

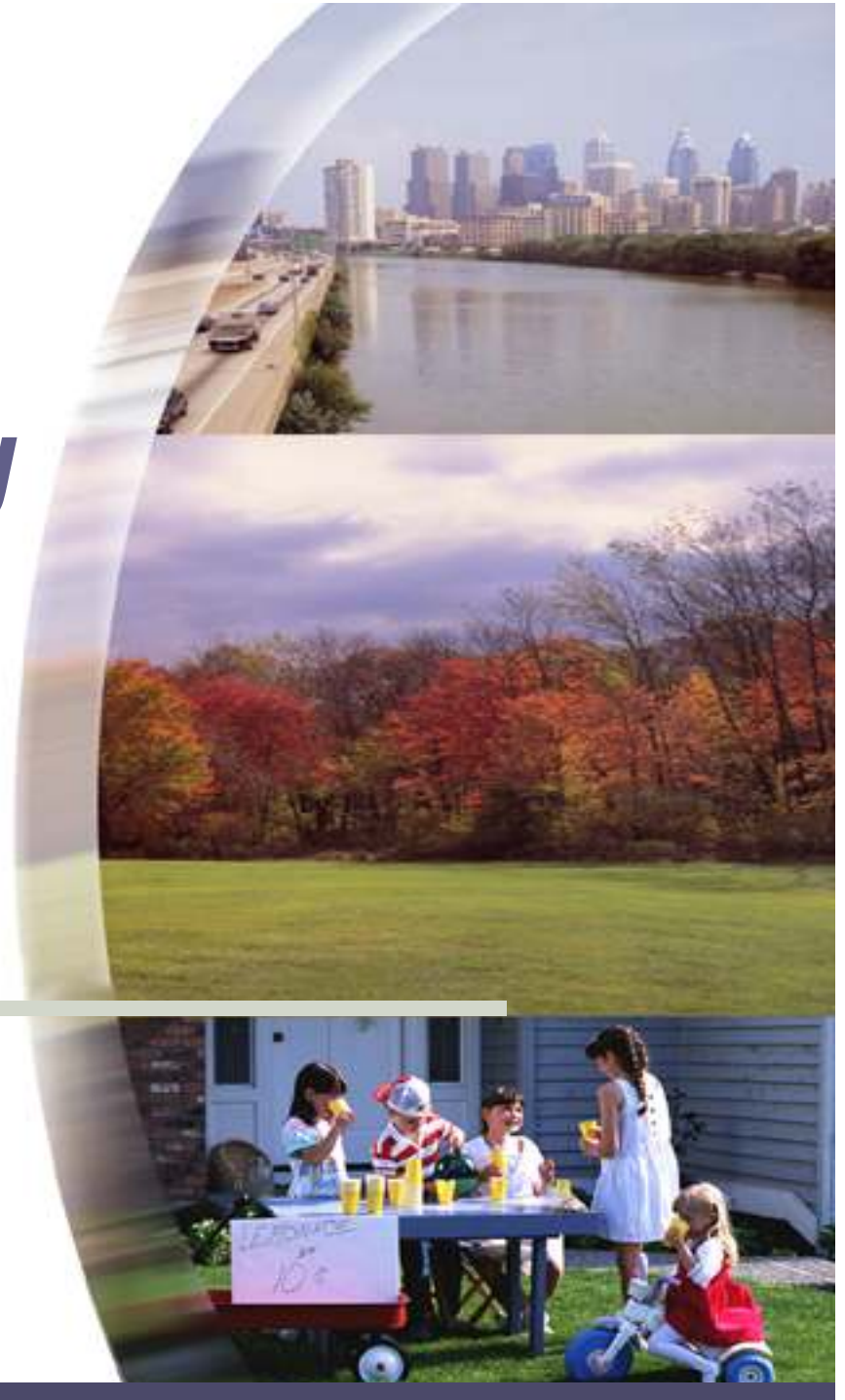
Regional Planning Approaches to TOD: Moving Beyond Policy



Rail-Volution 2005
Karin Morris, AICP



Delaware Valley Regional Planning Commission



Overview



- What's happening with TOD in Greater Philadelphia?
- What's not happening with TOD? Why?
- What role can the regional MPO have?
- “Planning with a Constrained Transit Agency”



Delaware Valley Regional Planning Commission



- MPO for 9-county Philadelphia region
- Created in 1965
- Planning for “orderly growth and development” of the region
- Transportation, land use, open space, housing, economic development, population + employment forecasts, long-range plan



Philadelphia Region's Transit



- Bi-state region, different approaches to TOD
- SEPTA=280 stations
 - 52 subway stations
 - 153 regional rail stations
 - 75 light rail/trolley stations
- PATCO=13 stations
- NJ Transit=21 stations
- Amtrak=10 stations
- 340 fixed rail stations



The New Jersey TOD Experience



- NJ Transit Transit-Friendly Communities Program and PATCO TOD Study
- NJDOT Transit Village Initiative
- NJ Office of Smart Growth
- NJ Transportation Trust Fund
- New Light Rail Investment
 - Hudson-Bergen Line
 - River Line
- Urbanized State/Transit Culture



The Pennsylvania TOD Experience



- Commonwealth and PennDOT have no specific TOD Program yet, TRID Program pending
- Transit Funding Crises
- No Dedicated State Funding for Transit
- Fewer Recent New Starts
 - Few in Pittsburgh, but none in Philadelphia region
- Less Urban State/Less Familiarity With Transit



The Philadelphia TOD Experience



- History of “Railroad Suburbs”, more TAD or THD
- Station Areas: Parking, Brownfields, Industry
- Not enough *assembled* land, SEPTA doesn’t own much land, eminent domain issues
- Weak Market/Volatile Economy, not the Sun Belt
- Older City/Region, Infrastructure
- Lacks Momentum + Support that New Rail Can Add



Constrained Transit Agency



- Few Planning and Real Estate Staff, No dedicated TOD program
- Some Property Leasing for Station Retail, but no joint development of office or housing
- Fiscal crises, Reactive
- Reluctant to give up parking, Few garages
- Neighborhood opposition & Local land use control
- Lack of Transit-owned parcels, Private sector reluctant to partner
- Legal Restrictions to TOD:
 - Enabling legislation and other laws prohibit SEPTA from pursuing land development or doing DBOM; can't partner with developers



DVRPC's Regional Visioning



- Long-Range Planning
- *Linking Transit, Land Use, and Communities: Regional Inventory of TOD Sites*
- TOD Marketplaces
- TOD Brochure--Municipalities
- *Great Places With Transit*
- *Transit Village Design in Burlington County and other Station Plans*
- TCDI Grant Program
- Roles: Broker, Facilitator, Funder, Advocate, Educator, *Active Development Partner*



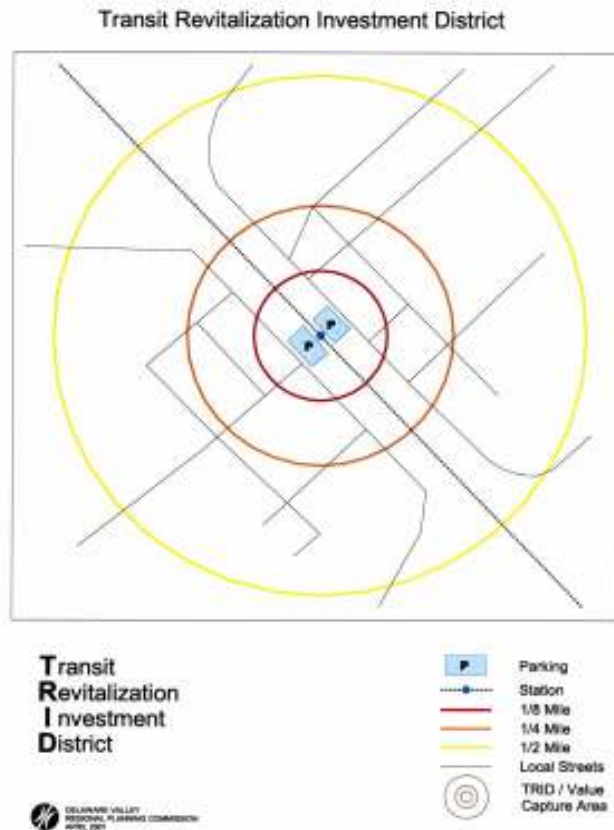
Regional Inventory of Top TOD Sites



- Transit station
- Vacant land; or residential, retail, or industrial vacancies; or underutilized or low-density land uses in station area
- Development/growth pressures
- TOD or Redevelopment Plan
- Half-hour service frequency
- Good highway access
- Sewer + water infrastructure



Transit Revitalization Investment Districts (TRID)



- PA Act 238 of 2004
- 10,000 Friends, PEC, PPA, AIA PA, DVRPC
- Allows Transit Agency to work with locals to create TRIDs
- TRID Planning Study
- Area adjacent to station is “**value capture area**” or “TRID”
- Area will Incrementally Share in increased tax revenues from real estate development within the TRID
- Monies Captured will be used for purposes in study, such as Public Transit and Community Improvements
- Incentives for Private Sector, Increased Ridership, Increased Revenues



Lots of Planning, Few Results Yet...



- Few new examples of purposeful TOD
- DVRPC + PEC filling the planning and advocacy void, TRID plans...*but* no authority to implement TOD



- Municipal interest driving TOD
- Much being called “TOD”
- Incremental change:
 - Site Plan Victories
 - Ordinance Changes
 - Multi-Modal Access
 - Developer Interest

