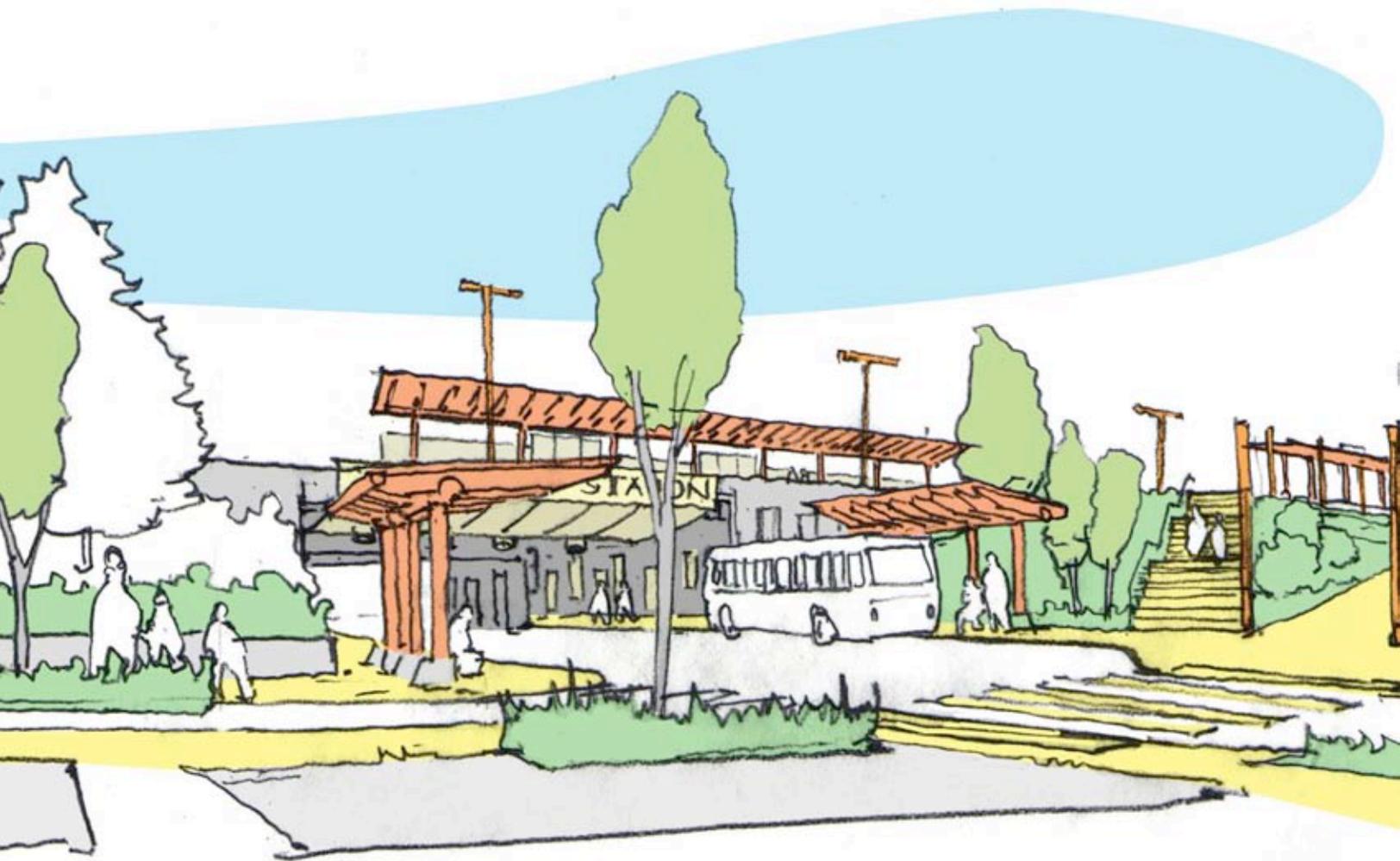


HOMEWOOD STATION TRANSIT ORIENTED DEVELOPMENT STUDY



ura | Urban
Redevelopment
Authority
of Pittsburgh

 **pittsburgh**
city planning

Delta Development Group
Studio for Spatial Practice
Fourth Economy Consulting
Cosmos Technologies
Mongalo-Winston Consulting

ACKNOWLEDGEMENTS

Client

The Urban Redevelopment Authority of Pittsburgh (URA) is the City of Pittsburgh's economic development agency. Our goals are to create jobs, increase the city's tax base, and improve the vitality of businesses, neighborhoods, and the City's livability as a whole.

Incorporated in 1946, the URA was one of the first redevelopment authorities in Pennsylvania. Organized by corporate and civic leaders, the URA undertook the first privately-financed downtown redevelopment project in the United States -- Gateway Center. Since then, the URA has constructed and rehabilitated tens of thousands of homes, reclaimed thousands of acres of contaminated brownfield and riverfront sites, and assisted hundreds of businesses in neighborhoods throughout the City of Pittsburgh.

Today, the URA offers a variety of programs and financing products that range from helping low-income clients achieve homeownership, to reclaiming brownfields for new development, and helping communities reinvent themselves.

The URA's history is a story of projects. It is a story of people. It is a story of partnership and leadership. Most of all, it is a story of building a better Pittsburgh.

Participants

The Urban Redevelopment Authority of Pittsburgh would like to thank local officials and agency partners for supporting the Homewood TOD Study, and all those who participated on the Advisory Committee by dedicating their time and expertise.

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TABLE OF CONTENTS

Acknowledgements	2
Table of Contents	3
Executive Summary	4
Introduction	10
Study Process	14
Current Conditions	18
Public Projects	44
Development Scenarios	64
TRID Feasibility	74
TRID Recommendations	78
Appendix	80

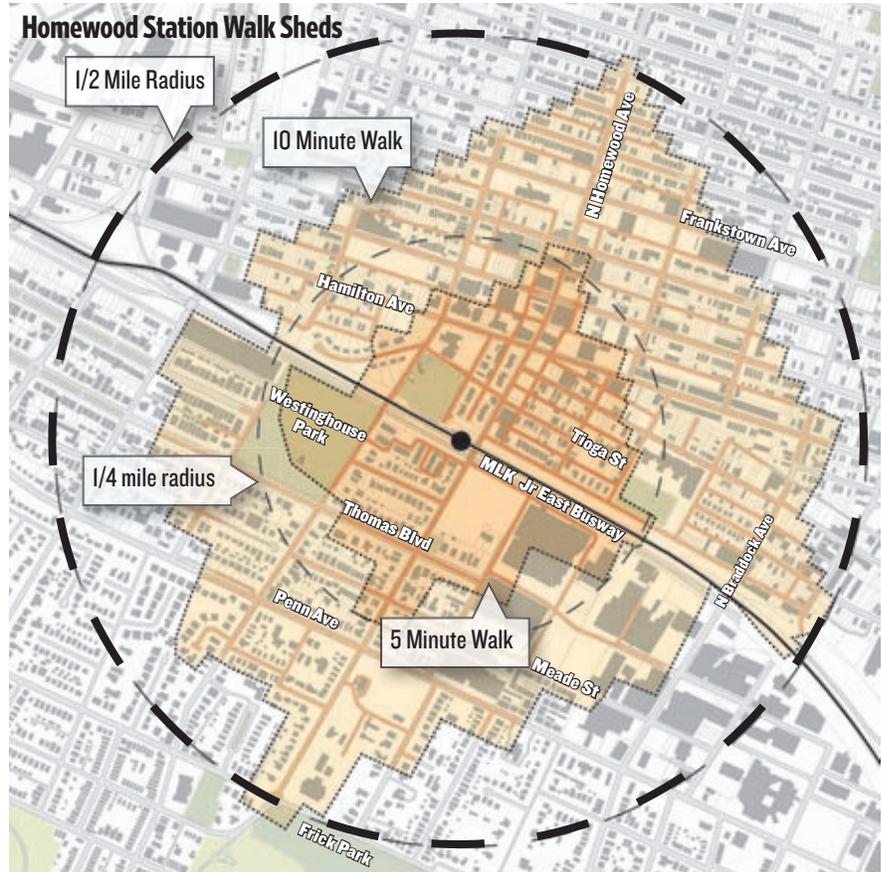


EXECUTIVE SUMMARY

Background

Market-driven development along the Martin Luther King, Jr. East Busway (East Busway) over the past decade, most notably the \$440 million Eastside development at East Liberty Station, has demonstrated the potential that transit holds to revitalize communities. Building from Eastside's momentum, the Urban Redevelopment Authority of Pittsburgh (URA) commissioned a planning study to examine development potential at Homewood Station and the feasibility of using a statewide tool, called the Transit Revitalization Investment District (TRID), to initiate Transit Oriented Development (TOD) in the area around the station. This TOD Study is intended to look specifically at previous planning work and recommendations, current conditions, public input, potential development opportunities and land mixes, public infrastructure to support new development, and a financial strategy, including TRID, to fund improvements at and around Homewood Station. The results of this Study are intended to be used by the URA as a mechanism to revitalize Homewood and eventually other station areas along the East Busway.

TRID was established by Pennsylvania legislation in 2004 as a way to fund public projects within a half-mile radius of a transit station to attract mixed-use, high density TOD. Under the TRID Act, municipalities, authorities or transit agencies can undertake a study to identify transportation infrastructure that needs to be improved to attract development while also encouraging transit riding, walking and biking as principal ways to access new development. Private development potential is speculated, including locations of future development, potential uses (residential, commercial, retail, or institutional), and sizes and densities in order to forecast incremental real estate taxes that could be generated by the new development. Commensurate with potential development sites, a boundary designating a TRID district and identifying the area in which real estate tax increment or value can be captured is established. The TRID boundary, according to guidelines, should not exceed a



1/2-mile radius unless a case can be made for a contiguous expansion of the boundary to capture additional development opportunities. A comprehensive financial plan accompanies the public improvement and development programs that are based primarily on using incremental real estate taxes to borrow additional dollars to fund elements within the TRID.

This process was undertaken by the URA and its Consultant Team to determine whether the establishment of a TRID at Homewood Station would benefit the community and help rejuvenate the station area. The Study's results demonstrate ways to improve Homewood Station area by implementing public infrastructure projects and facilitating development, however, TRID is not the sole mechanism that is needed to accomplish this strategy. Because development potential within the proposed Homewood TRID area is unlikely to be intense or dense enough to generate sufficient real estate tax increment to fund public infrastructure

projects, other grant sources - like the Commonwealth's Multimodal Transportation Fund (MTF), the region's Congestion Mitigation Air Quality (CMAQ) funds, and the County's Gaming and Economic Development Fund (GEDF) - are needed to supplement the TRID's financial plan. Fortunately, according to the Act, municipalities and counties that undertake TRID planning studies receive "priority consideration" for planning and implementation grants, or loan programs that are applicable to TRID implementations.

Top Map of streets surrounding Homewood Station with 1/4-mile (5-minute) and 1/2-mile (10-minute) walk sheds indicated.

Next Page Top: The public process for the study focused on prioritizing the use of TRID funding to develop and advance recommendations for public projects, based on previous planning work; **Next Page Left:** One of the three public meetings held as part of the study; **Next Page Right:** The study built heavily on past and current community planning documents, such as the 2012 *Bridging the Busway* study.

Study Process

The Homewood TRID Study built on a previously-completed plan, called *Bridging the Busway*, which was commissioned by the URA in partnership with community members in the Homewood and Point Breeze North neighborhoods of Pittsburgh. *Bridging the Busway* was a community-driven planning effort that identified a vision for TOD at Homewood Station and opportunities for redevelopment within a half-mile radius. The study focused on four target areas surrounding Homewood Station, including the area immediately adjacent to the station, referred to as the Homewood Avenue TOD Target Area. The projects recommended by *Bridging the Busway* for the TOD Area were assessed for funding and implementation as part of this TOD Study. In other words, the Homewood TOD Study started where *Bridging the Busway* left off.

A 31-member Advisory Committee was convened to inform and direct the Study process and outcome. Members represented a cross-section of interests and agencies including, but not limited to: residents, local businesses, churches, city and state officials, the transit agency, local and regional planning organizations, and nonprofits. The Committee met once a month for the duration of the Study, and was responsible for sharing information with their constituents and bringing input back from community members. Due to concerns about TRID requiring only two public meetings, the Advisory Committee increased the number of public meetings to five and collaborated with concurrent public outreach efforts to get additional public input and build trust with residents and local business owners.

Two agencies – Operation Better Block (OBB) and Pittsburgh Community Reinvestment Group (PCRG) – were conducting simultaneous community engagement efforts in Homewood: *Homewood Cluster Planning* and the *Better Busway Project*, respectively. Working collaboratively, representatives from the URA, OBB and PCRG devised an approach to utilize feedback from OBB's block-by-block outreach and PCRG's door-to-door contact to inform the TOD Study. OBB's efforts resulted in a set of principles to guide development in Homewood and PCRG's work produced policy recommendations for equitable, comprehensive develop-



ment at all station areas along the East Busway. These guidelines were recognized as the framework for ensuring that development at Homewood Station occurs within the context of criteria set by the community.

The five public outreach sessions conducted as part of the Homewood TOD Study included two preliminary meetings, with Homewood and Point Breeze North community members respectively, and three general public meetings. The preliminary meetings were intended to educate community members about TRID, its benefits, and the Study's scope and timeline, and encourage public participation at upcoming meetings. Public meetings had explicit agendas: Meeting 1) kicking off the TOD Study and identifying the public's priorities; Meeting 2) reporting on progress and addressing concerns; and Meeting 3) presenting results and obtaining feedback. The public meetings resulted in a list of prioritized projects for improving Homewood Station, ac-



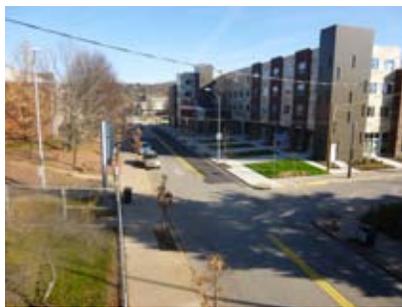
cessing the Station and community, and enhancing development opportunities.

Current Conditions

An important part of this and every TOD Study is understanding land use, transportation and utility conditions in the district around the transit station. This approach provides a baseline understanding of existing conditions and acknowledges the extent of upgrades that need to be made to jump-start development. Conditions are determined mainly through site visits and research. Historically, Homewood and Point Breeze North were vibrant neighborhoods with rail, busway and roadway infrastructure, and a broad range of land uses including retail, offices and business districts; residential; institutions, and light industrial areas. Although the local population has decreased and conditions have deteriorated over the years, a strong framework of infrastructure upon which to spur development still exists today.

Over the last 50 years, the area around Homewood Station has lost population and building stock; in fact, many of the lots and buildings are vacant and/or under public ownership. Still, the area exhibits a wide range of uses. Industrial uses are located mostly near the East Busway, a corridor that is shared with the Norfolk Southern railroad. Buildings previously used for warehousing and manufacturing have been adapted over the past decade for commercial uses such as the businesses operated by Construction Junction and East End Food Coop. Westinghouse Park, located just south of the Busway, provides open space for passive recreation, while Stargell Field, north of the Busway, has a public swimming pool and actively-used baseball fields. The Lang Street pedestrian bridge crosses above the Busway and railroad, connecting the two parks as well as the Homewood and Point Breeze North neighborhoods. North of Homewood Station are the once-thriving business districts of Homewood and Franktown Avenues. Historically, these districts were retail-oriented but today only a few clusters of businesses remain. Both Homewood and Point Breeze North have residential areas consisting primarily of large, detached single-family houses, however Homewood also has townhouses and small apartment complexes scattered throughout the neighborhood. Development interest and activity in and around the station area has recently grown, with several new projects recently completed or underway, including: “Homewood Station,” a new, mixed-use Senior Apartment building located across the street from Homewood Station; residential development around Faison School; and the Wheel Mill and new Animal Rescue League facility sited in the western part of Homewood.

Homewood and Point Breeze North have some of the best transit service in Allegheny County. The 9.1-mile East Busway, an exclusive buses-only fixed guideway, runs through the community and has a station in Homewood, adjacent to Point Breeze North. Fourteen bus routes use the East Busway, providing direct connections from Homewood to downtown, Oakland, East Liberty, Wilkensburg and the eastern suburbs, including Monroeville. Four on-street bus routes traverse the communities as well, providing service on neighborhood streets, including Penn, Homewood, Hamilton and Franktown Avenues,



and connecting to Bloomfield, the Strip District, Squirrel Hill and Penn Hills. Altogether, bus service through the TOD Study area operates seven days a week (about every five minutes during weekday rush hours) and carries more than 25,000 people through the Study area each weekday.

Homewood Station, as well as the East Busway, is situated above Homewood Avenue along Norfolk Southern’s railroad corridor. The station itself features shelters for passenger waiting on both sides of the Busway and provides space for 60-foot articulated buses to pull over at the station areas. The shelter at the outbound station exceeds the inbound station’s shelter in size (about 3 times longer), which seems unusual due to that fact that more passengers wait at the inbound station. Homewood Station is accessed from Homewood Avenue by a narrow set of concrete stairs or by a 323-foot long handicapped ramp with several switchbacks connecting the station to the street. Customers

accessing the station from Point Breeze North, along Homewood Avenue, must walk through an unlighted railroad underpass to get to the stairs and ramp. More than 1,100 people use Homewood Station on weekdays.

The street grid in the Study area is oriented towards the business districts along Homewood and Franktown Avenues. The streets are generally two lanes and bi-directional, with parking on one and sometimes both sides of

Top An aerial photograph of Homewood Station and the surrounding neighborhoods illustrates the diversity of land uses around the station, including expanses of both vacant land and surface parking.

Above Left Recent transit oriented development adjacent to the station, on N. Homewood Avenue, has included both higher-density senior housing, with ground floor retail, as well as new, single-family houses.

Above Right Revitalizing and improving the N. Homewood Avenue business district has been identified as a priority during recent planning discussions.

the street. Interspersed throughout the Study area are surface parking lots, which are scarcely utilized. Sidewalks, curb cuts and intersection signals are prevalent in the Study area but conditions are wearing and in need of repair or modernization. Penn Avenue and Frankstown Avenue serve as connectors for commuters traveling between the eastern suburbs and downtown and Oakland, trying to avoid traffic on the Parkway East and other major arterials. As a result, the Study area is busy with traffic including more than 75,000 vehicles moving through Homewood and Point Breeze North during weekdays.

Bicycle activity is noticeable in and around Homewood and Point Breeze North. Bicyclists were observed riding along several streets in the Study area and boarding a Port Authority bus on Frankstown Avenue at Homewood Avenue. Bike lanes are designated with formal sharrows along Homewood Avenue, Penn Avenue and Thomas Boulevard, and renegade (not designated by the City) sharrows on Hamilton Avenue. With the amount of bike activity, as well as bike racks on all Port Authority buses, it was surprising that Homewood Station lacked bike amenities, most notably racks. On several occasions during site visits, a bicycle was seen chained to a fence along the handicapped ramp at Homewood Station.

Because Homewood and Point Breeze North had more population and development density 50 years ago, utilities are present and likely have adequate capacity to handle any new development. Observations were made on water, natural gas, electric and sanitary/storm-water systems, which likely date to the 1900s to 1960s. The age of the systems might pose a challenge, as well as ensuring that systems, such as the separation of storm and sanitary sewers, are modernized to function more efficiently. Otherwise, there do not appear to be any utility-related issues that would inhibit development or warrant major concern.

The infrastructure at Homewood Station is maintained by Port Authority, which owns the Busway, Homewood Station and associated right-of-way along the northern edge of the Busway on Finance Street. The Busway and station were originally built in 1983 and have undergone several repairs over the last 30 years, including new paving and shelters. According to Port Authority of-

icials, the agency spends about \$30,000 annually on station area maintenance including cleaning shelters, sweeping, cutting grass and landscaping. However, the right-of-way along the Busway parallel to Finance Street is strewn with debris and overgrown with weeds, and sidewalks are worn, deteriorated or missing entirely.

Public Projects

In previous planning studies conducted in Homewood and Point Breeze North, the public identified projects that are important to improving neighborhood conditions. Most projects focused on addressing poor conditions around Homewood Station, relative to safety, access and connections to the surrounding neighborhood. The projects consist of infrastructure improvements, such as station renovations, sidewalk repairs, streetscape implementations, and intersection upgrades, that would not only improve the surroundings but could also

help attract private development interest and investment.

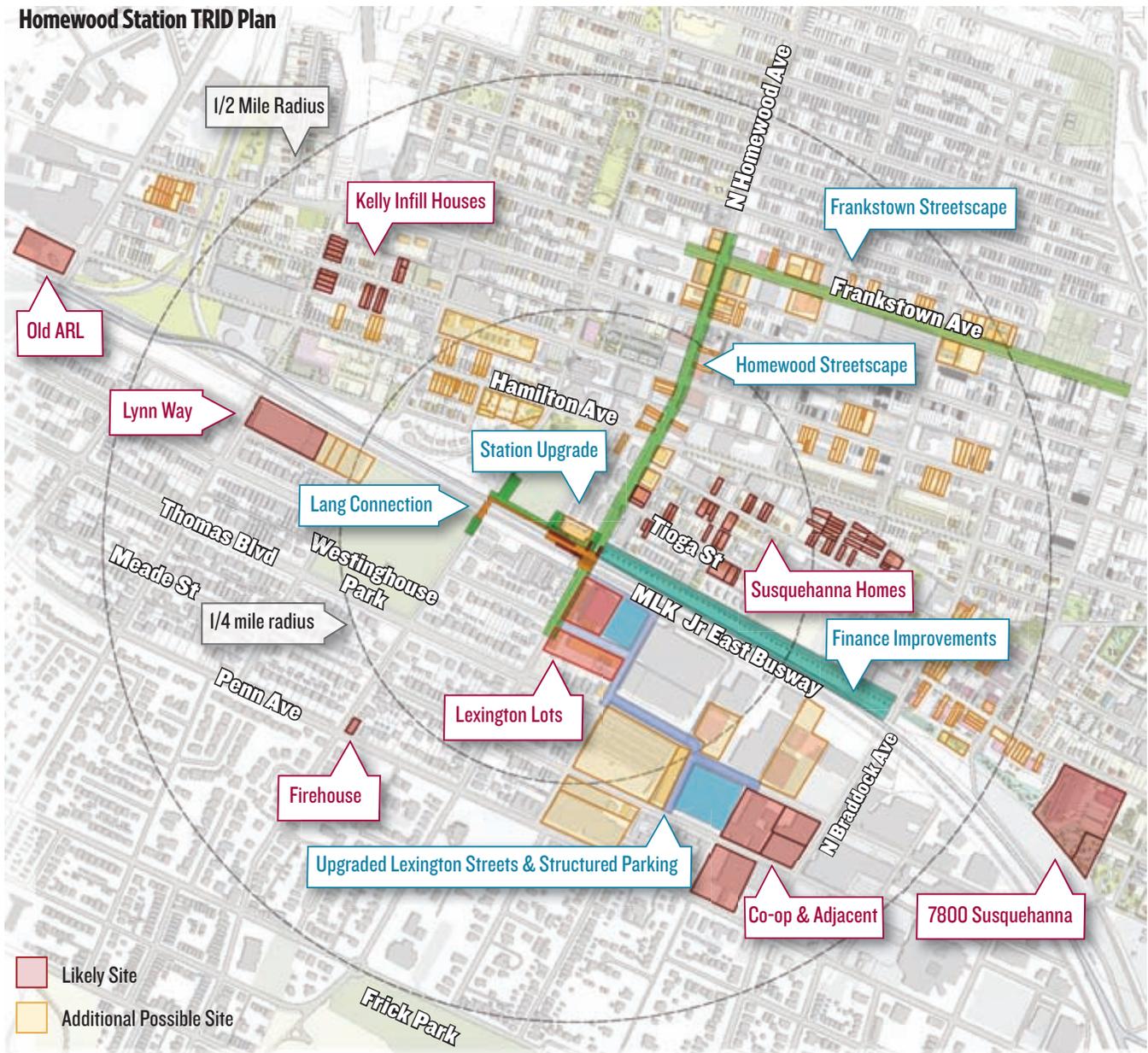
During the first public meeting held in Homewood, participants discussed previous planning recommendations and focused on how TRID could help to advance those projects. Then, as part of a breakout session, participants were presented with examples of public projects from previous studies and asked to rank the projects relative to community needs and their potential to help facilitate development. Eight general recommendations were prioritized as follows:

1. Improve Homewood Busway and its' surroundings
2. Help bring new businesses to Homewood
3. Add better lighting, trees and furniture to streets
4. Improve pedestrian routes to nearby schools
5. Help build new housing

Table EX-1: Recommended Public Projects

Phase One (Likely Scenario)	Cost Estimate
Transit Station	
Homewood Station upgrades - phase one	\$3,080,000
Pedestrian Connections	
N. Lang Pedestrian Connection & Bridge	\$2,310,000
Streetscape	
Homewood Avenue	\$2,240,482
Finance Street	\$1,644,947
Phase One Cost Estimate	\$9,275,456
Phase Two (Enhanced Scenario)	Cost Estimate
Transit Station	
Homewood Station upgrades - phase two	\$2,420,000
Streetscape	
Frankstown Avenue	\$1,163,775
Roadway Improvements	
Lexington Technology Park - New Street	\$3,087,396
Lexington Technology Park - Existing Street Upgrade	\$557,901
Parking	
Parking Garage(s)	\$31,916,775
Phase Two Cost Estimate	\$39,145,847
Total TRID Public Project Costs	\$48,421,303

Homewood Station TRID Plan



6. Improve, expand and maintain nearby parks
7. Help address flooding issues
8. Improve bicycle routes and parking in the neighborhood

Specific infrastructure projects were then developed, based on achieving the public’s priorities and maximizing the potential for leveraging private development. Projects and costs are detailed in Table EX-1.

Development Scenarios

Development potential at and around Homewood Station was assessed by first determining a boundary, not to exceed a

half-mile radius, that includes specific, develop-able properties, and then reviewing past planning recommendations and assessing current development activity. Based on this process, two potential scenarios were identified for further study: development that is “likely” to occur; and development that could occur but is dependent on “enhanced” conditions around the station. The scenarios are shown above and in Table EX-2.

The Likely Development Scenario was informed by existing development plans, interviews with developers and discussions between the consultants, developers and the advisory committee. Likely developments have demonstrat-

ed significant commitment and steps towards implementation.

A more speculative, or Enhanced Development Scenario, combines the Likely Development with a set of possible sites that are either less certain to occur or contingent on “enhanced” future conditions around the station. Enhanced Developments are a

Top Map of Homewood Station TRID recommendations. Proposed Public Projects (labeled in blue) include station improvements, enhanced pedestrian connections, business district streetscape improvements, and infrastructure upgrades for Lexington Technology Park. The Likely Development Scenario (labeled in red) is shown by sites illustrated in pink. Additional development sites included in the Enhanced Development Scenario are illustrated in yellow.

Table EX-2: Lot Area (square feet) by Post Development Land Use

	Commercial	Industrial	Other	Residential	Grand Total
Likely Development Scenario	338,603	140,346	-	454,536	933,485
Enhanced Development Scenario	588,813	574,888	6,000	265,412	1,435,113
Total	927,416	715,234	6,000	719,948	2,368,598

combination of publicly-owned land recommended for development by past planning, and private projects in the planning stage that have not yet demonstrated significant commitment and/or steps towards development.

These development scenarios were then benchmarked against an independent market analysis conducted to explore the demand for different types of uses and estimate the potential post-development market value. The market analysis therefore verifies the feasibility and potential return on investment from the development scenarios.

TRID Feasibility

The crux of the Homewood TOD Study was determining whether implementing a TRID at Homewood Station is a viable option for financing public infrastructure projects and jump-starting development. The first step in determining feasibility was conducting a Market Analysis to confirm the Likely and Enhanced Development Scenarios, and assess demand for different land uses at and around Homewood Station. Current retail, residential, office and institutional market factors were identified and then future development was forecasted and

analyzed to determine potential uses and sizes. The table above summarizes Likely and Enhanced post-development land uses by lot area square footage.

Based on the resultant land uses and sizes forecasted from the Market Analysis, preliminary projections were made to determine the incremental real estate taxes that would be generated from Likely and Enhanced Development Scenarios. It was estimated that the Likely Development Scenario could generate approximately \$220,000 in additional real estate taxes per year from probable development around the station. The potential real estate tax increment from the Enhanced Development Scenario, according to projections, could add another \$316,000 each year. Should both the Likely and Enhanced Scenarios occur, incremental real estate taxes generated from development within the TRID could approach \$537,000 a year. However, factors such as the implementation of tax abatement programs, and debt service and administrative costs could reduce the annual increment generated from the TRID. After considering these offsets, it was estimated that the TRID could potentially generate revenue sufficient to borrow about \$2 million from the Likely Scenario and \$2.8 mil-

lion from the Enhanced Scenario, and together approximately \$4.8 million

The TRID's feasibility analysis shows that proceeds from Homewood TRID alone (\$4.9 million) are not sufficient to leverage the total funds (\$48.42 million) for the public infrastructure projects that are needed to facilitate development. However, an approach to accomplishing the public project list by phases could be undertaken with an evaluation of how to best phase completion of the projects. That way, in addition to TRID proceeds, supplemental funding sources that match each public project could be identified and applied for. Possible supplemental programs at the federal, state and local levels that could fund the infrastructure projects include: Transportation Investment Generating Economic Recovery (TIGER), Multimodal Transportation Funds (MTF), Redevelopment Assistance Capital Program (RACP), Transportation Infrastructure Investment Fund (TIIF), Congestion Mitigation Air Quality (CMAQ), Community Infrastructure & Tourism Fund (CITF), Gaming Economic Development Fund (GEDF), and Community Development Block Grant (CDBG).

Conclusions

Even though TRID proceeds aren't sufficient to achieve the overall plan for improving the Homewood Station area, advancing the TRID and the strategies identified in this Study can help to position Homewood as a priority community for public investments. As a result, the following high-level approach for Homewood TRID is recommended.

- Set-up a TRID Boundary that Maximizes Value Capture
- Monitor Development Progress in the District
- Establish a Two-Phased Approach to Completing Priority Public Projects
- If Acceptable, Establish Homewood's TRID
- Undertake the Priority Public Projects Regardless of TRID Implementation
- Adopt Guiding Principles Established by Homewood's Stakeholders
- Provide Ongoing Support to Local Businesses and Entrepreneurs

Enhanced Scenario:

Likely + Possible Development & Expanded Public Improvements

TRID Expanded Public Improvements	
Station Improvements (complete)	\$5.50 Million
Lang Pedestrian Connection	\$2.31 Million
Homewood Streetscape	\$2.24 Million
Finance Streetscape	\$1.64 Million
Frankstown Streetscape	\$1.16 Million
Lexington Street Upgrades	\$3.65 Million
Shared Parking Facilities	\$31.92 Million
Total	\$48.42 Million

Possible Additional Sources

Federal - TIGER, EDA	
State - Multimodal, RACP, TIIF	
Region - CMAQ	
County - CITF, GEDF, CDBG	
Local - Capital budgets, Foundations	
Total	\$43.52 Million

TRID Fund

Tax Increment from Expected Development:	
\$536,900 / Year x 20 Years	
Total	\$4.90 Million

INTRODUCTION

What is Transit Oriented Development?

Transit Oriented Development (TOD) is a development type that deliberately locates convenient retail, services and housing right at transit stations and invests in neighborhoods close to transit. TOD balances different modes of transportation and prioritizes pedestrians and bicycles around the station. It is typically defined by a 1/2 mile walk from the station.

Transit oriented development provides a synergy between economic, land use, transportation, environmental, housing and social equity goals. By facilitating public transit use, this development type can reduce dependence on fossil fuels, lower residents' transportation costs, ease congestion, improve safety, promote walking/health and improve environmental quality. It can also be a catalyst for neighborhood revitalization through new investment as residents are better connected to jobs, commercial activity and services.

Local Benefits:

- Revitalization – especially vacant or underutilized parcels
- Access to goods, services and employment
- Reduced transportation costs – 2nd largest household expense (households in the study area are spending 17-25% of their income on transportation)
- Additional housing options
- Public safety for pedestrians and bicyclists
- Increased customer base and improved access to labor markets

Regional Benefits:

- Reduces burden on infrastructure
- Reduces air pollution, greenhouse gases and energy consumption
- Reduces traffic congestion
- Reduces sprawl
- Improves access to employment centers

- Increased transit system operational efficiency

Seven Guiding TOD Principles

The following is a list of seven key principles for TOD mostly generated by the Center For Transit Oriented Development, but also drawing on other sources and recommendations for TOD best practices.

1. Maximize location efficiency

TOD is based on the conscious placement of homes, jobs, civic uses, shopping, entertainment, parks and other amenities close to transit stations to promote multimodal travel options. Uses should be balanced relative to the station type and density of the surrounding community. Compact land use around the station creates opportunities for as many people as possible to live, work and shop within walking or biking distance of the station.

2. Build a mix of housing choices and complementary uses

TOD should expand housing choices and opportunities encouraging and allowing more people to ride transit. New housing should accommodate a variety of household types at a range of price points including long term strategies for including and maintaining affordable housing options. Complementary public uses, jobs, retail and services should be located in close proximity.

3. Create walkable places for people.

TOD should create beautiful pedestrian friendly places that integrate transit and mixed-use development into their surrounding context. New buildings, transit design and infrastructure improvements should be organized in ways that reinforce one another in the creation of a place where people's daily needs can be met using transit and on foot. High quality public spaces, safe and active streetscapes, small navigable blocks, public art, high quality architecture and the innovative use of landscape elements are all key elements of a successful public realm.

4. Maximize station connectivity and visibility.

The station should be a key node in the public realm and pedestrian network, with maximum accessibility and visibility from the major street network and surrounding neighborhood. Station entries should connect to active pedestrian spaces which encourage gathering. Pedestrian connections to feeder transit routes should be visible and well-integrated into the public space network.

5. Design streets for all users.

Streets should be designed to safely accommodate all users including, pedestrians, bicycles, cars and buses. In close proximity to transit, priority should be given to accommodating non-automotive modes when conflicts arise.

6. Manage parking effectively.

Parking supply and location should reinforce TOD goals while balancing market demands. Parking should be shared to the degree possible, and park-and-ride provision should be appropriate to the station typology, generally decreasing as land use intensity increases. A parking strategy should also include bicycle parking, car pooling priority, and ideally bicycle and car sharing services.

7. Capture the value of transit

TOD should capitalize on the value of transit. Value capture strategies can include fiscal policies such as property and sales taxes, real-estate lease and sales revenues, farebox revenues and fees on everything from parking to business licenses. Policies can also include non-fiscal strategies, including inclusionary zoning, where the value of transit access can induce a market-rate development to include affordable units, or "in kind" public improvements such as parks or plazas that are conditions of development. In the case of a TRID, value capture can be a means to fund necessary infrastructure improvements and maintenance, encourage higher quality development and ensure community benefits such as affordable housing, small business opportunities and job creation.

TOD Example: Paseo Verde

Paseo Verde is a mixed-use and mixed-income development in Philadelphia near Temple University. It contains a mixed of housing and retail adjacent to the SEPTA Regional Rail Temple University Train Station.

Program: 120, one and two-bedroom apartments, 30,000 sq. ft. of community program and retail space

Developer: Jonathan Rose Companies and Asociación Puertorriqueños en Marcha

Architect: Wallace Roberts & Todd

Total Project Size / Budget:
206,000 sq. ft. / \$47.3 million

More Information & Photo Source:
www.paseoverdeapts.com/



What is TRID?

A Transit Revitalization Investment District (TRID) is a state created tool by Pennsylvania legislation in 2004, as a way to fund public projects that facilitate TOD. Under the TRID act, municipalities, authorities or transit agencies must undertake a study to determine transportation infrastructure that needs to be improved within a half-mile radius of a transit facility to attract development while also encouraging riding transit, walking and biking as the principal way to access new development. Private development potential is then speculated including location of future development, potential uses (residential, commercial, retail, or institutional), and size and density in order to forecast additional or incremental real estate taxes that could be generated by the new development. Commensurate with potential and parcel availability, a boundary designating the district and identifying the area in which real estate tax increment or value can be captured is then established. The boundary, according to TRID guidelines, should not exceed ½-mile radius around a transit

facility unless a case can be made that development opportunity and additional value can be captured by expanding contiguously beyond the ½-mile. A comprehensive financial plan accompanies the public improvements and development program that is based primarily on using incremental real estate taxes to borrow additional dollars to fund the TRID and its elements.

TRID is a program that allows improvements at and around transit facilities to be paid for by the development that occurs within a half-mile radius of the facility. TRID is based on the concept that the activity happening at a transit facility – like a Busway station – can help to facilitate development and revitalize communities. Before any community can implement a TRID, the area around the transit facility must be studied to determine whether a TRID is feasible.

Development Example:



Above: The recently constructed Home-wood Station senior building was built on a publicly-owned piece of vacant land. If the project were part of a TRID district, a portion of the difference in taxes, \$95,000, could be used to borrow nearly \$1 million to make “public improvements” within the station district.

How TRID works

- A study is undertaken to determine the conditions of the transit facility and other public elements like sidewalks, intersections, and utilities, and the availability of parcels for development.
- Outreach is conducted to identify the community's ideas and priorities for improving the area around the transit facility.
- Likely developable parcels are identified along with the type and size of development that might occur on those parcels, i.e. residential, retail, commercial, institutional, or other.
- The list of community-driven projects is prioritized and estimates are made as to the cost of each project.

Below: A TRID captures newly created real estate tax value from specified development around the station and applies it to priority public improvements, like station renovations or streetscape improvements.

- Forecasts are made to determine the value of future development as well as the annual real estate taxes that might be produced as a result of that development.
- Based on the location of potential development parcels, a boundary is drawn around the station area (not to exceed one-half mile) in order to capture the real estate taxes from any new development.
- Those new real estate taxes can be used to borrow other funds to pay for the list of projects identified by the community. This is the main purpose of TRID.
- Feasibility of the TRID is then determined by comparing the cost of the public projects to the amount of money that can be borrowed to pay for those projects.
- The result is a comprehensive report that identifies current conditions, priority projects, potential development scenarios, financial forecasts, and a plan to fund the projects in the TRID.

TOD on the East Busway

In recent years, the City of Pittsburgh has experienced an influx of projects intended to leverage Port Authority of Allegheny County's (PAAC) assets for TOD, which consists of a mix of land-uses designed to maximize transit and pedestrian access and minimize single occupancy vehicle (SOV) use. Many of those TOD projects - both construction and planning - are occurring along PAAC's Martin Luther King, Jr. East Busway in Pittsburgh's east end. Between the opening of the East Busway in 1983 and 2008, over \$800 million worth of development has occurred. The most accomplished is Eastside, a \$400+ million commercial and residential development constructed around East Liberty Station, which will be finished in summer 2015.

Homewood Station TOD Study Area

This study focuses on the potential for TOD in two communities situated on opposite sides of the East Busway at Homewood Station. Based on the success of TOD projects at other stations on the Busway and as a means to advance

Real Estate Taxes from Assigned Development Projects



TRID Fund

(20 Year period)



75%*

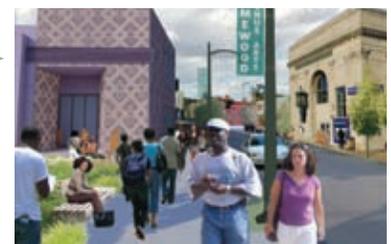
25%*

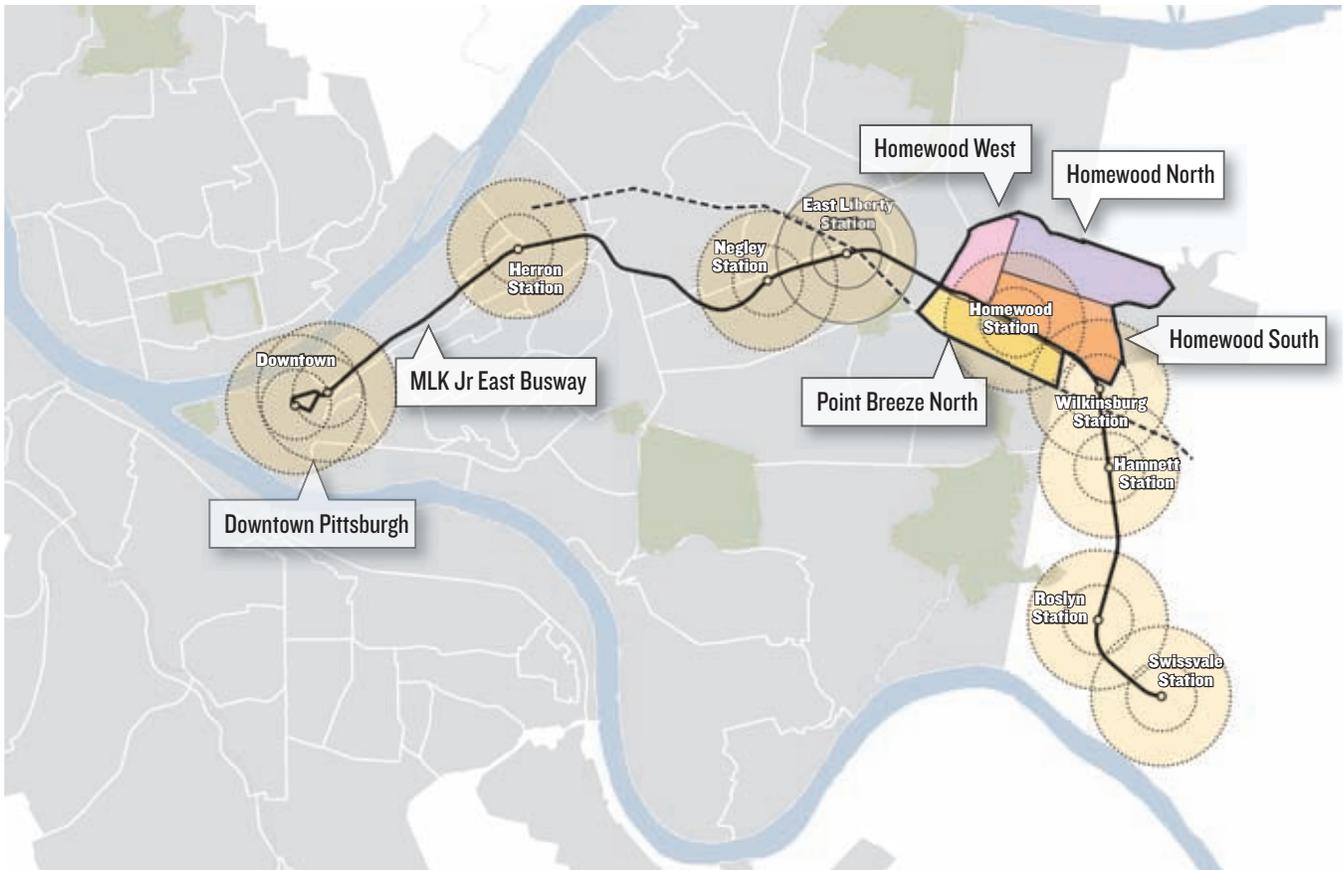


City, Schools & County

* Numbers for illustration only - actual percentages are determined during the creation of district legislation

Priority Public Improvements

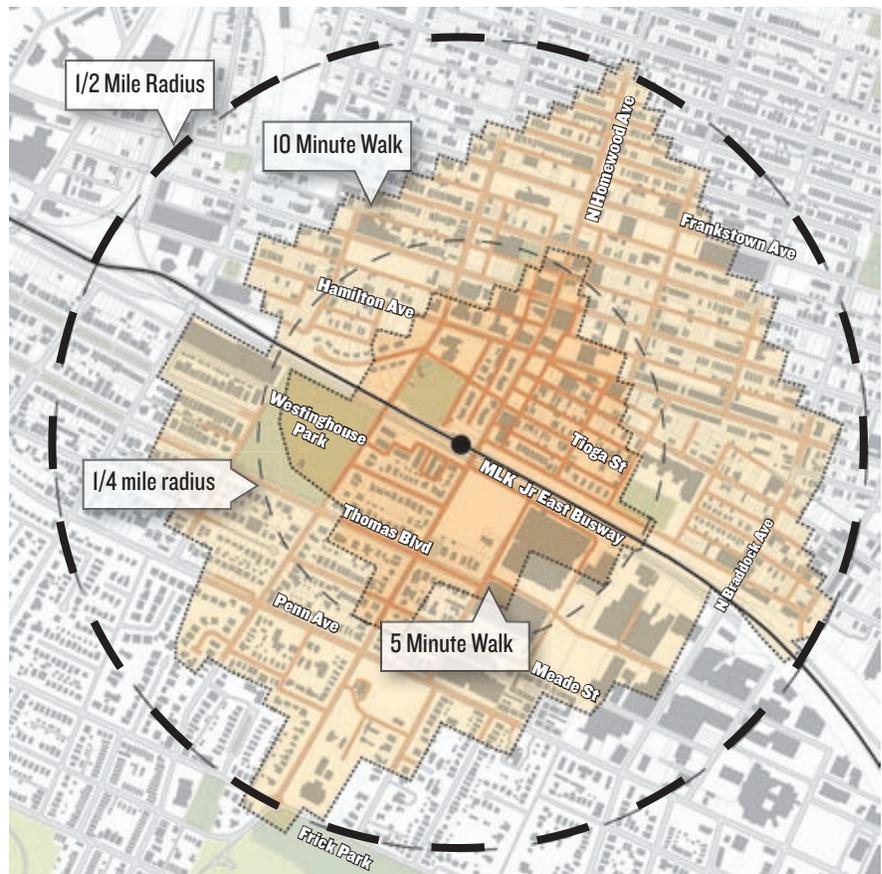




previous planning for the area, the Urban Redevelopment Authority of Pittsburgh (URA) initiated a TRID Study for the area around Homewood Station to explore TRID as a possible tool to advance neighborhood revitalization efforts.

The project is intended to build on past plans that recommend TOD as the preferred a strategy to improve local economies and revitalize communities located along the East Busway. In considering TRID for Homewood and Point Breeze North this study builds a wealth of previous planning work including the TOD Typology Strategy for Allegheny County, Bridging the Busway, Homewood Cluster Planning and Better Busway Phase I Study.

The map to the right shows the study area of the project defined by a half mile radius around the station platforms, with an emphasis on the area with in a quarter mile radius. A further emphasis is placed on the actual 5 and 10 minute walksheds around the station based on a network analysis of half and quarter mile long paths from the station.



STUDY PROCESS

Study Team

For the project the URA hired a team led by Delta Development Group and Studio for Spatial Practice. The team also included Fourth Economy Consulting, Cosmos Technologies, and Mongalo-Winston Consulting. The team brought together expertise in transportation planning and TRID policy, urban design, architecture and civil engineering, market analysis and development finance, and community engagement and outreach.

Advisory Committee

The first step of the Homewood study process was the assembly of the Advisory Committee consisting of major community stakeholders, organizations, and public agencies. The Advisory Committee's role was to provide advice on the direction of the Study, ensure the interests of their constituents, and distribute information about the study. Their role can be summarized as follows:

- Represent the various organizations and residents in the neighborhood
- Communicate the desires, concerns and questions from the community to the consultant team
- Advise the community as potential projects are identified
- Advise the consultant team so that recommendations reflect the vision of the community
- Attend public meetings

Public Engagement

The public engagement component of the Homewood Station TOD study was intended to inform the community about the study and garner input. Outreach and engagement efforts on this project were focused on the following:

- Informing Point Breeze North and Homewood residents and business owners about the context and purpose of the study

Participants & Planning Team



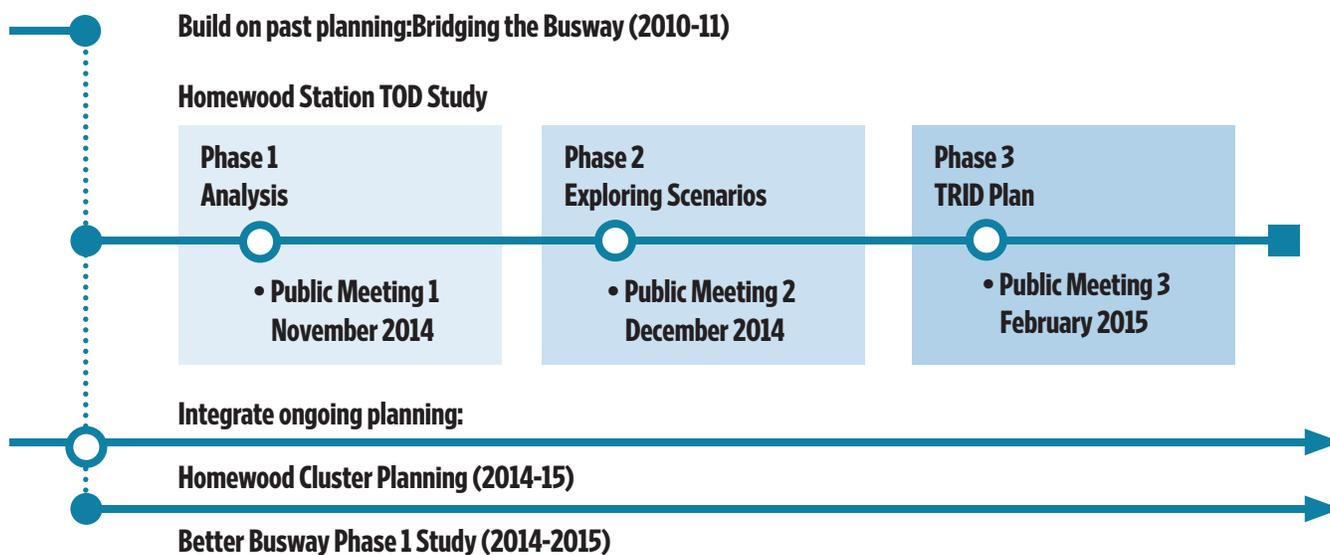
- Explain what TRID is and how it could be a tool to implement station and other improvements to help the community
 - Understand the immediate concerns of residents and stakeholders as it relates to Homewood Station and development efforts
 - Begin a dialogue between both neighborhoods about priority projects
 - Understand public opinion around the implementation of a TRID
 - Understand prior planning efforts and fold them into a discussion about the station and the TRID area
1. Point Breeze North Mtg. 10.6.14
 2. (3) large community meetings (one in each phase)
 3. Flyers and notices at neighborhoods institutions and gathering places:
Homewood Business District, Make Your Mark, Library, YMCA, CCAC
 4. Email and Online Communication through the Advisory Committee:
East End Co-op, Construction Junction, Operation Better Block, Pittsburgh Community Reinvestment Group, Homewood Nation, Point Breeze North Development Corporation
 5. Working with local leaders and public officials

Outreach Plan

The outreach plan for this study was anchored by the Advisory Committee, a series of public meetings, and grass roots conversations around specific project elements. The engagement efforts included the following:

1. Advisory Committee (monthly)
2. Public Meetings (5)
 - Cluster Planning: Business District Final Meeting 9.25.14

Study Process & Timeline



Coordinated Planning Efforts

Early on in the process it became clear that there were other planning efforts that had already laid the groundwork for discussions around Homewood Station. From 2010 through 2012 the URA sponsored a TOD study for the Homewood Station called Bridging the Busway Study. Many of the physical planning recommendations from Bridging the Busway formed a design basis for the Homewood Station TOD Study.

In addition the Homewood Station TOD Study was coordinated with two current ongoing planning efforts, the Cluster Planning process led by Operation Better Block (OBB) and the Better Busway Phase I Study led by Pittsburgh Community Reinvestment Group (PCRG.)

It was agreed that all three current planning processes were all an important part of advancing TOD and, that to the extent possible, there should be coordination between them.

The distinction between these various studies was summarized to the Advisory Committee as follows:

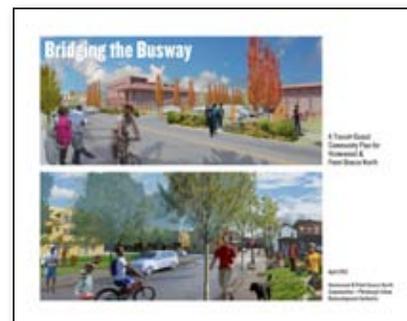
1. Homewood Cluster Planning: A visioning plan facilitated by OBB, and led by residents, for all of

Homewood including the business district.

2. Better Busway Phase 1 Study: A 3-phase study PCRG-led process to reimagine the entire Busway corridor and empower Busway communities with policies and tools to create equitable transit-oriented development. Phase 1, among other things, built on OBB's Cluster Planning, and its own outreach, to create Guiding Principles for Responsible Development.
3. Homewood Station TOD Study: A study to identify key public improvements to support the implementation of TOD around Homewood Station, and assess the viability of TRID as a financing tool.

These three projects ran in tandem from Fall 2014 to early 2015, and reinforced the need for clear communication. In order to explain the distinction between the various projects and public outreach efforts, a goal statement to guide the Homewood Station TOD Study was established:

Goal: To improve Homewood Station by identifying a list of priority public improvements that will enhance access, multimodal connections and safety, and encourage adjacent TOD.



Top: The Bridging the Busway study contained recommendations for using transit oriented development as tool for revitalizing Homewood

Bottom: The ongoing Cluster Planning process for Homewood is updating plans for Homewood by creating a detailed resident driven land use vision one piece of the neighborhood at a time

Public Meetings

1. Public Meeting #1: Nov. 13, 2014

Objectives: To inform the public about TRID, how it can be used to help the neighborhood, begin to examine potential priority projects around the Station, discuss how these projects can begin to facilitate other improvements in the area.

Results:

- There was a clear concern about the purpose of the study, any hidden development objectives, and a desire for transparency throughout the process
- Participants noted the poor conditions around the Station, including safety, access, pedestrian pathways
- Questions were raised about how this Study can really help Homewood, and why people should participate?



2. Public Meeting #2: Dec. 9, 2014

Objectives: To present results of the first meeting, prioritize infrastructure projects, provide additional explanation about what a TRID is, and how it can be used to help the community. More detail was provided about how to establish a TRID and the variables to consider.

Results:

- Participants began to be more vocal about priority projects
- A panel of public officials facilitated a discussion to acknowledge the fact that there were broader policy issues to discuss along with infrastructure and development projects
- There was a general sense that there were a series of improvements the community would like to see, and discussion began about how to fund them

3. Public Meeting #3: Feb. 24, 2015

Objectives: To report on the first two meetings, present the public's priority projects list and show conceptual designs for them, present potential funding streams and the viability of pursuing a TRID.

Results:

- Participants heard a more comprehensive analysis of various development scenarios
- Based on those scenarios, a financial analysis was presented to explore the viability of TRID
- Next steps were outlined
- Residents expressed desire to stay informed in process of applying for a TRID, expressed interest in remaining a part of the decision making process

Top: A dot preference exercise was used to gauge preference for possible public improvements during the first public meeting, an advisory committee meeting and a Point Breeze North organization meeting.



Above: public meetings

CURRENT CONDITIONS

Land Use

Homewood Station sits on the edge of two urban mixed use neighborhoods, Homewood to the north and Point Breeze North to the south. A broad range of uses including housing, retail, institutional, office, light industrial and parks space can all be found within a quarter mile of the station platforms.

Historically the East Busway was half of the Pennsylvania Railroad mainline between Pittsburgh and Philadelphia. In large part the diversity of land uses around the station is attributable to the presence of the railroad and a historic commuter rail station in the general vicinity of the current busway station. Industrial uses tended to cluster immediately adjacent to rail corridor to both the north and south of the tracks, where land uses quickly transitioned into primarily residential neighborhoods.

Homewood is the more mixed use of the two communities. Over the last fifty years Homewood has experienced a significant loss of population and subsequent loss of building stock. Today the community has hundreds of vacant lots and significant number of vacant buildings.

Historically Homewood had a number of retail oriented streets, with the primary corridors being N. Homewood Avenue, Frankstown Avenue and Brushton Avenue. Today the largest clusters of remaining business are on N. Homewood and Frankstown Avenues. The center of

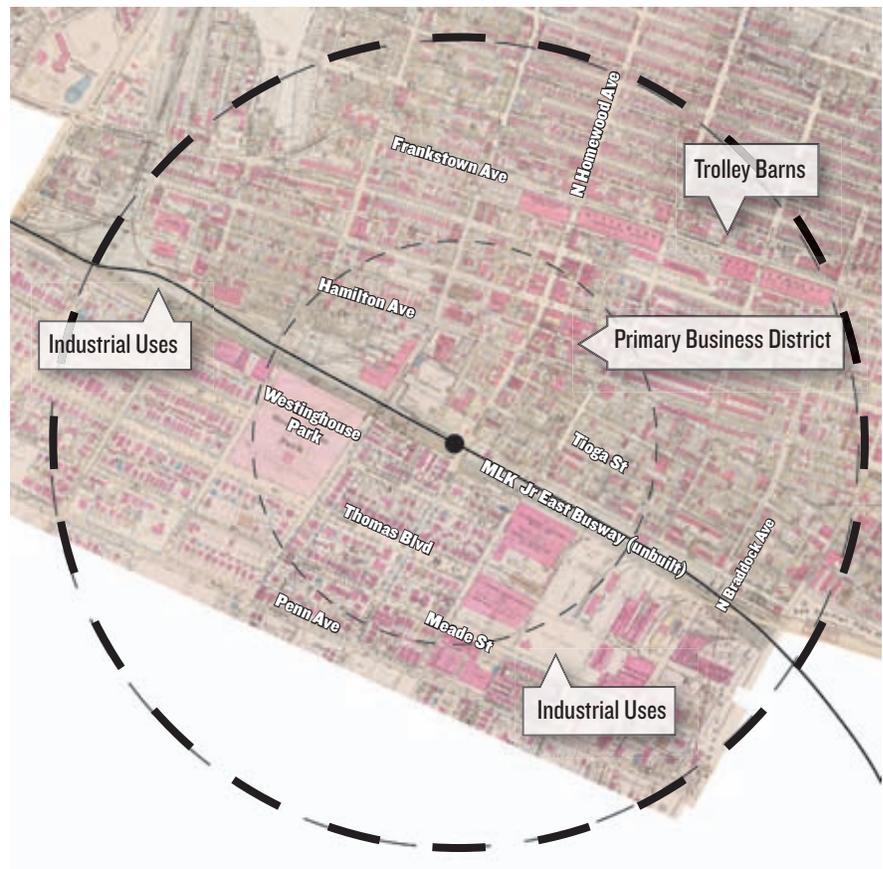
Homewood also contains a significant number of institutional and religious buildings that serve Homewood and the surrounding neighborhoods. Residential uses in Homewood tend to be 2-3 story detached single family houses, but groups of townhouses and small apartment buildings can be found scattered throughout the neighborhood.

Point Breeze North has more uniform land uses with the westerly section being almost exclusively residential and the easterly section being a mix of light industrial, office and retail uses. The residential section of Point Breeze North is primarily detached single family houses, some of them very large. Unlike Homewood, Point Breeze North's historic residential fabric is largely intact.

In recent decades the industrial section of Point Breeze North has transformed from manufacturing and warehousing use to a variety of commercial activities that have adapted the existing

buildings. These include Construction Junction, a building materials recycling retail center, the East End Food Coop and adjacent Factory complex and a variety of County government office functions in the Lexington Technology Park. Today the process of diversification is continuing in this area with the appearance of more office use and arts uses. This area also contains large areas of surface parking.

Notable about the land use immediately adjacent to the station is its diversity. Land uses vary in all directions with small single family houses to the south east, recently constructed townhouses to the north east, a new senior housing apartment building to the north west, and a large surface parking to the south west. Also significant is the station's proximity to two city parks, Westinghouse Park and Stargell Field, as well as Pittsburgh Faison, a public K-8 school.



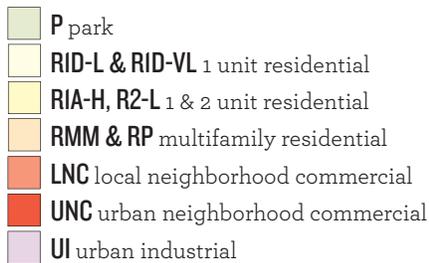
Right: The study area in 1939 shows denser more continuous urban fabric in Homewood and the presence of multiple pedestrian oriented business districts. This map also illustrates the historical presence of industrial uses on both sides of the train tracks. One more unique aspect of Homewood's history was the presence of multiple block long trolley maintenance facilities owned by Pittsburgh Railways Company.



Above: Existing conditions map of the study area
Left: The N. Homewood Avenue business district in 1935 with the current PNC Bank visible on the right

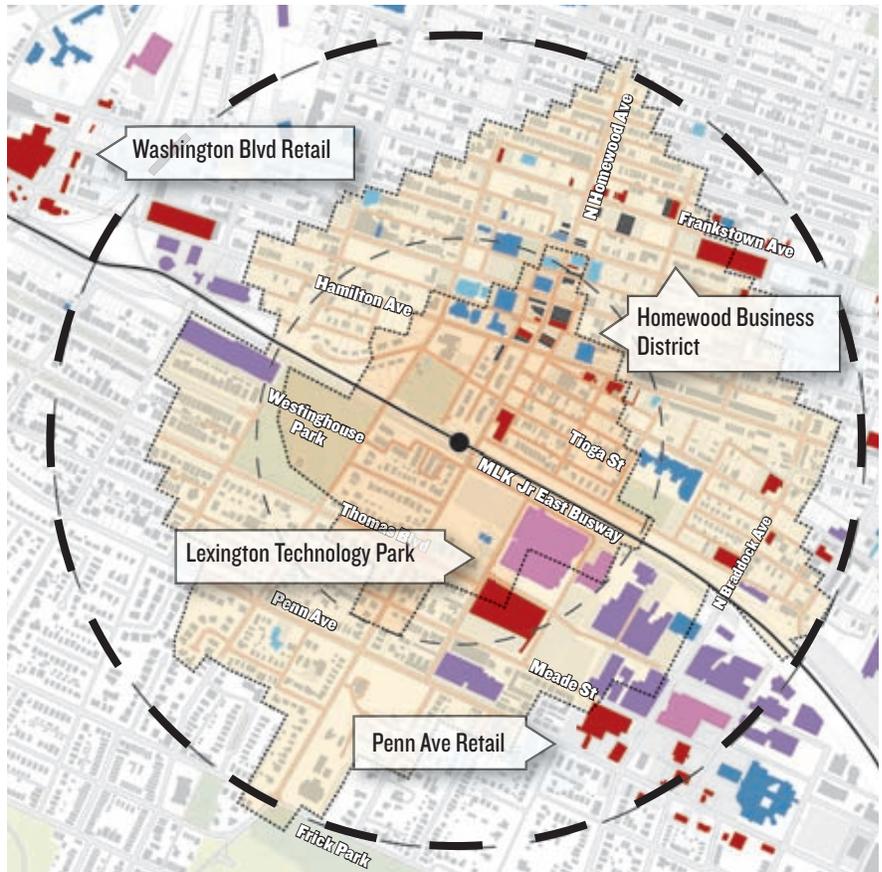
Existing Zoning

- Zoning around the station is very mixed with both low and relatively high density zoning designations
- UNC, LNC & UI areas allow mixed use development at fairly high densities
- Adjacent parcels on Homewood Avenue have been upzoned to UNC
- Immediately adjacent residential zoning designations only allow for relatively low densities except in UI and UNC areas



Existing Business & Institutional Uses

- Most of the Homewood business district is within a ten minute walk
- A core section of the district on N. Homewood Avenue is accessible in five minutes
- Most commercial uses in and around the Lexington Technology Park are also within a ten minute walk
- A cluster of institutional uses in Homewood including the Carnegie Library, YMCA, CCAC, CEA, and AMI are within a five minute walk.





Public Ownership

- There is significant public ownership in the area around the station
- Shown are City of Pittsburgh (red) & Urban Redevelopment Authority (orange) ownership in fall of 2014
- The study area also contains numerous parcels with 2+ year tax delinquency (not shown)



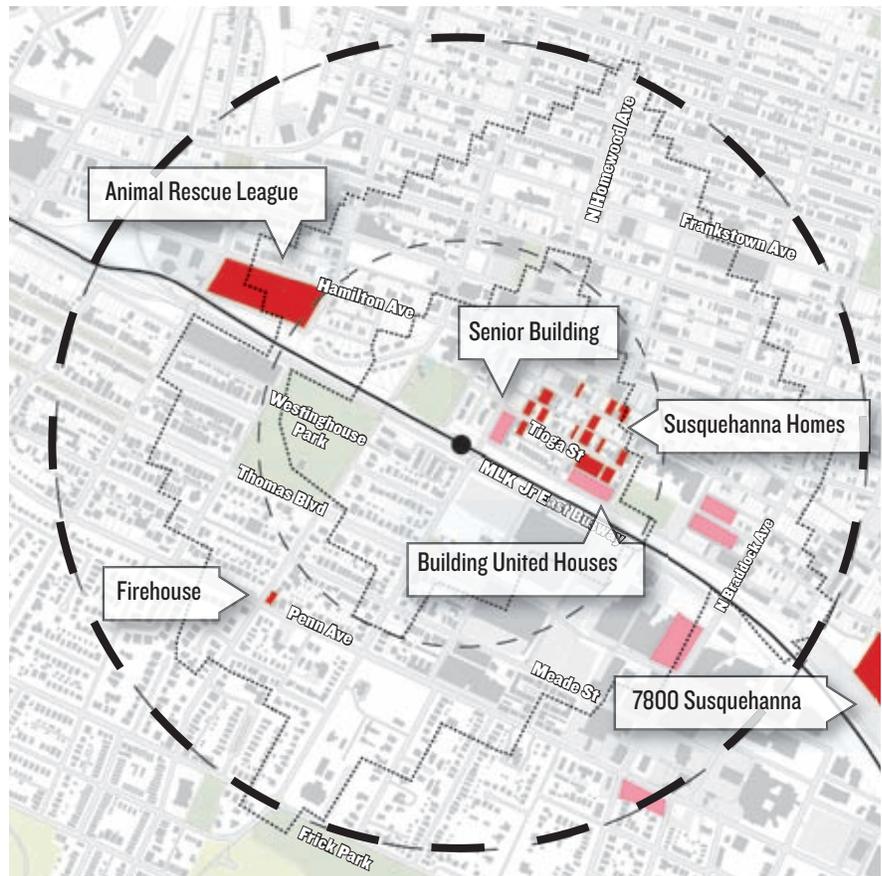
Vacant Land & Buildings

- Homewood contains significant clusters of vacant land, including in areas adjacent to the busway station
- Most vacant land in the study area is zoned for residential use
- The Homewood business district has numerous vacant buildings originally intended for commercial uses
- Point Breeze North has limited vacancy, with the most significant cluster of lots along Simonton Street
- Vacant land (pink) and buildings (grey) in Homewood are based on surveys by OBB from the Cluster Planning Process

Recent & Planned Development

- Significant residential development has occurred and is planned for the area around Faison School
- This focus area is generally consistent with planning from Bridging the Busway
- The relocation of the Animal Rescue League to Homewood is currently in the planning & acquisition stage

 Development in Planning / Implementation
 Recently Completed Development



Top Row Left: Vacancy in the historic N. Homewood Avenue business district; Right: New houses on Finance Street in Homewood

Bottom Row Right: New senior apartments and retail on N. Homewood Avenue at the station entrance





Top Row Left: Railroad and busway overpass at Homewood Station; Right: Homewood Station platforms

2nd Row Left: Houses on Race Street in Homewood; Right: Industrial uses being converted to flexible maker and education space in Homewood

3rd Row Left: Industrial uses converted to the East End Food Coop in Point Breeze North; Right: Houses on Thomas Boulevard in Point Breeze North

Bottom Row Left: Industrial uses being converted to office and arts uses in Point Breeze North

Transportation

TRID is based upon the premise that the area’s public transportation asset, in this case Homewood Station, is the impetus for access, activity and redevelopment opportunity. In the Study area, all transportation modes were reviewed, however, with heavier emphasis on public transportation services and related infrastructure.

Transit Service

Port Authority of Allegheny County (PAAC) is the transit agency that serves the City of Pittsburgh, including Homewood, and Allegheny County. PAAC operates 102 routes and has an annual ridership of nearly 63 million in 2014. As part of the overall system, PAAC operates five fixed guideways (transit only corridors) consisting of: the Martin Luther King, Jr. East Busway (East Busway) serving the Penn Avenue and Parkway East corridors; the South Busway serving the Route 51 communities; the West Busway serving the Parkway West corridor; the Light Rail Transit (LRT) system serving the South Hills and Route 19; and the Monongahela Incline that connects Station Square with the neighborhood of Mt. Washington. PAAC has about 700 buses and 83 rail cars that serve 730 square miles of Allegheny County.

The 9.1 mile East Busway extends between Swissvale and downtown Pittsburgh, and has nine stations consisting of Swissvale, Roslyn, Hamnett, Wilkinsburg, Homewood, East Liberty, Negley, Herron and Penn. The intention of the East Busway is to connect eastern suburban- and city-based riders with downtown Pittsburgh and Oakland quickly, efficiently and conveniently.

Homewood Station is served by 14 East Busway routes carrying nearly 22,000 riders on weekdays. Only the P1 East Busway-All Stops operates seven days a week. See Table T-1 at right.

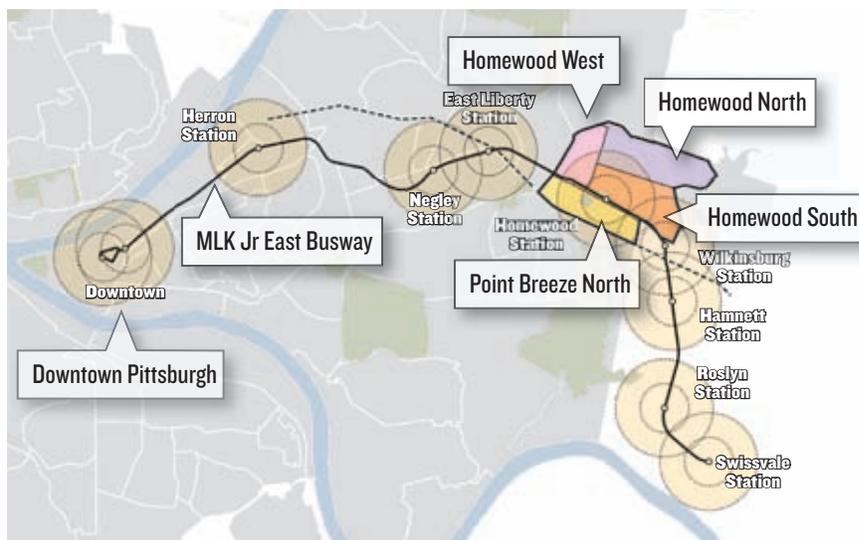


Table T-1: East Busway Routes Average Ridership (January - October 2014)

Route	Average Weekday	Average Saturday	Average Sunday	Average Weekly	Average Monthly
P1 East Busway-All Stops	10,154	4,567	3,266	58,603	253,926
P2 East Busway Short	1,221	-	-	6,105	26,453
P3 East Busway-Oakland	2,918	-	-	14,590	63,218
P7 McKeesport Flyer	739	-	-	3,695	16,010
P10 Allegheny Valley Flyer	707	-	-	3,535	15,317
P12 Holiday Park Flyer	1,148	-	-	5,740	24,871
P13 Mount Royal Flyer	284	-	-	1,420	6,152
P16 Penn Hills Flyer	956	-	-	4,780	20,711
P67 Monroeville Flyer	376	-	-	1,880	8,146
P68 Braddock Hills Flyer	636	-	-	3,180	13,779
P69 Trafford Flyer	277	-	-	1,385	6001
P71 Swissvale Flyer	544	-	-	2,720	11,785
P76 Lincoln Highway Flyer	1,032	-	-	5,160	22,358
P78 Oakmont Flyer	927	-	-	4,635	20,083
TOTAL RIDERSHIP	21,919	4,567	3,266	117,428	508,810

Above: Homewood Station shown within the context of all Martin Luther King Jr. East Busway transit stops.

Table T-2: Suburban Busway Routes and Stop Restrictions

Busway Routes	Frequency	Port Authority Busway/Bus Stop Restrictions
P7 McKeesport Flyer	M-F; every 30 minutes inbound between 5:25 a.m. and 7:55 a.m.; every 30 minutes outbound between 3:45 p.m. and 6:45 p.m.	All bus stops from Edgewood and Swissvale avenues at Maple Avenue to McKeesport are full service stops. The last inbound pickup stop is Edgewood Avenue at Maple Avenue. The first outbound drop-off stop is Swissvale Avenue, opposite Maple Avenue. Inbound East Busway stops, including the Hay Street Ramp will be served drop-off only at Stop D. Outbound East Busway stops, including the Hay Street Ramp, will continue to be served pick up only at Stop B.
PI0 Allegheny Valley Flyer	M-F; every 20 minutes inbound between 5:15 a.m. and 7:30 a.m.; every 20 minutes outbound between 3:30 p.m. and 5:45 p.m.	Serves inbound busway stops discharge only at Stop D, and outbound busway stops pick up only at Stop B.
PI2 Holiday Park Flyer	M-F; every 10-20 minutes inbound between 5:00 a.m. and 7:45 a.m.; every 10-20 minutes outbound between 2:45 p.m. and 6:20 p.m.	Pick up only outbound and discharge only inbound at all busway stations Wilkinsburg to Herron inclusive.
PI3 Mount Royal Flyer	M-F; every 30 minutes inbound between 5:49 a.m. and 7:49 a.m.; every 30 minutes outbound between 3:45 p.m. and 5:45 p.m.	No stop restrictions identified on the PI3 bus schedule.
PI6 Penn Hills Flyer	M-F; every 10-20 minutes inbound between 5:30 a.m. and 8:15 a.m.; every 10-20 minutes outbound between 3:10 p.m. and 6:00 p.m.	Operates discharge inbound – Stop D and pick up outbound – Stop B at all busway stations from Wilkinsburg to Herron inclusive.
P67 Monroeville Flyer	M-F; every 20 minutes inbound between 5:51 a.m. and 7:47 a.m.; every 20 minutes outbound between 3:55 p.m. and 5:55 p.m.	Will discharge only inbound at Stop D and pick-up only, outbound at Stop B at all stations along the East Busway.
P68 Braddock Hills Flyer	M-F; every 30 minutes inbound between 5:49 a.m. and 8:13 a.m.; every 30 minutes outbound between 3:18 p.m. and 6:38 p.m.	All inbound P68 and P71 trips will discharge only at Wilkinsburg Station Stop D. Pick-up and discharge is permitted at Hay Street Ramp (inbound shelter), Homewood, East Liberty, Negley, Herron Avenue and Penn stations at Stop C. All outbound P68 & P71 trips will pick-up only at Herron Avenue, Negley, East Liberty, Homewood and Wilkinsburg stations at Stop B. Pick-up and discharge is permitted at Hay Street Ramp (outbound shelter). Bus Stop policy is subject to change.
P69 Trafford Flyer	M-F; 4 trips inbound between 5:48 a.m. and 7:39 a.m.; 4 trips outbound between 4:10 p.m. and 5:55 p.m.	Serves inbound busway stops both pick up and discharge at Stop C from Homewood through Penn Station inclusive. P69 inbound serves Wilkinsburg Station discharge only at Stop D. Outbound busway stops are served pick up only at Stop B.
P71 Swissvale Flyer	M-F; every 20 minutes inbound between 5:59 a.m. and 8:34 a.m.; every 20 minutes outbound between 3:43 p.m. and 6:33 p.m.	All inbound P68 and P71 trips will discharge only at Wilkinsburg Station Stop D. Pick-up and discharge is permitted at Hay Street Ramp (inbound shelter), Homewood, East Liberty, Negley, Herron Avenue and Penn Stations at Stop C. All outbound P68 & P71 trips will pick-up only at Herron Avenue, Negley, East Liberty, Homewood and Wilkinsburg stations at Stop B. Pick-up and discharge is permitted at Hay Street Ramp (outbound shelter). Bus Stop policy is subject to change.
P76 Lincoln Highway Flyer	M-F; every 10-20 minutes inbound between 5:34 a.m. and 7:51 a.m.; every 10-20 minutes outbound between 3:15 p.m. and 5:50 p.m.	Pick up only outbound/discharge only inbound at the Hay Street ramp and all busway stations Wilkinsburg to Herron inclusive.
P78 Oakmont Flyer	M-F; every 20-30 minutes inbound between 5:46 a.m. and 8:27 a.m.; every 20-30 minutes outbound between 3:15 p.m. and 6:35 p.m.	The East Busway stop policy for this route is changed. Inbound P78 trips will discharge only at all Busway stations, serving Stop D. Outbound buses will pick up only at all Busway stations, serving Stop B.

The P1, P2 and P3 are routes exclusive to the East Busway with stops at Homewood Station to pick-up and drop-off passengers in both inbound and outbound directions. Flyers, which originate in outlying eastern neighborhoods and use the East Busway as a means to access downtown Pittsburgh, operate express with minimal stops on the Busway to provide convenient, faster trips for remotely-located commuters. Flyer routes typically operate weekdays only during peak travel times (i.e. 5 a.m. to 8:30 a.m. inbound toward downtown and 3 p.m. to 6 p.m. outbound toward the suburbs.) Most of the suburban Flyers have stop restrictions that prohibit customers waiting along the East Busway, including Homewood Station, from riding these routes. See Table T-2 on the previous page.

According to PAAC sample data from September 2014 for routes P1, P2 and P3, Homewood Station ranks fifth in daily rider activity (station boardings and alightings) among the East Busway’s nine stations. However, on average, more than 15,000 riders on more than 500 trips pass Homewood Station to and from their destinations each weekday. See Table T-3 at right.

Four on-street bus routes serve the area and stops around Homewood Station. Three of the routes, 71D Hamilton, 77 Penn Hills and 86 Liberty, serve eastern communities while connecting to downtown Pittsburgh through Homewood. One route, the 74 Homewood-Squirrel Hill, crosses neighborhoods by connecting the communities of Squirrel Hill, Homewood, Larimer and East Liberty with stops at both Homewood and East Liberty Busway stations. See Tables T-4 & T-5

Table T-3: East Busway Station Boarding & Alighting Activity
(PAAC Sample Data, September 2014)

Busway Station	Total Boarding & Alighting Activity
Wilkesburg Station	3,654
East Liberty Station	2,813
Negley Station	1,888
Swissvale Station	1,852
Homewood Station	1,099
Roslyn Station	1,033
Hamnett Station	920
Penn Station	685
Herron Station	275

Table T-4: On-Street Bus Routes and Service

Busway Routes	Frequency	Area Served
67 Monroeville	Frequency: M-F - every 45-60 minutes between 6:07 a.m. and 9:30 p.m.; SAT - every 70 minutes between 7 a.m. and 9:20 p.m.; SUN/HOL - every 60 minutes between 9 a.m. and 5:15 p.m.	Area Served: Connects Monroeville and downtown traveling through Wilkesburg, Homewood on Penn and Dallas avenues, and Oakland.
69 Trafford	Frequency: M-F - every 60 minutes between 5:45 a.m. and 10:45 p.m.; SAT - every 90 minutes between 6:30 a.m. and 9:30 p.m.; SUN/HOL - every 90 minutes between 7:54 a.m. and 9:24 p.m.	Area Served: Connects Trafford and downtown traveling through Wilkesburg, Homewood on Penn and Dallas avenues, and Oakland.
71C Trafford	Frequency: M-F - every 15-30 minutes between 6 a.m. and midnight; SAT - every 30 minutes between 6:26 a.m. and 11:56 p.m.; SUN/HOL - every 45 minutes between 6:42 a.m. and 11:57 p.m.	Area Served: Connects Wilkesburg and downtown traveling through Wilkesburg, Homewood on Penn and Avenue, and Oakland.
71D Hamilton	M-F - every 15 minutes between 4:13 a.m. and 2:07 a.m.; SAT - every 30 minutes between 5:11 a.m. and 1:36 a.m.; SUN/HOL - every 45 minutes between 4:47 a.m. and 1:26 a.m.	Connects Wilkesburg and downtown Pittsburgh traveling through Homewood on Hamilton Avenue and Oakland on Fifth Avenue
74 Homewood-Squirrel Hill	M-F - every 35 minutes between 5:45 a.m. and 10:58 p.m.; SAT - every 45 minutes between 7:21 a.m. and 11:17 p.m.; SUN/HOL - no service	Connects Squirrel Hill and East Liberty traveling through Homewood on Homewood Avenue with a stop at Homewood Busway Station, and Larimer on Larimer Avenue
77 Penn Hills	M-F - every 30-40 minutes between 5:16 a.m. and 10:42 p.m.; SAT - every 60 minutes between 6:17 a.m. to 11:50 p.m.; SUN/HOL - every 60 minutes between 6:30 a.m. to 8:22 p.m.	Connects Penn Hills and downtown Pittsburgh traveling through Homewood on Frankstown Avenue and East Liberty on Penn Avenue
86 Liberty	M-F - every 30 minutes between 3:52 a.m. and 2:23 a.m.; SAT - every 30 minutes between 5:08 a.m. and 2:22 a.m.; SUN/HOL - every 30-60 minutes between 5:08 a.m. and 1:22 a.m.	Connects Wilkesburg and downtown Pittsburgh traveling through Homewood on Frankstown Avenue, East Liberty on Penn Avenue, and the Strip District on Liberty Avenue

Table T-5: On-Street Bus Routes Average Ridership
(Calendar Year 2014)

Route	Average Weekday	Average Saturday	Average Sunday	Average Weekly	Average Monthly
71D Hamilton	4,645	2,203	1,528	3,851	116,321
74 Homewood-Squirrel Hill	985	566	-	785	23,725
77 Penn Hills	2,671	1,237	761	2,193	66,355
86 Liberty	3,043	2,963	1,717	2,842	85,651
TOTAL AVERAGE RIDERSHIP	11,344	6,969	4,006	9,671	292,052

Transit Infrastructure

Homewood Busway Station

The main transit facility in the Study area is Homewood Busway Station, including the infrastructure that connects the station to the street, Homewood Avenue. The station was built in 1983 as part of the East Busway construction project, and renovated in 2002, with replacement of the inbound and outbound station canopies and Busway re-surfacing. The East Busway and Homewood Station are located above Homewood Avenue along an elevated corridor shared with Norfolk Southern Railroad. The transportation infrastructure separates Homewood and Point Breeze North creating a barrier, which affects pedestrian movements between neighborhoods.

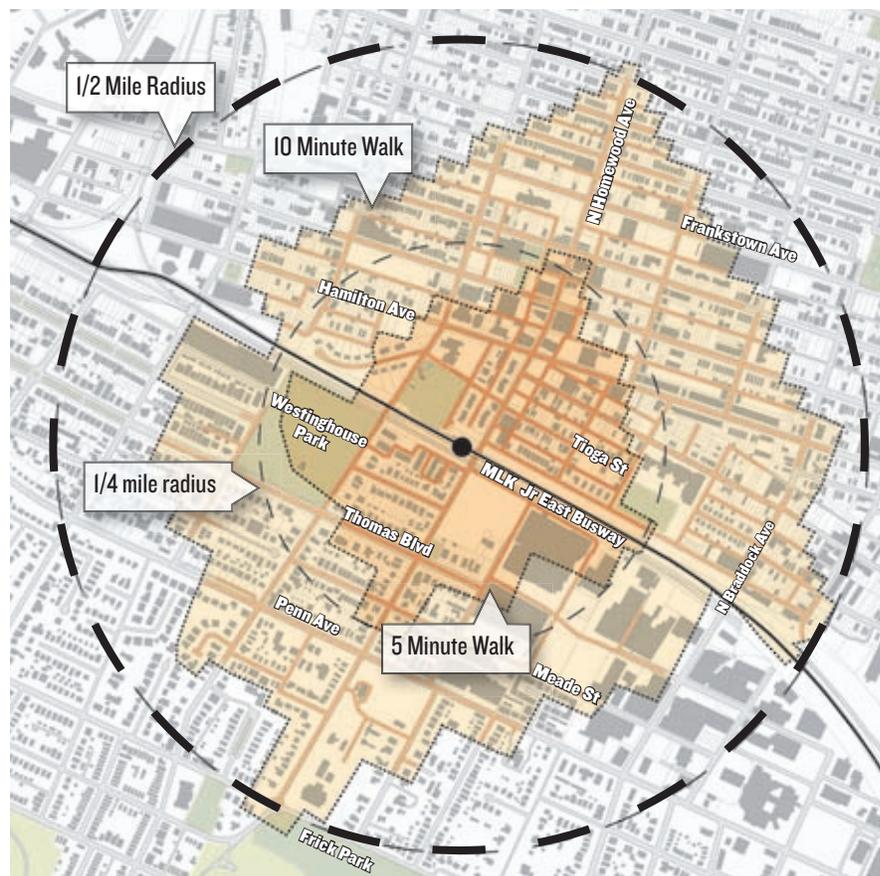
Homewood Station features amenities typical to accommodating bus-pullover and passenger boarding. The bus-pullover areas (in both inbound and outbound directions) are marked and delineated from the Busway's traffic lanes. Both pullovers span 280 feet, a distance appropriate for entering and exiting the Station, and staging four 60-foot articulated vehicles, the kind typically used for service on the East Busway. Passenger areas are protected by two canopies (or shelters) that are intended to accommodate waiting, and boarding and alighting activities. Despite having three times as many daily boarding customers (498 versus 131),³ the inbound shelter is one-third the size of the outbound shelter (30 feet versus 90 feet). Although the inbound station has sufficient space for buses to pull-over, the shelter lacks ample coverage for the number of customers waiting to board the bus. There is a pedestrian crosswalk marked on the Busway pavement that identifies the connection between the outbound station and pedestrian ramp to Homewood Avenue.

³ Port Authority, P1, P2 and P3 sample rider activity data from September 16, 2014

Top Map of streets surrounding Homewood Station with 1/4-mile (5-minute) and 1/2-mile (10-minute) walk sheds indicated.

Middle The entrance to Homewood Station seen from N. Homewood Avenue and Finance Street.

Top The outbound Homewood Station Platform.



Other Transit Infrastructure

Some other observations were made about transit amenities at the Station and immediately adjacent area.

- Homewood Station is not equipped with customer information (neither static nor dynamic) including routes, trip times, maps, or fares.
- The station does, however, have a Connec Tix machine for single trip tickets, weekly passes and 10-trip passes.
- Lighting is lacking particularly at the stairway location that connects the Station to Homewood Avenue, and in the underpass beneath the Station on Homewood Avenue.
- Infrastructure that links the elevated Station to the neighborhoods' streets, which consists of a set of stairs and handicapped ramp, is daunting and has geometries that limit sight lines from the street to the platform.
- The stairwell is steep, and lacks lighting.
- The handicapped ramp is 323-feet long with several switchbacks.
- The Pennsylvania Railroad's Homewood Station was located along the south side of the tracks between North Homewood Avenue and North Lang Avenue. These steps were probably used to provide pedestrian access to the station from North Homewood Avenue. It's possible the Pennsylvania Railroad and its successors used the steps after the station was closed and demolished to provide access to the tracks for maintenance activities. Addressing the steps will most likely require coordination with Norfolk Southern (NS). There is also a fenced-off road on the opposite North Homewood Avenue which rises to track level that may have provided vehicular access to the railroad.
- An emergency call box is located at Homewood Station for direct connection to Port Authority's police department.
- There is no dedicated transfer area at the Station between on-street buses and Busway routes.
- Despite customer drop-off activity along Homewood Avenue, there is

no formal place for vehicles to pull over safely to discharge passengers using Homewood Station. This activity occurs mostly on McPherson Street and Homewood Avenue.

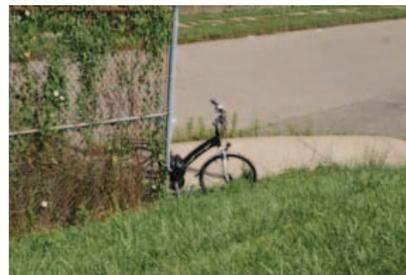
- Homewood Station lacks adequate bicycle amenities particularly a bike rack at the street level.
- Except for a directional sign located at the intersection of Penn and Homewood avenues, and at Homewood Station, there is no directional signage associated with the Busway or Station around the community.
- Homewood Station does not have a park-and-ride lot; however about 15 "hide-and-riders" were detected along Finance Street, McPherson Street and Thomas Boulevard.
- There are bus stop locations throughout the Study area, mostly along Frankstown, Hamilton, Homewood and Penn Avenues, which are designated by standard PAAC bus stop signs affixed to poles along the sidewalks.
- In the Study area there is one bus shelter, which is located on Hamilton at North Dallas Avenues.
- The shelter does not include a bench, lighting or customer information; however it does incorporate several up-to-date advertisements. This shelter is the responsibility of the of the firm contracting with the City of Pittsburgh to build, own and maintain shelters.

Transit Facility Maintenance

PAAC is responsible for most Homewood Station area maintenance including related right-of-way. The agency conducts station and shelter cleaning, patching and paving, painting, and grass-cutting and landscaping. According to PAAC, however, Norfolk Southern owns the railroad right-of-way and, subsequently, maintenance of the underpass on Homewood Avenue.

Observations of the Station and area conditions made during several field views concluded the following:

- Homewood Station and access elements seem to be in decent physical condition, however the handicapped access ramp is beginning to chip.



Top Bicycles being locked to fences due to a lack of street level bicycle parking

Middle Accessible pathways to the station are beginning to show deterioration

Bottom Overgrown landscape, uninviting fencing and deteriorated sidewalks adjacent to the station on Finance Street

- PAAC right-of-way along the edge of the Busway and parallel to Finance Street is strewn with debris and weeds.
- The sidewalk on Finance Street along the Busway edge is in deplorable condition, and in some places, has deteriorated entirely.
- According to data provided by PAAC, the agency's maintenance expenditures at Homewood Station total nearly \$30,000 annually.



Top Frankstown Avenue is one of the major east-west traffic routes through the study area

Middle Privatized block of McPherson Boulevard in the Lexington Technology Park

Bottom Deteriorated sidewalks adjacent to the station on Finance Street

Roadways

The Study area has several major roads that exhibit high traffic activity. Penn Avenue, which runs east and west on the southern edge of Point Breeze North, is the most heavily utilized as exhibited by traffic counts conducted recently for OBB's Business District Cluster Plan. According to the Cluster Plan, more than 75,000 vehicles a day travel through the Homewood Station area consisting of the following roadway traffic counts.¹

The majority of traffic occurs on the fringes of the Study area on Penn Avenue, Frankstown Avenue and Washington Boulevard. These roadways are connectors that link city and suburban eastern neighborhoods with downtown Pittsburgh and Oakland, helping commuters avoid traffic on major arterials.

The roadways around Homewood Station are generally, two-lane and bi-directional with excess width for on-street, parallel parking. Most lane designation markings are worn or non-existent; the same can be said for the absence of striping that typically delineates on-street parking.

Observations of roadway and intersection conditions consist of the following:

- Area roads are in fair condition but seem to be deteriorating as evidenced by parts of McPherson Street, which is parallel to the Busway in Point Breeze North. Finance Street, located parallel to the Busway in Homewood, appears to be the only street in the Study area that has been paved recently.
- The street grid on the Point Breeze North side of Homewood Station is interrupted by Lexington Technology Park, which has eliminated a block of McPherson Boulevard, and thereby the east/west connections between North Lexington Street and North Braddock Avenue.
- A brand new traffic signal with latest technologies and signage is located at the Penn Avenue intersection with Homewood Avenue; the new signal incorporates pedestrian crossing cycles and pedestrian crosswalk striping.

- Other main intersections in the Study area - primarily those along Homewood and Frankstown Avenues - are controlled by signals that are adequate but dated, and do not have pedestrian cycles or crossing designations.
- Based on field view observations, the intersection of Frankstown and Homewood Avenues seems to be the busiest with multimodal activity including vehicles, buses, pedestrians and bikes. It appears as though Frankstown Avenue is a quick local alternative connecting parts of Penn Hills, the Study area and downtown.

Sidewalks

Sidewalks are present on most streets within the Study area; however conditions of those sidewalks vary widely. Sidewalks along Homewood Avenue, the main pedestrian connection to Homewood Station from Homewood and Point Breeze North, serve as a good example of the range of conditions. In front of the new senior apartment building, sidewalks are brand new and feature modern streetscape elements like landscaping and improved handicapped access. Conversely sidewalks along the underpass and at Homewood Avenue's intersection with Finance Street are strewn with weeds, deteriorated concrete and trip hazards.

The most deteriorated sidewalk and streetscape condition in the Study area is along Finance Street between Homewood Avenue and Faison School, which is located at North Richland Street. In some places along Finance Street, which runs parallel to the Busway in PAAC right-of-way, the sidewalk does not exist and is covered in mud, weeds and debris. During field views, observations were made of cars parked along Finance Street in PAAC right-of-way on the deteriorated/missing sidewalk locations. The deplorable streetscape condition is juxtaposed with the new homes recently built along Finance Street creating a dichotomy of circumstances.

Throughout Homewood's business districts along Homewood and Frankstown Avenues, the sidewalks are showing wear and tear, and lacking elements

reflective of modern streetscapes. Even though the sidewalks are continuous, the streetscape in general lacks cohesion, signage, furniture, pedestrian-scale lighting, landscape planters, storm-water solutions, and a feeling of safety and comfort. Functioning essentially as the front yard of Homewood’s local businesses and storefronts, current streetscape conditions are not conducive to creating pedestrian or complementary business activities.

Bicycle Amenities

Based on observations during field views, bicycle activity is abundant in the Study area. Sharrows identifying bike lanes are located on Homewood Avenue, Penn Avenue as well as on Hamilton Avenue where “renegade” sharrows are painted on the roadway, and Thomas Boulevard has recently installed bicycle lanes to the west of the station. At the bus stop located at Frankstown Avenue at Homewood Avenue, a bicyclist was observed loading a bike onto the rack of an outbound bus, while several others waited at the corner with their bikes. A bike was chained to the fence at Homewood Station, implying a mode shift at the station between bike and bus. While a rack exists at the station, no secure long-term parking exists at the station that might encourage more bicycle commuter use of the station.

Considering the activity, the Study area – particularly Homewood Station – is deficient of bike amenities. There appears to be demand at the Station and other major on-street bus stops for bike racks and bike storage options. More formal and additional bike lane designations are needed throughout the Study area, particularly on streets that run in east/west directions.

District Parking

The Study area, particularly the business district, appears to have adequate amounts of parking based on current development and activity, however, it lacks a dedicated and cohesive system. The following are observations of district, residential and transit customer parking.

- There are no parking garages in the study area; there are however small surface parking lots scattered throughout in both Homewood and Point Breeze North. In general this parking is underutilized.

- On-street parking occurs along Homewood and Frankstown avenues although the spaces are not designated, signed or striped.
- Most of the streets that intersect with Homewood Avenue have on-street parking usually on one side of the street; this parking is neither designated nor striped.
- There is a residential permit parking district - District O – designated by signs that restrict visitor parking between 7 a.m. and 7 p.m. on Clawson Street and parts of Finance, Homewood, Hamilton, Hill, Madiera, McPherson, Pitt, Rosedale and Thomas Boulevard.
- Signs restricting parking during “street cleaning” days are posted along the Study area’s main streets including Homewood, Hamilton and Frankstown avenues.
- There is no park-and-ride lot near the Station area; however there appears to be hide-and-ride occurring on Thomas Boulevard, McPherson Street and Finance Street.

Utilities

On July 16, 2014, a field walk of portions of the study area was performed to observe visible utilities infrastructure. Observations included potable water, natural gas, electricity, and combined sanitary/storm sewer systems. The following information is based on visible infrastructure and professional knowledge of the utilities services. No subsurface investigations were conducted. In general, capacities are more than adequate for development. The neighborhood had a significantly more dense population from the early 1900s through the 1960s. All of the utilities’ infrastructure would date from this period. The limitations on utilities infrastructure is related to the age of the systems.

Challenges for any new development in the TRID Study area consist of:

- The combined sanitary/storm sewer system is aging and requires repairs and replacement.
- Separating storm and sanitary sewers can be accomplished, but the overall length of pipeline work may be excessive. Potentially, it may be several miles to a stream or watercourse for a storm sewer discharge point.

- The soils have been so disturbed by development of the past 150 years as to not retain their natural ability to infiltrate storm-water very well. Adjacent buildings may be adversely impacted by any attempts at infiltration. Alternatives include roof gardens, bio-retention gardens, and reduced impervious areas.
- Potable water lines are likely unable to deliver fire service pressures for taller buildings. Pumps will be required but the mains can probably deliver the required flow volumes.
- Electrical service may not be adequate in some areas to support proposed uses. However, the electric company would upgrade service if there was the potential for new customers.

There are no specific utility issues that preclude or make development costs so high as to warrant major concerns. Without a specific project or location determined at this time, it is difficult to identify issues a development may face. The key is that all services are present and likely provide adequate capacity, or can be upgraded to accommodate new development. Once developments and their specific locations and uses have been confirmed, a more rigorous review of the available utilities is recommended for each proposed facility. This would include an in-depth field view of each location, contacting the various utilities to ascertain capacities and concerns, and assessing the proposed development based on the information obtained for compatibility with available service levels.



Top The study area is served by multiple on-street bus routes

Middle The busway station on N. Homewood Avenue already connects multiple modes of transportation, but these facilities should be enhanced.

Bottom Deteriorated sidewalks adjacent to the station on Finance Street

Key Transportation and Infrastructure Perspectives

1. The neighborhoods of Homewood and Point Breeze North have some of the best transit service in Allegheny County with 18 bus routes, more than 800 weekday trips, and service nearly every 5-10 minutes connecting the area to places like downtown Pittsburgh, the Strip District, Oakland, Squirrel Hill, Wilkinsburg, Penn Hills and Monroeville. One area of improvement might however be to increase cross-routes that connect Homewood and Point Breeze North to other neighborhoods.
2. Nearly 100,000 bus riders and drivers travel through the Study area each day including nearly 33,000 on PAAC's East Busway and on-street routes, and 76,000 by vehicle. Capturing commuters is one of the keys to unlocking Homewood Station's potential.
3. Infrastructure for multiple modes – bus rapid transit, on-street bus, bike, pedestrian and car – exists in and around the Study area. Comprehensively and strategically improving the multimodal connections between the Station and important neighborhood destinations such as Homewood and Frankstown business districts, community parks, Faison School, Lexington Technology Park, and the housing units on both sides of the Busway is essential.
4. Although the availability of parking in the Study area seems adequate for now, particularly on-street parking, designating and delineating the district's parking options commensurate with future development, as well as counter-balancing parking with transit availability, is central to a successful Homewood TOD.
5. Homewood Avenue and Frankstown Avenue business districts lack modern streetscape elements and sense of place. Implementing a cohesive streetscape program consisting of lighting, landscaping, signage and furniture could create a safe and comfortable entrance to Homewood's businesses and storefronts.
6. Because Homewood had significantly higher density and more population through the 1960s, existing infrastructure has adequate capacity to handle new development. However, because of the age and combination of the sanitary/storm sewer system, it most likely should be replaced.

Previous Planning

The first step to improving Homewood Station and creating TOD on surrounding, underutilized land was to review previous planning studies. The intention of this examination was to identify key perspectives and projects prioritized by the community for use as the basis of Homewood's TRID implementation strategy. Over the past 10 years, several studies were conducted specifically for Homewood, and a few others for adjacent but related neighborhoods. However, none of those studies is more significant than Bridging the Busway and Homewood Cluster Planning, which were reviewed along with a few others, and summarized for relevance to the TRID Study.

Bridging the Busway (2012)

Bridging the Busway, a transit-based community plan sponsored by Homewood, Point Breeze North and the Urban Redevelopment Authority of Pittsburgh (URA), consists of information important to the Homewood TRID Study in a variety of ways. The Plan identifies a vision for Homewood and Point Breeze North based on leveraging Homewood Station to catalyze TOD as well as initiating redevelopment opportunities in both communities. It focuses on several areas that are within the ½-mile radius around Homewood Station, most notably Homewood Avenue, parts of Point Breeze North, and Rosedale & Lexington.

More important, Bridging the Busway was a community-driven plan resulting in "Goals and Strategies" that were developed by residents and stakeholders during the planning process. These Goals and Strategies were organized into five major themes that can serve as a checklist for evaluating potential developments within the Homewood TRID.

- Equitable Development
- Stabilize and Diversify Housing
- Expand Business, Arts and Culture
- Green the Neighborhood
- Build a Sustainable Community

Homewood Avenue TOD Target Area

This area is entirely within the ½-mile study area for Homewood TRID. Relevant action items and recommendations for the TOD Target Area consist of the following:

- Develop mixed-use buildings between the Busway and Hamilton Avenue with residential units and ground level storefront space.
- Renovate Homewood Avenue storefront facades and open at least one new restaurant.
- Acquire and demolish a few nuisance properties.
- Do modest streetscape improvements and enhance the Busway underpass.
- Develop anchor retail/mixed-use at the corner of Hamilton and Homewood avenues.
- Enhance Homewood Station.
- Develop properties south of the Busway with mixed-use buildings.



Top: Homewood Station Recommendations

Middle: A revitalized Homewood Avenue business district with streetscape improvements.

Bottom: Aerial view of the TOD Target Area

Right Top: TOD Target Area Plan

Right Bottom: A revitalized Homewood Avenue business district with streetscape improvements and a new anchor grocery store.





Right: TOD Target Area Plan showing proposed new uses around Homewood Station.

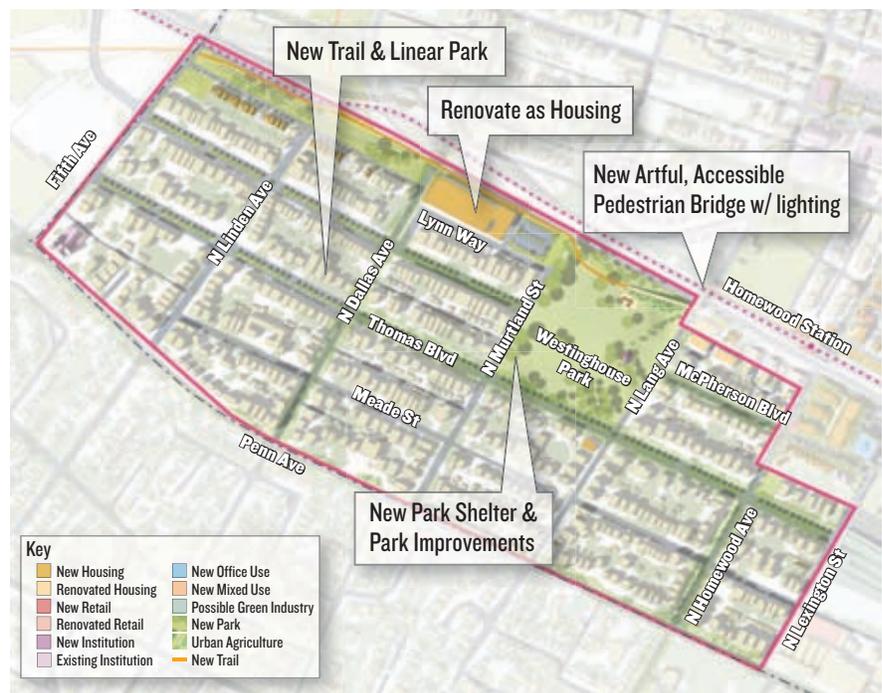
- A** New Grocery Store
- B** New Townhouses
- C** Cafe 524
- D** New Plaza
- E** New Mixed-Use Building
- F** Infill Houses
- G** Improved Station
- H** New Busway Trail
- I** New Townhouses
- J** New Apartment Building
- K** New Small Neighborhood Serving Retail
- L** New Office or Institutional Use
- M** New Surface Parking
- N** New Below Grade Parking
- O** New Street Trees



Point Breeze North

Point Breeze North, located to the south and southwest of Homewood Station and within the ½-mile TRID study area, is primarily a residential neighborhood. Recommendations for this area from Bridging the Busway that are applicable to the Homewood TRID Study include:

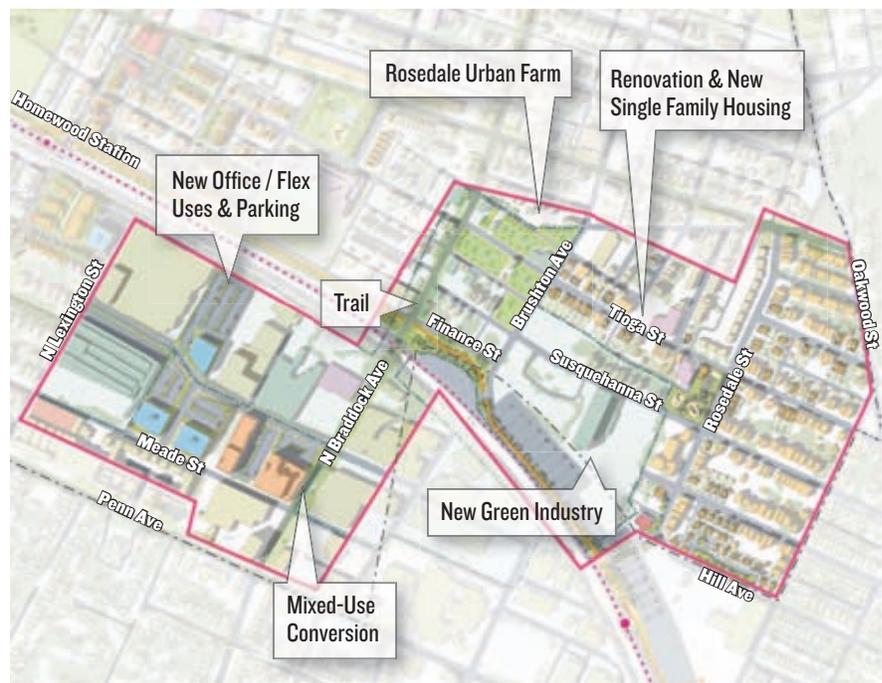
- Addressing vacant houses and lots along Simonton Street and Jonathan Place
- Expanding green medians and traffic circles across the rest of the neighborhood
- Greening the Homewood, Dallas and Penn Avenue corridors
- Improving the East Busway underpasses
- Converting non-conforming industrial uses into residential loft units



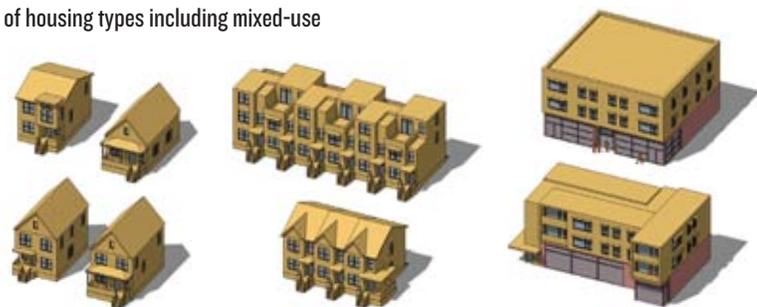
Rosedale & Lexington

The area referred to as Rosedale & Lexington in Bridging the Busway is partially in the Homewood TRID Study area, most specifically the section located southeast of Homewood Station. The action items and recommendations from Bridging the Busway upon which to build the Homewood TRID plan consist of the following:

- Consider creating a mixed-use Environmental Industries District spanning the Busway including high-profile green energy generation elements (wind/solar)
- Dedicate some housing development resources to improving existing homes
- Acquire targeted sites to regularize developable parcels
- Build new, green housing at high-visibility locations
- Enhance corridors and gateways leading to Wilksburg Station and improve pedestrian connections



A range of housing types including mixed-use



Top: Point Breeze North Recommendations
Middle: Rosedale and Lexington Recommendations
Bottom: Suggested range of housing types
 All drawings from Bridging the Busway.

Homewood Cluster Planning (2014-15)

Homewood Cluster Planning is currently underway and sponsored by Operation Better Block (OBB) to “...create a detailed land use vision for Homewood’s future based on the need and desires of existing, present-day community stakeholders.”¹ OBB, located in Homewood, is an agency devoted to strategizing, mobilizing and organizing block-by-block for the good of the community.² Studio for Spatial Practice (SfSP), OBB’s design consultant specializing in architecture and urban design, is helping to engage residents and develop the vision for each Cluster. Cluster Plans, 1 through 9 plus the Business District, are built on an approach that heavily involves the community – one segment of the neighborhood at a time – to determine their vision for future development in Homewood. According to OBB, all of the Cluster Plans will culminate into a neighborhood-wide Master Plan anticipated to be completed late summer/early fall 2015.

The Homewood TRID Study can build from important elements of the Cluster Planning process, most notably the Community Development Principles and Consensus Plan Key Components. The Principles, established from grass roots community outreach, are categorized and described in the table below.

The reports for Clusters 1, 3, 4, 8, 9 and the Business District are complete. Of the completed plans, Clusters 3, 4 and the Business District coincide with the ½-mile TRID Study area around Homewood Station. Clusters 1 and 8 fall slightly outside the Study area, however, present scenarios that are applicable to Homewood TRID.

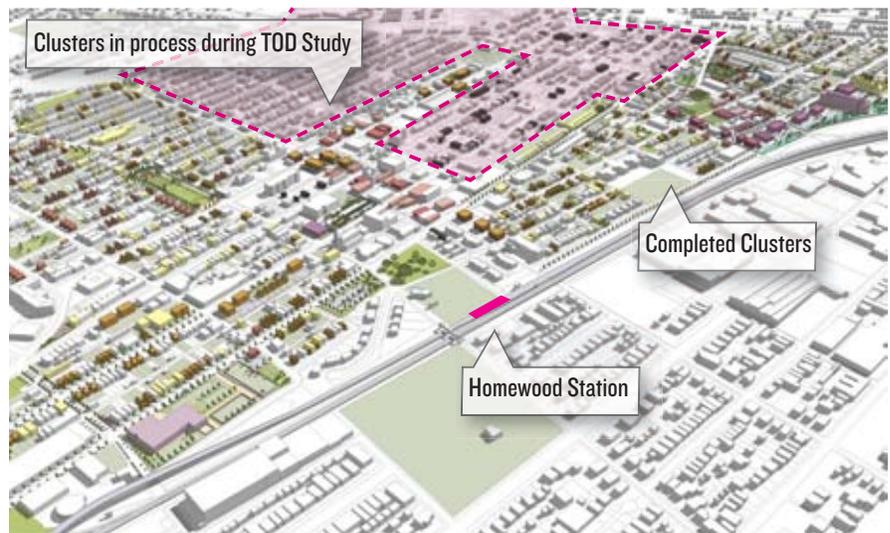
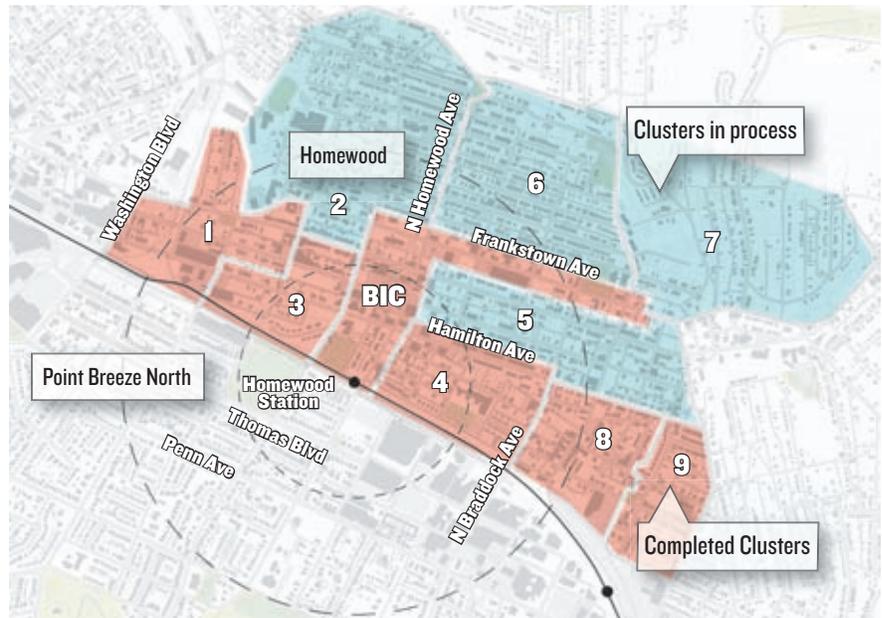
1. Operation Better Block website, November 2014, <http://obbinc.org/cluster-planning/>
 2. Operation Better Block website, November 2014, <http://obbinc.org/mission-vision/>

Top: Cluster Planning geography indicating clusters complete at the mid-point of the Homewood Station TOD study

Middle: Aerial view of the partially complete Cluster Plans

Bottom: Cluster Planning Principles

All drawings based on Homewood Cluster Plans



Community

1. Educate people about what makes a successful neighborhood and community
2. Collaboration is key: take into account existing community plans and other neighborhood organizations that are doing good work
3. Create relationships and partnerships within the community of Homewood

Housing

1. People who live in Homewood should get to stay here
2. If there is relocation, renovate or build new first, and keep people in their community or neighborhood
3. Provide a diversity of housing types for families and individuals with different needs, lifestyles and income levels

Economy

1. Residents should benefit from jobs resulting from neighborhood: jobs that are created should be sustainable and not temporary
2. Consider a commercial district and what it takes to sustain it: support neighborhood retail by buying local from community run businesses
3. Leverage Urban Industrial Zoning areas to the community’s benefit
4. Help local business owners build up their businesses

Business and Institutional Core Consensus Plan

1. Develop mixed-use buildings with massings of 4 stories nearest to Homewood Station, and 3 stories along Homewood and Frankstown avenues
2. Consider changing zoning in the RM-M along Frankstown to LNC to encourage new business uses
3. Prioritize infill adjacent to Homewood Station and at the intersection of Homewood and Frankstown avenues, and assign secondary priority to infill on remainder of Homewood Avenue
4. New cultural and entertainment uses (arts, music and food venues) should be concentrated along Homewood Avenue with Frankstown Avenue providing a secondary cluster of nightlife destinations
5. Accommodate a future grocery store or supermarket on possible sites within the Business and Institutional Core



Business and Institutional Core: Boundary - extends along Homewood Avenue, from MLK East Busway to Forest Way, and along Frankstown Avenue, from Lang Avenue to Brushton Avenue

Priority Uses

The Business and Institutional Core cluster plan identifies a series of priority uses to attract to the business district. These are summarized below and in the diagram at right.

Culture & Entertainment

- Music Venue
- Event Venue
- Restaurants/ Bars
- Museum

Food & Groceries

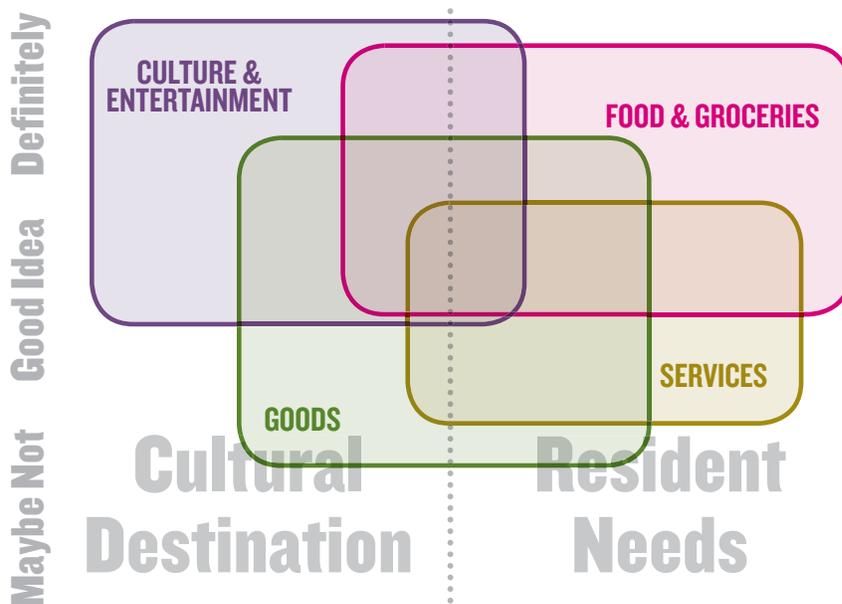
- Grocery Store
- Coffee Shop
- Specialty Foods
- Farmers Market

Services

- Laundry
- Business Incubator
- Community Kitchen
- Car Repair
- Salon/ Barber Shop

Goods

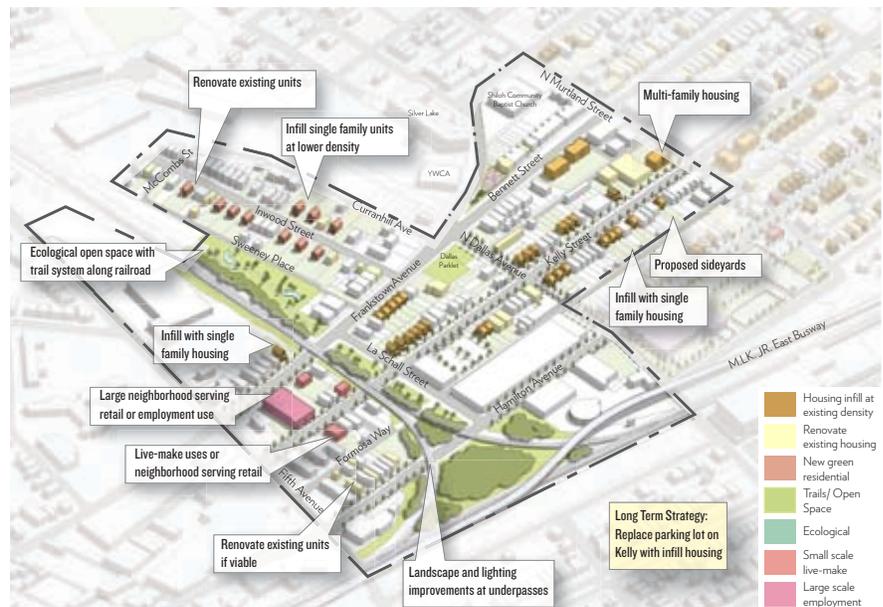
- Art Gallery
- Drug Store
- Jewelry
- Convenience Store
- Sporting goods, hobbies, books, and music
- Gasoline



Summary Use Diagram: The diagram above illustrates how the categories of uses presented to the community were ranked in relation to furthering the Vision of the Core Business and Institutional district as a regional African-American cultural destination

Cluster 1 Consensus Plan

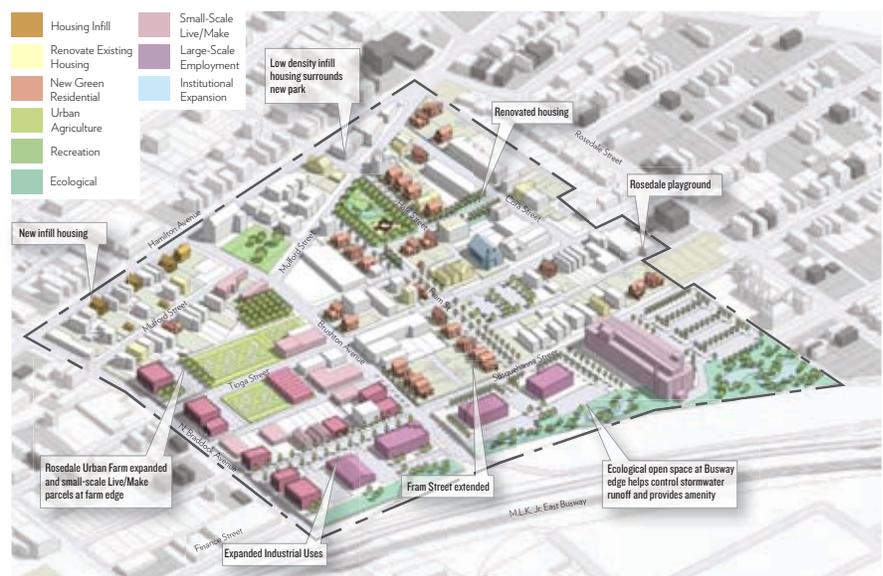
1. Develop infill housing at current density and scale on vacant lots, and renovate existing vacant properties along Frankstown Avenue, Kelly Street, and Bennett Street; assist homeowners who are interested in acquiring side-yard properties
2. Explore possibility of providing new diverse housing types, including small apartment buildings along the eastern edge of cluster
3. Provide infill with lower density housing on vacant lots and renovate existing vacant properties along Inwood Street; assist existing homeowners interested in acquiring side-yard properties
4. Provide new ecological open space with a trail system along railway
5. Create large-scale neighborhood-serving retail and/or employment uses in blocks adjacent to Fifth Avenue; provide small-scale mixed-use buildings within these blocks
6. Enhance gateways to Homewood along Hamilton Avenue, Kelly Street, and Frankstown Avenue while simultaneously improving the streetscape, lighting and landscaping at underpasses



Cluster 1: Boundary - Frankstown Avenue at Curranhill Avenue, McCombs Street, Fifth Avenue, MLK East Busway, Dallas Avenue, Formosa Way, North Murtland Street, and Frankstown Avenue

Cluster 8 Consensus Plan

1. New Live/Make and Urban Industrial parcels introduced between Brushton and Braddock
2. Rosedale Urban Farm expanded
3. Finance Street replaced with ecological green between Brushton and Braddock
4. New urban industrial parcels along Susquehanna with ecological green at the East Busway edge
5. New park with surrounding low density infill housing between Fram and Hale
6. Fram Street extended from proposed park to Susquehanna with infill housing
7. New infill housing and renovated units along Hamilton and Mulford. (Side-yard acquisition encouraged for existing homeowners)



Cluster 8: Boundary - North Braddock, Hamilton, MLK East Busway, and the alley behind Rosedale Street



Top: Draft Complete Cluster Plan

Better Busway Project (2014-15)

PCRGR’s transit program – GoBurgh – advances transit-oriented development and mass transit improvements throughout Pittsburgh, with the intent of creating complete communities that preserve and enhance transportation choices and allow people to live a more affordable, car-free/light lifestyle. Through GoBurgh’s work, the entire 9-mile East Busway was identified as a key investment opportunity corridor.

One GoBurgh initiative - Better Busway – is a project that focuses on the East Busway as a community development corridor of regional impact moving away from the expensive, unsustainable one-and-done redevelopment project model of the past. The project’s approach involves active participation from communities, strategic intervention by funders, leadership from the public sector, and engagement of the private sector. This strategy is intended to bring the East End’s rebirth to communities historically excluded in a catalytic and sustainable way and

simultaneously create a transit vision which optimizes the existing Busway, preserves and improves thousands of affordable/workforce housing units and access to job centers, and maximizes the linkages to other transportation services. The three-phases of Better Busway are intended to generate the following outcomes:

- Job creation and regional centers of activity: emergence of new economic centers along the Busway while the in-between stations create communities of choice that feed these centers
- Grow transit ridership by improving the Busway experience and modified service planning: planning responds to this new transit reality, with vastly improved service both on and off the Busway.
- Improving Pittsburgh’s viability for new funding opportunities with a suite of projects: Utilizing this corridor approach, Pittsburgh will be better-positioned to attracting private investment.

Using the Homewood TOD study and OBB's Cluster Planning as catalysts for the Better Busway project, PCRG spent three months in Homewood and Point Breeze North with residents and community leaders to understand concerns and opportunities that new development could bring. PCRG coordinated closely with the URA and OBB throughout the process, which included hundreds of hours of one-on-one community engagement, two facilitated community meetings, and over 500 interactions through an online tool called MindMixer. From this interaction with residents, a set of Guiding Principles for Responsible Development were created, vetted, and affirmed with the community. These principles are:

1. The community should be involved from the beginning and throughout the process
 - Provide the opportunity for all residents and groups to participate so as to prevent the marginalization of segments of the population
 - Educate people about what makes a successful neighborhood and community
 - Collaboration is key: take into account existing community plans and other neighborhood organizations that are doing good work
 - Create relationships and partnerships within the community
2. People who live in the community should get to stay there
 - Strengthen the value of existing homes without pricing people out of them
 - Support and enhance the quality affordable housing that already exists and make affordability permanent
 - Support the creation of new, permanently affordable housing
 - Renovate or build new first without displacement
 - Facilitate a mechanism that allows renters to transition to homeownership
3. Development should create a strong and durable community that attracts and welcomes new residents
 - Provide a diversity of housing types for families and individuals with different needs, lifestyles, and income levels
4. Housing development should support and provide access to a variety of transportation choices
 - Encourage mixed-use development
 - Support plans and development that work even when faced with changing markets
5. Publicly-held land should benefit the public first
 - Provide residents an opportunity to purchase side yards that are immediately adjacent to their property
6. Residents should have the right of first refusal to purchase adjacent property prior to sale to developers
 - Revitalize blighted and abandoned properties into community-serving green space
7. Create new green space that also controls storm water runoff
8. Redevelop some vacant lots into community gardens where residents want them (these projects could be related to the workforce development model mentioned above).
9. Local business owners should have the opportunity to grow their businesses and new businesses in the community should be supported
 - Encourage people who already live here to shop locally
 - Encourage existing businesses to provide goods and services residents need and desire
10. Transit should get people to jobs, education, goods, and other opportunities
 - Create an environment that makes the community a commercial destination for people from outside the neighborhood
 - Create the conditions necessary to support new businesses
 - Make streets, stops, and stations friendlier and safer to improve pedestrian access to transit
 - Strengthen connections to jobs and goods along and within proximity to the Busway
 - Make sure transit is reliable and efficient
11. Policies that support these principles should be permanent and not tied to a specific project or administration
 - Build local capacity among residents and community organizations to fight for change (e.g. education)
 - Support a table of residents and community organizations to implement these policies and benefits for the neighborhood

Other Important Planning Studies

A few other planning projects completed in the last five years have relevance to Homewood TRID Study, the most applicable of which are summarized below:

Transit-Oriented Development Typology Strategy for Allegheny County (2013)

The TOD Typology Strategy for Allegheny County was completed by The Center for Transit-Oriented Development (CTOD) in partnership with the Pittsburgh Community Reinvestment Group (PCRG), and underwritten by The Heinz Endowments.

The Typology Strategy was intended to provide a framework for understanding where TOD investment opportunities exist in Allegheny County along Port Authority's fixed guideways, and how to leverage those opportunities to their greatest economic potential. The Typology Strategy references Homewood Station area, Bridging the Busway Study, and Operation Better Block's work in various places throughout the report. Here a few examples about Homewood cited directly in the Typology report:

- As suggested by the Bridging the Busway effort in Homewood and North Point Breeze, improving pedestrian connections and conditions across the East Busway, as well as the station itself, could unlock significant pent-up market strength and help knit together neighborhoods to the north and south.³
- There is a strong base of support within Homewood for change and vision as evidenced by a number of initiatives including the Children's Village Collaborative to improve the lives of neighborhood kids, and Operation Better Block, which strategically improves the Homewood community on a block-by-block basis.⁴
- In the case of disinvested

neighborhoods, public agencies should support the ongoing efforts of community development organizations and champions in their efforts to increase transit accessibility and attract revitalization (e.g. Bridging the Busway project in Homewood and North Point Breeze).⁵

- Homewood's Bridging the Busway Study offered many recommendations for ways to catalyze TOD in the neighborhood, by playing upon market strengths found in the Point Breeze North neighborhood on the other side of the East Busway. Its' planned catalytic projects - including the affordable mixed-use complex proposed less than half a block from the station - could generate new investment and momentum in Homewood South.⁶

The Typology Strategy makes a number of recommendations to support and facilitate TOD at station areas and along fixed guideways throughout Allegheny County. Most of the strategies are directly applicable to improving infrastructure and unlocking economic potential at Homewood Station.⁷

1. Modify transit station design and system operations to support TOD
2. Address gap in funding availability for small to mid-size infrastructure improvements
3. Offer consistent source of funds for station area planning and visioning
4. Build capacity of agencies and community groups that need assistance advocating for TOD
5. Integrate the Typology's approach into regional and corridor sustainability efforts
6. Pursue regulatory changes to support TOD and transit use near central destinations
7. Create a short-term work plan identifying key typology-informed actions for PCRG and other advocacy groups to support

The Wilkinsburg Plan: Comprehensive Plan (2010)

Because of Wilkinsburg Borough's location to Homewood, which shares a border and is the next station on the East Busway, it was important to examine Wilkinsburg's plans and initiatives that might relate to or impact Homewood.

In 2010, Wilkinsburg undertook a series of planning efforts referred to as The Wilkinsburg Plan, which consisted of three modules: Comprehensive Plan; Business District Revitalization Plan; and EIP Management Plan. The Comprehensive and Business District Revitalization plans both identified economic opportunities that could result from station, transit and pedestrian connection improvements.

Both plans refer to the East Busway, two stations - Wilkinsburg and Hamnett - and two park-and-ride lots as assets from a transportation infrastructure perspective; however, the community, according to outreach conducted for the Comprehensive Plan, views those facilities mostly as liabilities. Each facility - the Busway, Wilkinsburg and Hamnett stations, and park-and-ride lots - lacks good connections and pedestrian-oriented access to Wilkinsburg's business district, neighborhoods, and adjacent communities. As a result, the plan focuses on using TOD as a way to leverage the transit facilities to implement better multi-modal connections and establish economic opportunities.

Important points from the Wilkinsburg Plan that relate to Homewood Station study area include:⁸

- Assembling contiguous vacant parcels at Wilkinsburg Station to make the opportunities more attractive for private investment
- Encouraging density with mixed-uses through Traditional Neighborhood Development (TND) overlay district zoning in and around station areas
- Increasing residential density around Wilkinsburg Station particularly Singer Place neighborhood

3. *Transit Oriented Development Typology Strategy for Allegheny County, 2013, Topography, page 16*

4. *Transit Oriented Development Typology Strategy for Allegheny County, 2013, Table III, page 34*

5. *Transit Oriented Development Typology Strategy for Allegheny County, 2013, Investment Approach, page 47*

6. *Transit Oriented Development Typology Strategy for Allegheny County, 2013, TOD Implementation Priorities by Station Area, page 49*

7. *Transit Oriented Development Typology Strategy for Allegheny County, 2013, Countywide Recommendations, page 66*

8. *The Wilkinsburg Plan: Comprehensive Plan, Transit Oriented Development, pages 86-88*

- Emphasizing pedestrian access to the north of Wilkinsburg Station and creating in-fill housing opportunities
- Developing a comprehensive TOD strategy for neighborhood development around the stations, and business district development as a first priority
- Conducting a TRID study

Larimer/East Liberty Choice Neighborhood (2013)

The Larimer/East Liberty Choice Neighborhood project is the result of a Choice Neighborhoods Initiative Implementation Grant provided by the U.S. Department of Housing and Urban Development in 2013 to fund implementation of the Vision to Action Plan and future phases of development activity in Larimer/ East Liberty. The project is driven by a partnership that includes the City of Pittsburgh, the Housing Authority of the City of Pittsburgh (HACP), and the URA.

Understanding Larimer's key planning and implementation projects is important because Larimer is located immediately west of Homewood, and situated between Homewood and East Liberty stations along the East Busway.

According to an interim project presentation that was used for a Community Meeting in April 2013, a Consensus Plan was built on a robust community involvement process including community strategy workshops, community-wide surveys, and partner outreach.⁹ The outreach resulted in a plan to revitalize the neighborhood through housing strategies, storm water improvements, parks, open space, and programs to support Larimer homeowners.

According to information from the grant, resources will be used to achieve the following shared vision:

- Develop mixed-income replacement housing
- Make neighborhood improvements
- Implement programs and services for people in the community
- Continue ongoing partnerships to implement key projects in the neighborhood
- Aim to achieve housing goals and principles over the next 20-years

6 Key Perspectives from Previous Planning Work

1. Development guidelines, goals and objectives identified in Bridging the Busway and Homewood Cluster Planning were the result of comprehensive community-driven outreach and therefore significant as the basis and checklist for development scenarios around Homewood Station.
2. The action items and recommendations identified in Bridging the Busway's target areas of Homewood Avenue, Point Breeze North, and parts of Lexington & Rosedale can form the basis of development strategies for the Homewood TRID.
3. Homewood Cluster Planning was based on a grassroots, block-by-block outreach campaign that resulted in detailed land-use visions by neighborhood area – most notably Clusters 3, 4 and the Business District, which provides the most critical insight into the community's desires.
4. Better Busway's Guiding Principles and subsequent policy recommendations reinforce the guidance Bridging the Busway and Cluster Planning provided and expands them to the entire East Busway corridor. The recommendations of the Guiding Principles and subsequent policies should also be considered in any development scenario for the station area.
5. The TOD Typology report, which establishes a framework for understanding TOD investment opportunities, is an important guide to understanding ways that TOD investment at Homewood Station can leverage opportunities to their greatest economic potential.
6. The land use visions of the neighborhoods to the east and west of Homewood along the East Busway (Wilkinsburg and Larimer respectively) are important to consider when identifying development scenarios in the transition areas between Homewood and its' adjacent neighbors.

⁹ Larimer/East Liberty Choice Neighborhood, Community Meeting, April 22, 2013, Presentation

PUBLIC PROJECTS

Approach

The process for identifying possible public projects that might be funded by a TRID included the following steps:

1. Allowable uses of TRID funds were reviewed.
2. Past planning recommendations for public infrastructure improvements were matched to the allowable uses of TRID funds and grouped into 8 categories.
3. The potential uses of TRID funds were presented to, and ranked by the public and the advisory committee.
4. The top ranked types of improvements were developed into a series of public infrastructure projects based on both past planning ideas and a review of development potential.

TRID funds can be used to pay for both public infrastructure and costs associated with development. The primary recommended use of TRID funds is pay for improvements to public infrastructure including the Busway station and the streets around it. A secondary potential use is to assist with preparing vacant land or buildings around the station for redevelopment.

Past Planning, including Bridging the Busway and the Cluster Plans adjacent to the station recommended upgrading Homewood Station and improving neighborhood streetscapes, particularly in the Homewood business district. Past plans also included suggestions for improving pedestrian connections to the station, improvements to adjacent parks, and creating better connections to nearby Faison School. Finally Bridging the Busway suggested better integrating bicycle routes and green stormwater infrastructure into future planning.

All of the past planning also emphasizes the importance of bringing new retail uses to the Homewood Business district, and the creation of new housing, including units that are affordable.



Eight potential project types, illustrated on the following page, were presented to the public at the first community meeting and ranked using a dot exercise. Additionally the advisory committee and the North Point Breeze Development Corporation repeated the same exercise in their meetings. The ranked order of project types is as follows:

1. Improve the busway station and its surroundings
2. Help bring new businesses to Homewood
3. Add better lighting, trees and furniture to streets
4. Improve pedestrian routes to nearby schools
5. Help build new housing (both affordable and market rate)
6. Improve, expand and maintain nearby parks
7. Help with flooding issues (on streets and in basements)
8. Improve bicycle routes and parking in the neighborhood

Top: Conceptual improvements recommended for Homewood Station from Bridging the Busway.

Bottom: A dot preference exercise was used to gauge preference for possible public improvements during the first public meeting, an advisory committee meeting and a Point Breeze North organization meeting.

Following Page: Images of potential types of uses of TRID funds ranked by importance to the community.

Following this exercise, recommendations were developed for the following projects, which are illustrated in this chapter:

- Station improvements including rebuilt longer platforms, a reorganized entry, new lighting and landscaping and improvements to the N. Homewood underpass.
- Lang Avenue pedestrian connection and bridge upgrade including improvements to Stargell Field and Westinghouse Park.
- Business district streetscape improvements for N. Homewood and Frankstown Avenues.
- Streetscape improvements along Finance Street creating a better path from the station to Faison School and addressing stormwater management.
- Infrastructure improvements to the Lexington Technology Park, including new and upgraded streets extending the city street grid through the site. Improvements also include a shared use parking garage to support the redevelopment of existing large industrial buildings and allow additional mixed-use development to occur on and around the site.

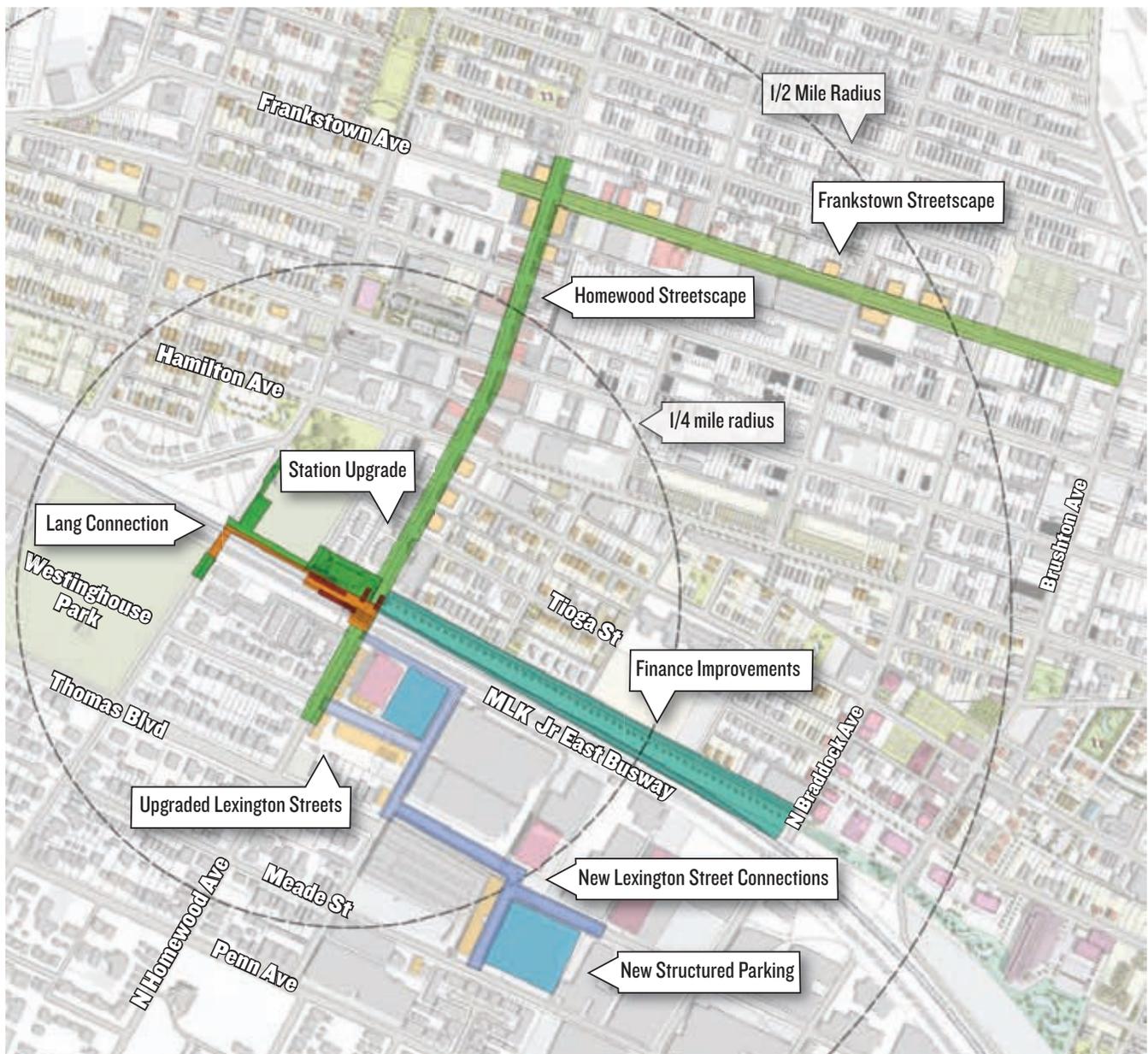
A potential phasing strategy for the public projects was also generated based on the *likely* and *enhanced* development scenarios illustrated in the next chapter. The following pages contain conceptual designs for each project as well as conceptual project cost estimates.





Phase One Public Projects

- Improve Homewood Station and its immediate pedestrian connections, including a connection to N. Lang
 - Prioritize improvements to pedestrian routes to the station
 - Help catalyze reinvestment in the N. Homewood Avenue business district with streetscape improvements
 - Begin infrastructure investment in the Lexington Technology Park to support mixed-use development and reintegrate the site with the surrounding street grid.
1. Station Improvements (Phase 1)
 2. N. Lang Pedestrian Connection & Bridge
 3. N. Homewood Avenue Streetscape
 4. Finance Street Improvements
 5. Lexington site street upgrades



Phase Two Public Projects

- Complete improvements to Homewood Station
 - Expand business district streetscape improvements to Frankstown Avenue
 - Expand infrastructure investment in the Lexington Technology Park with new through streets and structured parking, supporting the growth of this area as a mixed-use district.
1. Station Improvements (Phase 2)
 2. Frankstown Avenue Streetscape
 3. Lexington site new streets
 4. Lexington structure parking

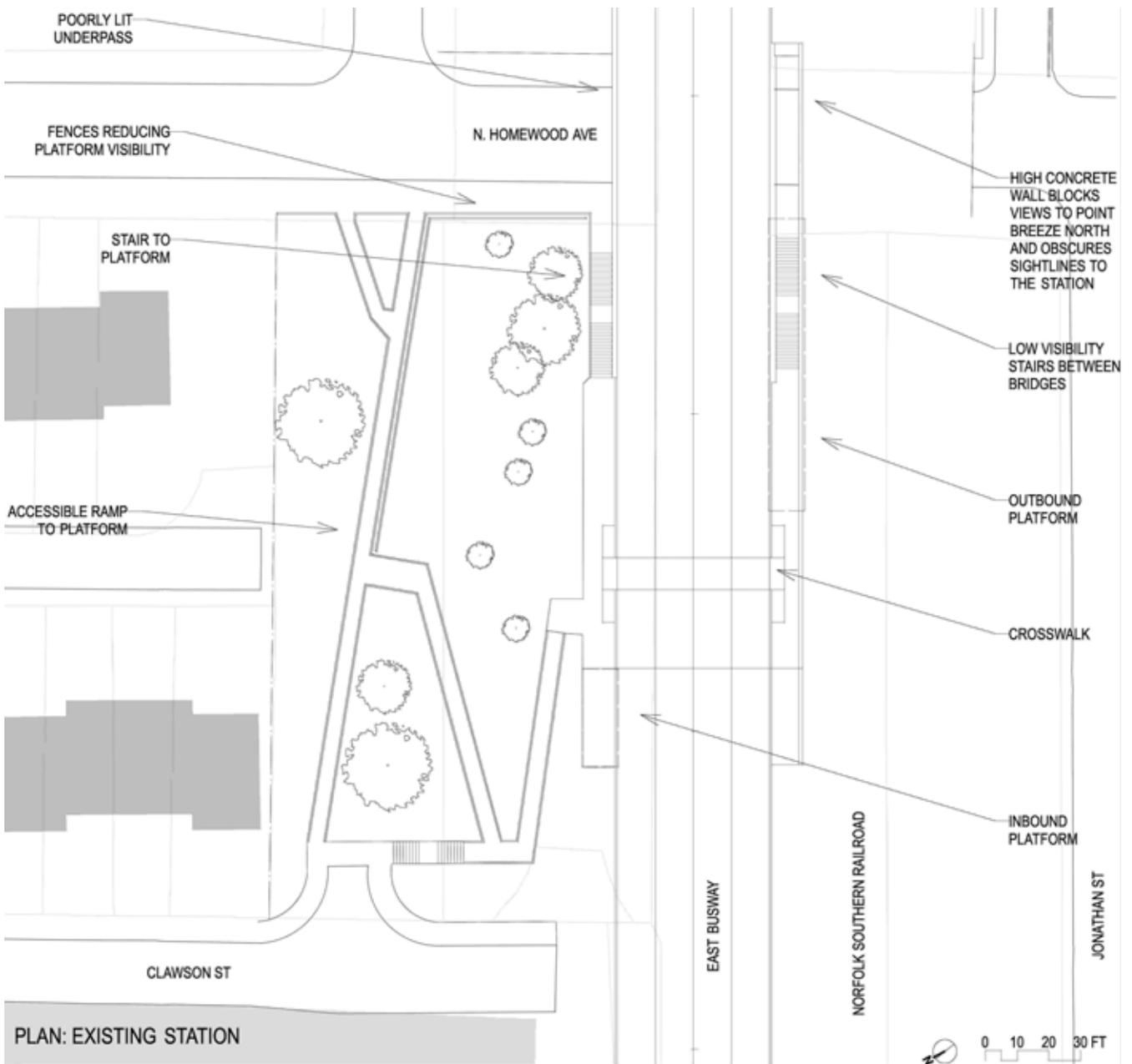
Homewood Station Improvements

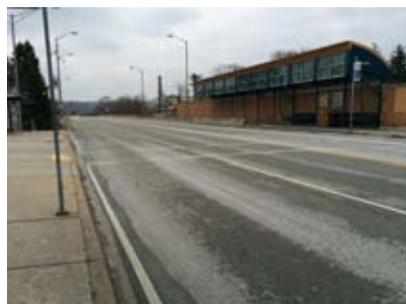
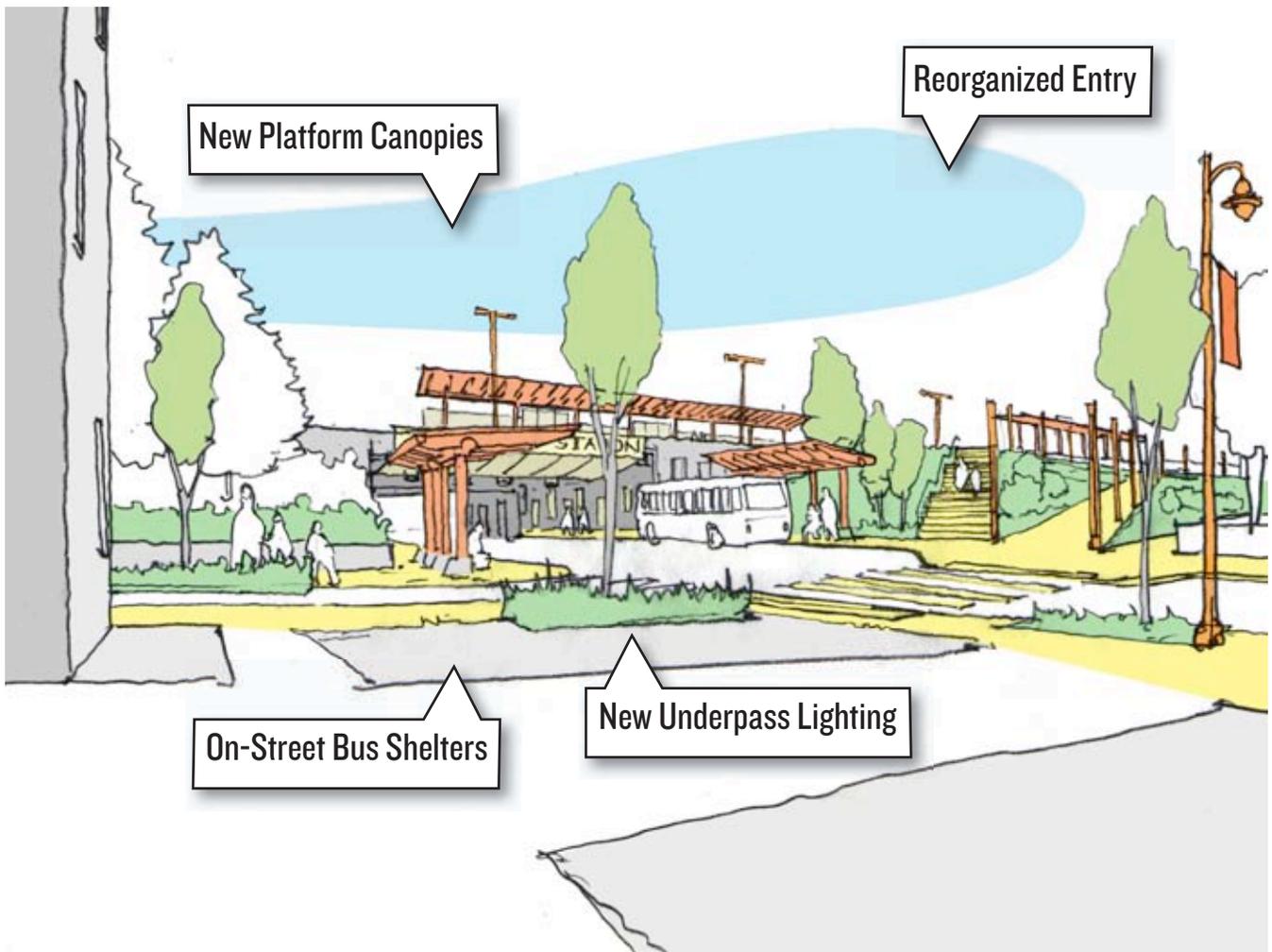
Today the station platforms are accessed by a pair of staircases, one of them in the underpass, and by a winding ramp. Few direct sight lines exist from the street to the platform, and views are obstructed by fencing. The N. Homewood Avenue underpass is poorly lit, and the adjacent 74 bus waiting area lacks seating or other amenities.

The Bridging the Busway study recommended a variety of improvements to

the existing busway station including a reconfigured entry, new canopies and longer platforms, and improvements the N. Homewood Avenue underpass. The study also recommended a connection between the station platforms and the pedestrian bridge at North Lang Avenue. The proposed station redesign builds on these recommendations, as well as the design of the recently rebuilt East Liberty Station.

The design simplifies the station entries, creating wider gentler stairs and ramps that increase the visibility of the platform from the street. Platforms are lengthened with new canopies, seating and lighting. A new on-street bus waiting area for the 74A is integrated into the underpass with new surface treatments, public art and lighting. Finally a landscape of new native plantings is designed to create the impression of a station in a park.





Top Early conceptual sketch of improvements to Homewood Station.

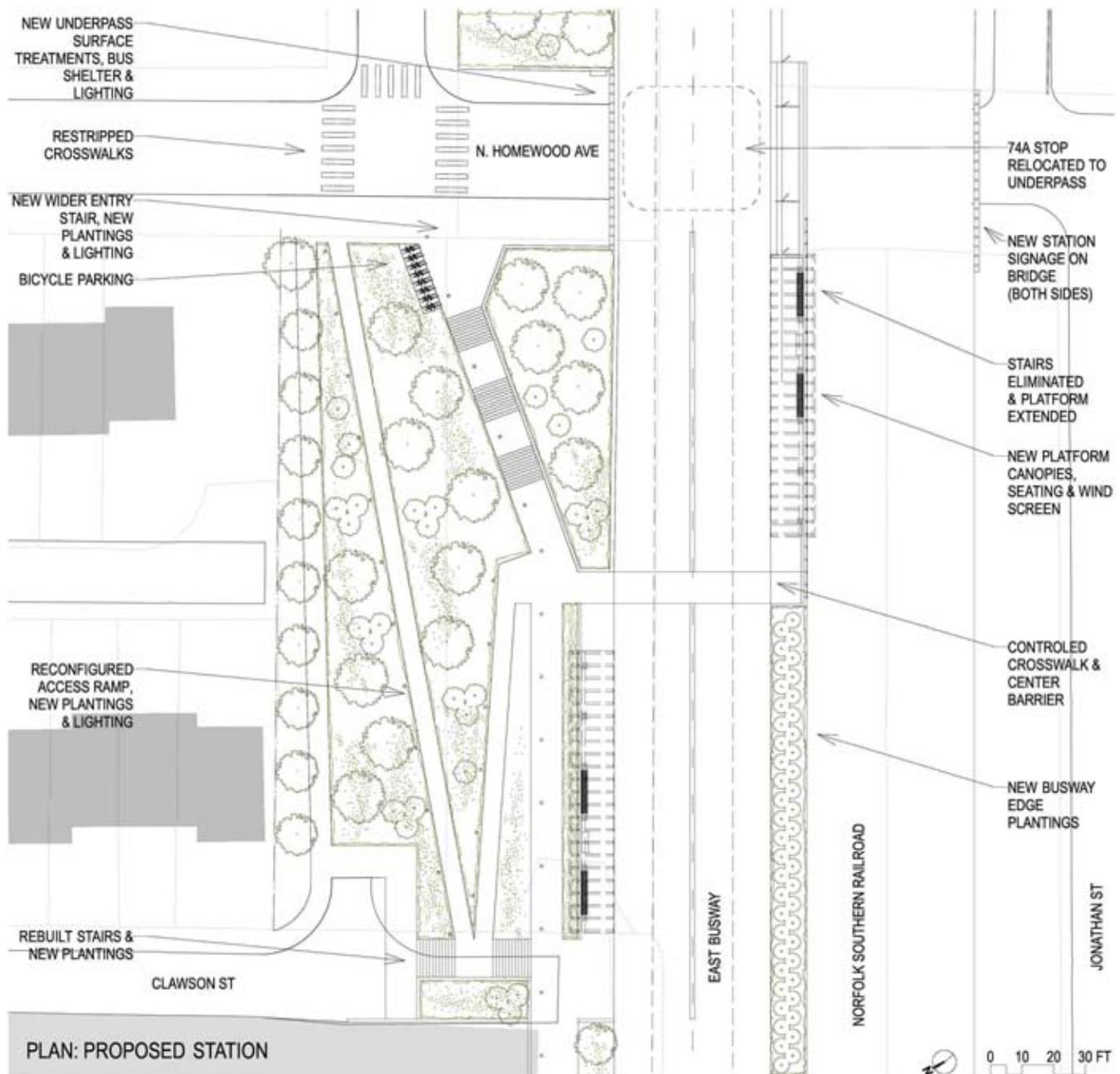
Middle Row: Left: The N. Homewood Ave underpass at the station. Middle: The station entrance is dominated by a maze of fences, ramps and railings. Right: The station seen from N. Homewood Ave.

Bottom Row: Left: Stairs in the underpass with limited visibility to the platform. Right: The station platforms today.

Station Improvements - Conceptual Design

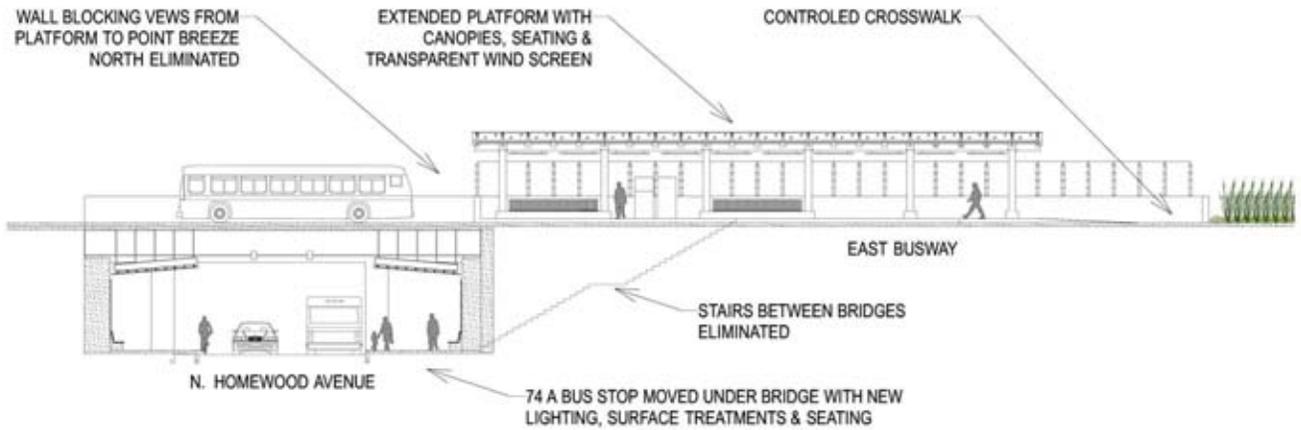


SECTION: ACROSS BUSWAY



PLAN: PROPOSED STATION

Station Improvements - Conceptual Design

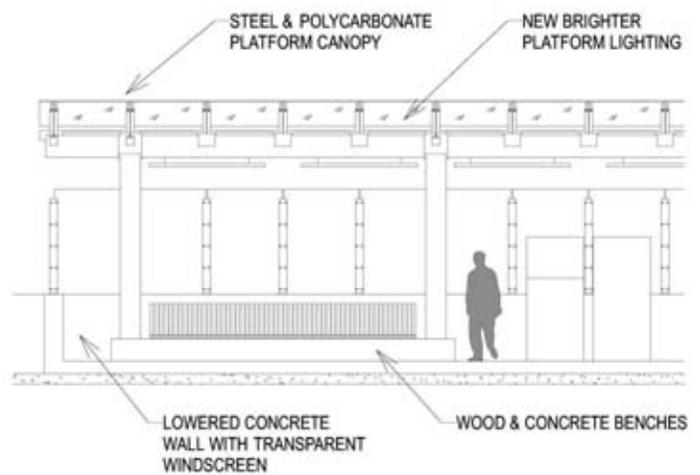


SECTION: PARALLEL TO EAST BUSWAY

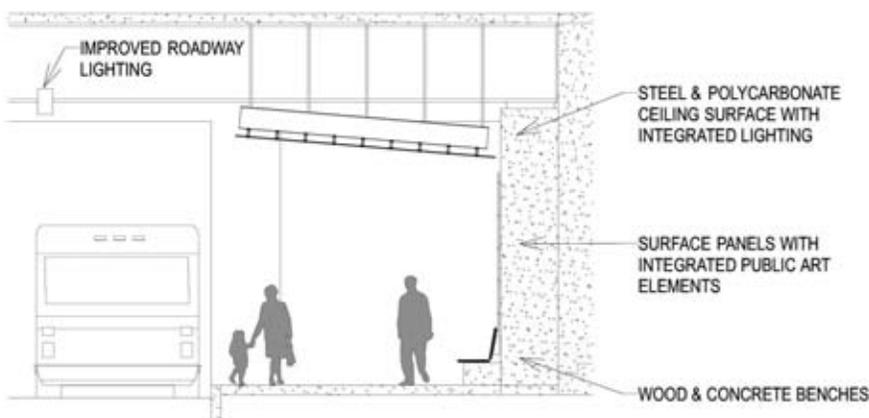
0 10 20 30 FT



SECTION: DETAIL OF PLATFORM CANOPY



ELEVATION: DETAIL OF PLATFORM CANOPY

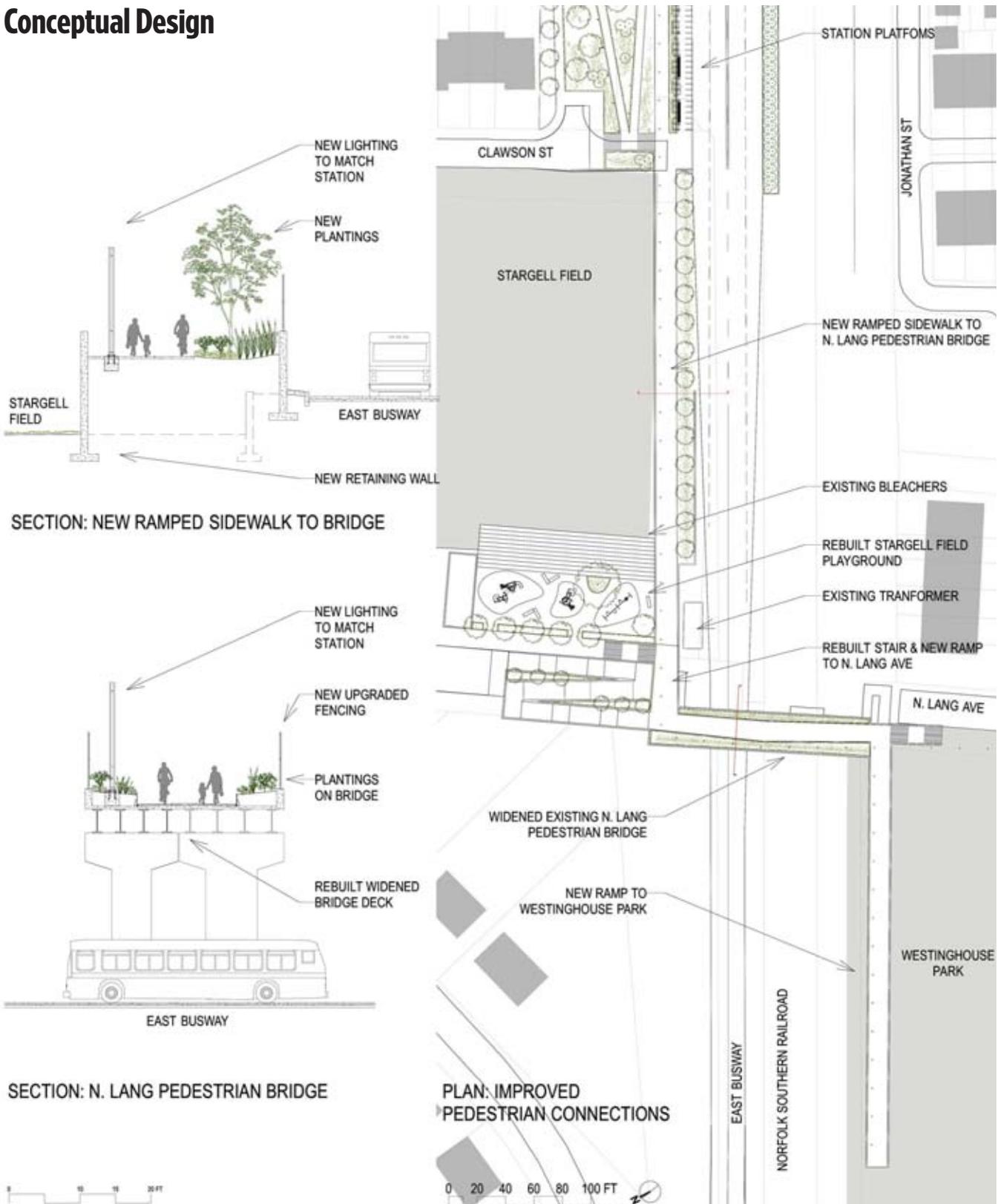


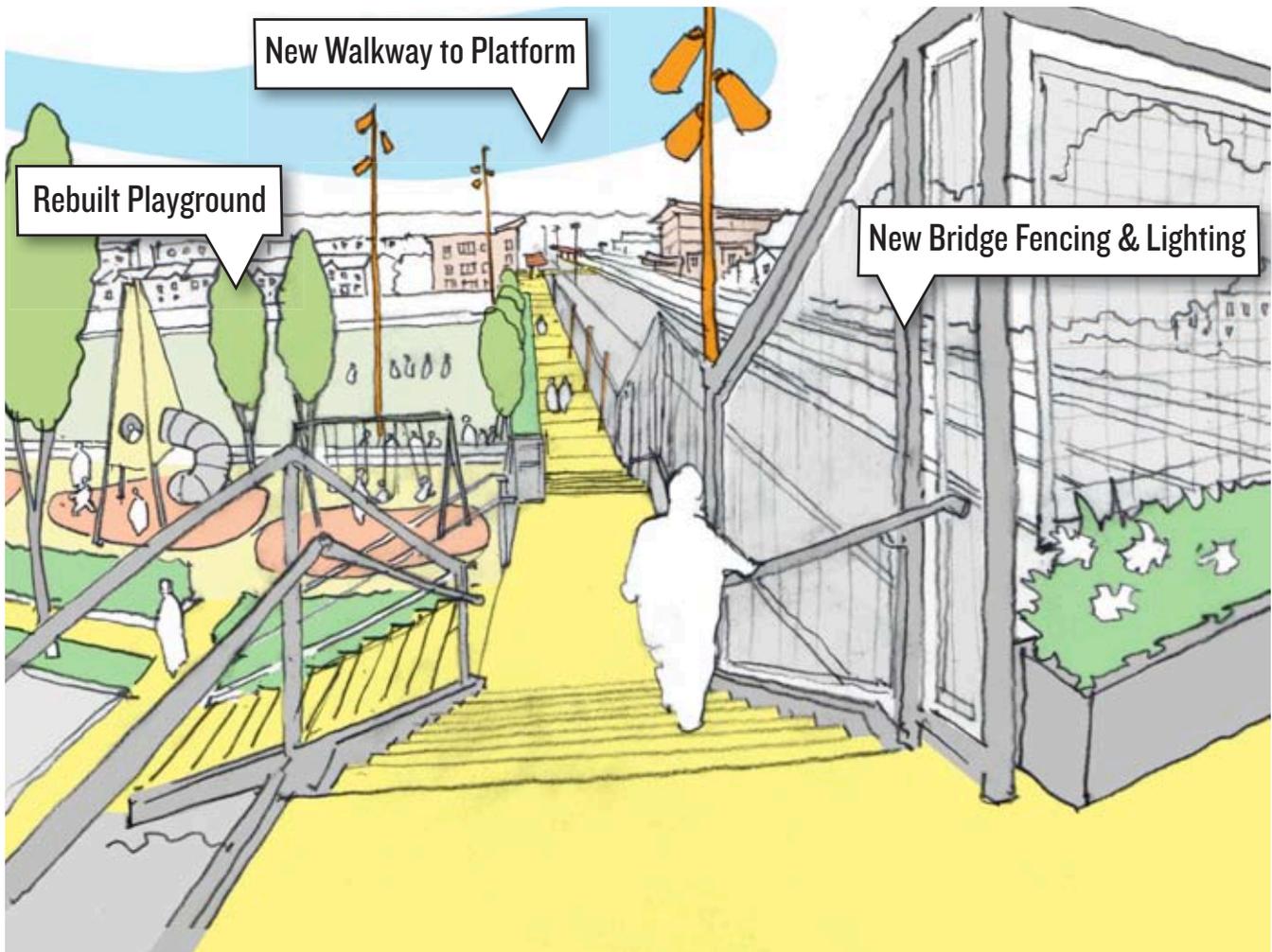
SECTION: DETAIL OF N. HOMEWOOD UNDERPASS

0 5 10 FT

North Lang Pedestrian Connection & Bridge

Conceptual Design





The Bridging the Busway study recommended a connection between the station platforms and rebuilt pedestrian bridge connecting North Lang Avenue on either side of the busway. To make this connection, a ramped new sidewalk would be built along the edge of Stargell Field which would tie into a widened pedestrian bridge. The existing bridge deck would be widened with new lighting, fencing and plantings integrated into the bridge. On both sides of the pedestrian bridge the stairs would be rebuilt and include ramps, making the bridge accessible for both wheelchairs and cyclists. A final element of this improvement is to rebuild the adjacent playground at Stargell Field.



Top Early conceptual sketch of a new connection from the N. Lang pedestrian bridge to the station platforms.

Middle Row Left: The edge of Stargell Field where a connection is recommended. Middle: The station entrance is dominated by a maze of fences, ramps and railings. Right: The view to the platform from the bridge today.

Bottom Row The N. Lang pedestrian bridge and its cage of fencing today.

Cost Estimate - Station Improvements & Lang Connection

Homewood Station Improvements

Area	Item	Full Improvements	Partial Improvements
Underpass Treatment			
	Roof structure	\$100,000	\$100,000
	Polycarbonate roof	\$50,000	\$50,000
	Lighting	\$250,000	\$250,000
	Seating	\$50,000	\$50,000
	Wall & Ceiling Surface Treatments	\$150,000	\$150,000
	Bridge Signage	\$100,000	\$100,000
	Public Art	\$50,000	\$50,000
	Sidewalk replacement	\$50,000	\$50,000
	Total	\$800,000	\$800,000

Site & Landscape Improvements

	Grading and Demolition	\$150,000	\$150,000
	Planting and Soil	\$250,000	\$250,000
	Irrigation	\$5,000	\$5,000
	Lighting	\$200,000	\$200,000.00
	New Staircase	\$60,000	\$60,000
	New Ramp	\$60,000	\$60,000
	Signage	\$150,000	\$150,000
	Fencing and Railings	\$100,000	\$100,000
	Edge Sidewalks	\$25,000	\$25,000
	Total	\$1,000,000	\$1,000,000

Platform Improvements

	Platform Canopies 120'	\$1,600,000	N.A.
	Cartway Lighting	\$150,000	(limited) \$30,000
	Seating	\$60,000	\$60,000
	Railings	\$10,000	\$10,000
	Windscreens	\$40,000	N.A.
	Railroad Wall Alterations	\$50,000	\$50,000
	Stair Infill	\$100,000	\$100,000
	Platform Extension	\$50,000	\$50,000
	Center Barrier	\$40,000	\$40,000
	Communications Infrastructure	\$100,000	\$100,000
	Total	\$2,200,000	\$440,000

Items Total	\$4,000,000	\$2,240,000
25% Contingency	\$1,000,000	\$560,000
Station Total	\$5,000,000	\$2,800,000
A&E Design Costs (10% of Construction)	\$500,000	\$280,000
Grand Total	\$5,500,000	\$3,080,000

North Lang Pedestrian Connection & Bridge

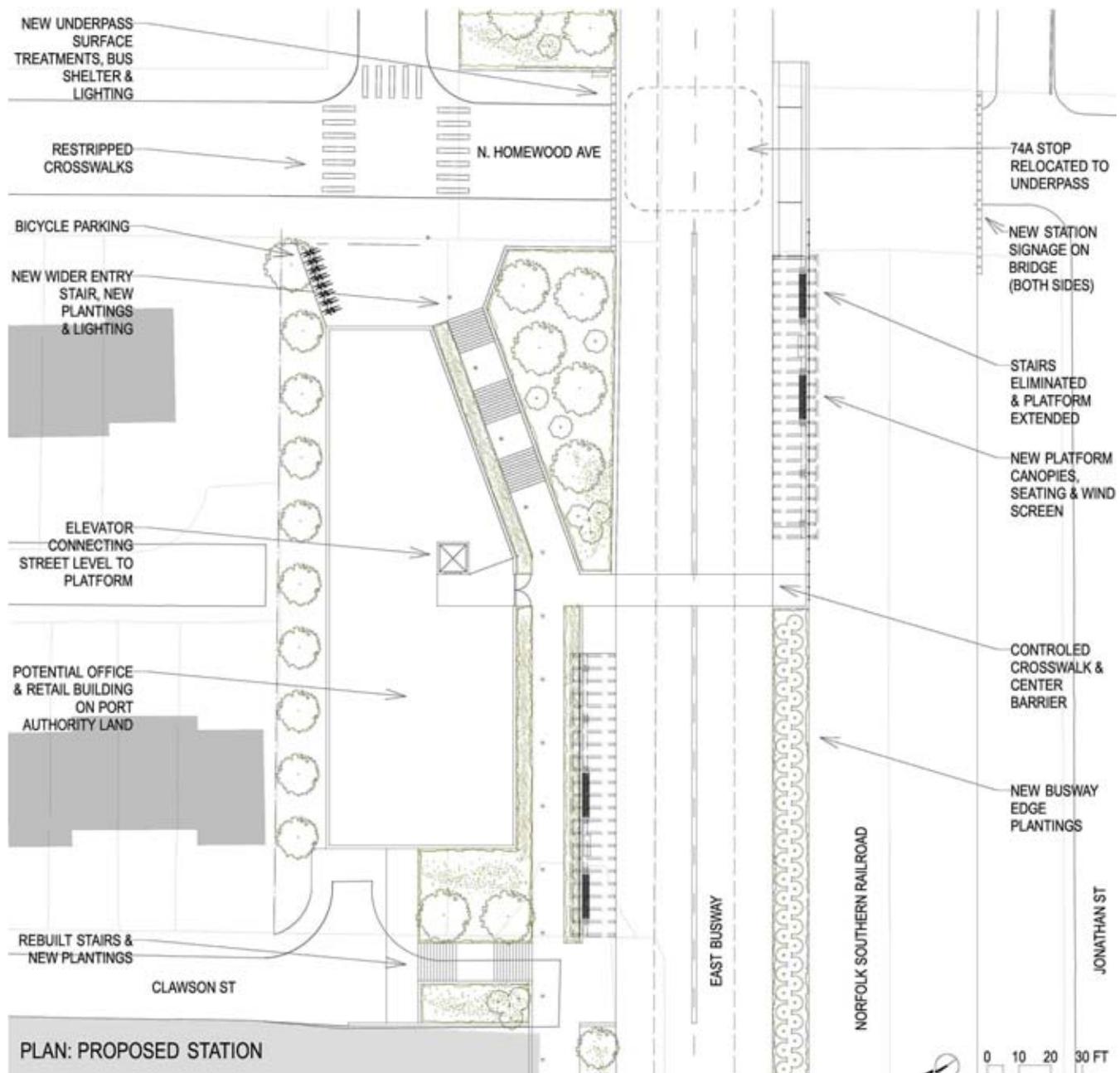
Area	Item	Total Price
Widened Bridge with Ramps		
	Widened St. Deck & Resurfacing	\$900,000
	Rebuilt Stairs	\$100,000
	New Ramp Surface	\$50,000
	Ramp Structure	\$200,000
	Ramp Retaining Walls	\$100,000
	Fencing Replacement	\$50,000
	Lighting	\$100,000
	Architectural Finishes	\$54,000
	Public Art	\$50,000
	Planting and soil	\$50,000
	Irrigation	\$1,000
	Connecting Sidewalks	\$25,000
	Items Total	\$1,680,000
	25% Contingency	\$420,000
	Station Total	\$2,100,000
	A&E Design Costs	\$210,000
	Grand Total	\$2,310,000

Station TOD Opportunity

A long term scenario for Homewood Station integrates transit oriented development directly into the station itself, with the potential to create elevator access to the platform. Previous planning for the station also recommended complementing station improvements with the creation of a mixed-use development on the station parcel.

The following page illustrates how a new office and retail building could be integrated with the station. The ground floor of the building includes a small retail use facing N. Homewood Avenue and internal parking accessed from Clawson Street. An elevator accessed from a station entry lobby on N. Homewood Avenue would connect to the station level and be accessible to station patrons. The upper floors would be devoted to office uses. The illustrated building is located entirely on Port Authority owned property and could be pursued as a joint development opportunity with a private developer.

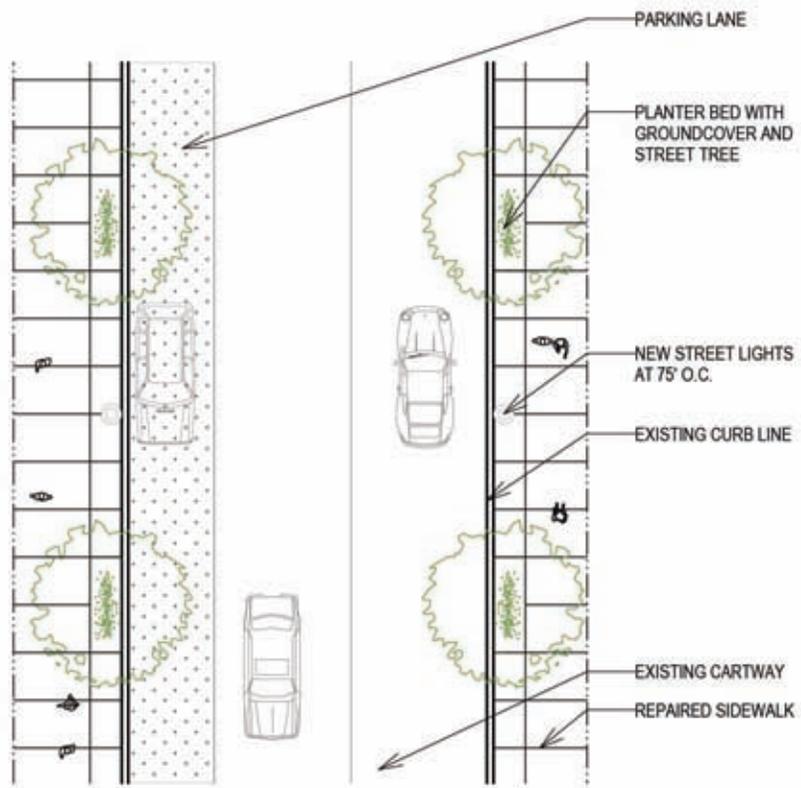
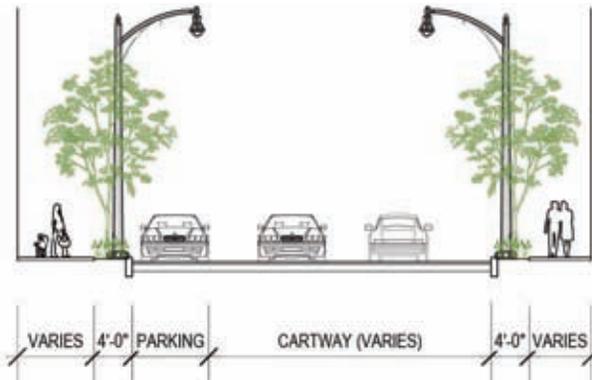
Station Property Development Potential



Business District Streetscape Improvements

North Homewood Avenue is the primary connection between Homewood Station and the neighborhood of Homewood. Historically it has also served as the neighborhood's primary business district. Today the street has a small number of active businesses and institutions mixed with vacant lots and buildings. The street has older light fixtures and a very limited number of street trees and other amenities.

Both Bridging the Busway and the Business and Institutional Core Cluster Plan recommend focusing on N. Homewood Avenue as a target area for locating new businesses, renovating storefronts and improving the public realm. A TRID could support this effort by funding improvements to the business district streetscape including sidewalk and curb repair, new city-standard street lighting, new trees, and supporting amenities such as benches, bike racks and garbage cans, and potentially bus shelters for the 74 bus. Improvements should extend from McPherson Boulevard at the Lexington Technology Park to Frankstown Avenue. A second phase would expand improvements to the Frankstown Avenue section of the business district from N. Homewood Avenue to Brushton Avenue.



Above Typical Section and Plan at 1" = 20' business district streetscape improvements.

Right Today the N. Homewood Avenue business district has very limited planting, older street light fixtures and very few amenities like garbage cans or benches.

Top Next Page N. Homewood Avenue business district showing streetscape improvements including trees, new street lights with banners and new amenities including benches and garbage cans. Also shown are renovations to storefronts to be funded outside of the TRID.



Cost Estimate

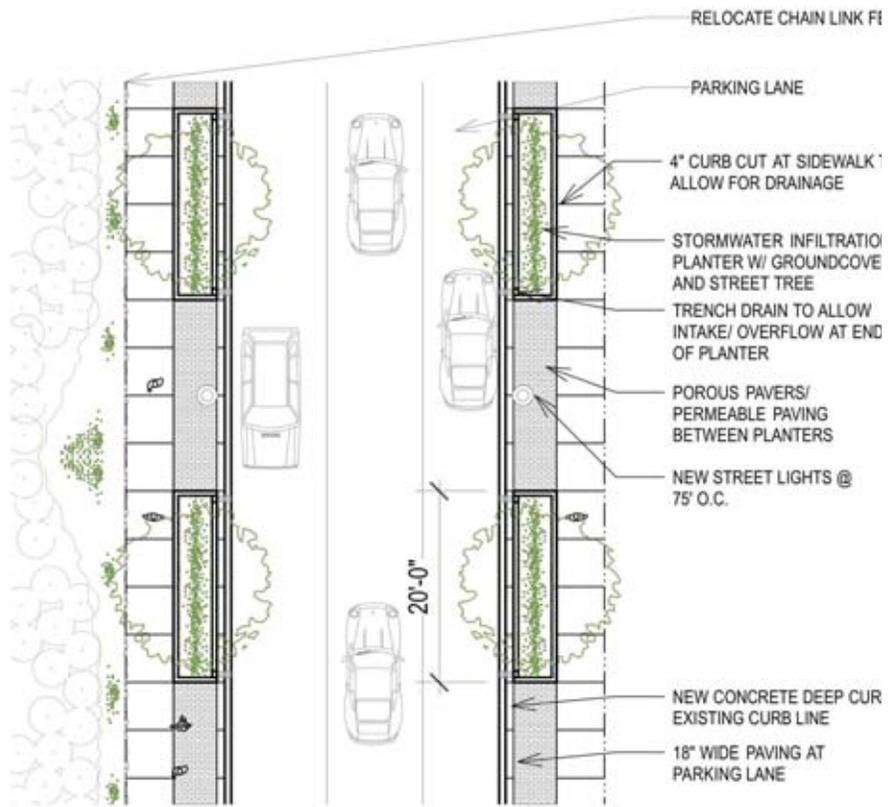
Item Description	Unit	Cost per unit	N. Homewood Avenue		Frankstown Avenue	
			Quantity	Total Price	Quantity	Total Price
Repair/ patch concrete walk	SY	84.80	1,098	\$93,092	1,023	\$86,779
Repair/ patch concrete deep curb	LF	\$57.95	1,085	\$62,876	708	\$41,000
Stormwater treeboxes (8'x5')	EA	\$15,000.00	48	\$720,000	22	\$330,000
New concrete deep curb	LF	\$64.66	480	\$31,037	220	\$14,225
New underground electrical conduit for lights	LF	\$6.36	4,900	\$31,164	3,000	\$19,080
Street scale light fixtures	EA	\$2,809.00	99	\$277,529	60	\$168,540
Street trees	EA	\$250.00	124	\$30,875	75	\$18,750
Demo concrete walk for tree pits	CY	\$51.41	618	\$31,746	375	\$19,279
Traffic control, utility coordination, permitting	LS	\$50,000	1	\$50,000	1	\$50,000
Planting soil at tree pits	CY	\$79.50	594	\$43,637	333	\$26,500
Groundcover at tree pits	SY	\$20.39	494	\$10,075	300	\$6,118
Bike racks	EA	\$760.00	88	\$66,880	20	\$15,200
Benches	EA	\$2,160.00	44	\$95,040	10	\$21,600
Waste / recycling receptacles	EA	\$1,352.00	44	\$59,488	10	\$13,520
	EA	\$329.00	99	\$32,505	60	\$19,740
25% Contingency				\$400,859		\$207,648
Construction Total				\$2,036,802		\$1,057,978
A&E Design Costs (10% of Construction)				\$203,680		\$105,797
Grand Total				\$2,240,482		\$1,163,775

Finance Street Streetscape Improvements

Finance Street runs parallel to the East Busway, from N. Homewood Avenue adjacent to the station to N. Braddock Avenue. Finance Street is a primary pedestrian route to the station from the Faison School and the surrounding residential blocks. The north side of the street has a mix of new and old housing as does the rear edge of the Faison School. The southern side of the street is part of the Busway right-of-way. Sidewalks along this edge are either non-existent or in very poor condition and the landscape, despite a recent tree planting, is in very poor condition.

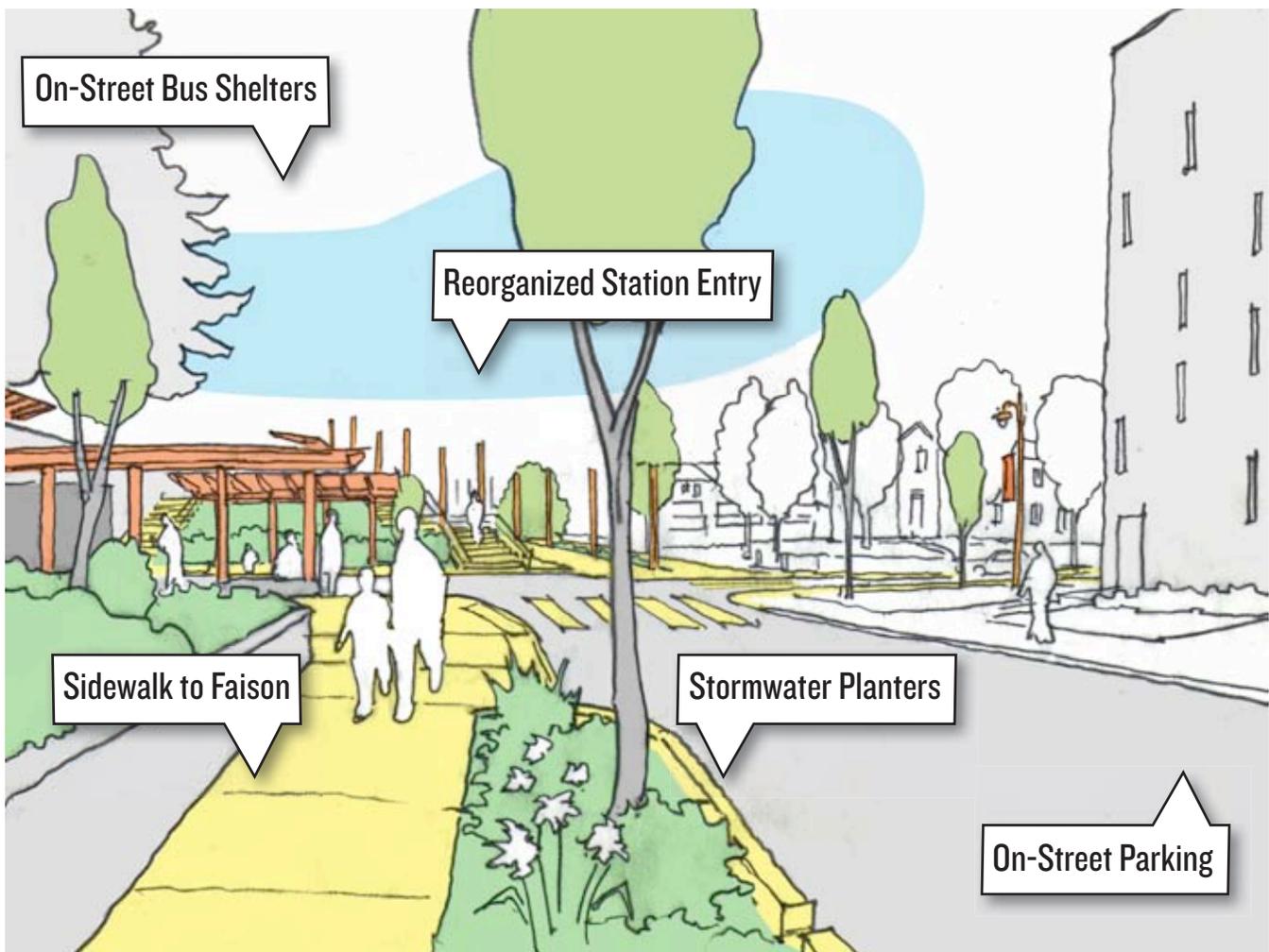
The proposed streetscape improvements replaces the sidewalks and curbs on both sides of the street, adds new city standard street lighting and adds trees on both sides of the street. The current parking configuration of the street would be maintained.

Since the area around the Faison school is prone to flooding, it is recommended that tree pits be built as green infrastructure stormwater infiltration planters with permeable paving in between them. Also illustrated is a new planted landscape along the slope to the busway.



Above Typical Section and Plan at 1" = 20' for improvements to Finance Street from N. Homewood Avenue to Braddock Avenue

Left Top: New houses on Finance Street; Bottom: Sidewalk and landscape along the southern edge of the street are in extremely poor condition.



Cost Estimate

Item Description	Unit	Cost per unit	Quantity	Total Price
New concrete walk	SY	\$111.00	2,039	\$226,280
New concrete deep curb (tree pit edges)	LF	\$64.70	220	\$14,225
Stormwater treeboxes (8'x5')	EA	\$15,000.00	22	\$330,000
Street trees	EA	\$250.00	22	\$5,500
Demo street for tree pits	SY	\$84.80	1,100	\$93,280
Traffic control, utility coordination, permitting	LS	\$50,000	1	\$50,000
Planting soil at tree pits	CY	\$79.50	978	\$77,733
Groundcover at tree pits	SY	\$20.39	494	\$17,947
Porous paving between stormwater planters	SY	\$51.50	293	\$330,000
Relocate chain-link fence up slope	LF	\$28.00	1,835	51,380
25% Contingency				\$299,086
Construction Total				\$1,495,431
A&E Design Costs (10% of Construction)				\$149,543
Grand Total				\$1,644,974



Top Finance Street and Homewood Avenue, showing rebuilt sidewalks and storm water planters. Also shown is an early conceptual design for reorganizing the Homewood Station entry.

Bottom Today Finance Street's southern edge has overgrown plantings and a severely deteriorated sidewalk.

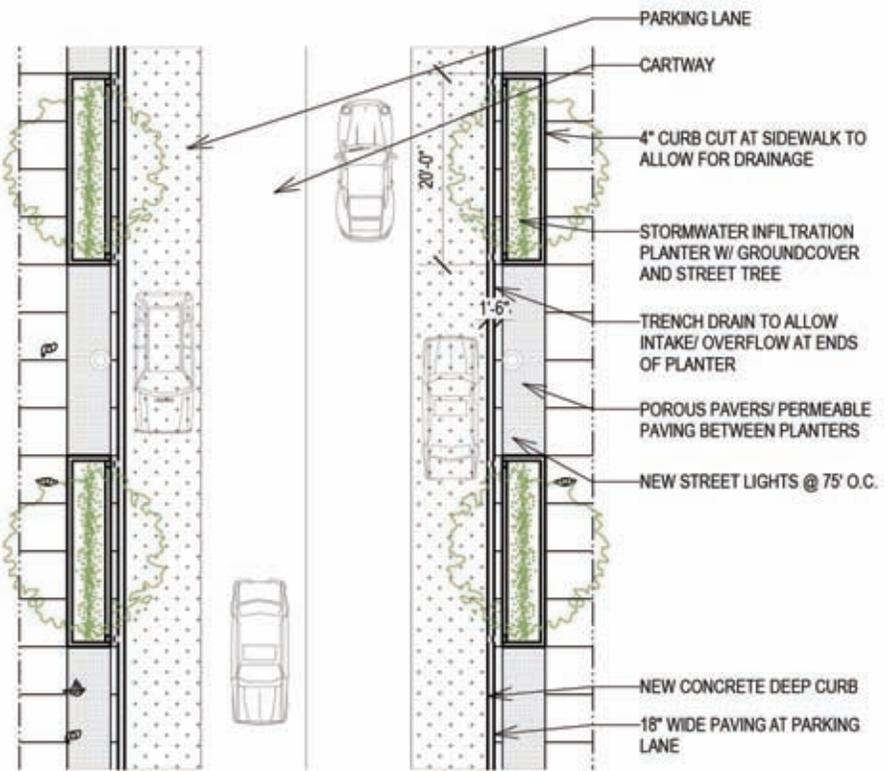
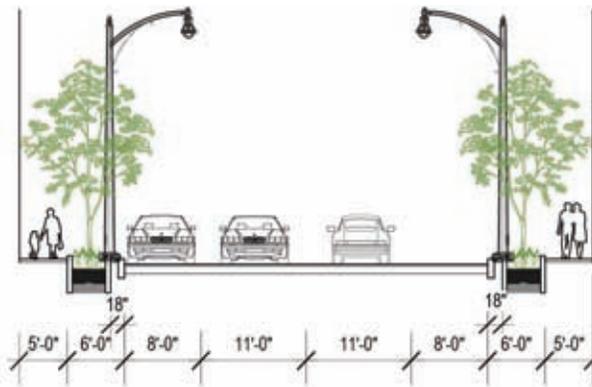
Lexington Technology Park Infrastructure Upgrades

The Lexington Technology Park currently contains a mix of older industrial structures and surface parking, as well as a number of vacated street rights-of-way. The site is immediately adjacent to Homewood Station and has enormous long term potential as site for TOD. Previous planning recommended transforming Lexington into a mixed-use district with both renovated and new buildings and new street connections reintegrating the site into the surrounding city.

This study updated the past planning based on the current market analysis and development activity and recommends a two phased approach to upgrading the infrastructure of the site to support TOD.

The first phase upgrades and reopens privatized sections of McPherson Boulevard, N. Lexington Avenue and Jonathan Street and reconnects a development outparcel along Homewood Ave. to the neighborhood and station. The second, more speculative, phase suggests extending a new set of streets through the site to link to Meade Street and the eastern section of Thomas Boulevard.

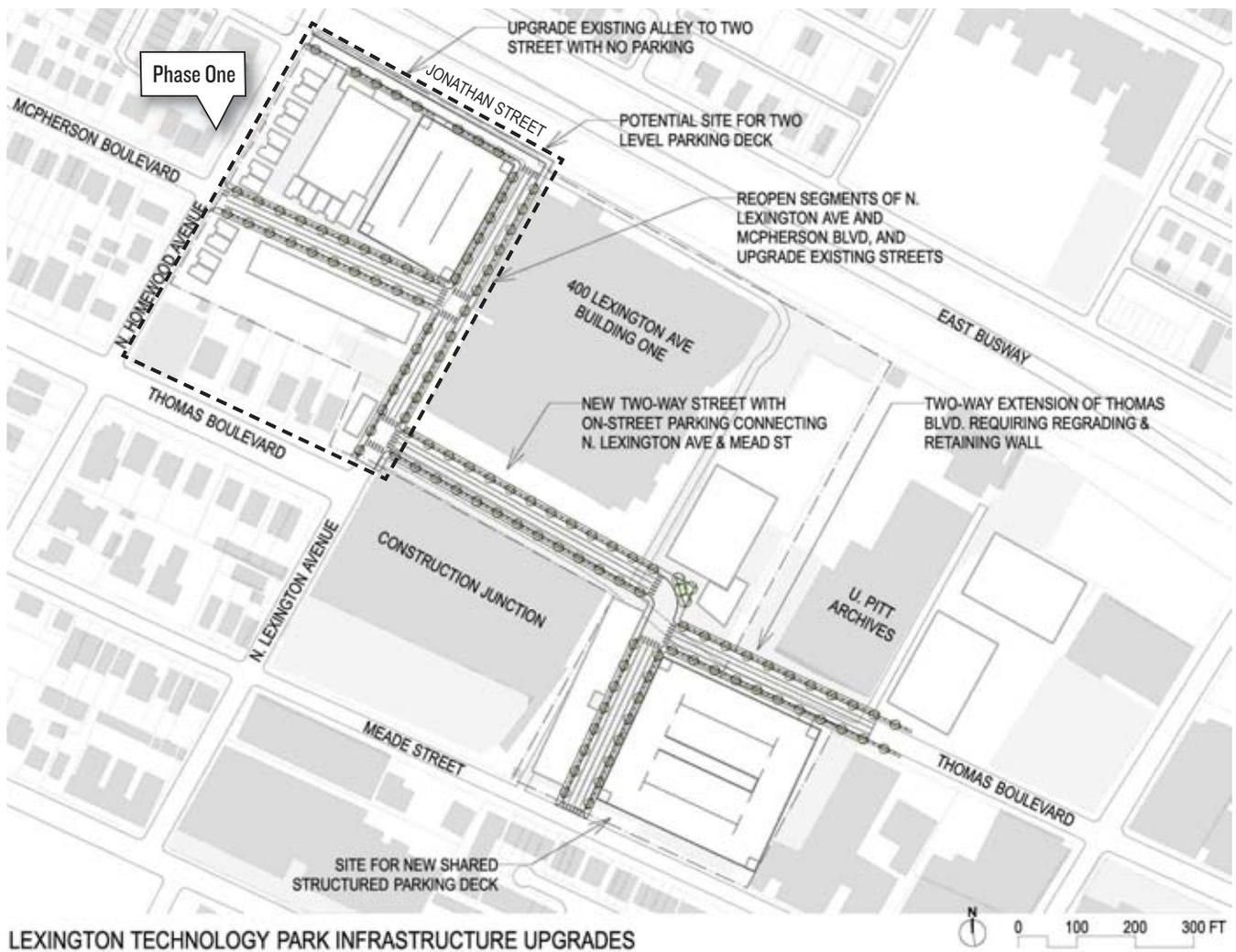
Currently development on and around the site is limited by the need for parking. The exact parking requirements will depend upon the ultimate development mix, but in any scenario some structured parking will be required to redevelop the site and adjacent parcels to their full potential. This study recommends the construction of shared structured parking to support development on the Lexington site and the renovation of adjacent older industrial buildings. A variety of parking scenarios are explained the following pages.



Above Typical Section and Plan at 1" = 20' for new streets proposed in the Lexington Technology Park

Left Privatized section of McPherson Blvd extending into the site

Right disconnected eastern segment of Thomas Boulevard to be extended through the site



LEXINGTON TECHNOLOGY PARK INFRASTRUCTURE UPGRADES



Top Conceptual infrastructure improvements to the Lexington Technology Park

Middle Row: An aerial view of Lexington Technology Park and the adjacent properties with the railroad and busway in the foreground

Bottom Row: Left: An aerial view of the surface parking lot in the Lexington Technology Park that is adjacent to Homewood Station. The majority of this lot has been identified as a likely development parcel. Right: An industrial building currently undergoing a conversion to mixed-use located at Braddock Avenue and Thomas Boulevard

Cost Estimate - Upgraded Lexington Streets

Item Description	Unit	Cost per unit	Quantity	Total Price
New concrete deep curb (both sides of street)	LF	\$64.7	850	\$54,995
New concrete side walk (both sides of street)	SY	\$111.0	756	\$83,867
New underground electrical conduit for street poles	LF	\$6.4	17	\$109
New cartway paving-class 1B excavation	CY	\$75.0	567	\$42,500.0
Milling of bituminous pavement surface	SY	\$25.5	567	\$14,450
New cartway paving - 4" asphalt pavement mixture (top course)	SY	\$110.0	374	\$41,140
Maintenance of traffic, utility coordination/relocation	LS	\$75,000.0	1.0	\$75,000.0
Street scale light fixtures	EA	\$2,810.0	21	\$59,713
Street trees	EA	\$250.0	17	\$4,250
Demo concrete walk for tree pits	CY	\$52	126	\$6,485
Silva cells at tree pits	CY	\$36.0	158	\$5,692
Planting soil at tree pits	CY	\$79.5	94	\$7,508
Groundcover at tree pits	SY	\$20.4	136	\$2,774
Bike racks	EA	\$760.0	6	\$4,560
Waste / recycling receptacles	EA	\$1,352.0	2	\$2,704
25% Contingency				\$101,436.62
Construction Total				\$507,183.11
A&E Design Costs (10% of Construction)				\$50,718
Grand Total				\$557,901

Cost Estimate - New Lexington Streets

Item Description	Unit	Cost per unit	Quantity	Total Price
New concrete deep curb (both sides of street)	LF	\$64.7	4,760	\$307,972
New concrete side walk (both sides of street)	SY	\$111.0	2,961	\$328,659
Grading Design & permitting	LS	\$100,000	1	\$100,000
New cartway paving-Class 1B excavation	CY	\$75.0	1,904	\$142,800
New cartway paving-subbase 4" depth	SY	\$15.0	1,587	\$23,800
New cartway paving-3" bituminous wearing course	SY	\$75.0	3,173	\$238,000
New cartway paving - 4" asphalt pavement mixture	SY	\$110.0	3,173	\$349,066
Maintenance of traffic, utility coordination/relocation	LS	\$100,000.0	1	\$100,000
Retaining wall on one side of right of way - average 8' tall	SF	\$28	7,640	\$210,100
New underground electrical conduit for street poles	LF	\$6.4	4,760	\$30,274
Street scale light fixtures	EA	\$2,810.0	95	\$267,512
Street trees	EA	\$250.0	119	\$29,750
Silva cells at tree pits	CY	\$36.0	1,107	\$39,841.2
Planting soil at tree pits	CY	\$79.5	529	\$42,047
Groundcover at tree pits	SY	\$20.4	476	\$9,710
Bike racks	EA	\$760.0	18	\$13,680
Waste / recycling receptacles	EA	\$1,352.0	9	\$12,168
25% Contingency				\$561,344
Construction Total				\$2,806,724
A&E Design Costs (10% of Construction)				\$280,672
Grand Total				\$3,087,396

Cost Estimate - Structured Parking*

Number of Spaces	250 Spaces	750 Spaces	1000 Spaces
Area (340 Sf/ Space)	85000	255000	340000
Estimate by Cost/Square Foot: \$23,202	\$5,800,500	\$17,401,500	\$23,202,400
Estimate by Cost/Space: \$68.30	\$5,805,500	\$17,416,500	\$23,222,000
Average of Estimating Methods	\$5,803,000	\$17,409,000	\$23,212,200
25 % Contingency	\$1,450,750	\$4,352,250	\$5,803,050
Construction Total	\$7,253,750	\$21,761,250	\$29,015,250
A&E Design Costs (10% of Construction)	\$725,375	\$2,176,125	\$2,901,525
Grand Total	\$7,979,125	\$23,937,375	\$31,916,775

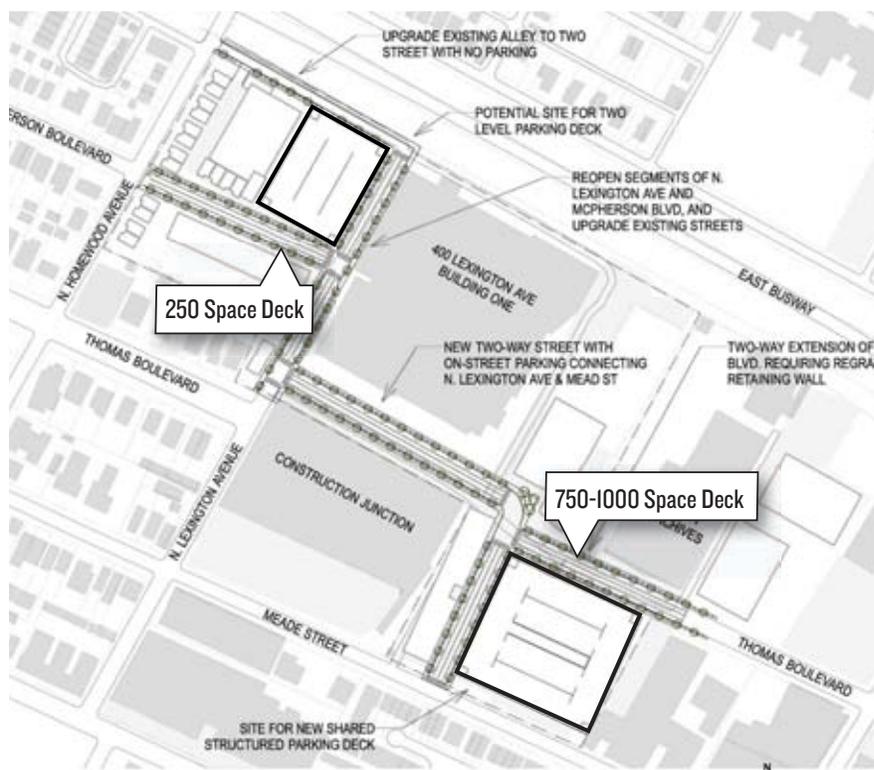
Parking Strategy

The appropriate parking strategy for Lexington will ultimately depend on a final decision about future users, and how the site will be redeveloped. The illustrated infrastructure scenario assumes the creation of 1000 structured spaces on the site. These might be divided into two decks of 250 & 750 spaces or created through a single 1000 space garage.

The estimate above shows costs for all three of these potential sizes using an average of two different estimating methods.

* Parking Cost Estimate Assumptions:

1. Construction costs include total costs associated with engineering design, construction, surveying, site preparation and material testing. Numbers have been escalated to the year 2017.
2. Design costs include only the engineering costs associated with the design of the parking garage (i.e., structural, foundation, surveying, site civil engineering).
3. Total construction costs depend on several factors such as slope, terrain, number of parking levels, structural and foundation systems, market conditions, etc. The above costs are preliminary estimates based on market data.
4. The above costs are based on National Median Construction Costs for parking structures during 2013.
5. 2013 costs have been escalated at a 6%/year increase to 2015 for inflation.
6. Assume that each parking space is 20 ft X 10 ft, with 1000 parking spaces.



References:

1. "McGraw-Hill Forecasts 6% Construction Increase in 2013," by Tim Grogan, *Engineering News - Record*
2. "Modest Growth Predicted for Construction Industry in 2013," McGraw-Hill Construction 2013 Dodge Construction Outlook
3. "Billings and Inquiries Strongest Since Early 2008," by Kermit Baker, PhD, *The American Institute of Architects*
4. "Incremental Increase in Nonresidential Construction Spending Expected for 2013," by Kermit Baker, PhD, *American Institute of Architects*
5. "Market Conditions in Construction - March 2013," by Gilbane Building Company
6. "Turner Building Cost Index - 2013 First Quarter Forecast," Turner Construction Company
7. "Steady Increase in U.S. Construction Activity Projected Through 2014," by Kermit Baker, PhD, *The American Institute of Architects and the "AIA Consensus Construction Forecast 2013"*
8. "ENR Confidence Index Rises Dramatically," by Gary J. Tulacz, *Engineering News - Record*

DEVELOPMENT SCENARIOS

Approach

The process for identifying two distinct development scenarios, for which to evaluate, is described below:

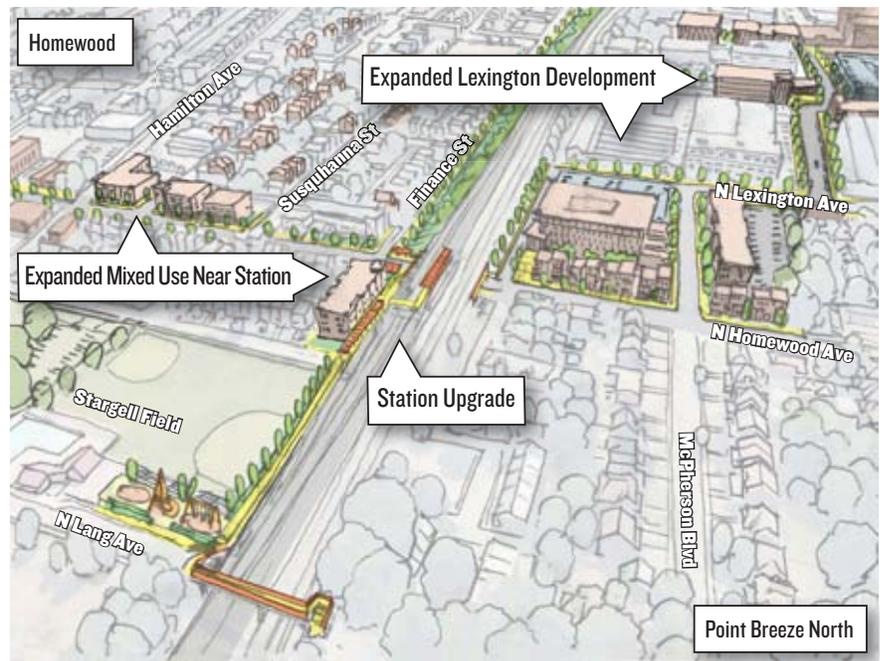
1. Review of Existing Plans
2. Establish Development Scenarios based on actual projects identified from existing plans.

A Likely Development Scenario was identified from existing development plans, interviews with developers and discussions between the consultants, developers and the advisory committee. Likely developments have demonstrated significant commitment and steps towards implementation.

A more speculative, or Enhanced Development Scenario, combines the Likely Development with a set of possible sites that are either less certain to occur or contingent on “enhanced” future conditions around the station. Enhanced Developments are a combination of publicly owned land recommended for development by past planning, and private projects in the planning stage that have not yet demonstrated significant commitment and steps towards development.

3. A Market Analysis was conducted independently to verify the “Likely” and “Enhanced” development scenarios, explore the demand for different types of uses and estimate the potential post-development market value. The market analysis therefore verifies the feasibility and potential ROI from the development scenarios.

Financial forecasts of each development scenario were performed in order to determine financial gaps and funding needed from TRID proceeds or other sources.



Top: Illustration of Likely Development Scenario with phase one public projects.

Bottom: Illustration of Enhanced Development Scenario with phase two public projects.

Financial Forecasts of Development Scenarios

Two development scenarios, Likely and Enhanced, were projected for planning purposes to illustrate the potential build out, magnitude of costs, revenue, and financing options. The following outlines the methodology and key assumptions, which are presented in two multi-year cash flow projections for the Likely and Enhanced scenarios.

The development build-out for the Likely and Enhanced scenarios was projected based on the post development land use lot area as identified in the TRID market analysis, shown in Table D-1.

For each land use (commercial, industrial, other, residential) the lot area was converted to building square feet based on lot coverage and total number of stories. For example, the total residential lot area for the Likely development scenario of 454,536 square feet was multiplied by a land coverage factor of 35% and two stories, resulting in total residential building area of 318,175 square feet ($454,536 \times .35 \times 2 = 318,175$). This is summarized in Table D-2.

Absorption Rates and Revenues

An absorption schedule was created that shows full occupation within 6 years. The schedule for the Likely Development Scenario is presented in Table D-3. The Enhanced scenario assumed a more conservative build out over eight years.

Revenue is derived primarily from the sale or lease of property. Lease rate assumptions were based on current market conditions for the greater Pittsburgh market and adjusted to reflect the Homewood neighborhood. It should be noted, however, that the analysis assumed property lease revenue, in contrast to sales, in order to simplify the presentation. Actual development would likely be a combination of sales and leases.

In addition to the property revenue, assumptions were also developed for parking revenue as a result of the 1,000 space parking structure proposed in the Enhanced Development Scenario. Parking rates were based on the ALCO Parking's Southside Works Parking Garage. Southside Works Parking Garage serves employees during weekdays and visitors

Table D-1: Lot Area (square feet) by Post Development Land Use

	Commercial	Industrial	Other	Residential	Grand Total
Likely Development Scenario	338,603	140,346	-	454,536	933,485
Enhanced Development Scenario	588,813	574,888	6,000	265,412	1,435,113
Total	927,416	715,234	6,000	719,948	2,368,598

Table D-2: Building Area (square feet) by Post Development Land Use

Use	Likely Scenario	Enhanced Scenario	Total
Residential	318,175	185,788	503,964
Office	42,966	104,933	147,899
Institutional	555,282	1,356,122	1,911,404
Retail	27,143	66,290	93,433
Flex	93,032	227,206	320,238
Total	1,036,598	1,940,339	2,976,938

Table D-3: Absorption Schedule – Likely Scenario

	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6
Residential		75%	25%	25%	10%	5%
Office		75%	25%	25%	10%	5%
Institutional		75%	25%	25%	10%	5%
Retail		75%	25%	25%	10%	5%
Flex		75%	25%	25%	10%	5%

after hours and on weekends. Week-day rates range generally from \$4 for two hours or less to \$10 for eight hours of parking. Rates for the Homewood Parking Garage are based on Southside Works' rates and tempered slightly to calculate revenue using a combination of demand for monthly leases and daily rates. The results are presented in Tables D-4 and D-5.

The gross revenue was adjusted with a vacancy/credit allowance of 10% and an annual inflation rate of 3.0%. Net income was calculated after deducting operating expenses, equal to 11% of gross revenue, and cash reserves for replacements, equal to 30% of operating expenses. The result was an adjusted revenue – net operating income – that is available for debt service.

Table D-4: Lease Rate Assumptions

Type	Price per SF
Residential	\$7.00
Office	\$18.00
Institutional	\$18.00
Retail	\$13.00
Flex	\$18.00

Table D-5: Annual Parking Revenue

Monthly Leases	\$561,000
Daily	\$1,682,363
Total	\$2,243,363

Development Construction Costs

Construction costs were estimated using industry benchmarks for typical construction in the Pittsburgh market for the residential, office, institutional, retail and flex building types. A summary of the estimated costs by use is presented in tables D-6 and D-7 at right.

Assumptions were included for additional costs that would be expected for the development. Land acquisition was estimated at a rate of 125% of the current fair market value, totaling approximately \$8.0 and \$15.7 million for the Likely and Enhanced Scenarios, respectively. Land development and additional site infrastructure costs were estimated at 12% of the building construction costs. Developer overhead of \$100,000 per year and a developer fee equal to 2.5% of development costs was also added.

Public Funding for Development

Public funding was included as an offset to some of the development costs. The TRID proceeds were a key element identified as part of the study, but additional resources were identified that could be leveraged by the project, including: Redevelopment Assistance Capital Program (RACP), Multimodal Transportation Funding (MTF), and Congestion Mitigation and Air Quality (CMAQ). Other programs could include state and/or local sources such as the Infrastructure and Facilities Improvement Program (IFIP), Business in Our Sites (BOS), or gaming grants. The projected totals are presented in Table D-8 at right.

For this preliminary cash flow analysis general assumptions were also include for the overall project financing. A total financed amount was determined based on a loan-to-value (LTV) ratio of 80%. The basis for determining the value was the total costs from land acquisition, predevelopment/site infrastructure, and building construction. The loan assumptions include annual disbursements for construction and interest rate of 9.0% annually on the outstanding loan balance. The parking garage was assumed to be financed separately with a single disbursement at the beginning of development and interest applied at a rate of 4.5% annually to the outstanding loan balance. In both scenarios any amount after considering proceeds from gross revenue, public funding, and financing was project equity.

Table D-6: Estimated Construction Costs – Likely Scenario

Land Use Type	Total Building Area (sf)	Construction Cost per SF	Construction Cost
Residential	318,175	\$80.00	\$25,454,016
Office	42,966	\$162.57	\$6,984,983
Institutional	555,282	\$162.57	\$90,272,195
Retail	27,143	\$124.63	\$3,382,832
Flex	93,032	\$162.57	\$15,124,212
Total	1,036,598		\$141,218,238

Table D-7: Estimated Construction Costs – Enhanced Scenario

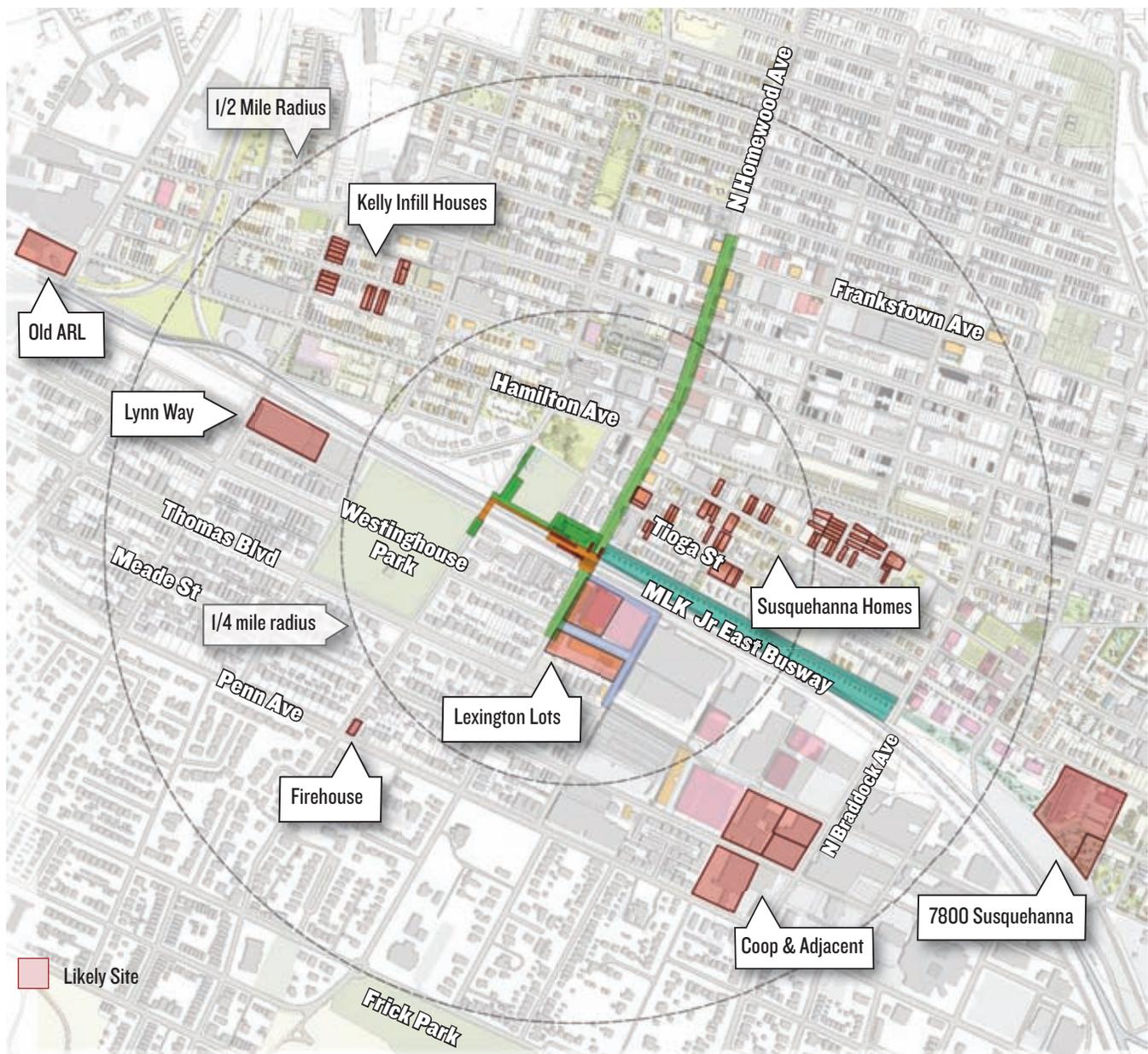
Land Use Type	Total Building Area (sf)	Construction Cost per SF	Construction Cost
Residential	503,964	\$80.00	\$40,317,088
Office	147,899	\$162.57	\$24,043,940
Institutional	1,911,404	\$162.57	\$310,736,948
Retail	93,433	\$124.63	\$11,644,555
Flex	320,238	\$162.57	\$52,061,092
Total	2,976,938		\$438,803,623

Table D-8: Projected Public Funding

Public Funding Source	Likely Scenario	Enhanced Scenario
Proceeds from TRID Financing	\$2,028,394	\$4,879,210
Redevelopment Assistance Capital Program (RACP)	\$5,000,000	\$5,000,000
Multimodal Transportation Funding (MTF)	\$1,000,000	\$1,000,000
Congestion Mitigation and Air Quality (CMAQ)	\$1,000,000	\$1,000,000
Other Public Grants	\$2,200,000	\$3,500,000
Total Public Funding	\$11,228,394	\$15,379,210

Multi-Year Projected Cash Flow

For both the Likely and Enhanced scenarios, the project shows positive cash flow in years six and seven, respectively. The results of the analysis are presented in the detailed tables included in Appendix 1.



Likely Development Scenario

- Focuses on top priority public improvements close to Homewood Station
- Based on Likely development - sites known to either be in the design, funding or construction stage, or have significant developer interest

The Likely Development Scenario was identified from existing development plans and interviews with developers and discussions between the consultants, developers and the advisory team. Likely developments have demonstrated significant commitment and steps towards development, or are projects already under construction.

The Likely Development Scenario contains only projects that could potentially be included in the short term

to create a TRID district. Only projects known to be either under construction or in the advanced planning and financing stages have been included. The actual sites included in a TRID agreement will depend on the way in which actual development activity evolves and the ultimate timing of the creation of a TRID.

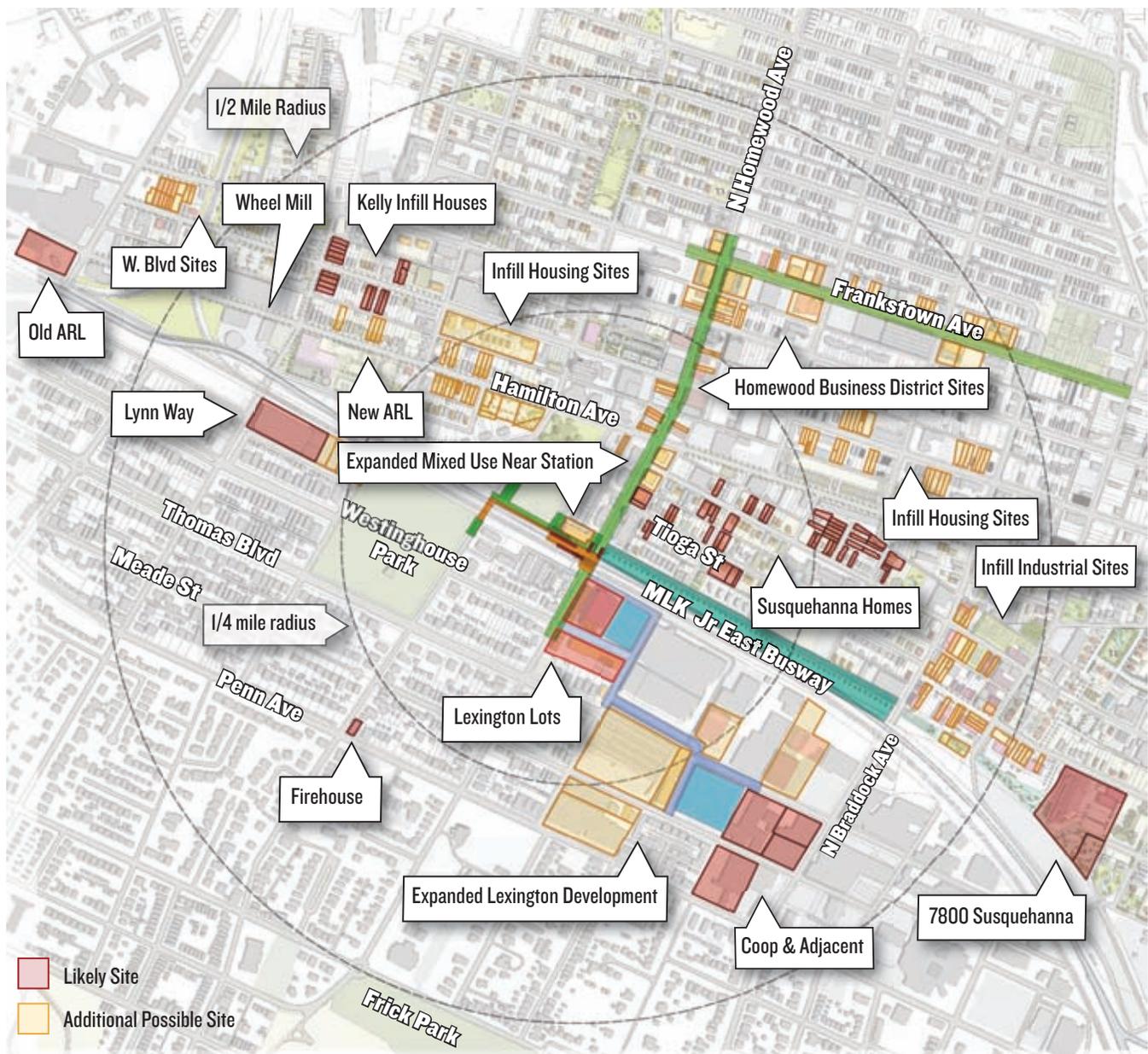


Top Row Left: 540 N. Homewood - proposed housing and retail; Right: Lexington Parking Lots - likely office and housing

2nd Row Left: Susquehanna Homes proposed infill housing; Right: 7800 Susquehanna - industrial & job training under development

3rd Row Left: Kelly Street - proposed infill houses (Comparable Example); Right: Firehouse - renovated office use under development

Bottom Row Left: Industrial uses being converted to office and arts uses adjacent to the East End Food Coop



Enhanced Development Scenario

- Adds additional possible development sites suggested in existing plans (mostly on publicly owned vacant land)
- Focus on expanding the development potential of the Lexington Technology Park and surrounding buildings
- Expands the list of public improvements to support more intense development in and around the Lexington Technology Park

The Enhanced Development Scenario was identified from existing development plans and interviews with developers. It combines the likely sites (in pink) with a set of possible enhanced sites (in yellow.) Enhanced developments are a combination of publicly owned land recommend for development by past planning, and private projects in the planning and implementation stage that have not yet demonstrated significant commitment and steps towards development.

The Enhanced Development Scenario is significantly more speculative and is intended to test the upper limit of revenue that a TRID might be able to generate. The actual sites included in a TRID agreement will depend on the way in which actual development activity evolves.

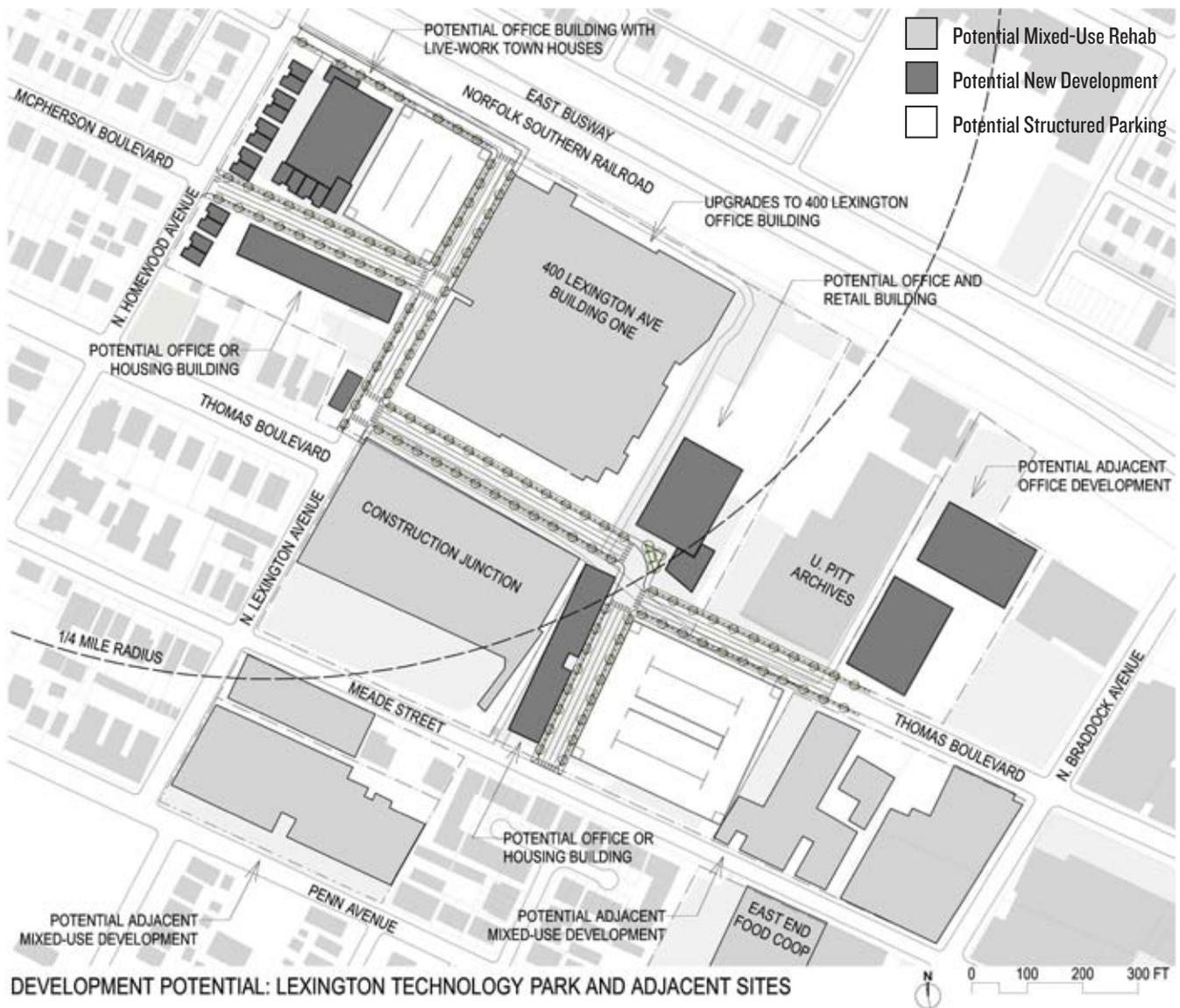


Top Row Left: Potential renovation or infill sites on N. Homewood Ave; Right: Vacant land on Frankstown Ave

2nd Row Left: The Lexington Technology Park and the adjacent parcels contain numerous potential development sites; Right: Vacant buildings and parcels with industrial zoning between Braddock and Brushton

3rd Row Left: The Lexington Technology Park and the adjacent parcels; Right: Construction Junction

Bottom Row Left: The East End Food Coop building



Lexington Technology Park

The Lexington Technology Park and the parcels adjacent to have the potential to develop into a mixed-use district containing office uses, housing, retail and light industrial uses. The Enhanced Development Scenario illustrates a possible development strategy for this area. The addition of both new streets and new structured parking are required to maximize development on the Lexington site. The development scenario is organized around a pair of new streets linking the two disconnected parts of Thomas Boulevard.



Market Analysis

This market analysis provides critical information for assessing the feasibility of TOD or a TRID around the Homewood Station along Pittsburgh's East Busway. The market analysis examined residential, retail, office and institutional market factors to provide input for the feasibility of a potential TRID and to guide future land use around the Homewood Station.

The ultimate TRID district would extend roughly 1/2 mile from the Homewood station and include portions of the Homewood South and Point Breeze North neighborhoods of Pittsburgh. The market area for this analysis included a broader set of communities that reflect the relevant capture area. The market area comprised East Hills, Homewood, Larimer, Lincoln-Lemington-Belmar, and Point Breeze North. Key facts on the market area include:

- 7,900 households in the Market Area, 3,000 Households in Homewood alone
- 13,000 cars per day on Frankstown and Hamilton
- 5,800 jobs in 1/2 mile of Homewood Station, 400 jobs in 1/4 mile of Homewood Station
- 1,700 area households use public transit to get to work
- 3,000 households in the Market Area without a vehicle, 1,400 households in Homewood alone.

TRID Feasibility

Based on the Likely and Possible development sites around Homewood station identified previously, new development in the TRID on these parcels could generate approximately \$220,000 per year. The potential increment from the Possible development parcels would add an additional amount of approximately \$316,000 per year. If all parcels were developed, the annual TRID revenue from incremental real estate taxes would be nearly \$537,000 (Table D-14). The potential tax abatements that are likely to be included in the development finance package will reduce the total amount for the TRID by more than \$996,000 for the likely development parcels and \$699,000 for the enhanced development parcels. The final estimated amount of capital that the TRID could invest for redevelopment would be \$2 million from

the likely development parcels and \$2.8 million from the enhanced development parcels for a total of more than \$4.8 million (Table D-15)

These estimates are preliminary projections to determine overall feasibility of the TRID. No development plans have been submitted and there are no specific building plans that were appraised. The estimates are based on potential comparable values in the market area. Tax abatements, which were factored in this assessment, will in reality have to be considered on a development-by-development basis as abatements can be applied differently depending on the use. The final impacts of abatement programs will be contingent upon Developers decisions and whether to use TRID or tax abatements to increase the feasibility of their financing. TRID revenues would be reduced by the amount of any abatement and cut into the 20 year time period of the TRID fund. Estimates of projected abatements were included to provide a realistic estimate of the TRID's potential to leverage investment.

Residential

The City's population has stabilized and may even be growing again. Conservative housing construction has helped City home values remain steady vs. U.S. despite difficult national market conditions and, as a result, Pittsburgh has fewer foreclosures than the U.S. The study area is adjacent to growing areas in Regent Square and Bakery Square, but high vacancy in the market area depresses values and discourages new residents.

There is not net new demand, but there is a need to replace or upgrade deficient units, reduce overall housing density and align the housing supply with what residents can afford. Demand exists for rental housing with potential for rent-to-own units.

Retail

The Market Area is under-retailed by an estimated \$41 million, which is spending that could be captured in the Study area. Significant volumes of traffic pass-by on Washington Boulevard, Penn Avenue, or the busway. Despite the traffic volumes through the corridor, it is difficult to get commuters to detour off of their primary route. Signage may not be sufficient to encourage shopping in the market area. In the short-term, the focus should be

on meeting resident needs and reducing the need for travel for households without vehicle access. In the long-term, there is potential to build out destination retail around the cultural heritage theme, leveraging arts, churches, dining and entertainment.

Office & Institutional

The vacancy rate in Oakland has hovered at 6% since 2009, pushing growth to other neighborhoods. The growth outlook for the City and the region, especially around the university and technology based sectors and professional services is strong. Institutional uses have the greatest potential demand in the submarket.

The Study area is approaching the edge of convenience for access to major centers such as Oakland. The busway station will require significant upgrades to serve as a transit hub or multi-modal station.

There is estimated demand for more than 236,000 SF of office space, more than 511,000 SF of flex space and 2.3 to 3.8 million SF of institutional space, which may present as flex or office space. There is demand for space both large blocks of contiguous space (greater than 30,000 SF) and for smaller blocks of 1,500 SF or less, where most existing buildings have minimum divisible space of 2,000 - 4,000 SF.

Land Use

If future development responds to market conditions, there is strong current demand for office and institutional space. The parcels identified for possible redevelopment account for nearly 2.7 million of the 3.8 million square feet of land in the half-mile area around Homewood Station.

The commercial and industrial uses may be developed as commercial, industrial, flex or institutional uses. A significant amount of land would be for residential redevelopment, with nearly 720,000 SF, or 27% of the TRID area. Additional details on the market demand for these land uses is provided in Table D-9.

The speculated post-development land use is based on what the development scenarios show - all of the commercial land is staying commercial. Many of these parcels are not currently active or fully active. We did not project new parcels going commercial for which no development plans exist.

Table D-9: Speculated Post-Development Land Uses

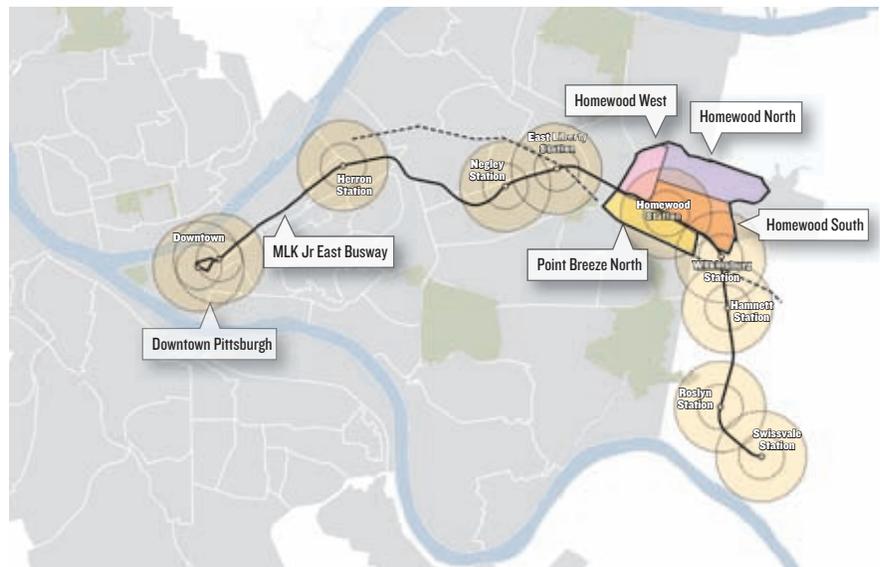
Post Development Land Use	Pre Development SF	Post Development SF	Pre Development %	Post Development %
Commercial	927,416	927,416	34%	34%
County (Tax Exempt)	619,318	417,618	23%	16%
Industrial	392,395	392,395	15%	15%
Other	6,000	6,000	0%	0%
Nonprofit (Tax Exempt)	226,425	226,425	8%	8%
Residential	518,248	719,948	19%	27%
Grand Total	2,689,802	2,689,802	100%	100%

The Market as a Corridor

While this market analysis has focused on the Homewood Station area as a potential TRID, it also recognizes that this area is a part of the East Busway Corridor (at right). The market area contains a total of 7,900 households and 5,800 jobs within half a mile of the Homewood Station. While the East Busway is a major artery for traffic, the area is also an intersection for traffic to Downtown and Oakland that is flowing either from the eastern suburbs or Route 8. 13,000 cars per day pass through Frankstown and Hamilton Avenues.

The development potential of the sites within any TRID boundary are the results of internal and external forces and opportunities. The development pressures that are influencing the market in and around the Homewood Station (illustrated bottom at right) are:

- Development at Bakery Square
- Continued growth and expansion of Oakland into East Liberty, especially Eastside for commercial
- Residential values in Oakland and Squirrel Hill have also increased the values and residential development in Regent Square along with limited commercial development.
- Substantial displacement pressure is occurring along border areas such as Thomas Boulevard.



Top: The Market as a Corridor

Bottom: Forces and Opportunities for Homewood Station

TRID FEASIBILITY

TRID Feasibility

The feasibility for the TRID is based on an assessment of the current property values and their potential post-development value. Fourth Economy and the project team identified the current values based on Allegheny County assessment records. While there are many problems associated with using assessment data, it is the authoritative source for any analysis of potential real estate taxes. Since the TRID will be financed based on the increment gained by post-development tax value, the assessment data is the best source for that analysis.

Fourth Economy analyzed 558 parcels in the ½ mile zone around the Homewood Station to identify the current values per square foot (Table D-10). For comparable values, the area around Bakery Square and Point Breeze North were also used to provide estimates of the potential post-development values. For the post-development estimates for Homewood Station, the analysis assumed values of half of the Bakery Square commercial value per square foot.

Additional comparables for residential development included the Building United Project (Table D-11) as comparables for the post-development values of the PHDC units being developed on Kelly Street and the Dinwiddie project by TREK Development (Table D-12) as comparables for the post-development values for the units on Susquehanna by Oxford /SA Homes.

The TRID District includes the parcels roughly within a ½ mile radius of the Homewood Station. The boundaries of the district are adjusted to account for streets and intersections so it may be more or less than a ½ mile in some places. For each parcel included in the potential TRID, the current value and the appropriate post-development value were estimated (Table D-13).

The parcels that are likely for redevelopment would generate an increment of approximately \$419,000 annually (Table D-14). For purposes of this analysis, the consulting team assumed that the tax increment would be split with 75% for

Table D-10: Fair Market Values per Square Foot, Target Area and Comparables

Use	Current Values per SF in the Target Area		Post-Development Potential Values per SF	
	Public Owned	All Owners	Bakery Square	Point Breeze North
Commercial	\$9	\$12	\$59	\$23
Government	\$4	\$9	\$13	NA
Industrial	\$4	\$19	\$19	NA
Residential	\$2	\$9	\$25	\$23

Note: Analysis of Fair Market Values, based on Allegheny County Assessments. Parcels identified by Fourth Economy using the PNCIS data system.

Table D-11: Residential For-Sale Comparables – PHDC Units on Kelly

	Fair Market	Lot Area/ SF	Dollars / SF
Average	\$105,750	3,658	\$28.90
Median	\$103,000	4,000	\$30.90

Note: Analysis of Fair Market Values, based on Allegheny County Assessments, based on the Building United project, parcels identified by the URA.

Table D-12: Residential Rental Comparables for Oxford Project on Susquehanna

	Fair Market	Lot Area	Dollars / SF
Average	\$87,923	3,026	\$29.06
Median	\$85,200	2,037	\$20.65

Note: Analysis of Fair Market Values, based on Allegheny County Assessments, based on the Dinwiddie project by TREK Development, parcels identified by the URA.

Table D-13: Estimate of Potential TRID Increment

	Likely Development	Enhanced Development	Total
Pre-Development Value	\$6,469,600	\$6,082,900	\$12,552,500
Post-Development Value	\$27,709,266	\$28,973,431	\$56,682,698
Difference in Pre- and Post-Development Value	\$21,239,666	\$22,890,531	\$44,130,198

the TRID and 25% for the taxing bodies. This was used to show that the full value of the increment is not available for TRID financing. The actual distribution between the TRID and the taxing bodies will be subject to negotiation.

Under the assumed 25/75 split the taxing bodies (City, School District and County) would retain 25 percent of the increment and the remaining 75 percent would be available for the TRID. This is a maximum assumption about the value of the increment that will be available for TRID financing. Again, the actual distribution between the TRID and the taxing bodies will be subject to negotiation.

After administrative costs estimated at \$50,000 per year and including a Debt Service Coverage Ratio (DSCR) of 1.2 will reserve sufficient cash flow to meet annual interest and principal payments on the debt financing leveraged by the TRID. This leaves approximately \$220,000 per year that can be used to leverage investment in the TRID from the parcels that are likely for development. The potential increment from the Enhanced development parcels would add an additional amount of approximately \$316,000 per year. If all parcels were developed, the annual TRID revenue would be nearly \$537,000 (Table D-14).

These estimates are preliminary projections to determine overall feasibility of the TRID. No development plans have been submitted and there are no specific building plans that were appraised. The estimates are based on potential comparable values and include no increased value in the development parcels and that interest rates will average four percent for the twenty-year period. Tax abatements have to be considered on a development-by-development basis as abatement's can be applied differently depending on the use. Developers will have to consider whether TRID or tax abatement will increase the feasibility of financing. Money for the TRID fund would be reduced by the amount of any abatement and cut into the 20 year time period of the TRID fund. Estimates of the maximum abatements were estimated for each of the projects in the development scenarios. The total projected abatements are reported in

Table D-14: Pre and Post Development Tax Estimates

	Likely Development	Enhanced Development	Total
Estimated Post-Development Tax Increment	\$419,203	\$506,567	\$925,771
Annual Amount to Taxing Bodies (25%)	\$104,801	\$126,642	\$231,443
Annual Amount to TRID (75%)	\$314,402	\$379,926	\$694,328
Annual Administrative Costs	\$50,000		\$50,000
Estimated Revenue from Increment	\$264,402	\$379,926	\$644,328
Debt Service Coverage Ratio (DSCR)	1.2	1.2	
Estimated Annual Amount for TRID (at DSCR of 1.2)	\$220,335	\$316,605	\$536,940

Table D-15: Estimate of Tax Increment - 20-Year Present Value

	Likely Development	Enhanced Development	Total
Annual TRID Amount	\$220,335	\$316,605	\$536,940
Twenty Year Present Value (4% Interest)	\$2,994,430	\$3,520,133	\$6,514,563
Projected Tax Abatements	(\$966,036)	(\$669,317)	
Adjusted 20 Year Present Value	\$2,028,394	\$2,850,816	\$4,879,210

Table D-15.¹

The potential tax abatements that are likely to be included in the development finance package will reduce the total amount for the TRID by more than \$996,000 for the likely development parcels and \$699,000 for the Enhanced development parcels. The final estimated amount of capital that the TRID could invest for redevelopment would be \$2 million from the likely development parcels and \$2.8 million from the Enhanced development parcels for a total of more than \$4.8 million (Table D-15).

Furthermore these estimates assume that there is no increased value in the development parcels and that interest rates will average four percent for the twenty-year period.

1. For more information about tax abatements see: <http://apps.pittsburghpa.gov/finance/Real-Estate-Tax-Abatement-Programs.pdf>.

Balancing the Cost of Public Projects

Public infrastructure costs were included as proposed for both the Likely and Enhanced Development Scenarios. Total public infrastructure costs are \$9,275,456 for the Likely Scenario, which includes Homewood Station, Lang Avenue Pedestrian Bridge, and Homewood Avenue and Finance Street improvements. The total public infrastructure costs are \$48,421,303 for the Enhanced Scenario, which includes additional Homewood Station improvements, Frankstown Avenue streetscape improvements, Lexington Technology Park roadway improvements, and a parking garage. Costs are summarized in Table D-16.

Possible Additional Funding Sources

- Federal - Transportation Investment Generating Economic Recovery (TIGER), Economic Development Administration Grants (EDA)
- State - Multimodal Transportation Funds (MTF), Redevelopment Assistance Capital Program (RACP), Transportation Infrastructure Investment Fund (TIIF)
- Region - Congestion Mitigation Air Quality (CMAQ)
- County - Community Infrastructure & Tourism Fund (CITF), Gaming Economic Development Fund (GEDF), Community Development Block Grant (CDBG)
- Local - Capital budgets, Foundations

Table D-16: Estimate of Public Project Costs

Phase One (Likely Scenario)		Cost Estimate
Transit Station		
	Homewood Station upgrades - phase one	\$3,080,000
Pedestrian Connections		
	N. Lang Pedestrian Connection & Bridge	\$2,310,000
Streetscape		
	Homewood Avenue	\$2,240,482
	Finance Street	\$1,644,947
Phase One Cost Estimate		\$9,275,456
Phase Two (Enhanced Scenario)		Cost Estimate
Transit Station		
	Homewood Station upgrades - phase two	\$2,420,000
Streetscape		
	Frankstown Avenue	\$1,163,775
Roadway Improvements		
	Lexington Technology Park - New Street	\$3,087,396
	Lexington Technology Park - Existing Street Upgrade	\$557,901
Parking		
	Parking Garage(s)	\$31,916,775
Phase Two Cost Estimate		\$39,145,847
Total TRID Public Project Costs		\$48,421,303

Balancing TRID projects and TRID funds

Likely Scenario:

Top Priority Public Improvements & Likely Development

TRID Top Priority Public Improvements	
Station Improvements (partial)	\$3.08 Million
Lang Pedestrian Connection	\$2.31 Million
Homewood Streetscape	\$2.24 Million
Finance Streetscape	\$1.64 Million
Total	\$9.27 Million

Possible Additional Sources

Federal – TIGER, EDA
 State – Multimodal, RACP, TIIF
 Region – CMAQ
 County – CITF, GEDF, CDBG
 Local – Capital budgets, Foundations

Total \$7.24 Million

TRID Fund

Tax Increment from Expected Development:
 \$220,300 / Year x 20 Years

Total \$2.03 Million



Enhanced Scenario:

Likely + Possible Development & Expanded Public Improvements

TRID Expanded Public Improvements	
Station Improvements (complete)	\$5.50 Million
Lang Pedestrian Connection	\$2.31 Million
Homewood Streetscape	\$2.24 Million
Finance Streetscape	\$1.64 Million
Frankstown Streetscape	\$1.16 Million
Lexington Street Upgrades	\$3.65 Million
Shared Parking Facilities	\$31.92 Million
Total	\$48.42 Million

Possible Additional Sources

Federal – TIGER, EDA
 State – Multimodal, RACP, TIIF
 Region – CMAQ
 County – CITF, GEDF, CDBG
 Local – Capital budgets, Foundations

Total \$43.52 Million

TRID Fund

Tax Increment from Expected Development:
 \$536,900 / Year x 20 Years

Total \$4.90 Million



TRID RECOMMENDATIONS

1. Establish a TRID Boundary that Maximizes Value Capture

Homewood's TRID boundary was determined by understanding the development opportunities around Homewood Station and identifying "likely" and "potential" development parcels within a half-mile radius. Opportunity was gauged by performing field views, interviewing developers who were undertaking or considering projects, meeting with local business owners, and performing a market study. Development was categorized as "likely" if it was publicly-owned and available for development, currently under developer control or a project in the planning phase. Development was considered "enhanced" if it was identified as an important initiative in a previous planning document or a longer-term prospect.

One objective of the Homewood TRID boundary was to include market-driven development projects already underway to maximize the prospect of capturing increment quickly. Two such opportunities were identified: projects on Washington Boulevard; and 7800 Susquehanna. The projects on Washington Boulevard and Susquehanna are slightly beyond the half-mile Study radius; however their capacity to generate increment for the TRID cannot be ignored.

As a result, a half-mile plus boundary that spans from Frankstown Avenue to the north, Penn Avenue to the south, Washington Boulevard to the east and Brushton Avenue to the west, with 7800 Susquehanna annexed-in, is the most economically advantageous for Homewood's TRID.

2. Monitor Development Progress in the District

Even though several projects in the district, like 7800 Susquehanna, are underway, most others are in the planning or conceptual phase, and proceeding more slowly. In order to correspond the implementation of a TRID in Homewood with the ability to maximize revenue, it would be prudent to establish the TRID con-

current with the onset of development activity, and not too soon or too late. Identify and assign personnel dedicated to oversee development interest and activity around the station area and determine when the timing is right to pursue the TRID implementation.

3. Establish a Two-Phased Approach to Completing Priority Public Projects

A list of infrastructure improvements identified by the public consists of 10 projects totaling more than \$48 million. Based on the public's prioritization of those projects, the top four cost \$9.27 million and consist of: 1) Homewood Station upgrades; 2) Lang Avenue Pedestrian Bridge; 3) Homewood Avenue streetscape; and 4) Finance Street streetscape. The final six projects total about \$39 million, the majority of which is the cost of a parking garage, and consist of: 5) additional Homewood Station upgrades; 6) Frankstown Avenue streetscape; 7) new street at Lexington Technology Park; 8) new street/slope at Lexington Technology Park; 9) existing street upgrade at Lexington Technology Park; and shared-use parking garage.

Because the TRID is not likely to generate sufficient real estate tax increment and borrowing power to immediately accomplish the entire project list, a two-phased approach is being recommended. Further examination of the public projects list should be undertaken with an evaluation of how to best phase the completion of projects. The top priority projects identified by the public although more likely to improve neighborhood conditions are not as likely as Lexington Technology Park street projects to influence development, which could create more and quicker revenue to accomplish the other projects in the TRID. For now, Phase one consists of projects 1-4 and Phase 2 consists of projects 5-10. It is conceivable however that a blended approach to project implementation might provide more benefit to the district.

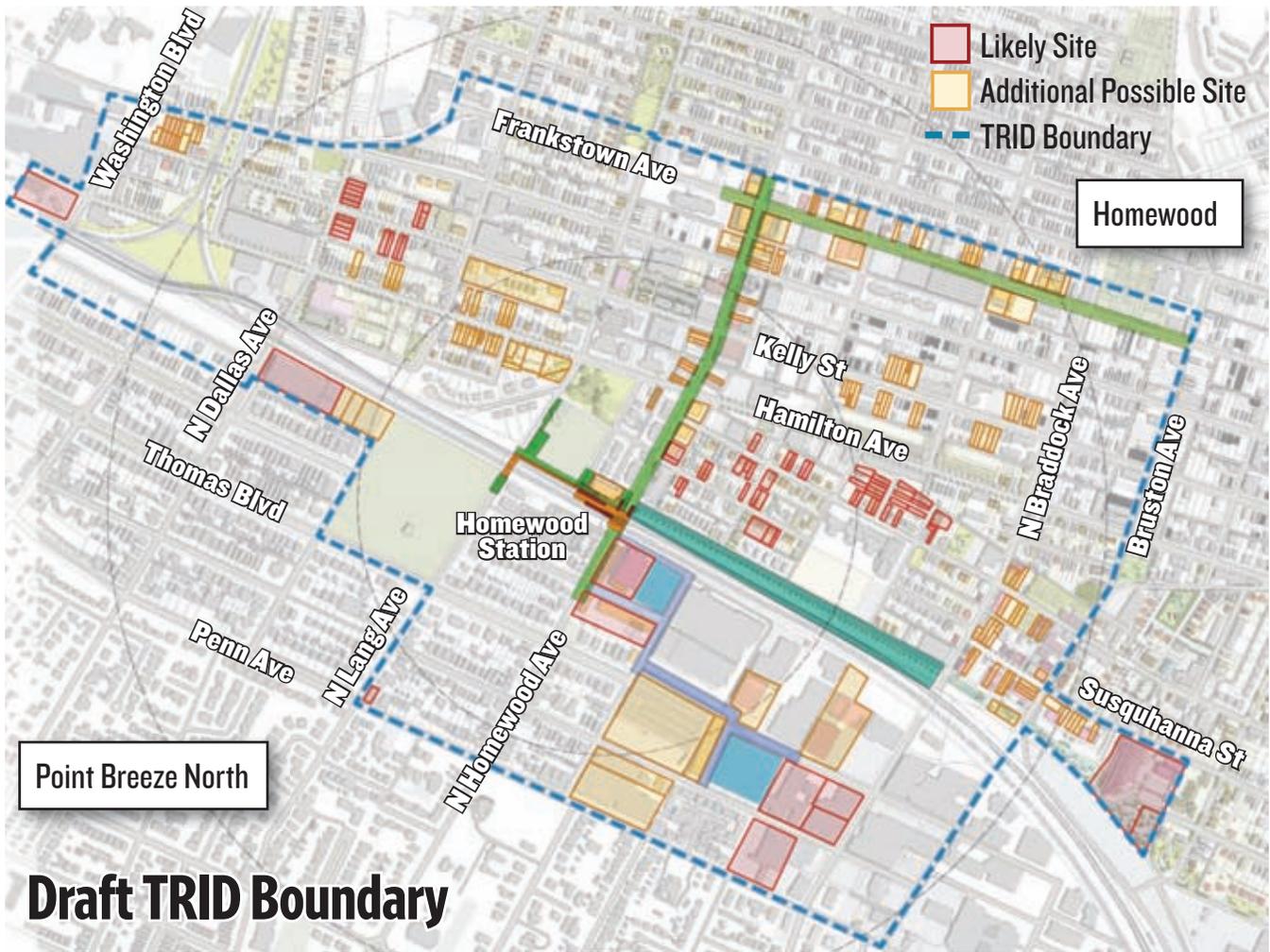
4. If Acceptable, Establish Homewood's TRID

- Meet with taxing bodies and PAAC
- Municipal processes to notify and establish TRID
- Establish Designated TRID Management Entity
- Designated Management Entity implements TRID
- Remember, TRID revenue will need to be supplemented by other funding sources
- Administer and maintain the TRID

5. Undertake the Priority Public Projects Regardless of TRID Implementation

It might be determined that development activity is not advancing in a manner that creates sufficient real estate tax increment thereby making it less desirable to implement the TRID. Regardless of the TRID outcome, it is recommended that public projects advance using a different approach to obtaining funding. All of the priority projects are multimodal and eligible for a variety of local, state and federal funding sources. Projects should be matched with appropriate funding sources, and applications submitted to sources like: Transportation Investment Generating Economic Recovery (TIGER); Multimodal Transportation Funds (MTF); Congestion Mitigation Air Quality (CMAQ); and Community Infrastructure & Tourism Fund (CITF).

Additionally, public agencies that own properties within the TRID boundary like PAAC and the City have capital budgets to maintain their infrastructure. Meeting with those agencies and obtaining support to improve infrastructure conditions, including the public projects, is critically important to achieving the communities' goals.



6. Adopt Guiding Principles Established by Homewood’s Stakeholders

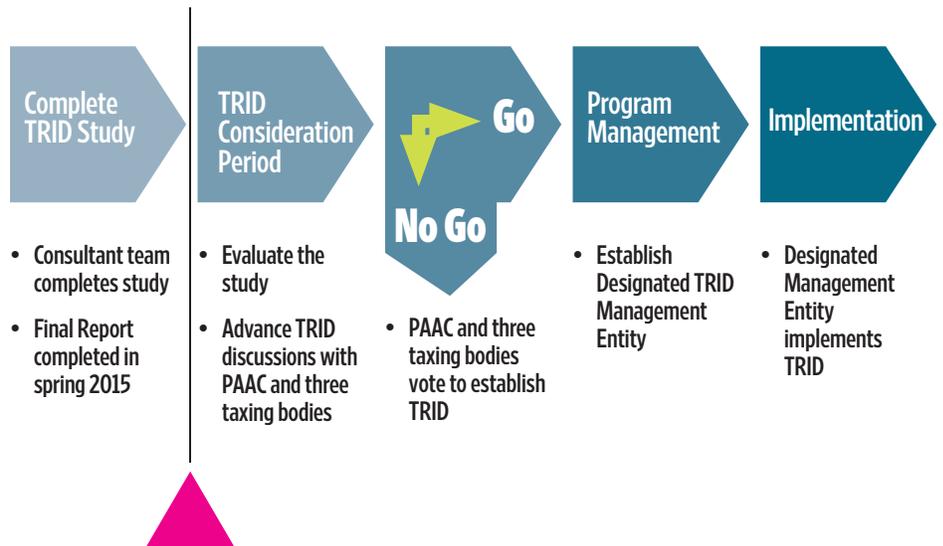
Bridging the Busway, OBB Cluster Planning, and Better Busway have all created clear visions of stakeholder and residents’ priorities with regard to redevelopment in the station area. Better Busway goes beyond principles to policies, which include tools such as land banks, land trusts, inclusionary zoning, and TOD overlays to ensure that community priorities are acknowledged in any redevelopment.

7. Provide Ongoing Support to Local Businesses and Entrepreneurs

Next Steps

- Evaluate the Study
- Advance the TRID Discussion - with PAAC and three taxing bodies
- Identify and obtain additional funding sources

Advancing the TRID Discussion



APPENDIX: Projected TRID Multi-Year Projected Cash Flow - Likely Scenario

Proposed Development - Likely Scenario				Year 1	Year 2	Year 3
Income and Expenses						
Residential	\$	7.00	per sf	\$ -	\$ 556,807	\$ 1,113,613
Office	\$	18.00	per sf	-	193,347	386,694
Institutional	\$	18.00	per sf	-	2,498,769	4,997,538
Retail	\$	13.00	per sf	-	88,215	176,430
Flex	\$	18.00	per sf	-	418,644	837,288
Gross Revenue			3.00% inflation	\$ -	\$ 3,868,455	\$ 7,962,256
Vacancy/Credit Allowance			10.00% allowance	\$ -	\$ (386,845)	\$ (796,226)
Effective Gross Income				\$ -	\$ 3,481,609	\$ 7,166,031
Operating Expenses			3.00% inflation	\$ -	\$ (438,296)	\$ (928,399)
Cash Reserves for Replacements			3.00% inflation	\$ -	\$ (144,638)	\$ (306,372)
Net Operating Income/Cash Available for Debt Service				\$ -	\$ 2,898,676	\$ 5,931,260
Development Costs						
Phase One TRID Public Project Improvements						
Homewood Station Upgrades	\$			(3,080,000)	\$ -	\$ -
Lang Avenue Pedestrian Bridge				(2,310,000)	-	-
Homewood Avenue Streetscape				(2,240,482)	-	-
Finance Street Streetscape				(1,644,974)	-	-
Total Phase One TRID Improvement Costs	\$			(9,275,456)	\$ -	\$ -
Acquisition/Predevelopment			125% of current FMV	\$ (8,087,000)		
Land Development/Site Infrastructure			12% of vertical construction	(4,236,547)	(4,236,547)	(4,236,547)
Total Building Development				(35,304,559)	(35,304,559)	(35,304,559)
Maintenance					(75,000)	(75,000)
Developer Overhead					(100,000)	(100,000)
Developer Fee			2.50% of development costs	(882,614)	(882,614)	(882,614)
Total Project Costs	\$			(57,786,177)	(40,598,721)	(40,598,721)
Net Cash Flow before Financing	\$			(57,786,177)	(37,700,045)	(34,667,461)
Total Public Funding				\$11,228,394	\$200,000	\$200,000
Cash Flow after Public Funding	\$			(46,557,783)	(37,500,045)	(34,467,461)
Project Financing						
Loan Disbursement			80% LTV	\$ (38,102,485)	\$ (31,632,885)	\$ (31,632,885)
Plus: Accrued Interest			9.0% on outstanding loan balance	\$ -	\$ (3,429,224)	\$ (6,363,065)
Cumulative Loan Balance				\$ (38,102,485)	\$ (73,164,594)	\$ (108,696,670)
Less: Repayments			85% of gross revenue	\$ -	\$ 2,463,874	\$ 5,041,571
Outstanding Loan Balance				\$ (38,102,485)	\$ (70,700,720)	\$ (103,655,099)
Reversion Sale Price			9.25% reversion cap rate			
Selling Costs			2.00% selling costs			
Loan Balance						
Net Sale Price						
Equity Investor Cash Flow	\$			(8,455,298)	(8,331,034)	(7,876,146)
Cumulative Investor Cash Flow	\$			(8,455,298)	(16,786,332)	(24,662,478)
Net Present Value			12% discount rate	\$ 7,392,468		
Additional Assumptions:						
Residential			Construction Cost Estimate			
Vertical	\$	(25,454,016)		Land Use Type	Total Building Area (sf)	Construction Cost per SF
Allocation of Other Costs	\$	(4,512,131)		Residential	318,175	\$ 80.00
Total Cost	\$	(29,966,147)		Office	42,966	\$ 162.57
Cap Rate		0.075		Institutional	555,282	\$ 162.57
Target NOI	\$	(2,247,461)		Retail	27,143	\$ 124.63
Total SF		318,175		Flex	93,032	\$ 162.57
\$ / SF	\$	(7.06)		Total	1,036,598	
Avg SF per Unit		2000				
Annual Rent	\$	(14,127.19)				
Monthly Rent	\$	(1,177.27)				
Total Units		159				
Cost / Unit		(188,466.33)				

Likely Scenario Continued

	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11
\$	1,670,420	\$ 2,004,504	\$ 2,227,226	\$ 2,227,226	\$ 2,227,226	\$ 2,227,226	\$ 2,227,226	\$ 2,227,226
	580,041	696,049	773,388	773,388	773,388	773,388	773,388	773,388
	7,496,307	8,995,568	9,995,076	9,995,076	9,995,076	9,995,076	9,995,076	9,995,076
	264,644	317,573	352,859	352,859	352,859	352,859	352,859	352,859
	1,255,932	1,507,118	1,674,576	1,674,576	1,674,576	1,674,576	1,674,576	1,674,576
\$	12,281,405	\$ 15,143,310	\$ 17,276,594	\$ 17,727,288	\$ 18,177,982	\$ 18,628,675	\$ 19,079,369	\$ 19,530,063
\$	(1,228,141)	\$ (1,514,331)	\$ (1,727,659)	\$ (1,772,729)	\$ (1,817,798)	\$ (1,862,868)	\$ (1,907,937)	\$ (1,953,006)
\$	11,053,265	\$ 13,628,979	\$ 15,548,935	\$ 15,954,559	\$ 16,360,184	\$ 16,765,808	\$ 17,171,432	\$ 17,577,057
\$	(1,472,540)	\$ (1,865,656)	\$ (2,185,489)	\$ (2,301,002)	\$ (2,419,489)	\$ (2,540,951)	\$ (2,665,388)	\$ (2,792,799)
\$	(485,938)	\$ (615,666)	\$ (721,211)	\$ (759,331)	\$ (798,431)	\$ (838,514)	\$ (879,578)	\$ (921,624)
\$	9,094,786	\$ 11,147,657	\$ 12,642,234	\$ 12,894,227	\$ 13,142,263	\$ 13,386,343	\$ 13,626,466	\$ 13,862,634
\$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-
\$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	(2,541,928)	(1,694,619)	-	-	-	-	-	-
	(21,182,736)	(14,121,824)	-	-	-	-	-	-
	(75,000)	(75,000)	(75,000)	(75,000)	(75,000)	(75,000)	(75,000)	(75,000)
	(100,000)	(100,000)	(100,000)	(100,000)	(100,000)	(100,000)	(100,000)	(100,000)
\$	(529,568)	\$ (353,046)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$	(24,429,232)	\$ (16,344,488)	\$ (175,000)	\$ (175,000)	\$ (175,000)	\$ (175,000)	\$ (175,000)	\$ (175,000)
\$	(15,334,447)	\$ (5,196,831)	\$ 12,467,234	\$ 12,719,227	\$ 12,967,263	\$ 13,211,343	\$ 13,451,466	\$ 13,687,634
	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$0
\$	(15,134,447)	\$ (4,996,831)	\$ 12,667,234	\$ 12,919,227	\$ 13,167,263	\$ 13,411,343	\$ 13,651,466	\$ 13,687,634
\$	(18,979,731)	\$ (12,653,154)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$	(2,846,960)	\$ (1,708,176)	\$ (1,138,784)	\$ -	\$ -	\$ -	\$ -	\$ -
\$	(125,481,790)	\$ (132,112,552)	\$ (123,775,827)	\$ (113,029,928)	\$ (102,069,835)	\$ (90,898,912)	\$ (79,520,521)	\$ (67,938,024)
\$	7,730,568	\$ 9,475,509	\$ 10,745,899	\$ 10,960,093	\$ 11,170,923	\$ 11,378,391	\$ 11,582,496	\$ 11,783,239
\$	(117,751,222)	\$ (122,637,043)	\$ (113,029,928)	\$ (102,069,835)	\$ (90,898,912)	\$ (79,520,521)	\$ (67,938,024)	\$ (56,154,785)
								\$ 149,866,314
								\$ (2,997,326)
								\$ (56,154,785)
								\$ 90,714,202
\$	(3,885,283)	\$ (1,819,186)	\$ 1,921,335	\$ 1,959,134	\$ 1,996,339	\$ 2,032,951	\$ 2,068,970	\$ 92,618,597
\$	(28,547,761)	\$ (30,366,947)	\$ (28,445,612)	\$ (26,486,478)	\$ (24,490,138)	\$ (22,457,187)	\$ (20,388,217)	\$ 72,230,380

Construction Cost

\$	25,454,016
\$	6,984,983
\$	90,272,195
\$	3,382,832
\$	15,124,212
\$	141,218,238

APPENDIX: Projected TRID Multi-Year Projected Cash Flow - Enhanced Scenario

Proposed Development - Enhanced Scenario				Year 1	Year 2	Year 3
Income and Expenses						
Residential	\$	5.90	per sf	\$ -	\$ 297,339	\$ 743,346
Office	\$	18.00	per sf	-	266,218	665,546
Institutional	\$	18.00	per sf	-	3,440,527	8,601,318
Retail	\$	13.00	per sf	-	121,463	303,657
Flex	\$	18.00	per sf	-	576,428	1,441,071
Gross Revenue			3.00% inflation	\$ -	\$ 4,843,034	\$ 12,460,234
Vacancy/Credit Allowance			10.00% allowance	\$ -	\$ (484,303)	\$ (1,246,023)
Parking Revenue				\$ -	\$ 2,310,663	\$ 2,449,303
Effective Gross Income				\$ -	\$ 6,669,394	\$ 13,663,514
Operating Expenses			3.00% inflation	\$ -	\$ (548,716)	\$ (1,452,863)
Cash Reserves for Replacements			3.00% inflation	\$ -	\$ (181,076)	\$ (479,445)
Net Operating Income/Cash Available for Debt Service				\$ -	\$ 5,939,602	\$ 11,731,206
Development Costs						
Phase One TRID Public Project Improvements						
Homewood Station Upgrades	\$			(5,500,000)	\$ -	\$ -
Lang Avenue Pedestrian Bridge				(2,310,000)	-	-
Streetscape				(5,049,231)	-	-
Roadway Improvements				(3,645,297)	-	-
Parking				(31,916,775)	-	-
Total Phase One TRID Improvement Costs	\$			(48,421,303)	\$ -	\$ -
Acquisition/Predevelopment			125% of current FMV	\$ (15,690,625)		
Land Development/Site Infrastructure			12% of vertical construction	(5,265,643)	(7,898,465)	(13,164,109)
Total Building Development				(43,880,362)	(65,820,543)	(109,700,906)
Maintenance					(75,000)	(75,000)
Developer Overhead					(100,000)	(100,000)
Developer Fee			2.50% of development costs	\$ (1,097,009)	\$ (1,645,514)	\$ (2,742,523)
Total Project Costs	\$			(114,354,943)	\$ (75,539,522)	\$ (125,782,537)
Net Cash Flow before Financing	\$			(114,354,943)	\$ (69,599,920)	\$ (114,051,331)
Total Public Funding				\$15,379,210	\$200,000	\$200,000
Cash Flow after Public Funding	\$			(98,975,733)	\$ (69,399,920)	\$ (113,851,331)
Project Financing						
Parking Loan Disbursement			80.0% LTV	\$ (25,533,420)	\$ -	\$ -
Plus: Accrued Interest			5.0% on outstanding loan balance	\$ -	\$ (1,276,671)	\$ (1,318,231)
Cumulative Loan Balance				\$ (25,533,420)	\$ (26,810,091)	\$ (27,682,852)
Less: Repayments			7.5% of gross revenue	\$ -	\$ 445,470	\$ 879,840
Outstanding Loan Balance				\$ (25,533,420)	\$ (26,364,621)	\$ (26,803,011)
Project Loan Disbursement			80.0% LTV	\$ (51,869,305)	\$ (58,975,207)	\$ (98,292,012)
Plus: Accrued Interest			9.0% on outstanding loan balance	\$ -	\$ (4,668,237)	\$ (9,981,860)
Cumulative Loan Balance				\$ (51,869,305)	\$ (115,512,749)	\$ (219,183,429)
Less: Repayments			77.5% of gross revenue balance	\$ -	\$ 4,603,192	\$ 9,091,685
Outstanding Loan Balance				\$ (51,869,305)	\$ (110,909,557)	\$ (210,091,744)
Reversion Sale Price			9.25% reversion cap rate			
Selling Costs			2.00% selling costs			
Loan Balance						
Net Sale Price						
Equity Investor Cash Flow	\$			(21,573,009)	\$ (15,473,375)	\$ (25,530,845)
Cumulative Investor Cash Flow	\$			(21,573,009)	\$ (37,046,384)	\$ (62,577,228)
Net Present Value	\$		12% discount rate	48,187,701		

Additional Assumptions:

Residential		
Vertical	\$	(34,269,525)
Allocation of Other Costs	\$	(5,553,991)
Total Cost	\$	(39,823,516)
Cap Rate		0.075
Target NOI	\$	(2,986,764)
Total SF		503,964
\$ / SF	\$	(5.93)
Avg SF per Unit		2000
Annual Rent	\$	(11,853.09)
Monthly Rent	\$	(987.76)
Total Units		252
Cost / Unit		(158,029.82)

Construction Cost Estimate

Land Use Type	Total Building Area (sf)	Construction Cost per SF
Residential	503,964	\$ 80.00
Office	147,899	\$ 162.57
Institutional	1,911,404	\$ 162.57
Retail	93,433	\$ 124.63
Flex	320,238	\$ 162.57
Total	2,976,938	

Enhanced Scenario Continued

Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11
\$ 1,486,693	\$ 2,230,039	\$ 2,527,377	\$ 2,824,716	\$ 2,973,385	\$ 2,973,385	\$ 2,973,385	\$ 2,973,385
1,331,091	1,996,637	2,262,855	2,529,073	2,662,182	2,662,182	2,662,182	2,662,182
17,202,636	25,803,954	29,244,481	32,685,008	34,405,272	34,405,272	34,405,272	34,405,272
607,315	910,972	1,032,435	1,153,898	1,214,629	1,214,629	1,214,629	1,214,629
2,882,142	4,323,213	4,899,641	5,476,070	5,764,284	5,764,284	5,764,284	5,764,284
\$ 25,625,765	\$ 39,496,592	\$ 45,961,808	\$ 52,709,142	\$ 56,893,900	\$ 58,304,493	\$ 59,715,085	\$ 61,125,678
\$ (2,562,576)	\$ (3,949,659)	\$ (4,596,181)	\$ (5,270,914)	\$ (5,689,390)	\$ (5,830,449)	\$ (5,971,509)	\$ (6,112,568)
\$ 2,669,740	\$ 2,990,109	\$ 3,438,626	\$ 4,057,578	\$ 4,909,670	\$ 6,087,991	\$ 7,731,748	\$ 10,051,272
\$ 25,732,929	\$ 38,537,042	\$ 44,804,253	\$ 51,495,806	\$ 56,114,180	\$ 58,562,034	\$ 61,475,325	\$ 65,064,383
\$ (3,072,529)	\$ (4,865,980)	\$ (5,814,169)	\$ (6,841,647)	\$ (7,572,578)	\$ (7,952,733)	\$ (8,342,197)	\$ (8,740,972)
\$ (1,013,935)	\$ (1,605,773)	\$ (1,918,676)	\$ (2,257,743)	\$ (2,498,951)	\$ (2,624,402)	\$ (2,752,925)	\$ (2,884,521)
\$ 21,646,465	\$ 32,065,288	\$ 37,071,408	\$ 42,396,416	\$ 46,042,651	\$ 47,984,899	\$ 50,380,202	\$ 53,438,890
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(13,164,109)	(5,265,643)	(5,265,643)	(2,632,822)	-	-	-	-
(109,700,906)	(43,880,362)	(43,880,362)	(21,940,181)	-	-	-	-
(75,000)	(75,000)	(75,000)	(75,000)	(75,000)	(75,000)	(75,000)	(75,000)
(100,000)	(100,000)	(100,000)	(100,000)	(100,000)	(100,000)	(100,000)	(100,000)
\$ (2,742,523)	\$ (1,097,009)	\$ (1,097,009)	\$ (548,505)	\$ -	\$ -	\$ -	\$ -
\$ (125,782,537)	\$ (50,418,015)	\$ (50,418,015)	\$ (25,296,507)	\$ (175,000)	\$ (175,000)	\$ (175,000)	\$ (175,000)
\$ (104,136,072)	\$ (18,352,726)	\$ (13,346,606)	\$ 17,099,909	\$ 45,867,651	\$ 47,809,899	\$ 50,205,202	\$ 53,263,890
\$ 5200,000	\$ 5200,000	\$ 5200,000	\$ 5200,000	\$ 5200,000	\$ 5200,000	\$ 5200,000	\$ 5200,000
\$ (103,936,072)	\$ (18,152,726)	\$ (13,146,606)	\$ 17,299,909	\$ 46,067,651	\$ 48,009,899	\$ 50,405,202	\$ 53,263,890
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ (1,340,151)	\$ (1,325,984)	\$ (1,272,038)	\$ (1,196,622)	\$ (1,097,467)	\$ (979,680)	\$ (848,721)	\$ (702,231)
\$ (28,143,162)	\$ (27,845,661)	\$ (26,712,803)	\$ (25,129,069)	\$ (23,046,805)	\$ (20,573,286)	\$ (17,823,140)	\$ (14,746,856)
\$ 1,623,485	\$ 2,404,897	\$ 2,780,356	\$ 3,179,731	\$ 3,453,199	\$ 3,598,867	\$ 3,778,515	\$ 4,007,917
\$ (26,519,677)	\$ (25,440,764)	\$ (23,932,447)	\$ (21,949,338)	\$ (19,593,606)	\$ (16,974,419)	\$ (14,044,625)	\$ (10,738,939)
\$ (98,292,012)	\$ (39,316,805)	\$ (39,316,805)	\$ (19,658,402)	\$ -	\$ -	\$ -	\$ -
\$ (8,846,281)	\$ (8,846,281)	\$ (3,538,512)	\$ (3,538,512)	\$ (1,769,256)	\$ -	\$ -	\$ -
\$ (317,230,037)	\$ (348,617,112)	\$ (366,621,831)	\$ (361,088,404)	\$ (330,000,438)	\$ (294,317,383)	\$ (257,129,086)	\$ (218,084,429)
\$ 16,776,010	\$ 24,850,599	\$ 28,730,342	\$ 32,857,223	\$ 35,683,055	\$ 37,188,297	\$ 39,044,657	\$ 41,415,140
\$ (300,454,027)	\$ (323,766,514)	\$ (337,891,489)	\$ (328,231,181)	\$ (294,317,383)	\$ (257,129,086)	\$ (218,084,429)	\$ (176,669,290)
							\$ 577,717,728
							\$ (11,554,355)
							\$ (187,408,229)
							\$ 378,755,145
\$ (24,043,556)	\$ (6,091,417)	\$ (5,340,499)	\$ 921,357	\$ 6,931,398	\$ 7,222,735	\$ 7,582,030	\$ 386,595,978
\$ (86,620,784)	\$ (92,712,201)	\$ (98,052,700)	\$ (97,131,343)	\$ (90,199,945)	\$ (82,977,210)	\$ (75,395,180)	\$ 311,200,798

Construction Cost

\$ 40,317,088
\$ 24,043,940
\$ 310,736,948
\$ 11,644,555
\$ 52,061,092
\$ 438,803,623



HOMewood STATION TRANSIT ORIENTED DEVELOPMENT STUDY
