



# Development Action Team Meeting #5

Derek Dauphin (City Planning), Nick Fedorek (URA)

Guest: Lucy Galbraith, Director of Transit Oriented Development, Metro Transit  
(Minneapolis-Saint Paul)

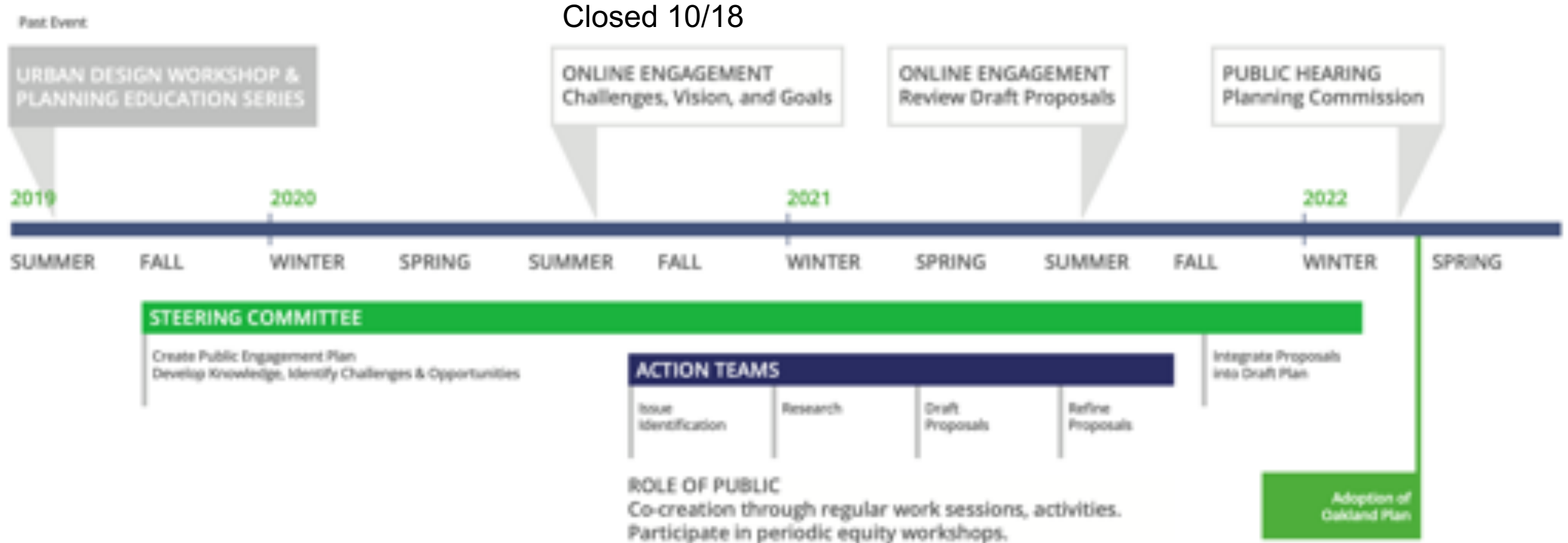
February 3, 2021

# Overview

- Goals for Tonight
- Topic 5: Transit Oriented Corridors and Nodes
  - Presentation from Lucy Galbraith (Metro Transit, Minneapolis-Saint Paul, MN)
  - Brief presentation of data, Oakland 2025, 2020 Online Open House
  - Breakout groups (30 min)
  - Report out (10 min)
- Preview of Next Meeting
- Note: Interim Development Goals Letter



# Planning Process



# Goals for Tonight

- **What issues do we currently see in Oakland related to these topics?**  
What's happening today? Projects, places, organizations, efforts. What's not working or could be going better?
- **What are the opportunities for Oakland's future related to these topics?**  
What are the opportunities for the future of Oakland related to this topic? Think about what you've seen elsewhere or dreamed could happen. This can be both specific ideas or bigger visionary ideas.
- **What are the next steps?**  
Do we need focus groups? Do we need surveys? Field trips (virtual)? Should we have homework for the next meeting where we discuss these topics? Do you know of residents we could talk to about these issues?



# A Few Notes

- **We don't have to figure it all out tonight.** We will come back to these topics many times. We'll also keep our notes on our EngagePGH page so you can return back over the next month to provide more thoughts.
- **We're all here to make Oakland a better place.** We need to ask questions and dig into what that means for all of us and then conduct outreach with the rest of the community to see if they agree.
- **Change is constant.** We're not here to stop it, but we can work proactively to shape it to get to outcomes that meet our collective goals.



# Topic 5: Transit Oriented Corridors and Nodes





# Transit Oriented Development

Overview

Parking

Housing

Corridor = Community

Lucy Galbraith, AICP

Director of Transit Oriented Development

Metro Transit

Minneapolis-Saint Paul Region

February 3, 2021

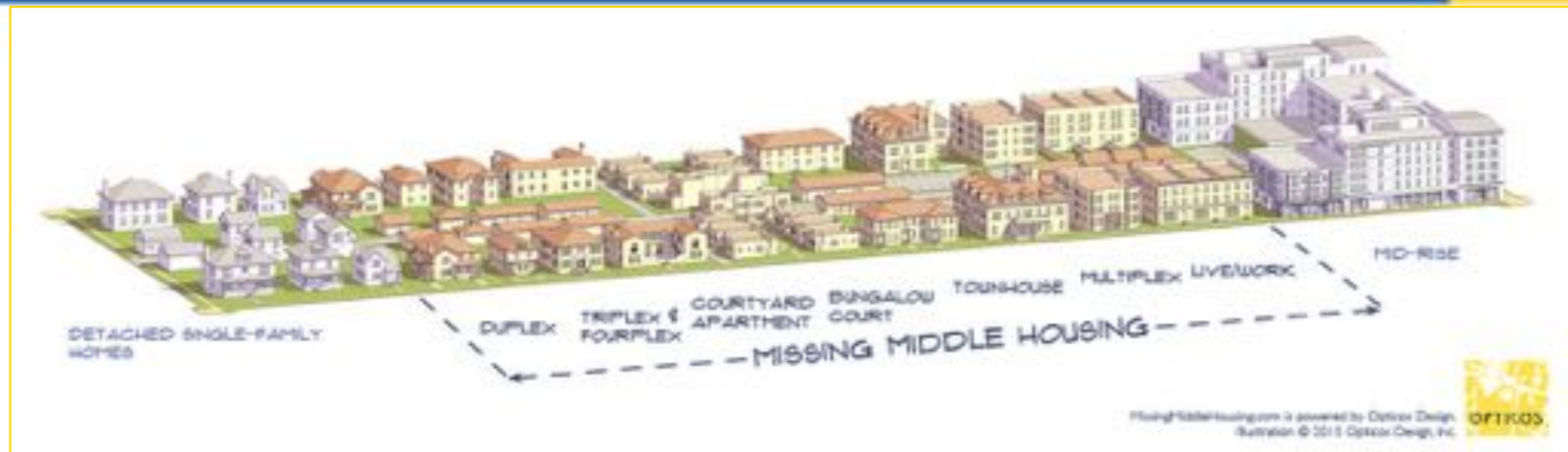


# TOD means Connections & Choices





# Transit Needs Density and Diversity





# Transit Needs Walkability



- Sidewalks
- Shade
- People
- Windows
- Activity
- Lighting
- SNOW REMOVAL, including corners



# Many elements of TOD



- Transit connection
- Many intense land uses
- Good walkable streets
- Bike access
- Stormwater management
- Family facilities
- Green landscaping
- Affordable housing
- And even, alas, parking for cars





Source: GB Arrington

To build TOD, not its evil twin  
TAD, get the parking right

*Both designs provide*

*Same land uses*

*Same transit*

*Same parking*

*One encourages TOD*

*One separates the station  
from the community*

- Measure & map all off-street parking. If you can, observe and note utilization at various times of the day and evening. Look for ways that parking might be shared
- Plan parking as part of planning overall land use, access and urban design.
  - Compare parking to other options when thinking about land use.
  - Think about how other modes can access the urban district.
  - Parking should be designed to improve the public realm. Pedestrian perspective is key.
- City regulates off-street parking, and owns the curb space. Plan both, manage the curb to achieve specific goals.
- Pricing can be a useful tool but requires ongoing management and enforcement.
- Consider ways to reduce parking demand, especially with incentive programs.
- Information can change perceptions. Make sure all parking is consistently signed.
- Provide infrastructure for active modes wherever possible. Active modes = walking, biking, or riding transit.

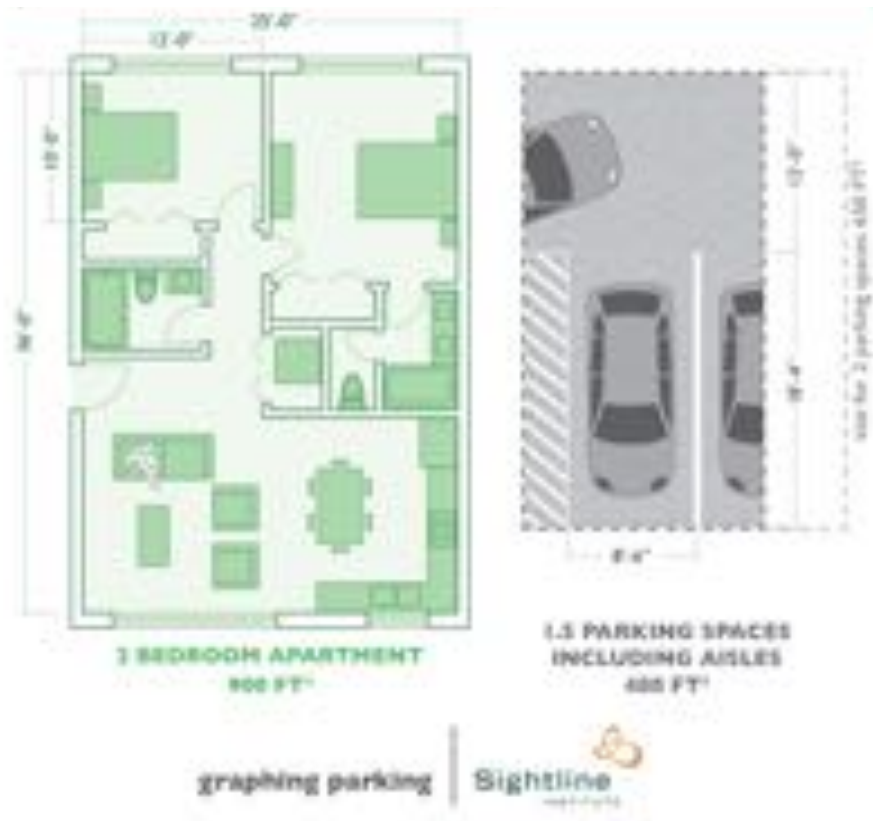
## *Downtown Saint Paul Parking study 2015*

Weekday: 6pm (30% utilization)



<http://streets.mn/2015/03/10/chart-of-the-day-downtown-saint-paul-parking-utilization/>

Parking is key to urban success; it needs to be planned, designed, managed, and balanced with competing urban needs.



**Your car's bedroom may  
be larger than yours**

**Average Master Bedroom = 200 SF**

**Standard car space with access = 325 SF**

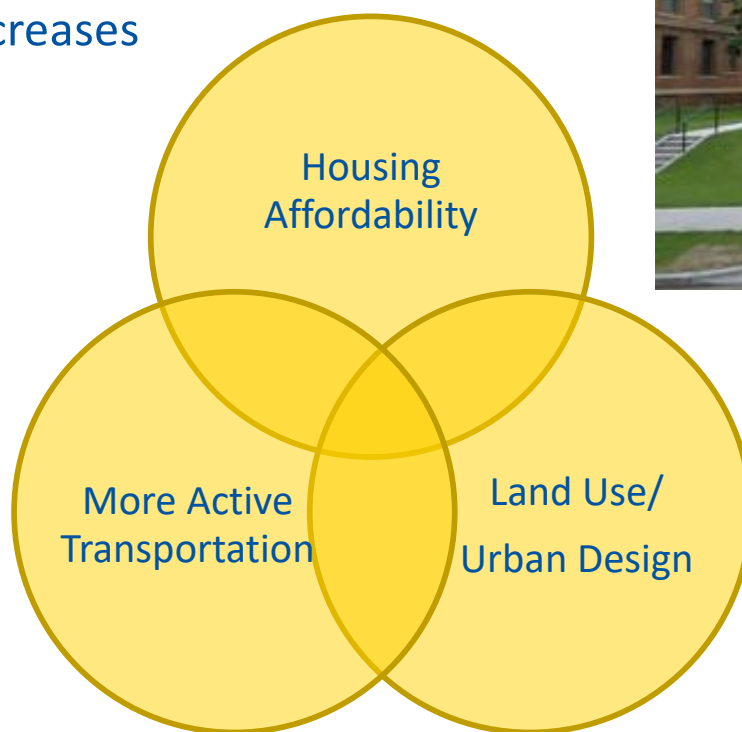
<https://www.reference.com/business-finance/size-average-american-bedroom-d513e65d790bbe70>



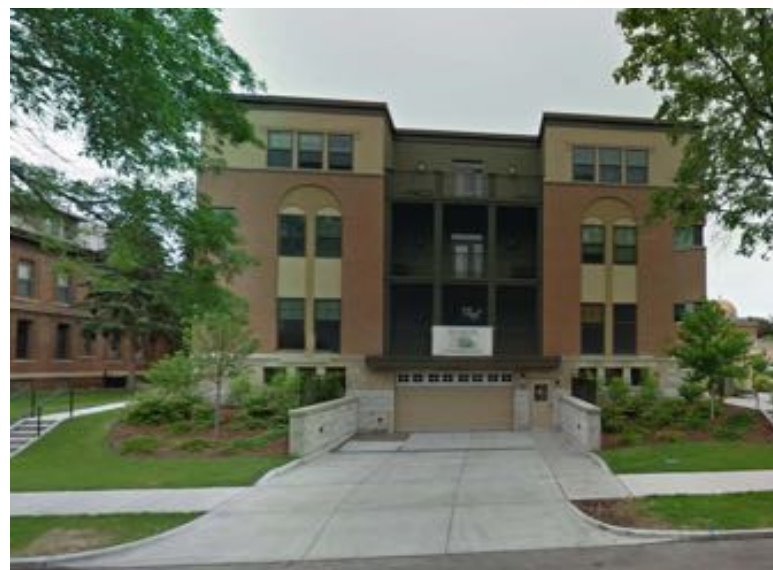
# Parking policy impacts other policy goals



Parking is expensive!  
Required parking increases  
cost of housing.



Easily available and  
usually underpriced  
parking subsidizes  
driving.



Parking uses valuable land,  
interrupts the streetscape,  
and discourages walking

**Urban areas compete on value, not on cost. People come to an urban area because it has qualities and destinations that cannot be found elsewhere, not because there is a lot of free parking.**

- Parking is expensive; structured parking usually costs more per space than the cars that park there.
- Parking takes valuable urban space and generates less value than most other uses.
- Not everyone drives their own car, especially if there are options.
- Parking costs should be paid by users in most cases. When parking is “free,” it is being paid for by all of us.
- Unused parking is not just a wasted opportunity; it has costs for the community.

**The cost of affordable housing:** Does it pencil out? *2016 Urban Institute report*

**There is not enough affordable housing in the United States.** For every 100 extremely low income households, there are [only 29 adequate, affordable, and available](#) rental units. That means two parents who both [work minimum-wage jobs](#) might wait years to find a safe, affordable place to live with their two kids. With such [high demand](#), why aren't developers racing to [build affordable apartments](#)? It turns out building affordable housing is not particularly affordable. In fact, there is a huge gap between what these buildings cost to construct and maintain and the rents most people can pay. Without the help of too-scarce government subsidies for creating, preserving, and operating affordable apartments, building these homes is often impossible.

## [Urban Institute Tool](#)

*Affordable housing in your area depends on land cost, design & construction costs, financing costs, vacancy rates, operating costs, and miscellaneous costs. Other goals, such as energy efficiency may make housing more costly to build, although lowering utility costs over time.*

- How much affordable housing now exists in the area? Who lives there? What is the current turnover rate? What is the displacement risk?
- Does the area need more market rate housing? More affordable housing? Both? Any special subtype needed? (Seniors, students, disabled, LGBTQ senior housing, transitional housing, sober housing, etc.)
- Find opportunity sites. Look at underused parking lots, explore shared parking, district parking, and other ways to free up land, or use air rights, or to replace a small building with a larger one.
- Use the Urban Institute tool with local conditions. Understand the funding and financing gaps for affordable housing.
- Build separate developments and buildings for various income levels incorporating a mix of income levels in a single building is challenging and expensive.
- Think about having a diverse transit oriented corridor. Not every development or even station area has to meet all goals, especially not in the near term.

## Regulatory tools:

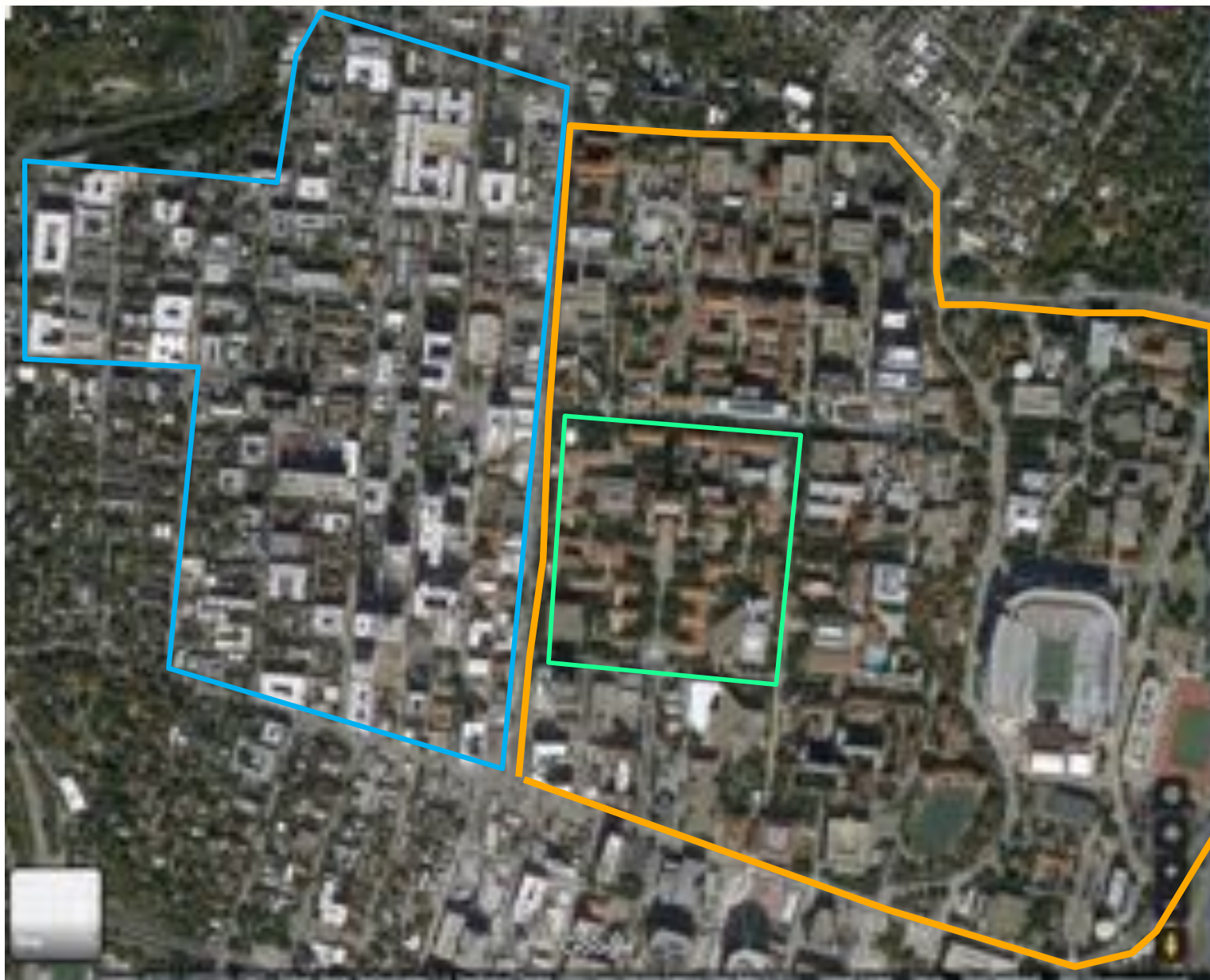
- Bonuses (density, height, etc.) for including affordable units or paying a fee-in-lieu based on bonus levels
- Affordability requirements- Inclusionary zoning
- Variances on setbacks, parks, other obligations
- Other?

## Financial tools:

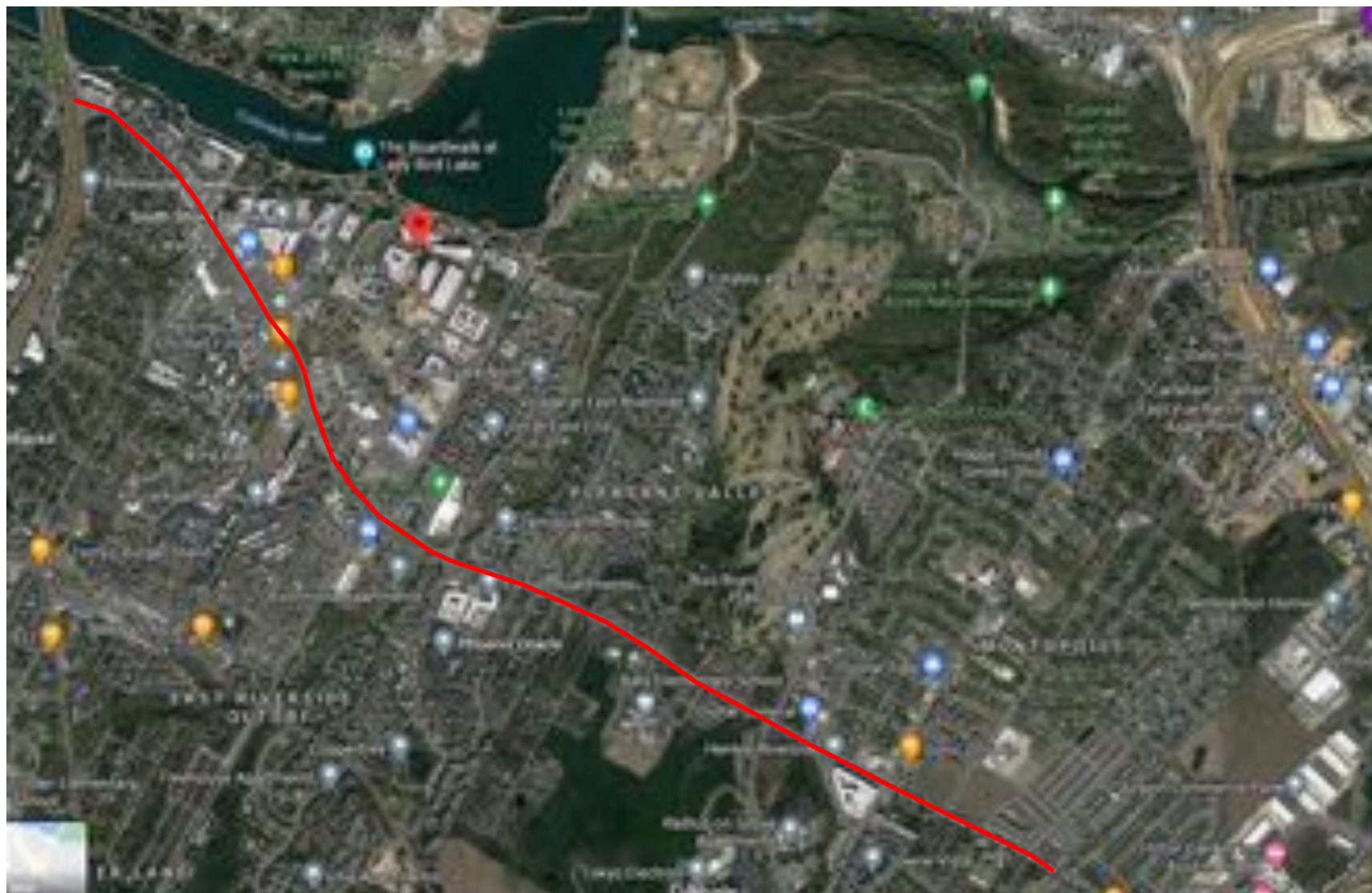
- Funding: Public and Private Grants, LIHTC, Waiver of fees
- Utility discounts
- Tax increment Financing
- Tax rebates based on performance
- Public Financing
- Other?

Publicly owned property can be considered as sites. Parking lots can be converted to housing. Map public property in your area; land planned for, say, road expansion can be repurposed.





# Austin Stories- East Riverside Corridor





Parking is complex, but it's a regulatory change that usually saves money overall. Developers usually support lower parking requirements. Manage on-street parking. Provide bike facilities, good pedestrian/bike infrastructure, and mode shift can happen.

Affordable housing is hard because construction is expensive relative to need. Higher wages will help, more subsidies will help, and public land will help. Institutional partners such as universities, foundations, churches, and even schools can build on their land. Land cost can be the easiest factor to fix.

Consider the whole corridor; if people can live in one station area, shop in another, go to the doctor in another, and visit a park in another, then they live in a good community connected by transit. If there is affordable housing in one station area, workforce housing in another, and market rate housing in another, then all can use the same grocery, library, and health clinic. All areas should have some mix, but no area needs to have all uses or all income levels, especially in the near term.

# Be strategic, not just beneficial

## Questions?

- Lucy Galbraith,
- [Lucy.Galbraith@metrotransit.org](mailto:Lucy.Galbraith@metrotransit.org)
- [Metrotransit.org/tod](http://Metrotransit.org/tod)
- <https://railvolution.org/>

# Existing Conditions Report (2020)



Read the report: <https://pittsburghpa.gov/dcp/oakland-resources>



## Public Transportation Ridership

Proposed Bus Rapid Transit (BRT)

### AVERAGE WEEKDAY BOARDINGS PER STOP

- 1-50
- 51-100
- 101-200
- 201-400
- 401-800
- 801-1,200
- 1,201-2,000
- 2,001-3,000
- 3,001-5,000
- > 5,001

### AVERAGE WEEKDAY BUS RIDERSHIP OF HIGHEST ROUTES

- < 500 Riders
- 501-1,000 Riders
- 1,001-2,000 Riders
- 2,001-5,000 Riders
- > 5,001 Riders

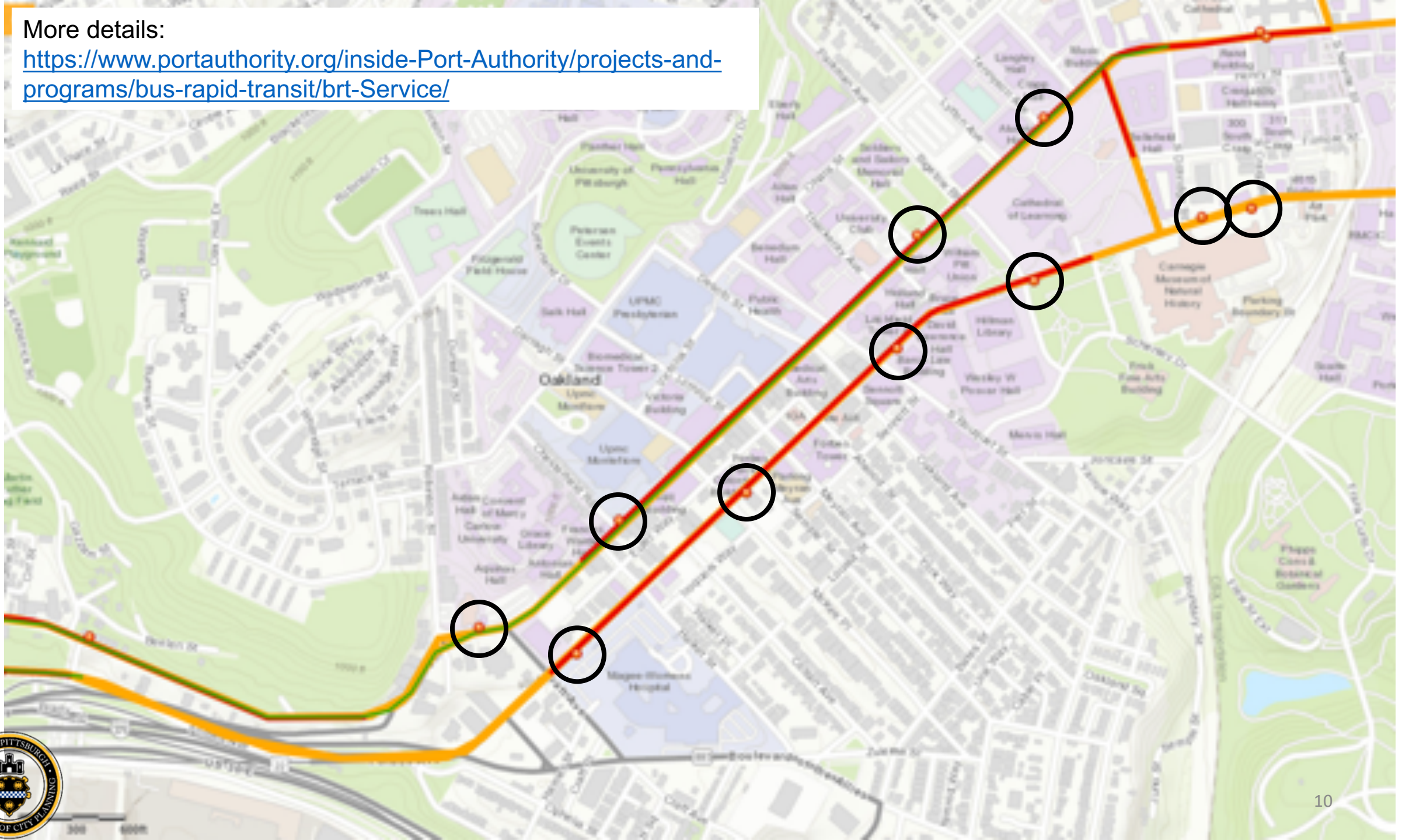
**Note:** On key corridors with multiple bus routes, such as sections of Downtown, Fifth and Forbes Avenues, and Brownsville Road, the cumulative ridership is higher. The highest ridership route is represented.

Sources: Bus Routes, Stops, and Proposed BRT (2018); Port Authority of Allegheny County.

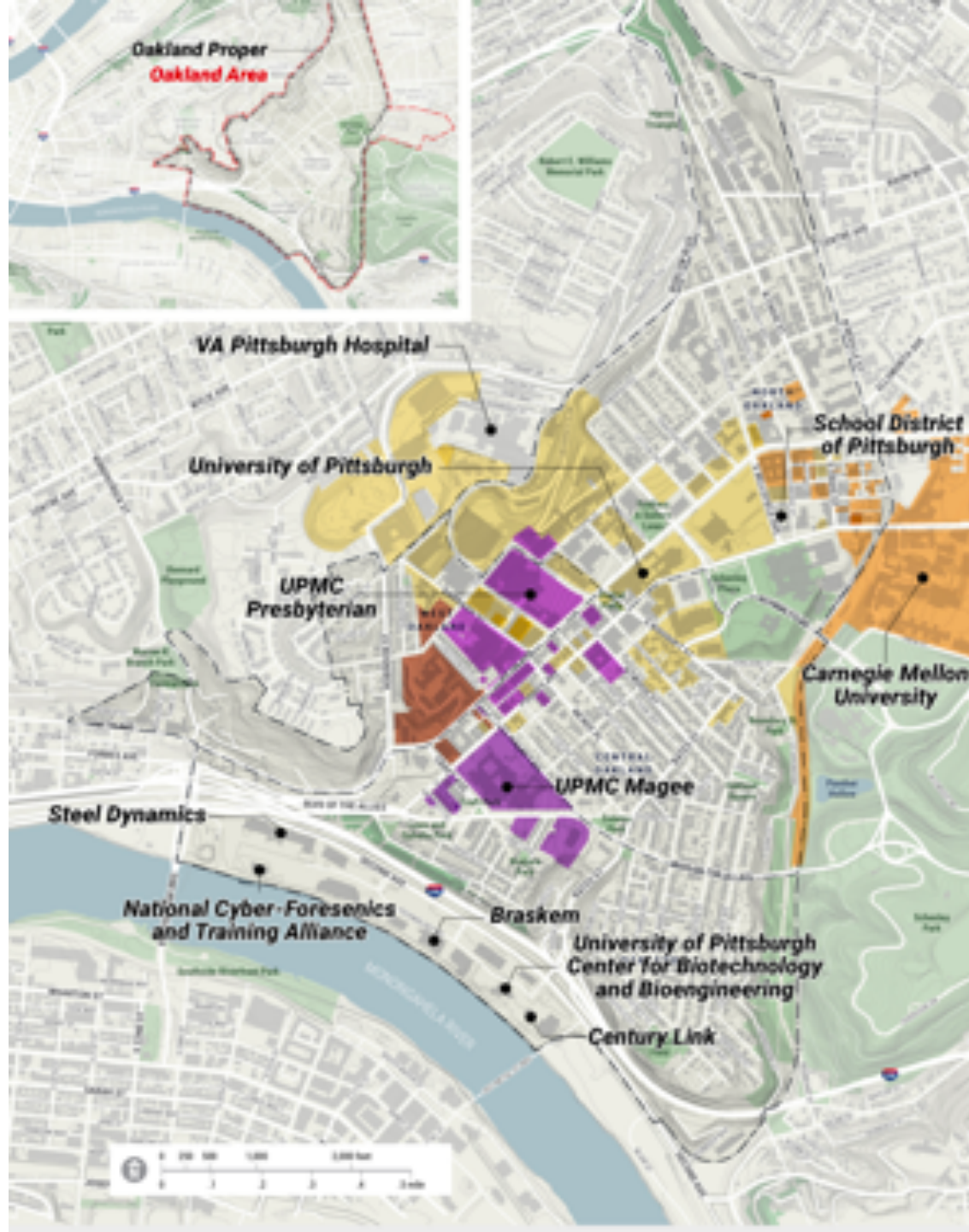


More details:

<https://www.portauthority.org/inside-Port-Authority/projects-and-programs/bus-rapid-transit/brt-Service/>







## Major Employers

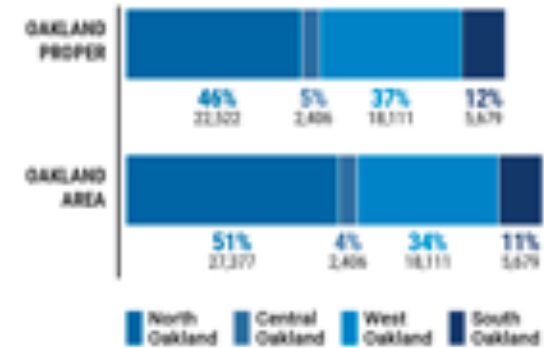
Major Employers

### INSTITUTIONAL OWNERSHIP

- University of Pittsburgh
- Carnegie Mellon University
- Carlow University
- UPMC Magee
- UPMC Oakland

Sources: Major Employers (2018), PA Department of Labor and Industry

### Jobs in Oakland by Neighborhood





## Retail, dining, and other local amenities are clustered.

The residents of the Oakland neighborhood have approximately \$170 million to \$185 million in consumer spending capacity. Approximately \$160 million of that is in non-automotive retail, with an additional \$20 million in restaurant spending.

Estimated retail sales in Oakland are \$247 million, annually with \$72 million for dining. Estimated sales far exceed the consumer spending capacity, demonstrating how Oakland functions as a destination for spending by visitors and workers. However, most of the retail amenity base is student-focused and dominated by fast casual restaurants and sundry-focused retail.

Retail, dining, and entertainment amenities are clustered most intensely on the Fifth and Forbes Avenue Corridors and Craig Street.

### Local Amenities

	North Oakland	Central Oakland	West Oakland	South Oakland	Oakland Total
Bars/Pubs	4	2	–	–	6
Cafes	3	4	–	–	7
Restaurants	23	24	–	–	47
Entertainment	6	–	2	1	9
Other Points of Interest	20	23	7	5	55
<b>TOTAL</b>	<b>56</b>	<b>53</b>	<b>9</b>	<b>6</b>	<b>124</b>

OpenStreetMap data was used to locate and categorize local amenities, symbolized as colored points. OpenStreetMap is a volunteer crowdsourced effort, so there are likely amenity locations missing from this dataset. There were many additional amenity types in the dataset, as well as many uncategorized data points. Amenity types other than those listed above were grouped into a generic category labeled "Other Points of Interest".

### POINT OF DISCUSSION

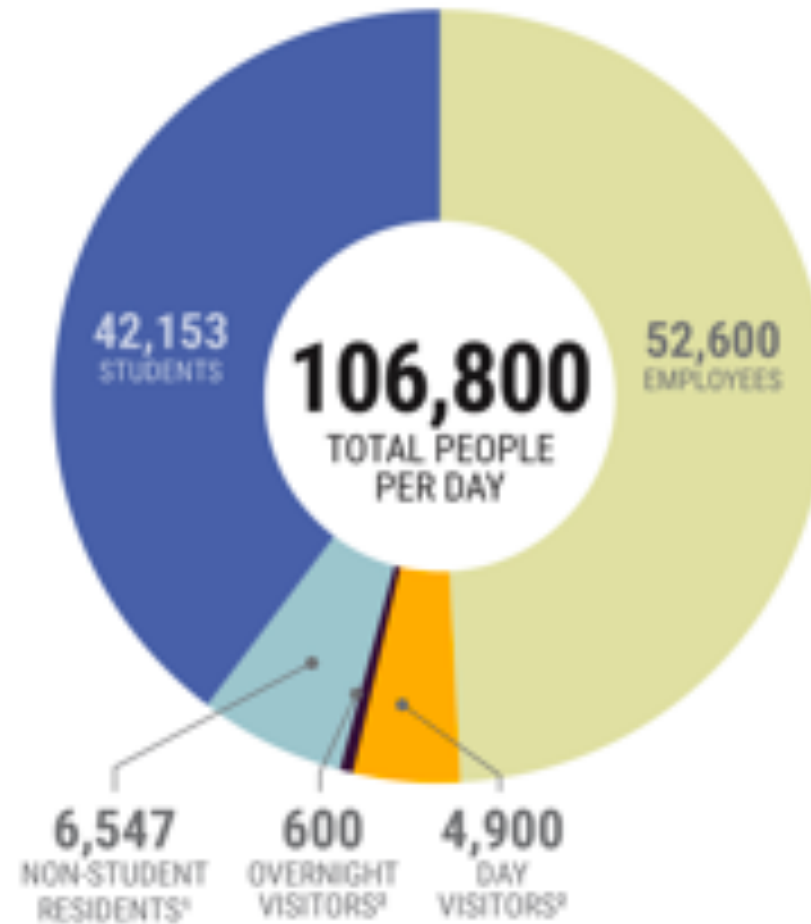
Can redevelopment along the Boulevard of the Allies and near the intersection of Craft Street and Fifth Avenue be incentivized to provide neighborhood-serving amenities for the adjacent residential areas in Central, South, and West Oakland?



**With students, residents, employees, and visitors, Oakland is a very busy place during the weekday and school year.**

**There are an estimated 106,800 people in Oakland on a given weekday of the school year.**  
The greatest single number of people in Oakland during peak times are workers, who are almost 49% of the daytime population.

Daily Activity (During School Year) in Oakland, 2017

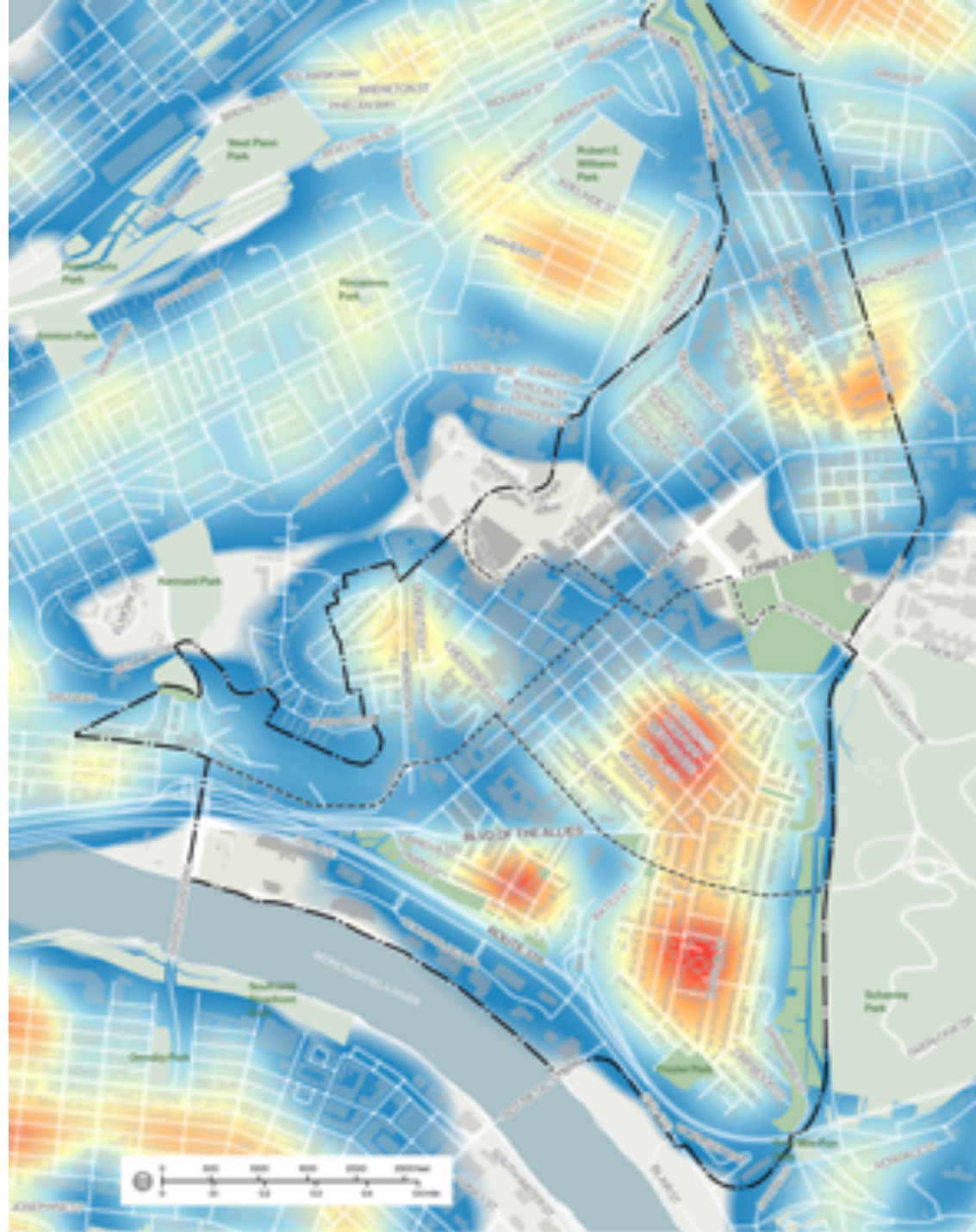


<sup>1</sup> Estimated population under 18 years old and over 25 years old.

<sup>2</sup> Annual visitation divided by 365 days.

Source: WJZHA





### Bedroom Density Heatmap



### Data Sources

#### Allegheny County Property Assessments

The property assessment dataset has information on the number of bedrooms per parcel, though some large, multi-unit parcels (i.e. apartment buildings, college dormitories) did not have bedroom counts listed and may therefore be undercounted here.

The property assessment data was joined by parcel ID to the parcels shapefile, and the number of bedrooms per parcel was spatially aggregated to find the number of bedrooms per hex.

A point layer was created from the hex centroids and visualized using heatmap symbology, weighted by the number of bedrooms in each hex.





## Bus and Shuttle Routes

PAAC Bus Routes

### CMU SHUTTLE ROUTES

- A/B Route
- Bakery Square Shuttle (Long Route)
- Bakery Square Shuttle (Short Route)
- PTC Route

### UNIVERSITY OF PITTSBURGH SHUTTLES

- 10A / 10B Upper Campus
- 15A OC Lot Shuttle
- 1U North South Loop
- 20A / 20B N Oakland
- 25A Library Resource
- 30A / 30B / 30C S Oakland
- 40A Biotech Center
- Bridgeside Point II
- The Bridges Residence Hall

Sources: Bus Routes, Stops, and Proposed BRT (2016); Port Authority of Allegheny County; Shuttle Routes (2016); CMU and University of Pittsburgh

### POINT OF DISCUSSION

There is significant overlap between PAAC routes and the university shuttle routes. How could changes to either system make transportation in Oakland more effective and equitable?





## Support Facilities

Bus Routes

Child Care

### FOOD STORES

Convenience Store

Market

Full-Service Grocery

Farmers Market

Food Pantry

Sources: Farmers Market (2017), Food Stores (2016) from WPRDC, corrected 2019. Child Care (Commonwealth of Pennsylvania, Human Services, 2019).

# Affordable Housing Snapshot

- November 2019: Only 26 units were available for rent. That's <0.5% of the total rental housing units in the neighborhood and less than 0.3% of the total housing units.
- Approximately half of the units listed on the open rental market are affordable to households making 80% of Area Median Income (AMI).
- None of the units were affordable to very low income households earning 30% AMI or below. One unit listed at the time of this analysis is affordable to a 1 or 2 person households at 50% AMI.
- From OPDC: Rental housing is targeted toward students (the going rate is about \$500/bedroom). 76% of Oakland's rental population spends more than 30% of their income on rent.





## On-Street Parking

### PARKING TYPE

- Metered Public On-Street Parking
- Residential Permit
- Special Permit
- Parking Not Permitted
- Parking Pay Station

Sources: Parking (2016), Pittsburgh Parking Authority. Institutional parking from Carnegie Mellon University (2012), Carlow University (2017), University of Pittsburgh (2016), UPMC Magee (2011), and UPMC Oakland (2014) Master Plans.

**Almost every street in Oakland has managed parking as part of the residential parking permit zone, on-street meters, special permit areas, or no parking allowed areas.**

**Large sections of Central and South Oakland are covered by the residential parking permit program.** A residential permit costs \$20 annually. There is currently no limit to how many permits a household can use.

**Oakland has 1,576 metered public on-street parking spaces, more than any other neighborhood in the city.** This number includes the parking spaces in Schenley Park, which the





# Parking

## PUBLIC ACCESS

- Surface Parking Lot
- Parking Garage

## LIMITED ACCESS

- Surface Parking Lot
- Parking Garage

- Number of Parking Spaces
- Unknown/Unpublished Number of Parking Spaces

**Note:** Some parking structures or lots did not have publicly available space counts, and not shown with a total but are shown in location and type.

Sources: Parcels (2019), Parking (2019), Land Use Data (2018), Allegheny County, Institutional parking from Carnegie Mellon University (2012), Carlow University (2017), University of Pittsburgh (2019), UPMC Magee (2017), and UPMC Oakland (2014) Master Plans, Additional data from Parkopedia and OTMR.

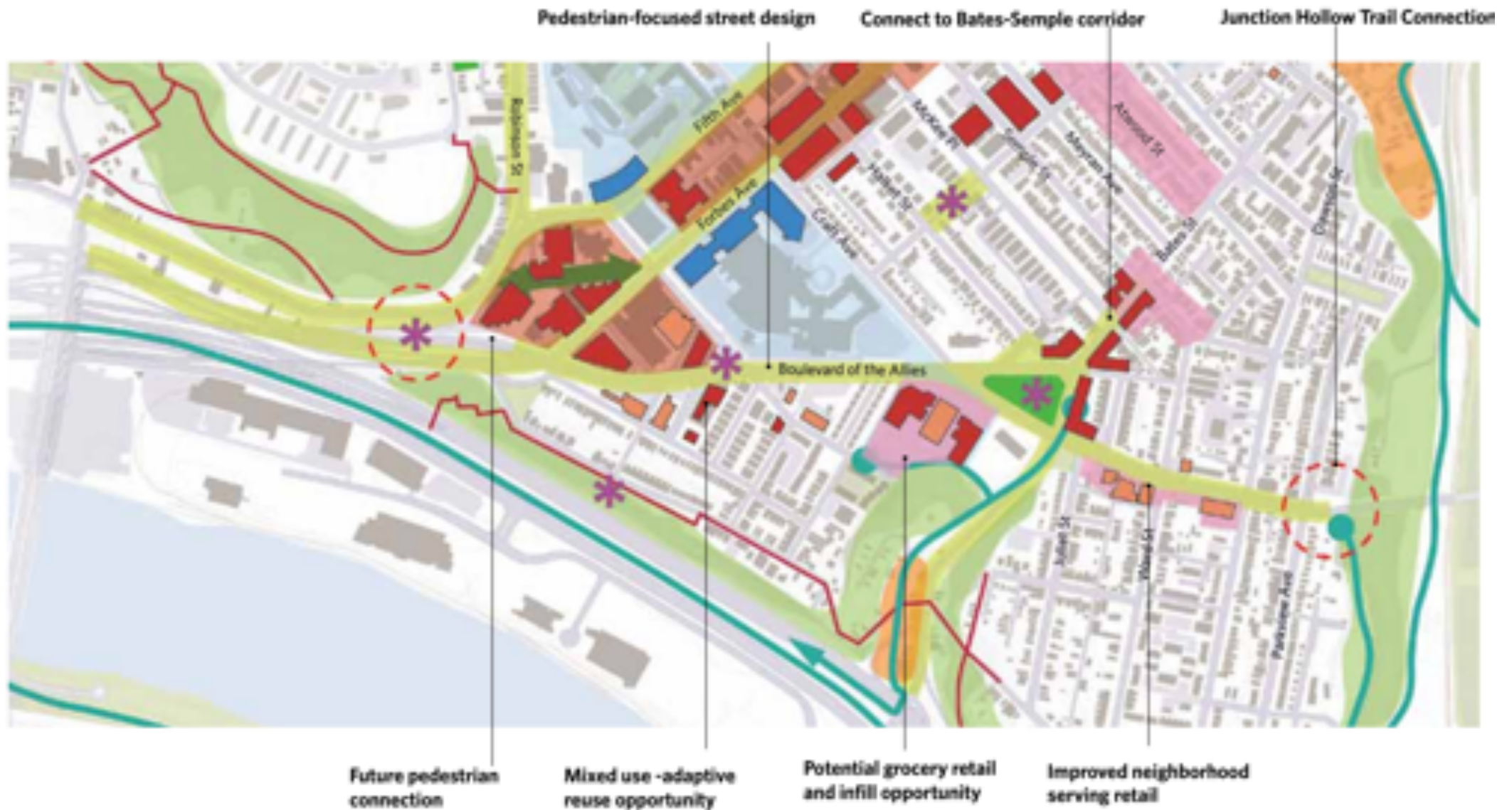




# Oakland 2025 Master Plan (2012)

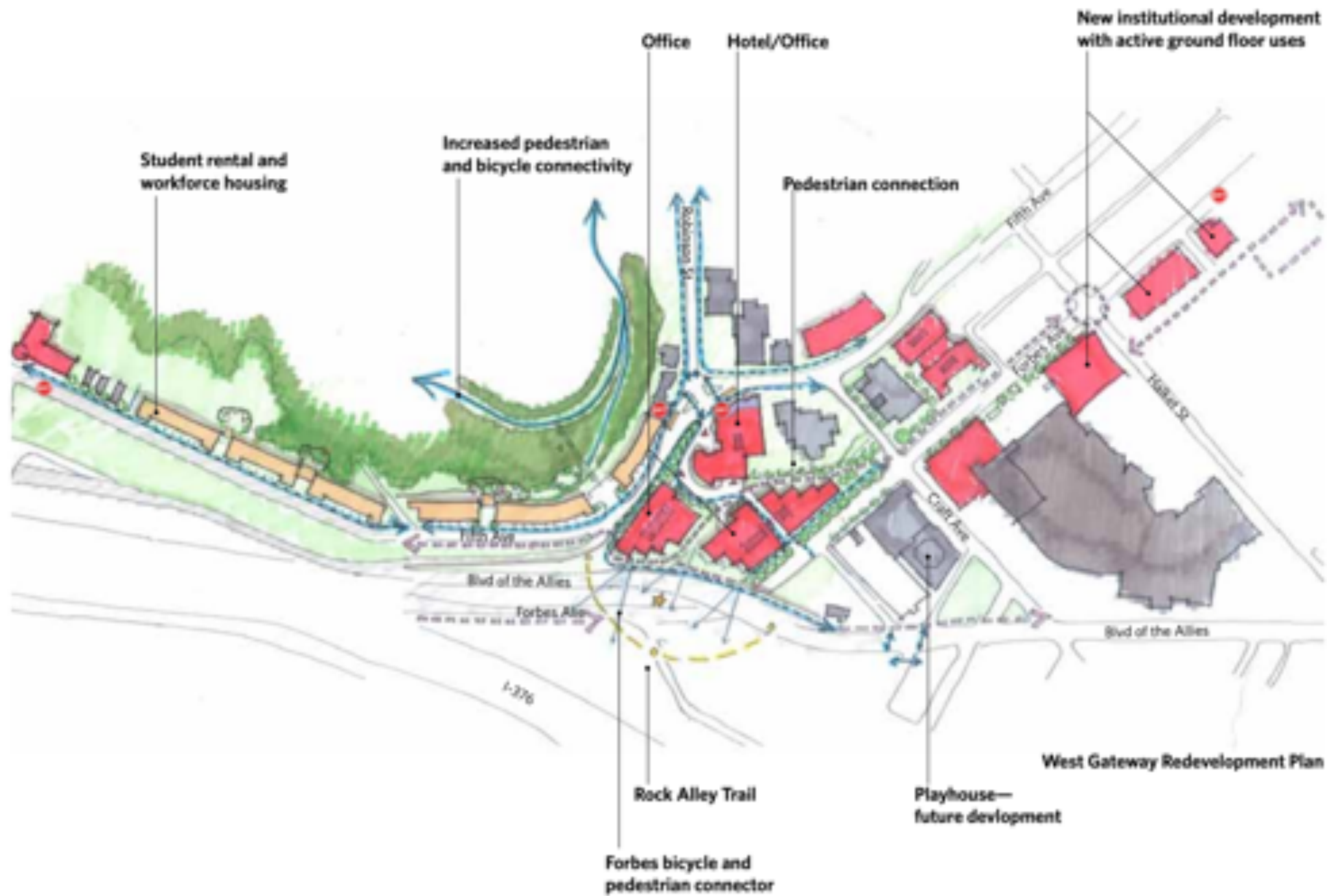


Read the plan: <https://www.opdc.org/oakland2025>



Boulevard of the Allies Proposed Development Plan









Option 1



Option 2





< Existing Aerial View

Option 2: Proposed Aerial View



# Online Open House (2020)



Online Open House: <https://engage.pittsburghpa.gov/oakland>



# Vision for the Boulevard of the Allies

Is the Oakland 2025 vision still right for the future of the Blvd. of the Allies?



Online Open House: <https://engage.pittsburghpa.gov/oakland>

# Vision for the Boulevard of the Allies

## **Questions: Is there anything you would change or add?**

- Ensure there is affordable housing in developments
- Add bike facilities
- Pedestrian or bike lift / link to Eliza Furnace Trail
- Roundabout at Zulema Park instead of raised road, traffic calming
- Better traffic controls for intersection around Bates Street
- District energy, solar panels, sustainable buildings
- Local (not chain) shops and services that serve long-term residents



Online Open House: <https://engage.pittsburghpa.gov/oakland>

# Vision for the Boulevard of the Allies

## **Questions: Is there anything you would change or add? (continued)**

- High quality pedestrian areas that serve as arts, culture, activity hub
- Slow traffic on the Boulevard with islands, trees, fewer lanes, better sidewalks and pedestrian crossings
- Allow / push for more density along the Boulevard to put pressure on landlords running rentals in adjacent home areas
- Grocery store integrated into development



Online Open House: <https://engage.pittsburghpa.gov/oakland>



# Top Priorities for New Development

1. Affordable housing
2. Provide jobs the community needs
3. Parks and plazas
4. Green infrastructure to handle rainwater
5. Services like childcare and laundromats
6. Bus and bike facilities
7. Restaurants and shops
8. Create energy using solar and wind



Online Open House: <https://engage.pittsburghpa.gov/oakland>

# Breakout Groups



EngagePGH page: <https://engage.pittsburghpa.gov/oakland/development-action-team>

# Next Meeting

## **Meeting #6: Wednesday, March 3rd, 5-7 p.m.**

- Review what we heard from the five Development Action Team meetings
- Research and engagements (e.g., focus groups, interviews, tours)
- Preview of charrettes

**Note: Interim Development Goals Letter**





# Where can you find us?



**Pittsburgh City Planning**



**@PLANPGH**  
**@resilientPGH**



**@planpgh**

**Online at [pittsburghpa.gov/dcp/oakland](https://pittsburghpa.gov/dcp/oakland)  
and [engage.pittsburghpa.gov/oakland](https://engage.pittsburghpa.gov/oakland)**

