

# DORMONT JUNCTION

## STATION AREA PLAN

## EXECUTIVE SUMMARY

### TOD FEASIBILITY



### STATION ACCESS



### STATION DESIGN



PORT AUTHORITY OF ALLEGHENY COUNTY  
PLANNING DEPARTMENT

## PURPOSE

The Port Authority's Planning Department has initiated a Station Improvement Program (SIP) that is focused on promoting Transit-Oriented Development (TOD), improving operations, and enhancing customer amenities at select fixed-guideway stations, with the ultimate goal of growing ridership and revenue for the agency. Ideally, new capital investment at transit stations will in turn leverage new development adjacent to Port Authority transit. Stations were prioritized for the SIP based on a detailed evaluation of factors contributing to TOD, with Dormont Junction rated as one of the high priority locations. Relevant external and internal stakeholders were engaged to ensure that proposed initiatives reflect common goals and objectives.



## CONTEXT

Dormont Junction Station is located within the Borough of Dormont, approximately four miles south of the Pittsburgh Central Business District (or about a twenty minute ride on the light rail). The Borough of Dormont encompasses approximately 0.7 square miles and is characterized by a relatively dense, and in some cases, walkable community fabric. Walkability, as well as the use of bikes, is challenged to some degree by the hilly terrain running throughout the area. Dormont is almost entirely built-out, with new building occurring primarily as infill or redevelopment of existing sites. Immediately south of Dormont on the same light rail line is Mount Lebanon, an affluent suburban community with an active business district.

There is one major north/south vehicular corridor which influences the station area: West Liberty Avenue (or State Route 19). Since Dormont is situated along a major connector from the South Hills to Downtown, West Liberty Avenue serves as a commuter route for many residents in the region. West Liberty Avenue, as it runs through Dormont and close to the station, includes a variety of locally-operated businesses, as well as institutional uses (e.g. public library, church, and post office). The closest major intersection to the station – McFarland Road at West Liberty Avenue – is complicated by an angled approach along McFarland Road, as well as a steep grade change. Since there are no traffic lights or crosswalks along West Liberty in front of the station, crossing West Liberty Avenue can be problematic.

## GOALS OF THIS PLAN

### TOD FEASIBILITY



### TOD: Encourage development at Dormont Junction Station.

- Develop a preliminary site plan for the TOD site to help inform future development.
- Catalyze development that integrates and expands transit use at the station.

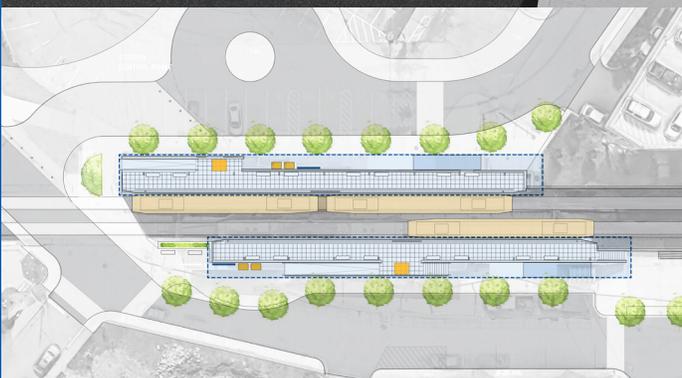
### STATION ACCESS



### Station Access: Make it easy for people to get there.

- Augment connections to the transit center from nearby commercial, residential, institutional, and recreational destinations.
- Improve multimodal connections and amenities.
- Provide safe connections to the TOD site, with a focus on improved access via the surrounding road network.

### STATION DESIGN



### Station Design: Create a welcoming station.

- Improve station area circulation and visibility while updating structure, signage, and amenities to current station design standards.
- Increase station visibility from West Liberty with added identity signage.
- Enhance the overall aesthetic and function of the station.
- Include public art and sustainable elements.

# RECOMMENDATIONS

## TOD Feasibility

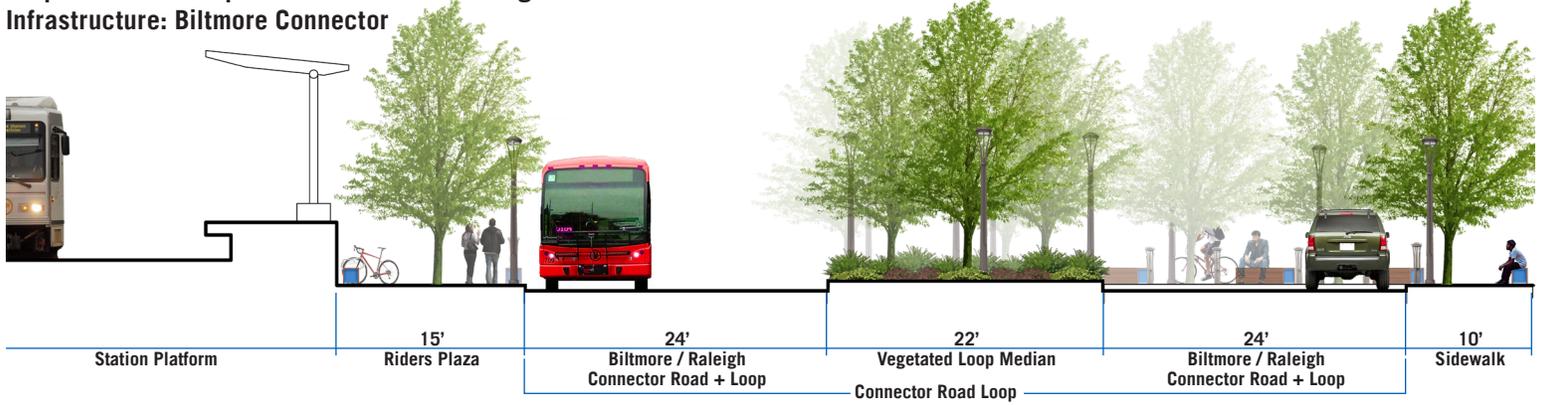
The proposed mixed-use plan includes the following key elements:

- Four distinct buildings that include a mix of housing, first floor retail, and office space. Mid-block entry points to the site are proposed on West Liberty Avenue and Park Boulevard in order to provide a public green space and maximize access to the station. The buildings are envisioned as four- and five-story structures, both fit in with existing building patterns and provide enough density to ensure economic feasibility.
- A parking platform would be tucked underneath the buildings to provide shared parking for uses on and near the site.

## Station Access

Currently, many riders live just beyond walking distance to the station because they must go out of their way to safely cross West Liberty Avenue; a new signal at Biltmore Avenue would remedy that. This signal, along with a new connection between Raleigh Avenue and Biltmore,

## Proposed Streetscape Enhancements and Integrated Green Infrastructure: Biltmore Connector



would create access for passenger drop-offs and enhance Port Authority bus service (operated as needed) to the light rail station. Other proposed improvements include the conversion of the Park Boulevard bus lane to on-street parking and the addition of high-visibility crosswalks at Park, Raleigh, and McFarland Road.

## Station Design

Proposed recommendations to Dormont Junction Station would improve the overall function of the station as well as increase ridership. This conceptual design addresses four major opportunities for design improvement:

1. Pedestrian circulation and entry
2. Outbound platform length and location
3. Covered platforms
4. Station visibility and porosity



# IMPLEMENTATION OVERVIEW

The agency has prepared for TOD by establishing TOD Design Guidelines, organizing and leading the necessary agencies and groups in order to educate and build relationships, informing the public, and by developing plans that are market-ready and well-integrated with necessary infrastructure improvements. Implementation strategies address issues such as funding, inter-agency cooperation, and policy recommendations.

## 1: COLLABORATE

This role encompasses proposed projects and strategies that the Port Authority can influence or implement through strategic partnerships.

- Improved streetscapes along Raleigh Avenue, Biltmore Avenue, West Liberty Avenue, and Park Boulevard
- Enhanced station access via a new connector road between Raleigh Avenue and Biltmore Avenue
- Enhanced crossings at the intersection of Raleigh Avenue and McFarland Road, and Biltmore Avenue and West Liberty Avenue

## 2: DESIGN

This role reflects proposed projects and implementation strategies that are linked to property controlled by the Port Authority.

- Station improvements, including new platform entry points, elongated station canopies, and improved signage
- Improved public spaces outside of station entrances

## 3: DEVELOP

This role addresses proposed TOD projects that the Port Authority can lead.

- TOD at Dormont Junction Station

### Early Catalytic Projects 0-2 years

#### Port Authority Station Improvements

- Continue refinement of station conceptual design, including proposed improvements to the station platform, amenities, signage, and access.
- Coordinate with PAAC transit-oriented communities advisory committee and internal design team.
- Prioritize capital funding for improvements.

#### Ongoing Port Authority TOD Efforts

- Investigate Transit Revitalization Investment District (TRID) for infrastructure improvements associated with TOD.
- Explore methods to incorporate mixed-income housing at the TOD site.

#### Improvements along Raleigh Avenue

- Work with the Borough of Dormont to refine conceptual streetscape plans along Raleigh Avenue, including the incorporation of green infrastructure, where appropriate.
- Work with the Borough of Dormont to secure funding for improvements through capital funding, grants, TRID, etc.

#### TOD at Dormont Junction Station

- Consistent with the Port Authority's Procedures for Competitive Negotiations for Joint Development, issue an RFQ for the site at the station.
- Consider all gap financing techniques, including TRID and Tax Increment Financing (TIF).
- Continue to explore a potential connection between Raleigh Avenue and Biltmore Avenue, and coordinate design with ongoing TOD efforts.

### Medium Term Projects 2-5 years

#### Public Realm Improvements along Park Boulevard

- Work with the TOD developer (as appropriate) and the Borough of Dormont to implement proposed streetscape enhancements along Park Boulevard, including elimination of the contraflow bus lane.

#### Public Realm Improvements along West Liberty Avenue

- Work with the TOD developer (as appropriate), the Borough of Dormont, and PennDOT to implement proposed streetscape enhancements, including safety improvements, along West Liberty Avenue. Introduce a new traffic light and crosswalk at the corner of West Liberty Avenue and Biltmore Avenue, and across Park Boulevard at West Liberty Avenue.

#### Public Realm Improvements at West Liberty Avenue and McFarland Road

- Work with the Borough of Dormont and PennDOT to address safety concerns at the corner of West Liberty Avenue and McFarland Road, including the addition of crosswalks and bump-outs to minimize the time pedestrians are required to spend in the roadway.

#### Wayfinding

- Develop wayfinding signage design guidelines
- Coordinate wayfinding through development