Regional Planning Approaches to TOD: Moving Beyond Policy
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
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