for public improvements

TABLE 5: HOMESTEAD'S ZONING CODE OBJECTIVES

<b>ZONING CODE OBJECTIVES</b>
<b>Residential</b>
<ol style="list-style-type: none"> <li>1. Maintain, enhance and upgrade established residential neighborhoods</li> <li>2. Provide diversity of housing types to meet various age and income groups and developed in appropriate locations consistent with existing neighborhood character and site suitability</li> <li>3. Prevent intrusion of incompatible land uses into residential areas</li> </ol>
<b>Commercial</b>
<ol style="list-style-type: none"> <li>1. Support/encourage continued development and improvement of Eighth Avenue business district while recognizing concentration of historic buildings and sites to enhance economic capacity</li> <li>2. Provide suitable locations within residential areas for convenient commercial uses to serve local residents</li> <li>3. Insure adequate off-street parking and loading areas for existing and new businesses</li> </ol>
<b>Waterfront Development District</b>
<ol style="list-style-type: none"> <li>1. Support/encourage expansion of economic base by encouraging development and expansion of well-planned mixed land uses</li> <li>2. Develop strategies for promoting development consistent with borough's overall land use objectives</li> <li>3. Establish development and performance standards including off-street parking, landscaping and signs as well as standards to prevent air, noise and water pollution and negative environmental effects</li> </ol>
<b>Community Facilities &amp; Services</b>
<ol style="list-style-type: none"> <li>1. Assure all portions of borough have reasonable access to public utility services and that future development provides for proper extension and/or upgrading of services</li> <li>2. Improve accessibility to variety of leisure-time activities based on population needs</li> <li>3. Cooperate with other communities/organizations to increase recreational alternatives and share costs</li> </ol>

<ol style="list-style-type: none"> <li>4. Maintain/upgrade borough streets and plan for orderly extension or relocation of streets to serve new or redeveloped areas</li> <li>5. Ensure all portions of borough are well-served by police, fire, emergency and other municipal services</li> </ol>
<b>Environmental</b>
<ol style="list-style-type: none"> <li>1. Recognize Monongahela River as important resource and work to increase the access to and enjoyment of the utilization of the river</li> <li>2. Develop standards which limit use/development of sensitive environmental areas like floodplains, areas of steep slope (over 15% slope), landslide-prone areas and unique natural habitats</li> <li>3. Implement regulations to minimize potential hazards from inadequately controlled storm water runoff and excessive soil erosion or sedimentation resulting from land alteration activities</li> </ol>

Homestead’s Zoning Code, in Section 260-16, defines a Neighborhood Business District (C-2), which seems to coincide with the Edge Core FIT TOD typology. A summary of the purpose and uses of the Neighborhood Business District is provided below.

The purpose of C-2 is “...to provide for small convenience commercial areas within residential neighborhoods” that consist of an area at or near major intersections or along a main roadway with businesses that serve “...daily consumer needs and do not require extensive off-street parking.”

**TABLE 6: C-2 USES**

<b>C-2 Neighborhood Business District</b>	
<b>Permitted Uses</b>	<b>Conditional Uses</b>
<ol style="list-style-type: none"> <li>1. Single-family and two-family dwelling</li> <li>2. Triplex and quadruplex</li> <li>3. Garden apartments</li> <li>4. Townhouses</li> <li>5. Boarding (or lodging) house</li> <li>6. Bank or financial institution</li> <li>7. Business and professional offices</li> <li>8. Convenience retail</li> <li>9. Personal services</li> <li>10. Public buildings</li> <li>11. Public recreation</li> <li>12. Veterinary clinic, excluding kennels</li> <li>13. Essential services</li> <li>14. Customary business accessory uses such as off-street parking and loading, enclosed storage or sign</li> </ol>	<ol style="list-style-type: none"> <li>1. Apartment in combination with office or retail</li> <li>2. Automobile service station</li> <li>3. Churches</li> <li>4. Community center</li> <li>5. Day-care center</li> <li>6. Eating/drinking establishments</li> <li>7. Funeral home</li> <li>8. Group care facility</li> <li>9. Hospital or emergency care center</li> <li>10. Personal care boarding home</li> <li>11. Transitional dwelling</li> </ol>



Special Exceptions	Area/Dimensional Requirements
<ol style="list-style-type: none"> <li>1. Public utility structures</li> <li>2. Drive-in facilities</li> <li>3. Home occupation</li> </ol>	<ol style="list-style-type: none"> <li>1. Minimum lot area               <ol style="list-style-type: none"> <li>a. Residential dwellings shall be subject to the minimum requirements of the R-3 District</li> <li>b. Area of 2,500 square feet is required for the following uses:                   <ol style="list-style-type: none"> <li>1. Convenience retail business</li> <li>2. Personal service business</li> <li>3. Business, professional, medical office</li> <li>4. Day-care center</li> </ol> </li> </ol> </li> </ol>

### Comprehensive Plan

The “Comprehensive Plan for the Borough of Homestead” was adopted December 2001. The main purposes of the plan are to:

1. Improve the physical environment of the Borough as a setting for human activities – to make it more functional, beautiful, decent, healthful, interesting, and efficient
2. Promote the public interest, i.e., the interest of the community at large, rather than the interests of individuals or special groups within the Borough
3. Facilitate the democratic determination and implementation of community policies on physical development
4. Affect political and technical coordination in community development; political coordination signifies that a large majority within the Borough is working toward the same ends
5. Inject long-range considerations into the determination of short-range actions
6. Provide professional and technical knowledge in the making of decisions concerning the physical development of the Borough of Homestead

As part of the comprehensive plan, Homestead identified its main transportation access issues and problem areas, which consist of the following:

- Most streets are in good condition, however both Sixth Avenue and Grandview Avenue are considered “notably deficient” streets
- Traffic counts have not been undertaken since the opening of the Waterfront and need to be updated to reflect changes and increases in traffic circulation
- The abundance of truck traffic on Eighth Avenue causes problems including congestion, noise and safety
- Many of the intersections on Eighth Avenue are frequently congested
- Access to the Waterfront is limited
- Pedestrian access to the Waterfront at McClure and Hays streets is dangerous; pedestrians have to cross railroad tracks and overcome other physical obstacles
- Meters including time limits and costs are not consistent throughout the district

All of the transportation related recommendations from the Borough’s comprehensive plan are intended to achieve one goal, which is to “Ensure a coordinated circulation system that enables the safe and efficient movement of people and goods.” Some of the more notable recommendations that relate to the TOD Prototypes project include:

- Completing the Riverfront walking trail and connecting it with Eighth Avenue.
- Implementing a bus or trolley loop system to shuttle employees and shoppers between Eighth Avenue and the Waterfront.
- Developing new bus stops and shelters along Eighth Avenue.
- Developing a greenway or landscaped trail along Sixth Avenue.
- Improving pedestrian access ways located mid-block between Seventh and Eighth Avenues.
- Assessing the feasibility of constructing a pedestrian bridge over the railroad tracks at the northern terminus of McClure Street to permit safe access to the Waterfront.
- Creating pedestrian and limited vehicular access along Sixth Avenue between West and McClure Streets.
- Eliminating on-street parking on Amity, Ann, McClure and Hays streets between Sixth and Seventh avenues and providing adequate off-street public parking in the 300 block of Seventh Avenue and on Ninth Avenue.

- Designating a north-south traffic route from Munhall Borough through Homestead to the Waterfront.
- Conducting a traffic study to determine the number and location of traffic lights needed on West Street between Twelfth and Fifteenth Avenues.

# EXISTING LAND USE



*Comprehensive Plan for Homestead*



# PROPOSED LAND USE



*Comprehensive Plan for Homestead*

## 2. Swissvale/Rankin

### Swissvale’s Zoning Ordinance

According to Swissvale’s Zoning Ordinance, its purpose is to:

- promote safety, health, convenience and general welfare
- encourage the most appropriate use and reuse of land
- conserve and stabilize the value of property
- prevent overcrowding of land and buildings
- avoid undue concentration of population
- lessen congestion in the streets
- secure safety from fire, panic and other dangers
- provide adequate open spaces for light and air
- facilitate adequate provision of roads, water, sewerage, drainage and other public facilities
- conserve life, property, and natural, scenic and historic resources
- conserve the expenditure of funds earmarked for public improvements

The borough has designated eight zoning districts, each of which is described in Table 7.

**TABLE 7: SWISSVALE’S ZONING DISTRICTS**

ZONING DISTRICT	PURPOSE
R-1A/R-1B Single-family	Maintains established neighborhoods with single family homes on larger lots
R-2 Residential	Preserves single family character by designating neighborhoods consisting of single family homes on moderately-sized lots and including a mix of housing types
R-3 Residential	Provides higher density residential with a variety of housing types
R-4 RB Residential/Business	Provides for areas consisting of a mix of residential, business, professional office and limited commercial
C-1 General Commercial	Designates areas for diversity of retail and service commercial uses serving the needs of residents and businesses
C-2 Planned Commercial	Designates areas for specialized entertainment and other facilities
I-1 General Industrial	Provides for wide range of manufacturing, industrial and compatible commercial uses along with transportation services
S-1 Special Facilities	Designates portions of borough suited for recreational facilities, schools, libraries, public and quasi-public institutions

A couple of important regulations related to public transportation services and infrastructure, which might be relevant to the TOD Prototypes Project, are called out below.

- In C-1 General Commercial District, public transportation is a conditional use
- In I-1 General Industrial District, public transportation facilities including right-of-way, passenger or maintenance facilities are a conditional use

### **Rankin's Zoning Ordinance**

Rankin Borough's Zoning Ordinance was drafted in 1992 and enacted in 1994. As part of the ordinance, eight new zoning districts were established consisting of:

1. RC – Recreation and Conservation District  
The intention of this district was to place “S Slope Area District,” which includes “provisions to regulate steep slope and landslide prone areas.”
2. R1 – Low Density Residential District
3. R2 – Medium Density Residential District
4. R3 – High Density Residential District
5. BC – Borough Center  
This includes the area designated as “public/semi-public” along Hawkins Avenue
6. NBC – Neighborhood Business Center  
This district is the previously designated “Local Retail District C-1” and consists primarily of two areas – the five-way intersection and south of Maple Avenue
7. CI – Commercial Industrial District  
This district was renamed from the previous “C-2 Light Industrial and Heavy Commercial” and was expanded to allow for more of a variety of commercial uses
8. PWD – Planned Waterfront Development District  
This district was established for the waterfront area south of West Braddock Avenue and includes floodplain provisions

Some of the more notable provisions in the Rankin's ordinance that could influence work on the Mon Valley TOD Prototypes project are summarized below.

- Transportation facilities are a use by right allowed only in the CI - Commercial Industrial District
- The Neighborhood Business Center (NBC) was "intended to provide for a small scale neighborhood service oriented shopping area in the vicinity of the new busway terminal, providing a commercial focal point to Rankin at the gateway to the Borough"
- Uses by right allowed in the NBC District include: bed and breakfast; boarding house; monastery or convent; group care facility; health care facility; personal care facility; amusement arcade; beverage distributor/liquor sales; business/professional office; clinic; commercial parking lot; construction shed/trailer; convenience store; cultural facility; essential services; financial institution; garden centers; health/fitness; laundry/dry cleaning; light mechanical repair; mortuary/funeral home; news/magazine store; personal services; pharmacy; photography studio; printing shop; private clubs; private recreation facility; public garage; public office; parks; radio/television studio; religious facility; restaurant; small retail; indoor theater; and veterinary hospital
- The Planned Waterfront Development District (PWD) promotes the reuse and development of vacant industrial sites by accommodating commercial office, light industrial and recreational uses
- The ordinance cites regulations and procedures for implementing Planned Developments (PD) which are intended to offer more flexibility in site and mixed use development. Applications for PDs that are nonresidential are considered a conditional use
- Off-street parking is required for all new development in all districts. Reductions in the number of required spaces are permitted in shared use situations (i.e. two or more nonresidential uses that don't have overlapping hours of operation) and for nonresidential uses establishing vanpool programs



## **Comprehensive Plans**

Edgewood, Rankin and Swissvale completed a Joint Comprehensive Plan, entitled “PartnERShips,” in August 2009 with the assistance of Pashek Associates, Mullin & Lonergan Associates, and URS. Public outreach was an essential part of the plan including three town meetings and survey questionnaires that were distributed to residents for feedback on community needs related to housing, employment and education. About 100 people attended the meetings and about the same amount of surveys, 100, were completed and returned.

The Comprehensive Plan consisted of three main sections: existing conditions; vision and goals; and implementation action plan. Below are important elements from each of the sections that inform the TOD Prototypes project.

### **Existing Conditions**

- Swissvale has more than two times the population of Edgewood and four times that of Rankin
- All of the communities have been losing population
- Rankin is predominantly African American (69%), whereas Swissvale and Edgewood are predominantly white (85%)
- Rankin and Swissvale both lost housing units over the past decade (-5% and -3.5% respectively), whereas Edgewood gained housing units (2%)
- Edgewood has the highest income and home values out of the three communities
- 31% of Rankin’s residents, 13.5% of Swissvale’s residents and 4.5% of Edgewood’s residents are below the poverty line
- 51% of the land in Rankin is vacant open space; the majority of the two other communities are mostly residential
- South Braddock Avenue is the principal arterial throughout all three communities
- The communities feature two busway stations – Rosslyn and Swissvale stations

### **Vision and Goals**

Based on public input, a Vision Statement for the communities was developed and identified in the Comprehensive Plan. The Vision for the three-borough area is provided below.

“In the future, the Boroughs of Edgewood, Rankin and Swissvale have a healthy balance and mix of high-quality residential choices, business districts and employment centers. Residents appreciate the convenient location to the City of Pittsburgh and its

recreational, cultural and entertainment amenities. Despite its proximity to the City, as first-ring suburbs, the boroughs maintain a small-town feel with safe neighborhoods for families with children and young people. Families come to our area for the availability of high-quality, affordable housing options; safe neighborhoods; and good safe schools.”

Key land use, economic development, housing, and transportation opportunities were identified that the boroughs can build upon:

- Carrie Furnace Brownfield Redevelopment has increased the tax base and employment opportunities and generated additional economic development and revitalization
- Braddock Avenue corridor serves as the economic and transportation spine of the area and has capacity to handle traffic demands
- Swissvale Business Loop offers excellent shopping choices for residents of the region
- Edgewood Avenue corridor with its linear park and Busway station has experienced economic revitalization with the growth of specialty businesses and small professional offices
- The Busway provides a safe, quick and energy efficient alternative transportation option
- Home ownership has increased in Rankin and Swissvale and has remained high in Edgewood
- Neighborhoods have been improved through selective demolition of substandard properties coupled with affordable infill development consistent with the character of the neighborhood

### **Implementation Plan**

The implementation plan in the PartnERShips’ plan is called Strategies for Action and identifies site specific strategies and how to accomplish them. The site strategies specific to Rankin and Swissvale were extracted and are offered below.

- ***Borough of Rankin***

- 1. Miller Street – Rankin Gateway***

“The stretch of Miller Street between Benwood Street and Harriet Street contains 31 vacant and/or tax delinquent parcels, including seven vacant parcels owned by the Rankin Community Development Corporation (RCDC). A renewed effort to resume

the revitalization of this gateway corridor is needed. If necessary, the borough should consider undertaking a small-scale or large-scale redevelopment project to accomplish this revitalization.” Implementing a housing strategy along this corridor will be critical.

## ***2. Rankin Boulevard (Second Avenue) Sites***

“There are two sites on Second Avenue (Rankin Boulevard) that have potential as residential development sites. The first of these is 1.2 acres of borough-owned property on the north side of Second Avenue between Hawkins Avenue and Kenmawr Avenue. The land was formerly occupied by commercial uses, is now vacant and has fully occupied townhouses located right across the street. The plan projects that the site “...could be developed for owner-occupied housing via single family or multifamily structures. These dwelling units would have to be designed to fit into a fifty-foot deep lot, requiring careful site grading and building placement to provide units that are marketable to new homebuyers. Rezoning may be required.”

“The second potential development site on Second Avenue is the land on the south side of Second Avenue between Rankin Street and Hawkins Avenue. This land was formerly occupied by houses, but is now a wooded hillside.” This site as well could be developed as single or multifamily housing and according to the action plan, would “...require appropriate site design and grading to accommodate the desired development and may require some rezoning.”

## ***3. Site D at the Intersection of Harriett Street and Rankin Boulevard***

The priority development site identified by a previous study called the Rankin Housing Investment Strategy was Site D, a vacant parcel at the intersection of Harriet Street and Rankin Boulevard that is owned by the Redevelopment Authority of Allegheny County (RAAC). The Housing Investment Strategy calls for development of 24 units of single-family homes and/or townhouses on this site. The site, according to the Strategy, needs additional geotechnical and environmental work “...to determine bearing capacity and suitability for residential construction on the existing fill material the presence of hazardous material and appropriate abatement.”

- *Borough of Swissvale*

1. *Grand Army of the Republic (GAR) Home*

According to the PartnERShips plan, the Grand Army of the Republic (GAR) Home is a 1.8 acre site located at 2622 Woodstock Avenue. This site consists of a complex of vacant and deteriorating buildings that used to provide housing for the widows of Civil War veterans. “The Swissvale Economic Development Corporation’s (SEDCO) revitalization strategy for the borough titled *Entering the 21st Century* calls for the adaptive reuse of the GAR Home as housing for senior citizens. However, the enormous size and deteriorated condition of the property is daunting to private sector developers, at least one of whom has deemed rehabilitation for reuse to be economically infeasible. If this is true, then demolition is the only recourse for this property.” It was suggested that the borough and potentially a private sector partner undertake the feasibility and costs of rehabilitating the building.

2. *Kopp Glass/Monongahela Avenue Gateway*

The Kopp Glass/Monongahela Avenue Gateway identified this site as the area bounded by Washington Street on the north, Palmer Street on the east, Collingwood Avenue on the south, and Denniston Avenue on the west. “This area is Swissvale’s front door for those traveling along Monongahela Avenue from Rankin. The vacant and deteriorated buildings along this corridor do not provide a favorable first impression of the borough.” The Plan describes the site as containing 73 parcels, including 26 vacant lots with many of the parcels being tax delinquent. The project that is proposed for the Kopp Glass site is described as “a residential development project that includes a combination of acquisition, demolition, and phased rehabilitation and new construction.”

3. *Mattes Building Site*

Redevelopment of the Mattes Building, situated along Edgewood Avenue near the intersection with Braddock Avenue, is a key component of a strategy identified by



the Swissvale Economic Development Corporation (SEDCO), in conjunction with the Borough of Swissvale, the Mon Valley Initiative (MVI), and Action Housing in its revitalization strategy for the borough entitled *Entering the 21<sup>st</sup> Century*. The Mattes Building is surrounded by a variety of uses including Port Authority's East Busway and linear park, is privately owned, and occupies one parcel of a seven-parcel site. "The revitalization strategy highlights the prominence of the dilapidated Mattes Building at this gateway to Swissvale from Edgewood, noting that the unsecured building presents multiple public safety hazards and has been identified by the borough fire department as its top priority for demolition."

#### ***4. Swissvale Business Loop (Swissvale's Business District)***

In November 2007, the Borough completed the "Swissvale Borough Business District Streetscape Master Plan", which identified as an important objective that Swissvale's commercial areas remain economically vibrant and physically attractive. One of those areas is Swissvale's business district, which consists of portions of South Braddock Avenue, Noble Street, Washington Street and Monongahela Avenue, and is bisected by Port Authority's East Busway. According to information from PartnERShips, Swissvale's master plan recommended the following key initiatives for revitalizing the Business Loop:

- Wayfinding signage plan
- Street trees
- Improved intersection signalization at Monongahela Avenue and Washington Street
- Landscaped bulb-outs at select intersections
- Sidewalk improvements
- Improved crosswalk delineation
- Improved street lighting
- Milling and repaving of all sections of roadway in the area

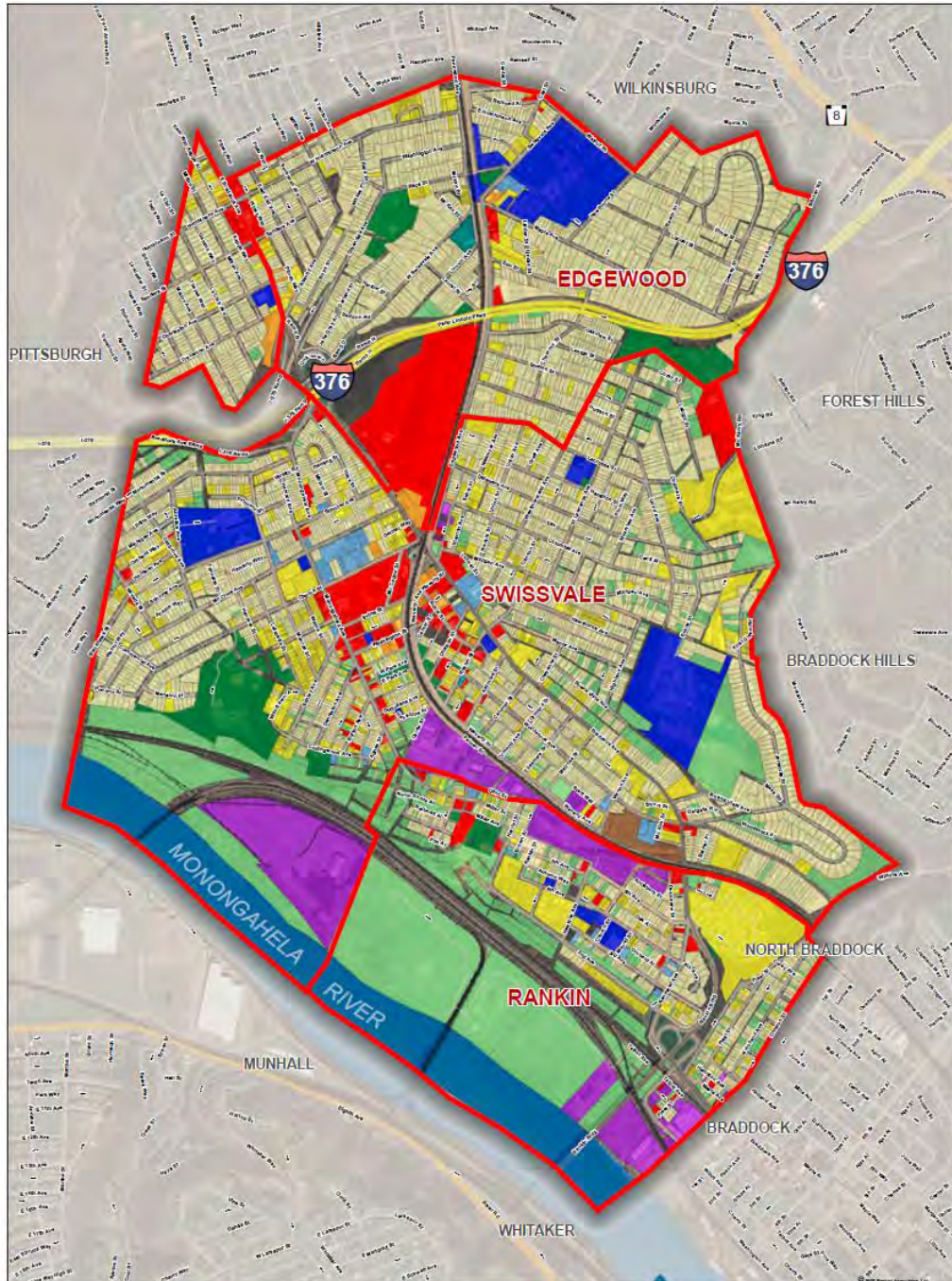
#### ***5. Woodstock and Braddock Avenues Gateway***

According to PartnERShips, there are four parcels located at the corner of Woodstock and Braddock Avenues that have been identified in Swissvale's revitalization strategy as an ideal site for transit oriented housing. The site is

located "...just north of the Kenmawr Bridge and adjacent to the Port Authority's busway entrance and park-and-ride lot" and currently consists of one parcel that is vacant, two that have residential structures and one that has an automobile repair shop on it.

In addition to the land use strategies, the following transportation objectives for Rankin and Swissvale were extracted from the Comprehensive Plan and are summarized below.

- Work towards increasing public transportation options to both serve households with limited transportation alternatives and to reduce dependency on automobiles
- Provide for areas for additional park-and-ride spaces and locate potential transit oriented development around these hubs
- Improve the operational efficiency, condition, and safety of Braddock Avenue
- Support expanded Busway operations eastward to expand services to area residents
- Promote the Carrie Furnace area as a location for a Transit Hub
- Maintain and enhance pedestrian accessibility throughout the planning area to create walkable neighborhood
- Increase bikeway opportunities throughout the planning area



<b>Land Uses</b> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: yellow; border: 1px solid black; margin-right: 5px;"></span> Single-Family Residential</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: orange; border: 1px solid black; margin-right: 5px;"></span> Multi-Family Residential</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: red; border: 1px solid black; margin-right: 5px;"></span> Commercial</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: lightblue; border: 1px solid black; margin-right: 5px;"></span> Office</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: darkblue; border: 1px solid black; margin-right: 5px;"></span> Private Club</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: purple; border: 1px solid black; margin-right: 5px;"></span> Government / Institutional</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: lightgreen; border: 1px solid black; margin-right: 5px;"></span> Place of Worship</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: darkgreen; border: 1px solid black; margin-right: 5px;"></span> Industrial</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: brown; border: 1px solid black; margin-right: 5px;"></span> Transit</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: grey; border: 1px solid black; margin-right: 5px;"></span> Parking</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: lightgreen; border: 1px solid black; margin-right: 5px;"></span> Open Space / Vacant Land</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: darkgreen; border: 1px solid black; margin-right: 5px;"></span> Park/Playground</li> </ul>		<b>Legend</b> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; border-bottom: 1px solid black; margin-right: 5px;"></span> Roads</li> <li><span style="display: inline-block; width: 15px; border-bottom: 3px double black; margin-right: 5px;"></span> Interstate Highway</li> <li><span style="display: inline-block; width: 15px; border-bottom: 2px dashed black; margin-right: 5px;"></span> Pennsylvania / U.S. Highway</li> <li><span style="display: inline-block; width: 15px; border-bottom: 1px solid black; border-left: 1px solid black; border-right: 1px solid black; margin-right: 5px;"></span> Railroad Line</li> <li><span style="display: inline-block; width: 15px; border-bottom: 1px solid black; margin-right: 5px;"></span> Rivers and Streams</li> <li><span style="display: inline-block; width: 15px; border-bottom: 1px solid black; margin-right: 5px;"></span> Municipal Boundary</li> </ul>		<p>Map data information provided by Michigan County Planning Department.</p> <p>Other data sources include the Pennsylvania Spatial Data Access (PSDA) to the Department of Transportation (PA DOT).</p> <p>Map data provided by the Pennsylvania Department of Transportation.</p> <p>Scale: 450 225 0 450 Feet</p> <p>North arrow pointing up.</p>
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**EDGEWOOD • RANKIN • SWISSVALE: MULTI-MUNICIPAL COMPREHENSIVE PLAN**

**EXISTING LAND USE MAP**









### 3. East Pittsburgh/Turtle Creek

#### **East Pittsburgh Zoning Ordinance and Comprehensive Plan**

According to the Borough Secretary, East Pittsburgh's Comprehensive Plan and Zoning Ordinance are being rewritten; the Borough is undertaking those initiatives jointly with North Braddock. The new Comprehensive Plan and Zoning Ordinance should be available in early 2013.

#### **Turtle Creek Zoning Ordinance**

According to the Turtle Creek Borough Zoning Ordinance, it is intended to:

- Promote and protect the public health, safety and welfare of the residents of Turtle Creek Borough and the general public
- Encourage and facilitate orderly growth expansion of the Borough
- Protect the character and maintain the stability of residential, business and manufacturing areas
- Provide adequate light, air, privacy, and convenience of access to property
- Divide the Borough into zones and districts restricting and regulating therein the location, construction, reconstruction, alteration and use of buildings, structures, and land for residence, business, manufacturing and other uses
- Regulate the intensity and use of zoning and determine the area of open space surrounding buildings necessary to provide adequate light and air to protect the public health
- Establish building lines and location of buildings designed for uses within such lines
- Provide uses, buildings or structures which are compatible with the character of development or the permitted uses within specified zoning districts
- Regulate such additions to, and alterations or remodeling of existing buildings or structures as would not comply with the restrictions and limitations imposed hereinafter
- Encourage efficient circulation in the public streets by providing for off-street parking of vehicles and for the loading and unloading of commercial vehicles so to protect public health, safety and the general welfare
- Provide protection against fire, explosion, noxious fumes, and other hazards in the interest of public health, safety, comfort and general welfare

- Provide for gradual elimination of those uses of land, buildings and structures which do not conform with the standards of the districts in which they are located and are adversely affecting the development of other property in each district

The zoning districts are identified in the ordinance, however the ordinance does not provide a description or intent of those districts. The Borough of Turtle Creek's zoning districts are:

- R1 Slope Residential
- R2 Residential
- R3 Residential
- R4 Special Residential
- B1 Local Business
- B2 Central Business
- I Industry

#### **Turtle Creek Comprehensive Plan**

The Borough of Turtle Creek does not currently have a Comprehensive Plan. However, the Borough was a participant in a study previously reviewed in this report called Mon Valley Corridor Inter-Municipal Land Use Study: Vision Plan (September 2008), which identified important Turtle Creek initiatives. (See page 14.)

#### 4. Clairton

##### **Zoning Ordinance**

Clairton's zoning ordinance from 1991 is currently being updated by Mackin Engineering Company. The city's Comprehensive Plan is being used in lieu to guide land use decisions until such time that the zoning ordinance is completed.

##### **Comprehensive Plan**

The City of Clairton Comprehensive Plan was completed last year by Mackin Engineering Company and adopted March 8, 2011. A Steering committee comprised of representatives from Clairton, Unity Group, churches, local businesses, planning commission, and senior and youth focus groups participated in the Plan.

Clairton's Comprehensive Plan focuses heavily on identifying implementation projects to improve the quality of life and infrastructure in the city. The purpose is to use the Plan and subsequent projects as a "blueprint" to drive future decisions and investments. The City of Clairton was declared a financially distressed community under ACT 47 in 1988 "...causing the city to begin this update to its Comprehensive Plan to ensure investment is directed to the appropriate locations."

The Plan specifically cites congruencies with the Keystone Principles, Smart Growth, Jefferson Hills Comprehensive Plan and Twin Rivers Council of Governments Comprehensive Plan.

The Comprehensive Plan consists of three major sections: a community overview; needs assessment; and action plan. Two important elements of the action plan that are critical to the TOD Prototypes project are an "Implementation Matrix" that identifies and describes the city's priority projects and an "Implementation Map" that depicts the locations of the priority projects.

Detailed demographic information was presented in the Plan’s first section entitled “Community Overview.” Data important to the TOD Prototypes project is highlighted below.

- Between 1950 and 2000 the community lost nearly 8500 residents
- The racial makeup of Clairton’s residents is approximately 69 percent white and 28 percent African-American. Approximately 54 percent of the city’s residents are female
- The median age of Clairton’s residents is 42.1 years, which is older the median age in Allegheny County and the Commonwealth (39.6 and 38 years respectively)
- Nearly 67 percent of Clairton’s residents own their homes while 33 percent rent
- The City of Clairton has 4,350 housing units, of which 85.3 percent are occupied and 14.7 percent are vacant
- The median housing value is \$38,500, significantly lower than Allegheny County’s median value of \$84,200
- Housing in Clairton consists mainly of single-family homes
- Clairton’s residents that are employed work mainly in education, health care or social service industries
- The average median household income in Clairton is \$25,596, significantly lower than Allegheny County’s median of \$38,329

**TABLE 8: WHERE CLAIRTON RESIDENTS WORK**

#1	#2	#3	#4	#5
City of Pittsburgh-Allegheny County (23.2%)	City of Clairton-Allegheny County (20.6%)	West Mifflin Borough-Allegheny County (15.7%)	Pleasant Hills Borough-Allegheny County (7.5%)	City of McKeesport-Allegheny County (4.5%)

*Source: US Census, 2000*



**TABLE 9: WHERE CLAIRTONS' WORKERS RESIDE**

Residence	
#1	City of Clairton, Allegheny County (19.2%)
#2	City of Pittsburgh, Allegheny County (6.2%)
#3	Jefferson Hills Borough, Allegheny County (5.4%)
#4	Rostraver Township, Westmoreland County (3.3%)
#5	Union Township, Washington County (1.8%)

Source: US Census, 2000

Section 2 page 11, City of Clairton Comprehensive Plan

The City of Clairton's Zoning Ordinance, which was enacted in 1991, is currently being updated. In the meantime, the zoning districts as identified in the 1991 ordinance are represented below in Table 10.

**TABLE 10: 1991 ZONING DISTRICTS**

ZONING DISTRICT	PERMITTED USES
R-1 Residential	Churches, parks and recreation, single family dwellings, schools, accessory structures and uses
R-2 Residential	Churches, parks and recreation, single family dwellings, schools
R-3 Residential	Churches, parks and recreation, single family dwellings, townhomes, two-family dwellings, schools, accessory structures and uses
B-1 Central Business	Banks, business services, clubs, commercial recreation, medical clinic, offices, parks and recreation, personal services, professional services, restaurants, retail businesses, schools, vehicular sales, accessory uses
B-2 Neighborhood Shopping	Banks, business services, local retail businesses, parks and recreation, personal services, professional services, recreation clubs, restaurants, accessory uses
I-1 Light Industry	Business services, construction business, data processing offices, gas stations, industrial incubators, light manufacturing, offices, warehousing, accessory uses
I-2 Heavy Industry	Business services, construction business, laboratories, light manufacturing, offices, recycling facilities, regional service centers, research facilities, supply yards, utility substations, vehicle repair facilities, vocational schools, warehouses, accessory uses
S-2 Conservation	Cemeteries, churches, farms natural preserves, parks and recreation, single family dwellings, schools, accessory structures and uses

A needs assessment was conducted as part of the Comprehensive Plan that was based on extensive interaction with the community and resulted in a vision for the City of Clairton. Community outreach was extensive and consisted of engaging many groups including the school district; an economic development focus group comprised of members of the Chamber of Commerce; a youth focus group; and distributing surveys and holding two public meetings. From this comprehensive input a vision for the community was established.

***Clairton’s Vision Statement***

“The City of Clairton will build upon its sense of community and strive to offer a high quality of life for its residents, business owners and visitors by providing efficient public services, quality education, safe and attractive business districts, housing options, abundance of open space and recreational opportunities and an efficient multi-modal transportation system.”

During the needs assessment, the community identified a set of development objectives, which provide a basis for the Plan’s recommendations and guide its implementation strategies, and are depicted in the Table 11 below. Assets, opportunities and challenges specific to each objective were also identified in the Plan.

**TABLE 11: CLAIRTON’S DEVELOPMENT OBJECTIVES**

<i>COMMUNITY DEVELOPMENT OBJECTIVES</i>	
<b>#1</b>	Revitalize the multiple business districts to help grow and stabilize the local tax base to become a self sufficient community.
<b>#2</b>	Build upon municipal services and partnerships to enhance efficiencies and productivity.
<b>#3</b>	Promote sound land use planning through the protection of open space and the enhancement of natural and cultural assets.
<b>#4</b>	Provide additional social and recreational opportunities for residents of all ages through partnerships with other organizations and communities.
<b>#5</b>	Provide a diverse mix of safe housing options that will appeal to young professionals, families, and older residents.
<b>#6</b>	Ensure that all municipal ordinances are consistent and compatible with the desired future growth and development patterns.
<b>#7</b>	Improve mobility to, from, and within the City of Clairton by enhancing major transportation routes, public transportation options and pedestrian circulation and connections.

*Section 3, page 8. City of Clairton Comprehensive Plan*

The Action Plan cites key issues and action steps in Clairton's Comprehensive Plan that are both extensive and detailed. For the purposes of the TOD Prototypes project, issues and action steps pertinent to the project are summarized and presented below.

- Encourage the reuse of existing buildings
- Prioritize business districts for revitalization
  1. Blair business district including Hercules site
  2. Central business district at St. Clair and Miller Avenues
  3. Wilson Business district
- Build partnerships between the city, community groups and residents
- Improve public safety
- Maintain the relationship between the city and School District
- Protect open space and enhance natural and cultural assets
- Develop initiatives that improve air quality
- Improve recreation facilities
- There is a demand for single family homes
- Enhance major transportation routes, transit options and pedestrian circulation and connections
  1. Address intersection concerns at Carnegie Street, State Street (SR 837) and the Glassport Clairton Bridge
  2. Reconfigure the intersection of New England Road, Coal Valley Road, SR 837, and the C & C Marine Maintenance Driveway
  3. Address issues occurring at the intersection of Maple Avenue and Shaw Avenue
  4. Improve pedestrian access to and from the Clairton Education Center
  5. Complete sidewalks in the area along Desiderio Boulevard near Baker Avenue
  6. Address pedestrian and bicycling conflicts along SR 837 from the Montour Trail, along the Steel Valley Trail to Glassport

## 5. Borough of Jefferson Hills

### Zoning Ordinance

The overall purpose of the “Zoning Ordinance of the Borough of Jefferson Hills” is intended to achieve:

- Sufficient space appropriately located for residential development that meets housing needs of the present and expected future population within the range of housing types and densities anticipated
- Light, air and privacy to the extent possible by controlling the spacing and height of buildings and other structures
- Protection of residential areas against hazards of fire, offensive noise, vibration, smoke, odors, glare or other objectionable influences
- Prevention of congestion, to the extent possible, by regulating the density of population and the bulk of buildings and providing sufficient off-street parking
- Protection of residential neighborhoods, to the extent possible, from heavy or through traffic
- Possible provisions of public and private education, recreational, health and similar facilities serving the needs of nearby residents, which perform most effectively in a residential environment and do not create objectionable influences
- Desirable use of land and direction of building development in accord with a well-considered plan, promotion of stable residential development, protection of the character of any district and its peculiar suitability for particular uses, conservation of the value of land and buildings, and protection of Borough tax revenues



**TABLE 12: ZONING ORDINANCE OF THE BOROUGH OF JEFFERSON HILLS**

<b>ZONING DISTRICT</b>	<b>INTENTION OF DISTRICT</b>
R-1 Residential-Agricultural	Encourages limited residential development that blends with agricultural uses and rural conservation by preserving natural features, such as watersheds, forests and water courses, while perpetuating rural atmosphere, open spaces and scenic landscapes
R-2 Low Density Residential	Encourages residential development of low-density on lots of sufficient size that preserve existing residential areas and allow for their natural expansion
R-3 Medium Density Residential	Encourages special residential development in areas that lend themselves to such development and provides a suitable area for new residential innovations allowing for planned residential development
R-4 High Density Residential	Provides for single family dwellings and two family dwellings on small lots in areas where higher density has already been established and authorizes certain compatible uses as conditional uses and uses by special exception
R-5 Special Residential	Provides for orderly development of mobile home parks with emphasis on provision of all necessary utilities; permits a more varied, efficient and attractive development pattern that provides housing of greater variety and type, design, and site planning; provides suitable locations and living environments for mobile homes and other manufactured housing
C- 1 Highway Commercial	Provides commercial and other permitted facilities to serve the needs of the local residents, including automotive or highway oriented facilities, neighborhood type facilities and general convenience needs
C-2 Neighborhood Business	Provides a neighborhood center which recognizes the need for a sense of community within the Borough
C-D, Special Conservation	Preserves special environmental features in the Peters Creek watershed, flood plains and wetlands, promotes development of land uses that are complimentary to the natural features of the area and proposed Montour Trail traversing the watershed, and buffers area from more intensive adjacent zoning classifications
I-1 Planned Industrial	Encourages planned industrial development that is free from offensive noise, vibration, smoke, odors, glare, hazards of fire or other objectionable effect
I-2 Heavy Industrial	Provides industrial locations for plants that require a large area for operations along the Monongahela River and that are normally undesirable adjacent to residential and commercial area
B-P Business Park	Promotes integrated development of compatible warehousing, light manufacturing, office uses and related supporting facilities in an appropriate location, protects adjoining zoning district classifications and provides minimum standards that encourage compatible development and minimize impacts on adjacent properties and the regional highway system
O-P, Office Park	Encourages development of medical offices, clinics and diagnostic centers ancillary to the Jefferson Hospital, and other offices and supporting services in a campus style setting with protections for adjoining residentially zoned properties; provides compatible zoning classification to serve as a transition between residential and commercial properties

## **Comprehensive Plan**

An update to the Borough of Jefferson Hills' Comprehensive Plan was completed in 1997 and prepared by Roberta J. Sarraf, AICP, Planning and Community Development Services. The Plan incorporates updated demographic and economic data, and identifies principles guiding community facilities, land use and traffic and circulation. A summary of the Comprehensive Plan's principles is provided below.

**Community Facilities and Services** – guarantee the public health, safety and welfare of residents and make the community attractive to new residents; provide adequate public safety services and additional cultural and recreational facilities and services to enrich the quality of life for residents and new residents.

**Land Use** – maintain residential development as the foundation of the Borough along with existing and industrial areas which are an important part of the tax base; preserve the single family residential character of the Borough; recognize the importance of Jefferson Center Hospital to the Borough's economic base and encourage medical related development in the future; recognize the importance of the industrial sector in the Borough's economic base; recognize potential for development in the area of the proposed interchange at Route 51 and the Mon Valley Expressway; promote future commercial development to provide services for the Borough's growing population; promote compatible development and preserve a positive environment for the Montour Trail.

**Traffic and Circulation** – provide safe and efficient circulation of traffic on the streets and highways; maximize the benefit from the proposed Large Interchange at Route 51; minimize the negative impacts on the Route 51 commercial corridor from the proposed widening and realignment of intersecting streets related to the Mon Fayette Expressway Large Interchange construction; and maximize opportunities for vehicular and pedestrian circulation.

## **6. City of McKeesport and West Mifflin Borough**

### **McKeesport Zoning Ordinance**

According to McKeesport's Zoning Ordinance, its main purpose is to:

- promote safety, health, convenience and general welfare
- encourage the most appropriate use and reuse of land throughout the city
- conserve and stabilize the value of property
- prevent overcrowding of land and buildings
- avoid undue concentration of population
- lessen congestion in the streets
- secure safety from fire, panic and other dangers
- provide adequate open spaces for light and air
- facilitate adequate provision of roads, water, sewerage, drainage and other public facilities
- conserve life, property and natural resources
- conserve expenditure of funds earmarked for public improvements

More specifically, the zoning codes objectives are presented in Table 12 on the next page, and McKeesport's 11 zoning districts are described in Table 13.

TABLE 12: MCKEESPORT'S ZONING CODE OBJECTIVES

<b>ZONING CODE OBJECTIVES</b>
<b>Residential</b>
<ol style="list-style-type: none"> <li>1. Preserve, enhance and upgrade established residential neighborhoods</li> <li>2. Provide diversity of housing types to meet various age and income groups and developed in appropriate locations consistent with existing neighborhood character and site suitability</li> <li>3. Prevent intrusion of incompatible land uses into residential areas</li> </ol>
<b>Commercial</b>
<ol style="list-style-type: none"> <li>1. Support/encourage continued development and improvement of downtown business district</li> <li>2. Provide suitable locations within residential areas for convenience commercial uses to serve local residents</li> <li>3. Insure adequate off-street parking and loading areas for existing and new businesses</li> </ol>
<b>Industrial</b>
<ol style="list-style-type: none"> <li>1. Revitalize City's economic base by providing suitable locations for new and expanded industrial uses</li> <li>2. Develop strategies for promoting reuse and redevelopment of vacant industrial sites and buildings consistent with City's overall land use objectives</li> <li>3. Establish performance standards for industrial uses including for traffic access, parking and loading, buffer areas, landscaping and signs as well as standards to prevent air, noise and water pollution and negative environmental effects</li> </ol>
<b>Community Facilities &amp; Services</b>
<ol style="list-style-type: none"> <li>1. Assure all portions of the City have reasonable access to public utility services and that future development/reuse provides for the extension and/or upgrading of services</li> <li>2. Improve accessibility to variety of leisure-time activities based on population needs</li> <li>3. Cooperate with other communities/organizations to increase recreational alternatives and share costs</li> <li>4. Maintain/upgrade City streets and plan for orderly extension or relocation of streets to serve new or redeveloped areas</li> <li>5. Ensure all portions of the City are well-served by police, fire, emergency and other municipal services</li> </ol>
<b>Environmental</b>
<ol style="list-style-type: none"> <li>1. Recognize the Monongahela and Youghiogheny rivers as important amenities and work to increase the access to and enjoyment of river</li> <li>2. Develop standards which limit use/development of sensitive environmental areas like floodplains, steep slope (over 15% slope), landslide-prone soils and unique natural habitats</li> <li>3. Implement regulations to minimize potential hazards from inadequately controlled storm water runoff and excessive soil erosion or sedimentation resulting from land alteration activities</li> </ol>



**TABLE 13: MCKEESPORT'S ZONING DISTRICTS**

ZONING DISTRICT	PERMITTED USES
R-1 Single Family	Provides suitable locations for large lot, single family homes and certain residentially related uses as conditional or special exceptions
R-2 Residential	Provides for single family homes on moderately sized lots along with certain residentially related uses as conditional or special exceptions
R-3 Residential	Includes primarily single and two-family detached dwellings on smaller lots with multi-family dwellings permitted on sites that provide adequate off-street parking, yards and other site amenities
R-4 Residential	Includes many older, high density neighborhoods that offer a wide variety of single and multi-family residences and also personal care homes and other specialized housing subject to certain criteria
R-5 Residential	Provides appropriate areas immediately adjacent to the downtown business district for higher density, multi-family residential uses and certain larger institutional facilities
C-1 Neighborhood Commercial	Provides for small convenience commercial areas within residential neighborhoods that serve daily consumer needs and do not require extensive parking, and which occupy a small cohesive area at or near major street intersections or on major transportation routes
C-2 Central Business	Encompasses City's central commercial core and provides for a wide variety of retail and service commercial uses along with business, professional and medical offices, and other related business uses that are oriented toward pedestrians rather than the automobile
C-3 General Business	Located principally along major transportation routes and provide suitable locations for retail and service commercial businesses as well as other types of commercial uses, such as building material sales and supply or vehicular sales and repair, that usually require direct automobile access
I-1 General Industrial	Encourages new and expanded industrial activity to enhance City's role as a regional employment center and accommodates a wide range of industrially related uses while requiring improved development and environmental performance standards, reflecting current trends in the region's industrial base
RDY – Youghiogheny Riverfront	Capitalizes on the Youghiogheny riverfront in ways that foster public access to and enjoyment of the river as well as supports City's economic revitalization and reflects district's proximity to the central business district, promotes an integrated mixture of commercial, office, residential, recreational and other water-oriented activities
RDM – Monongahela Riverfront	Encompasses site of former U.S. Steel National Tubes Works with a long-range objective to redevelop area into compatible mix of manufacturing, light industrial, railroad and related uses so it will once again be a major economic generator; encourages creative and high quality site planning and design while minimizing adverse environmental impacts and recognizes site's riverfront and improved visual access to the riverfront

## **Comprehensive Plan**

The Twin Rivers Council of Governments (TRCOG), which includes the communities of Elizabeth Borough, Elizabeth Township, Forward Township, Glassport Borough, Liberty Borough, Lincoln Borough, Madison Borough, McKeesport City, Port Vue Borough, South Versailles Township, Versailles Borough, West Mifflin Borough, West Newton Borough, and White Oak Borough, completed a joint comprehensive plan in September 2003. The Plan, called Twin Rivers Council of Governments Comprehensive Plan Final Draft (2003), was undertaken by TRCOG with assistance by Graney, Grossman, Colosimo and Associates, Inc. and Senate Engineering Company.

The Plan incorporated outreach efforts that consisted of work sessions, workshops and a community survey. The following guiding principles emerged from the community's input ensuring that the Plan should always:

- Benefit the Twin Rivers COG in a real way
- Preserve, protect, or enhance the physical environment
- Promote and improve the economic well-being of the area
- Enhance the TRCOG quality of life
- Make every effort to promote economic equity to all TRCOG communities
- Capitalize on existing resources, governmental and private

The Plan identified specific goals and objectives in the areas of transportation, land use, and economic development. Notable information from the Plan is summarized below.

### **Transportation**

- Acknowledgement that the Mon-Fayette project was to be the solution to the communities' many access problems
- TRCOG and the Comprehensive Plan are fully supportive of the Mon-Fayette project
- The Citizen's Plan is not fully supported, however the "urban boulevard" concept is highly favored
- The projects identified on the TIP are priorities for the communities with one notable project identified for McKeesport City
  - Route 148 (Walnut Street) and Route 48: Right-of-way, capacity, and intersection studies from Lysle Boulevard to the Boston Bridge

- Secondary transportation projects for McKeesport identified in the Plan include:
  - S.R. 148 – Hartman Street to Lincoln Way – This area is a major gateway to the City of McKeesport and as a result sidewalks need to be repaired, roadways widened and turn lanes added
  - S.R. 148 – Walnut Street – Continue the ongoing effort related to sidewalks, park, bike trail, and building demolition
  - Lysle Boulevard – Improve intersections from the Youghioghney River to Mansfield Bridge along with improving building facades
- Special concerns for retaining and improving transit service

### **Land Use**

- Preserve farmland
- Promote infill in urban places
- Allow for range of housing types and densities
- Promote fair, cost effective permitting processes
- Introduce traffic calming
- Protect steep slopes
- Use Smart Growth and Growing Greener
- Coordinate land use policies with other Plan elements

### **Economic development**

- Retain population and jobs, and create more jobs, which is an essential element of the Plan
- At the time of the Plan, the median household income in McKeesport City was \$23,715, which is less than 80% of the state median
- According to Census 2000 retail, health services and manufacturing were the largest job sectors
- The most promising source of new jobs was cited as UPMC McKeesport
- Capitalize more on the Youghioghney River Trail and improve signage to the trail
- Dedicate a person at TRCOG to boosting manufacturing and industrial development

Two sections of the Plan were dedicated to water/sewer issues and improvements. Twelve top projects were identified for improving this infrastructure and alleviating flooding problems, including one for McKeesport City.

The Water Treatment Plant and Sewage Treatment Plant by the Monongahela and Youghiogheny rivers continue to flood. Flood control measures need to be implemented at critical facilities. Construction of barriers might be a possible mitigation strategy.

*For more information about the Comp Plan please go to:*

[http://elibrary.pacounties.org/Documents/Allegheny\\_County/77;%20Forward%20Township/4200326896mmcp.pdf](http://elibrary.pacounties.org/Documents/Allegheny_County/77;%20Forward%20Township/4200326896mmcp.pdf)

It should be noted that, according to officials at Allegheny County, McKeesport and Duquesne are considering completing a Joint Comprehensive Plan in the near future.

### **C. National Examples of Similar Types of Sites**

An internet search was conducted to determine whether there were examples anywhere in the nation of strategies that considered entire corridors or transportation nodes to revitalize existing communities. Searching words like “mobility node” and “transportation node” resulted in one such example that was reviewed for its applicability to the Mon Valley TOD Prototypes Project and described below.

#### **Design of Transportation Nodes – Boston, Massachusetts**

[\(http://bostoncompletestreets.org/projects/centre-and-south-streets-jamaica-plain/\)](http://bostoncompletestreets.org/projects/centre-and-south-streets-jamaica-plain/)

Boston’s Department of Transportation in conjunction with stakeholder and community input created an Action Plan for Centre and South Streets in the community of Jamaica Plains that proposed “...a vision to sustain and enhance the corridor’s unique identity and detail streetscape guidelines to inform future public and private projects.” The main goal of the Plan was to establish Centre/South as the area’s “Main Street” by implementing new connections and improving existing connections while building upon the diversity of the corridor’s people and places. The key guidelines of the Centre/South corridor Plan consisted of:

- Defining a unifying vision for the Centre/South corridor
- Providing a community-defined set of corridor-wide standard elements
- Establishing greater continuity, consistency and quality in the corridor
- Establishing Centre/South as the area’s Main Street
- Ensuring that the Centre/South corridor is unified and reflects the unique areas in the Jamaica Plain neighborhood



- Providing a framework to select sidewalk furniture that guide future corridor improvements
- Seeking the best of current city, national and international practices

***Vision Statement.***

“Establish Centre/South as the area’s MAIN STREET, drawing out new and existing connections while celebrating the diversity of its people and places.”

“Diverse, and unified...Beautiful, and functional...Special, and ordinary...Connected, and stands alone is the vision for Jamaica Plain’s Centre/South Street corridor. A place where all uses and users are functionally and aesthetically integrated in a safe, convenient and accessible environment.”

The Action Plan identified the approach for applying the above identified principles to the Center/South corridor in Boston. The corridor-wide vision, guidelines and recommendations for the Centre/South corridor are intended to connect the nodes along the corridor with adjacent residential and commercial districts while supporting community character and recognizing the opportunities and constraints associated with the transportation infrastructure of each district.

The transportation nodes along the Centre/South corridor for which improvements were developed consisted of the Jamaica Plains districts known as Hyde Square, Monument Square and Jackson Square to Mozart Park. “For each node selected for improvement, the design includes traffic configuration and streetscape design reflective of the community’s vision. Improvements are focused on improved pedestrian and vehicle safety, while improving overall access to better support existing and future uses.” A summary of each node and its improvements as described in the report are provided below.

**1. Hyde Square – Features**

- Important commercial area on the Centre/South corridor
- Surrounded by large Latino commercial district
- Mix of commercial and residential buildings
- Defining characteristic is a rotary at the center of the intersection



*Hyde Square, Existing Conditions, from page 48*

## Main Recommendations

- Support and enhance community's existing vibrancy and Latino commercial district
- Preserve mix of residential, commercial and institutional uses spread throughout Hyde Square
- Balance improvements in a way that allows the interaction between uses to grow
- Add pedestrian space throughout the square and improve connections in all directions
- Widen sidewalks and create spaces that can allow retail to spill-over onto the street
- Recognize the impact that the "front door" has on all uses



*Hyde Square Concept, from page 54*

## 2. Monument Square – Features

- An important connecting node in Jamaica Plain
- Named after the Soldier’s Monument to Civil War veterans
- Represents a historic center with prominent buildings defining its edges
- Dominated by a wide expanse of asphalt, creating a large but somewhat isolated area
- Central point between the Centre and South Street commercial districts
- Transportation hub with several bus routes connecting in the Square



Monument Square, Existing Conditions, from page 57

### Two Main Recommendations

- Expand the Monument Square island into a peninsula by uniting it with the area and closing it off to through traffic
- Expand the space available for community activities and enhance pedestrian connections
- Reroute westbound traffic on Centre Street so that it operates as a two-way street
- Design the closed portion of Centre Street to function as a shared pedestrian-vehicular way and preserve
- the historic portion of Centre Street as a carriage-way
- Incorporate pedestrian and bicycle connections through the Square



Monument Square Concept, from page 66

OR

- Enlarge existing Monument Square island and make
- additional enhancements to the surrounding area
- Add a traffic signal at the intersection of Centre Street eastbound and South Street
- Enlarge the island to provide sidewalks and a small landscaped area without obstructing views to the Monument



Monument Square Concept, from page 67

- Relocate the inbound bus stop at the Loring–Greenough House to in front of Curtis Hall and incorporate a bus shelter
- Shorten the pedestrian crossing at Eliot Street and Centre Street
- Incorporate bicycle connections through Monument Square
- Preserve access to abutting users and all existing traffic movements
- Upgrade all sidewalks beyond ADA accessible requirements

## 2. Jackson Square – Features

- Highly-used commercial district with large-parcel development on one side of the street and more traditional single-storefront commercial on the other side
- Along with Hyde Square is the heart of Latino activity in the corridor and has multiple restaurants, shops and services
- Major intermodal center hosting an MBTA Orange Line station, a major bus hub, and a connection to the Southwest Corridor
- Site of a major, long-planned mixed-use development
- Entry to the Jamaica Plain community



*Jackson Square, Existing Conditions, from page 69*

### Main Recommendations

- Expand sidewalk space to support pedestrian activity because street life is essential to the future of this district
- Create a series of small-scale improvements to develop “special” places along the street like outdoor cafes





# **Mon Valley Places**

A study of Transit Oriented Development opportunities in the  
Lower Monongahela River Valley region of Allegheny County

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## **APPENDIX 2**

Discovery Workshops

**Southwestern Pennsylvania Commission**

## **Discovery Workshops, 2012**

In November of 2012, SPC staff and consultants conducted a series of workshops in selected Mon Valley communities to gather information about the opinions of residents toward potential Transit Oriented Development. These “Discovery Workshops” included a review of past planning efforts, an opportunity to draw ideas on a map and a series of votes on community and transit development priorities. The results of these sessions proved valuable when conducting analyses of the TOD sites. Ideas from these sessions were incorporated into each of the Mon Valley Concept prototypes, including the station area prototypes and the transit service prototypes.

Included in this appendix are the complete results of the polling that was conducted at the workshops, as well as the maps that were marked-up by hand by workshop participants.

## Clairton November 16, 2012

What are your three key community objectives? (Multiple Choice - Multiple Response)

	Responses	
	Percent	Count
Recognize the importance of Jefferson Center Hospital.	14%	3
Recognize the importance of the industrial sector.	10%	2
Promote future commercial development & revitalize business districts.	24%	5
Promote compatible development and preserve a positive environment for the Montour Trail.	5%	1
Protect open space and enhance natural and cultural assets.	0%	0
Provide social and recreational opportunities for residents of all ages.	10%	2
Provide a diverse mix of safe housing options.	14%	3
Encourage the reuse of existing buildings.	24%	5
Totals	100%	21

What are your two priority projects? (Multiple Choice - Multiple Response)

	Responses	
	Percent	Count
Repurpose Route 51 south of Century III Mall.	17%	2
Develop a "town center" in the area of Port Authority's park-n-ride lot.	0%	0
Transit Oriented Development (TOD) at the Jefferson Hills Park-n-Ride lot.	0%	0
Develop Route 837 as an "urban boulevard"	8%	1
Market opportunities and create incentives for developers.	8%	1
Improve watershed infrastructure and systems.	0%	0
Address intersection concerns at Carnegie St., State St., and the Glassport Clairton Bridge.	8%	1
Reconfigure the intersection of New England Rd., Coal Valley Rd., SR 837 and the C&C Marine Maintenance Driveway.	8%	1
Improve pedestrian access to Clairton Education Center.	25%	3
Address Pedestrian and bicycling conflicts along SR 837.	25%	3
Totals	100%	12



Rank your top three priorities (Priority Ranking)

		Responses	
		Percent	Weighted Count
	Walking	33%	68
	Bikes	21%	43
	Cars	21%	44
	Buses	25%	53
	Totals	100%	208

What are the two most important types of improvements for your transit place?  
(Multiple Choice - Multiple Response)

		Responses	
		Percent	Count
	Sidewalks	38%	6
	Bike Trails	6%	1
	Roadways	19%	3
	Bus Stops	19%	3
	Intermodal Transit Hubs	19%	3
	Totals	100%	16

What are the two most important types of improvements for your transit place?  
(Multiple Choice - Multiple Response)

		Responses	
		Percent	Count
	Sidewalks	0%	0
	Bike Trails	0%	0
	Roadways	25%	2
	Bus Stops	38%	3
	Intermodal Transit Hubs	38%	3
	Totals	100%	8

What are the three most important sidewalk improvements for your transit place?  
(Multiple Choice - Multiple Response)

	Responses	
	Percent	Count
Sidewalk repairs & accessible curb cuts	23%	5
Wider sidewalks	18%	4
Decorative non-slip pavement	5%	1
Protective bollards, railings or landscaping	5%	1
Furnishings: benches, trash receptacles & planters	23%	5
Decorative pedestrian lighting	14%	3
Rain garden/storm water management	5%	1
Information kiosks and signs	9%	2
Totals	100%	22

What are the three most important bicycle improvements for your transit place?  
(Multiple Choice - Multiple Response)

	Responses	
	Percent	Count
Bike storage & security	29%	6
Bike rentals	10%	2
Bike repair stations	0%	0
Cyclist amenities (restrooms & showers)	5%	1
Bike trails	24%	5
Shared roads	33%	7
Totals	100%	21

What are the three most important roadway improvements for your transit place?  
(Multiple Choice - Multiple Response)

	Responses	
	Percent	Count
Traffic signals & pavement marking	14%	3
Pedestrian crosswalks & signals	27%	6
Street lighting	14%	3
Road capacity & maneuverability	5%	1
Traffic calming	14%	3
Bridge maintenance	5%	1
On-street parking	9%	2
Directional signs	14%	3
Totals	100%	22

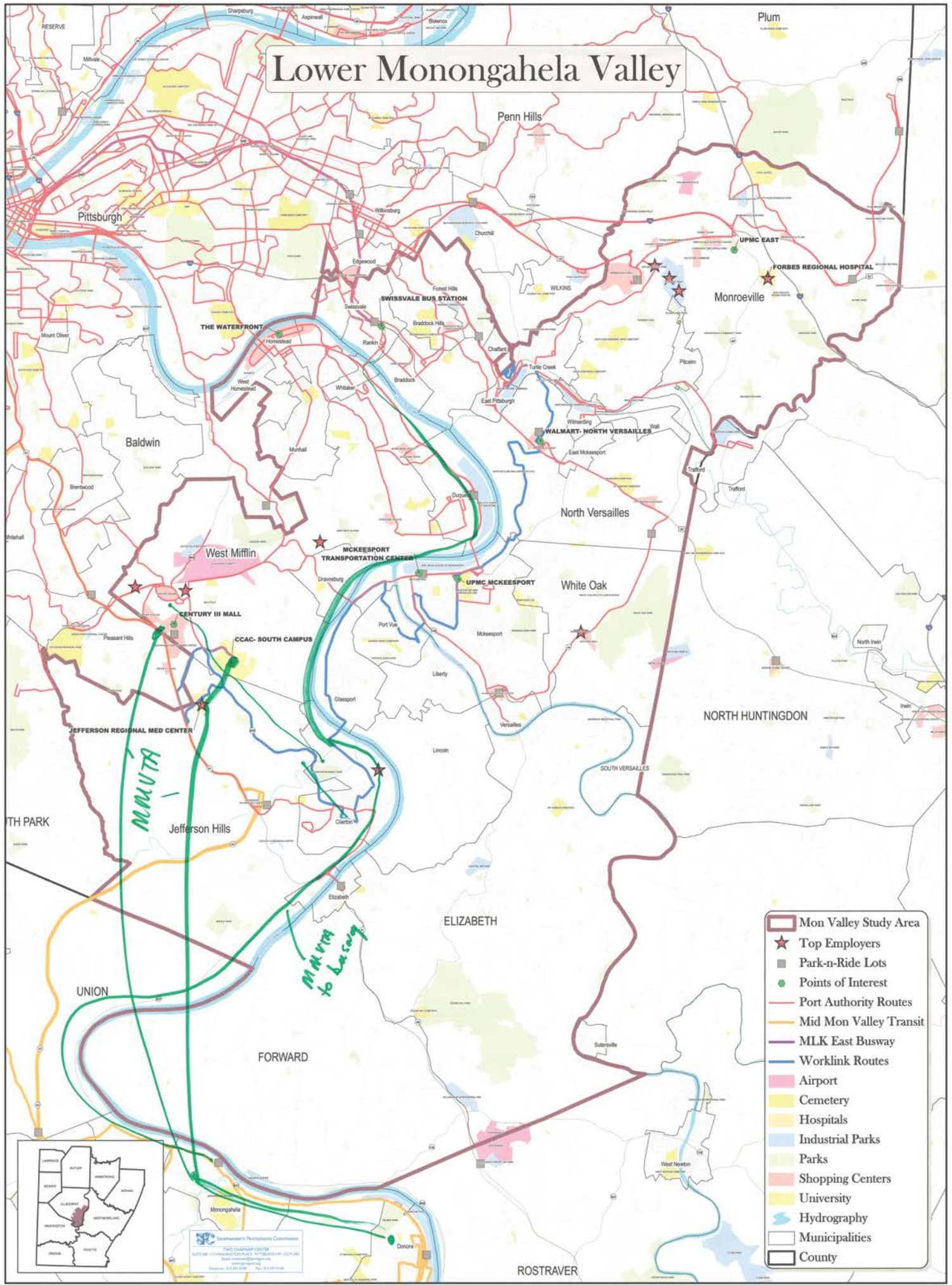
What are the three most important Bus Stop amenities for your transit place?  
(Multiple Choice - Multiple Response)

	Responses	
	Percent	Count
Bus shelters	25%	6
Indoor or heated facilities	0%	0
Lighting	25%	6
Benches & leaning rails	17%	4
Trash receptacles	0%	0
Maps & schedules	13%	3
Emergency phone system	4%	1
Real-time vehicle arrival signs	4%	1
Smartphone transit information	13%	3
Totals	100%	24

What are the three most important Intermodal Transit Hub features for your transit place?  
(Multiple Choice - Multiple Response)

	Responses	
	Percent	Count
Bus transit stations & shelters	30%	7
Park & ride lot	35%	8
Parking garage	0%	0
Bike parking & trail access	30%	7
Taxi stand	4%	1
Commuter rail	0%	0
Totals	100%	23

# Lower Monongahela Valley



- Mon Valley Study Area
- ★ Top Employers
- Park-n-Ride Lots
- Points of Interest
- Port Authority Routes
- Mid Mon Valley Transit
- MLK East Busway
- Worklink Routes
- Airport
- Cemetery
- Hospitals
- Industrial Parks
- Parks
- Shopping Centers
- University
- ~ Hydrography
- Municipalities
- County

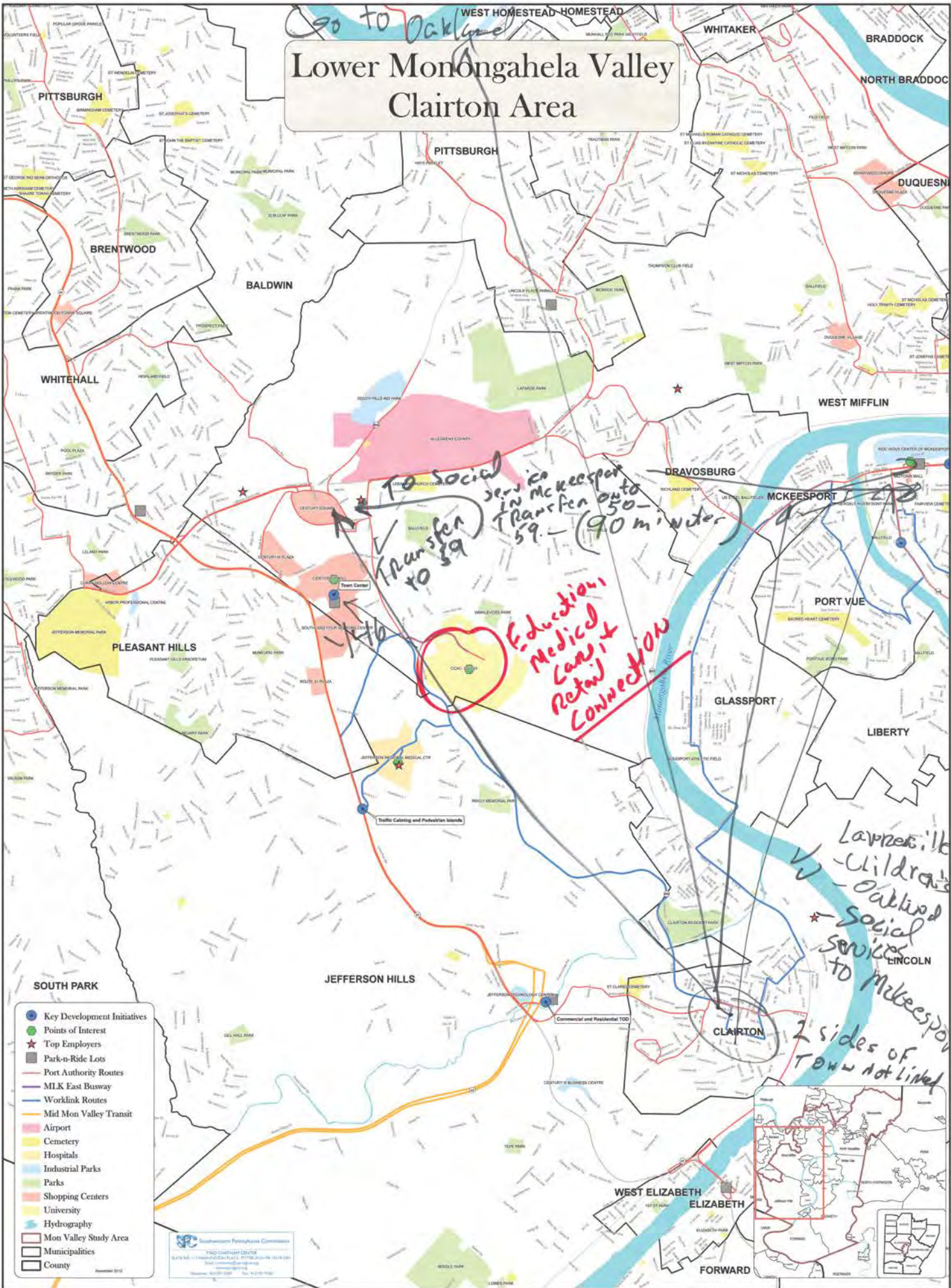


Southwestern Pennsylvania Commission  
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ROSTRAVER



# Lower Monongahela Valley Clairton Area



Go to Oak Lane  
 To Social Services in McKeesport  
 Transfer to 59 - (90 minutes)

Education, Medical Care, Retail Connection

Largest in WV - Children's - Oakland - Social Services - TO McKeesport  
 2 sides of TOWN NOT LINKED

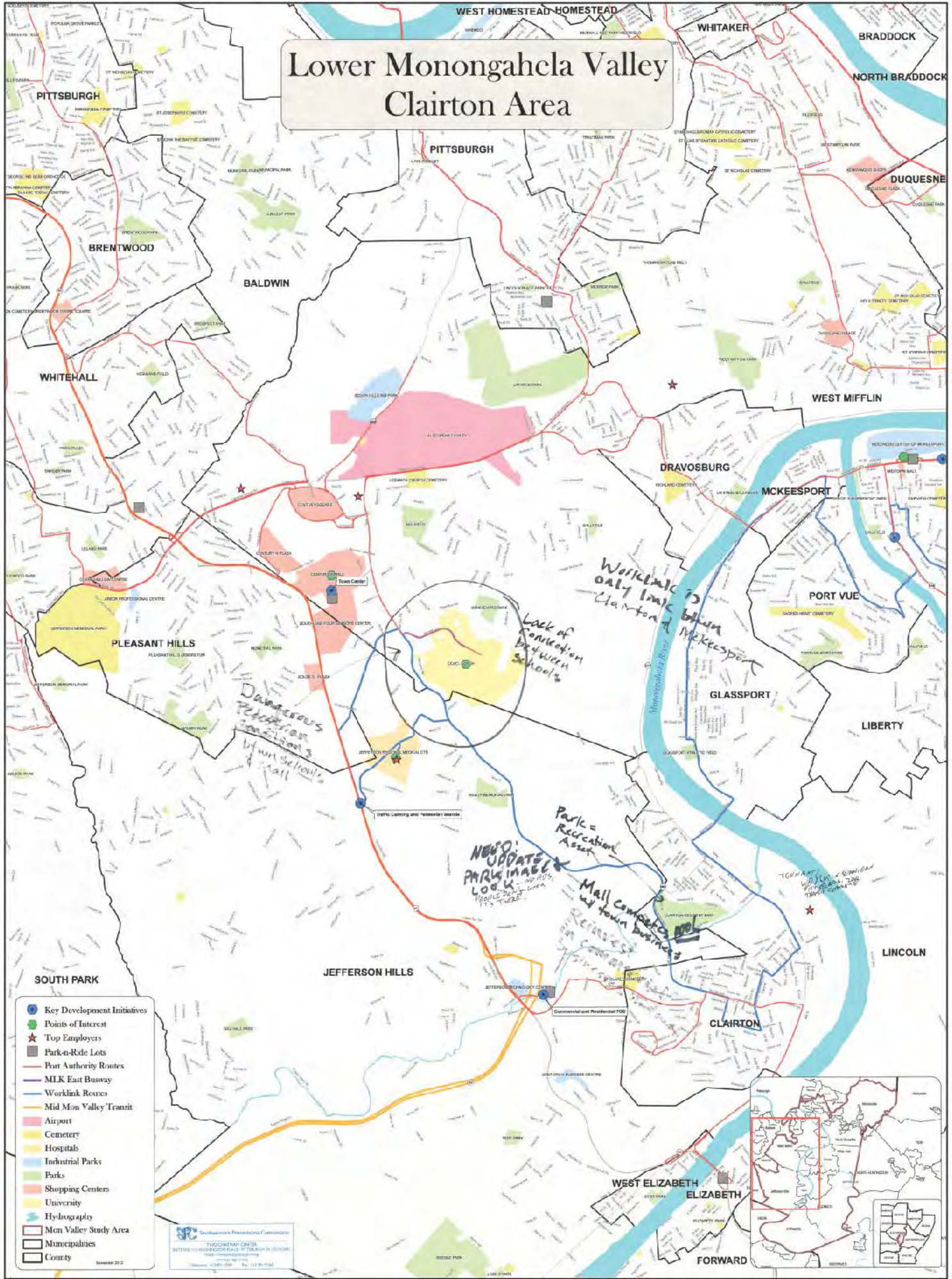
- Key Development Initiatives
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# Lower Monongahela Valley Clairton Area



- Key Development Initiatives
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Southwestern Pennsylvania Commission  
 THURGOOD LAWYERS CENTER  
 1000 UNIVERSITY AVENUE, SUITE 1000  
 PITTSBURGH, PA 15206  
 TEL: 412.328.1234 FAX: 412.328.1235



## Homestead November 19, 2012

What are your three key community objectives? (Multiple Choice - Multiple Response)

	Responses	
	Percent	Count
Ensure a safe traffic flow system	17%	3
Improve public transportation system	17%	3
Provide more off-street parking and more efficient use of existing parking	11%	2
Integrate the Eighth Avenue business district with The Waterfront	17%	3
Encourage commercial investment	0%	0
Improve the physical environment as a setting for human activities	22%	4
Recognize the Monongahela River as important resource	17%	3
Totals	100%	18

What are your two priority projects? (Multiple Choice - Multiple Response)

	Responses	
	Percent	Count
Complete the Riverfront trail and connect it with Eighth Ave.	0%	0
Implement a bus or trolley loop system	20%	2
Develop new bus stops and shelters along Eighth Ave.	10%	1
Develop a greenway or landscaped trail along Sixth Ave.	10%	1
Improve pedestrian access ways located mid-block between Seventh and Eighth Avenues	0%	0
Pedestrian bridge over the railroad tracks	30%	3
Create pedestrian and limited vehicular access along Sixth Ave.	0%	0
Eliminate on-street parking on Amity, Ann, McClure and Hays streets	10%	1
Designate a north-south traffic route from Munhall Borough through Homestead to The Waterfront	10%	1
Determine the number and location of traffic lights needed on West Street	10%	1
Totals	100%	10

Rank your top three priorities (Priority Ranking)

Responses		
	Percent	Weighted Count
Walking	32%	44
Bikes	20%	27
Cars	27%	37
Buses	21%	29
Totals	100%	137

What are the two most important types of improvements for your transit place?  
(Multiple Choice - Multiple Response)

Responses		
	Percent	Count
Sidewalks	33%	4
Bike Trails	0%	0
Roadways	25%	3
Bus Stops	25%	3
Intermodal Transit Hubs	17%	2
Totals	100%	12

What are the three most important sidewalk improvements for your transit place?  
(Multiple Choice - Multiple Response)

Responses		
	Percent	Count
Sidewalk repairs & accessible curb cuts	24%	4
Wider sidewalks	18%	3
Decorative non-slip pavement	0%	0
Protective bollards, railings or landscaping	12%	2
Furnishings: benches, trash receptacles & planters	0%	0
Decorative pedestrian lighting	18%	3
Rain garden/storm water management	18%	3
Information kiosks and signs	12%	2
Totals	100%	17



What are the three most important roadway improvements for your transit place?  
 (Multiple Choice - Multiple Response)

	Responses	
	Percent	Count
Traffic signals & pavement marking	13%	2
Pedestrian crosswalks & signals	38%	6
Street lighting	6%	1
Road capacity & maneuverability	19%	3
Traffic calming	0%	0
Bridge maintenance	6%	1
On-street parking	6%	1
Directional signs	13%	2
Totals	100%	16

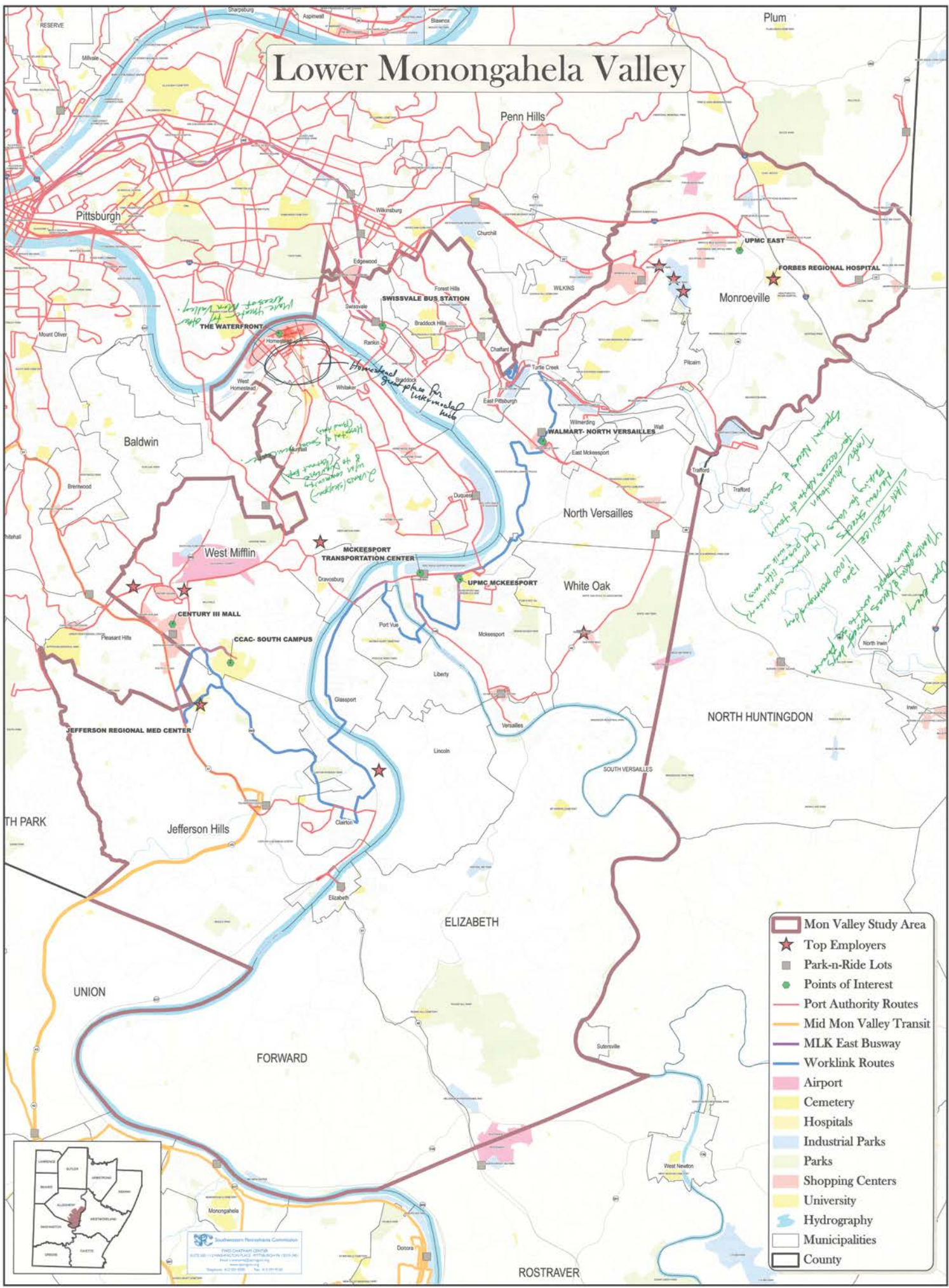
What are the three most important roadway improvements for your transit place?  
 (Multiple Choice - Multiple Response)

	Responses	
	Percent	Count
Traffic signals & pavement marking	13%	2
Pedestrian crosswalks & signals	33%	5
Street lighting	13%	2
Road capacity & maneuverability	20%	3
Traffic calming	0%	0
Bridge maintenance	7%	1
On-street parking	13%	2
Directional signs	0%	0
Totals	100%	15

What are the three most important Bus Stop amenities for your transit place?  
 (Multiple Choice - Multiple Response)

	Responses	
	Percent	Count
Bus shelters	24%	4
Indoor or heated facilities	24%	4
Lighting	6%	1
Benches & leaning rails	12%	2
Trash receptacles	0%	0
Maps & schedules	12%	2
Emergency phone system	6%	1
Real-time vehicle arrival signs	18%	3
Smartphone transit information	0%	0
Totals	100%	17

# Lower Monongahela Valley



- Mon Valley Study Area
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- County

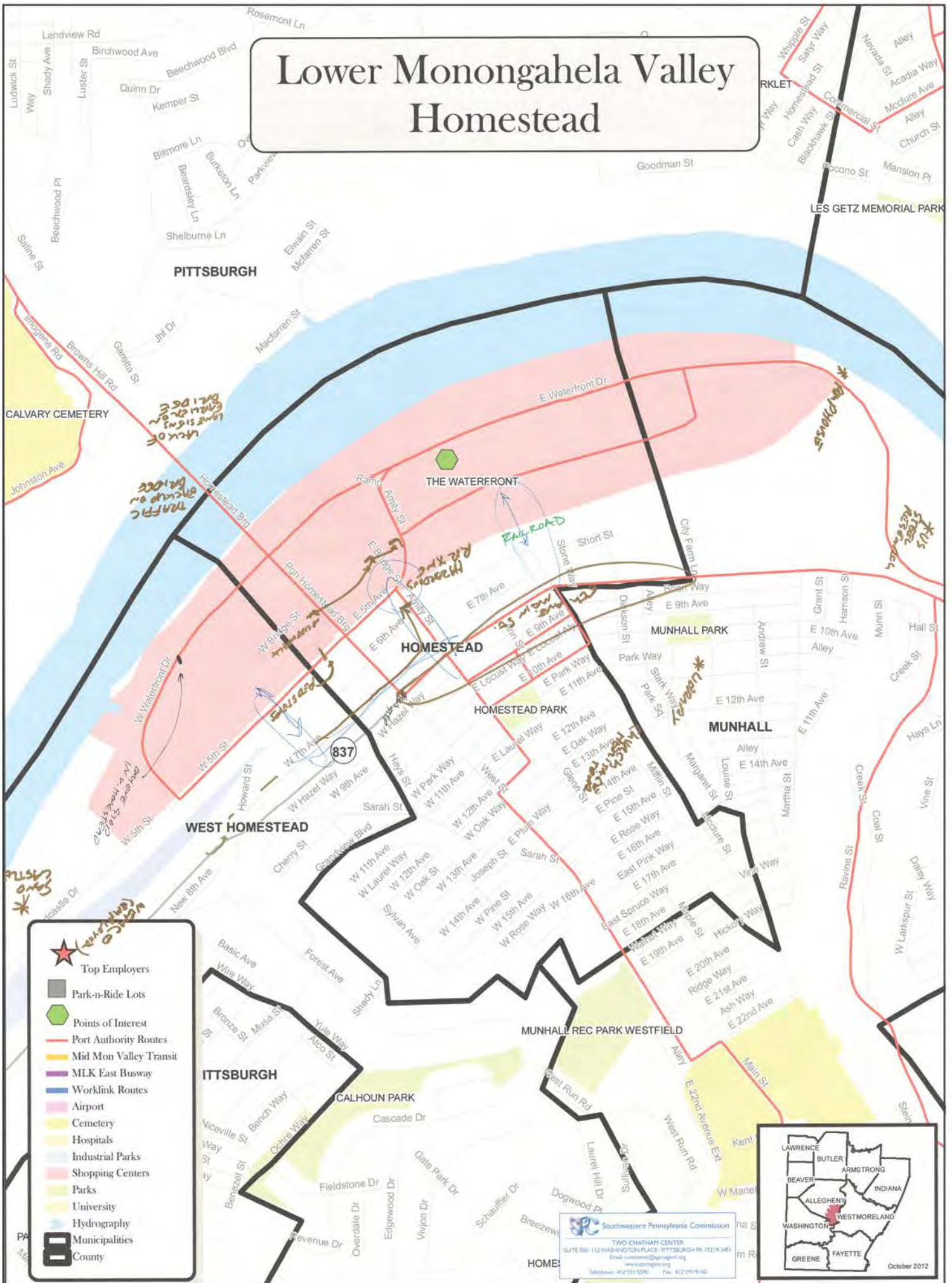


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ROSTRAVER



# Lower Monongahela Valley Homestead



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[www.spc-pa.org](http://www.spc-pa.org)  
 Telephone: 412-991-5330 Fax: 412-291-9140





## McKeesport November 14, 2012

What are your three key community objectives? (Multiple Choice - Multiple Response)

	Responses	
	Percent	Count
Preserve, enhance and upgrade established residential neighborhoods	24%	4
Support/encourage continued development and improvement of downtown business district	18%	3
Revitalize City's economic base by providing suitable locations for new and expanded industrial uses	12%	2
The Twin Rivers COG Comprehensive Plan (2003) fully supports the Mon Fayette Expressway project	6%	1
Recognize the Monongahela and Youghiogheny rivers as important amenities and work to increase the access to and enjoyment of river, including the Youghiogheny River Trail	0%	0
Cooperate with other communities/organizations to increase recreational alternatives and share costs	24%	4
Provide diversity of housing types to meet various age and income groups and developed in appropriate locations consistent with existing neighborhood character and site suitability	6%	1
Introduce traffic calming	6%	1
Retain and improve transit service	6%	1
Totals	100%	17

What is your priority project? (Multiple Choice)

	Responses	
	Percent	Count
Route 148 (Walnut Street) and Route 48 - Right-of-way, capacity, and intersection studies from Lysle Boulevard to the Boston Bridge	13%	1
S.R. 148 - Hartman Street to Lincoln Way - widen & repair sidewalks, widen roadway and add turn lanes	13%	1
Building demolition on Walnut St.	13%	1
Lysle Boulevard – Improve intersections from the Youghiogheny River to Mansfield Bridge along with improving building facades	13%	1
Improve side streets (re-paved)	50%	4
Totals	100%	8

Rank your top three priorities

	Responses	
	Percent	Weighted Count
Walking	28%	53
Bikes	18%	34
Cars	31%	59
Buses	24%	45
Totals	100%	191

What is the most important type of improvements for your transit place? (Multiple Choice)

	Responses	
	Percent	Count
Sidewalks	57%	4
Bike Trails	0%	0
Roadways	43%	3
Bus Stops	0%	0
Intermodal Transit Hubs	0%	0
Totals	100%	7

What are the three most important sidewalk improvements for your transit place?  
(Multiple Choice - Multiple Response)

	Responses	
	Percent	Count
Sidewalk repairs & accessible curb cuts	32%	6
Wider sidewalks	26%	5
Decorative non-slip pavement	5%	1
Protective bollards, railings or landscaping	11%	2
Furnishings: benches, trash receptacles & planters	11%	2
Decorative pedestrian lighting	16%	3
Rain garden/storm water management	0%	0
Information kiosks and signs	0%	0
Totals	100%	19

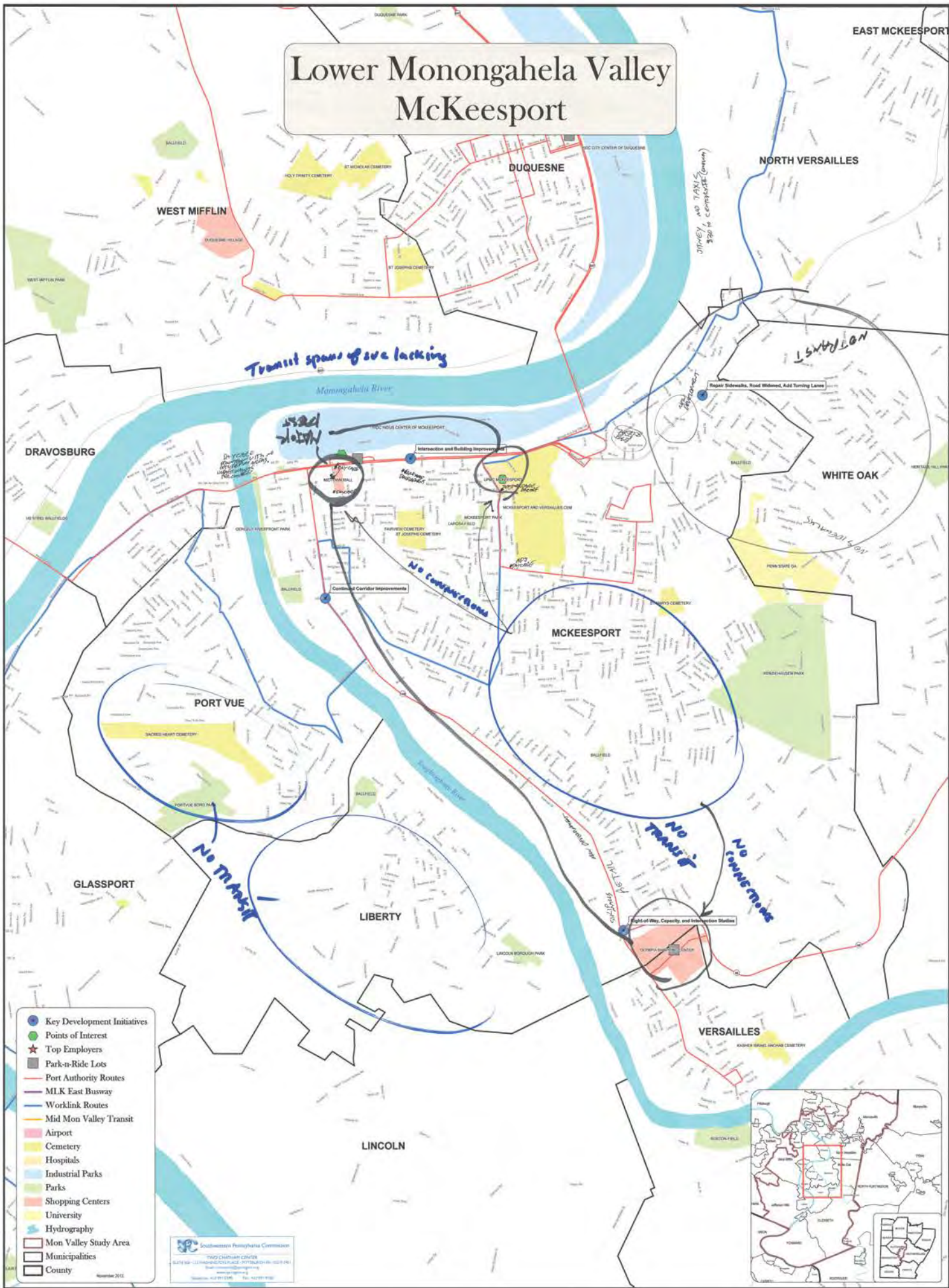
What are the three most important roadway improvements for your transit place? (Multiple Choice - Multiple Response)

	Responses	
	Percent	Count
Traffic signals & pavement marking	6%	1
Pedestrian crosswalks & signals	22%	4
Street lighting	11%	2
Road capacity & maneuverability	28%	5
Traffic calming	6%	1
Bridge maintenance	22%	4
On-street parking	6%	1
Directional signs	0%	0
Totals	100%	18



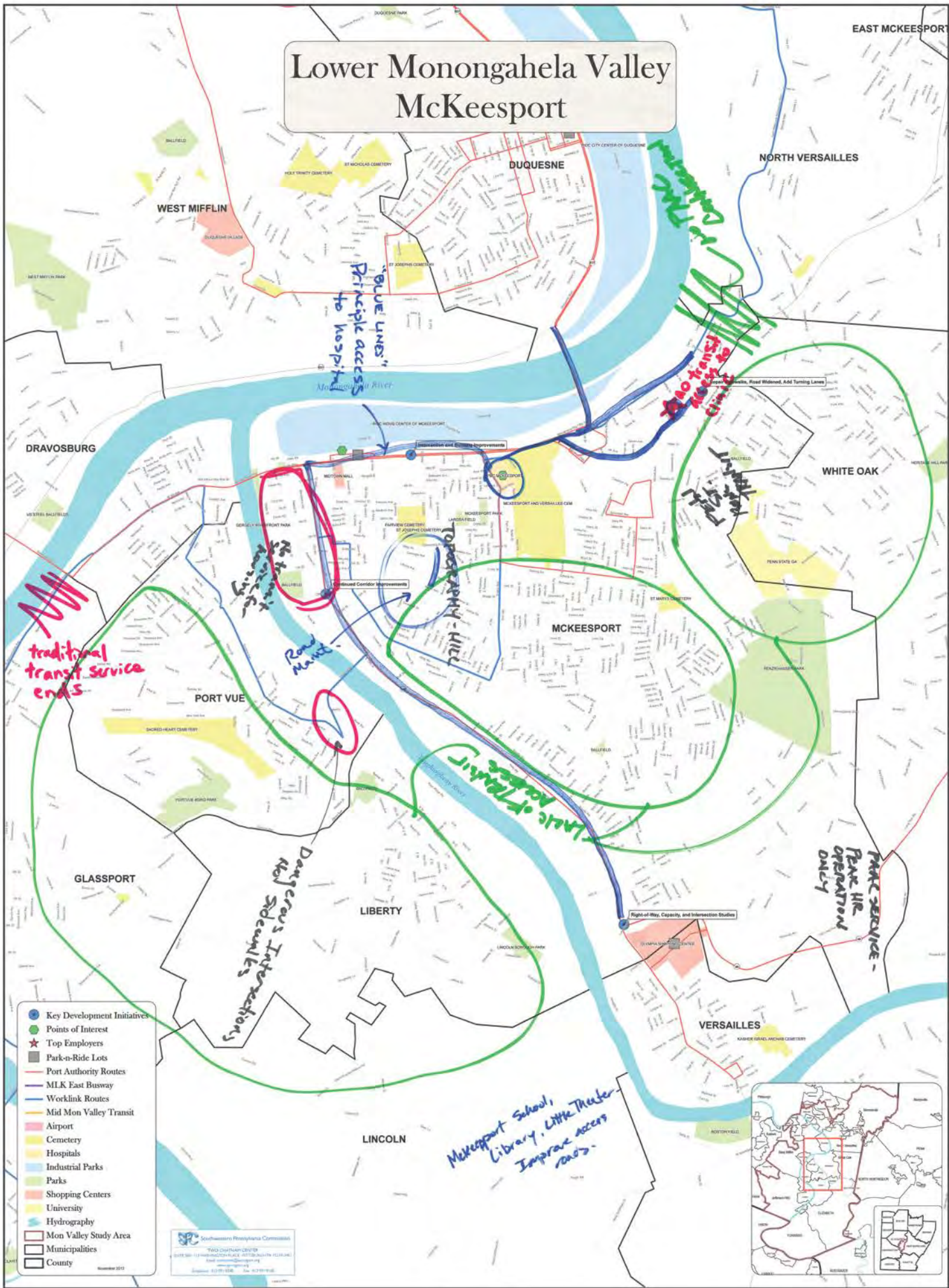


# Lower Monongahela Valley McKeesport





# Lower Monongahela Valley McKeesport



- Key Development Initiatives
- Points of Interest
- ★ Top Employers
- Park-n-Ride Lots
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## Rankin/Swissvale November 13, 2012

What are your three key community objectives? (Multiple Choice - Multiple Response)

	Responses	
	Percent	Count
Develop an action program that carries forward the vision and addresses issues such as, but not limited to: home ownership and occupancy rate, traffic and maintenance along Braddock Avenue, and business revitalization	15%	2
Provide for mixed-use development consistent with the neighborhood character	8%	1
Rehabilitate and redevelop blighted areas and encourage the reuse of abandoned structures and vacant lots	38%	5
Provide public access to and along the waterfront	8%	1
Improve intersections such as: Miller and Harriet Streets, Hawkins Village, and Rankin Bridge	0%	0
Provide adequate infrastructure (access roads, water and sewer service) for new and expanding industry and businesses	23%	3
Implement projects which will enhance the image of the Boroughs.	8%	1
Encourage mixed-use development in the area adjacent to the mass transit terminal at Rankin/Swissvale	0%	0
Totals	100%	13

What are your three priority Development Initiatives (Multiple Choice - Multiple Response)

	Responses	
	Percent	Count
Revitalization of Miller Street - Rankin Gateway	27%	4
Residential development at the Rankin Boulevard (Second Avenue) Sites	13%	2
Residential development at Site D at the Intersection of Harriett Street and Rankin Boulevard	20%	3
Redevelop/rehabilitate the Grand Army of the Republic (GAR) Home	0%	0
Develop the Kopp Glass/Monongahela Avenue Gateway	7%	1
Redevelop the Mattes Building Site	7%	1
Revitalize Swissvale Business Loop (Swissvale's Business District)	20%	3
Transit oriented housing at Woodstock and Braddock Avenues Gateway	7%	1
Totals	100%	15

Rank your top three priorities

	Responses	
	Percent	Weighted Count
Walking	50%	38
Bikes	13%	10
Cars	13%	10
Buses	24%	18
Totals	100%	76

What is the most important type of improvements for your transit place? (Multiple Choice)

	Responses	
	Percent	Count
Sidewalks	100%	3
Bike Trails	0%	0
Roadways	0%	0
Bus Stops	0%	0
Intermodal Transit Hubs	0%	0
Totals	100%	3

What are the three most important sidewalk improvements for your transit place?  
(Multiple Choice - Multiple Response)

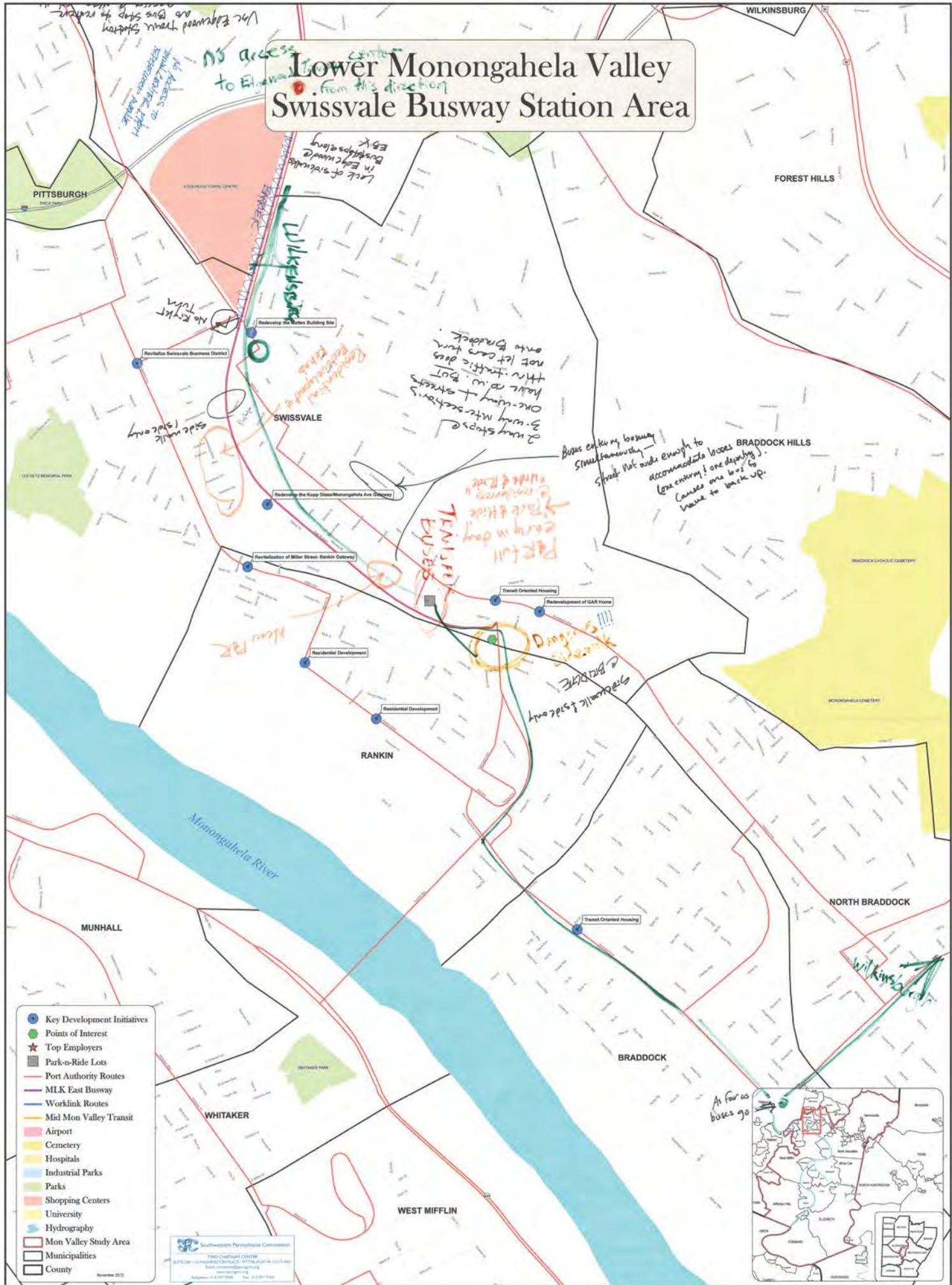
	Responses	
	Percent	Count
Sidewalk repairs & accessible curb cuts	33%	3
Wider sidewalks	11%	1
Decorative non-slip pavement	0%	0
Protective bollards, railings or landscaping	11%	1
Furnishings: benches, trash receptacles & planters	22%	2
Decorative pedestrian lighting	22%	2
Rain garden/storm water management	0%	0
Information kiosks and signs	0%	0
Totals	100%	9



What are the three most important roadway improvements for your transit place?  
 (Multiple Choice - Multiple Response)

	Responses	
	Percent	Count
Traffic signals & pavement marking	11%	1
Pedestrian crosswalks & signals	33%	3
Street lighting	11%	1
Road capacity & maneuverability	22%	2
Traffic calming	0%	0
Bridge maintenance	22%	2
On-street parking	0%	0
Directional signs	0%	0
Totals	100%	9

# Lower Monongahela Valley Swissvale Busway Station Area



Mc Edward from Station  
no bus stop to return  
No Access to  
Mc Edward from Station  
no bus stop to return

No Right  
side walk  
sidewalk

Center  
to El...  
from this direction

Lack of sidewalks  
in Edge woods  
Bus stops along  
ESK

2 way stops  
3-way mt. sections  
one-way & streets  
have no w. BUT  
thru traffic does  
not let cars turn  
onto Braddock

Bus entering busway  
street not wide enough to  
accommodate buses  
(one entering & one departing)  
causes one bus to  
have to back up

Part full  
cars in day  
hide  
hide & hide  
hide & hide

TRANSIT  
BUSES

side walk  
side only

As far as  
buses go

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## Turtle Creek November 15, 2012

What are your three key community objectives? (Multiple Choice - Multiple Response)

	Responses	
	Percent	Count
Link up dead-ends with roads and pedestrian paths	11%	2
Cluster recreational uses within close proximity to neighborhoods	11%	2
Create pedestrian friendly, interconnected street grid	16%	3
Build strategic connector streets	0%	0
Reconnect fragmented neighborhoods and commercial areas (Mon Valley Corridor Vision Plan)	21%	4
Create vibrant centers and gathering places (Mon Valley Corridor Vision Plan)	11%	2
Create public waterfront access to Turtle Creek.	5%	1
Develop incentives for shared parking	5%	1
Protect the character and maintain the stability of residential, business and manufacturing areas	0%	0
Build pedestrian or roadway connection between Keystone Commons and the business district	21%	4
Totals	100%	19

What are your two priority projects? (Multiple Choice - Multiple Response)

	Responses	
	Percent	Count
Restore Thompson Run	7%	1
Reclaim Penn Avenue as a "Main Street"	21%	3
Restore and increase the stock of high quality housing	14%	2
Create public waterfront access	7%	1
Create gateways into the community	29%	4
Add mixed-use development and green space between Keystone Commons and the business district	21%	3
Totals	100%	14

Rank your top three priorities

Responses		
	Percent	Weighted Count
Walking	36%	58
Bikes	20%	33
Cars	22%	35
Buses	22%	36
Totals	100%	162

What are the two most important types of improvements for your transit place?  
(Multiple Choice - Multiple Response)

Responses		
	Percent	Count
Sidewalks	33%	2
Bike Trails	17%	1
Roadways	17%	1
Bus Stops	0%	0
Intermodal Transit Hubs	33%	2
Totals	100%	6

What are the three most important sidewalk improvements for your transit place?  
(Multiple Choice - Multiple Response)

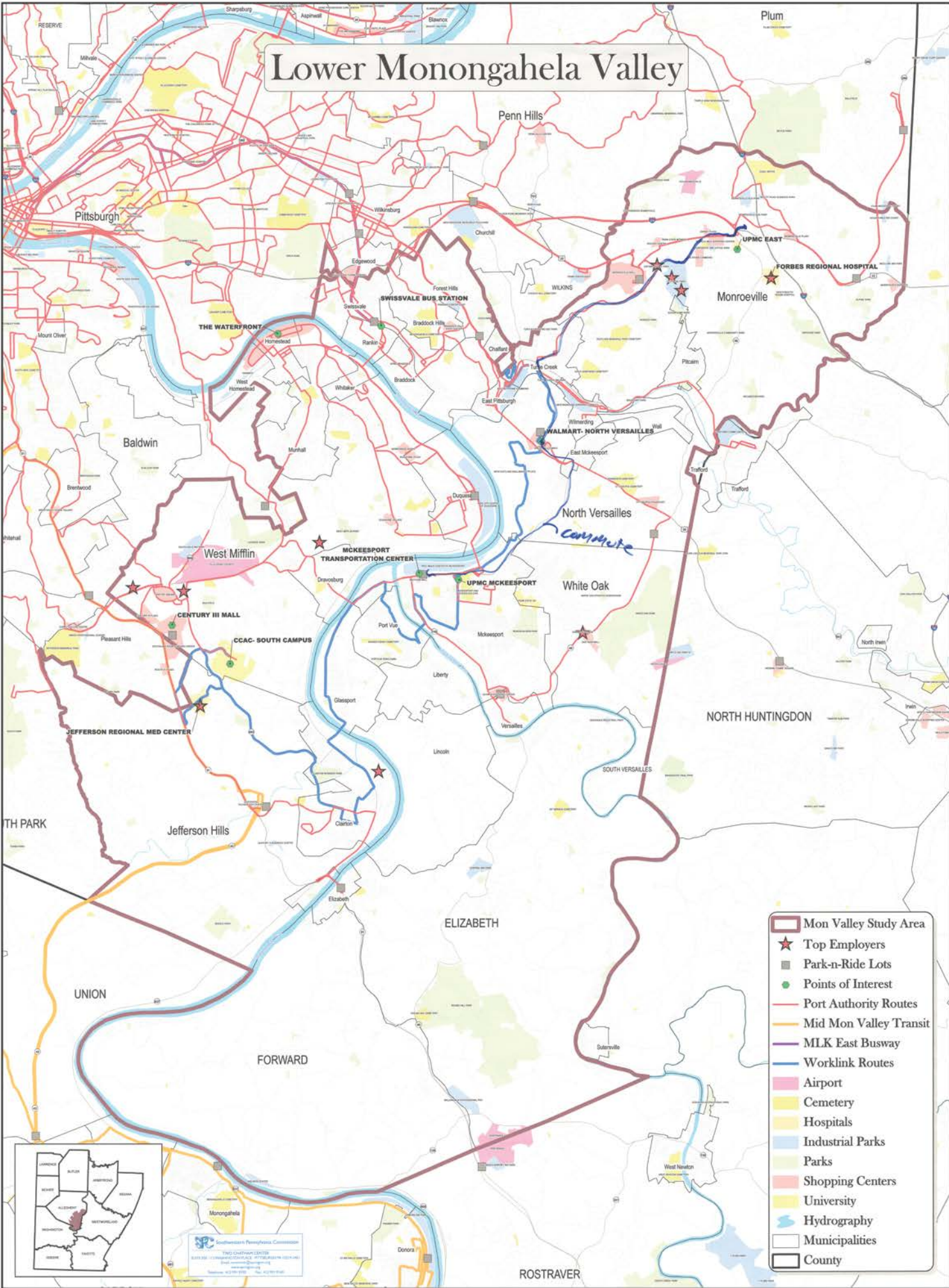
Responses		
	Percent	Count
Sidewalk repairs & accessible curb cuts	33%	3
Wider sidewalks	22%	2
Decorative non-slip pavement	22%	2
Protective bollards, railings or landscaping	11%	1
Furnishings: benches, trash receptacles & planters	11%	1
Decorative pedestrian lighting	0%	0
Rain garden/storm water management	0%	0
Information kiosks and signs	0%	0
Totals	100%	9



What are the three most important Intermodal Transit Hub features for your transit place? (Multiple Choice - Multiple Response)

	Responses	
	Percent	Count
Bus transit stations & shelters	38%	3
Park & ride lot	25%	2
Parking garage	0%	0
Bike parking & trail access	13%	1
Taxi stand	0%	0
Commuter transit	25%	2
Totals	100%	8

# Lower Monongahela Valley

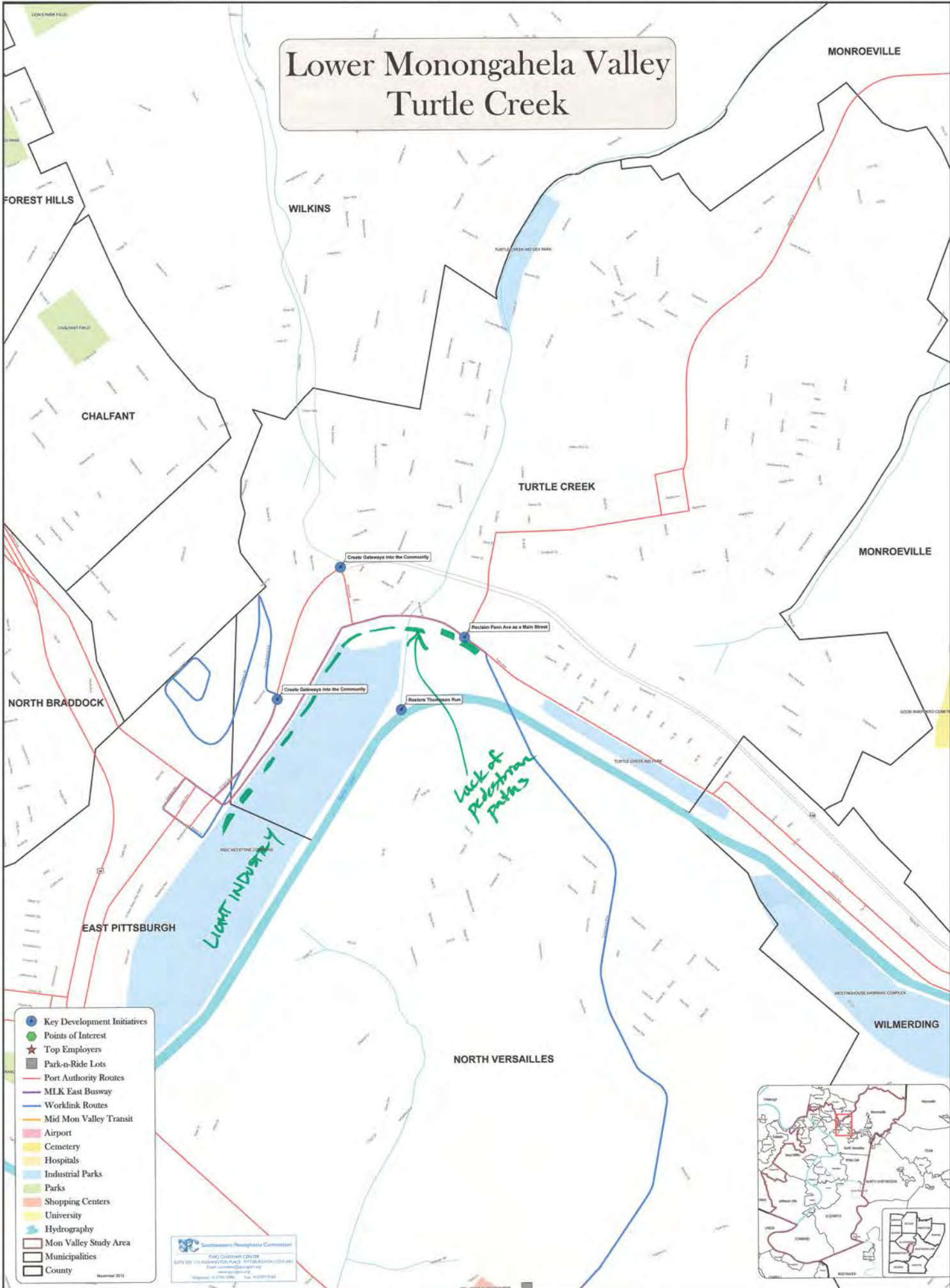


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# Lower Monongahela Valley Turtle Creek

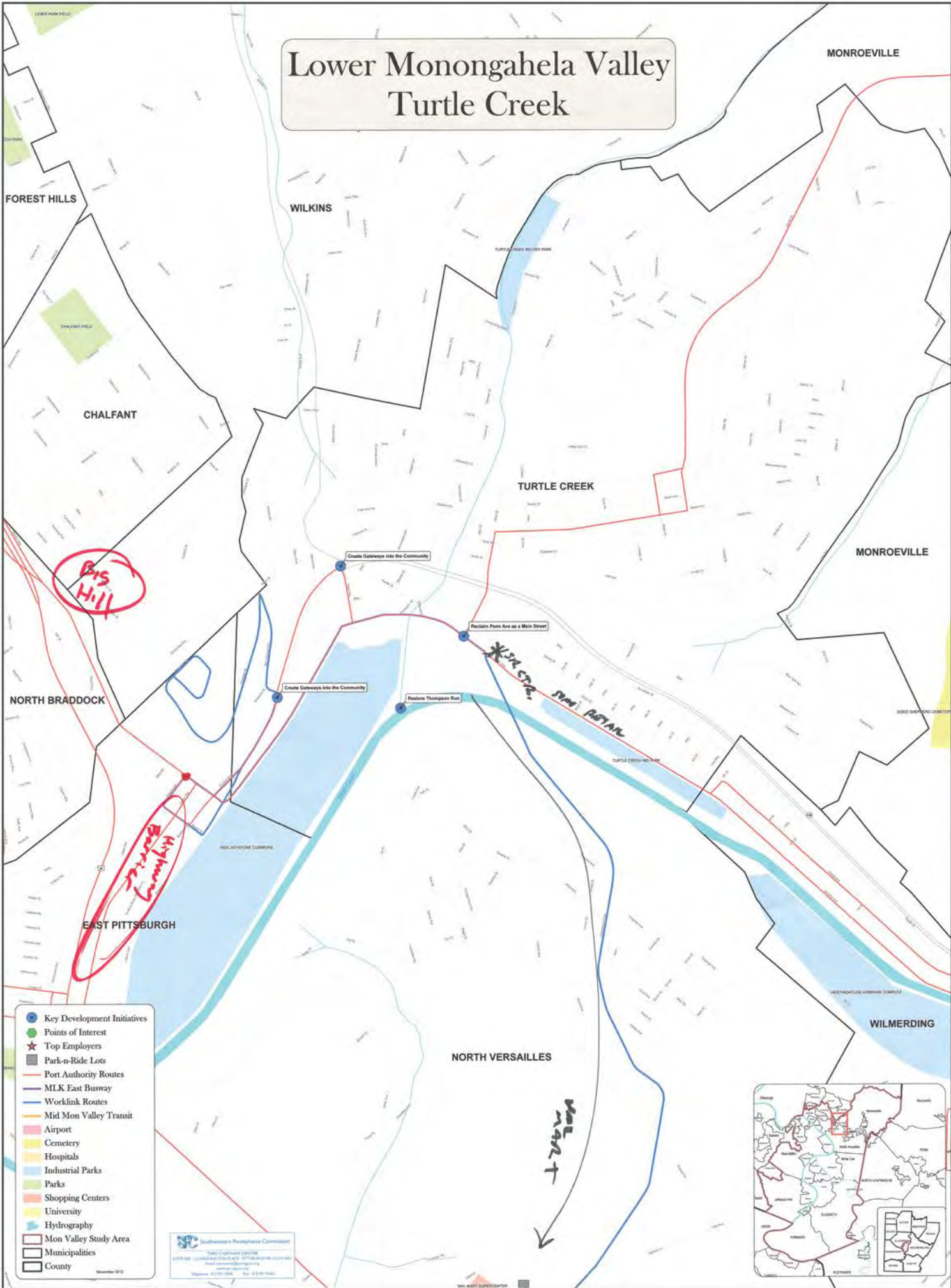


- Key Development Initiatives
- Points of Interest
- ★ Top Employers
- Park-n-Ride Lots
- Port Authority Routes
- MLK East Busway
- Worklink Routes
- Mid Mon Valley Transit
- Airport
- Cemetery
- Hospitals
- Industrial Parks
- Parks
- Shopping Centers
- University
- Hydrography
- Mon Valley Study Area
- Municipalities
- County

Southwestern Pennsylvania Commission  
 TWO QUINN CENTER  
 SUITE 600 111 ANDERSON PLACE PITTSBURGH, PA 15201  
 Phone: 412-261-1200 Fax: 412-261-1202



# Lower Monongahela Valley Turtle Creek



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November 2012





## **ENVIRONMENTAL SCAN**

### **Purpose**

The purpose of the Environmental Scan, the first phase of the Mon Valley Places Project, is to summarize previous studies related to Mon Valley transportation and development, including adopted municipal planning and zoning documents. This comprehensive review of the overall conditions in the corridor takes into account the study area's strengths and weaknesses, internal and external factors, positive and negative influences, and key community initiatives. The result of the research is this briefing memo, which provides an indication of conditions in the Mon Valley corridor.

### **A. Previous Studies and Reports**

Previous Mon Valley studies and documents provided by Southwestern Pennsylvania Commission and Allegheny County, and obtained from internet research, were reviewed primarily to identify information pertinent to Mon Valley communities that are part of the TOD Prototypes Project. Information relevant to the Mon Valley corridor and communities, specifically Homestead, Swissvale/Rankin, East Pittsburgh/ Turtle Creek, McKeesport, Clairton and Jefferson Hills, was identified, extracted and summarized throughout this report.

#### **1. Transportation Improvement Program (Draft 2013–2016 TIP)**

The 2013–2016 draft Transportation Improvement Program (TIP) for the Southwestern Pennsylvania region consists of 256 transportation projects totaling more than \$1 billion for systems operation, \$221 million for systems preservation and maintenance, and nearly \$73 million for bus replacements.

Of those projects, 15 are located in the Mon Valley. Most all of the Mon Valley projects (12) are for bridge replacement or repair work estimated at more than \$155 million. Only one is a transit project – the addition of a 105 space park-n-ride in Swissvale.

**TABLE 1: 2013-2016 TIP PROJECTS LOCATED IN THE MON VALLEY & PROTOTYPE COMMUNITIES**

Project	Location	Description	Sponsor	Cost Estimate
Glenwood Bridge Ramps	West Homestead	Bridge ramp rehabilitation, re-decking, painting, and dam replacement	PennDOT	\$17,750,000
PA 885 Bridge	West Mifflin	Full replacement of existing bridge	PennDOT	\$6,025,000
Lincoln Way Improvement	White Oak	Addition of turning lanes and signal upgrade	PennDOT	\$12,824,000
2037 Tri Boro Paint	North Versailles	Bridge paint	PennDOT	\$7,187,500
2037/Bridge over Turtle Creek Ramp T	East Pittsburgh	Rehabilitation of ramp structure and approach roadway work	PennDOT	\$22,752,000
Greensburg Pike Bridge/Turtle Creek	North Versailles	Bridge replacement	County	\$22,990,000
Mansfield Bridge Rehab	Dravosburg	Bridge painting, repaving and structural repair	County	\$40,610,000
Dooker's Hollow Bridge Rehab	North Braddock	Replace bridge deck, deteriorated steel and concrete, and repaint	County	\$13,881,529
Thompson Run Bridge 5	Monroeville	Rehabilitation of structure	County	\$12,000,000
Carrie Furnace Flyover Bridge	Rankin	Construction of bridge and approaches	County	\$18,360,000
Sutersville Bridge	Elizabeth Twp	Bridge preservation	County	\$250,000
Talbot Ave Bridge Ramp	Rankin	Bridge rehabilitation	County	\$500,000
Kenmawr Ave Bridge Ramp	Rankin	Bridge rehabilitation	County	\$500,000
PAAC Melrose PNR	Swissvale	Construction of new 105 space pnr	Transit	\$1,7640,000
PA 286/Rt 22 Sagamore Road	Monroeville	Addition of center turn lane and bridge preservation	PennDOT	\$15,599,835

**2. MVPC [Mon Valley Providers Council] Transportation Logistics Study (2012)**

This study was commissioned by the Mon Valley Providers Council (MVPC) and undertaken by the University of Pittsburgh's Graduate School of Public and International Affairs (GSPIA). The study was completed and issued April 16, 2012.

The goal of the study was to determine whether potential opportunities for collaboration or economies of scale could be found by pooling agencies' resources to accomplish Mon Valley's transportation needs. The study was based on a survey of MVPC members to identify needs, current transportation services offered by agencies, and gaps in mobility. Follow-up interviews were conducted with individual agencies to determine the viability of a variety of approaches to providing transportation services in the Mon Valley.

The study determined recommendations for improving transportation ranging from simple solutions like participating in an insurance pool to more complicated like coordinating planning and operating all services under one agency. The central recommendation from the study was for the Mon Valley agencies to prioritize transportation needs and services, and provide those services by establishing a “new program operated by an MVPC agency.” The study cites Heritage Community Initiatives’ WorkLink program as a model for their recommendation.

The study identified the general responsibilities that would be undertaken by a central agency including:

- Operating transportation services
- Developing routes and scheduling trips
- Obtaining vehicles, funding and staff time from Mon Valley agencies that currently fund or operate transit services

According to the study, some major barriers would have to be overcome in order to implement a new central transportation agency. Obstacles consist of:

- Establishing a new agency in a timely manner
- Identifying and obtaining start-up funds
- Identifying and obtaining funds for operations and capital
- Staffing a new organization
- Using donated vehicles
- Receiving approval for fixed route operations and other types of service in the corridor

Regardless of the impediments, the MVPC participating agencies recommended ideally that a new agency should be established to provide transportation services in the Mon Valley.

### **3. The Route 51 Corridor. A Gateway to a Sustainable Future**

Through the American Institute of Architects Sustainable Design Assessment Program, a project was undertaken by the Sustainable Design Assessment Team (SDAT) to create a unified vision for the revitalization of Route 51. The project area consisted of a 13-mile stretch from the



Liberty Tunnels to the Elizabeth Bridge and seven municipalities including the Borough of Jefferson Hills and West Mifflin Borough.

The assessment identified many notable challenges along Route 51 "...including disinvestment along parts of the corridor, traffic congestion, a transit system that is currently not serving its full potential, a road unfriendly to pedestrians and bicyclists, flooding, and combined sanitary/storm sewer overflows."

The recommendations from the SDAT project were made within a broad framework of sustainability and intended as an integrated approach that focused on five primary themes.

1. Think sustainability
2. Re-purpose Route 51
3. Transit connections
4. Focus development on nodes
5. Live, play and work together

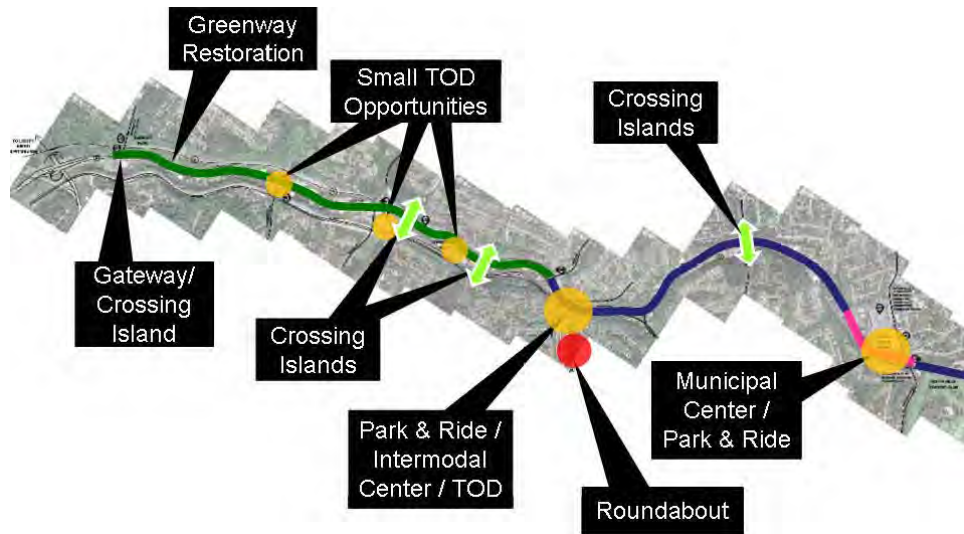
The assessment was reviewed to determine and synthesize the vision for only those communities and areas that are also part of the Mon Valley TOD Prototypes project – Jefferson Hills and West Mifflin (ancillary). As such, the following important initiatives were extracted from the Route 51 vision effort relative to these communities.

- **The critical component of the vision is a re-purposing of Route 51.**



*Photo by Dan Burden, Route 51 Corridor Study*

In the report it states that Route 51 south of Century III Mall becomes less dense and functions like a parkway from the Mall to West Elizabeth. It is envisioned, according the report, that the future cross-section of this segment would incorporate medians, signalized pedestrian crossing islands, traffic calming mechanisms and landscaping.



*From page 38, Route 51 Corridor Study*

- **The assessment identified a redevelopment opportunity at Century III Mall.**

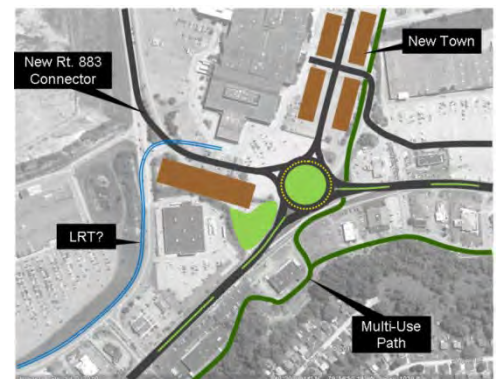
The report described essentially a vision to “replace the traditional closed mall property with an open air, pedestrian oriented town center featuring the existing structured parking, green space, and a broader mix of retail, restaurant, and office uses...similar programming that can be found in the Waterfront redevelopment in Homestead.”



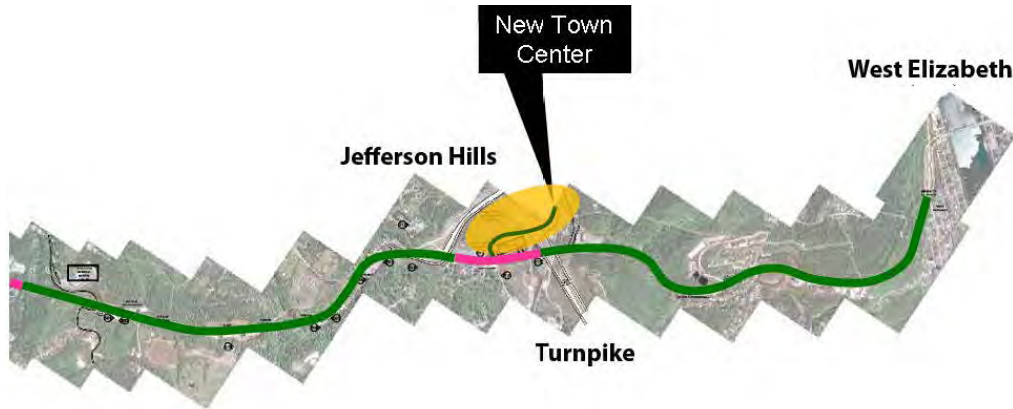
*From page 13, Route 51 Corridor*

- **The vision calls for development of a “town center” in Jefferson Hills.**

It is envisioned that a “town center” in the area of Port Authority’s Large park-and-ride can be developed by using the park-and-ride lot access road and creating a new connection through the Westinghouse mill property “...to concentrate future corridor development at a node, rather than scattered up and down this area of beautiful parkway.” The town center concept would create walkable conditions, pedestrian scale amenities and a main street intersecting with Route 51.

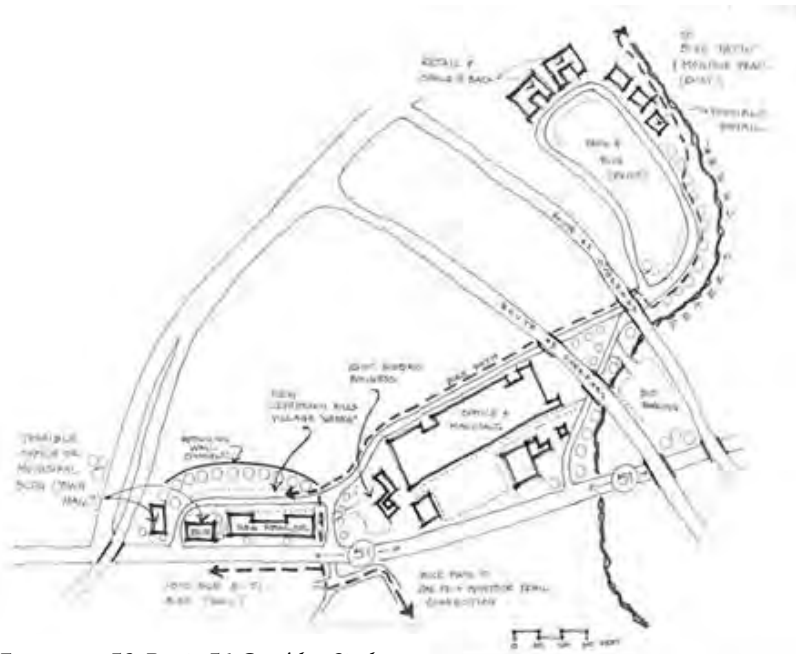


*From page 36, Route 51 Corridor Study*



*From page 40, Route 51 Corridor Study*

- **The underutilized Jefferson Hills Park-and-Ride is envisioned as a TOD site.**  
 Port Authority’s park-and-ride in Jefferson Hills has 450 spaces, 60 of which are utilized on any given weekday. The vision plan calls for using part of the site for a TOD that would consist of residential and commercial development, and using the former Westinghouse plant, an adjacent property, for development of small businesses and start-ups.



*From page 59, Route 51 Corridor Study*

- **The report identified several key zoning recommendations as well.**
  - Develop an overlay zone providing consistency across entire route
  - Permitted uses should receive administrative approval
  - Zoning code/maps should be made available online for all jurisdictions

#### 4. Braddock Community Planning – Blueprint Draft (2011)

The Blueprint Draft was completed by Rothschild Doyno Collaboration, an architecture and urban design firm, in August 2011.

The goals of the project, according to the Blueprint, are to:

- “Provide an economic, social, and physical assessment of Braddock Avenue.”
- “Outline potential opportunities and develop a framework to spur the continued revitalization of Braddock Avenue as a critical connection and gateway to Braddock, the surrounding communities, and the Carrie Furnace site.”

Community Goals were developed based primarily on input from stakeholders at an “Around the Table” session that included officials from Braddock Borough, Braddock Council, Braddock Economic Development Council (BEDCO) and Mon Valley Initiative (MVI). The goals for Braddock Avenue that the stakeholders identified consisted of:

- Making Braddock Avenue more attractive in order to bring more businesses
- Enforcing property codes and citing owners that violate the codes
- Amending the zoning ordinance or creating an overlay district to reflect the goals for Braddock Avenue

From the “Around the Table” discussions and the goals that were established, four primary themes for revitalizing Braddock Avenue emerged. The themes were based on geographic segments of Braddock Avenue.

**TABLE 2: THEMES FOR REVITALIZING BRADDOCK AVENUE**

AREA	THEME	DESCRIPTION
1 – 1 <sup>st</sup> Street to 3 <sup>rd</sup> Street	A Place to Work	“Make the gateway to Braddock a vibrant and attractive industrial district”
2 – 3 <sup>rd</sup> Street to Corey Street	A Place to Live	“Reconnect a strong residential neighborhood to an active and occupied Braddock Avenue”
3 – Corey Street to 8 <sup>th</sup> Street	A Place for Exchange	“Restore a vibrant center for community exchange of dialogue, goods and services”
4 – 8 <sup>th</sup> Street to 11 <sup>th</sup> Street	A Place to Grow	“Support and enhance community based businesses, recreation and learning”



Specific priorities were identified for creating conditions to facilitate changes to and interest in Braddock Avenue. A sample of specific priorities includes:

- ✓ Modifying zoning
- ✓ Increasing activity on Braddock Avenue
- ✓ Establishing upper level/second floor residences or occupancies
- ✓ Maximizing storefronts by restoring facades
- ✓ Providing pedestrian amenities, links and activities
- ✓ Adding open spaces
- ✓ Transitioning properties to new uses
- ✓ Apply existing regulations

*The Blueprint is available at: [http://www.bedcobraddock.com/wp-content/uploads/2012/04/10-6-11\\_RDC\\_Market\\_Restoration\\_REDUCED.pdf](http://www.bedcobraddock.com/wp-content/uploads/2012/04/10-6-11_RDC_Market_Restoration_REDUCED.pdf)*

#### **5. Mon Valley Corridor Inter-Municipal Land Use Study: Vision Plan (September 2008)**

The Mon Valley Corridor Vision Plan for the communities of Oakland, Hazelwood, Swissvale, Rankin, Braddock, and Turtle Creek was completed in September 2008 by a consultant team consisting of Renaissance Planning Group, Rothschild Doyno Architects, Olszak Management Consulting and GSP Consulting (now Fourth Economy). The Vision Plan project was led by a Steering Committee that included officials from Hazelwood Initiative, Inc., Mon Valley Initiative, Oakland Planning and Development Corporation, and the Turtle Creek Valley Council of Governments.

The main problem that the Vision Plan intended to confront, as cited in the report, is that the corridor is a "...corridor in name but not function" and is divided by geographical and political barriers. The Vision Plan, which was based on a community driven process, analysis of economic and market conditions, and review of previous plans and studies, identified policies and specific projects that would enhance the entire corridor.

The Plan identified seven policies, referred to as "Vision Imperatives," that are essential for restoring the corridor. The Imperatives as presented in the Plan are:

- Reclaim the Mon River as a front door for communities along the corridor.
- Reconnect fragmented neighborhoods and communities to one another.
- Create vibrant centers and gathering places along the corridor.
- Create viable and interim uses for land in the path of the Mon-Fayette Expressway, building upon the efforts of the design advisory teams.
- Leverage investment pressures, particularly the Almono and Carrie Furnace sites as well as Oakland, to jump start development in all communities along the corridor.
- Restore and increase stock and variety of high-quality housing and public amenities in communities.
- Coordinate plans and initiatives among communities.

A Strengths Weaknesses Opportunities and Threats (SWOT) Analysis conducted as part of the Vision Plan identified some important data relative to SPC's TOD Prototypes Project. Listed below are relevant key points that were extracted directly from the Vision Plan.

- “Excluding Oakland, the communities exhibit some of the most economically distressed, fiscally weak, and socially challenged communities in the Pittsburgh region.”
- “More than one-third of Oakland residents work in Oakland, but otherwise, few residents live and work in the same community or even within the East Shore as a whole. Most of the communities have a moderate connection to the Oakland job market with 11% to 15% of the employed residents of Braddock, Rankin, Hazelwood and Swissvale working in Oakland and 9% to 17% of the residents working in the Golden Triangle.”
- “Turtle Creek is the only East Shore community with any significant connection to a job center outside of Pittsburgh with 10% of the employed residents working in Monroeville.”

- “Only Oakland and Braddock provide more than enough jobs for the employed residents.”
- “While there is little need for more retail and additional office space development that could hurt the CBD, there is a much greater opportunity for high quality industrial space development that can be integrated into the urban environment of these communities.”
- “Given the rise in energy and transportation costs and the equity issues for employment opportunities throughout the Mon Valley, a strong case can be made for development of appropriate industrial space at the Almono and Carrie Furnace sites.”
- “The vacancy rate for general industrial space is only at 6.4% for the entire regional market and there are only 44,000 square feet under development. Furthermore, there is currently NO vacancy for Class A space in the eastern suburbs.”
- “With the exception of Pittsburgh, the fiscal capacity of the municipalities of the East Shore is well below the average for Allegheny County. On average the communities in Allegheny County generate \$400 in taxes per capita. Swissvale (\$321) and Braddock (\$300) are the closest to that benchmark.”

Because obtaining funds for community improvement projects is limited and competitive, the Vision Plan contemplated ways to generate ongoing funding for improvements needed to revitalize the Mon Valley communities and accomplish the initiatives of the plan. The funding solution proposed in the Plan is to establish the East Shore Community Fund, a mechanism that “pools funds from a range of stakeholders and targets them on a reinvestment hub.” According to the Plan, the East Shore Community Fund would be “membership based with a fee structure that is scaled to the tax base of the community.” The fee for each participating municipality would be one percent of the tax base from either existing funds or through implementation of a TIF District. An example of how the East Shore Community Fund would be subsidized is provided in the table below that was extracted from the Vision Plan.

TABLE 3: EAST SHORE COMMUNITY FUND EXAMPLE FROM VISION PLAN

	Contribution	Voting Shares	Alt	Voting Shares	
<b>Permanent Members</b>	Braddock	\$470,000	12	\$100,000	10
	Rankin	\$166,000	10	\$100,000	10
	Swissvale	\$2,438,000	22	\$100,000	10
	Turtle Creek	\$954,000	14	\$100,000	10
	TBDF or EDC-Braddock	\$100,000	10	\$50,000	5
	MVI	\$100,000	10	\$50,000	5
	Hazelwood Initiative	\$100,000	10	\$50,000	5
	OPDC	\$100,000	10	\$50,000	5
	TV-COG	\$100,000	10	\$50,000	5
	Corporate Sponsors - NAP/NNP	\$400,000	12	\$400,000	40
	City of Pittsburgh / URA for Oakland and Hazelwood	\$2,000,000	20	\$200,000	20
<b>5 Year Member</b>	County of Allegheny	\$3,000,000	25	\$3,000,000	300
	McCune	\$1,000,000	15	\$1,000,000	100
	Mellon	\$1,000,000	15	\$1,000,000	100
	Heinz	\$1,000,000	15	\$500,000	50
	Benedum	\$1,000,000	15	\$500,000	50
	State of PA	\$3,000,000	25	\$3,000,000	300
<b>Total</b>	<b>\$16,928,000</b>		<b>\$10,250,000</b>		

Source: Mon Valley Vision Plan, East Shore Community Fund

The community fund is the strategy by which specific initiatives identified in the Vision Plan can be targeted and accomplished. The Plan’s key initiatives for the communities that are part of the Mon Valley TOD Prototypes project are summarized below.



## Swissvale/Rankin Vision Imperatives

- ✓ Connect to Carrie Furnace site
- ✓ Revitalize Downtown Center
- ✓ Restore and create safe/enjoyable public spaces
- ✓ Stabilize housing stock

KEY INITIATIVES		TIMELINE	IMPACT
C	Update and promote multi-municipal planning & zoning (shared with Braddock)		
1	Make Carrie Furnace a regional sustainable attraction and destination that benefits the community.	LONG	
2	Improve Memorial Park and the access to it.	MEDIUM	
3	Create pedestrian connection from Memorial Park and Schley Avenue to Carrie Furnace site.	LONG	
4	Build new street connection up Railroad Alley from Carrie Furnace to new bridge over busway.	LONG	
5	Develop new connection from Harriet Street to Carrie Furnace site.	LONG	
6	Develop additional new connection from Hawkins Avenue to Carrie Furnace.	LONG	
7	Redevelop existing commercial area at Church Street and Monongahela Avenue into walkable mixed use center.	LONG	
8	Develop new street from Monongahela Avenue to Roslyn Street across busway at Roslyn station.	LONG	
9	Connect the Swissvale/Rankin border area across the busway at current Swissvale station.	MEDIUM	
10	Identify key housing sites for revitalization and key lots for new housing.	SHORT	
11	Create market rate housing at Carrie Furnace development.	LONG	
12	Create Gateway at Kopp Glass site.	SHORT	
13	Restore Rankin ballfields and connect to larger greenway system along hillside.	MEDIUM	

**TIMELINE**  
 SHORT 0-3 years  
 MEDIUM 4-6 years  
 LONG 7+ years

**IMPACT**  
 REGIONAL  
 LOCAL  
 BOTH

## Braddock Vision Imperatives

- ✓ Connect community to the region
- ✓ Build upon community initiatives
- ✓ Re-establish heart of Braddock
- ✓ Connect community to the river

KEY INITIATIVES		TIMELINE	IMPACT
C	Update and promote multi-municipal planning and zoning (shared with Swissvale/Rankin)		
1	Build upon local investments along Library Street.	MEDIUM	
2	Foster development needs for hospital users in the vicinity of 4th Avenue and Braddock Avenue.	MEDIUM	
3	Extend Maple Way to the Hospital.	SHORT	
4	Utilize 6th Street as a key transportation access corridor.	MEDIUM	
5	Infill 6th Street with new housing/commercial uses fronting the street.	LONG	
6	Plan for potential new transit station (commuter rail) at the end of 6th Street (long term).	LONG	
7	Propose new busway station with station building and parking on 6th Avenue at border with North Braddock.	LONG	
8	Leverage government agency resources and investments in the vicinity of UPMC at 4th and Braddock Avenues.	SHORT	
9	Develop new structured parking on Braddock Avenue with ground floor retail uses.	MEDIUM	
10	Create new community park/town square at southeast corner of 6th and Braddock Avenues.	MEDIUM	
11	Regulate surface parking lots along Braddock Avenue.	SHORT	
12	Extend Penn Street between 6th and 7th Avenues.	LONG	
13	Connect 6th Street to the Mon River, creating open space and park network.	MEDIUM	
14	Take advantage of strategic location on Mon River above lock/dam to encourage recreational water industries (boating, fishing, etc.)	LONG	

**TIMELINE**

SHORT 0-3 years  
 MEDIUM 4-6 years  
 LONG 7+ years

**IMPACT**

REGIONAL LOCAL BOTH

## Turtle Creek Vision Imperatives

- ✓ Reclaim Penn Avenue as community “Main Street”
- ✓ Reconnect fragmented neighborhoods and commercial areas
- ✓ Create vibrant centers and gathering places throughout the community
- ✓ Restore and increase the stock of high quality housing

KEY INITIATIVES		TIMELINE	IMPACT
C	Update and facilitate multi-municipal zoning to promote strategic relocation and connectivity within the business district.	MEDIUM	
1	Add mixed-use development and green space to fill in urban fabric between Keystone Commons and business district.	MEDIUM	
2	Create gateways into community at the Tri-Boro Expressway/Brown Avenue intersection as well as the Greensburg Pike/Penn Avenue intersection.	LONG	
3	Build connection between Keystone Commons and business district (pedestrian and/or roadway).	MEDIUM	
4	Link up “dead ends” with roads and pedestrian paths (i.e. connect downtown to Wolvarena).	MEDIUM	
5	Attract community level shops and services to revitalize downtown business district.	MEDIUM	
6	Create public waterfront access to Turtle Creek.	SHORT	
7	Create pedestrian friendly, interconnected street grid.	LONG	
8	Build strategic connector streets.	LONG	
9	Organize development parcels and buildings into vibrant centers.	SHORT	
10	Restore Thompson Run as an asset and create an open space system in the floodplain.	LONG	
11	Coordinate plans and leverage resources with RIDC.	SHORT	
12	Cluster recreational uses within close proximity to neighborhoods.	MEDIUM	
13	Develop incentives for shared parking.	SHORT	
14	Attract new homeowners for existing housing stock, to create a market for aging residents who need to sell their homes.	SHORT	
15	Provide affordable housing choices for seniors who desire to move out of their homes.	SHORT	

TIMELINE		IMPACT					
SHORT	0-3 years		REGIONAL		LOCAL		BOTH
MEDIUM	4-6 years						
LONG	7+ years						

Page 68, Mon Valley Corridor Vision Plan

The entire Mon Valley Corridor Vision Plan can be found at:  
<http://www.monvalleyinitiative.com/files/monvalleyvisionplan.pdf>

**6. Active Allegheny: A Comprehensive Commuter Bicycle and Pedestrian Transportation Plan for Allegheny County. Chapter 1: An Active Transportation Plan (2008)**

Active Allegheny, developed by Allegheny County in partnership with Pennsylvania Department of Transportation’s (PennDOT) Bureau of Public Transportation (BPT), is a supplement to Allegheny Places, the county’s Comprehensive Plan.

The goal of Active Allegheny is to integrate “active” modes – like walking and biking – into the county’s overall transportation system to promote alternative ways to commute, guide future improvements and prioritize projects. Four themes were developed to serve as a guide to accomplish this goal.

**TABLE 4: ACTIVEALLEGHENY THEMES**

THEME	DESCRIPTION
Access	“The ability to safely enter destinations without barriers by multiple modes of transportation. Offices, commercial centers, neighborhoods, and other popular destinations should consider the needs of non–auto users and provide a safe and effective path of entry for non–motorized transportation.”
Connectivity	“The way which two features, destinations or modes, are connected to each other. In active transportation planning, connectivity links destinations (i.e., neighborhoods, commercial districts, offices, stadiums) through multiple modes of transportation and provides safe and reliable paths for active transportation users. Connectivity requires access and is ineffective without access to the destinations with which people wish to connect.”
Mobility	“A good transportation network puts an emphasis on the word transportation, creating an environment where many modes of transportation are given an opportunity to succeed in a safe and efficient manner. Mobility is at the root of good transportation networks by providing users the choice of several different modes of transportation to arrive at the same destination without feeling burdened by that choice.”
Health	“Active transportation is a critical component of a healthy lifestyle, and it’s important to offer a transportation network that allows for active options. When networks are created that provide multi–modal access to destinations, exhibit high levels of connectivity, and have an overall character of mobility, healthy transportation options become viable and allow those who desire to improve their lifestyle to do so safely and effectively.”



A few key Mon Valley agencies served on Active Allegheny's Advisory Committee including:

- Twin Rivers COG
- Steel Valley COG
- Mon Valley Initiative

Mon Valley municipalities that provided studies, reports and documents to the inform Allegheny Places consisted of:

- Elizabeth Borough – Design Guidelines, Streetscape Design Plan and Strategic Plan
- Swissvale Borough – Design Guidelines, Strategic Plan and Streetscape Master Plan
- Mon Valley Initiative – Mon Valley Corridor Vision Plan

Municipalities participating in the Active Allegheny process provided critical projects that are important to their community and aligned with the Plan's goals. The Mon Valley projects, pulled directly out of the plan, that were presented for Active Allegheny were:

#### **Braddock Borough**

- Extend Maple Way and develop into a greenway

#### **Swissvale Borough**

- Improve pedestrian connection between the Central Business District (CBD) and the residential neighborhood that lies to the east across Braddock Avenue and up the hill
- Improve pedestrian connection between the CBD and the residential area to the west of Monongahela River and Noble Street
- Pedestrian crosswalk pavement markings are worn
- Pedestrian countdown signal heads recommended at multiple intersections
- Add bulb-outs, concrete curbs, sidewalks, ADA compatible handicap ramps at pedestrian crossings, and pedestrian level street lighting along roadways, including Washington and Monongahela Streets

### **Rankin Borough/Swissvale Borough**

- Create pedestrian connection from Memorial Park and Schley Avenue to Carrie Furnace site
- Create greenway system along hillside and with pathway connections to Rankin ball fields

### **Turtle Creek Borough**

- Build pedestrian connection between Keystone Commons and business district.
- Develop greenway parallel to Monroeville Avenue/Lynn Avenue and Turtle Creek.
- Create new pedestrian bridge over Tri-boro Expressway along Monroeville/Lynn Avenues.

### **Mon Valley Initiative**

- Reclaim the Mon River as a “Front Door” for communities along the corridor
- Reconnect fragmented neighborhoods and communities to each other
- Create vibrant centers and gathering places along the corridor
- Create viable/interim uses for land in the path of the proposed Mon-Fayette Expressway
- Leverage investment pressures, particularly the Almono and Carrie Furnace sites as well as Oakland, to jump start development in all communities along the corridor
- Restore and increase stock and variety of high quality housing and public amenities
- Coordinate plans and initiatives among communities including Oakland, Hazelwood, Swissvale, Rankin, Braddock, and Turtle Creek

*Information about Active Allegheny can be found at:*

[http://www.activeallegheny.com/downloads/3\\_Active\\_Allegheny\\_Plan\\_Chap1.pdf](http://www.activeallegheny.com/downloads/3_Active_Allegheny_Plan_Chap1.pdf)

### **7. Eastern Corridor Transit Study (ECTS): Transitional Analysis to Locally Preferred Alternatives (2006)**

The Eastern Corridor Transit Study (ECTS): Traditional Analysis to Locally Preferred Alternatives was sponsored by Southwestern Pennsylvania Commission, Westmoreland County Transit Authority, Allegheny County and Port Authority of Allegheny County. The study was completed in 2006 by a consultant team that consisted of STV Incorporated, Michael Baker, Jr. Inc., Maynes Associates and Brean Associates. For the purposes of doing research for the Mon

Valley TOD Prototypes project, a review of the ECTS' summary entitled "ECTS Transitional Analysis" was conducted.

The study area consisted of the entire eastern corridor between the Allegheny and Monongahela rivers from downtown Pittsburgh to South Greensburg in Westmoreland County and delineated five corridors referred to as: Allegheny Valley; Mon Valley; East Busway; Norfolk Southern/Route 30; and Spine Line. The study focused primarily on potential transit infrastructure investments in the corridors that were identified as a result of extensive public outreach.

Initially 29 alternatives were identified that were reduced to a shortlist of nine and then finalized to six alternative recommendations. These alternatives were based on public input, built on efforts that were happening in the study area, and aligned with studies previously completed and underway.

The principles upon which the study was based were:

- ✓ Improve transit choices
- ✓ Improve transit service quality and station amenities
- ✓ Preserve, protect and utilize existing transportation resources
- ✓ Enhance environmental quality
- ✓ Reduce congestion/provide alternatives to driving
- ✓ Coordinate transit and community planning
- ✓ Conveniently and continuously link people and activity centers

One of the corridors identified in the study was the Mon Valley Corridor from McKeesport to downtown Pittsburgh with a branch from Etna. This corridor was determined to be a "Light Rail" alternative with the following elements:

- 17.5 miles of LRT from McKeesport to downtown Pittsburgh and estimated 36 minutes travel time
- 5.5 miles of LRT from Etna to downtown Pittsburgh and estimated 14 minutes travel time
- Routing through Swissvale, Hazelwood, Oakland, and Strip District to downtown
- Convergence of Etna and McKeesport lines along Liberty Avenue in the Strip District

- 10 to 20 minute headways per route
- 19,800 projected boardings by 2025
- LRT service supplemental to bus service
- Per mile construction cost estimate between \$930,000 and \$1,100,000
- Total capital cost estimate from \$1.2 billion to \$1.4 billion
- Projected annual operating costs of \$19.5 million
- Potential for TOD along the McKeesport line's 9 stations:
  - Centre Avenue – Excellent (already TOD)
  - CMU – Excellent (already TOD)
  - Greenfield Avenue – Poor
  - Tecumseh Street – Good
  - Glenwood Bridge – Poor
  - Homestead Connection – Poor
  - Rankin – Excellent
  - Braddock – Good
  - McKeesport – Good

The McKeesport corridor/line was rated “high” in transit travel time savings over existing transit and in transit travel time savings over driving. The line rated “medium” in supplementing existing bus service and in connecting to other transit services.

The ECTS culminated with the identification of next steps consisting of:

- Identifying funding – federal vs. local approach
- Determining project delivery – public or public-private
- Advanced planning/DEIS
- Preliminary engineering
- Final engineering
- Final design
- Construction
- Operation

*More information about the ECTS can be found at:*

<http://www.spcregion.org/ECTS/pdf/ta-final/ECTS-TA%20Final%20Report.pdf>

<http://www.spcregion.org/ECTS/pdf/outreach/whole.pdf>



## **8. Carrie Furnace Site Master Plan (2004)**

The Carrie Furnace Master Plan was managed by the Redevelopment Authority of Allegheny County and completed by MacLachlan, Cornelius & Filoni, Inc. with extensive public input from the Mon Valley communities.

The five overarching goals guiding the Plan, according to the report, were to:

- Generate economic growth
- Become a destination for visitors, immigrants and entrepreneurs
- Integrate the sites with neighboring communities
- Build upon the heritage of the past and the vision of the future
- Establish a new set of standards for the integration of brownfield sites with local communities and regional assets

Carrie Furnace, described as an “industrial heritage project,” features 250 acres of underutilized land including 135 acres of vacant land and prime riverfront. The Plan describes a \$900+ million private, public and philanthropic investment that is estimated to increase the local tax base by \$45 million. The master plan integrates residential living, multimodal transportation and business amenities, and features:

- Intermodal Transportation Center
- Steel Industry National Historic Site
- Swissvale Riverfront Community
- Innovation Village
- Upgraded Braddock Avenue

The Intermodal Transportation Center was described as a confluence for local, regional, state and national connections including buses, light rail, passenger railroad, water taxis, bicycles and pedestrians. The Center’s location adjacent to the proposed Mon Fayette and Rankin Bridge makes it accessible to multiple modes.

The Plan’s Riverfront Community consists of a variety of housing types including single family, patio homes and town houses that are targeted for a mix of incomes. Innovation Village,

according to the Plan, is envisioned to be an incubator site for a mix of small businesses located near a light industrial park.

As part of the Visioning process, the Mon Valley communities of Braddock, North Braddock, Rankin and Swissvale became part of a cooperation agreement with RAAC for directing development of the Carrie Furnace site and sharing revenue. The partnership approach prescribes that:

- Revenues are distributed fairly
- Distributions are approved by the participating communities
- Development proposals are reviewed and approved cooperatively
- Boroughs continue the coordination of land use

In order for the Plan to be authorized, several entitlement matters need to be accomplished including property acquisition, planning control revisions, zoning control revisions and master plan update.

*More information about Carrie Furnace can be found at:*

<http://www.monvalleyhelp.com/content/carrie-furnace-site-conceptual-plan>

## **9. College Center Plan. Mon Valley Center (2000)**

This position paper, completed by Community College of Allegheny County, essentially establishes... “a vision for the CCAC Mon Valley Center at the end of the 2001–2002 academic year, and articulates a plan of key initiatives and strategies that will move the Mon Valley Center toward this goal.”

The main focus of the Mon Valley Center’s leaders, according to the document, is on establishing partnerships with local employers and leaders to improve economic and workforce development in the Mon Valley. This philosophy is intended to position the Center to better provide educational and job training opportunities and overcome barriers to “...childcare, transportation, and financial aid to skill issues such as literacy skills, academic skills, and job specific occupational skills.” Establishing supportive community partnerships according to the document will also increase enrollment and interest in CCAC.

The paper identifies three main initiatives that further the Center’s mission:

1. Provide workforce training for the Mon Valley community
2. Provide remedial instruction & core services to students/residents of Mon Valley communities
3. Collaborate and develop partnerships with community agencies, organizations and schools

*The College's plan for the Mon Valley Center can be found at:*

[http://www.ccac.edu/files/pdf\\_document/92e0b230992a4e608948baaea16c27fb.pdf](http://www.ccac.edu/files/pdf_document/92e0b230992a4e608948baaea16c27fb.pdf)

## **10. Braddock Website**

The theme of Braddock's website is, "Reinvention is the only option." It contemplates how to bring back the borough, which according to the site, presents... "an un-paralleled opportunity for the urban pioneer, artist, or misfit to join in building a new kind of community."

Braddock's primary opportunities and priorities as identified on the website include:

- ✓ Saving Carnegie Library
- ✓ Supporting the Ceramics Studio, which makes water filters that make two gallons of drinking water a day
- ✓ Completing the Braddock Community Center
- ✓ Expanding Braddock Farm, 10 acres of home grown produce
- ✓ Filling the space at Unsmoke Systems Artspace
- ✓ Getting fuel from Fossil Free Vegetable Oil Fuel Systems
- ✓ Buying items from Roadbourne Furniture
- ✓ Booking an event at Braddock Elks Lodge

*Braddock's website can be accessed at:* <http://15104.cc/>

## **11. Swissvale Economic Development Corporation (SEDCO) Fact Sheet**

The fact sheet basically identified several major residential initiatives that were completed as part of the borough's overall objective to improve housing options in Swissvale. Projects completed within the past several years included:

- Kopp Glass Gateway Redevelopment Project
- Purchased and rehabilitated Heritage Apartments into Columbia Ridge Apartments, a 36-unit, fully occupied complex
- Restructured, renovated, and added energy efficient upgrades to Hawthorne Apartments

SEDCO's future plans consist of promoting strategic real estate development, encouraging private investment, and expanding green space and recreation.

*The fact sheet can be found at:*

<http://www.swissvaleborough.com/images/SEDCOFactSheet.pdf>

## **B. Zoning Codes and Comprehensive Plans**

### **1. Homestead**

#### **Zoning Ordinance**

Homestead has a zoning code entitled "Zoning Chapter 260 Borough of Homestead," which was adopted April 2002. The main purpose of Homestead's zoning as identified in the Code is to:

- ✓ Promote the safety, health, convenience and general welfare
- ✓ Encourage the most appropriate use and reuse of land
- ✓ Enhance and stabilize the value of property
- ✓ Prevent overcrowding of land and buildings
- ✓ Avoid undue concentration of population
- ✓ Lessen congestion in the streets
- ✓ Secure safety from fire, panic or other dangers
- ✓ Provide adequate open spaces for light and air



- ✓ Facilitate adequate provision of roads, water, sewerage, drainage, storm water management and other public facilities
- ✓ Protect and conserve life, property, cultural, historical and natural resources
- ✓ Conserve the expenditure of funds earmarked for public improvements

TABLE 5: HOMESTEAD'S ZONING CODE OBJECTIVES

<b>ZONING CODE OBJECTIVES</b>
<b>Residential</b>
<ol style="list-style-type: none"> <li>1. Maintain, enhance and upgrade established residential neighborhoods</li> <li>2. Provide diversity of housing types to meet various age and income groups and developed in appropriate locations consistent with existing neighborhood character and site suitability</li> <li>3. Prevent intrusion of incompatible land uses into residential areas</li> </ol>
<b>Commercial</b>
<ol style="list-style-type: none"> <li>1. Support/encourage continued development and improvement of Eighth Avenue business district while recognizing concentration of historic buildings and sites to enhance economic capacity</li> <li>2. Provide suitable locations within residential areas for convenient commercial uses to serve local residents</li> <li>3. Insure adequate off-street parking and loading areas for existing and new businesses</li> </ol>
<b>Waterfront Development District</b>
<ol style="list-style-type: none"> <li>1. Support/encourage expansion of economic base by encouraging development and expansion of well-planned mixed land uses</li> <li>2. Develop strategies for promoting development consistent with borough's overall land use objectives</li> <li>3. Establish development and performance standards including off-street parking, landscaping and signs as well as standards to prevent air, noise and water pollution and negative environmental effects</li> </ol>
<b>Community Facilities &amp; Services</b>
<ol style="list-style-type: none"> <li>1. Assure all portions of borough have reasonable access to public utility services and that future development provides for proper extension and/or upgrading of services</li> <li>2. Improve accessibility to variety of leisure-time activities based on population needs</li> <li>3. Cooperate with other communities/organizations to increase recreational alternatives and share costs</li> </ol>

<ol style="list-style-type: none"> <li>4. Maintain/upgrade borough streets and plan for orderly extension or relocation of streets to serve new or redeveloped areas</li> <li>5. Ensure all portions of borough are well-served by police, fire, emergency and other municipal services</li> </ol>
<b>Environmental</b>
<ol style="list-style-type: none"> <li>1. Recognize Monongahela River as important resource and work to increase the access to and enjoyment of the utilization of the river</li> <li>2. Develop standards which limit use/development of sensitive environmental areas like floodplains, areas of steep slope (over 15% slope), landslide-prone areas and unique natural habitats</li> <li>3. Implement regulations to minimize potential hazards from inadequately controlled storm water runoff and excessive soil erosion or sedimentation resulting from land alteration activities</li> </ol>

Homestead’s Zoning Code, in Section 260-16, defines a Neighborhood Business District (C-2), which seems to coincide with the Edge Core FIT TOD typology. A summary of the purpose and uses of the Neighborhood Business District is provided below.

The purpose of C-2 is “...to provide for small convenience commercial areas within residential neighborhoods” that consist of an area at or near major intersections or along a main roadway with businesses that serve “...daily consumer needs and do not require extensive off-street parking.”

**TABLE 6: C-2 USES**

<b>C-2 Neighborhood Business District</b>	
<b>Permitted Uses</b>	<b>Conditional Uses</b>
<ol style="list-style-type: none"> <li>1. Single-family and two-family dwelling</li> <li>2. Triplex and quadruplex</li> <li>3. Garden apartments</li> <li>4. Townhouses</li> <li>5. Boarding (or lodging) house</li> <li>6. Bank or financial institution</li> <li>7. Business and professional offices</li> <li>8. Convenience retail</li> <li>9. Personal services</li> <li>10. Public buildings</li> <li>11. Public recreation</li> <li>12. Veterinary clinic, excluding kennels</li> <li>13. Essential services</li> <li>14. Customary business accessory uses such as off-street parking and loading, enclosed storage or sign</li> </ol>	<ol style="list-style-type: none"> <li>1. Apartment in combination with office or retail</li> <li>2. Automobile service station</li> <li>3. Churches</li> <li>4. Community center</li> <li>5. Day-care center</li> <li>6. Eating/drinking establishments</li> <li>7. Funeral home</li> <li>8. Group care facility</li> <li>9. Hospital or emergency care center</li> <li>10. Personal care boarding home</li> <li>11. Transitional dwelling</li> </ol>

Special Exceptions	Area/Dimensional Requirements
<ol style="list-style-type: none"> <li>1. Public utility structures</li> <li>2. Drive-in facilities</li> <li>3. Home occupation</li> </ol>	<ol style="list-style-type: none"> <li>1. Minimum lot area               <ol style="list-style-type: none"> <li>a. Residential dwellings shall be subject to the minimum requirements of the R-3 District</li> <li>b. Area of 2,500 square feet is required for the following uses:                   <ol style="list-style-type: none"> <li>1. Convenience retail business</li> <li>2. Personal service business</li> <li>3. Business, professional, medical office</li> <li>4. Day-care center</li> </ol> </li> </ol> </li> </ol>

### Comprehensive Plan

The “Comprehensive Plan for the Borough of Homestead” was adopted December 2001. The main purposes of the plan are to:

1. Improve the physical environment of the Borough as a setting for human activities – to make it more functional, beautiful, decent, healthful, interesting, and efficient
2. Promote the public interest, i.e., the interest of the community at large, rather than the interests of individuals or special groups within the Borough
3. Facilitate the democratic determination and implementation of community policies on physical development
4. Affect political and technical coordination in community development; political coordination signifies that a large majority within the Borough is working toward the same ends
5. Inject long-range considerations into the determination of short-range actions
6. Provide professional and technical knowledge in the making of decisions concerning the physical development of the Borough of Homestead

As part of the comprehensive plan, Homestead identified its main transportation access issues and problem areas, which consist of the following:

- Most streets are in good condition, however both Sixth Avenue and Grandview Avenue are considered “notably deficient” streets
- Traffic counts have not been undertaken since the opening of the Waterfront and need to be updated to reflect changes and increases in traffic circulation
- The abundance of truck traffic on Eighth Avenue causes problems including congestion, noise and safety
- Many of the intersections on Eighth Avenue are frequently congested
- Access to the Waterfront is limited
- Pedestrian access to the Waterfront at McClure and Hays streets is dangerous; pedestrians have to cross railroad tracks and overcome other physical obstacles
- Meters including time limits and costs are not consistent throughout the district

All of the transportation related recommendations from the Borough’s comprehensive plan are intended to achieve one goal, which is to “Ensure a coordinated circulation system that enables the safe and efficient movement of people and goods.” Some of the more notable recommendations that relate to the TOD Prototypes project include:

- Completing the Riverfront walking trail and connecting it with Eighth Avenue.
- Implementing a bus or trolley loop system to shuttle employees and shoppers between Eighth Avenue and the Waterfront.
- Developing new bus stops and shelters along Eighth Avenue.
- Developing a greenway or landscaped trail along Sixth Avenue.
- Improving pedestrian access ways located mid-block between Seventh and Eighth Avenues.
- Assessing the feasibility of constructing a pedestrian bridge over the railroad tracks at the northern terminus of McClure Street to permit safe access to the Waterfront.
- Creating pedestrian and limited vehicular access along Sixth Avenue between West and McClure Streets.
- Eliminating on-street parking on Amity, Ann, McClure and Hays streets between Sixth and Seventh avenues and providing adequate off-street public parking in the 300 block of Seventh Avenue and on Ninth Avenue.



- Designating a north-south traffic route from Munhall Borough through Homestead to the Waterfront.
- Conducting a traffic study to determine the number and location of traffic lights needed on West Street between Twelfth and Fifteenth Avenues.

# EXISTING LAND USE



*Comprehensive Plan for Homestead*

# PROPOSED LAND USE



*Comprehensive Plan for Homestead*

## 2. Swissvale/Rankin

### Swissvale’s Zoning Ordinance

According to Swissvale’s Zoning Ordinance, its purpose is to:

- promote safety, health, convenience and general welfare
- encourage the most appropriate use and reuse of land
- conserve and stabilize the value of property
- prevent overcrowding of land and buildings
- avoid undue concentration of population
- lessen congestion in the streets
- secure safety from fire, panic and other dangers
- provide adequate open spaces for light and air
- facilitate adequate provision of roads, water, sewerage, drainage and other public facilities
- conserve life, property, and natural, scenic and historic resources
- conserve the expenditure of funds earmarked for public improvements

The borough has designated eight zoning districts, each of which is described in Table 7.

**TABLE 7: SWISSVALE’S ZONING DISTRICTS**

ZONING DISTRICT	PURPOSE
R-1A/R-1B Single-family	Maintains established neighborhoods with single family homes on larger lots
R-2 Residential	Preserves single family character by designating neighborhoods consisting of single family homes on moderately-sized lots and including a mix of housing types
R-3 Residential	Provides higher density residential with a variety of housing types
R-4 RB Residential/Business	Provides for areas consisting of a mix of residential, business, professional office and limited commercial
C-1 General Commercial	Designates areas for diversity of retail and service commercial uses serving the needs of residents and businesses
C-2 Planned Commercial	Designates areas for specialized entertainment and other facilities
I-1 General Industrial	Provides for wide range of manufacturing, industrial and compatible commercial uses along with transportation services
S-1 Special Facilities	Designates portions of borough suited for recreational facilities, schools, libraries, public and quasi-public institutions



A couple of important regulations related to public transportation services and infrastructure, which might be relevant to the TOD Prototypes Project, are called out below.

- In C-1 General Commercial District, public transportation is a conditional use
- In I-1 General Industrial District, public transportation facilities including right-of-way, passenger or maintenance facilities are a conditional use

### **Rankin's Zoning Ordinance**

Rankin Borough's Zoning Ordinance was drafted in 1992 and enacted in 1994. As part of the ordinance, eight new zoning districts were established consisting of:

1. RC – Recreation and Conservation District  
The intention of this district was to place “S Slope Area District,” which includes “provisions to regulate steep slope and landslide prone areas.”
2. R1 – Low Density Residential District
3. R2 – Medium Density Residential District
4. R3 – High Density Residential District
5. BC – Borough Center  
This includes the area designated as “public/semi-public” along Hawkins Avenue
6. NBC – Neighborhood Business Center  
This district is the previously designated “Local Retail District C-1” and consists primarily of two areas – the five-way intersection and south of Maple Avenue
7. CI – Commercial Industrial District  
This district was renamed from the previous “C-2 Light Industrial and Heavy Commercial” and was expanded to allow for more of a variety of commercial uses
8. PWD – Planned Waterfront Development District  
This district was established for the waterfront area south of West Braddock Avenue and includes floodplain provisions

Some of the more notable provisions in the Rankin's ordinance that could influence work on the Mon Valley TOD Prototypes project are summarized below.

- Transportation facilities are a use by right allowed only in the CI - Commercial Industrial District
- The Neighborhood Business Center (NBC) was "intended to provide for a small scale neighborhood service oriented shopping area in the vicinity of the new busway terminal, providing a commercial focal point to Rankin at the gateway to the Borough"
- Uses by right allowed in the NBC District include: bed and breakfast; boarding house; monastery or convent; group care facility; health care facility; personal care facility; amusement arcade; beverage distributor/liquor sales; business/professional office; clinic; commercial parking lot; construction shed/trailer; convenience store; cultural facility; essential services; financial institution; garden centers; health/fitness; laundry/dry cleaning; light mechanical repair; mortuary/funeral home; news/magazine store; personal services; pharmacy; photography studio; printing shop; private clubs; private recreation facility; public garage; public office; parks; radio/television studio; religious facility; restaurant; small retail; indoor theater; and veterinary hospital
- The Planned Waterfront Development District (PWD) promotes the reuse and development of vacant industrial sites by accommodating commercial office, light industrial and recreational uses
- The ordinance cites regulations and procedures for implementing Planned Developments (PD) which are intended to offer more flexibility in site and mixed use development. Applications for PDs that are nonresidential are considered a conditional use
- Off-street parking is required for all new development in all districts. Reductions in the number of required spaces are permitted in shared use situations (i.e. two or more nonresidential uses that don't have overlapping hours of operation) and for nonresidential uses establishing vanpool programs

## **Comprehensive Plans**

Edgewood, Rankin and Swissvale completed a Joint Comprehensive Plan, entitled “PartnERShips,” in August 2009 with the assistance of Pashek Associates, Mullin & Lonergan Associates, and URS. Public outreach was an essential part of the plan including three town meetings and survey questionnaires that were distributed to residents for feedback on community needs related to housing, employment and education. About 100 people attended the meetings and about the same amount of surveys, 100, were completed and returned.

The Comprehensive Plan consisted of three main sections: existing conditions; vision and goals; and implementation action plan. Below are important elements from each of the sections that inform the TOD Prototypes project.

### **Existing Conditions**

- Swissvale has more than two times the population of Edgewood and four times that of Rankin
- All of the communities have been losing population
- Rankin is predominantly African American (69%), whereas Swissvale and Edgewood are predominantly white (85%)
- Rankin and Swissvale both lost housing units over the past decade (-5% and -3.5% respectively), whereas Edgewood gained housing units (2%)
- Edgewood has the highest income and home values out of the three communities
- 31% of Rankin’s residents, 13.5 of Swissvale’s residents and 4.5% of Edgewood’s residents are below the poverty line
- 51% of the land in Rankin is vacant open space; the majority of the two other communities are mostly residential
- South Braddock Avenue is the principal arterial throughout all three communities
- The communities feature two busway stations – Rosslyn and Swissvale stations

### **Vision and Goals**

Based on public input, a Vision Statement for the communities was developed and identified in the Comprehensive Plan. The Vision for the three-borough area is provided below.

“In the future, the Boroughs of Edgewood, Rankin and Swissvale have a healthy balance and mix of high-quality residential choices, business districts and employment centers. Residents appreciate the convenient location to the City of Pittsburgh and its

recreational, cultural and entertainment amenities. Despite its proximity to the City, as first-ring suburbs, the boroughs maintain a small-town feel with safe neighborhoods for families with children and young people. Families come to our area for the availability of high-quality, affordable housing options; safe neighborhoods; and good safe schools.”

Key land use, economic development, housing, and transportation opportunities were identified that the boroughs can build upon:

- Carrie Furnace Brownfield Redevelopment has increased the tax base and employment opportunities and generated additional economic development and revitalization
- Braddock Avenue corridor serves as the economic and transportation spine of the area and has capacity to handle traffic demands
- Swissvale Business Loop offers excellent shopping choices for residents of the region
- Edgewood Avenue corridor with its linear park and Busway station has experienced economic revitalization with the growth of specialty businesses and small professional offices
- The Busway provides a safe, quick and energy efficient alternative transportation option
- Home ownership has increased in Rankin and Swissvale and has remained high in Edgewood
- Neighborhoods have been improved through selective demolition of substandard properties coupled with affordable infill development consistent with the character of the neighborhood

### **Implementation Plan**

The implementation plan in the PartnERShips’ plan is called Strategies for Action and identifies site specific strategies and how to accomplish them. The site strategies specific to Rankin and Swissvale were extracted and are offered below.

- ***Borough of Rankin***

- 1. ***Miller Street – Rankin Gateway***

- “The stretch of Miller Street between Benwood Street and Harriet Street contains 31 vacant and/or tax delinquent parcels, including seven vacant parcels owned by the Rankin Community Development Corporation (RCDC). A renewed effort to resume



the revitalization of this gateway corridor is needed. If necessary, the borough should consider undertaking a small-scale or large-scale redevelopment project to accomplish this revitalization.” Implementing a housing strategy along this corridor will be critical.

## ***2. Rankin Boulevard (Second Avenue) Sites***

“There are two sites on Second Avenue (Rankin Boulevard) that have potential as residential development sites. The first of these is 1.2 acres of borough-owned property on the north side of Second Avenue between Hawkins Avenue and Kenmawr Avenue. The land was formerly occupied by commercial uses, is now vacant and has fully occupied townhouses located right across the street. The plan projects that the site “...could be developed for owner-occupied housing via single family or multifamily structures. These dwelling units would have to be designed to fit into a fifty-foot deep lot, requiring careful site grading and building placement to provide units that are marketable to new homebuyers. Rezoning may be required.”

“The second potential development site on Second Avenue is the land on the south side of Second Avenue between Rankin Street and Hawkins Avenue. This land was formerly occupied by houses, but is now a wooded hillside.” This site as well could be developed as single or multifamily housing and according to the action plan, would “...require appropriate site design and grading to accommodate the desired development and may require some rezoning.”

## ***3. Site D at the Intersection of Harriett Street and Rankin Boulevard***

The priority development site identified by a previous study called the Rankin Housing Investment Strategy was Site D, a vacant parcel at the intersection of Harriet Street and Rankin Boulevard that is owned by the Redevelopment Authority of Allegheny County (RAAC). The Housing Investment Strategy calls for development of 24 units of single-family homes and/or townhouses on this site. The site, according to the Strategy, needs additional geotechnical and environmental work “...to determine bearing capacity and suitability for residential construction on the existing fill material the presence of hazardous material and appropriate abatement.”

- *Borough of Swissvale*

1. *Grand Army of the Republic (GAR) Home*

According to the PartnERShips plan, the Grand Army of the Republic (GAR) Home is a 1.8 acre site located at 2622 Woodstock Avenue. This site consists of a complex of vacant and deteriorating buildings that used to provide housing for the widows of Civil War veterans. “The Swissvale Economic Development Corporation’s (SEDCO) revitalization strategy for the borough titled *Entering the 21st Century* calls for the adaptive reuse of the GAR Home as housing for senior citizens. However, the enormous size and deteriorated condition of the property is daunting to private sector developers, at least one of whom has deemed rehabilitation for reuse to be economically infeasible. If this is true, then demolition is the only recourse for this property.” It was suggested that the borough and potentially a private sector partner undertake the feasibility and costs of rehabilitating the building.

2. *Kopp Glass/Monongahela Avenue Gateway*

The Kopp Glass/Monongahela Avenue Gateway identified this site as the area bounded by Washington Street on the north, Palmer Street on the east, Collingwood Avenue on the south, and Denniston Avenue on the west. “This area is Swissvale’s front door for those traveling along Monongahela Avenue from Rankin. The vacant and deteriorated buildings along this corridor do not provide a favorable first impression of the borough.” The Plan describes the site as containing 73 parcels, including 26 vacant lots with many of the parcels being tax delinquent. The project that is proposed for the Kopp Glass site is described as “a residential development project that includes a combination of acquisition, demolition, and phased rehabilitation and new construction.”

3. *Mattes Building Site*

Redevelopment of the Mattes Building, situated along Edgewood Avenue near the intersection with Braddock Avenue, is a key component of a strategy identified by

the Swissvale Economic Development Corporation (SEDCO), in conjunction with the Borough of Swissvale, the Mon Valley Initiative (MVI), and Action Housing in its revitalization strategy for the borough entitled *Entering the 21<sup>st</sup> Century*. The Mattes Building is surrounded by a variety of uses including Port Authority’s East Busway and linear park, is privately owned, and occupies one parcel of a seven-parcel site. “The revitalization strategy highlights the prominence of the dilapidated Mattes Building at this gateway to Swissvale from Edgewood, noting that the unsecured building presents multiple public safety hazards and has been identified by the borough fire department as its top priority for demolition.”

#### ***4. Swissvale Business Loop (Swissvale’s Business District)***

In November 2007, the Borough completed the “Swissvale Borough Business District Streetscape Master Plan”, which identified as an important objective that Swissvale’s commercial areas remain economically vibrant and physically attractive. One of those areas is Swissvale’s business district, which consists of portions of South Braddock Avenue, Noble Street, Washington Street and Monongahela Avenue, and is bisected by Port Authority’s East Busway. According to information from PartnERShips, Swissvale’s master plan recommended the following key initiatives for revitalizing the Business Loop:

- Wayfinding signage plan
- Street trees
- Improved intersection signalization at Monongahela Avenue and Washington Street
- Landscaped bulb-outs at select intersections
- Sidewalk improvements
- Improved crosswalk delineation
- Improved street lighting
- Milling and repaving of all sections of roadway in the area

#### ***5. Woodstock and Braddock Avenues Gateway***

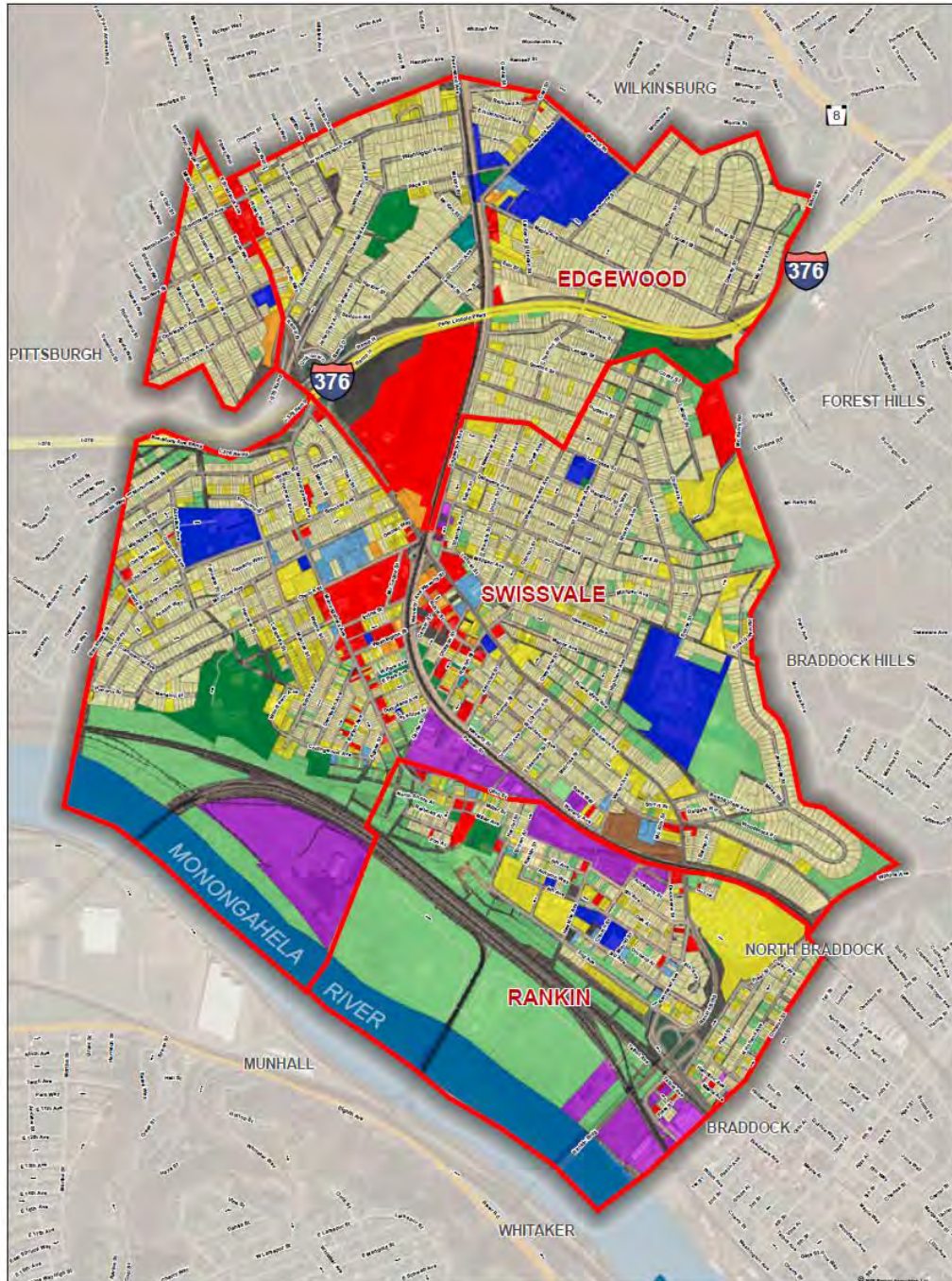
According to PartnERShips, there are four parcels located at the corner of Woodstock and Braddock Avenues that have been identified in Swissvale’s revitalization strategy as an ideal site for transit oriented housing. The site is

located "...just north of the Kenmawr Bridge and adjacent to the Port Authority's busway entrance and park-and-ride lot" and currently consists of one parcel that is vacant, two that have residential structures and one that has an automobile repair shop on it.

In addition to the land use strategies, the following transportation objectives for Rankin and Swissvale were extracted from the Comprehensive Plan and are summarized below.

- Work towards increasing public transportation options to both serve households with limited transportation alternatives and to reduce dependency on automobiles
- Provide for areas for additional park-and-ride spaces and locate potential transit oriented development around these hubs
- Improve the operational efficiency, condition, and safety of Braddock Avenue
- Support expanded Busway operations eastward to expand services to area residents
- Promote the Carrie Furnace area as a location for a Transit Hub
- Maintain and enhance pedestrian accessibility throughout the planning area to create walkable neighborhood
- Increase bikeway opportunities throughout the planning area





<b>Land Uses</b> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: yellow; border: 1px solid black; margin-right: 5px;"></span> Single-Family Residential</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: orange; border: 1px solid black; margin-right: 5px;"></span> Multi-Family Residential</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: red; border: 1px solid black; margin-right: 5px;"></span> Commercial</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: lightblue; border: 1px solid black; margin-right: 5px;"></span> Office</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: darkblue; border: 1px solid black; margin-right: 5px;"></span> Private Club</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: purple; border: 1px solid black; margin-right: 5px;"></span> Government / Institutional</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: lightgreen; border: 1px solid black; margin-right: 5px;"></span> Place of Worship</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: darkgreen; border: 1px solid black; margin-right: 5px;"></span> Industrial</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: brown; border: 1px solid black; margin-right: 5px;"></span> Transit</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: grey; border: 1px solid black; margin-right: 5px;"></span> Parking</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: lightgreen; border: 1px solid black; margin-right: 5px;"></span> Open Space / Vacant Land</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: darkgreen; border: 1px solid black; margin-right: 5px;"></span> Park/Playground</li> </ul>		<b>Legend</b> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; border-bottom: 1px solid black; margin-right: 5px;"></span> Roads</li> <li><span style="display: inline-block; width: 15px; border-bottom: 3px double black; margin-right: 5px;"></span> Interstate Highway</li> <li><span style="display: inline-block; width: 15px; border-bottom: 2px dashed black; margin-right: 5px;"></span> Pennsylvania / U.S. Highway</li> <li><span style="display: inline-block; width: 15px; border-bottom: 1px solid black; margin-right: 5px;"></span> Railroad Line</li> <li><span style="display: inline-block; width: 15px; border-bottom: 1px solid black; margin-right: 5px;"></span> Rivers and Streams</li> <li><span style="display: inline-block; width: 15px; border-bottom: 1px solid black; margin-right: 5px;"></span> Municipal Boundary</li> </ul>		<p>Source: Information provided by Allegheny County Planning Department.</p> <p>Other data sources include the Pennsylvania Spatial Data Access (PSDA) to the Department of Environmental Protection (PA DEP).</p> <p>Scale: 450 225 0 450 Feet</p> <p>North Arrow</p>
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**EDGEWOOD • RANKIN • SWISSVALE: MULTI-MUNICIPAL COMPREHENSIVE PLAN**

**EXISTING LAND USE MAP**







### 3. East Pittsburgh/Turtle Creek

#### **East Pittsburgh Zoning Ordinance and Comprehensive Plan**

According to the Borough Secretary, East Pittsburgh's Comprehensive Plan and Zoning Ordinance are being rewritten; the Borough is undertaking those initiatives jointly with North Braddock. The new Comprehensive Plan and Zoning Ordinance should be available in early 2013.

#### **Turtle Creek Zoning Ordinance**

According to the Turtle Creek Borough Zoning Ordinance, it is intended to:

- Promote and protect the public health, safety and welfare of the residents of Turtle Creek Borough and the general public
- Encourage and facilitate orderly growth expansion of the Borough
- Protect the character and maintain the stability of residential, business and manufacturing areas
- Provide adequate light, air, privacy, and convenience of access to property
- Divide the Borough into zones and districts restricting and regulating therein the location, construction, reconstruction, alteration and use of buildings, structures, and land for residence, business, manufacturing and other uses
- Regulate the intensity and use of zoning and determine the area of open space surrounding buildings necessary to provide adequate light and air to protect the public health
- Establish building lines and location of buildings designed for uses within such lines
- Provide uses, buildings or structures which are compatible with the character of development or the permitted uses within specified zoning districts
- Regulate such additions to, and alterations or remodeling of existing buildings or structures as would not comply with the restrictions and limitations imposed hereinafter
- Encourage efficient circulation in the public streets by providing for off-street parking of vehicles and for the loading and unloading of commercial vehicles so to protect public health, safety and the general welfare
- Provide protection against fire, explosion, noxious fumes, and other hazards in the interest of public health, safety, comfort and general welfare

- Provide for gradual elimination of those uses of land, buildings and structures which do not conform with the standards of the districts in which they are located and are adversely affecting the development of other property in each district

The zoning districts are identified in the ordinance, however the ordinance does not provide a description or intent of those districts. The Borough of Turtle Creek's zoning districts are:

- R1 Slope Residential
- R2 Residential
- R3 Residential
- R4 Special Residential
- B1 Local Business
- B2 Central Business
- I Industry

#### **Turtle Creek Comprehensive Plan**

The Borough of Turtle Creek does not currently have a Comprehensive Plan. However, the Borough was a participant in a study previously reviewed in this report called Mon Valley Corridor Inter-Municipal Land Use Study: Vision Plan (September 2008), which identified important Turtle Creek initiatives. (See page 14.)



#### 4. Clairton

##### **Zoning Ordinance**

Clairton's zoning ordinance from 1991 is currently being updated by Mackin Engineering Company. The city's Comprehensive Plan is being used in lieu to guide land use decisions until such time that the zoning ordinance is completed.

##### **Comprehensive Plan**

The City of Clairton Comprehensive Plan was completed last year by Mackin Engineering Company and adopted March 8, 2011. A Steering committee comprised of representatives from Clairton, Unity Group, churches, local businesses, planning commission, and senior and youth focus groups participated in the Plan.

Clairton's Comprehensive Plan focuses heavily on identifying implementation projects to improve the quality of life and infrastructure in the city. The purpose is to use the Plan and subsequent projects as a "blueprint" to drive future decisions and investments. The City of Clairton was declared a financially distressed community under ACT 47 in 1988 "...causing the city to begin this update to its Comprehensive Plan to ensure investment is directed to the appropriate locations."

The Plan specifically cites congruencies with the Keystone Principles, Smart Growth, Jefferson Hills Comprehensive Plan and Twin Rivers Council of Governments Comprehensive Plan.

The Comprehensive Plan consists of three major sections: a community overview; needs assessment; and action plan. Two important elements of the action plan that are critical to the TOD Prototypes project are an "Implementation Matrix" that identifies and describes the city's priority projects and an "Implementation Map" that depicts the locations of the priority projects.

Detailed demographic information was presented in the Plan’s first section entitled “Community Overview.” Data important to the TOD Prototypes project is highlighted below.

- Between 1950 and 2000 the community lost nearly 8500 residents
- The racial makeup of Clairton’s residents is approximately 69 percent white and 28 percent African-American. Approximately 54 percent of the city’s residents are female
- The median age of Clairton’s residents is 42.1 years, which is older the median age in Allegheny County and the Commonwealth (39.6 and 38 years respectively)
- Nearly 67 percent of Clairton’s residents own their homes while 33 percent rent
- The City of Clairton has 4,350 housing units, of which 85.3 percent are occupied and 14.7 percent are vacant
- The median housing value is \$38,500, significantly lower than Allegheny County’s median value of \$84,200
- Housing in Clairton consists mainly of single-family homes
- Clairton’s residents that are employed work mainly in education, health care or social service industries
- The average median household income in Clairton is \$25,596, significantly lower than Allegheny County’s median of \$38,329

**TABLE 8: WHERE CLAIRTON RESIDENTS WORK**

#1	#2	#3	#4	#5
City of Pittsburgh-Allegheny County (23.2%)	City of Clairton-Allegheny County (20.6%)	West Mifflin Borough-Allegheny County (15.7%)	Pleasant Hills Borough-Allegheny County (7.5%)	City of McKeesport-Allegheny County (4.5%)

*Source: US Census, 2000*

**TABLE 9: WHERE CLAIRTONS' WORKERS RESIDE**

Residence	
#1	City of Clairton, Allegheny County (19.2%)
#2	City of Pittsburgh, Allegheny County (6.2%)
#3	Jefferson Hills Borough, Allegheny County (5.4%)
#4	Rostraver Township, Westmoreland County (3.3%)
#5	Union Township, Washington County (1.8%)

Source: US Census, 2000

Section 2 page 11, City of Clairton Comprehensive Plan

The City of Clairton's Zoning Ordinance, which was enacted in 1991, is currently being updated. In the meantime, the zoning districts as identified in the 1991 ordinance are represented below in Table 10.

**TABLE 10: 1991 ZONING DISTRICTS**

ZONING DISTRICT	PERMITTED USES
R-1 Residential	Churches, parks and recreation, single family dwellings, schools, accessory structures and uses
R-2 Residential	Churches, parks and recreation, single family dwellings, schools
R-3 Residential	Churches, parks and recreation, single family dwellings, townhomes, two-family dwellings, schools, accessory structures and uses
B-1 Central Business	Banks, business services, clubs, commercial recreation, medical clinic, offices, parks and recreation, personal services, professional services, restaurants, retail businesses, schools, vehicular sales, accessory uses
B-2 Neighborhood Shopping	Banks, business services, local retail businesses, parks and recreation, personal services, professional services, recreation clubs, restaurants, accessory uses
I-1 Light Industry	Business services, construction business, data processing offices, gas stations, industrial incubators, light manufacturing, offices, warehousing, accessory uses
I-2 Heavy Industry	Business services, construction business, laboratories, light manufacturing, offices, recycling facilities, regional service centers, research facilities, supply yards, utility substations, vehicle repair facilities, vocational schools, warehouses, accessory uses
S-2 Conservation	Cemeteries, churches, farms natural preserves, parks and recreation, single family dwellings, schools, accessory structures and uses

A needs assessment was conducted as part of the Comprehensive Plan that was based on extensive interaction with the community and resulted in a vision for the City of Clairton. Community outreach was extensive and consisted of engaging many groups including the school district; an economic development focus group comprised of members of the Chamber of Commerce; a youth focus group; and distributing surveys and holding two public meetings. From this comprehensive input a vision for the community was established.

***Clairton’s Vision Statement***

“The City of Clairton will build upon its sense of community and strive to offer a high quality of life for its residents, business owners and visitors by providing efficient public services, quality education, safe and attractive business districts, housing options, abundance of open space and recreational opportunities and an efficient multi-modal transportation system.”

During the needs assessment, the community identified a set of development objectives, which provide a basis for the Plan’s recommendations and guide its implementation strategies, and are depicted in the Table 11 below. Assets, opportunities and challenges specific to each objective were also identified in the Plan.

**TABLE 11: CLAIRTON’S DEVELOPMENT OBJECTIVES**

<i>COMMUNITY DEVELOPMENT OBJECTIVES</i>	
<b>#1</b>	Revitalize the multiple business districts to help grow and stabilize the local tax base to become a self sufficient community.
<b>#2</b>	Build upon municipal services and partnerships to enhance efficiencies and productivity.
<b>#3</b>	Promote sound land use planning through the protection of open space and the enhancement of natural and cultural assets.
<b>#4</b>	Provide additional social and recreational opportunities for residents of all ages through partnerships with other organizations and communities.
<b>#5</b>	Provide a diverse mix of safe housing options that will appeal to young professionals, families, and older residents.
<b>#6</b>	Ensure that all municipal ordinances are consistent and compatible with the desired future growth and development patterns.
<b>#7</b>	Improve mobility to, from, and within the City of Clairton by enhancing major transportation routes, public transportation options and pedestrian circulation and connections.

*Section 3, page 8. City of Clairton Comprehensive Plan*



The Action Plan cites key issues and action steps in Clairton's Comprehensive Plan that are both extensive and detailed. For the purposes of the TOD Prototypes project, issues and action steps pertinent to the project are summarized and presented below.

- Encourage the reuse of existing buildings
- Prioritize business districts for revitalization
  1. Blair business district including Hercules site
  2. Central business district at St. Clair and Miller Avenues
  3. Wilson Business district
- Build partnerships between the city, community groups and residents
- Improve public safety
- Maintain the relationship between the city and School District
- Protect open space and enhance natural and cultural assets
- Develop initiatives that improve air quality
- Improve recreation facilities
- There is a demand for single family homes
- Enhance major transportation routes, transit options and pedestrian circulation and connections
  1. Address intersection concerns at Carnegie Street, State Street (SR 837) and the Glassport Clairton Bridge
  2. Reconfigure the intersection of New England Road, Coal Valley Road, SR 837, and the C & C Marine Maintenance Driveway
  3. Address issues occurring at the intersection of Maple Avenue and Shaw Avenue
  4. Improve pedestrian access to and from the Clairton Education Center
  5. Complete sidewalks in the area along Desiderio Boulevard near Baker Avenue
  6. Address pedestrian and bicycling conflicts along SR 837 from the Montour Trail, along the Steel Valley Trail to Glassport

## 5. Borough of Jefferson Hills

### Zoning Ordinance

The overall purpose of the “Zoning Ordinance of the Borough of Jefferson Hills” is intended to achieve:

- Sufficient space appropriately located for residential development that meets housing needs of the present and expected future population within the range of housing types and densities anticipated
- Light, air and privacy to the extent possible by controlling the spacing and height of buildings and other structures
- Protection of residential areas against hazards of fire, offensive noise, vibration, smoke, odors, glare or other objectionable influences
- Prevention of congestion, to the extent possible, by regulating the density of population and the bulk of buildings and providing sufficient off-street parking
- Protection of residential neighborhoods, to the extent possible, from heavy or through traffic
- Possible provisions of public and private education, recreational, health and similar facilities serving the needs of nearby residents, which perform most effectively in a residential environment and do not create objectionable influences
- Desirable use of land and direction of building development in accord with a well-considered plan, promotion of stable residential development, protection of the character of any district and its peculiar suitability for particular uses, conservation of the value of land and buildings, and protection of Borough tax revenues

**TABLE 12: ZONING ORDINANCE OF THE BOROUGH OF JEFFERSON HILLS**

<b>ZONING DISTRICT</b>	<b>INTENTION OF DISTRICT</b>
R-1 Residential-Agricultural	Encourages limited residential development that blends with agricultural uses and rural conservation by preserving natural features, such as watersheds, forests and water courses, while perpetuating rural atmosphere, open spaces and scenic landscapes
R-2 Low Density Residential	Encourages residential development of low-density on lots of sufficient size that preserve existing residential areas and allow for their natural expansion
R-3 Medium Density Residential	Encourages special residential development in areas that lend themselves to such development and provides a suitable area for new residential innovations allowing for planned residential development
R-4 High Density Residential	Provides for single family dwellings and two family dwellings on small lots in areas where higher density has already been established and authorizes certain compatible uses as conditional uses and uses by special exception
R-5 Special Residential	Provides for orderly development of mobile home parks with emphasis on provision of all necessary utilities; permits a more varied, efficient and attractive development pattern that provides housing of greater variety and type, design, and site planning; provides suitable locations and living environments for mobile homes and other manufactured housing
C- 1 Highway Commercial	Provides commercial and other permitted facilities to serve the needs of the local residents, including automotive or highway oriented facilities, neighborhood type facilities and general convenience needs
C-2 Neighborhood Business	Provides a neighborhood center which recognizes the need for a sense of community within the Borough
C-D, Special Conservation	Preserves special environmental features in the Peters Creek watershed, flood plains and wetlands, promotes development of land uses that are complimentary to the natural features of the area and proposed Montour Trail traversing the watershed, and buffers area from more intensive adjacent zoning classifications
I-1 Planned Industrial	Encourages planned industrial development that is free from offensive noise, vibration, smoke, odors, glare, hazards of fire or other objectionable effect
I-2 Heavy Industrial	Provides industrial locations for plants that require a large area for operations along the Monongahela River and that are normally undesirable adjacent to residential and commercial area
B-P Business Park	Promotes integrated development of compatible warehousing, light manufacturing, office uses and related supporting facilities in an appropriate location, protects adjoining zoning district classifications and provides minimum standards that encourage compatible development and minimize impacts on adjacent properties and the regional highway system
O-P, Office Park	Encourages development of medical offices, clinics and diagnostic centers ancillary to the Jefferson Hospital, and other offices and supporting services in a campus style setting with protections for adjoining residentially zoned properties; provides compatible zoning classification to serve as a transition between residential and commercial properties

## **Comprehensive Plan**

An update to the Borough of Jefferson Hills' Comprehensive Plan was completed in 1997 and prepared by Roberta J. Sarraf, AICP, Planning and Community Development Services. The Plan incorporates updated demographic and economic data, and identifies principles guiding community facilities, land use and traffic and circulation. A summary of the Comprehensive Plan's principles is provided below.

**Community Facilities and Services** – guarantee the public health, safety and welfare of residents and make the community attractive to new residents; provide adequate public safety services and additional cultural and recreational facilities and services to enrich the quality of life for residents and new residents.

**Land Use** – maintain residential development as the foundation of the Borough along with existing and industrial areas which are an important part of the tax base; preserve the single family residential character of the Borough; recognize the importance of Jefferson Center Hospital to the Borough's economic base and encourage medical related development in the future; recognize the importance of the industrial sector in the Borough's economic base; recognize potential for development in the area of the proposed interchange at Route 51 and the Mon Valley Expressway; promote future commercial development to provide services for the Borough's growing population; promote compatible development and preserve a positive environment for the Montour Trail.

**Traffic and Circulation** – provide safe and efficient circulation of traffic on the streets and highways; maximize the benefit from the proposed Large Interchange at Route 51; minimize the negative impacts on the Route 51 commercial corridor from the proposed widening and realignment of intersecting streets related to the Mon Fayette Expressway Large Interchange construction; and maximize opportunities for vehicular and pedestrian circulation.

## **6. City of McKeesport and West Mifflin Borough**

### **McKeesport Zoning Ordinance**

According to McKeesport's Zoning Ordinance, its main purpose is to:



- promote safety, health, convenience and general welfare
- encourage the most appropriate use and reuse of land throughout the city
- conserve and stabilize the value of property
- prevent overcrowding of land and buildings
- avoid undue concentration of population
- lessen congestion in the streets
- secure safety from fire, panic and other dangers
- provide adequate open spaces for light and air
- facilitate adequate provision of roads, water, sewerage, drainage and other public facilities
- conserve life, property and natural resources
- conserve expenditure of funds earmarked for public improvements

More specifically, the zoning codes objectives are presented in Table 12 on the next page, and McKeesport's 11 zoning districts are described in Table 13.

TABLE 12: MCKEESPORT'S ZONING CODE OBJECTIVES

<b>ZONING CODE OBJECTIVES</b>
<b>Residential</b>
<ol style="list-style-type: none"> <li>1. Preserve, enhance and upgrade established residential neighborhoods</li> <li>2. Provide diversity of housing types to meet various age and income groups and developed in appropriate locations consistent with existing neighborhood character and site suitability</li> <li>3. Prevent intrusion of incompatible land uses into residential areas</li> </ol>
<b>Commercial</b>
<ol style="list-style-type: none"> <li>1. Support/encourage continued development and improvement of downtown business district</li> <li>2. Provide suitable locations within residential areas for convenience commercial uses to serve local residents</li> <li>3. Insure adequate off-street parking and loading areas for existing and new businesses</li> </ol>
<b>Industrial</b>
<ol style="list-style-type: none"> <li>1. Revitalize City's economic base by providing suitable locations for new and expanded industrial uses</li> <li>2. Develop strategies for promoting reuse and redevelopment of vacant industrial sites and buildings consistent with City's overall land use objectives</li> <li>3. Establish performance standards for industrial uses including for traffic access, parking and loading, buffer areas, landscaping and signs as well as standards to prevent air, noise and water pollution and negative environmental effects</li> </ol>
<b>Community Facilities &amp; Services</b>
<ol style="list-style-type: none"> <li>1. Assure all portions of the City have reasonable access to public utility services and that future development/reuse provides for the extension and/or upgrading of services</li> <li>2. Improve accessibility to variety of leisure-time activities based on population needs</li> <li>3. Cooperate with other communities/organizations to increase recreational alternatives and share costs</li> <li>4. Maintain/upgrade City streets and plan for orderly extension or relocation of streets to serve new or redeveloped areas</li> <li>5. Ensure all portions of the City are well-served by police, fire, emergency and other municipal services</li> </ol>
<b>Environmental</b>
<ol style="list-style-type: none"> <li>1. Recognize the Monongahela and Youghiogheny rivers as important amenities and work to increase the access to and enjoyment of river</li> <li>2. Develop standards which limit use/development of sensitive environmental areas like floodplains, steep slope (over 15% slope), landslide-prone soils and unique natural habitats</li> <li>3. Implement regulations to minimize potential hazards from inadequately controlled storm water runoff and excessive soil erosion or sedimentation resulting from land alteration activities</li> </ol>

**TABLE 13: MCKEESPORT'S ZONING DISTRICTS**

ZONING DISTRICT	PERMITTED USES
R-1 Single Family	Provides suitable locations for large lot, single family homes and certain residentially related uses as conditional or special exceptions
R-2 Residential	Provides for single family homes on moderately sized lots along with certain residentially related uses as conditional or special exceptions
R-3 Residential	Includes primarily single and two-family detached dwellings on smaller lots with multi-family dwellings permitted on sites that provide adequate off-street parking, yards and other site amenities
R-4 Residential	Includes many older, high density neighborhoods that offer a wide variety of single and multi-family residences and also personal care homes and other specialized housing subject to certain criteria
R-5 Residential	Provides appropriate areas immediately adjacent to the downtown business district for higher density, multi-family residential uses and certain larger institutional facilities
C-1 Neighborhood Commercial	Provides for small convenience commercial areas within residential neighborhoods that serve daily consumer needs and do not require extensive parking, and which occupy a small cohesive area at or near major street intersections or on major transportation routes
C-2 Central Business	Encompasses City's central commercial core and provides for a wide variety of retail and service commercial uses along with business, professional and medical offices, and other related business uses that are oriented toward pedestrians rather than the automobile
C-3 General Business	Located principally along major transportation routes and provide suitable locations for retail and service commercial businesses as well as other types of commercial uses, such as building material sales and supply or vehicular sales and repair, that usually require direct automobile access
I-1 General Industrial	Encourages new and expanded industrial activity to enhance City's role as a regional employment center and accommodates a wide range of industrially related uses while requiring improved development and environmental performance standards, reflecting current trends in the region's industrial base
RDY – Youghiogheny Riverfront	Capitalizes on the Youghiogheny riverfront in ways that foster public access to and enjoyment of the river as well as supports City's economic revitalization and reflects district's proximity to the central business district, promotes an integrated mixture of commercial, office, residential, recreational and other water-oriented activities
RDM – Monongahela Riverfront	Encompasses site of former U.S. Steel National Tubes Works with a long-range objective to redevelop area into compatible mix of manufacturing, light industrial, railroad and related uses so it will once again be a major economic generator; encourages creative and high quality site planning and design while minimizing adverse environmental impacts and recognizes site's riverfront and improved visual access to the riverfront

## **Comprehensive Plan**

The Twin Rivers Council of Governments (TRCOG), which includes the communities of Elizabeth Borough, Elizabeth Township, Forward Township, Glassport Borough, Liberty Borough, Lincoln Borough, Madison Borough, McKeesport City, Port Vue Borough, South Versailles Township, Versailles Borough, West Mifflin Borough, West Newton Borough, and White Oak Borough, completed a joint comprehensive plan in September 2003. The Plan, called Twin Rivers Council of Governments Comprehensive Plan Final Draft (2003), was undertaken by TRCOG with assistance by Graney, Grossman, Colosimo and Associates, Inc. and Senate Engineering Company.

The Plan incorporated outreach efforts that consisted of work sessions, workshops and a community survey. The following guiding principles emerged from the community's input ensuring that the Plan should always:

- Benefit the Twin Rivers COG in a real way
- Preserve, protect, or enhance the physical environment
- Promote and improve the economic well-being of the area
- Enhance the TRCOG quality of life
- Make every effort to promote economic equity to all TRCOG communities
- Capitalize on existing resources, governmental and private

The Plan identified specific goals and objectives in the areas of transportation, land use, and economic development. Notable information from the Plan is summarized below.

### **Transportation**

- Acknowledgement that the Mon-Fayette project was to be the solution to the communities' many access problems
- TRCOG and the Comprehensive Plan are fully supportive of the Mon-Fayette project
- The Citizen's Plan is not fully supported, however the "urban boulevard" concept is highly favored
- The projects identified on the TIP are priorities for the communities with one notable project identified for McKeesport City
  - Route 148 (Walnut Street) and Route 48: Right-of-way, capacity, and intersection studies from Lysle Boulevard to the Boston Bridge



- Secondary transportation projects for McKeesport identified in the Plan include:
  - S.R. 148 – Hartman Street to Lincoln Way – This area is a major gateway to the City of McKeesport and as a result sidewalks need to be repaired, roadways widened and turn lanes added
  - S.R. 148 – Walnut Street – Continue the ongoing effort related to sidewalks, park, bike trail, and building demolition
  - Lysle Boulevard – Improve intersections from the Youghioghney River to Mansfield Bridge along with improving building facades
- Special concerns for retaining and improving transit service

### **Land Use**

- Preserve farmland
- Promote infill in urban places
- Allow for range of housing types and densities
- Promote fair, cost effective permitting processes
- Introduce traffic calming
- Protect steep slopes
- Use Smart Growth and Growing Greener
- Coordinate land use policies with other Plan elements

### **Economic development**

- Retain population and jobs, and create more jobs, which is an essential element of the Plan
- At the time of the Plan, the median household income in McKeesport City was \$23,715, which is less than 80% of the state median
- According to Census 2000 retail, health services and manufacturing were the largest job sectors
- The most promising source of new jobs was cited as UPMC McKeesport
- Capitalize more on the Youghioghney River Trail and improve signage to the trail
- Dedicate a person at TRCOG to boosting manufacturing and industrial development

Two sections of the Plan were dedicated to water/sewer issues and improvements. Twelve top projects were identified for improving this infrastructure and alleviating flooding problems, including one for McKeesport City.

The Water Treatment Plant and Sewage Treatment Plant by the Monongahela and Youghiogheny rivers continue to flood. Flood control measures need to be implemented at critical facilities. Construction of barriers might be a possible mitigation strategy.

*For more information about the Comp Plan please go to:*

[http://elibrary.pacounties.org/Documents/Allegheny\\_County/77;%20Forward%20Township/4200326896mmcp.pdf](http://elibrary.pacounties.org/Documents/Allegheny_County/77;%20Forward%20Township/4200326896mmcp.pdf)

It should be noted that, according to officials at Allegheny County, McKeesport and Duquesne are considering completing a Joint Comprehensive Plan in the near future.

### **C. National Examples of Similar Types of Sites**

An internet search was conducted to determine whether there were examples anywhere in the nation of strategies that considered entire corridors or transportation nodes to revitalize existing communities. Searching words like “mobility node” and “transportation node” resulted in one such example that was reviewed for its applicability to the Mon Valley TOD Prototypes Project and described below.

#### **Design of Transportation Nodes – Boston, Massachusetts**

[\(http://bostoncompletestreets.org/projects/centre-and-south-streets-jamaica-plain/\)](http://bostoncompletestreets.org/projects/centre-and-south-streets-jamaica-plain/)

Boston’s Department of Transportation in conjunction with stakeholder and community input created an Action Plan for Centre and South Streets in the community of Jamaica Plains that proposed “...a vision to sustain and enhance the corridor’s unique identity and detail streetscape guidelines to inform future public and private projects.” The main goal of the Plan was to establish Centre/South as the area’s “Main Street” by implementing new connections and improving existing connections while building upon the diversity of the corridor’s people and places. The key guidelines of the Centre/South corridor Plan consisted of:

- Defining a unifying vision for the Centre/South corridor
- Providing a community-defined set of corridor-wide standard elements
- Establishing greater continuity, consistency and quality in the corridor
- Establishing Centre/South as the area’s Main Street
- Ensuring that the Centre/South corridor is unified and reflects the unique areas in the Jamaica Plain neighborhood

- Providing a framework to select sidewalk furniture that guide future corridor improvements
- Seeking the best of current city, national and international practices

***Vision Statement.***

“Establish Centre/South as the area’s MAIN STREET, drawing out new and existing connections while celebrating the diversity of its people and places.”

“Diverse, and unified...Beautiful, and functional...Special, and ordinary...Connected, and stands alone is the vision for Jamaica Plain’s Centre/South Street corridor. A place where all uses and users are functionally and aesthetically integrated in a safe, convenient and accessible environment.”

The Action Plan identified the approach for applying the above identified principles to the Center/South corridor in Boston. The corridor-wide vision, guidelines and recommendations for the Centre/South corridor are intended to connect the nodes along the corridor with adjacent residential and commercial districts while supporting community character and recognizing the opportunities and constraints associated with the transportation infrastructure of each district.

The transportation nodes along the Centre/South corridor for which improvements were developed consisted of the Jamaica Plains districts known as Hyde Square, Monument Square and Jackson Square to Mozart Park. “For each node selected for improvement, the design includes traffic configuration and streetscape design reflective of the community’s vision. Improvements are focused on improved pedestrian and vehicle safety, while improving overall access to better support existing and future uses.” A summary of each node and its improvements as described in the report are provided below.

**1. Hyde Square – Features**

- Important commercial area on the Centre/South corridor
- Surrounded by large Latino commercial district
- Mix of commercial and residential buildings
- Defining characteristic is a rotary at the center of the intersection



*Hyde Square, Existing Conditions, from page 48*

## Main Recommendations

- Support and enhance community's existing vibrancy and Latino commercial district
- Preserve mix of residential, commercial and institutional uses spread throughout Hyde Square
- Balance improvements in a way that allows the interaction between uses to grow
- Add pedestrian space throughout the square and improve connections in all directions
- Widen sidewalks and create spaces that can allow retail to spill-over onto the street
- Recognize the impact that the "front door" has on all uses



*Hyde Square Concept, from page 54*



## 2. Monument Square – Features

- An important connecting node in Jamaica Plain
- Named after the Soldier’s Monument to Civil War veterans
- Represents a historic center with prominent buildings defining its edges
- Dominated by a wide expanse of asphalt, creating a large but somewhat isolated area
- Central point between the Centre and South Street commercial districts
- Transportation hub with several bus routes connecting in the Square



Monument Square, Existing Conditions, from page 57

### Two Main Recommendations

- Expand the Monument Square island into a peninsula by uniting it with the area and closing it off to through traffic
- Expand the space available for community activities and enhance pedestrian connections
- Reroute westbound traffic on Centre Street so that it operates as a two-way street
- Design the closed portion of Centre Street to function as a shared pedestrian-vehicular way and preserve
- the historic portion of Centre Street as a carriage-way
- Incorporate pedestrian and bicycle connections through the Square



Monument Square Concept, from page 66

OR

- Enlarge existing Monument Square island and make
- additional enhancements to the surrounding area
- Add a traffic signal at the intersection of Centre Street eastbound and South Street
- Enlarge the island to provide sidewalks and a small landscaped area without obstructing views to the Monument



Monument Square Concept, from page 67

- Relocate the inbound bus stop at the Loring–Greenough House to in front of Curtis Hall and incorporate a bus shelter
- Shorten the pedestrian crossing at Eliot Street and Centre Street
- Incorporate bicycle connections through Monument Square
- Preserve access to abutting users and all existing traffic movements
- Upgrade all sidewalks beyond ADA accessible requirements

## 2. Jackson Square – Features

- Highly-used commercial district with large-parcel development on one side of the street and more traditional single-storefront commercial on the other side
- Along with Hyde Square is the heart of Latino activity in the corridor and has multiple restaurants, shops and services
- Major intermodal center hosting an MBTA Orange Line station, a major bus hub, and a connection to the Southwest Corridor
- Site of a major, long-planned mixed-use development
- Entry to the Jamaica Plain community



*Existing Conditions, Jackson Square to Mozart Park*

*Jackson Square, Existing Conditions, from page 69*

## Main Recommendations

- Expand sidewalk space to support pedestrian activity because street life is essential to the future of this district
- Create a series of small-scale improvements to develop “special” places along the street like outdoor cafes

