



WESTERN PENNSYLVANIA
BROWNFIELDSCENTER

**ROUTE 8 CORRIDOR
SHALER TOWNSHIP
2013 Update**

LOCATION: Pittsburgh, PA

SIZE: 61 acres (out of approximately 2,100 acres in the entire corridor)

FEATURES: Riverfront, Accessibility (Roads, Rail, River)

OWNER: More than 15 different owners;
Anchor landholder: Kelman Bottles (Bill Kelman)

CURRENT USE: Light Industry/
Manufacturing, Storage, Retail,
Warehouses, Vacant Land

PAST USE: Light Industry/Manufacturing,
Retail, Storage

CONTAMINANTS: VOCs, PCBs

TOTAL PREDICTED COST: unknown

TIMELINE

- 1895** Glenshaw Glass Company is built.
- 2004** Hurricane Ivan floods the Route 8 Corridor.
- 2005** Glenshaw Glass closes.
- 2005** The area receives funding for assessment and redevelopment through the Riverside Center for Innovation (RCI) and Allegheny River Towns Enterprise Zone (ARTEZ) partnership.
- 2006** Glenshaw Glass reopens as Kelman Bottles, at a lower capacity of plant activity.
- 2006** ARTEZ and Shaler Township approach the Western Pennsylvania Brownfields Center (WPBC) regarding a 1.5-mile portion of Route 8 Corridor.
- 2007** WPBC facilitates a workshop in the area.

HISTORY

In May 2007, the Western Pennsylvania Brownfields Center invited a panel of redevelopment experts from across the nation to Shaler Township to develop a plan for revitalizing the Pennsylvania Route 8 Corridor. The panel recommended three objectives: (1) improving flood control of Pine Creek, (2) increasing the safety of traffic flow along Route 8, and (3) streamlining the process by which companies obtain permits and licenses from state and local governments. Recent developments in the Shaler segment of the Route 8 Corridor have also focused on flood control and traffic flow.

● **TOPOGRAPHY**

● No changes from 2007.

● **MARKET CONDITIONS**

● On 9 August 2013, Allegheny River Towns Enterprise Zone (ARTEZ) put out a request for a professional service firm to develop a housing market data profile for its seven constituent communities—Millvale, Etna, Sharpsburg, Blawnox, Shaler Township, Aspinwall Borough, and O’Hara Township, with a special focus on the first four—as well as recommendations for projects and sources of capital to revitalize the housing market in the four target communities. The deadline for proposals is 13 September 2013.

● **SITE ASSEMBLY AND CONTROL**

● The major tenants in the Route 8 Corridor are the same as in 2007.

● **ENVIRONMENTAL PROBLEMS**

● No changes from 2007.

● **SOCIAL/COMMUNITY INFRASTRUCTURE**

● The community has largely recovered from the damage caused by Hurricane Ivan in September 2004. In 2006, Shaler and Hampton Townships announced plans to purchase homes in the flood plain Pine Creek and demolish them to give the creek room to overflow its banks upstream, with the intended effect of reducing flooding downstream. These initiatives appear to have been restricted to residential areas of the creek’s watershed and do not appear to have targeted or affected the businesses and industries also built along the creek.

● **PHYSICAL INFRASTRUCTURE**

● Improvement of the intersection of Route 8 with Duncan Avenue was identified in 2009 as a priority application of the township’s share of President Obama’s federal stimulus bill. This project would be necessary before a proposed \$10 million flood prevention facility to alleviate flooding of Little Pine Creek could be built.

● Shaler Township is planning improvements to the corridor infrastructure to facilitate access, notably a new traffic signal at the intersection at the vacant Krebs Toyota, where blind spots made it difficult to pull out of the parking lot safely.

COSTS & ECONOMIC INFRASTRUCTURE

The township is pursuing grants to pay for its planned infrastructure improvements.

CURRENT STATUS AND LESSONS LEARNED

By and large, the face of the Route 8 Corridor has not changed significantly since 2007.

ECONOMIC/COMMUNITY IMPACT

No changes from 2007.



Case Study Updated Fall 2013 by Josh Andre (Chatham University, MSUS '14)

SOURCES

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