August 2003

LINKING TRANSIT, COMMUNITIES AND DEVELOPMENT:
REGIONAL INVENTORY OF TRANSIT-ORIENTED DEVELOPMENT SITES

VOLUME ONE: *EXECUTIVE SUMMARY*




Delaware Valley Regional Planning Commission

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Delaware Valley Regional Planning Commission

Created in 1965, the Delaware Valley Regional Planning Commission (DVRPC) is an interstate, intercounty and intercity agency that provides continuing, comprehensive and coordinated planning to shape a vision for the future growth of the Delaware Valley region. The region includes Bucks, Chester, Delaware, and Montgomery counties, as well as the City of Philadelphia, in Pennsylvania; and Burlington, Camden, Gloucester and Mercer counties in New Jersey. DVRPC provides technical assistance and services; conducts high priority studies that respond to the requests and demands of member state and local governments; fosters cooperation among various constituents to forge a consensus on diverse regional issues; determines and meets the needs of the private sector; and practices public outreach efforts to promote two-way communication and public awareness of regional issues and the Commission.

Our logo is adapted from the official DVRPC seal, and is designed as a stylized image of the Delaware Valley. The outer ring symbolizes the region as a whole, while the diagonal bar signifies the Delaware River. The two adjoining crescents represent the Commonwealth of Pennsylvania and the State of New Jersey.

DVRPC is funded by a variety of funding sources including federal grants from the U.S. Department of Transportation's Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), the Pennsylvania and New Jersey departments of transportation, as well as by DVRPC's state and local member governments. The authors, however, are solely responsible for its findings and conclusions, which may not represent the official views or policies of the funding agencies.

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Section One

Introduction

This document, Volume One: Executive Summary, is part of the three Volume study, *Linking Transit, Communities and Development: Regional Inventory of Transit-Oriented Development Sites*. Volume One details the study process, inventory selection criteria, TOD benefits and barriers, and recommendations for funding and implementation. Volume Two: Station Area Profiles, to be published in Fall 2003, contains 45 station area profiles. Volume Three: Case Studies, to be published in Fall 2004, will present in-depth station plans for five stations.

The nine-county Delaware Valley region has approximately 340 fixed-rail stations, many of which are transit-oriented development opportunities. Others could become TODs given the proper zoning, development interest, and public and private support. The goal of this study is to inventory the region's rail stations to determine a priority list of "TOD Opportunity Sites", in furtherance of the goals and policies of DVRPC's adopted Year 2025 Horizons long-range plan.

While the Philadelphia region certainly has an early history of railroad suburbs (the "Main Line"), continued growth and sprawl has led to more auto-oriented land use patterns in the surrounding region. As a result, the Delaware Valley region contains a great number of transit-adjacent developments (TADs), development that is physically near transit but fails to fully capitalize on its proximity, both in promoting transit ridership and as an economic and community development tool. Many of the fixed-rail stations in the region lack pedestrian and bicycle access, lack land uses that complement the station, such as consumer services, and lack building design and orientation that serve the rail user.

Transit-oriented development (TOD), however, is development that is mixed-use, pedestrian-friendly, and promotes transit ridership. Through redevelopment, TADs can become TODs. Transit-oriented development has many benefits beyond more traditional transit-adjacent development. These include the ability for commuters to "chain" trips, to access multiple destinations in one trip, such as commuting to work and picking up dry cleaning on the way home. TOD can increase transit ridership, thereby making the transit system more viable and fiscally sound. It can improve air quality at the regional level, by reducing vehicle miles traveled (VMT) and emissions from automobiles. It can create a new town center or reinforce an existing one. Since TOD is compact development, it can minimize the need for future road and sewer expansions. Research also shows that TOD increases land and home values, and that homes within proximity to fixed-rail do command higher appreciation and market values than similar homes without access to rail.

Study Purpose

The study is intended to identify opportunities to implement transit-oriented development (TOD) in the Delaware Valley Region, in support of the goals and policies of the adopted Year 2025 Land Use and Transportation Plan. Year 1 of the study:

- Systematically inventoried potential TOD sites in southeastern Pennsylvania and in DVRPC's four South New Jersey counties, using a standardized reporting format.
- Defined steps that need to be taken to facilitate TOD, as well as a summary of potential funding sources and related incentives to promote TOD.

Year 2 of the study will:

- Develop more detailed station area TOD plans for five such sites throughout the region, working with the pertinent local governments, counties and transit agencies.

What Is Transit-Oriented Development (TOD)?

TOD is intensified development surrounding a rail (or sometimes bus) station that is compact, mixed-use, and pedestrian-friendly, and which is intended to encourage transit ridership. It is most often moderate to high density, and can be either new construction or redevelopment. Buildings are designed and oriented to facilitate transit usage. While the auto is accommodated, bicycle and pedestrian paths are given equal importance to encourage multi-modal access.

In urban settings, TOD may be focused around a few properties or even integrated with the transit station (e.g. The Gallery shopping center in Philadelphia which is built over the Market East rail and subway transportation center). In suburban settings, TOD usually encompasses a broader area, generally focused within ¼ mile radius (up to ½ mile) around the transit facility, based on comfortable pedestrian walking distance. In this case, TOD may be created by the planned interrelationship of different development projects and existing uses, as well as the types of uses that occur. Inappropriate uses (e.g. auto-oriented uses or uses that have few employees per acre, like warehousing) can detract from the TOD and weaken the linkage between the transit facility and the community.

What Are Transit-Supportive Land Uses?

Implementing TOD requires a concerted effort by local governments to amend their comprehensive plan and zoning ordinance to add or refocus on those uses and development patterns that are "transit supportive".

Uses that are transit supportive include those that cater to convenience goods and service needs of residents, employees, and transit stop users. This can include: food markets, restaurants, salons, dry cleaners, newsstands, bookstores, hardware stores, and other retail uses. Uses that entertain or create activity on the street, or attract day

and night activity are all transit supportive, such as movie houses or professional theatres, sidewalk cafes, and other arts venues.

What Land Uses Are Not Transit Supportive?

Uses that are not transit supportive are those that detract from or interrupt the flow of interesting, pedestrian-generating uses along the street, such as: surface parking lots, gas stations, car washes, large auto repair shops, and drive-through fast food restaurants. Uses that specialize in large bulky items, businesses that require excessive space, or who have few employees per square foot do not attract pedestrians or transit-oriented patrons, such as big box retail and warehousing.

What Are Some Benefits of Transit-Oriented Development?

Transportation Benefits

- Increases transit usage, by providing higher density housing along the rail line, and by improving the aesthetic environment of the station area;
- Decreases amount of trip making, by allowing for trip chaining, or accessing multiple destinations in one trip, through mixing land uses (allows residents who commute on the rail line to access goods and services near station all in same trip);
- Reduces auto use and lessens dependence on the automobile;
- Diminishes the need for road widening or large investments in highway repair and building.

Environmental Benefits

- Preserves land resources and diminishes storm water runoff (by developing in centers or redeveloping existing buildings);
- Minimizes the need for the expansion of sewer systems, and maximizes existing capacities;
- Lessens dependence on domestic and imported oil, by reducing auto dependence;
- Improves air quality at a regional level, by reducing auto usage.

Economic Benefits

- Saves tax dollars by using the existing infrastructure more efficiently;
- Raises local tax revenues by promoting infill and redevelopment of parcels along the transit corridor;
- Increases land and home values;
- Increases disposable household income, by reducing auto dependence and the resulting costs of owning and repairing a car, thus, by buying “less car”, one can buy “more house”.

Quality of Life Benefits

- Provides walking and transit options for commuting, errands, and entertainment, can also lead to better health;
- Improves the identity of a corridor through the transit system;
- Enhances the sense of community, and may become or reinforce town centers, where people meet and interact;
- Promotes tourism;
- Creates continuous activity near the station (as a result of mixed land uses), which provides less opportunity for crime.

What Are Some Transit-Friendly Regulatory Techniques?

Comprehensive or Master Plan:

- Incorporate need for TOD in master plan.

Zoning and Land Development Ordinances:

Encourage or require more intensive development patterns by:

- establishing minimum densities
- offering density bonuses in exchange for station area improvements or design features
- reducing parking requirements
- permitting uses that are transit-supportive, such as high density residential and certain retail and commercial facilities
- prohibiting uses that are not transit supportive, such as drive-through restaurants and warehouses.

Regulatory Techniques to consider include:

- **New By-Right Mixed Use Zoning District** that permits or even requires mixed uses, without having to meet certain conditions. Such a district could replace a zoning classification that previously only permitted one type of use, or perhaps allowed a mix of residential and commercial as a conditional use. A new district would work well in a jurisdiction where the land use objectives and goals have changed significantly, such that minor revisions would not work.

- **Transit Overlay Zoning District** is a method used to apply provisions in a specific area that supplements the standards of the underlying or base zone. A transit overlay zone might restrict certain uses (such as auto-oriented or warehouse uses) or allow higher densities than would be permitted in the same zone in other parts of the municipality. It is most appropriate for municipalities that find no need to change underlying zone boundaries, and the zones around the station allow for various uses. Thus, only minor modifications are needed. The benefit of this approach is that because it is more incremental, it can seem less threatening to property owners than an entirely new by-right zoning district. A potential drawback is the increased complexity of an additional layer of regulations.

- **Design Standards** can address issues of building design, site planning, vehicular access, parking, landscaping, and pedestrian orientation. Zoning codes normally regulate more easily determined and quantifiable characteristics like use, height, bulk, and setbacks. Design standards are instead quite flexible. Design review adds a refining tool to the project review process, without necessarily needing to add to the length and cost of the process. Standards help to create better-designed communities.

DVRPC and Transit-Oriented Development

DVRPC supports the concept of transit-oriented development as a tool to revitalize communities, increase transit ridership, and promote healthier living through pedestrian-friendly design. In addition, DVRPC's long-range plan, *Horizons 2025*, advocates for a development pattern that directs growth to designated Growth Areas, within and around defined Centers, and along major Transportation Corridors. This development pattern provides the land use support for a more balanced, multi-modal regional transportation system with an increasing share of transit, walking and bicycle trips. This pattern is consistent with many of the TOD opportunity sites identified in this study.

To date, DVRPC's work in transit-oriented development has included:

- *Transit Village Design in Burlington County*, a two-year study to promote TOD along NJ Transit's Southern New Jersey Light Rail Transit System in Burlington County, was published in March 2002. The report includes station plans for eight towns along the line. Each station plan includes recommendations on zoning, master plan language, access, and development opportunities.

- *Schuylkill Valley Metro (SVM) Corridor Station Area Planning and Implementation Study,* a two-year effort funded by a grant from the Federal Highway Administration's Transportation and Community and System Preservation (TCSP) Pilot Program, was published in April 2003. This was a focused effort to implement TOD around five stations on the proposed SVM corridor, producing station area plans and proposed amendments to local comprehensive plans and zoning ordinances to help implement the plans.

- *Transportation and Community Development Initiative (TCDI)* is a DVRPC funding program begun in May 2002 with the support of the Pennsylvania and New Jersey Departments of Transportation. The program offers grants to municipalities to assist in reversing the trends of disinvestment and decline in the region's core cities and first generation suburbs. Several communities in the region have received grants to fund TOD studies, including Beverly, Burlington City, Marcus Hook, Trenton, and Cheltenham Township (for Glenside train station).

- *Municipal Implementation Tool #1: Transit-Oriented Development* is the first in a series of topical "plan implementation tool" brochures, based on various long-range plan policies. The TOD brochure covers principles, benefits, barriers, incentives, regulatory techniques, and resources. The brochure has been widely distributed throughout the region.

- *Great Places With Transit* is a newsletter produced by the Pennsylvania Environmental Council under contract with DVRPC, as part of the TSCP grant for the Schuylkill Valley Metro Corridor Station Area Planning and

Implementation Study. Its purpose is to highlight local and regional efforts to create TODs and enhance communities. The seventh and final issue was published in June 2003.

- *TOD Webpage on DVRPC Website* at www.dvrpc.org/planning/tod.htm contains information on transit supportive land uses, as well as links to the above studies.

- *Transit Revitalization Investment Districts (TRIDs) Legislation* is legislation that was reintroduced in late March 2003 as House Bill 994 Printers No.1167 in the Commonwealth of Pennsylvania. Since 2001, DVRPC has been working in partnership with 10,000 Friends of Pennsylvania (10K Friends), the Pennsylvania Environmental Council (PEC), the Pennsylvania Chapter of the American Institute of Architects (PA AIA) and the Pennsylvania Planning Association (PPA) to advance a legislative initiative that would encourage transit-oriented development (TOD). The bill authorizes local governments, working with public transit agencies, to plan for and implement defined Transit Revitalization Investment Districts (TRIDs) throughout the Commonwealth, making use of new funding ($5 million) for planning and leveraging the benefits of Pennsylvania's existing redevelopment and community revitalization laws and incentive programs. The bill also authorizes transit agencies to partner in the development process, and enables them to benefit from proposed value capture provisions for taxes generated by new development in the designated TRID area. TRID designation is predicated on a planning study, with public involvement, to define the parameters of the public improvement, land uses, amenities and implementation approach(es).

Section Two

Study Process

A Study Advisory Committee was formed including representatives of city, county, transit agency, State Departments of Transportation and non-profit organizations (such as the Pennsylvania Environmental Council), as well as the DVRPC Regional Citizens Committee. The SAC reviewed progress on the inventory and station planning phases, as well as the development of the steps to facilitate TOD and the summary of funding sources and related incentives.

Phase I of the study inventoried existing and potential TOD sites, focusing on those station areas located along existing public transit services in Pennsylvania and New Jersey, including Amtrak's intercity rail service, SEPTA's Subway and Regional Rail services, New Jersey Transit's rail and bus services, and PATCO's High-Speedline. Stations were also selected along the proposed SEPTA Schuylkill Valley Metro, SEPTA Cross County Metro, and New Jersey Transit Southern New Jersey Light Rail Line. The inventory was conducted using a combination of field views, aerial photo interpretation, and research and discussions with pertinent agencies and staff. A quarter mile radius around the station was used to define the station area for suburban sites and an eighth of a mile radius was used for urban stations.

Inventory "ingredients" include (1) current planning (2) zoning, (3) availability of sewer and water facilities, (4) vehicular and pedestrian access, (5) available parking, (6) bike storage, (7) signage, (8) patron amenities, (9) station building(s) and condition, (10) current level of transit service, (11) current ridership, (12) connecting bus or other transit services, including paratransit and taxi services or intercity bus service, (13) available vacant land, (14) prevailing land use character and general building conditions in the area, (15) pending transit agency or DOT improvements, including changes in levels of service and (16) any other significant issues that are unique to the station area.

Where possible, using anecdotal and published information, an effort will be made to assess the prevailing real estate market conditions or prospects for development around the inventoried sites. This anecdotal evidence comes from interviews with local realtors, officials, and developers.

Inventory Selection Criteria

In order to choose the stations with the most TOD potential, the study advisory committee agreed on selection criteria. Sites were chosen based on the degree to which they met the following standards:

- Presence of light, heavy, commuter rail, transportation center, or multiple (3 or more) bus lines

- Presence of vacant land within a one-quarter mile radius of the station if suburban; within a one-eighth mile radius at urban stations

OR

- Residential, retail or industrial vacancies within a one-quarter mile radius of the station if suburban; one-eighth mile at urban stations

OR

- Underutilized or low-density land uses surrounding a station

- Development/growth pressures in the municipality(s) surrounding a station

- Presence of a redevelopment plan or a TOD plan

- Half-hour service frequency on average or better for rail or bus lines

- Presence of major US route or arterial road near the station

- Sewer and water infrastructure in place or planned

List of 45 Inventory Sites by Transit System

The 45 stations chosen can be found on Map 1: Regional Inventory of 45 TOD Sites, Map 2: Regional Inventory of TOD Sites in Pennsylvania, and Map 3:Regional Inventory of TOD Sites in New Jersey.

SEPTA (30)

- 30th Street (Market-Frankford El, Schuylkill Valley Metro (SVM), Regional Rail, Amtrak, NJ Transit)
- 46th Street (Market-Frankford El)
- Ambler (R5D)
- Ardmore (R5T, Amtrak)
- Baldwin Tower (R2N)
- Berwyn (R5T)
- Bridge-Pratt/Frankford Transportation Center (Market-Frankford El, Bus)
- Bristol (R7T)
- Chester Transportation Center (R2N, Bus)
- Conshohocken (R6, SVM)
- Cornwells Heights (R7T, Amtrak)
- Croydon (R7T)
- Downingtown (R5T, Cross County Metro (CCM), Amtrak)
- Fort Washington (R5D, CCM)
- Girard (Broad Street Subway, future light rail on Girard)
- Glenside (R1, R2W, R5D)
- King Manor (Route 100)
- Lansdale (R5D)
- Levittown (R7T)
- Marcus Hook (R2N)
- North Wales (R5D)
- Paoli (R5T, Amtrak)
- Pennbrook (R5D)
- Phoenixville (SVM)
- Pottstown (SVM)
- Springfield Mall (Route 101, bus routes 110, 122, 109, 110)
- Temple University (R1, R2W, R2N, R3, R5D, R5T, R6, R7C, R7T, R8C, R8F, SVM)
- Thorndale (R5T, CCM)
- Warminster (R2W)
- West Trenton (R3WT)

New Jersey Transit (11)

- Burlington City (Southern New Jersey Light Rail Transit System (SNJLRTS))
- Cass Street (SNJLRTS)
- Cherry Hill (NJT Atlantic City Line)

- Delanco (SNJLRTS)
- Hamilton (NJT Northeast Corridor Line)
- Lindenwold (NJT Atlantic City Line)
- Mt. Holly (NJT Bus lines)
- Riverside (SNJLRTS)
- Roebling (SNJLRTS)
- Rutgers-Camden (SNJLRTS)
- Woodbury (NJT Bus lines)

PATCO (4)

- Collingswood (PATCO)
- Lindenwold (PATCO, NJT Atlantic City Line)
- Westmont (PATCO)
- Woodcrest (PATCO)

Amtrak (6)

- 30th Street Station (Market-Frankford El, SVM, Regional Rail, Amtrak, NJ Transit)
- Ardmore (R5T, Amtrak)
- Coatesville (Amtrak)
- Cornwells Heights (R7T, Amtrak)
- Downingtown (R5T, Cross County Metro (CCM), Amtrak)
- Paoli (R5T, Amtrak)

List of 45 Inventory Sites by County

Bucks County (5)

- Bristol (R7T)
- Cornwells Heights (R7T, Amtrak)
- Croydon (R7T)
- Levittown (R7T)
- Warminster (R2W)

Chester County (6)

- Berwyn (R5T)
- Coatesville (Amtrak)
- Downingtown (R5T, CCM, Amtrak)
- Paoli (R5T, Amtrak)
- Phoenixville (SVM)
- Thorndale (R5T, CCM)

Delaware County (4)

- Baldwin Tower (R2N)
- Chester Transportation Center (R2N, Bus)
- Marcus Hook (R2N)
- Springfield Mall (Route 101, bus routes 110, 122, 109, 110)

Montgomery County (10)

- Ambler (R5D)
- Ardmore (R5T, Amtrak)
- Conshohocken (R6, SVM)
- Fort Washington (R5D, Cross County Metro (CCM))
- Glenside (R1, R2W, R5D)
- King Manor (Route 100)
- Lansdale (R5D)
- North Wales (R5D)
- Pennbrook (R5D)
- Pottstown (SVM)

Philadelphia (5)

- 30th Street (Market-Frankford El, Schuylkill Valley Metro (SVM), Regional Rail, Amtrak, NJ Transit)
- 46th Street (Market-Frankford El)
- Bridge-Pratt/Frankford Transportation Center (Market-Frankford El, Bus)

- Girard (Broad Street Subway, future light rail Route 15 on Girard Avenue)
- Temple University (R1, R2W, R2N, R3, R5D, R5T, R6, R7C, R7T, R8C, R8F, SVM)

Burlington County (5)

- Burlington City (SNJLRTS)
- Delanco (SNJLRTS)
- Mt. Holly (NJT Bus lines)
- Riverside (SNJLRTS)
- Roebling (SNJLRTS)

Camden County (6)

- Cherry Hill (NJT)
- Collingswood (PATCO)
- Lindenwold (PATCO, NJT Atlantic City Line)
- Rutgers-Camden (SNJLRTS)
- Westmont (PATCO)
- Woodcrest (PATCO)

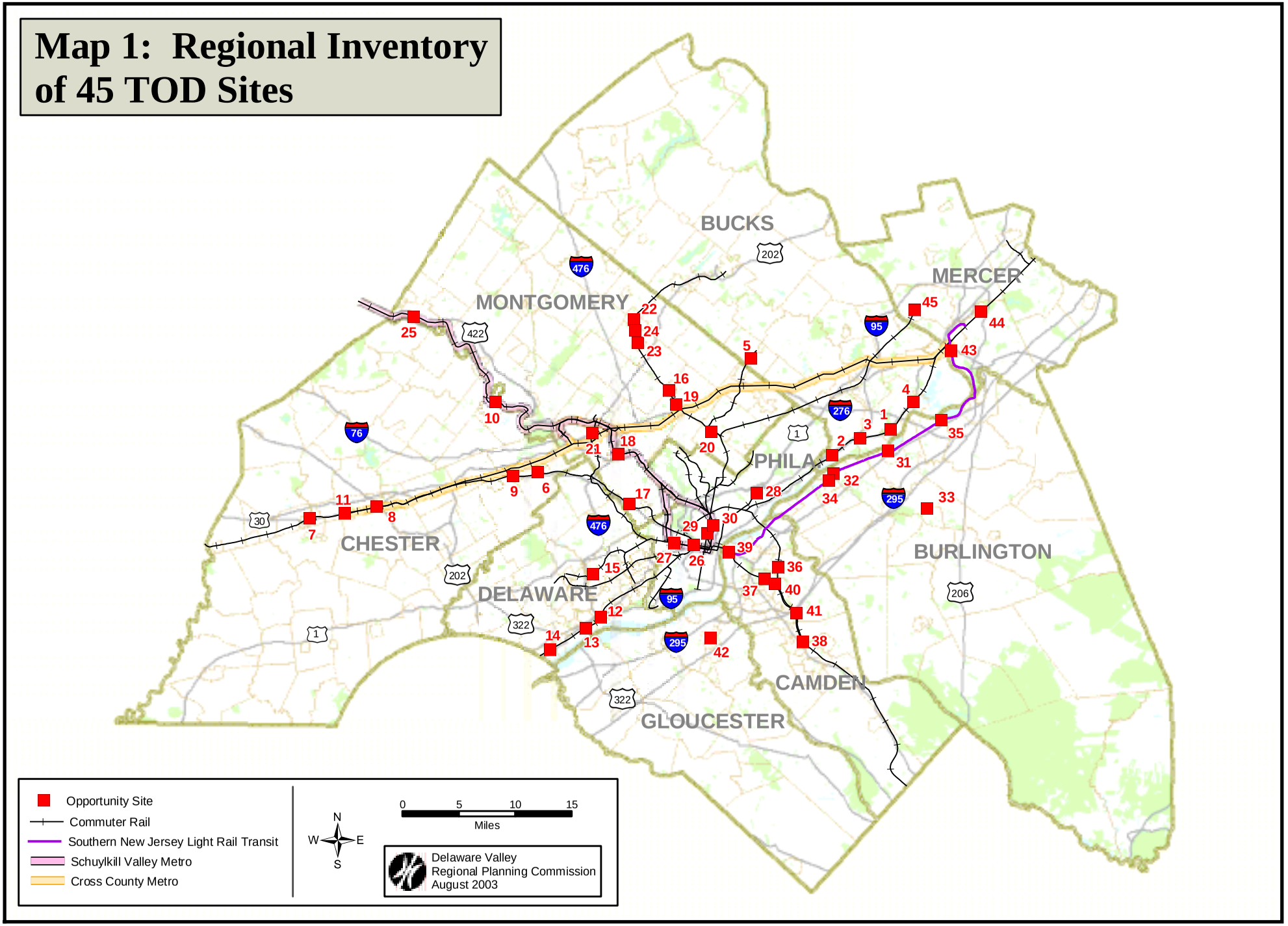
Gloucester County (1)

- Woodbury (NJT Bus lines)

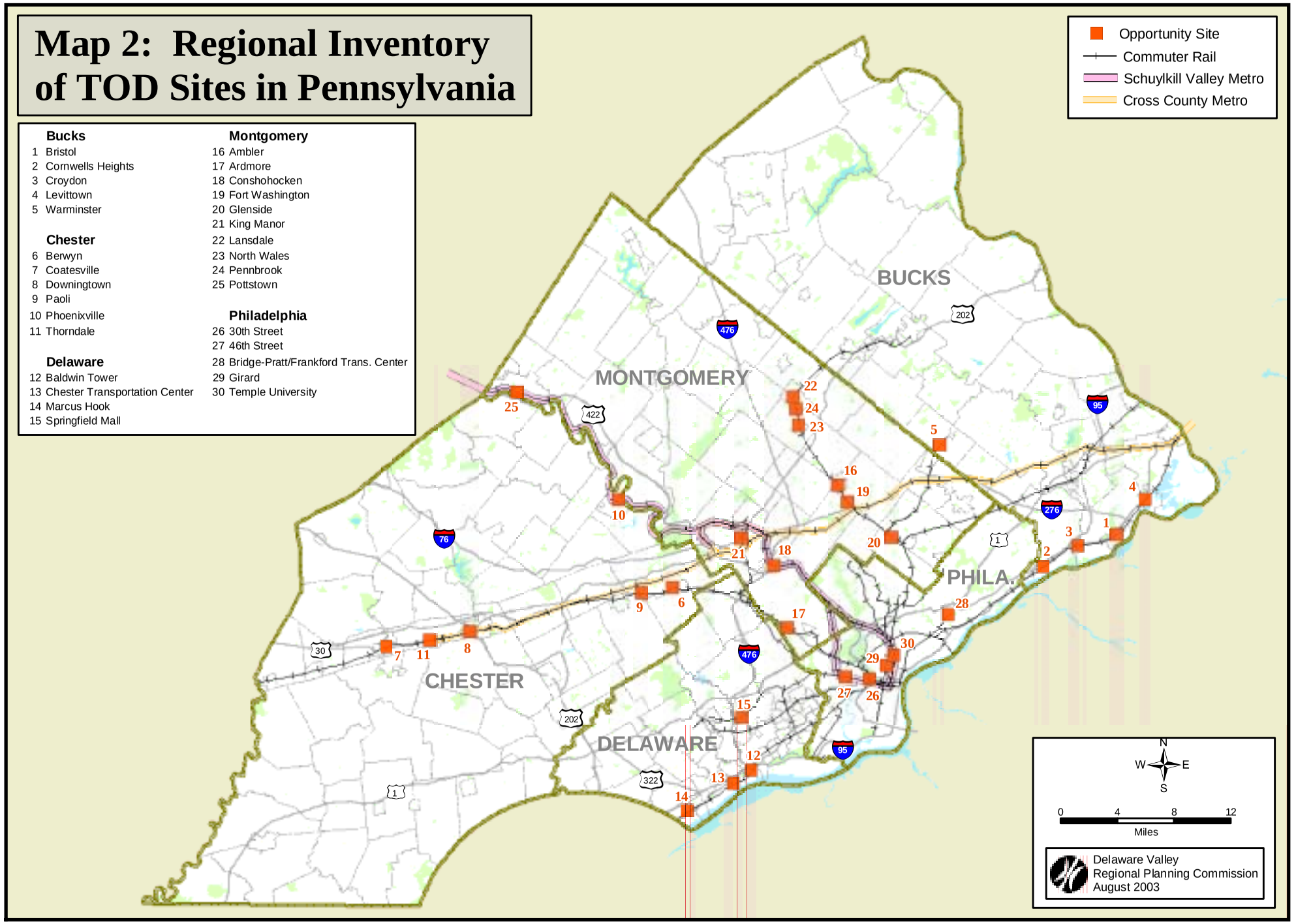
Mercer County (3)

- Cass Street (Southern New Jersey Light Rail Transit System (SNJLRTS))
- Hamilton (New Jersey Transit Northeast Corridor Line)
- West Trenton (R3WT)

Map 1: Regional Inventory of 45 TOD Sites



Map 2: Regional Inventory of TOD Sites in Pennsylvania



Bucks
1 Bristol
2 Cornwells Heights
3 Croydon
4 Levittown
5 Warminster

Chester
6 Berwyn
7 Coatesville
8 Downingtown
9 Paoli
10 Phoenixville
11 Thorndale

Delaware
12 Baldwin Tower
13 Chester Transportation Center
14 Marcus Hook
15 Springfield Mall

Montgomery
16 Ambler
17 Ardmore
18 Conshohocken
19 Fort Washington
20 Glenside
21 King Manor
22 Lansdale
23 North Wales
24 Pennbrook
25 Pottstown

Philadelphia
26 30th Street
27 46th Street
28 Bridge-Pratt/Frankford Trans. Center
29 Girard
30 Temple University

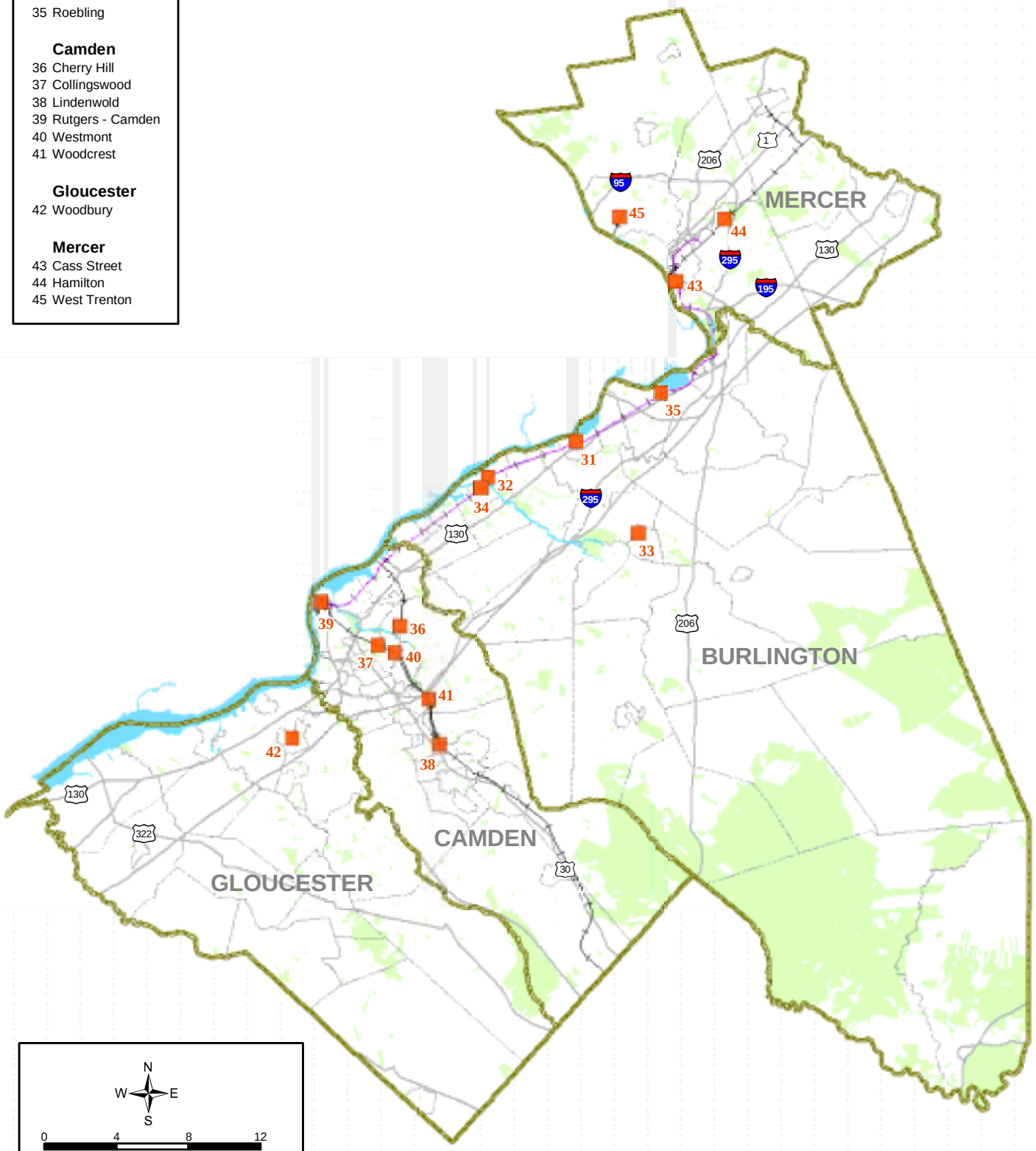
Map 3: Regional Inventory of TOD Sites in New Jersey

Burlington
31 Burlington City
32 Delanco
33 Mt. Holly
34 Riverside
35 Roebling

Camden
36 Cherry Hill
37 Collingswood
38 Lindenwold
39 Rutgers - Camden
40 Westmont
41 Woodcrest

Gloucester
42 Woodbury

Mercer
43 Cass Street
44 Hamilton
45 West Trenton



Delaware Valley Regional Planning Commission
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Section Three

Action Steps to Overcome Barriers to TOD

From a municipal standpoint, redeveloping station areas to be transit-friendly can be a significant challenge. Here are some "first steps" for municipalities to take when investigating transit-oriented development.

1. **Educate local constituency** on TOD principles and benefits. Build support for concept among elected officials, planning staff, residents, and local workforce. Identify a TOD in the region that can be used as an example or case study of what your town would like to emulate. Offer local residents a tour of this area.

2. **Examine current Master or Comprehensive Plan**. Does the Plan mention the transit station? What vision does it convey for this area? If the vision does not include TOD, revise the language to promote TOD. Include rationale for TOD by citing benefits.

3. **Examine current Zoning Ordinance**. What types of uses are allowed surrounding the station? Are these transit-supportive uses? If not, consider updating Zoning Ordinance to allow for these uses, as well as mixed uses, design guidelines, density bonuses, shared or reduced parking, and better pedestrian and bicycle access.

4. **Contact local transit agency** about TOD possibilities surrounding your station and their perception of the station in the overall transit system, as well as any planned capital improvements. Find out if transit agency does joint development, or has a TOD planning program that offers technical assistance, grants, or increased priority for state grants.

5. **Develop a station area plan**, with possible assistance from County planning agency. The plan could serve as an amendment to the municipal comprehensive plan.

6. **Provide public investment** in the form of streetscape improvements, such as new sidewalks, benches, special paving, interesting light fixtures, or banners. Potential funding sources are described later in this section.

7. **Conduct a real estate market analysis** for the station area to establish reasonable expectations for development. If resources are not available to conduct a market study, interview local realtors and developers to assess the prevailing market conditions.

8. **Encourage TOD with developers** by offering tax incentives, such as abatements, or zoning bonuses, such as allowing greater densities (density

bonus) or allowing less parking than normally required. These save the developer money, and can make up for the potentially higher cost of developing a TOD.

9. **For blighted or deteriorated areas, consider drafting a Redevelopment Plan** and/or forming a Redevelopment Agency to guide TOD planning, if allowed. A Redevelopment Agency often has the power of condemnation to assemble land surrounding transit stations. The agency or a municipal authority may also be able to offer Tax-Increment Financing (TIF), allowing the increment gained to be used to finance capital improvements in the station area, provided there are deteriorated properties. An agency may also be able to offer low-interest loans, grants, and tax-exempt bonds.

10. **In non-redevelopment settings, consider establishing a municipal authority** to advance the TOD plan, which would enable increased tax revenues to be used to support bond financing for public improvements in the station area.

11. **Develop a marketing program about your station area**. What is interesting or unique about your station area? Who are your competitors?

TOD Issues, Questions, and Solutions

Frequently heard concerns about TOD (and possible solutions) to creating transit-oriented development can include:

- ***Land uses are not supportive of transit in station area.***

Change zoning to allow for transit-supportive uses, either through a new by-right zoning district or a zoning overlay district. Phase out nonconforming uses. If a site within the station area is underutilized or low density, see if use can be relocated within the municipality so that the transit adjacent site can be used for "highest and best use."

- ***Zoning Ordinance prohibits mixed uses.***

Revise Zoning Ordinance to allow for higher densities, less parking, mixed uses (apartments above stores, day care center over retail, live/work spaces). If not already in place, include design guidelines that encourage shallow setbacks, parking behind stores, sidewalks, pocket parks, street trees and furniture.

- ***Master or Comprehensive Plan doesn't contain a vision for station area.***

Revise Master or Comprehensive Plan to include a vision statement on the opportunities possible in the station area. Clearly state the benefits TOD will bring, and the need for changes in the current Zoning Ordinance.

- ***No private sector developers are interested in building mixed-use in the town.***

This is changing as developers become more familiar and comfortable with mixed-use development, and as it becomes easier to build within updated municipal regulations. Speak with your county economic development office or local chamber of commerce about performing a market assessment of your station area.

- ***The area around the transit station is already built out, buildings are adjacent, though their uses don't necessarily support transit.***

Much of the current development surrounding stations is transit-adjacent development, that may or may not have a mix of land uses. If there are no opportunities for new uses or infill development, focus on improving the pedestrian environment, station amenities, and multi-modal access to the station. Consider re-orienting building entries to face the station, if possible and desirable.

- ***The transit station is in a predominantly industrial area.***

Many stations were built on rail lines that once carried (or still do) freight traffic. Assess what the land use mix is, as well as the occupancy rate. If the station area contains one or more vacant industrial buildings, this could be an opportunity to rezone or add an overlay zone allowing mixed uses, thereby

allowing a mix of residential, office, retail, or light industrial uses to occupy that site. Consider land assembly options as well. If the area is fully industrial surrounding the station but there are residential or commercial uses nearby that could generate foot traffic from commuters or shoppers, consider capital improvements to make the area more pedestrian-friendly. Adding landscaping, walkways (through parking lots, for instance), lighting, and effective signage with directions to the station and a nearby downtown, can connect the transit station to adjacent TOD areas.

- ***There is no market for TOD in the town.***

Local municipalities can conduct market feasibility studies, with assistance from the transit agency, metropolitan planning organization, county, local chamber of commerce, and/or real estate association.

- ***Much of the land surrounding the station is owned by the transit agency.***

This can be an opportunity or a barrier, depending on the transit agency's interest and ability to do joint development.

- ***The transit agency is not interested (or is constrained by its enabling legislation) in real estate development, joint development, or partnering with private sector developers.***

Seek legislative relief (similar to the proposed TRID bill in Pennsylvania) or, working with the County staff, set up a meeting with the transit agency leadership to discuss their perspective and ways that they can not be an obstacle in local TOD efforts.

- ***The development process is too long and too uphill.***

Municipalities can choose to expedite or "fast track" development review processes for TOD projects, or give higher priority to these in granting sewer and water permits.

- ***Elected officials and/or citizens are not in favor of TOD.***

Higher density development is looked upon unfavorably by many who associate it with overcrowding or with bringing additional school children into the school district. Look for the many examples of good design that are also high density. Explore and address other potential concerns, such as safety, the environment, and increased traffic. Focus on the potential for increased tax revenues from new development around the transit facility.

- ***The station sits on a municipal boundary and the neighboring town is not in favor of TOD.***

Work with the County planning staff to set up a meeting with the neighboring town to address the benefits of TOD. Continue to pursue TOD in your municipality, while seeking pedestrian and land use linkages along the municipal boundary.

- ***The transit station is currently a park-and-ride with a large surface parking lot that impedes development next to the station.***

Work with the transit agency to explore ways to maximize parking capacity while also generating more riders through TOD. Is a parking structure possible? Could a mixed-use development be built on the parking lot that would retain the same number of spaces lost in the building? Could the developer help pay for the parking structure?

- ***The transit station does not have a high level of transit service—will there be enough people to support whatever development occurs?***

This can change over time, as more development generates more riders. It's the "chicken and egg" debate--that you can help influence by either advocating for more transit service or generating more riders (through residential or mixed-use development) who demand transit service.

- ***We fear any TOD proposal will be met with NIMBY in our town.***

Public outreach and consensus building should start as early as possible, through neighborhood meetings, public charrettes, multimedia forums, school presentations, library displays, citizen advisory committees, among others. Though it may seem like an uphill battle, many communities over time become more interested in TOD, especially if there is a good local example of TOD nearby.

- ***Those opposed to the TOD proposal are concerned about induced traffic from other areas using the enhanced station.***

One answer is that new development around the station will encourage more walking and bicycling trips rather than automobile trips. Another is that rail or transit stations are part of a larger system with varying commuter sheds (areas where transit riders reside to access the station), depending on the presence of transit options, available parking and ease of driving access. The actual contribution of rail or transit vehicle trips to the overall transit corridor's traffic volume is usually very low.

Funding Sources

From the developer perspective, financing transit-oriented development, specifically mixed-use development, can be a challenge, as traditional lenders are not as familiar with the mixed-use product. Lenders typically prepare financial proforma for residential and commercial properties separately, with each entity responsible for its bottom-line profit. This is changing as more mixed-use financing deals are completed and projects are successful.

From a municipal viewpoint, paying for TOD improvements can be costly, and raising taxes on residents and businesses is never the most popular choice. One option is to form a redevelopment agency that has the ability to do tax-increment financing (TIF). Tax-increment financing is a subsidy intended to help redevelop blighted or distressed areas. A municipality can designate a TIF district, such as a station area, for redevelopment (TIF regulations vary by state). Since the area will be redeveloped with this financing, it is assumed property values will rise. This growth in property tax revenues, or the "tax increment" above the property value prior to the redevelopment, goes towards a special fund to support bonds to finance improvements in the TIF district.

In the case of TOD, TIF could be used to pay for: new sidewalks, lighting, or other streetscape amenities; new parking lot or structure; acquiring land in station area; rehabilitation of buildings near station; or clean-up of brownfield sites for reuse. Alternately, TIF funds can be used to pay the debt service on a special TIF bond floated to receive the capital needed upfront.

In areas without blighted conditions or deteriorated properties, other options are available. The community could create a municipal authority to manage the improvements within the defined TOD area. The municipality, with the consent of 51 percent of the property owners, could establish a Business Improvement District that could levy assessments to raise revenue for local improvements or bond financing.

Other potential financing tools include tax-exempt bonds, low interest loans, loan guarantees, grants, direct equity participation (transit joint development), the provision of infrastructure, or a sale-leaseback agreement. If it is a weak market and depressed area, redevelopment agencies often have to accept below-market rents and deeply discounted land costs.

Beyond these options, other state, regional, and federal sources of grants and technical assistance are available to aid municipalities in improving station areas.

Only a few funding programs exist in the region that deal specifically with promoting TOD. These are:

Delaware Valley Regional Planning Commission
Transportation and Community Development Initiative
A program begun in May 2002 to offer grants to municipalities to assist in reversing the trends of disinvestment and decline in the region's core cities and first generation suburbs. Several communities in the region have thus far received grants to fund TOD studies, including Ardmore, Beverly, Burlington City, Glenside, Marcus Hook, Philadelphia and Trenton.

New Jersey Transit
Transit-Friendly Communities Program
This program is designed to enhance areas around train stations and improve the quality of life in downtown districts. The program funds projects such as bus and rail passenger station and parking facility improvements, railroad trestle painting, provision of jitney busses, and other related projects. It may also be used for economic development efforts in the station area. The program is funded by the Federal Highway Administration's Transportation and Community and System Preservation Pilot Program (TCSP), and partners include Project for Public Spaces, Inc., the Regional Plan Association, New Jersey Future, Rutgers University's Transportation Policy Institute, and New Jersey's Department of Community Affairs. Eleven towns participated in the TFC pilot program, which received $810,000 from the federal government and an additional $25,000 from New Jersey's Department of Community Affairs. These towns are Bayonne, Hackensack, Hillsdale, Hoboken, Matawan, Palmyra, Plainfield, Red Bank, Riverton, Rutherford, and Trenton. Since the pilot program, more stations have received visioning and planning assistance, including Cherry Hill, Hamilton, Riverside, Town of Dover (Morris County), Jersey City (2 locations), Newark (2 locations), Secaucus, and Galloway. Several stations have visioning programs underway or about to start, including Camden (downtown), Netcong, Asbury Park, Long Branch, and West Windsor.

New Jersey Department of Transportation
Transit Village Initiative
This program is designed to raise municipal interest in transit stations, by acknowledging best practice models, such as municipalities that have used their transit stops to their advantage. Municipalities that are designated "transit villages" are eligible for technical assistance from ten participating state agencies, including Environmental Protection, Housing and Mortgage Finance, and the Economic Development Authority, among others. Transit villages also receive "bonus points" when it comes to receiving funds from the ten agencies and related state and federal funding pools, such as NJ DOT's Local Aid for Centers, Transportation Enhancement, and Bicycle and Pedestrian Projects programs. Five municipalities — Pleasantville, Rutherford, South Orange, Morristown, and South Amboy — were the original members of the program. Riverside was added in 2001, Rahway in 2002 and Metuchen in 2003.

Other funding sources that are more general in scope may be able to fund TOD studies and station planning. These include:

In Pennsylvania and New Jersey:

Pennsylvania and New Jersey Departments of Transportation
Transportation Enhancements Program (TE)
Initiated in ISTEA and continued in TEA-21, this program provides "cost reimbursements" (rather than grants) for surface transportation-related projects including provisions for pedestrians and bicyclists, historic preservation and rehabilitation of transportation buildings, restoration of abandoned railways, landscaping, and scenic easements. Any federal or state agency, county or municipal government or non-profit organization may submit a TE Program application. Sponsors must have the financial capability to advance project costs for their share of the project. Prospective sponsors should also assess their capability to comply with applicable state and federal requirements. The TE Program is designed to fund transportation related projects that are over and above what is considered routine construction and maintenance. Applications are processed by the state DOTs with project selection responsibilities in Pennsylvania through DVRPC as the local metropolitan planning organization. In New Jersey, project selection rests with a statewide selection committee (with DVRPC representation) that forwards recommendations to the Governor.

United States Department of Housing and Urban Development (HUD)
Community Development Block Grant Program (CDBG)
This federal program provides grant assistance and technical assistance to aid communities in their community and economic development efforts. There are two components: the entitlement program which provides annual funding to counties, cities, boroughs and townships; and a competitive program which is available to all non-federal entitlement municipalities.

In Pennsylvania:

Pennsylvania Department of Community and Economic Development
Communities of Opportunity Program
This program provides state-funded grants for community revitalization and economic development activities that occur on a local level. Specifically the program assists communities in becoming competitive for business retention, expansion and attraction. It also funds projects that assist with community revitalization for housing and low-income housing.

Community Revitalization Program (CR)
Provides grant funds to support local initiatives that promote the stability of communities. The program also assists communities in achieving and maintaining social and economic diversity to ensure a productive tax base and a good quality of life.

New Communities/Main Street Program
The Main Street Manager Component is a five-year program designed to help a community's downtown economic development effort through: the establishment of a local organization dedicated to downtown revitalization; and the management of downtown revitalization efforts by hiring a full-time professional downtown coordinator. The Downtown Reinvestment and Anchor Building components use business district strategies to support eligible commercial related projects located within a central or neighborhood business district. This program has been merged into the New Communities Program.

New Communities/Hybrid Program
The New Communities Hybrid component is a pilot approach that seeks to integrate the revitalization of a traditional commercial district with that of a multi-municipal business park in one coordinated effort.

Brownfields for Housing
Provides state-funded grants for affordable housing activities in previously developed areas to those counties that administer Act 137 Affordable Housing Trust Funds. The initiative funds housing activities eligible under the Communities of Opportunity Program for new or rehabilitated housing developments, but only on previously developed sites in core communities.

Pennsylvania Department of Transportation
Transportation Projects/Land Use Initiative
PENNDOT provides funds on a competitive basis for studies that coordinate transportation and land use, in support of the Commonwealth’s sound land use policies. The four land use initiative study priorities are: studies that support revitalization or reinvestment in previously developed areas or in locally designated growth areas; studies for major transportation projects programmed in the TIP or STIP; studies that support multi-municipal planning efforts or regional goals; studies that have received partial funding from other state agencies.

Pennsylvania Department of Conservation and Natural Resources
The Community Conservation Partnerships Program
The Community Conservation Partnerships Program initiative joins DCNR with communities, nonprofit groups and the private sector in conserving Pennsylvania's valuable natural and cultural heritage. DCNR partnerships involve greenways, open spaces, community parks, rail trails, river corridors, natural areas, indoor and outdoor recreation and environmental education. Agency programs will be linked with efforts to conserve natural and historic resources, provide recreation, enhance tourism, and foster community development.

Pennsylvania Growing Smarter (Governor's Center for Local Government Services and other state agencies)

Land Use Planning and Technical Assistance Program (LUPTAP)

The Land Use Planning and Technical Assistance Program (LUPTAP) has become the premiere state grant to local governments in Pennsylvania for land use initiatives. The program's focus is the preparation of land use related documents and to foster and support intergovernmental cooperation between counties and their municipalities. In the 2 years of the program's existence, LUPTAP has appropriated more than $5.4 million to local governments in Pennsylvania and impacted 1,744 of the State's 2,567 municipalities and over half of the 67 counties. By meeting the objectives of Executive Order 1999-1 and adhering to the Municipalities Planning Code, LUPTAP will pay 50% of the costs of developing a new or revised comprehensive plan or land use ordinance. Section 301.5 of the Municipalities Planning Code requires that priority for state grants to develop or revise comprehensive plans be given to those municipalities which agree to develop plans generally consistent with the county plan and which agree to enact a new zoning ordinance or amendment which would implement the comprehensive plan. Grants are $100,000 and under.

Fannie Mae, in partnership with The Reinvestment Fund, DVRPC, SEPTA, Citizen's Bank

Smart Commute Mortgage

Smart Commute Mortgages assist people in buying homes in neighborhoods that are near transit stops and that are pedestrian-friendly, because residents of these neighborhoods are more likely to use transit, a less expensive commuting option than a car. This program provides mortgage assistance to encourage homeownership in these neighborhoods, and allows homebuyers to qualify for a higher mortgage amount because of their savings via transit use. Smart Commute Mortgages are currently available in parts of Bucks, Chester, Delaware, Montgomery, and Philadelphia Counties in Pennsylvania. Other cities with similar programs include Seattle, San Francisco, and Chicago.

In New Jersey:

New Jersey Department of Transportation

Discretionary Aid Program

Funding for emergency or regional needs. Any county or municipality can apply at any time. These funds can be used for, among other needs, improvements to public transportation and bicycle and pedestrian facilities.

Local Aid for Centers of Place

Funding is for non-traditional transportation projects, including pedestrian and bicycle facilities, scenic or historic transportation programs (including waterfront access), parking and circulation management, adaptive reuse of railway corridors, landscaping / beautification of transportation related facilities, downtown streetscape improvements, and rehabilitation of transportation structures. The project must be consistent with the goals of the State Development and Redevelopment Plan.

Local Bicycle/Pedestrian Planning Assistance

Provision of technical assistance to municipalities for local circulation plans, access management plans and bicycle / pedestrian plans in a partnership agreement.

Locally Initiated Bicycle / Pedestrian Projects

Funding to municipalities and counties to enhance pedestrian and bicycle access and safety.

Municipal Aid Program, Bicycle and Pedestrian Projects

Municipal aid given to support projects that will result in the creation of a new independent bicycle facility, making an existing roadway bicycle compatible, or making a safer environment for pedestrians. Examples include sidewalks, walkways, overpasses, underpasses, pedestrian bridges, crosswalks, signage, traffic calming.

New Jersey Department of Community Affairs

Main Street NJ Technical Assistance

Technical assistance provided by nationally recognized professional downtown revitalization program providing business communities with the skills and knowledge to manage their own business districts, improving the economy, appearance and image of their traditional downtown.

Neighborhood Preservation Grants

Provide funding for direct financial and technical assistance to municipalities to conduct activities associated with the preservation of designated neighborhoods based on strategic revitalization plans with those municipalities. Appropriate neighborhoods are those that are threatened by decline, but that are still viable.

New Jersey Urban Site Acquisition Loans
Financial assistance to acquire vacant, abandoned properties that are part of a larger comprehensive urban redevelopment effort. The program will identify state and other funding sources for site preparation, construction, and all other aspects of redevelopment.

Small Cities Community Development Block Grant
To fund economic development, housing rehabilitation, community revitalization and public facilities principally for low and moderate income residents and where other funding is not available. Housing rehabilitation and public facilities funds are directed mostly to designated centers.

Smart Growth Planning Grants
Smart Growth Planning Grants are intended to advance the legislative goals of the State Planning Act by helping local jurisdictions to plan for growth. The program is designed to promote comprehensive urban redevelopment that is sensitive to community needs, efficient investment in and use of public infrastructure, affordable housing, environmental, natural, historic and cultural resource protection, and farmland preservation. Smart Growth Planning Grants can be used to create centers-based plans, master plans, economic development or redevelopment plans, regional strategic plans, zoning or site plan ordinances, or other planning documents. Multi-municipal applications for Smart Growth Planning Grants are encouraged.

Special Improvement Districts
Technical assistance to support economic and community development and management for New Jersey's downtown and business community providing advocacy, training and a clearinghouse of information of NJ's SID statute.

Upstairs-Downstairs Mortgages
Provides FHA-insured and private mortgage insurance below market rate funds to acquire, rehabilitate or refinance residential structures with a storefront commercial component. The program objective is to help municipalities and small businesses revive the mercantile and housing potential of Main Street and neighborhood commercial areas. No income limits apply.

Downtown New Jersey
This organization offers assistance to communities wishing to make improvements to their downtown and commercial districts. Downtown New Jersey hosts conferences and workshops throughout the year to provide forums for the exchange of information among those involved in improving downtown and commercial districts.

New Jersey Economic Development Authority (NJEDA)
NJEDA creates public/private partnerships to bridge funding gaps and to increase access to capital for the state's business community, with an emphasis on small and middle size businesses and non-profit organizations.

List of 65 TOD Opportunity Sites To Be Included in Future Inventory

As part of the process of developing the priority list of stations for the inventory, a "B" list was created of 65 additional stations that could be studied in the future. The study advisory committee nominated these stations.

Bucks County (2)

- Doylestown (R5D)
- Woodbourne (R3 West Trenton)

Chester County (5)

- Whitford (R5 Thorndale)
- Devon (R5 Thorndale)
- Glenloch (SVM)
- Malvern (R5 Thorndale)
- Perkiomen Junction (SVM)

Delaware County (15)

- 69th Street (Market-Frankford El, Bus)
- Ardmore Junction (Route 100 light rail line)
- Chester at the Deshong Estate (Bus routes 109, 116, 117, 118, 119)
- Clifton-Aldan (R3, Route 102 trolley)
- Eddystone (R2)
- Fernwood-Yeadon (R3)
- Glen Riddle (proposed R3 Elwyn to Wawa extension)
- Lansdowne (R3)
- Millbourne (Market-Frankford El)
- Morton (R3 Elwyn)
- Primos (R3 Elwyn)
- Radnor (R5, Route 100)
- Swarthmore (R3 Elwyn)
- Wawa (proposed R3 Elwyn to Wawa extension)
- West Overbrook (Route 100 light rail line)

Montgomery County (16)

- Bala (R6 Cynwyd)
- Colmar (R5 Doylestown)
- Fortuna (R5 Doylestown)
- Gulph Mills (Route 100)
- Hatboro (R2 Warminster)
- Hughes Park (Route 100 light rail)
- Limerick (SVM)
- Noble (R3 West Trenton)
- Norristown Transportation Center (R6, Route 100)

- North Hills (R5 Doylestown)
- Oreland (R5 Doylestown)
- Royersford (SVM)
- Sanatoga, Lower Pottsgrove (SVM)
- Spring Mill (R6 Norristown)
- Valley Forge (SVM)
- Willow Grove (R2 Warminster)

Philadelphia (17)
- 34th Street (Market-Frankford El)
- 40th Street (Market-Frankford El)
- 52nd Street (SVM)
- 52nd and Lancaster Ave. (Route 10 Subway Surface Line)
- Allegheny (Broad Street Subway)
- Cecil B. Moore (Broad Street Subway)
- Eastwick (R1)
- Erie (Broad Street Subway)
- Hunting Park (Broad Street Subway)
- Ivy Ridge (R6, SVM)
- Logan (Broad Street Subway)
- North Broad (R6)
- North Philadelphia (Broad Street Subway)
- Spring Garden (Market-Frankford El)
- Susquehanna-Dauphin (Broad Street Subway)
- Wissahickon Transfer Center (R6, Bus, SVM)
- Wyoming (Broad Street Subway)

Burlington County (3)
- Beverly/Edgewater Park (SNJLRTS)
- Palmyra (SNJLRTS)
- Riverton (SNJLRTS)

Camden County (5)
- Atco (NJT's Atlantic City Line)
- NJ State Aquarium (SNJLRTS)
- Tweeter Center (SNJLRTS)
- Ferry Avenue (PATCO)
- Haddonfield (PATCO)

Gloucester County (1)
- Glassboro (Bus routes 313, 408, 412)

Mercer County (1)
- Trenton (R7, SNJLRTS, NJT, Amtrak, Bus)

Case Studies for Phase Two (Volume Three)

Five stations were chosen for further in-depth study and station area planning. Their station plans will be published in Volume Three of this series. These are:

Girard, in Philadelphia, is a SEPTA Broad Street and Broad-Ridge Spur subway station, and a stop along the soon-to-open Route 15 Light Rail line at Broad and Girard. This station is also within a quarter-mile of five bus routes, and has vacant and underutilized land within one-eighth mile. Given the wealth of transportation infrastructure, programmed streetscape improvements, and the new investment in restoring light rail to Girard Avenue, this station area has great potential.

Lansdale, in Lansdale, Montgomery County, along the SEPTA R5 Doylestown rail line, presents a good example of a SEPTA regional rail station in a traditional suburban downtown. Opportunities exist for redevelopment and enhancing the downtown, and for limited infill.

Thorndale, in Caln Township, Chester County, is a SEPTA R5 Thorndale regional rail station at the end of the line in the growing exurbs of Chester County. It presents an example of a station with more of a park-and-ride feel, with opportunities for infill development on vacant lots. It is also a station along the proposed Cross County Metro.

West Trenton, in Ewing Township, Mercer County, is a SEPTA R3 West Trenton regional rail station at the end of the line, with the possibility of a future extension by New Jersey Transit to Newark, New Jersey. The rail service would connect with NJ Transit's Raritan Valley Line in Bridgewater, New Jersey.

Woodbury, in Woodbury, Gloucester County, is a potential bus TOD, with six bus lines converging on the town center. A transportation center for Woodbury has been proposed in recent years. As Woodbury is an attractive small town with great potential, this represents a case study example of how to orient development and revitalization around a bus center.

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Linking Transit, Communities and Development: Regional Inventory of Transit-Oriented Development Sites, Volume One: Executive Summary

Publication No.: 03027

Date Published: August 2003

Geographic Area Covered: Nine-County Delaware Valley Region, including the counties of Bucks, Chester, Delaware, Montgomery and Philadelphia in Pennsylvania; and Burlington, Camden, Gloucester and Mercer in New Jersey.

Key Words: transit-oriented development (TOD), transit village, transit supportiveness; SEPTA, PATCO, New Jersey Transit, Amtrak, Regional Rail, light rail, Market-Frankford Elevated, Broad Street Subway, Southern New Jersey Light Rail Transit System (SNJLRTS), Schuylkill Valley Metro (SVM), Cross County Metro (CCM); master plan, comprehensive plan, zoning, zoning overlay district; patron amenities; Transit Revitalization Investment District (TRID); tax-increment financing (TIF).

ABSTRACT:
The goal of this study is to inventory the region's rail stations to determine a priority list of "Transit-Oriented Development (TOD) Opportunity sites", in furtherance of the goals and policies of DVRPC's adopted Year 2025 Horizons long-range plan. While the region has over 340 fixed-rail stations, the majority of them have transit-adjacent developments (TADs). Transit-adjacent development is development that is physically near transit but fails to fully capitalize on its proximity, both in promoting transit ridership and as an economic and community development tool. Many of the fixed-rail stations in the region lack pedestrian and bicycle access, lack land uses that complement the station, such as consumer services, and lack building design and orientation that serve the rail user. Volume One details the study process, inventory selection criteria, TOD benefits and barriers, and recommendations for funding and implementation. Volume Two: Station Area Profiles contains the 45 station profiles, including information on access, ridership, level of service, land uses, and development opportunities. Volume Three: Case Studies presents in-depth case studies of five stations in the region.

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August 2003

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