Pittsburgh Regional Transit

Request for Qualifications

Transit-Oriented Development at Dormont Junction Station

April 14, 2025

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1: Introduction

1.01 Request for Qualifications

The Port Authority of Allegheny d/b/a Pittsburgh Regional Transit (PRT) and the Borough of Dormont, PA (the "Borough") issues this Request for Qualifications (RFQ) to seek project concepts and qualifications from qualified developers for a Transit-Oriented Development (TOD) of the property known as the **Dormont Junction Station TOD Site.**

PRT intends to shortlist a set of qualified developers based on responses to this RFQ who will be invited to respond to a subsequent Request for Proposals (RFP).

The developer that is ultimately selected will be expected to have a strong design and market basis for the TOD, which also adheres to PRT's *Procedures for Competitive Negotiations for Joint Development*[1] and recognizes the critical importance of community and stakeholder input in the project delivery. The selected developer will also be expected to gain public support and any and all necessary municipal approvals, secure financing, and complement Allegheny County, Borough, and PRT goals related to TOD and smart growth.

1.02 Overview of Development Opportunity

The Dormont Junction Station TOD Site is to become the first joint development project under PRT's current TOD Program, which aims to foster economic vitality, increase transit ridership, and promote smart growth throughout Allegheny County.[2] This project presents an opportunity to transform two surface "park and ride" parking lots into a lively, mixed-use, mixed-income community. Please note, PRT does not expect the prospective redevelopment to replace all parking currently on-site. The development will include a blend of residential units, catering to diverse income levels. The site is bordered by residential neighborhoods to the north and east, and by West Liberty Avenue and a car dealership to the southwest. Within walking distance to the southwest of the site is one of Mt. Lebanon's most active commercial corridors along Washington Road starting at Shady Drive West.

PRT is excited to partner with the Borough, which has been a leader in preparing for smart infill development in Western Pennsylvania. Both the Borough and PRT own key parcels—the two parking lots—and their joint commitment to implementing a vision for a sustainable, transit-oriented community in Dormont has been active and in progress for more than five (5) years. In 2021, the Borough rezoned the site to a *Transit Oriented District* to allow for compact development, a design strategy that promotes more efficient, mixed-use residential and commercial development beside transit lines to address urban sprawl and preserve surrounding land. With this rezoning, the Borough eliminated parking requirements, making it more financially feasible for future development partners to redevelop the site.

The project aims to achieve several key goals, which should be incorporated into the development approach suggested by respondents. Proposed development approaches should

[1] Pittsburgh Regional Transit (2018, November 1). *Procedures for Competitive Negotiations for Joint Development*. Retrieved January 9, 2025, from https://www.rideprt.org/contentassets/7b7703cd6bd3466f993456c35398782a/procedures-for-competitive-negotiations-for-joint-development_paac_2018.pdf

[2] Pittsburgh Regional Transit *Transit-Oriented Development Program* from https://engage.rideprt.org/tod

allow PRT and the Borough to maintain ownership control of the site via a long-term ground lease or similar agreement form, maximize the site's social and economic value, and establish a proactive, harmonious long-term partnership between PRT, the Borough, and the development partner. Additionally, development approaches should focus on mixed-use, transit-oriented, and multifamily housing, a portion of which should be affordable, ensuring accessible living options for all residents, and support the participation of disadvantaged business/diverse business enterprises. Lastly, respondents are encouraged to incorporate elements of environmental sustainability in their proposed development approaches. Respondents are encouraged to review PRT's Climate Action Plan, published in 2024 with an overarching goal to reach net zero carbon emissions by 2045, as well as the Borough's 2021-2026 Strategic Plan, which also prioritizes environmental sustainability as it pertains to the assets and infrastructure within the Borough's bounds.

Please note that PRT and the Borough engaged the Dormont community and compiled a **Station Area Plan** for Dormont Junction Station in 2019.[3] The pre-COVID 2019 Station Area Plan studied the possibility of site redevelopment and set forth a vision to leverage Dormont Junction Station as a community hub. Elements of the conceptual designs included in the 2019 Plan will be informative for respondents to consider in developing their own development approaches.

More recently, in 2024, PRT successfully secured federal funding to redesign and reconstruct the nearly 30-year-old Dormont Junction Station. With the funds, PRT is currently upgrading the light rail station to enhance accessibility, safety, and overall user experience.

2: Development Site

2.1 Site Description

The Dormont Junction Station TOD Site is comprised of two (2) "park and ride" parking lots totaling 2.5-acre, or 109,698 square foot, located at 1428 Biltmore Avenue in Dormont. Dormont Junction Station is located in the Borough of Dormont, one of Pittsburgh's classic streetcar suburbs. It is surrounded by residential uses as well as the busy commercial corridor of West Liberty Avenue.

[3] In 2019, PRT and the Borough published the Dormont Junction Station Area Plan, from https://hdp-us-prod-app-rideprt-engage-files.s3.us-west-2.amazonaws.com/1016/8591/2361/dormont-junction-final-report.pdf

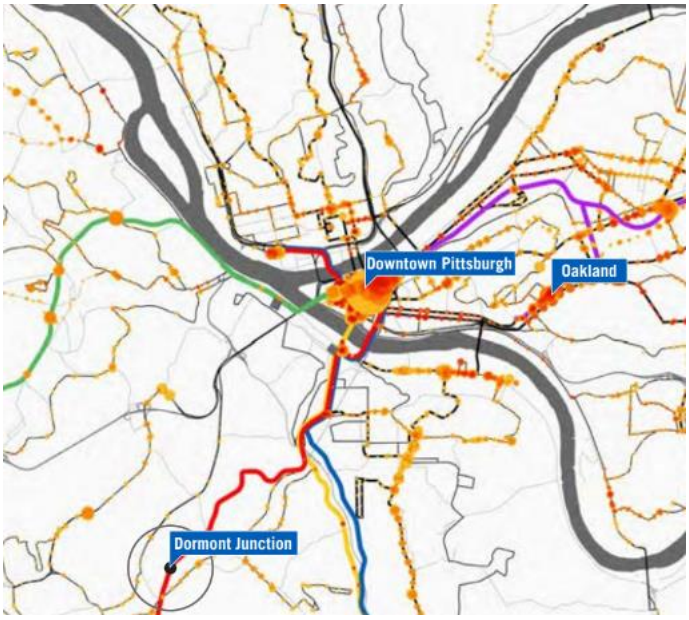


Figure 1: Dormont Junction Pittsburgh Context. Source: PRT

This location is ideally located in the Borough of Dormont, one of the Pittsburgh region's inner ring, mixed-use communities that borders the city of Pittsburgh in an area commonly called the South Hills, approximately four miles south of the Pittsburgh central business district. The PRT light rail system's Red Line connects the site to Pittsburgh's Downtown and North Shore areas, home to major employers, universities, professional sports stadiums, museums, and the David L. Lawrence Convention Center. Riders boarding at the Dormont station can reach Downtown Pittsburgh in approximately 25 minutes.

Immediate context: The site abuts the Dormont Junction Station to the west, which is at the bottom of a hill and is not visible from Dormont's primary commercial corridor, West Liberty Avenue. Residential uses, including multifamily and single-family homes, neighbor the site to the north and east. The site is bound by Dormont's West Liberty Avenue commercial corridor and a car dealership to the southwest. Across the street, there is an additional parking lot located at West Liberty and Biltmore Avenues.

Rights of way: Currently, there is a contraflow bus lane from Raleigh Avenue to Park Boulevard that allows bus traffic to exit onto West Liberty Avenue from Park Boulevard when the light rail is not in operation. The contraflow lane is infrequently used since regular bus service does not run along Raleigh Avenue. This movement traverses a large part of the TOD site and also limits the roadway space available to nearby residents and visitors. A Raleigh Avenue to Biltmore Avenue connector road would help address many of these issues. Figure 2 depicts a conceptual example from the 2019 Station Area Plan.

Neighborhood context: Dormont is located adjacent to Mt. Lebanon, Pennsylvania, an affluent community with an active business district to the south. Mt. Lebanon is known for its walkable neighborhoods and boasts a rich architectural heritage with over 4,400 properties in its National

Historic District.[4] The town is a regional commerce node offering job opportunities and a sizeable business district outside of Downtown Pittsburgh and with immediate proximity to Dormont. The residential market is considered competitive, with median home prices above $375,000, and the school system is highly rated. PRT's Red Line ends at South Hills Village Mall, a two-level shopping mall that includes major retailers, office space, and features more than 130 stores. The mall has been modernized, and different wings have been remodeled in 2016 and 2022.

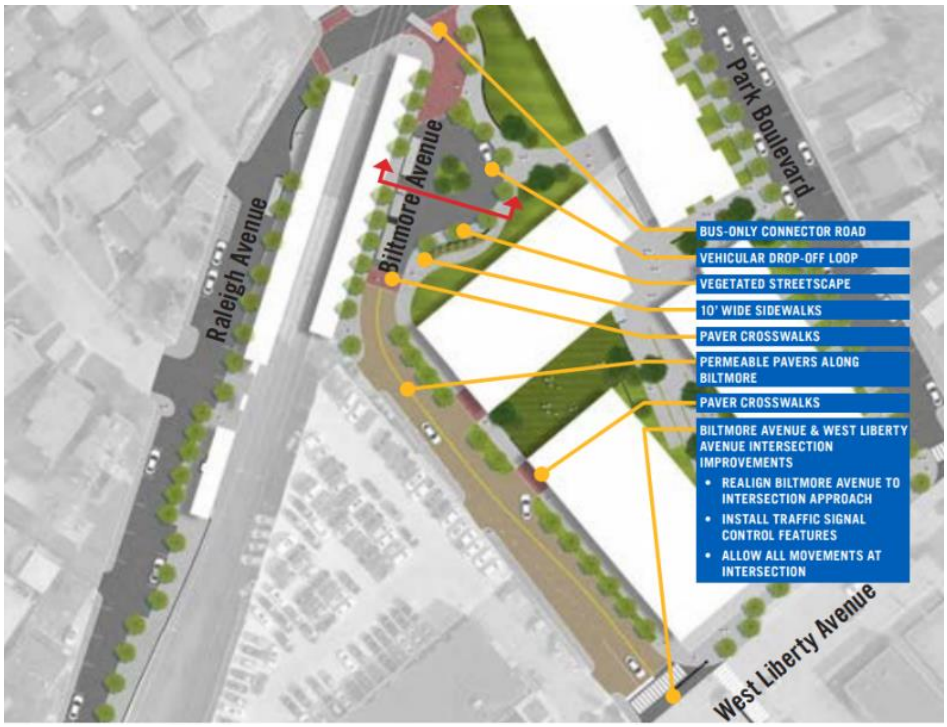


Figure 2: Raleigh Ave. & Biltmore Ave. Connector Road Concept. Source: PRT

The Dormont Junction Station TOD Site includes the following parcels owned by PRT and the Borough of Dormont.

Owned by PRT	Owned by The Borough of Dormont
98-G-14	98-G-86
98-G-16	98-G-88
98-G-20	98-G-90
98-G-24	98-G-95
98-G-27	
98-G-28	
98-G-29	
98-G-30	
98-G-31	

[4] Mt. Lebanon is home to a significant inventory of historic properties, from https://mtlebanon.org/residents/historic-properties/

98-G-32	
98-G-33	
98-G-36	
98-G-38	
98-G-40	
98-G-44	
98-G-47	
98-G-49	
98-G-51	



Figure 3: Dormont Junction Station TOD Site Parcel Map. Source: PRT

An overview of site information is included in the table below.

Property Ownership	The Dormont Junction Station TOD Site is composed of parcels currently under ownership by two entities: 1. PRT owns property adjacent to the station area shown in blue in Figure 3, including the station itself and parcels operated as a “park and ride” lot. 2. The Borough of Dormont owns property along West Liberty Avenue, which it operates as a public parking lot.

	Parcel data is available from Allegheny County, and the selected developer(s) would be responsible for any additional title work they deem necessary and proper as part of their Site due diligence.
Site Area	Estimated total acreage: 2.5 acres. There is a 40-ft change in elevation from West Liberty Avenue to the station. Estimated developable acreage: 1.5 acres.
Utilities	All standard public utilities are available on the site.
Zoning	*Transit-Oriented District (TO)* Height limit: 8 stories with small or no setbacks Façade articulation: 3 ft plane change required at least every 180 ft Parking requirements: There are no minimum parking requirements for TO Full zoning ordinance available on the Borough's zoning code website
Neighboring Land Uses and Zoning	North: Single-family housing, apartments, church *(zoned as Residential)* South: Auto dealership *(zoned as Transit Oriented)* East: Single-family housing *(zoned as Residential)* and the Borough's historic commercial core along West Liberty Ave. *(zoned as Commercial)* West: Single-family housing *(zoned as Transit Oriented along Raleigh Ave.)* Northwest: Dormont Junction Station
Hazardous Conditions	Not studied. None known to best of either property owner's knowledge, information or belief, and the selected developer(s) would be responsible for any environmental site assessment or review they deem necessary and proper as part of their Site due diligence.
Preferred Property Disposition	Long-term ground lease preferred and subject to review and approval/concurrence by the Federal Transit Administration (due to a continuing federal property interest in PRT's property), PRT's Board, and Dormont's Council.

Figure 4 demonstrates the dimensions of each side of the 2.5-acre TOD site.



Figure 4: Dormont Junction Station TOD Site Overview. Source: PRT

In

Figure 5: Dormont Junction Station TOD Site Grading. Source: PRT

Figure 5: Dormont Junction Station TOD Site Grading. Source: PRT

5, red contour lines at two-foot increments show the elevation change on the site showcasing the steep slope from Dormont Junction Station to West Liberty Avenue (a grade change of approximately 40 feet).



Figure 5: Dormont Junction Station TOD Site Grading. Source: PRT

3: Development Context

3.1 Historic Context

The Borough of Dormont is a relatively dense, historic streetcar suburb in the South Hills of Allegheny County, immediately south of Pittsburgh. The Borough's current housing inventory is considerably older than the typical American home, as much of the Borough's existing housing was built before 1940 and, until recently, opportunities to build new multifamily housing were restricted by zoning. In recent years, median household incomes have grown faster than Allegheny County. As the composition of households evolves, Dormont has also seen an uptick in the share of cost-burdened households in recent years, with one-quarter of households experiencing housing cost burden as of 2022.[5]

[5] A household is considered "cost-burdened" when it spends more than 30% of its income on rent and utilities.



Figure 6: Nearby Potomac Avenue in Dormont, PA. Source: Borough of Dormont

3.2 Residential Market

With over 42% of households renting their homes, the Borough of Dormont has a greater share of renter households than both Allegheny County and the national US average. Rents in multifamily apartment buildings in both the Borough and greater Allegheny County have increased in recent years. The rental market in the Borough is becoming tighter, as the Borough experienced a 4% increase in residential rents from 2023 to 2024, outpacing average rents in Allegheny County, which saw about a 0.5% increase. As a result, American Community Survey (ACS) data confirms that there are also fewer low-income households in Dormont today than there were in 2017, as the share of households earning less than $50,000 annually decreased between 2017-2022. This means that new interest in the Borough among higher-income households is impacting the opportunity for lower-income households to remain in their homes.

Despite limited recent multifamily housing development in the Borough, several new multifamily developments have been constructed elsewhere in Allegheny County in recent years, ranging from 50 to 300+ units and varying from garden-style development to mid-rise construction. These new developments reported healthy occupancy rates and vacancy rates of less than 6%, revealing local demand for multifamily housing. For example, Castlegate Green, in the neighboring municipality of Mt. Lebanon, is a new construction, affordable housing community that opened in Fall of 2024.[6] Castlegate Green is 51-unit, mixed-income development signaling that affordable housing is becoming a priority for municipalities in South Allegheny County and that forward-thinking development is financially feasible in similar communities. Given rising rents and a tightening local housing market, the currently underutilized Dormont Junction TOD Site presents an attractive opportunity for new, forward-thinking, residential development.

To better understand the residential real estate market in the Borough and South Allegheny County, respondents are encouraged to perform their own market research.

[6] The Community Builders opened Castlegate Green, a new affordable housing development, in 2024, from https://tcbinc.org/u-s-rep-lee-joined-state-officials-and-development-partners-to-celebrate-the-ribbon-cutting-of-castlegate-green-a-new-51-unit-affordable-apartment-community/



Figure 7: Apartment Building on McFarland Rd. near Dormont Junction Station. Source: Redfin.com

3.3 Retail Market

While national retail rent growth has been decelerating in recent years, gains in the greater Pittsburgh market have signaled a stabilizing retail market in this region. However, the average retail lease reported in recent years has decreased in greater Pittsburgh. The average size for new leases in 2024 was about 3,500 square feet, a step-down of more than 20% from the average retail space leased three years prior. Thus, some commercial tenants looking for space in the greater Pittsburgh area have reported being unable to find adequate, quality storefronts and facilities of appropriate sizes and in desirable locations.

In the Borough of Dormont, existing retail is largely concentrated along West Liberty Avenue and is predominantly older, ground-floor type and standalone strip-style retail. Despite the low retail vacancy reported among active properties, there may be a significant amount of offline retail space in the Borough. There has been limited new retail development in the Borough in recent years.

Set along West Liberty Avenue, the Site's current use as parking lots creates a gap in the West Liberty Avenue commercial corridor, disrupting its continuity and breaking up the line of storefronts. Given the Site's boundary along West Liberty Avenue, new mixed-use development with ground-floor retail has potential to make this portion of the commercial corridor feel more inviting and vibrant, as passersby encounter a more engaging and pedestrian-friendly retail experience.

Respondents are encouraged to research the local retail market to deepen their understandings of local dynamics and opportunities.



Figure 8: West Liberty Avenue in Dormont, PA. Source: Patch.com

3.4 Planning Context

The Site benefits from years of planning, ensuring a well-thought-out foundation for future development. Development of the site should be guided by several key planning documents, which are summarized in Appendix B: Planning Context.

Summarized plans include:

- 2013 Dream Dormont Comprehensive Plan Update
- 2019 Dormont Junction Station Area Plan
- 2019 Dormont TOD Toolbox
- 2021-2026 Dormont Strategic Plan
- 2021 Dormont Zoning Code Update
- 2022 Dormont Safe Mobility Plan

The Borough of Dormont is currently in the process of developing a new Comprehensive Plan.

3.5 Transit Context

Dormont Junction Station is a key transit hub located along PRT's Red Line light rail service. The Red Line originates on the North Shore at Allegheny Station and weaves its way under and over hilltops and rivers to the South. After passing through Downtown, Station Square, and South Hills Junction, it becomes a streetcar in the Pittsburgh neighborhood of Beechview along Broadway Avenue. In the Borough, it has its own right of way with stops at Stevenson, Potomac, and Dormont Junction. Between Dormont Junction and Mt Lebanon, the Red Line passes under West Liberty Avenue through a tunnel. The Red Line then makes its way south to Overbrook Junction where it meets back up with the Blue Line before heading to the terminal stop at South Hills Village.

As of 2023, the Red Line supported approximately 14,952 average daily riders, translating to an annual ridership of around 5.5 million. As of 2019, the Dormont Junction Station facilitated more than 850 trips per day in 2019 with frequent and reliable service, making it one of the top-performing stations in PRT's light rail network. Trains currently service the station approximately every 15 minutes during peak hours on weekdays, with slightly less frequent service during off-peak times and weekends. The Red Line currently operates from early morning until late at night, typically starting around 4:00 AM and running until after midnight. On weekends, the current service frequency is about every 30 minutes. Ridership from the station today is lower than pre-COVID levels but has shown promising signs of recovery. From Dormont Junction Station, PRT passengers have one-seat rides on light rail to Downtown Pittsburgh, North Shore, Sports Stadiums, Station Square to the north, and Mt. Lebanon, Souths Hills Village Mall, and other Southside communities to the south.

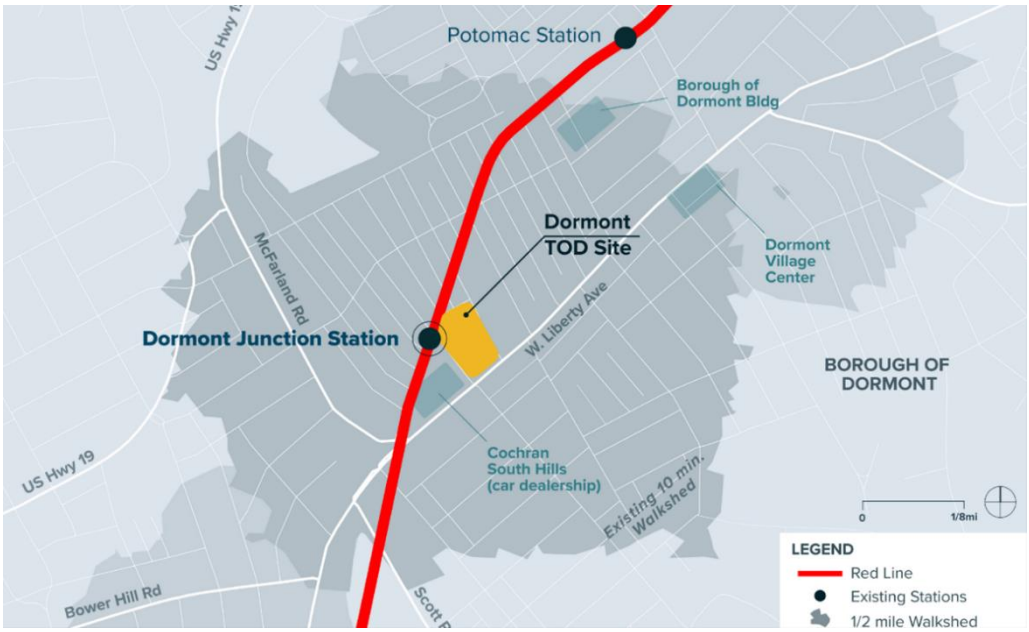


Figure 9: Dormont Junction Station TOD site context and 1/2 -mile walkshed. Source: PRT

In addition to light rail services, the Station is well-integrated with local bus routes, enhancing accessibility and offering connections for commuters traveling within the Borough of Dormont and to other parts of Allegheny County. Additionally, Borough of Dormont residents have access to one-seat rides on PRT buses, which currently includes bus routes 36, 37, 38, and 41, which provide direct connections to Downtown, Oakland, and the Southside. The buses currently operate every 15-30 minutes during peak hours on weekdays and every 30-60 minutes during off-peak times and weekends.

Figure 10 demonstrates that residents of the Borough often commute to Downtown Pittsburgh for work, reinforcing the likelihood that the transit available to prospective residents will serve their commuting needs well. There is also employment density to the Borough's south in Mt. Lebanon.

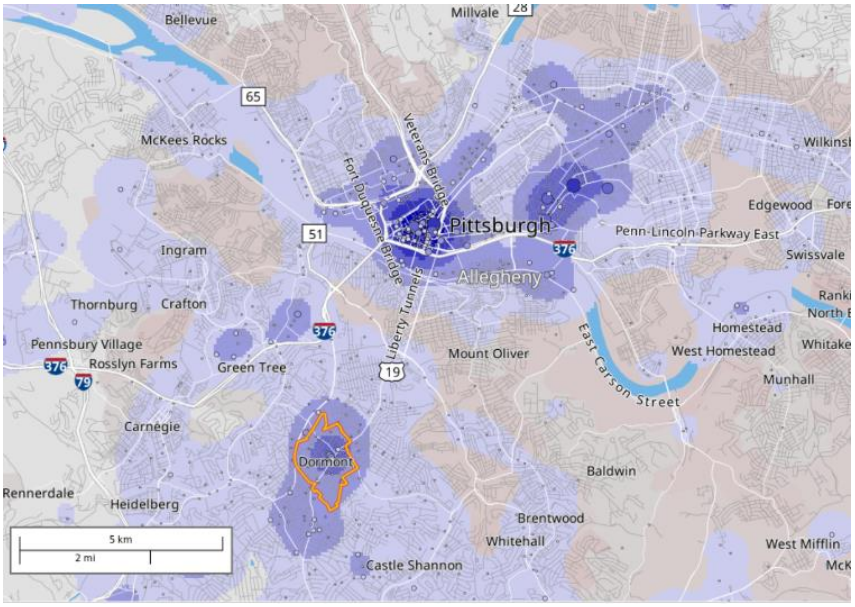


Figure 10: Density of Work Locations for Dormont households (2021). Source: OnTheMap [7]

As mentioned previously, Dormont Junction Station is undergoing improvements and is part of the first full modernized light rail station redesign that PRT is completing in their system, which promotes accessibility, affordability, equity, and sustainability. The station's final design was completed in 2024 and is available on PRT's website, with final federal approval processes occurring in 2025 before PRT intends to begin construction. Key planned improvements include:

- **Station Redesign**: The station has been redesigned to better serve riders, with improved access for pedestrians, cyclists, and other non-automobile users.
- **Access Improvements**: Enhancements to surrounding streets and access points will make it easier and safer for people to reach the station from nearby areas.
- **Modernization**: The station will be updated with modern amenities, including covered waiting areas for both inbound and outbound passengers.

4: Development Approach Goals

In addition to PRT's TOD Guidelines and Dormont's Zoning Code requirements, respondents should also familiarize themselves and ensure any project proposals are consistent with the guidance provided in the Federal Transit Administration's (FTA) Joint Development Circular 7050.1C.[8] PRT and the Borough also have the following specific goals for development on the Site. Respondents should address each broad value area specifically, even if they cannot meet the expectations specified. The goals for this transit-oriented development include:

[7] US Census Bureau (n.d.). *OnTheMap*. OnTheMap. Retrieved January 9, 2025, from https://onthemap.ces.census.gov/
[8] https://www.transit.dot.gov/funding/funding-finance-resources/joint-development/joint-development-circular-c-70501c

4.1 Long-Term Control of Land

PRT and the Borough currently own the parcels encompassed on the site. It is PRT and the Borough's strong preference to enter into a long-term ground lease agreement with the selected development partner. However, PRT and the Borough are open to discussing other agreement structures and transaction forms so long as respondents propose an approach that best meets PRT's and the Borough's goals. The specific details of those lease(s) or agreement structure(s) are negotiable and subject to FTA (due to the ongoing federal interest in the PRT-owned portion of the Site), PRT Board and Borough Council review and approval.

4.2 Maximizing Land Value

A primary goal of this solicitation process is to attract proposals that not only demonstrate a commitment to quality development and long-term community benefits but also offer competitive financial terms. With this solicitation for development partners, PRT is seeking to both transform the site and to maximize the land value offered by the prospective transaction. Proceeds from the transaction will support PRT's ability to operate, maintain, and continue to modernize the Pittsburgh region's transit network.

4.3 Transit-Oriented Development

With this site, PRT and the Borough seek a mixed-use, commercial and multifamily housing development approach with a range of unit sizes that caters to families. As the site is directly adjacent to the Dormont Junction Station, PRT and the Borough expect that respondents' development approaches generally follow transit-oriented development (TOD) principles such as enhancing the pedestrian experience along the site's boundaries, integrating the site's design with that of the station to maximize access for new residents and neighbors alike, preserving open space and the efficient use of land, and co-locating housing development with a mix of essential services (e.g., childcare, pharmacy, healthcare, grocery, community facility).

The site's *Transit Oriented District* zoning allows for vertical buildings between three and eight stories, with small or no setbacks. Any off-street parking subordinated in structures should be in the rear or interior courts of buildings. The 2019 Station Area Plan envisioned 4-5 story structures, as this height more closely resembled the nearby residential context.

4.4 Housing Affordability

With this project, PRT seeks to introduce a selection of rent-restricted units, which make it easier for those of all means to gain residence at the development and utilize PRT's transit system without needing to sacrifice other life-sustaining activity, such as buying food, medicine or utilities, to do so. The zoning for this site requires that 15% of housing units be affordable to rent or own for households making at or below 80% of Area Median Income (in Allegheny County) or less.[9] Respondents are encouraged to exceed the zoning's baseline affordability requirements.

4.5 Forming Long-Term Partnership(s)

Joint Development at PRT is implemented through the combined efforts of the Board, the Chief Executive Officer and other agency staff, local jurisdictions (such as the Borough in this

[9] Dormont Development Code § 210-415, from https://boro.dormont.pa.us/wp-content/uploads/2022/05/Dormont-Development-Code-Word-2022-Update.pdf

instance), developers, and the community. PRT seeks to establish a long-term, collaborative partnership between PRT and the prospective developer chosen during this solicitation process to ensure clear communication, mutual understanding, aligned goals, the project's long-term operations, and continued community benefits. To this end, after the solicitation and negotiations process is completed, PRT, the Borough, and the developer will enter into a long term ground lease or similar agreement form that memorializes the critical Joint Development aspects of t of the project. The agreement shall be initially drafted by PRT or its designated legal counsel and describe the rights and responsibilities of PRT, the Borough and the private developer party.

4.6 Disadvantaged Business Enterprise/Diverse Business Participation

Respondents are encouraged to commit to equitable development efforts that include Disadvantaged Business Enterprise/Diverse Business (DBE/DB) participation on the development team, design and construction team, property management, operation team, and as prospective ground tenants once the site's development is complete

4.7 Sustainability

PRT has delineated goals for the next 20 years in the 2024 Climate Action Plan. PRT seeks to work with development partners to create communities that are healthier, more resilient, and better connected.

Respondents are encouraged to meet energy and resource efficiency certifications (e.g., Enterprise Green Communities, LEED, Passive House, etc.) or have zero net carbon emissions.

Note: this site is subject to Dormont's Stormwater Management Standards, which can be accessed on the Borough's Municode website.

5: Project Design Parameters

The following design requirements and guidelines will serve as the foundation for all planning decisions and help drive the success of the project from conception through to completion.

5.1 Station Accessibility

Despite its central location, Dormont Junction Station is somewhat disconnected from Dormont's primary commercial corridor, West Liberty Avenue, due to its position at the bottom of a hill. PRT and the Borough seek to ensure that station area infrastructure accommodates those with specific needs, such as those with disabilities, senior citizens, those traveling with infants or small children, and those traveling with groceries or other goods. Example concepts of connecting the station to West Liberty Avenue can be found in the Station Area Plan.[10]

Respondents are strongly encouraged to commit to providing a fully public and ADA-compliant connection from West Liberty Avenue to Dormont Junction Station. This connection should ideally include an elevator to ensure accessibility for all individuals. By prioritizing this commitment, respondents will contribute to creating an inclusive and accessible transit environment for the community.

[10] Refer to pg. 55 & 62 in the 2019 Dormont Junction Station Area Plan

5.2 Parking Guideline

The Borough has no minimum parking requirement for the site and replacement parking for the current “park and ride” is not required. Given that the desired development will be TOD, new parking development should be limited and focused on meeting the needs of commercial tenants as opposed to providing parking for each new resident or replacing existing PRT “park and ride” or Borough parking spaces.

5.3 Ground Floor Activation

Respondents are encouraged to commit to different types of ground floor activation, such as publicly accessible open space, indoor amenities (e.g., community facilities, gyms, retail), or outdoor amenities (e.g., play spaces, sports fields/courts, leisure and gathering areas, native habitat, stormwater functions), or any combination of these elements.

By developing vibrant, active ground-floor spaces that contribute to a lively streetscape and fill in gaps in consistent retail along West Liberty Avenue, future development can help create a lively streetscape, attracting foot traffic and providing opportunities for local businesses to thrive. Additionally, activating the ground floor should help to integrate the development with the surrounding neighborhood.

5.4 Utilize High-Quality Urban Design

PRT and the Borough seek to implement high-quality urban design elements that prioritize pedestrian and bicycle accessibility throughout the site with a focus on connectivity to and from the transit station, similar to those detailed in the 2019 Station Area Plan. Eventual site designs should include shared parking strategies for the mix of on-site uses (e.g., residential, ground-floor retail). Well-designed urban assets promote sustainability, draw public and private investment, contribute to the creation of publicly accessible spaces, and celebrate the uniqueness of a community.

6: Selection Process and Submission Requirements

The selection of a development partner will occur in **two phases**. In this first phase – **the RFQ** – interested parties are invited to submit information on their qualifications, past project experience, vision for development, and capacity to secure financing to support this prospective development. PRT and the Borough will evaluate all complete responses using the criteria outlined in this RFQ. PRT will accept and respond to clarifying questions that are received, as more fully detailed in Section 6.1.2 of this RFQ.

In the second phase – **the RFP** – PRT and the Borough intend to invite selected Respondents to this RFQ to respond to an RFP. The RFP will ask selected Respondents for greater detail, including but not limited to a specific program proposal, consolidated financial statements, proposed structure for construction and property management, and a financial offer.

6.1 Schedule

The anticipated schedule is as follows. PRT may alter this schedule at its discretion. PRT may cancel the solicitation process at any time, and PRT has no obligation to pursue it further. Changes to the schedule will be issued by addendum.

Following the subsequent RFP process, PRT and the Borough of Dormont expect to select one or more development partner teams to enter negotiations to reach a development agreement in Q3 2025.

Respondents are encouraged to visit the Site, which is open to the public, to gain a better understanding and inform their development approaches but should exercise caution when doing so and only access generally publicly accessible areas of the Site.

Activity	Anticipated Date
RFQ Publication	14 April 2025
Pre-Submission Virtual Meeting – *optional*	28 April 2025
Questions Due	5 May 2025
Answers to Questions	12 May 2025
RFQ Responses Due	26 May 2025
Shortlisted Respondents to be Notified	July 2025
Shortlisted Respondents Invited to a Site Tour	July 2025
RFP Publication (anticipated)	Summer 2025
RFP Responses Due (anticipated)	Fall 2025

6.1.1 PRE-SUBMISSION VIRTUAL MEETING

An optional briefing of interested parties is planned as part of the RFQ process. It will be held as a virtual meeting via Microsoft Teams on April 28th at 3pm. Information related to the selection process will be discussed at this briefing. Each respondent/potential respondent is encouraged to have a member attend the briefing. This meeting will be recorded.

To register, please email Moira Egler at megler@rideprt.org.

6.1.2 SUBMISSION OF QUESTIONS

Any questions concerning this RFQ or requests for any other questions should be sent via e-mail only, directed to Moira Egler, Manager of Transit-Oriented Communities, at megler@rideprt.org. **Oral questions and/or verbal requests for information will not be considered or responded to.**

Submitted questions should not be assumed to be confidential as PRT intends to publish responses to all questions received. All requests must be received via e-mail prior to 4:00 PM EST on Monday, May 5th.

Responses will be in the form of an addendum that will be posted on the Dormont Junction TOD Site project page on PRT's website. It is the responsibility of each Respondent to retrieve addenda.

All communication about this opportunity should be made via email with the designated PRT contact so that answers to questions can be provided to all respondents.

6.2 Statement of Qualification Requirements & Submission Format

Submissions in response to this RFQ must be emailed to Moira Egler at megler@rideprt.org no later than 4 PM EST on Monday, May 26th. Late submissions will not be accepted. Preparation for and delivery of the submission shall be at the respondent's sole cost and expense.

To be considered for participation in the RFP Phase, Respondents must clearly, completely, and concisely address each of the following areas in their responses to this RFQ:

6.2.1 COVER LETTER

Respondents are to submit a cover letter summarizing the key points of the qualification submittal. The Respondent should elaborate on:

- Interest in the opportunity,
- Consideration of the priorities for the Dormont Junction Station TOD Site development, as outlined previously,
- Examples of relevant previous development experiences, and
- Summarize the materials presented to support the submission.

The cover letter shall include the respondent's primary contact person and e-mail address. The cover letter shall also acknowledge that both PRT and the Borough are subject to Pennsylvania's Right-to-Know Law and information submitted by the respondent may be subject to public disclosure under same.

6.2.2 DEVELOPMENT APPROACH

Respondents should provide a narrative statement describing a high-level vision for the Dormont site, including initial concepts of a potential development program. The content of this statement will provide the Evaluation Committee with a sense of the Respondent's perceptions about the site's optimal use. PRT and the Borough are interested in concepts that achieve the project's goals, and will only consider proposals that explicitly state how the concept achieves the project goals.

PRT and the Borough's strong preference is to enter into a long-term ground lease agreement for the development of this TOD site. If a respondent believes an alternative agreement would lead to better outcomes for the developer PRT and the Borough, the respondent should provide details on their proposed transaction/land agreement approach.

6.2.3 DESCRIPTION OF PROPOSED DEVELOPMENT TEAM AND RELEVANT PROJECT EXPERIENCE

Respondents should include a description of all firms comprising the team, including identification of the lead respondent. For each developer or other entity on the respondent's team, submit the following:

- Organization name
- Legal corporation status and type
- Company address
- Firm profile
- Names of the entity's board of directors and/or officers

6.2.4 RELEVANT PROJECT EXPERIENCE

Respondents should demonstrate their ability to design and construct projects of comparable size, program mix, and complexity by sharing information on previous projects completed in the past 10 years. Provide examples of successful developments with one or more of the following elements:

- Mixed-income development, including residential affordability restrictions
- Mixed-use development
- Transit-oriented development
- Projects incorporating public infrastructure improvements
- Projects with a public-private solicitation or partnership with government
- Incorporation of community goals in project completion
- Funding approaches that include multi-source, layered resources.

6.2.5 FINANCING AND LEVERAGING CAPACITY

Respondents are to provide examples of project financing approaches for projects similar to the one envisioned for this site, including which financial incentives or subsidies were utilized, as well as a description of the respondent's approach to providing equity, debt, or other public or private financial resources for the projects.

Additionally, respondents may also demonstrate their ability to secure capital and fund predevelopment expenses through letters of intent (LOI) from debt and equity partners.

Respondents should not expect PRT or the Borough to provide funds to help complete the TOD project, but PRT and the Borough would support efforts to secure funding and grants for the TOD project.

6.2.6 PERSONNEL EXPERIENCE AND QUALIFICATIONS

Teams should demonstrate that they include personnel with the experience and expertise necessary to deliver a high-quality, mixed-use development. Teams should include:

a. Identification of proposed key personnel, including title and role on the proposed team;
b. Resumes for key personnel, limited to two (2) pages in length, including relevant qualifications within the current firm or in previous roles. Respondents are also encouraged to submit visuals of similar, past projects. Visuals may include concept drawings, building massings, sketches, high-level illustrative plans, renderings, or photographs

6.2.8 SUBMISSION FORMAT

The RFQ submission, except for resumes and visuals, which should be included as appendices, is limited to 20 pages.

6.3 Evaluation Criteria

All proposals that meet the minimum requirements will be further reviewed and evaluated by an Evaluation Committee established by PRT and the Borough of Dormont. Proposals will be reviewed and evaluated based on the information contained in the submission package and responsiveness to the selection criteria and development approach goals delineated in this RFQ.

Proposals will be evaluated on the following criteria:

Criteria	Maximum Points
Development Approach: Description of respondent's plan to abide by the development approach goals and project design parameter goals described in this RFQ**,** and overall viability of the vision presented by the developer. Approach should address PRT's and the Borough's goals for this development, including but not limited to long-term control of the land, maximized land value, and transit-oriented building programming.	30
Organization Expertise and Experience: Demonstrated organizational history of past performance with successful housing development projects of similar scope and complexity and collaborative work with landowners to ensure successful project outcomes. Respondents are to provide descriptions of financing approaches for comparable, recent projects.	35
Individual Development Team Member Experience and Qualifications: Demonstrate capability of individual team members to achieve all the objectives in a financially sound, time efficient manner. Provide recent personnel experience with similar successful projects, including experience with complex joint developments and TOD projects, with a track record of execution and fulfillment of public objectives, including delivery of affordable housing.	20
Financing and Leveraging Capacity: Provide examples of similar, recent projects that demonstrate capacity to fulfill obligations associated with development of site and demonstrated ability to secure financing. Demonstrated history to leverage public and non-traditional funding mechanisms will be a plus. Not seeking funding from PRT or the Borough to help complete the TOD Project will also be considered a plus.	15
Maximum Points Possible	100

Appendix A: Acronym Glossary

- JD: Joint development
- LIHTC: Low-Income Housing Tax Credit
- PHTC: Pennsylvania Housing Tax Credit
- PRT: Pittsburgh Regional Transit
- RFP: Request for proposals
- RFQ: Request for qualifications
- TOC: Transit-oriented community
- TOD: Transit-oriented development

Appendix B: Planning Context

The development of the Dormont Junction Station-adjacent site will be guided by several key planning documents that outline the vision and strategic direction for the area. Respondents are encouraged to align their proposals with the visions and goals set forth in these documents, which provide a broad framework for growth and development. These documents collectively form the foundation for a cohesive and forward-thinking development approach.

2013 DREAM DORMONT COMPREHENSIVE PLAN UPDATE [11]

Adopted in 2013, Dream Dormont, the Borough's most recent comprehensive plan, covered community concerns such as housing, mobility, commercial and business activity, sustainability and green networks, leadership, and zoning. Though outside of the 10-year period between reviews established by the Pennsylvania law, there are themes and priorities identified by residents that are applicable to the Dormont Junction Station TOD Site redevelopment. The Borough is currently updating the plan to steer the Dormont for the next 10 years.[12]

2019 DORMONT JUNCTION STATION AREA PLAN [13]

The potential for successful TOD at the Dormont site has been studied for over a decade and was last explored in the Dormont Junction Station Area Plan published by PRT in 2019. The 2019 plan was instrumental in growing support for TOD locally and encouraging the Borough of Dormont to formally incorporate "*Transit-Oriented Districts*" into the local zoning code and most recently, securing funding to pursue TOD development and the accompanying station upgrades.

[11] Borough of Dormont (2013). *Dream Dormont*, from https://boro.dormont.pa.us/comprehensive-plan/
[12] Borough of Dormont (Current). Comprehensive Plan, from https://boro.dormont.pa.us/event/comprehensive-plan-public-meeting-whats-in-the-plan/
[13] Pittsburgh Regional Transit (2019). *Dormont Junction Station Area Plan*, from https://hdp-us-prod-app-rideprt-engage-files.s3.us-west-2.amazonaws.com/1016/8591/2361/dormont-junction-final-report.pdf

2019 DORMONT TOD TOOLBOX [14]

The Borough of Dormont's TOD Toolbox intended to provide guidance on actionable items (e.g., zoning code changes) to achieve Transit Oriented Development. Through the zoning and plan analysis performed, implementable action items were identified for Dormont to execute to encourage TOD.

2021-2026 DORMONT STRATEGIC PLAN [15]

The Borough of Dormont's 2021-2026 Strategic Plan set out to define key initiatives and plans to address over the next five years. This plan established the importance for enhancing the vibrancy, walkability, and accessibility for the entire Dormont Business District. The Dormont Junction Station is along W. Liberty Avenue, Dormont's primary commercial corridor.

2021 DORMONT ZONING CODE UPDATE [16]

The Borough of Dormont's 2021 Zoning Update introduced significant changes to support TOD and sustainable urban growth. Most notably, this update added Transit-Oriented District (TO) zoning to promote transit usage, walkability, and reduce car dependence and congestion, as well as revised off-street parking requirements to maximums instead of minimums. Other key aspects of the update include:

- **Mixed-Use Development**: Encouraging a blend of residential, commercial, and recreational spaces to create vibrant, walkable communities, including multifamily residential uses, certain commercial uses, certain health and wellness facilities, certain public uses, and certain educational uses.
- **Increased Density**: Allowing higher density developments near transit hubs to maximize land use and support public transit. "*The intended development pattern and building form within the TO District is for vertical buildings of 3-8 stories, with small or no setbacks and with off-street parking subordinated in structures or in the rear or interior courts of buildings. Buildings are to be oriented to promote pedestrian access to transit stations and surrounding walkable commerce and amenities. Corner buildings should include commercial uses at the ground level with residential uses above."* [17]
- **Design Standards**: Implementing design guidelines to ensure new developments are aesthetically pleasing, compatible with existing neighborhoods.
- **Sustainability**: Promoting green building practices and infrastructure to reduce environmental impact.
- **Community Engagement**: Incorporating feedback from residents and stakeholders to ensure the zoning changes meet community needs.

[14] Borough of Dormont (2019). *TOD Toolbox*, from https://boro.dormont.pa.us/wp-content/uploads/2024/01/TOD-Toolbox_Dormont.pdf
[15] Borough of Dormont (2021). *2021-2026 Strategic Plan*, from https://assets.courbanize.com/dormont-pa-comprehensive/events/1bde4182c6404878bdaa6b8590d624c3.pdf
[16] Borough of Dormont (2021). *Development Code*, from https://boro.dormont.pa.us/wp-content/uploads/2022/05/Dormont-Development-Code-Word-2022-Update.pdf
[17] Borough of Dormont (2021). *Development Code* § 210-206–B

2022 DORMONT SAFE MOBILITY PLAN [18]

The Borough of Dormont's Safe Mobility Plan 2022 aims to enhance walkability, safety, and accessibility within the community. Key elements of the plan include walkability improvements (e.g., upgrading sidewalks and walkways to ensure they are safe and accessible for all residents, including those with disabilities), crash data analysis (e.g., using data from local crash reports to identify and address high-risk areas), interviews with community members and stakeholders to gather insights and feedback, policy and program recommendations to promote safer and more efficient mobility (e.g., Complete Streets policy and the reform of West Liberty Avenue), and sustainability practices (e.g., incorporating green infrastructure and promoting the use of public transit to reduce reliance on personal vehicles).

This comprehensive plan is designed to create a safer, more connected, and more sustainable environment for all residents of Dormont.

Appendix C: Potential Public Resources

Allegheny County, PA, offers a robust network of financial programs, grants, and incentives to support housing development. One of the key programs is the Low-Income Housing Tax Credit (LIHTC), which provides tax incentives to developers for creating affordable housing. Additionally, state tax credits (PA Housing Tax Credits, or PHTC) are available. Affordable housing subsidies, such as PennHOMES and those provided by the Pennsylvania Housing Finance Agency (PHFA), offer financial assistance to ensure that housing remains accessible to low-income residents.

Local programs also play a role in supporting housing development. The Allegheny Housing Development Fund (AHDF) provides financing for the construction or renovation of affordable housing. The Community Development Block Grant (CDBG) program funds eligible housing development projects, focusing on benefiting low- and moderate-income individuals. Submissions should consider how these financial programs, grants, and incentives can be leveraged to develop the site effectively. Developers are encouraged to describe their experience in securing these funding resources, demonstrating their capability to utilize these opportunities for successful project implementation.

[18] Borough of Dormont (2022). *Safe Mobility Plan*, from https://assets.courbanize.com/dormont-pa-comprehensive/events/82d70fd518580cf25883b94b09543bc5.pdf