

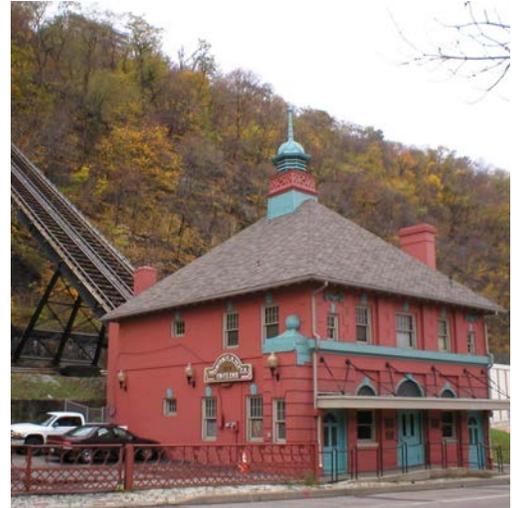
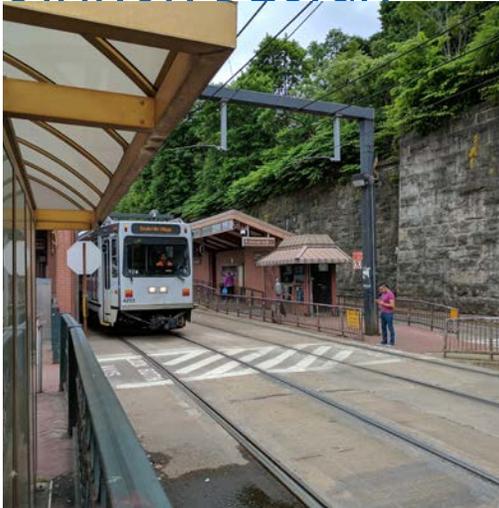
STATION SQUARE

STATION AREA PLAN EXECUTIVE SUMMARY

STATION ACCESS



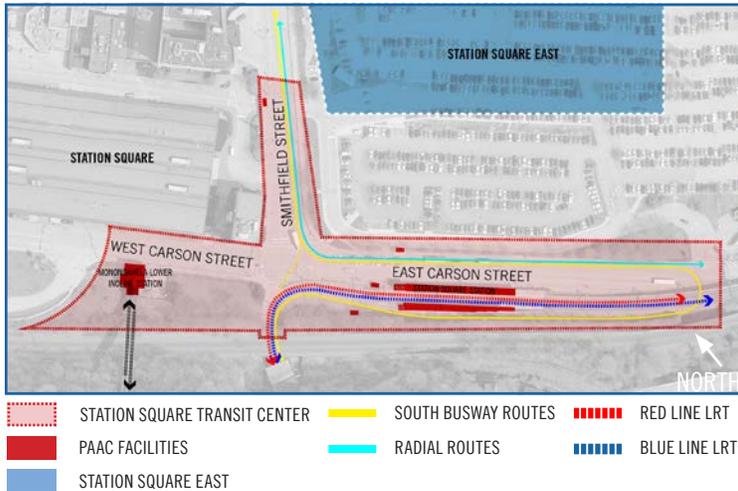
STATION DESIGN



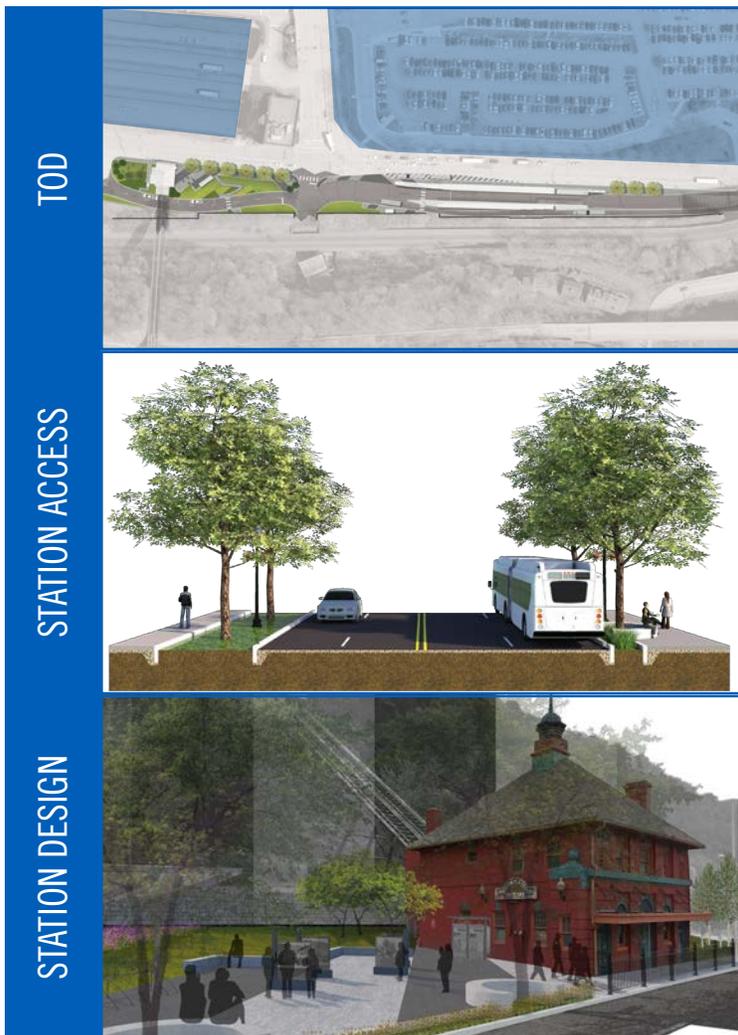
PORT AUTHORITY OF ALLEGHENY COUNTY
PLANNING AND EVALUATION DEPARTMENT

PURPOSE

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



GOALS OF THIS PLAN



CONTEXT

The Station Square transit center is home to four bus stops, a light rail station, and an incline station and occupies a critical location within the Pittsburgh region; it is separated from the central business district by the Monongahela River, is directly adjacent to a destination mixed-use development (Station Square), and lies along Carson Street – a major commercial corridor of South Side neighborhoods. In 1976, Station Square was developed as a historic adaptive reuse project by the Pittsburgh History and Landmarks Foundation (it is currently owned by Forest City Enterprises).

A new mixed-use development, Glasshouse, recently broke ground at the northeast corner of East Carson Street and Smithfield Street. The first phase of the new development by the Trammell Crow Company will have 320 multi-family units, with additional phases planned to include a mix of commercial uses. The first phase, with expected completion in 2019, will be located adjacent to the Monongahela River and the Three Rivers Heritage Trail.

To the east of the transit center and Glasshouse development, East Carson Street runs through the South Side Flats neighborhood (typically referred to as "South Side"). Home to a variety of bars, restaurants, and live music venues, it is also a nationally designated Historic District.

West Carson Street continues past Port Authority's Monongahela Incline, the Station Square complex, and Highmark Stadium, a 3,500-seat soccer stadium which is home to the Pittsburgh Riverhounds of the United Soccer League, ultimately connecting to the West End Bridge and Saw Mill Run Boulevard.

TOD: Encourage development that integrates and expands transit use at Station Square.

- Collaborate with nearby property owners to ensure effective TOD.
- Provide safe connections to the TOD sites, with a focus on the Smithfield Street and Carson Street intersection.

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

- Augment connections to the transit center from nearby recreational, commercial, and institutional destinations.
- Improve multimodal connections and amenities.
- Ensure safe crossings at both the LRT station and incline station.
- Improve access to the incline station along West Carson Street.

Station Design: Create a welcoming station.

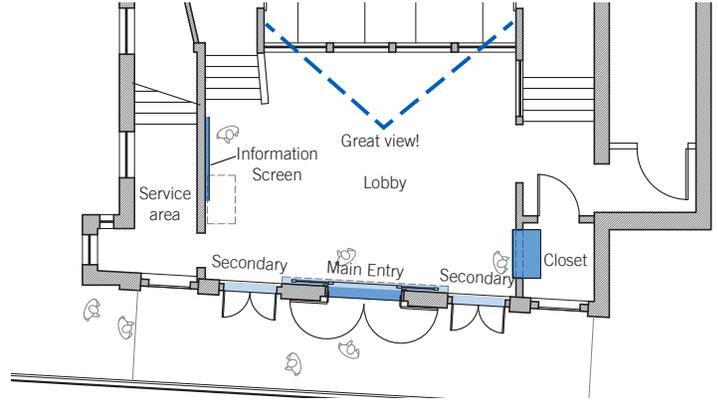
- Create a versatile public space that welcomes people to the Monongahela Incline.
- Improve pedestrian safety and comfort in front of the light rail station along East Carson Street.
- Install a variety of signage to support design goals.
- Enhance the overall aesthetic and function of the stations.
- Include public art and sustainable elements.

RECOMMENDATIONS

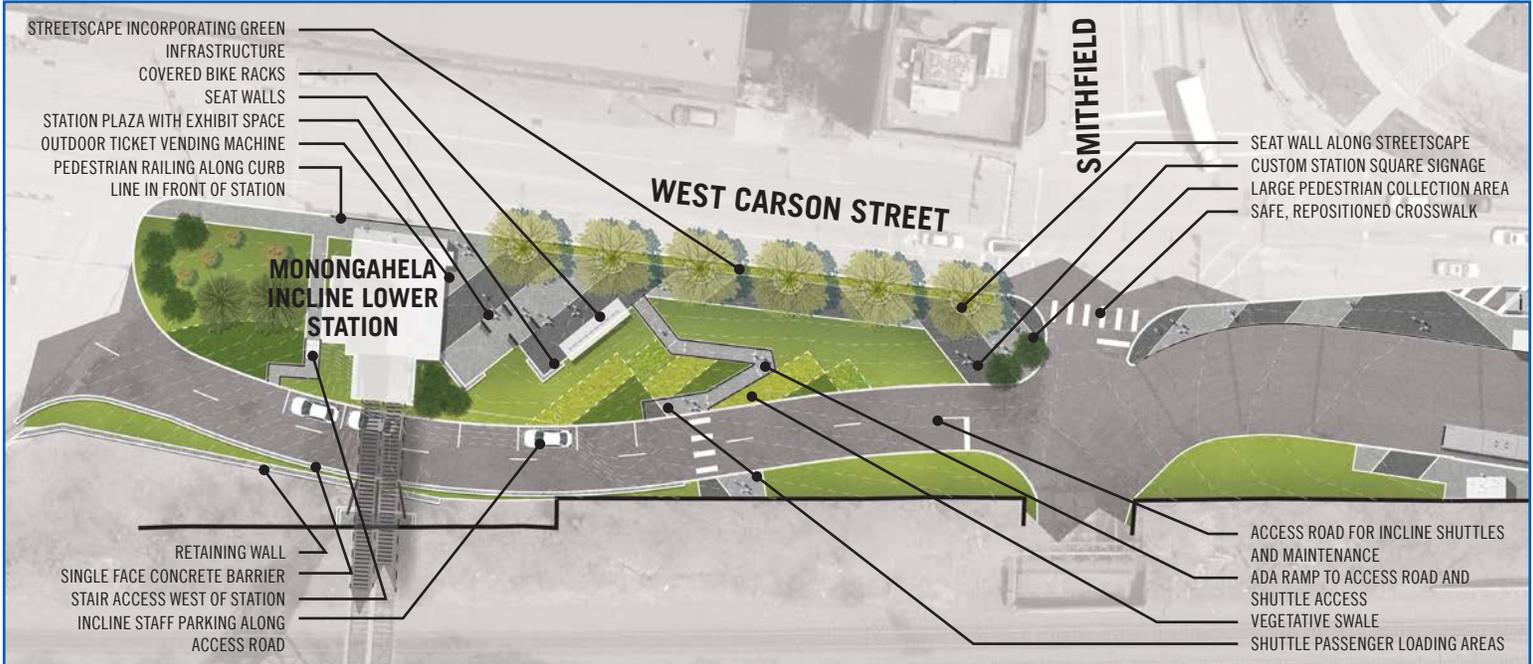
Incline Station Design

The proposed improvements to the Monongahela Lower Incline Station include a new plaza area to the east of the building, enhanced streetscape design along West Carson, and improved amenities. During the planning process, an operational need was identified and this plan calls for further exploration of an access road adjacent to the incline station. Iconic signage is proposed for the corner of Smithfield and Carson Streets, providing a link between the two station areas.

Other proposed improvements include replacing the main entry door with a glass sliding door on the inside of the building. This would enable the main door to open for the full width of the doorway, making the experience of entering and exiting the station more comfortable while removing the existing obstruction of the sidewalk. Proposals also include exterior lighting enhancements and marquee signage.



[Incline Station Design] Conceptual entry design for the Monongahela Incline Station



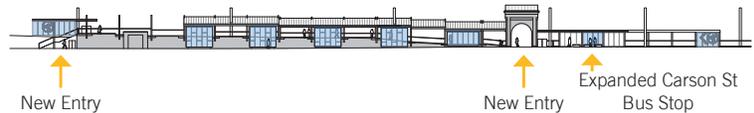
[Station Design] Conceptual master plan for Monongahela Incline Station

LRT Station Design

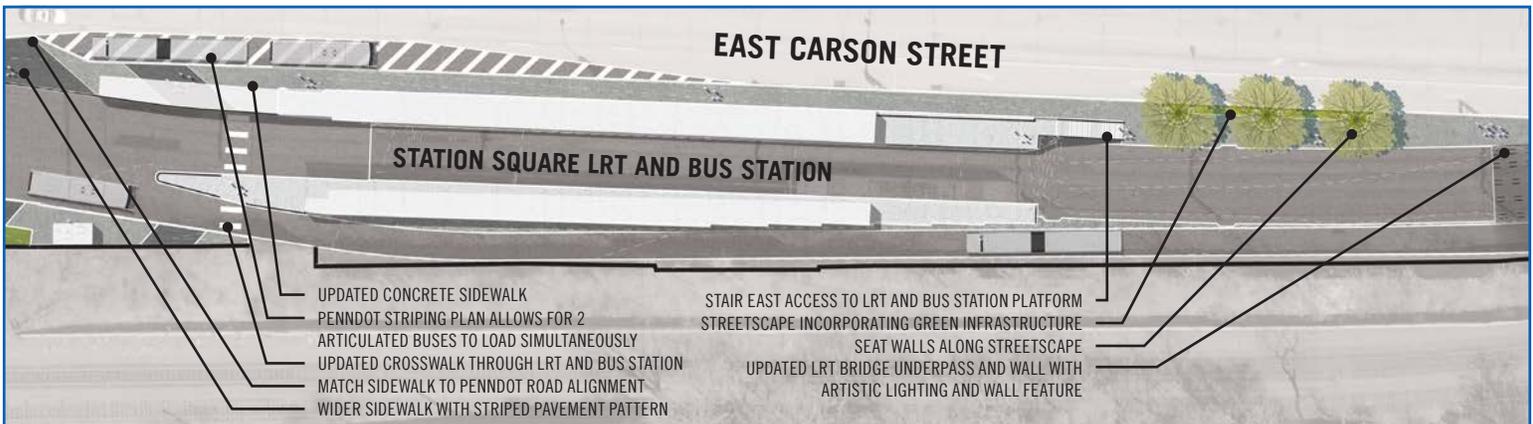
The proposed improvements at the Station Square LRT and bus station include improved connections and safety enhancements, as well as upgrades to the station design. Importantly, widening of the sidewalk entrance to the transit station along East Carson will allow for safer and easier pedestrian access. Public art screening is proposed for the area to the east of the station, filling the void left by the elevated tracks.

Proposed enhancements to the station structure include a distinguishing facade material that lets in light, such as perforated metal. These textured panels should be utilized throughout the Station Square transit center area. It is also recommended that structural members be painted

a light color to make the station feel lighter and more inviting. Other recommendations call for improved signage, seating and lighting. It is also recommended that the roof on the west entry tower be updated.



[LRT Station Design] Proposed conceptual elevation through Station Square transit center



[Station Design] Conceptual master plan for Station Square LRT and Bus Station

IMPLEMENTATION OVERVIEW

Transit-oriented development is already occurring adjacent to the Station Square transit center and the Port Authority continues to advocate for and enable high-quality TOD. The agency has prepared for TOD by establishing TOD Design Guidelines, organizing and leading the necessary agencies and groups in order to educate and build relationships, informing the public, and by developing plans that are market-ready and well-integrated with necessary infrastructure improvements. Implementation strategies address issues such as funding, inter-agency cooperation, and policy recommendations.

1: COLLABORATE

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

Projects include:

- Transit-oriented development in Station Square (east and west sides of Smithfield)
- Improved streetscapes (along East and West Carson Streets)
- Improved gateway (at the intersection of Smithfield Street and Carson Street)

2: DESIGN

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

Projects include:

- Station improvements
- Improve pedestrian safety and comfort in front of the south side of Carson Street
- A new access road at the Monongahela Incline Lower Station site

POTENTIAL EARLY CATALYTIC PROJECTS
0-2 YEARS

Improvements along East and West Carson Streets (south side of street)

Action Items:

- Design streetscape improvements and incorporate with station area conceptual plans.

Port Authority Station Improvements

Action Items:

- Continue refinement of station conceptual design.
- Monongahela Incline Lower Station improvements, including plaza area, sidewalk, corner signage
- LRT and bus station improvements, including outbound and inbound platform enhancements, east entry stairwell, identity signage, reconfigured west entry
- Coordinate with PAAC TOD advisory committee and internal design team.

- Allocate capital funding for priority improvements.
- Implement station improvements.

Monongahela Incline Lower Station Access Road

Action Items:

- Continue exploration of access road design.
- Allocate capital funding for roadway.

Ongoing Port Authority TOD Efforts

Action Items:

- Explore TOD-friendly zoning for the station area.
- Investigate Tax Increment Financing (TIF) as a tool to support TOD and infrastructure improvement.
- Continue to support high-quality TOD in Station Square.

MEDIUM TERM
PROJECTS 2-5 YEARS

Public Realm Improvements along East and West Carson Streets (north side of street)

Action Items:

- Work with City of Pittsburgh and private property owners to incorporate green infrastructure along East and West Carson Streets at the street curb.

Other Proposed Access Improvements – West Carson Street

- Work with PennDOT to analyze the addition of a crosswalk across West Carson Street near the Wabash Tunnel.

LONG TERM STRATEGIC
INITIATIVES 5+ YEARS

Other Proposed Access Improvements – East Carson Street and Arlington Avenue, West Carson Street

Action Items:

- Work with PennDOT.