

# ON TRACK

PROGRESS TOWARDS  
TRANSIT-ORIENTED DEVELOPMENT  
IN THE DELAWARE VALLEY



Delaware Valley Regional  
Planning Commission  
August 2007



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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.

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# **ON TRACK**

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## **PROGRESS TOWARDS TRANSIT-ORIENTED DEVELOPMENT IN THE DELAWARE VALLEY**

August 2007  
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## EXECUTIVE SUMMARY

The Delaware Valley Regional Planning Commission (DVRPC) has been involved in planning for transit-oriented development (TOD) for the past decade. DVRPC has produced the Schuylkill Valley Metro Station Planning and Implementation Study; Transit Village Design in Burlington County (in anticipation of the New Jersey Transit River Line); Linking Transit, Communities and Development: Regional Inventory of Transit-Oriented Development Sites Volumes One and Two; Implementing TOD: TOD Plans for Girard, Lansdale, Thorndale and Woodbury; Developing Around Transit: Transit-Oriented Development Plans for Ellsworth/Federal, North Wales and Warminster; and Transitioning to TOD: A TOD Plan for SEPTA's Wawa Station on the R3 Regional Rail Line.

This study is an evaluation of progress towards TOD at individual rail (and some bus) stations within the nine-county region. Progress can include a completed or in-progress TOD or related plan, a grant to study or implement TOD, development interest or involvement in the station area, and/or a proposed or completed TOD.

Transit-oriented development, while not a new concept, has gained greater attention and interest over the last ten years both nationally and in the Greater Philadelphia region. DVRPC has also funded a number of municipally-led TOD plans over the last several years, either through the agency's Annual Work Program or through DVRPC's Transportation and Community Development Initiative (TCDI) grant program.

Similarly, the region's major transit agencies, New Jersey Transit, PATCO, and to some extent SEPTA, have funded and/or conducted their own TOD studies. The New Jersey Department of Transportation, in cooperation with several state agencies, including NJ TRANSIT, supports TOD through their Transit Village Initiative. The Commonwealth of Pennsylvania has shown support by beginning a Transit Revitalization Investment District (TRID) grant program. Several nonprofit organizations, such as the Pennsylvania Environmental Council (PEC), 10,000 Friends of Pennsylvania, NeighborhoodsNow (Philadelphia), New Jersey Future and the Alan M. Voorhees Transportation Center at Rutgers University have also been working to advance TOD in the region.

Through a municipal survey, DVRPC attempted to gather data on any recent changes to station access, station amenities, land use, and zoning ordinances or plans to encourage TOD around transit stations. The survey also asked about environmental concerns, funding strategies, and any public-private partnerships related to TOD at each station. Of the over 300 stations in the region, municipalities representing 43 of the stations responded to the survey, thus not all information is captured in these limited profiles. Results illustrated that the majority of responding communities are supportive of TOD in both concept and implementation. Many communities have created a foundation for TOD in their neighborhoods by changing zoning ordinances, partnering with public and private agencies, remediating brownfields in the station area, and working with developers to encourage more appropriate site design. Other data was collected through newspaper research and communication with pertinent local officials and staff.

Given the over 300 rail stations in the region, this evaluation represents a snapshot of what is known at this time in the summer of 2007. It is by no means exhaustive. Some of the information will change quickly as proposals move forward, are changed or dropped, or when studies are completed. No study could possibly capture all activity surrounding every rail or bus facility in the nine-county region, from the smallest infrastructure improvement to available development sites to possible developer interest. The result is an inventory of TOD-related activity at over 100 transit stations throughout the Delaware Valley region.

The study has tried to capture new development near rail stations and not all of this development is necessarily purposeful TOD. Indeed some projects may still be merely transit-adjacent, not achieving significantly higher densities or reduced parking, for example. TOD near subway stations in the City of Philadelphia is particularly hard to capture, as there are many new or redeveloped residential buildings in Center City and the surrounding neighborhoods in recent years. However, while proximity to transit may

be a selling point for many projects, most still include a large amount of parking. Thus, it appears that locating near transit in the City of Philadelphia has not resulted in encouraging developers to provide less parking in the majority of cases.

The Introduction discusses the progress that has been made to date in reducing barriers to TOD. Chapter 1 includes the 100+ station summaries, while Chapter 2 analyzes the survey results of the 17 percent of municipalities who returned information on 43 transit stations. The Conclusion discusses the continuing challenges to TOD. Appendix A includes the complete survey results while Appendix B offers a useful indexed list of TOD plans, TOD grants, developer interest, and proposed or completed TODs. Appendix C includes the number of housing units proposed or recently built near transit stations in the region. It is hoped that this study will lend support to those communities currently implementing TOD and encourage other communities across the region to pursue planning practices that enable, encourage, and implement TOD.

## INTRODUCTION

Despite its historic development pattern of building around rail stations, the Greater Philadelphia region today is not a national leader in TOD. The majority of the region's 300+ rail stations remain transit-adjacent development (TAD) rather than TOD. Transit-adjacent development is development that is physically near transit but fails to fully capitalize on its proximity and promote ridership, and economic and community development. Many of the fixed-rail stations in the region lack pedestrian and bicycle access, land uses that complement the station (such as consumer services) and building design and orientation that serve the rail user.

Transit-oriented development (TOD), by contrast, is development that is mixed-use, pedestrian-friendly and promotes transit ridership. Through redevelopment, TADs can become TODs. Challenges to TOD that exist in the region include a volatile economy, aging infrastructure, transit funding crises, transit agency reluctance, legitimate legal restrictions to public-private partnerships in developing land (though TRID is seeking to address this), and a mature transit system without the momentum of many New Starts projects.

By encouraging development around rail and bus stations, DVRPC hopes to encourage new investment in older communities, while also promoting increased transit ridership. Many local municipalities have focused revitalization efforts on community assets such as transit facilities, to improve residents' quality of life and attract new development. The Delaware Valley region is beginning to see a broader shift in thinking, and a return to TOD.

Successful TOD is driven by a variety of forces and requires cooperation and commitment from local governments, as well as private developers and transit agencies. Providing a supportive environment for TOD can be accomplished in a variety of ways, from creating supportive zoning ordinances to providing development incentives. This study aims to investigate the progress toward a more transit-oriented region that reduces the barriers to realizing TOD.

### Progress

**Regional Vision:** The region's long-range plan, Destination 2030, strongly supports TOD as part of its overall vision for how the region should grow and how best to take advantage of the area's extensive existing transit assets. Many county planning commissions in the region also support TOD. National attention on the issues of global warming also supports transit-oriented development and the importance of providing alternatives to the automobile.

**Regional and Local Policies to Support TOD:** Working with its partner agencies, DVRPC has supported TOD for over a decade, through numerous in-house studies, and more recently through TCDI grants to municipalities for preparation of TOD plans. The state of New Jersey has created policies and incentives for TOD, through the multi-agency Transit Village Initiative. New Jersey Transit continues to be a strong supporter of TOD efforts, through its Transit-Friendly Communities program. PATCO has recently embraced TOD, not only at their kiss and ride stations, but also at the park and ride stations. Until recently, PATCO was uninterested in discussing development opportunities at the park and ride stations, due to their strong interest in retaining their surface parking lots. PATCO is now more interested in discussing development on their parking lots, what the market may be, and at what ratios parking would be replaced with new development.

The Commonwealth of Pennsylvania has lagged behind New Jersey in supporting TOD, but Act 238, the Transit Revitalization Investment District (TRID) Act (2004), has created a mechanism to enable local municipalities to work with transit agencies on planning and funding TOD. The Pennsylvania Department of Transportation also has a new emphasis on linking transportation and land use planning, which has generated interest in TOD. SEPTA, however, still lags behind New Jersey Transit and PATCO in creating programs to assist local municipalities to plan for TOD and in producing their own in-house TOD studies.

On the municipal level, many municipalities are revising their comprehensive or master plans to specifically state their intent to encourage TOD, and updating their zoning ordinances to allow transit-friendly land uses, higher densities, smaller lot sizes, higher height limits, parking maximums and design controls in station areas.

**High Quality Transit Service:** The Philadelphia region has an extensive and varied transit system, with SEPTA's 153 regional rail stations, 52 subway stations, 75 light rail/trolley stations, plus 126 bus routes and various paratransit services, New Jersey Transit's three Atlantic City Line rail stations (within the region) and 20 River Line stations, and numerous bus routes; and PATCO's 13 rail stations and Amtrak's 10 stations.

SEPTA continues to face fiscal constraints, although it received a new funding commitment in mid-2007, which hinders the agency's long-range planning efforts and ability to apply for Federal Transit Administration New Starts funding for expansion of its system. Many older cities across the United States have mature transit systems, yet lack the momentum that new rail line investment can bring to planning for TOD. PATCO, funded through Delaware River Port Authority (DRPA) bridge tolls, and New Jersey Transit, funded through the state transportation trust fund, are better off financially and can therefore more effectively offer high quality transit service and plan ahead for system improvements and expansion. There are a wide variety of other metrics to compare the region's transit systems and agencies, nevertheless, the Philadelphia region does offer a higher quality and more extensive service than many other regions in the country, a fact often overlooked when considering the region's assets.

**Transit-Supportive Culture:** A transit-supportive culture is important to enabling better land use planning around transit stations and policies that support TOD. While support for transit continues to be more of a challenge in the state house in Harrisburg than in Trenton, it is encouraging to note that nationally, public transit usage has increased 25% from 1995 to 2005. Changing demographics and lifestyle shifts, including retiring baby boomers, more singles, and overall smaller household sizes support transit.

**Long-Term Focus:** A long-term focus is needed to support TOD, as policy, programs and real estate development does not happen overnight. What seemed like an uphill battle ten years ago is still a challenge today, but one that has been slowly but steadily climbed. Regional vision, policies, transit-supportive culture and station areas with development potential have all improved over the last several years.

**Partnerships:** More local organizations, including community development corporations, have embraced TOD as a community building strategy. Environmental groups, such as Pennsylvania Environmental Council and 10,000 Friends of Pennsylvania, embrace TOD as an environmentally-friendly policy.

**Regional Growth and Demand for TOD:** The Philadelphia region is a slow growth region, unlike many other regions of the country that are building rail for the first time, or expanding small rail systems into much larger ones. This presents a challenge to encouraging TOD, as it is often easier to plan for TOD around new stations or in areas experiencing rapid growth, where the link between density and the feasibility of transit service can be made more easily. However, *Hidden in Plain Sight: Capturing the Demand for Housing Near Transit* (2004), by Reconnecting America's Center for Transit-Oriented Development for the Federal Transit Administration, shows that demographics and other trends will cause the potential national demand for compact housing near transit to more than double by 2025. Currently 6 million U.S. households live within a half-mile of a transit stop. At least a quarter of all households that will be looking for housing in the next 20 years, or 14.6 million households, will be looking to rent or buy housing within a half-mile of a fixed-guideway transit stop. Meeting this demand would require building 2,100 residential units near each of the 3,971 stations in the U.S. today.

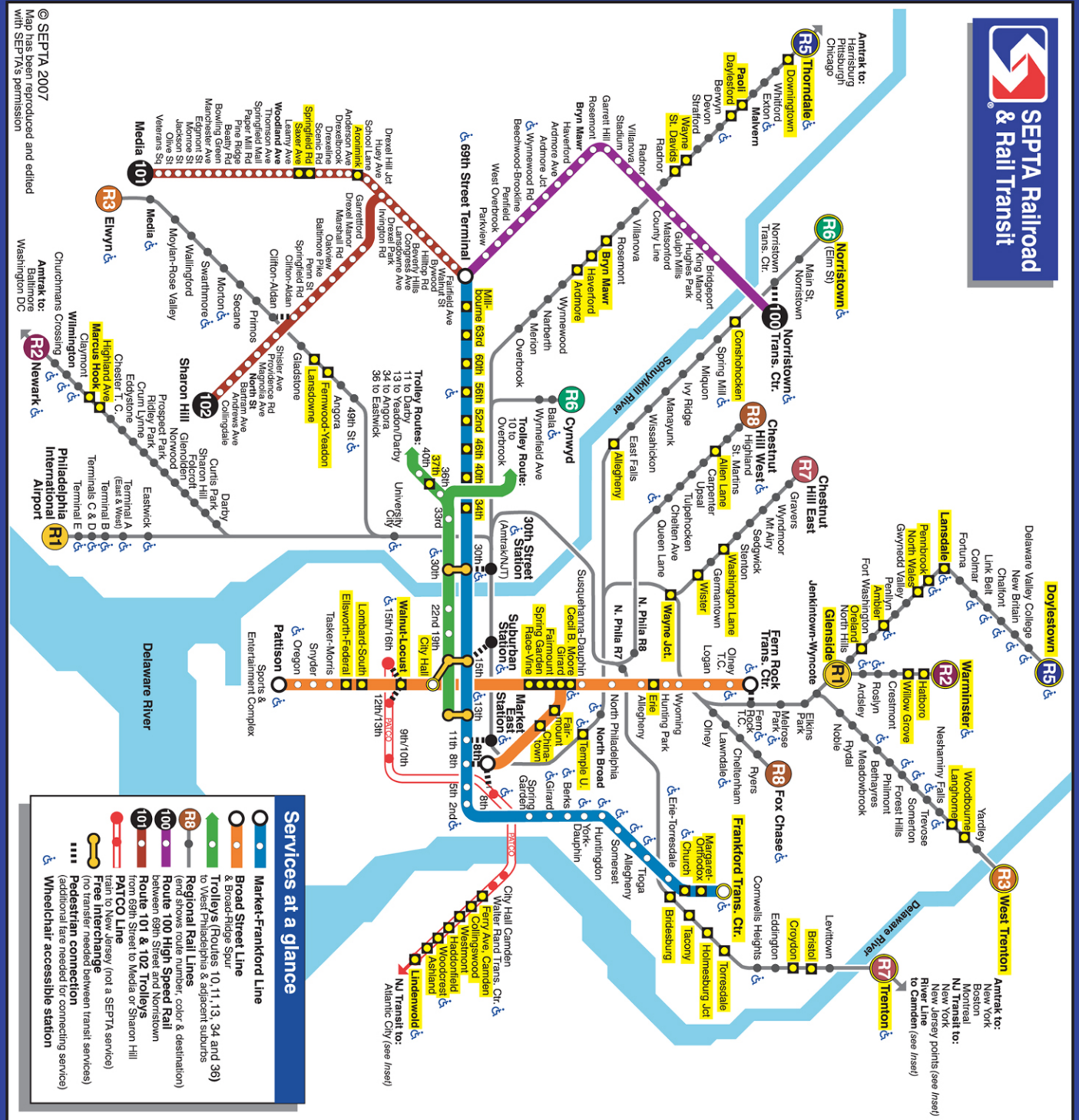
The study also lists the top ten metropolitan regions in the United States that show the potential to generate the most significant demand for housing in transit zones. The list includes Philadelphia, along with New York, Boston, Chicago, San Francisco, Los Angeles, Washington D.C., Portland, Dallas, and

Miami. *Hidden in Plain Sight: Capturing the Demand for Housing Near Transit (2004)*, also found that the Philadelphia region contains 496,141 households in transit zones (households within a half-mile radius around both existing and planned future stations), representing 20 percent of all households in the region. In 2025, the potential demand for a house in a transit zone in the Philadelphia region is expected to be 820,908, representing 29% of all households in the region. The region's households are expected to grow by 15% by 2025, but demand for households in transit zones is expected to grow by 65%. The Philadelphia region ranks 5th in the top 10 metropolitan areas by potential demand for TOD housing in 2025.

**Station Areas with Development Potential:** Over the past several years, many stations with development potential have been identified, both through the DVRPC Regional Inventory report published in 2003 (45 "A" stations, plus 65 "B" stations), and through other means. Stations with TOD potential include those that have the following characteristics: vacant or underutilized land or buildings near the station, development or growth pressure, presence of a TOD or redevelopment plan, half hour service frequency or better, good road access and sewer and water infrastructure in place. Municipal support of TOD is also very important.

**Developer Interest:** As evidenced by this report, there is growing interest and ability in the development community in TOD, mixed-use, and compact development.





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### Services at a glance

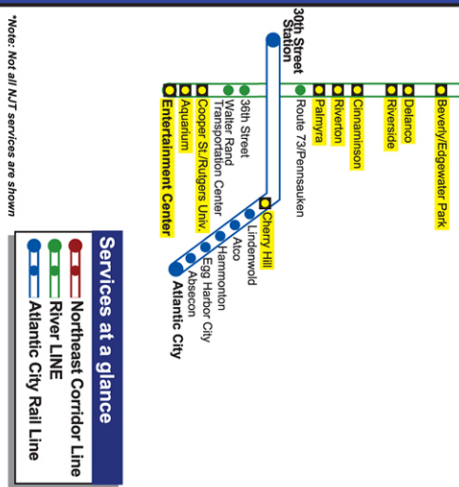
- Marker-Frankford Line**
- Broad Street Line** and **Broad-Ridge Spur**
- Trolleys** (Routes 10, 11, 13, 34 and 36) to West Philadelphia & adjacent suburbs
- Regional Rail Lines** (end shows route number, color & destination)
- Route 100 High Speed Rail** between 30th Street and Norris Hill
- Route 101 & 102 Trolleys** from 69th Street to Media or Sharon Hill
- PATCO Line** (no transfer needed between transit services)
- Free Interchange** (additional fare needed for connecting service)
- Free Transfer** (not a SEPTA service)
- Free Interchange** (additional fare needed for connecting service)
- Wheelerchair accessible station**

## On Track: Progress Towards Transit-Oriented Development in the Delaware Valley

**Stations Not Mapped**

SEPTA: Pottstown (no service)  
Wawa (service in 2012)  
Wissinoming (non-operating)

Delaware Valley Regional Planning Commission  
August 2007



Note: Not all NJT services are shown





# CHAPTER 1: STATION SUMMARIES

*Photo Disclaimer:* The photos featured in this report were taken from the following websites, unless otherwise noted: [www.phillyblog.com](http://www.phillyblog.com), [www.riverline.com](http://www.riverline.com), [www.subwaynut.com](http://www.subwaynut.com), [world.nycsubway.org](http://world.nycsubway.org)

## 34TH STREET (SEPTA MARKET-FRANKFORD EL), PHILADELPHIA

**TOD or Related Plan: N**

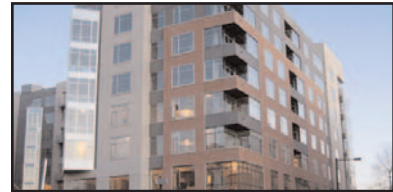
**Grants: N**

**Developer Interest: Y, Hanover Co.**

**Proposed TOD: Y, Domus at 34th & Chestnut Sts.**

**Completed TOD: N, December 2007**

Houston-based developer, Hanover Company, is currently constructing a 300-unit luxury apartment building, to be called Domus, at 34th and Chestnut Streets. Situated at the edge of Drexel University and the University of Pennsylvania School of Law campuses, this \$71 million development will also include 23,000 square feet of retail space for a bank, apparel shops and restaurants. The entire project is expected to be constructed by December 2007.



Domus at 34th and Chestnut Streets, will bring new residential and retail uses to the University City area.

Source: [www.uclandlord.com](http://www.uclandlord.com)

## 37TH STREET (SEPTA TROLLEY), PHILADELPHIA

**TOD or Related Plan: N**

**Grants: N**

**Developer Interest: Y, FirstWorthing**

**Proposed TOD: Y, 3925 Walnut St.**

**Completed TOD: N, August 2008**

Dallas-based developer FirstWorthing broke ground on a mixed-use development at 3925 Walnut Street in Spring 2007. The development is scheduled to be completed in August 2008 and will include 161 apartments and 50,000 square feet of retail space.

## 40TH STREET (SEPTA MARKET-FRANKFORD EL), PHILADELPHIA

**TOD or Related Plan: Y, Creating a Civic Vision for 40th and Market Streets**

**Grants: Y, TCDI (2007)-Transit Centered Development at 40th and Market**

**Developer Interest: Y, Teres Holdings LLC, FirstWorthing**

**Proposed TOD: Y, The Hub on Chestnut at 40th & Chestnut Sts., 3925 Walnut St.**

**Completed TOD: N, Spring /Summer 2007, August 2008**

The Hub on Chestnut, is a new development by Center-City-based Teres Holdings LLC., located at 40th and Chestnut Streets. The Hub targets local university students with 100 living units and 20,000 square feet of street-level retail. The project is estimated to cost \$23 million and retail stores will open in the spring or early summer of 2007.



The Hub on Chestnut will provide more housing options for students in University City.

As mentioned for 37th Street station, Dallas-based developer FirstWorthing broke ground on a mixed-use development at 3925 Walnut Street in the spring 2007. The development is scheduled to be completed in August 2008 and will include 161 apartments and 50,000 square feet of retail space.

The 40th street stop for the Market-Frankford Elevated line receives heavy use from the multitude of institutions nearby. The area also has a significant elderly population, largely housed within a 19-story, 480 unit building at 39th and Market Streets. Despite the volume of transit users, the corner of 40th and Market Streets is largely avoided by residents due to its reputation as a high crime/drug activity area. The University City District intends to use a 2007 TCDI grant to build on a 2004 report, *Creating a Civic Vision for 40th and Market Streets*, which identified a broad three-phase plan to improve this area. The grant will be used to complete phase one of this plan: "Preening and Greening". A preliminary engineering study will be created with a focus on pedestrian-scale physical improvements such as signage, street trees, landscaped medians and pedestrian lighting. Included in the project will also be a feasibility assessment of the addition of an elevator at the 40th Street Market-Frankford EI station.

## 46TH STREET (SEPTA MARKET-FRANKFORD EL), PHILADELPHIA

**TOD or Related Plan: Y, Concept Plans and Redevelopment Guide for Two Districts in Philadelphia (WRT 2006), West Philadelphia Masterplan (Erdy-McHenry Architects 2002)**

**Grants: Y, TCDI (2003)-Concept Plans and Redevelopment Guide for Two Districts in Philadelphia and DCED grant for TRID plan**

**Developer Interest: N**

**Proposed TOD: N**

**Completed TOD: N**



Recent plans hope to improve connections between 46th Street station and the surrounding neighborhood including the historic Provident Mutual Insurance building (left).

Source: DVRPC

Wallace, Roberts and Todd (WRT) completed a report in 2006 for the City of Philadelphia Planning Commission, *Concept Plans and Redevelopment Guide for Two Districts in Philadelphia*, that studied the redevelopment opportunities around several stations along the Market-Frankford EI Line in West Philadelphia. The study was funded by a 2003 TCDI grant and involved the study of the West Market Street corridor and the Frankford Avenue corridor. The Market Street corridor extends from 46th Street to Millbourne station. The concept plan for 46th Street focuses on the connection of the station and surrounding neighborhood to the Provident Mutual building. The study suggests the addition of a new mid-box store such as Best Buy or PetSmart, near the existing Aldi supermarket to provide an eastern anchor for the Market Street corridor. New institutional and office uses are recommended south of Market Street, as well as medium density residential uses along Sansom Street. A landmark building is proposed at the corner of Chestnut and Farragut Streets. The parking plan for the 46th Street Station includes shared parking garages, underground parking and additional on-street parking spaces near the station.

A second study, *West Philadelphia Masterplan*, developed by Erdy-McHenry Architects for the Enterprise Center CDC (Community Development Corporation) in 2002, also recommended a land use plan for the 46th Street Station area. The plan suggested a four-phase implementation of office space along Market Street in the form of five large mass buildings constructed perpendicular to the corridor. Later, retail and residential space, and a parking garage were also added to plans. The Enterprise Center CDC is nearing completion of their fundraising effort to support the first phase of this plan. Phase I will consist of one building with mixed-use development on the first floor, additional retail and office space on upper floors, and several condominiums on the top floor. As this building is currently being designed, there is not a final determination of the number of floors, residential units, or the square footage that will be available for office and retail uses. Subsequent phases of this plan will be mixed-use.

In addition to these planning studies, the City of Philadelphia received a grant from the PA Department of Community and Economic Development (DCED) to proceed with a TRID plan for this area. A Request for Proposals for consultants to complete the TRID plan was issued in June 2007.

The Enterprise Center CDC has also partnered with non-profit NeighborhoodsNow to support the development of mixed-income housing adjacent to the transit station by attracting new public and private market investment. NeighborhoodsNow worked with the Reinvestment Fund to create a market analysis for the station area, resulting in a development strategy and beginning site acquisition.

## 52ND STREET (SEPTA MARKET-FRANKFORD EL), PHILADELPHIA

**TOD or Related Plan:** Y, *Concept Plans and Redevelopment Guide for Two Districts in Philadelphia (WRT 2006)*  
**Grants:** Y, TCDI (2003)-*Concept Plans and Redevelopment Guide for Two Districts in Philadelphia*  
**Developer Interest:** N  
**Proposed TOD:** N  
**Completed TOD:** N



One of West Philadelphia's main shopping districts is located along 52nd Street in the vicinity of the El station.

*Concept Plans and Redevelopment Guide for Two Districts in Philadelphia (WRT 2006)* was funded by a 2003 TCDI grant awarded to the City of Philadelphia Planning Commission and involved the study of the West Market Street corridor and the Frankford Avenue corridor. The Market Street corridor extends from 46th Street to Millbourne station. The 52nd Street concept plan focuses on redevelopment of vacant parcels along Market Street into primarily residential and mixed-uses. A new mixed-use station plaza is proposed at the northeast corner of 52nd and Market Streets.

## 56TH STREET (SEPTA MARKET-FRANKFORD EL), PHILADELPHIA

**TOD or Related Plan:** Y, *Concept Plans and Redevelopment Guide for Two Districts in Philadelphia (WRT 2006)*  
**Grants:** Y, TCDI (2003)-*Concept Plans and Redevelopment Guide for Two Districts in Philadelphia*  
**Developer Interest:** N  
**Proposed TOD:** N  
**Completed TOD:** N



Passengers wait for an El train at recently renovated 56th Street station.

*Concept Plans and Redevelopment Guide for Two Districts in Philadelphia (WRT 2006)* was funded by a 2003 TCDI grant awarded to the City of Philadelphia Planning Commission and involved the study of the West Market Street corridor and the Frankford Avenue corridor. The Market Street corridor extends from 46th Street to Millbourne station. The 56th Street concept plan recommends the redevelopment of the Salvation Army block as a mixed-use complex, incorporating the current senior housing Booth Manor building. The site plan also includes proposed renovations of three historic buildings along Market Street, a roundabout between 54th and 57th Streets and residential and mixed-use development at the corner of 57th and Market Streets.

## 60TH STREET (SEPTA MARKET-FRANKFORD EL), PHILADELPHIA

**TOD or Related Plan:** Y, *Concept Plans and Redevelopment Guide for Two Districts in Philadelphia (WRT 2006)*

**Grants:** Y, TCDI (2003)-*Concept Plans and Redevelopment Guide for Two Districts in Philadelphia*

**Developer Interest:** N

**Proposed TOD:** N

**Completed TOD:** N

*Concept Plans and Redevelopment Guide for Two Districts in Philadelphia (WRT 2006)* was funded by a 2003 TCDI grant awarded to the City of Philadelphia Planning Commission and involved the study of the West Market Street corridor and the Frankford Avenue corridor. The Market Street corridor extends from 46th Street to Millbourne station. The illustrative site plan for 60th Street recommends a mixed-use activity node at 60th and Market Streets. Other suggestions include the adaptive reuse of vacant buildings between 60th and 61st Streets into mixed-use buildings. In addition, 60th Street station is currently being renovated by SEPTA and will be reopened in Summer 2007.

## 63RD STREET (SEPTA MARKET-FRANKFORD EL), PHILADELPHIA

**TOD or Related Plan:** Y, *Concept Plans and Redevelopment Guide for Two Districts in Philadelphia (WRT 2006)*

**Grants:** Y, TCDI (2003)-*Concept Plans and Redevelopment Guide for Two Districts in Philadelphia*

**Developer Interest:** N

**Proposed TOD:** N

**Completed TOD:** N

*Concept Plans and Redevelopment Guide for Two Districts in Philadelphia (WRT 2006)* was funded by a 2003 TCDI grant awarded to the City of Philadelphia Planning Commission and involved the study of the West Market Street corridor and the Frankford Avenue corridor. The Market Street corridor extends from 46th Street to Millbourne station. New residential and mixed-use development is recommended near 63rd Street Station. In addition the study recommends a bicycle parking station and signage for the Cobbs Creek regional bicycle trail near this station.



SEPTA is currently renovating 63rd Street station.

**ALLEGHENY (SEPTA R6 NORRISTOWN), PHILADELPHIA**

**TOD or Related Plan:** Y, Allegheny West Transportation Plan (Gannett Fleming 2005 ), Allegheny West Transportation/Feasibility Plan (Gannett Fleming 2007)  
**Grants:** Y, TCDI (2003)-Allegheny West Corridor, DCED (Business in Our Sites) (2005)  
**Developer Interest:** Y, AM8 Group  
**Proposed TOD:** N  
**Completed TOD:** N



The revitalization of the 22nd Street corridor, between Clearfield and Estraugh Streets, was studied in the 2005 report, *Allegheny West Transportation Plan*, produced by Gannett Fleming Inc. and funded by a 2003 TCDI grant. The SEPTA R6 Allegheny station was at the center of this redevelopment plan. One of the two main components of the plan is the rehabilitation of the Steele Heddle Building, located at 21st and Allegheny Streets, and adjacent vacant and underutilized parcels into owner-occupied housing units, retail uses and parking. The redevelopment plan for the Steele Heddle Building calls for nearly 100 rental units, 20,000 square feet of first floor retail and parking for over 80 vehicles in the building and has been approved by the City’s zoning board. Currently, the developer, AM8 Group, is continuing efforts to secure the funds needed for this development. Allegheny West Community Development Corporation (CDC) is also looking into redeveloping several sites behind the station for commuter parking.

Renderings of recommended residential and office space from the *Allegheny West Transportation Plan*.  
 Source: Allegheny West CDC

The second component of the plan is the creation of the Allegheny West Business Campus, on an industrial park located in the vicinity of the freight railyard between 16th and 20th Streets. No significant work is started on the Business Campus yet.

In 2005, the City of Philadelphia was awarded a PA DCED Business in our Sites grant to determine the feasibility of site acquisition, environmental remediation, and redevelopment of several sites highlighted in the 2005 *Allegheny West Transportation Plan*. The resulting *Allegheny West Transportation / Feasibility Study*, developed by Gannett Fleming in 2007, assesses the viability of various transportation and land use recommendations intended to focus economic activity on the Allegheny station as a catalyst for subsequent neighborhood revitalization.

**ALLENS LANE (SEPTA R8 CHESTNUT HILL WEST), PHILADELPHIA**

**TOD or Related Plan:** N  
**Grants:** Y, TCDI (2005)-Mt. Airy USA Transit Oriented Development Program  
**Developer Interest:** N  
**Proposed TOD:** N  
**Completed TOD:** N



Allens Lane station from above.

Mt. Airy USA, the Community Development Corporation for the Mt. Airy neighborhood, is overseeing a project to identify streetscape design elements and TOD opportunities along Germantown Avenue. The project is being funded with a

\$95,000 TCDI grant and was awarded to Brown, Keener Bressi consulting firm in March 2007. One primary element of the study is to improve linkages between Germantown Avenue and the adjacent transit stations along the R7 Chestnut Hill East and R8 Chestnut Hill West rail lines. Other nearby stations included in the study are Carpenter Lane (R8), Upsal (R8), and Sedgewick (R7).

**AMBLER (SEPTA R5 LANSDALE/DOYLESTOWN), AMBLER, MONTGOMERY COUNTY**

**TOD or Related Plan: N**  
**Grants: Y, PennDOT for TRID plan**  
**Developer Interest: Y, Westrum Development**  
**Proposed TOD: Y, “Crossings at Ambler”**  
**Completed TOD: N**

Ambler station is part of a Redevelopment Overlay District, and has many opportunities for infill development, reuse of vacant industrial sites and office development. The Borough was one of the first communities to receive a grant (from PennDOT) to create a Transit Revitalization Investment District (TRID) plan, the first step in developing a TRID. During the Summer of 2007, DVRPC will work with Ambler to assist in the creation of an RFP and the consultant selection for their TRID plan.

The Montgomery County Industrial Development Corporation has secured grants and loans for the redevelopment of the Keasbey & Mattison Company Boiler House located in Ambler Borough. This \$10 million historic rehabilitation project will involve the creation of approximately 38,000 square feet of office space. In addition, Westrum Development has submitted a proposal to convert an adjacent abandoned industrial property into 317 residential condominium units. The Crossings at Ambler, will be created on a 9.4-acre brownfield infill site with a net density of 34 units per acre.



Westrum Development will build The Crossings at Ambler on a brownfield site near the station.  
**Source:** Strategic Realty Investments

**ARDMORE (SEPTA R5 THORNDALE and AMTRAK), LOWER MERION, MONTGOMERY COUNTY**

**TOD or Related Plan: Y, Ardmore Transit Center Plan (RMJM Hillier Architects 2003)**  
**Grants: Y, TCDI (2002)-Ardmore Transit Center Plan**  
**Developer Interest: Y, Strategic Realty Investments, O’Neill Properties Group, Mariner Commercial Properties**  
**Proposed TOD: Y, Cambridge Square, Mill Creek, The Cricket Club**  
**Completed TOD: Y, Stephen Varenhorst Architects**

Lower Merion Township began much of its TOD planning for the Ardmore station in 2002, with a \$78,000 TCDI grant to fund the creation of the *Ardmore Transit Center Plan*. Prepared by RMJM Hillier in 2003, this plan set forth three alternatives for improvement of the station area. All improvement scenarios focused on increasing parking, the mixed-use redevelopment of nearby underutilized parcels and improved linkages

among the variety of activities located in the station area. One of the primary tools in achieving the Township’s “economic restructuring” goal for Ardmore is the creation of new transit-oriented development. To advance this goal, Lower Merion Township enacted the Mixed-Use Special Transit Overlay District Zoning Ordinance (MUST) in March 2006. This overlay applies to all commercial zoned properties within 1,500 feet of the Ardmore station and includes a range of permitted uses, dimensional criteria, parking requirements and design guidelines. The main purpose of the ordinance is to encourage development of transit-supportive mixed-use neighborhoods and to allow development that decreases auto dependency. Included in the ordinance are off-street parking provisions as well as regulations that permit appropriate densities and a mix of land uses within walking distance of the transit station.

While the transformation of the Ardmore station area is scheduled to be fully complete in 2012, several new condominium developments are already planned within walking distance of the station. Cambridge Square, located on Sibley Avenue in Ardmore, is a development of 28 condos currently being constructed by Strategic Realty Investments. O’Neill Properties Group has plans to build 21 condos, called Mill Creek, on Mill Creek Road in Gladwyne. In November 2005 developer Tim Mahoney of Mariner Commercial Properties submitted an application for the redevelopment of a 0.29-acre brownfield site at Cricket Terrace, across the street from the Ardmore station and adjacent to a SEPTA bus stop. The proposed Cricket Club, is a mixed-use development designed by Cope Linder Architects, which includes 26 condominiums, for a density of 86 dwelling units per acre. The site will also contain 6,100 square feet of ground-level retail, 10,600 square feet of office space, and underground parking. Additionally, the project involves a public/private venture with the Township to convert an existing municipal parking lot into a heavily landscaped park-like lot with fewer spaces and more linkages to Lancaster Avenue. It will also be the first mixed-use “green” building in the Philadelphia area, seeking LEED (Leadership in Energy and Environmental Design) Silver certification. The developer is currently awaiting zoning approval.



Cambridge Square is one of several new developments within walking distance of the Ardmore station.  
Source: Strategic Realty Investments

Stephen Varenhorst Architects, which received a 2005 Planning Merit Award from the Montgomery County Land Development Awards Program, designed a new mixed-use building on the corner of Coulter and Anderson Avenues, adjoining the current AMTRAK / SEPTA R5 regional rail station in Ardmore. The 22,000 square foot building was completed in the Spring of 2005 and features retail and restaurant space on the first floor and office space on the second floor. It was designed as an expansion to the nearly 80-year-old village style shopping center, Suburban Square.

## **ARONIMINK (SEPTA ROUTE 101 TROLLEY), UPPER DARBY, DELAWARE COUNTY**

**TOD or Related Plan: N**  
**Grants: Y, TCDI (2007) Aronimink Station Area Study**  
**Developer Interest: N**  
**Proposed TOD: N**  
**Completed TOD: N**

A 2007 TCDI grant, *Aronimink Station Area Study*, will fund a two-part strategy to draw more businesses and residents to the train station area. Part one involves a program of streetscaping and traffic calming. Phase two will identify development sites for TOD and a strategy for phasing out incompatible land uses.



## ASHLAND (PATCO), VOORHEES, CAMDEN COUNTY

**TOD or Related Plan:** Y, PATCO Transit-Oriented Development Master Plans Study (WRT 2006)

**Grants:** N

**Developer Interest:** N

**Proposed TOD:** Y

**Completed TOD:** N

Wallace, Roberts & Todd (WRT) completed the *PATCO Transit-Oriented Development Master Plans Study* for DRPA and PATCO in July 2006, detailing mixed-use development opportunities at each of PATCO's seven rail stations that include park-and-ride facilities. The plan for Ashland station suggested the redevelopment of PATCO parking lots as a mixed-use project with ground floor retail and medium density residential development. While the market in this area appears to be strong for residential development and retail amenities, the report states that proposals are not feasible from a private sector perspective when combined with the cost of replacing PATCO parking. Significant public investment would be required. While stakeholder outreach during this project was generally positive, municipal officials in both Voorhees and Cherry Hill Townships objected to residential development because of the potential effect on school enrollment.

Additionally, roadways in the area, particularly the intersection of Burnt Mill and Evesham roads, are currently performing at unacceptable levels. Officials are concerned that additional development would not be accommodated by this transportation network. In general, officials are not opposed to the TOD concept, but believe that presently the area cannot support additional development.



Mixed-use development may not come to Ashland due to concerns over increased school enrollment and traffic congestion.

## BEVERLY/EDGEWATER PARK (NJ TRANSIT RIVER LINE), BEVERLY AND EDGEWATER PARK, BURLINGTON COUNTY

**TOD or Related Plan:** Y, Waterfront Park Design and Transit-Oriented Development Study (Environmental Resolutions 2004), Transit Village Design in Burlington County (DVRPC 2003)

**Grants:** Y, TCDI (2002)-Waterfront Park Design and Transit-Oriented Development Study

**Developer Interest:** N

**Proposed TOD:** N

**Completed TOD:** N

Beverly City and Edgewater Park are pursuing a mix of higher density housing and commercial development at their shared River Line station. Environmental Resolutions completed the *Waterfront Park Design and Transit-Oriented Development Study* for Beverly City in June 2004 with funding from a \$40,000 TCDI grant. The station was also featured in the 2003 DVRPC publication called *Transit Village Design in Burlington County*. Current zoning is not conducive to mixed-use, but both communities are working to change this. An in-depth study by Whitman, Requardt and Associates is currently underway to evaluate several TOD scenarios around the station, with expected completion in Summer 2007.

## **BORDENTOWN (NJ TRANSIT RIVER LINE), BORDENTOWN, BURLINGTON COUNTY**

**TOD or Related Plan: N**

**Grants: Y, TCDI (2004)-Bordentown City Redevelopment and Zoning Plan**

**Developer Interest: N**

**Proposed TOD: N**

**Completed TOD: N**

Bordentown received a 2004 TCDI grant of \$40,000 to complete the *Bordentown City Redevelopment and Zoning Plan*. The study by Mueller Associates aims to establish redevelopment zones throughout the City of Bordentown in order to help revitalize the community. Bus connections to the River Line station are also being considered.

## **BRIDESBURG (SEPTA R7 TRENTON), PHILADELPHIA**

**TOD or Related Plan: N**

**Grants: Y, TCDI (2007)-Riverfront Rail Urban Design Study**

**Developer Interest: N**

**Proposed TOD: N**

**Completed TOD: N**

This station is one of five stations included in the *Riverfront Rail Urban Design Study*, funded by a DVRPC TCDI grant and awarded to a consultant team lead by Interface Studio in April 2007. The study will focus on enhancing selected SEPTA rail stations and improving access to the surrounding neighborhoods and the Delaware riverfront. Other stations being studied include Tacony, Holmesburg Junction, Torresdale and Wissinoming (non-operating). The study is expected to be completed by January 2008.



Bridesburg station is currently being studied for possible enhancements and access improvements.

## **BRISTOL (SEPTA R7 TRENTON), BRISTOL BOROUGH, BUCKS COUNTY**

**TOD or Related Plan: N**

**Grants: N**

**Developer Interest: Y, Keystone Heritage Group**

**Proposed TOD: Y, Grundy Powerhouse**

**Completed TOD: N**

In August 2006, Bristol Borough Council approved plans by developer Keystone Heritage Group to convert the vacant Grundy Textile Mills into 30 condo units. The Grundy Powerhouse, includes 20 two-bedroom condos and 10 one-bedroom units. The project required changing the zoning of the property from light industrial to residential.



Grundy Powerhouse will add diversity to the housing stock in Bristol Borough.

## BRYN MAWR (SEPTA R5 THORNDALE/PAOLI), LOWER MERION, MONTGOMERY COUNTY

**TOD or Related Plan:** Y, Bryn Mawr Master Plan (Sasaki 2006)

**Grants:** Y, LUPTAP and TCDI (2005) for TRID plan

**Developer Interest:** N

**Proposed TOD:** N

**Completed TOD:** N

The first phase of the *Bryn Mawr Master Plan*, completed in 2006, recommended transit-oriented overlay zoning and the redevelopment of Municipal Lot 7, located at Lancaster & Bryn Mawr Avenues. While the redevelopment of this parcel is still being studied, the initial proposal is for a mixed-use development that will act as a gateway to the R5 Bryn Mawr station. Included are shops, restaurants, residences and public places, as well as a new station building and parking structure. With several colleges in the vicinity of Bryn Mawr station, the plan aims to enhance the community for both residents and local students. The plan also suggests streetscape and circulation improvements in the station area to create a more formal drop-off area at Bryn Mawr Avenue.

In January 2007, Lower Merion Township retained Economic Research Associates to develop a TRID plan and Phase 2 of the Bryn Mawr Master Plan. The project, funded by both a TCDI grant and DCED's Land Use Planning and Technical Assistance Program (LUPTAP), will support revitalization in the Bryn Mawr area in conjunction with the regional rail station and the current and related office development plans for Bryn Mawr Hospital. A traffic study is currently underway as part of this study, which is scheduled for completion in Fall 2007.

## BURLINGTON TOWN CENTER STATION (NJ TRANSIT RIVER LINE), BURLINGTON, BURLINGTON COUNTY

**TOD or Related Plan:** Y, Transit Oriented Development (TOD) & Gateway Study (Environmental Resolutions 2004), Transit Village Design in Burlington County (DVRPC 2003)

**Grants:** Y, TCDI (2002) -Transit Oriented Development (TOD) & Gateway Study, NJ DOT Transit Village Initiative

**Developer Interest:** Y, D'Anastasio Corporation

**Proposed TOD:** Y, Washington Avenue, Waterworks, Tatham Mews, redevelopment of Imhoff Furniture at High and Broad Streets

**Completed TOD:** Y, Metropolitan Inn, Budd Shoe Factory



The Burlington Town Center station is surrounded by a vibrant downtown, creating many opportunities for thoughtful TOD.

NJ DOT designated Burlington City as a transit village in March 2007.

The municipality received a \$100,000 grant to create an economic hub around the Burlington Town Center station. As part of the application, City officials proposed that the transit village area extend along High Street from Federal to Pearl Streets, and outward on each side from Lawrence to Locust Streets. It would also include the waterworks property on Pearl Street. City officials also suggested many improvement projects, namely completion of renovations to Lyceum Hall. In 2007, Burlington City was given a TCDI grant of \$90,000 to amend its planning documents to encourage development near the River Line station. A new master plan, including a land use and circulation plan and design guidelines, will be developed using this grant.

The recent designation as a transit village provides even more support to the station area, which is already attracting more development interest than the rest of the community. The City continues to partner with Burlington County, NJ DOT, NJ TRANSIT, private entities and the local business community to accomplish other developments. To date, vacant and underutilized parcels near the station have been redeveloped into commercial and multi-family residential uses. Pennrose Properties Inc. completed the renovation of 400 High Street (Metropolitan Inn) and 235 Penn Street (formerly West Electronics and once the Budd Shoe Factory), creating 52 age and income-restricted rental apartment units. Of the 52 total units, 16 of them are located one block from the station, over mixed-use space in the Metropolitan Inn. The remaining 36 units are located on Penn Street in the former West Electronics and Budd Shoe Factory. The project represented a \$9 million investment. In May 2003, Pennrose received a Historic Preservation award from the Burlington County Board of Chosen Freeholders for excellence in historical renovation of these two buildings.



Seniors have more housing options with the addition of the Metropolitan Inn, a mixed-use building including age restricted apartment rentals.  
Source: DVRPC

In addition to these completed redevelopments, City officials noted three mixed-use developments recently proposed in proximity to the station: Washington Avenue - 38 Townhouses; Waterworks - 46 townhouses and flats, TathamMews - 96 townhouses and flats.

In February 2007, D'Anastasio Corporation, a developer from Pennsauken, NJ, announced plans to purchase the Imhoff Furniture store at High and Broad Streets for redevelopment. D'Anastasio's proposal would result in a four-story condominium building (17 units ranging from \$175,000 to \$275,000) with retail space on the ground floor. Though he recently received a height variance from the City Land Use Board to build up to 50 feet, rather than the standard 35 feet, D'Anastasio is still working to secure more off-street parking for residents. The developer hopes to begin construction in summer 2007. The same developer is also working on the aforementioned development of 38 townhomes on Washington Avenue, at the former site of Gregory's Discount Store.

Thus far, the most significant obstacle to more development is limited or poor access to parcels.

The station was also featured in the 2003 DVRPC publication *Transit Village Design in Burlington County*. Prior to that publication, the municipality was given a \$40,000 TCDI grant in 2002 to complete a *Transit Oriented Development (TOD) & Gateway Study*.

## **CAMDEN CITY (NJ TRANSIT RIVER LINE), CAMDEN, CAMDEN COUNTY**

**TOD or Related Plan: Y, Downtown Transit Plan (2003)**

**Grants: Y, TCDI (2003) - Downtown Transit Plan**

**Developer Interest: Y, Steiner and Associate Inc, Dranoff Properties, MRA International Inc, and Cooper's Ferry Development Association**

**Proposed TOD: Y, Cooper's Crossing**

**Completed TOD: Y, various waterfront tourist destinations**

In 2003, Camden City was given a \$78,000 TCDI grant to fund a collaborative effort between DVRPC, NJ TRANSIT and the City to look at revitalizing downtown Camden with new transit connections along the River Line. *The Downtown Transit Plan* focused on attracting business, employment and housing along the Cooper and Market Street corridors while providing convenient transit access. The City is seeking funding for implementation of Phase I improvements.

To support the goal of revitalizing the waterfront, the City of Camden has extended the grid street pattern to the water's edge, increased mixed-use building and concentrated civic uses and public parks along the Delaware River. The tourist destinations completed in recent years include the Adventure Aquarium, Tweeter Entertainment Center, USS New Jersey Battleship Museum, Camden Children's Garden, the Camden Aerospace Center, the Freedom Ferry and a minor league baseball stadium.



Cooper's Crossing is a proposed mixed-use town center located on 70 acres of brownfields along Camden's waterfront, near the Cooper Street/Rutgers River Line station. Designed by Torti Gallas and Partners, it would include 13 acres of parks and green space, 1,500 housing units, 500,000 square feet of office space, 150,000 square feet of retail, dining and entertainment uses. The centerpiece of Cooper's Crossing is the new Ferry Terminal Building (completed 2007) featuring over 18,000 square feet of restaurant space, 2,100 square feet of retail and 83,100 square feet of office space. The approved \$200 million town center is being developed by Steiner and Associates Inc along with Dranoff Properties, MRA International Inc, and Cooper's Ferry Development Association. It won a Congress for New Urbanism Charter Award in 2007.



**Above:** The winner of a Congress for New Urbanism Charter Award, Cooper's Crossing is expected to serve as a town center for both visitors and residents. **Left:** The Ferry Terminal Building brings valuable office and retail space to the Cooper's Crossing development.

## CASS STREET (NJ TRANSIT RIVER LINE), TRENTON, MERCER COUNTY

**TOD or Related Plan: Y, Cass Street Light Rail District Plan (Econsult and RMJM Hillier 2003)**

**Grants: Y, TCDI (2002)-Cass Street Light Rail District Plan**

**Developer Interest: N**

**Proposed TOD: N**

**Completed TOD: N**

In 2003, Econsult and RMJM Hillier Architecture completed the *Cass Street Light Rail District Plan* for the City of Trenton, funded by a \$70,000 TCDI grant. This plan identifies development options for the Cass Street District, concentrating on enhancing the neighborhood and improving connections to Trenton's Waterfront Park and the South Broad Street corridor. Implementation is on hold due to the City's higher priority development around the Hamilton Avenue station.



Public art at the Cass Street station makes the transit station a visual asset.

**CECIL B. MOORE (BROAD STREET LINE), PHILADELPHIA**

**TOD or Related Plan: N**  
**Grants: N**  
**Developer Interest: Y, Tower Investments**  
**Proposed TOD: Y, Progress Plaza**  
**Completed TOD: Y, Avenue North**

Located at the corner of Broad and Cecil B. Moore Streets, adjacent to Temple University's main campus, Avenue North, is the largest private development in North Philadelphia's history. Led by Bart Blatstein of Philadelphia-based Tower Investments, the mixed-use complex broke ground in April 2005, and was completed in December 2006. The \$100 million complex includes student housing, a seven-screen movie theater, and 60,000 square feet of retail space. The Edge, which opened in September 2006, is a residential building with 800 rooms for 1,200 Temple University students, as well as retail space on the lower floor. A second building also houses retail and the Pearl Theatre, one of the only movie theaters in North Philadelphia.

Also contributing to the rebirth of North Philadelphia is the redevelopment of Progress Plaza shopping center located on the east side of Broad Street, between Oxford and Jefferson Streets. The \$16 million redevelopment by Mark Herman will bring a supermarket (a 42,000 square foot Fresh Grocer with rooftop parking) to the area for the first time in nearly a decade. Patterson-Bittendbender, a minority owned construction company, broke ground in March 2007 with an expected completion in early 2008.

The Temple University Tyler School of Art is relocating from its former Elkins Park location into a new building on Temple's main campus. The \$75 million project is being designed by Houston-based Carlos Jimenez Studio and Philadelphia's own H2L2 architects, with an expected completion in Fall 2008.



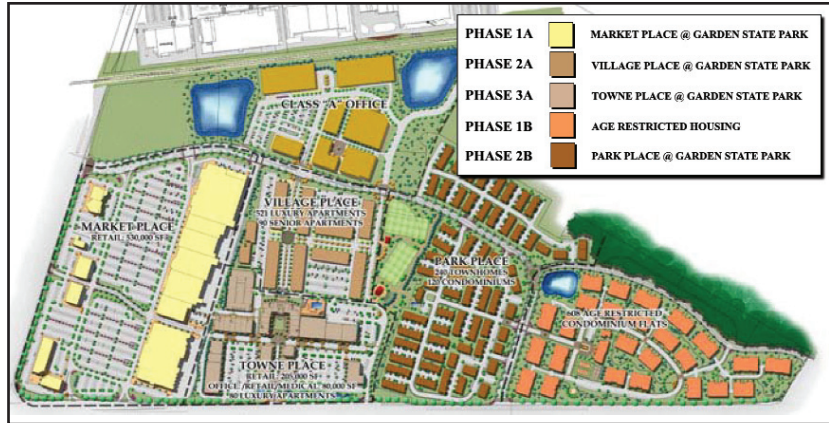
**Top:** Avenue North, the largest private development in North Philadelphia's history.  
**Above Left:** Located on Broad Street, Progress Plaza will bring a supermarket to the neighborhood for the first time in nearly a decade.  
**Below Left:** Temple University's Tyler School of Arts will further the institutional presence in this area.

**CHERRY HILL (NJ TRANSIT ATLANTIC CITY RAIL LINE), CHERRY HILL, CAMDEN COUNTY**

**TOD or Related Plan: N**  
**Grants: Y, TCDI (2007) - Golden Triangle Visioning Study**  
**Developer Interest: Y, Turnberry Associates with JMP Holdings and M&M Realty Partners**  
**Proposed TOD: Y, Garden State Park**  
**Completed TOD: Y, Garden State Park (Phase 1A and 1B)**

In 2001, the Garden State Park racetrack, located adjacent to the Cherry Hill station, closed. Shortly thereafter, a new zoning district was created for the area to accommodate a 222-acre mixed-use town

center, with residential, retail and office uses, called Garden State Park. It includes 1,600 new residential units, a one million square foot Class A corporate center, a 750,000 square foot retail center, and 70 acres of open space. Within the last three years, additional bus routes have been proposed through Garden State Park to serve the expected residents and attractions. The open space includes wetlands, a wooded trail, recreational fields, and other community features. The town center is being developed by Turnberry Associates of Aventura, Florida, D. R. Horton, JMP Holdings, Land Trust Properties, for \$500 million.



Both the Marketplace and Park Place portions of Garden State Park are completed with the Towne Center (shown above) still to come.

Of the 750,000 square feet of retail space, 200,000 square feet has been completed as Towne Place at Garden State Park, an upscale lifestyle center including retail shops, small restaurants and cafés and offices with residential uses above. The Marketplace at Garden State Park, was completed in Summer 2006 and consists of 530,000 square feet of retail and restaurant space.

Plaza Grande at Garden State Park 608 age-restricted condominiums by D.R. Horton and Park Place at Garden State Park townhomes and condominiums, are currently under construction.

Directly east of Garden State Park is the Garden State Pavilions, originally used as accessory parking for the Garden State Racetrack. In 1997, the parking was developed into Garden State Pavilions, retail stores, two restaurants and a garden center in five detached structures. Since then, the Pavillions has been challenged by vacancy and visibility issues, but new ownership presents opportunities for redevelopment.

The Cherry Hill train station is located behind the Garden State Pavillions and Garden State Park with no significant linkages resulting in a TAD.

In May 2007, DVRPC awarded the Camden County Improvement Authority a TCDI grant for the *Golden Triangle Visioning Study*. The project will imagine a future long-range (2025) character for a strategic 950-acre tract on the Township’s northwest gateway and then to develop a plan for how that is to be achieved.

**CHINATOWN (SEPTA BROAD-RIDGE SPUR), PHILADELPHIA**

**TOD or Related Plan: Y, Chinatown Neighborhood Plan (KSK 2004)**  
**Grants: N**  
**Developer Interest: Y, Parkway Corporation**  
**Proposed TOD: N**  
**Completed TOD: Y, The Pearl Condominiums**

The *Chinatown Neighborhood Plan*, completed in 2004, by a consultant team led by Kise, Straw & Kolodner, working with Philadelphi Chinatown Development Corporation (PCDC) recommended the addition of mixed-use development within Chinatown: along Race Street, at 8th and Vine Streets, and on 9th Street between Spring and Winter Streets.

The former Metropolitan Hospital, a circular 8-story building at 7th and Race streets, was recently transformed into Metroclub by Philadelphia Management. Designed by JK Roller Architects, this \$30 million project was completed in late 2005 and features 130 condominium units, on-site parking and various residential amenities.

The Parkway Corporation, known as the City’s premier parking-lot owner, completed The Pearl, a \$200 million mixed-use development on 9th Street between Arch and Cherry Streets in August 2007. Designed by Blackney Hayes, the 6-story building, formerly a surface parking lot, contains 90 residential units above 10 retail spaces. Because the site is above the SEPTA commuter rail tunnel, the project was built on caissons extending below the level of the rail tunnel, to limit the load of the building on the tunnel.



**Above:** Formerly the Metropolitan Hospital, the MetroClub now features over 100 condominiums.

**Below:** The Pearl integrates well with neighboring building styles.



**CHURCH (SEPTA MARKET/FRANKFORD EL), PHILADELPHIA**

**TOD or Related Plan: Y, Concept Plans and Redevelopment Guide for Two Districts in Philadelphia (WRT 2006)**  
**Grants: Y, TCDI (2003)-Concept Plans and Redevelopment Guide for Two Districts in Philadelphia**  
**Developer Interest: N**  
**Proposed TOD: N**  
**Completed TOD: N**

*Concept Plans and Redevelopment Guide for Two Districts in Philadelphia* (WRT 2006) was funded by a 2003 TCDI grant and involved the study of the West Market Street corridor and the Frankford Avenue corridor, including the Church station. As Church Street is a gateway to the Frankford neighborhood, the study recommended that Womrath Park become a neighborhood center surrounded by mixed-use development and a proposed HUD senior living facility. The study also recommended that the proposed Frankford Creek Greenway be extended to Womrath Park, and buildings near the station be rehabilitated.



## CINNAMINSON (NJ TRANSIT RIVER LINE), CINNAMINSON, BURLINGTON COUNTY

**TOD or Related Plan: N**

**Grants: N**

**Developer Interest: Y, Kaplan Company**

**Proposed TOD: Y, Kaplan Company**

**Completed TOD: N**

Kaplan Company is currently building a 911-unit mixed-type housing development on 107 acres located along the Delaware River in Cinnaminson. With a density of nearly 9 dwelling units per acre, the development on River Road will include 420 apartments with the remainder of the units as townhomes. Nearly 150 units are complete. Though the current plan only includes housing, there is 96,700 square feet of commercial space available at the property's frontage.

## CITY HALL (SEPTA BROAD STREET LINE, MARKET-FRANKFORD EL), PHILADELPHIA

**TOD or Related Plan: N**

**Grants: N**

**Developer Interest: Y, AGC Partners LP**

**Proposed TOD: Y, The Residences at the Ritz-Carlton**

**Completed TOD: N**

AGC Partners began construction in Spring 2006, on The Residences at the Ritz-Carlton, a 44-floor condominium building on the site of the former One Meridian Plaza, on the Avenue of the Arts. The 294-unit building, expected to be completed in Fall 2008, will be the tallest residential building in Philadelphia.



When complete, the Residences at the Ritz will be the tallest residential building in Philadelphia.

## COATESVILLE (AMTRAK KEYSTONE ROUTE) COATESVILLE, CHESTER COUNTY

**TOD or Related Plan: Y, Train Station Parking and Improvements Study (Buchart-Horn 2003), Flats Reuse and Waterfront Project (Thomas Committa 2005), Revitalization Road Alignment Study (Buchart-Horn 2007)**

**Grants: Y, TCDI (2002)-Train Station Parking Feasibility Study, (2003)-Flats Reuse and Waterfront Project, (2005)-Revitalization Road Alignment Study**

**Developer Interest: N**

**Proposed TOD: N**

**Completed TOD: N**

Coatesville's Amtrak station and adjacent area are ripe for TOD development, given the surrounding wealth and growth pressures in Chester County. Coatesville was once a booming steel town in the



A project is underway to analyze the adaptive reuse of Coatesville's train station, among other sites.  
Source: DVRPC

1950s and 1960s and has since suffered several decades of decline. Revitalization of Coatesville's core including its train station is crucial, and the reestablishment of SEPTA regional rail service to Coatesville would greatly enhance opportunities for TOD.

In October 2003 the City of Coatesville was the subject of a national charrette sponsored by The University of Miami's Knight Program in Community Building. Recently, Coatesville used two TCDI grants to complete a *Train Station Parking Feasibility Study* that recommended 200 additional parking spaces at the train station; and a *Flats Reuse and Waterfront Project* study that identified possible adaptive reuses of waterfront property for mixed-use development. Other funding includes a \$100,000 TCDI grant for the *Revitalization Road Alignment Study*, to analyze the adaptive reuse of the entire redevelopment project area of the city's downtown and train station. The study should be completed in 2007. The existing historic train station will be rehabilitated beginning in 2007 using Transportation Enhancement (TE) funds.

## **COLLINGSWOOD (PATCO), COLLINGSWOOD, CAMDEN COUNTY**

**TOD or Related Plan: Y, Haddon Avenue/PATCO Hi-Speedline Corridor Study: A Multi-Municipal TOD Feasibility Analysis (KSK 2002), PATCO Transit-Oriented Development Master Plans Study (WRT 2006)**

**Grants: Y, NJ DOT Transit Village Initiative**

**Developer Interest: Y, LumberYard Redevelopment LLC**

**Proposed TOD: Y, LumberYard Condominiums**

**Completed TOD: N (December 2007)**



The LumberYard Condominiums integrates modern design with traditional materials, with ground floor retail and residences above near the Collingswood station.

In 2003, Collingswood received state approval to be designated as a transit village. The conceptual plan submitted was an excerpt from the 2002 Kise Straw & Kolodner study, *Haddon Avenue/PATCO Hi-Speedline Corridor Study: A Multi-Municipal TOD Feasibility Analysis*, completed for Camden County Improvement Authority. The plan for Collingswood called for the redevelopment of Billson Avenue as a pedestrian-oriented linkage to the station. The plan included open space areas as well as five mixed-use buildings rising three to four stories and one three-story apartment building. A six-level parking garage would rise opposite the renovated station with shared surface parking also available throughout the redeveloped area.



In addition, Collingswood's master plan recommends mixed-use development between downtown and its PATCO station, as well as expansion of the business district on Haddon Avenue. In support of this plan, the borough announced the first phase of a Transit-Oriented Village development in April 2004 on the site of a former lumber company on Haddon Avenue near Knight and Collings Avenues, the last remaining piece of vacant property in downtown Collingswood. The Borough invested \$2 million to buy and clear the four-acre parcel and in November 2005, Costanza Builders broke ground on the LumberYard Condominiums. The developer, LumberYard Redevelopment LLC, plans to deliver the project in three phases in response to market demand, with a final completion in December 2007. The project includes 119 condos and townhouses plus 20 street level shops and restaurants and underground parking, for a density of 29 dwelling units per acre. Many of the early condo buyers have been empty-nesters.

Two new streets with vintage street lamps, brick walkways and public gathering spaces are also being created so that residents can walk to the PATCO station and Haddon Avenue's shops. The estimated value for both project design and construction is \$35 million.

Contributions to the transit village project were also recommended in the July 2006 *PATCO Transit-Oriented Development Master Plans Study*, sponsored by DRPA and PATCO and completed by Wallace, Roberts & Todd (WRT). This study details the mixed-use development opportunities at each of PATCO's seven rail stations that include park-and-ride facilities. The plan for Collingswood suggested redeveloping PATCO's parking lots as part of the larger transit-oriented "main street" vision for Haddon Avenue. According to the study, the market is strong for residential mixed-use development with underground parking. The study also suggested partnerships between the Delaware River Port Authority (DRPA) and the Borough to minimize operational impacts during the redevelopment of this area. In April 2007, the State, PATCO, Camden County and the Borough announced their commitment to working with local partners to realize the adopted redevelopment plan and the further development of the station area. In May 2007, the Borough held the first of several public meetings and planning charrettes, funded by a \$20,000 Urban Land Institute grant. The Borough will begin the process to secure a developer for in Fall 2007.

## CONSHOHOCKEN (SEPTA R6 NORRISTOWN), CONSHOHOCKEN, MONTGOMERY COUNTY

**TOD or Related Plan: Y, Downtown-Riverfront Linkage Study (KSK 2005)**

**Grants: Y, TCDI (2003)-Downtown-Riverfront Linkage Study, (2005)-Reinventing the Conshohocken Train Station**

**Developer Interest: N**

**Proposed TOD: N**

**Completed TOD: N**

Over the past three years, parcels near the station have been developed into multi-family residential and commercial properties. In an effort to direct this development into a cohesive community, the Borough recently began a plan to reinvent the Conshohocken train station. The study, funded by a \$40,000 2005 TCDI grant, will include conceptual designs and an implementation plan. Residents participated in a visioning exercise to select options for redeveloping the train station area. Suggestions included parking garages, a public amphitheatre, a clock tower, a coffee shop, and mixed retail. The Borough is working with planning firm Kise Straw & Kolodner to choose a design concept in early 2007. This study builds upon the *Downtown-Riverfront Linkage Study*, funded by a \$48,000 TCDI grant in 2003, that developed an overall streetscape plan for the area between the central business district and riverfront while also recommending transportation and pedestrian improvements. Significant additional funding for this project came from Montgomery County, the Main Street program and private donations.



Riverwalk Apartments, part of the Millenium mixed-use development, is a significant contribution to the revitalization of Conshohocken.

Source: [www.riverwalkapts.com](http://www.riverwalkapts.com)

Over the past eight years, O'Neill Properties has invested more than \$100 million in the revitalization of Conshohocken, including 375 housing units as part of Millenium I, II, and III, a series of mixed-use buildings comprised of office, condo, apartment and hotel uses.

**CROYDON (SEPTA R7 TRENTON), BRISTOL, BUCKS COUNTY****TOD or Related Plan: Y, forthcoming TRID plan (Miller Design Group)****Grants: Y, LUPTAP for TRID plan****Developer Interest: N****Proposed TOD: N****Completed TOD: N**

Bristol Township was one of the first communities to receive a grant from the Department of Community and Economic Development (DCED) to create a Transit Revitalization Investment District (TRID) plan, the first step in developing a TRID around the Croydon station. In December 2006, Bristol selected Miller Design Group as their consultant, with Pennoni Associates as the sub-consultant. In January 2007, the Borough held their first project meeting with local stakeholders and the chosen consultant team. Throughout the spring the consultant team worked on data collection and resident surveys to gain an understanding of the current community and the residents vision for the future of Bristol Township.

**DAYLESFORD (SEPTA R5 THORNDALE/PAOLI), TREDYFFRIN, CHESTER COUNTY****TOD or Related Plan: N****Grants: N****Developer Interest: Y, ArcWheeler****Proposed TOD: Y****Completed TOD: N**

Developer ArcWheeler is proposing a TOD designed by architect Robert A. M. Stern, within 1/4 mile of the Daylesford train station. The 13.5-acre redevelopment site presently contains 14 homes and a catering business. The proposed development is between Lancaster Avenue and Pennsylvania Avenue, and extends east and west between Glenn Road and Longecourse Lane. The proposed community includes over 100 residential units (single family homes, twins, townhomes and garden flats) and 20,000 to 30,000 square feet of retail space, with potential for 10,000 square feet of office space in the future.

The current zoning is mostly residential (R-1) with some commercial (C-1) along Lancaster Avenue. ArcWheeler will be petitioning Tredyffrin Township in September 2007 for a change in zoning (possibly an overlay) to allow 8 housing units per acre, rather than the current standard of 1 unit per acre, and some retail and office.

At a township meeting in January 2007, many residents turned out to oppose the TOD. The proposal has been revised down from 175 to 152 to 102 housing units (8 dwelling units per acre). While some nearby residents oppose the project, business owners in Daylesford are supportive of increased tax revenues (one half million dollars of additional tax revenues per year) and a larger customer base.

ArcWheeler is also offering the Tredyffrin School District a cash payment in perpetuity to cover any impacts. The developer is also offering a half million dollars to beautify Lancaster Avenue and \$250,000 to SEPTA for station and pedestrian access upgrades.



Artist renderings show both single family homes and townhomes planned for the Daylesford station area.  
Source: ArcWheeler



## DELANCO (NJ TRANSIT RIVER LINE), DELANCO, BURLINGTON COUNTY

**TOD or Related Plan:** Y, Transit Village Design in Burlington County (DVRPC 2003)

**Grants:** N

**Developer Interest:** Y, JS Hovnanian & Sons

**Proposed TOD:** Y, Savannah Mews

**Completed TOD:** Y, Traditions at Newton's Landing

The Delanco station was featured in the 2003 DVRPC publication, *Transit Village Design in Burlington County*. Since then, development activity in Delanco has increased.

There is a relatively new over-55 year old community of 250 units near the station called Traditions at Newton's Landing.



**Above:** Traditions at Newtown's Landing provides housing options for those wishing to age in place.

**Left:** Though primarily residential, Savannah Mews will feature a small commercial component upon its completion.

The zoning for a portion of property adjacent to the station was recently changed to Planned Residential Development/Village, which permits both housing and commercial uses. Developers JS Hovnanian & Sons are currently drafting a plan for Savannah Mews, a planned housing development of 161 units with a small commercial component (to be completed in later phases). The development will include 28 single-family detached homes, 56 single-family attached homes, and 56 townhomes, some of which will contribute to Delanco Township's Council on Affordable Housing (COAH) requirement.

## DOWNINGTOWN (SEPTA R5 THORNDALE/PAOLI and AMTRAK), DOWNINGTOWN, CHESTER COUNTY

**TOD or Related Plan:** Y, Downingtown Keystone Opportunity Zone Infrastructure Feasibility Study (Pennoni 2003)

**Grants:** Y, TCDI (2003)-Downingtown Keystone Opportunity Zone Infrastructure Feasibility Study, (2005)-Transportation District Initiatives

**Developer Interest:** Y, Percheron Group, Progressive Housing Ventures

**Proposed TOD:** Y, at Amtrak station, Green Street Mews

**Completed TOD:** N

In 1999, the Johnsontown area of Downingtown Borough was designated as a Keystone Opportunity Zone (KOZ), designating several properties between Brandywine and Lloyd Avenues as tax-free until 2013, including the Amtrak train yard and SEPTA regional rail station. A local KOZ committee was formed and conducted a 4-day planning charrette to determine the best use of the KOZ area. Though the charrette resulted in several plans, each plan suggested traffic improvements to make the area more accessible for both pedestrian and vehicular traffic.

Downingtown was awarded a \$100,000 TCDI grant in 2003, which led to the *Downingtown Keystone Opportunity Zone Infrastructure Feasibility Study*, by Pennoni Associates, which outlined the feasibility of various improvement options in the KOZ. The community is continuing coordination with Amtrak as the second phase of the project moves forward. In 2005 the Borough was granted another \$100,000 TCDI

grant that will produce conceptual site designs and improvement strategies for the Downingtown station, with Pennoni Associates. The Borough is currently in negotiations with Amtrak to purchase a 26-acre portion of the Amtrak site.

In addition, the Percheron Group, a real estate company from Malvern, purchased the 76-acre Sonoco site in 2006. This site spans both Downingtown Borough and neighboring East Caln Township. Officials from both municipalities are working together to create new zoning for this site. In February 2007, Downingtown officials announced that the Percheron Group has agreed to move the location of the current train station and build a new station within the KOZ.



A former industrial site will soon become Green Street Mews, a relatively dense neighborhood of 30 townhomes.

Less than one mile from the station, at the intersection of Green Street and Jefferson Avenue, Progressive Housing Ventures is developing Green Street Mews, 30 townhomes on a 1.65 acre former industrial site (for a density of 18 units per acre). Green Street Mews will also feature a pocket park and looped trail.

## **DOYLESTOWN (SEPTA R5 LANSDALE/DOYLESTOWN), DOYLESTOWN, BUCKS COUNTY**

**TOD or Related Plan: Y, Doylestown Community Pedestrian-Transit Linkage Project (Gilmore & Associates 2007)**

**Grants: Y, TCDI (2004)-Doylestown Community Pedestrian-Transit Linkage Project**

**Developer Interest: N**

**Proposed TOD: N**

**Completed TOD: Y, Lantern Hill by Granor Price Homes, Belvedere at Doyle Square by NV Homes**

In 2004, the Borough was awarded a \$34,800 TCDI grant to identify and design walking paths from the train station to historical and cultural districts in the downtown. The goal was to reduce traffic congestion, improve safety and access, and create a greater sense of community among Doylestown residents.

Lantern Hill, a Traditional Neighborhood Development (TND) of 117 residences, 62,000 square feet of commercial space by Granor Price Homes, is located on the former Cartex industrial site at North Broad Street and Veterans Lane. It is an 18.5 acre infill site, for a density of 13 dwelling units per acre. Belvedere at Doyle Square, another TND of 34 townhomes and 8 live-work units, by NV Homes, is located on the former Mrs. Paul's fish factory site at North Main Street. Both TND's are located approximately one mile from the Doylestown train station.



A former industrial site was recently developed into Lantern Hill, a TND featuring both mixed-type residences and commercial space.  
Source: DVRPC



## ELLSWORTH-FEDERAL (SEPTA BROAD STREET LINE), PHILADELPHIA

**TOD or Related Plan: Y,  
Developing Around Transit  
(DVRPC 2006)**

**Grants: N**

**Developer Interest: Y, Metro  
Development, Killian Properties,  
Samir Benakmoume**

**Proposed TOD: Y, Lofts at Bella  
Vista, Rosa Court, vacant site at  
Broad St & Washington Ave**

**Completed TOD: N**

This station was one of three TOD plans in the 2006 DVRPC study, *Developing Around Transit*. Noted in this study are plans for the redevelopment of the 2.5 acre surface parking lot at the northwest corner of Broad Street and Washington Avenue. It is owned by Philadelphia Industrial Development Corporation (PIDC) with an existing produce distributor in the historic Philadelphia, Wilmington & Baltimore train shed on the site. In early 2005, PIDC began the process of securing a developer and site plan for this parcel, though later decided not to go through with its development. PIDC is still interested in a mixed-use development at this site, but is not actively pursuing it at this time.



**Above:** Rosa Court townhomes are nearing completion on the former site of the Rosa Foods factory.

**Right:** Lofts at Bella Vista will feature 78 condominiums in a rehabilitated printing facility.



The Lofts at Bella Vista, a new 78-unit condominium building by Philadelphia-based Metro Development Company at 11th Street and Washington Avenue, is within 1/2 mile of the station. The five-story building is the former printing facility for Curtis Publishing Company. Additionally, Philadelphia developer Killian Properties is currently constructing Rosa Court, 17 new townhomes at Juniper and Federal Streets. These homes, on the site of the former Rosa Foods factory, are within 1/8 mile of the station. In June 2007, City Council's Rules Committee gave initial approval on a rezoning that would allow two 31-story mixed-use towers on the northeast corner of Broad Street and Washington Avenue, currently a 4.5 acre surface parking lot. The towers are a part of a \$500 million development by developer Samir Benakmoume including a hotel, 860 condominium and rental units, 543,000 square feet of retail space and over 300,000 square feet of office space. Parking would be provided on site with supplemental structured parking at 13th and Kimball Streets. If the development gains council approval, construction could begin in late 2008 with completion approximately three years later.

## ERIE (SEPTA BROAD STREET LINE), PHILADELPHIA

**TOD or Related Plan: N**

**Grants: Y, TCDI (2007)-Broad and Erie Transportation and Community Development Plan**

**Developer Interest: N**

**Proposed TOD: N**

**Completed TOD: N**

The *Broad and Erie Transportation and Community Development Plan*, funded by a 2007 DVRPC TCDI grant, will create a blueprint for economic development and neighborhood revitalization according to TOD principles with new guidelines for the design of commercial areas and urban neighborhoods. The study

will also make detailed planning and urban design recommendations for the better use of the Beury Building, vacant parcels and other future development in this area.

## **FAIRMOUNT (SEPTA BROAD STREET LINE), PHILADELPHIA**

**TOD or Related Plan: N**

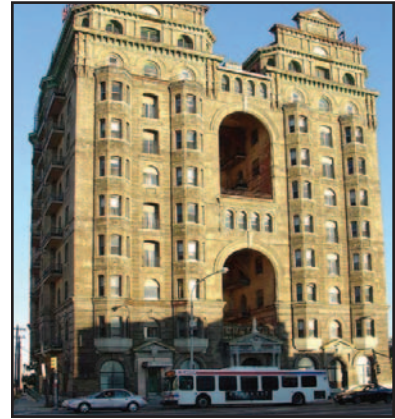
**Grants: N**

**Developer Interest: Y, Sunergy Housing Group**

**Proposed TOD: Y, The Residences at the Lorraine**

**Completed TOD: N**

The former Divine Lorraine Hotel, located at Broad Street and Ridge Avenue, which is listed on the National Register of Historic Places and certified as historic by the City of Philadelphia, is being rehabilitated by DPK& A Architects. Sunergy Housing Group of the Netherlands purchased both the Lorraine and an adjacent 3.7 acres in May 2006, with plans to create over 600 condominium and rental units, parking, a supermarket and a restaurant and café. As part of The Residences at the Lorraine, the exterior and lobbies of the Lorraine will be restored, upper floors will be converted into 136 condominium units and a restaurant and lounge will be located on the first floor, a supermarket and over 400 housing units will be build on the adjacent parcel. The development is estimated to cost \$25 million and be completed in 2008.



The historic Divine Lorraine Hotel will be restored into over 100 condominiums and a street level restaurant.

## **FERNWOOD / YEADON (SEPTA R3 ELWYN), YEADON, DELAWARE COUNTY**

**TOD or Related Plan: Y, Fernwood Rail Station Upgrades (NDI Engineering Company 2004)**

**Grants: Y, TCDI (2002)-Fernwood Rail Station Upgrades**

**Developer Interest: N**

**Proposed TOD: N**

**Completed TOD: N**

Yeadon Borough and Upper Darby Township were given a TCDI grant of \$50,000 in 2002, to study the physical possibilities and limitations of redeveloping new retail and commuter parking areas at SEPTA's Fernwood/Yeadon Regional Rail station. *Fernwood Rail Station Upgrades* (June 2004), includes property condition characteristics within the study area, real estate appraisals, potential relocation cost estimates and schematic site plans. Vehicular and pedestrian access (including handicapped access), lighting, landscaping, storm water needs and utility relocations are also included.



## FERRY AVENUE (PATCO), CAMDEN, CAMDEN COUNTY

**TOD or Related Plan:** Y, Haddon Avenue/PATCO Hi-Speedline Corridor Study, A Multi-Municipal TOD Feasibility Analysis (KSK 2002), PATCO Transit-Oriented Development Master Plans Study (WRT 2006)

**Grants:** N

**Developer Interest:** N

**Proposed TOD:** N

**Completed TOD:** N

The Ferry Avenue Station was featured in the 2002 Kise Straw & Kolodner study, *Haddon Avenue/PATCO Hi-Speedline Corridor Study: A Multi-Municipal TOD Feasibility Analysis*, sponsored by Camden County Improvement Authority. The proposed plan for Ferry Avenue included public open space as well as three mixed-use buildings rising three to four stories. Eighteen other buildings would be dedicated to office (8), retail (4), or residential (6) use. A five-story parking garage with ground floor retail was also proposed along Haddon Avenue. The plan also called for a linkage to the nearby Our Lady of Lourdes Hospital, and the construction of a Healthplex and parking garage related to the hospital.



The City of Camden is supportive of redevelopment in the area of the Ferry Avenue station, but market conditions are not favorable.  
Source: WRT

Based upon the study's preliminary findings, Camden City revised its 2002 master plan to include provision for TOD at the Ferry Avenue station. The draft zoning ordinance provides general standards for TOD, and will be re-examined and improved with a 2007 TCDI grant to complete the City's zoning code revisions. In 2005, the State of New Jersey approved over \$38 million for the rehabilitation of the 542-unit Ferry Station apartment complex and the rehabilitation of an abandoned office building into an 86-unit senior apartment building. The Ferry Station apartment complex is nearly complete while the office building conversion is still underway.

In July 2006, Wallace, Roberts & Todd (WRT) completed an additional study for DRPA and PATCO, detailing the mixed-use development opportunities at each of its seven rail stations that include park-and-ride facilities. The *PATCO Transit-Oriented Development Master Plans Study* focused on the land north of the Ferry Avenue PATCO station. The study concluded that due to market conditions, this area does not have short-term potential for mixed-use development. However, partnerships with the City of Camden and Lourdes Medical Center could catalyze development interest. The City of Camden and other stakeholders are supportive of redevelopment in this area due to the obvious economic and potential safety benefits of having more residents in the station area.

## **FRANKFORD TRANSPORTATION CENTER (SEPTA MARKET- FRANKFORD EL), PHILADELPHIA**

**TOD or Related Plan: Y, Concept Plans and Redevelopment Guide for Two Districts in Philadelphia (WRT 2006)**

**Grants: Y, TCDI (2003)-Concept Plans and Redevelopment Guide for Two Districts in Philadelphia**

**Developer Interest: N**

**Proposed TOD: N**

**Completed TOD: N**

*Concept Plans and Redevelopment Guide for Two Districts in Philadelphia (WRT 2006)* was funded by a 2003 TCDI grant and involved the study of the West Market Street corridor and the Frankford Avenue corridor, including the Frankford Transportation Center. The study recommended that the most realistic approach to new TOD at the Frankford Transportation Center is to build it gradually in stages. The illustrative development plan shows high-density mixed-use development at the two current SEPTA surface parking lots with interior landscaped plazas and pedestrian connections. Structured parking is also suggested along a new street parallel to Dyre Street as well as conversion of Granite Street into a pedestrian-only street.



Frankford Transportation Center is a flurry of activity and a prime location for TOD.

## **GIRARD (SEPTA BROAD STREET LINE/ROUTE 15 TROLLEY), PHILADELPHIA**

**TOD or Related Plan: Y, Implementing Transit-Oriented Development (DVRPC 2004)**

**Grants: Y, for Renovation of the Metropolitan Opera House**

**Developer Interest: N**

**Proposed TOD: Y, Renovation of the Metropolitan Opera House**

**Completed TOD: N**

The Girard Broad Street Line station, located at Broad Street and Girard Avenue, is now once again served by the Route 15 trolley on Girard Avenue, which was temporarily converted to a bus line in 1992. The route has since been restored with cars reminiscent of the original green, cream and maroon cars of the former Philadelphia Transportation Company. Currently, the Route 15 Trolley travels between Port Richmond and Haddington. This station was also one of four stations featured in the 2004 DVRPC study, *Implementing Transit-Oriented Development*.



Passengers board the Route 15 Trolley along Girard Avenue.  
Source: DVRPC

In July 2006, state and city officials announced \$500,000 in grants for revitalization of the Metropolitan Opera House in North Philadelphia (858 North Broad Street). The funds will help continue the efforts started in 1998 to renovate and stabilize the historically certified opera house. According to the North Philadelphia Community Development Corporation (NPCDC), renovations will create four retail spaces, a fifth space for a historic exhibit outlining the history and significance of the building, an auditorium with 2,500 seats and a site for community services and programs. The renovation is currently in its last phase.

## GLENSIDE (SEPTA R1 GLENSIDE, R2 WARMINSTER, R5 DOYLESTOWN ), CHELTENHAM, MONTGOMERY COUNTY

**TOD or Related Plan: Y, Glenside Station Area Development Plan (RMJM Hillier 2004)**

**Grants: Y, TCDI (2002)-Glenside Station Area Development Plan**

**Developer Interest: N**

**Proposed TOD: N**

**Completed TOD: N**



The current Glenside station may add a mixed-use parking garage featuring a farmer's market and other retail.

A \$60,000 TCDI grant led to the creation of the *Glenside Station Area Development Plan* by RMJM Hillier Architecture in April 2004. The study recommended 10,000 square feet of new commercial uses within a proposed multi-story station parking garage. Proposed commercial uses include a Farmer's Market, restaurants, newsstand, coffee shop and café among other options.

## HADDONFIELD (PATCO), HADDONFIELD, CAMDEN COUNTY

**TOD or Related Plan: Y, Haddon Avenue/PATCO Hi-Speedline Corridor Study: A Multi-Municipal TOD Feasibility Analysis (KSK 2002), PATCO Transit-Oriented Development Master Plans Study (WRT 2006), Downtown Haddonfield Vision Plan (Brown & Keener Bressi 2006)**

**Grants: Y, TCDI (2007)-Form-based Land Development Ordinance**

**Developer Interest: N**

**Proposed TOD: N**

**Completed TOD: N**

The Haddonfield station was featured in the 2002 Kise Straw & Kolodner study: *Haddon Avenue/PATCO Hi-Speedline Corridor Study: A Multi-Municipal TOD Feasibility Analysis*, completed for Camden County Improvement Authority. The Haddonfield plan called for improved pedestrian connections between the station and Kings Highway through new circulation routes and open space, development of areas that were traditionally the "backdoors" into a new gateway to Haddonfield, a four-level parking garage over the PATCO High-Speed Line, three commercial buildings, and one three-story apartment building with ground level retail.

In July 2006, Wallace, Roberts & Todd (WRT) completed an additional study for DRPA and PATCO titled *PATCO Transit-Oriented Development Master Plans Study*. The study details the mixed-use development opportunities at each of its seven rail stations that include park-and-ride facilities. The Master Plan study recommended developing PATCO's parking lots at the Haddonfield station into new medium density housing units to stimulate adjacent downtown development. Furthermore, the concept plan is financially feasible for a private investor, even considering the construction of replacement PATCO parking. Borough officials generally support TOD and are interested in including the PATCO property into their downtown vision plan, but are concerned about potential impacts of TOD on the school system.

The Borough is currently beginning updates to its zoning code to accommodate affordable housing needs, encourage redevelopment around the train station and provide for the maintenance of commercial corridors. This form-based ordinance is being completed through a 2007 TCDI grant for \$40,000. Another ongoing project is the *Downtown Haddonfield Vision Plan*, being created by planning and urban design firm Brown & Keener Bressi. This project aims to reach out to the local community to determine how they

would like the downtown to develop and establish specific objectives and policy directions that will guide decision-making for the downtown over the coming years. Community input gathered through this project will also assist the Borough in its effort to update its zoning code when considering future development proposals.

## **HAMILTON AVENUE (NJ TRANSIT RIVER LINE), TRENTON, MERCER COUNTY**

**TOD or Related Plan: N**

**Grants: N**

**Developer Interest: Y, Performa Entertainment Real Estate Inc.**

**Proposed TOD: Y, The Foundry**

**Completed TOD: N**

The Foundry is a proposed \$40 million TOD next to Hamilton Avenue station across from the recently constructed Sovereign Bank Arena. The 134,000 square foot Foundry entertainment district is being developed by Performa Entertainment Real Estate Inc. with a 16-month schedule for completion. It will be funded by a mix of public and private sources and will feature 100,000 square feet for retail, dining and entertainment, 99 mid-rise apartment units, a 30,000 square foot outdoor dining and entertainment area and a five-level parking garage for approximately 700 vehicles.



The Foundry, shown here in an artist's rendering, will add nearly 100 apartments, a parking garage, and various entertainment amenities to the area around the Hamilton Avenue station.

## **HAMILTON (NJ TRANSIT NORTHEAST CORRIDOR), HAMILTON, MERCER COUNTY**

**TOD or Related Plan: N**

**Grants: N**

**Developer Interest: Y, Columbia Group**

**Proposed TOD: Y**

**Completed TOD: N**

Lennar home builders of Florida and Mack-Cali, a real estate investment trust based in Edison New Jersey, were selected by NJ TRANSIT to develop a TOD at Hamilton station in Mercer County. The proposed TOD is part of a larger Hamilton Township redevelopment plan by Columbia Group that includes 680 housing units and the adaptive reuse of the former American Standard plant into an office building. The TOD portion of the plan would be located on a current 25-acre station parking lot (1,036 surface spaces and 2,066 in a garage). It would include 300 homes, 125,000 square feet of retail space, 200,000 square feet of office space, a 200-room hotel and 100 long-term stay suites.

The development plan presented by Columbia Group has created controversy in the community. In February



**Above:** Current Hamilton station may be a part of a larger TOD if the developer can reach an agreement with local officials.

**Below:** Hamilton Township has received a proposal for residential and office development on the former American Standard site.

**Source:** DVRPC



2007, the Township council overrode Mayor Glen Gilmore's veto of the council's motion to repeal the redevelopment plan. The council maintains it is still interested in some revised form of transit-oriented development at the rail station; however, it contends that the 300 proposed residences will put significant stress on area roadways. Council members are holding several public meetings to determine the desires of residents, in hopes that a compromised plan can be developed in Summer 2007.

In April 2007, Columbia Group filed a lawsuit against the township and the council seeking to reinstate the redevelopment plan. Columbia claims that by effectively derailing the mixed-use development surrounding the train station, which is the centerpiece of the larger redevelopment plan, the township has severely devalued their investment.

## HATBORO (SEPTA R2 WARMINSTER), HATBORO, MONTGOMERY COUNTY

**TOD or Related Plan: Y, Elm Street Revitalization Area**

**Grants: Y, Historic Rehabilitation grant**

**Developer Interest: Y, Hatboro Stoveworks LLC and Apple Construction**

**Proposed TOD: Y, Stoveworks**

**Completed TOD: N**

The station is included in the Elm Street Revitalization Area, a portion of the community targeted for development/redevelopment. In 2005, Hatboro Borough changed the zoning of the train station area to Heavy Industrial Multiple Use (HIMU), to encourage development in this historically heavy industrial area by allowing for mixed-use.



Artist renderings show the future for a currently vacant industrial complex that will become the Stoveworks condominiums and apartments.

Presently, one major industrial site, the Hatboro Stoveworks, a 5.8 acre site approximately one block from the train station, on Jacksonville Road, will become the new mixed-use Stoveworks condominiums and apartments. This project is being developed by Hatboro Stoveworks LLC and Apple Construction, with Marathon Design and Construction as the architect. Previously the Roberts & Mander Company Stove Factory, the Stoveworks building was listed on the National Register of Historic Places in 2004, qualifying it for the Historic Preservation Tax Credit Incentives program. Using this program as well as private funding, several of the seven historic factory buildings will be renovated into 159 apartments. Stoveworks will feature mostly lofts or one bedroom units and a 2,500 square foot restaurant, for a density of 27 dwelling units per acre. Parking will be provided via an underground parking garage for 93 vehicles, as well as approximately 90 spaces at an exterior lot on the south end of the property. Two parking areas, totaling nearly 100 spaces, currently exist across Jacksonville Road and will be maintained for this development, for a total of 283 spaces.

Borough officials are actively seeking funding to include traffic calming features as part of the transportation improvements at this site. The Borough is currently considering a raised table intersection at Tanner Road and Jacksonville Road to both slow traffic and make the intersection more pedestrian-friendly. The traffic calming treatment would consist of a flat-raised area covering the entire intersection with ramps on all approaches. However, high traffic volumes may require an alternate plan of textured crosswalks between all legs of the Tanner Road and Jacksonville Road intersection.

Though the Borough previously granted the developer permission to restore the roofs of five of the buildings and to remove partition walls from all of the buildings to improve fire safety, the development is

not yet approved. It is expected that the Stoveworks project will gain full approval from the zoning board in early June 2007 with an 18-30 month completion schedule.

Hatboro Stoveworks LLC also owns a 2.8 acre parcel adjoining the Stoveworks site to the north. The developer would like to continue the Stoveworks development onto this new site with the construction of seven new townhomes in factory-style buildings with underground parking and 3,000 square feet of retail space. The developer plans to link the two developments with cobblestone sidewalks. Though the development has been discussed with the Borough, the project is not yet ready to go before the governing body.

Unrelated to the Stoveworks development is a recently completed active adult community about 1/2 mile from the train station, at South York Road and Horsham Road, on the previous site of the Hatboro Horsham High School campus. The development features 168 condominiums, a community center, and 17,000 square feet of non-residential uses. To allow this development, the Borough revised their zoning ordinance to include "Active Adult Communities" as a conditional use for this property.

## **HAVERFORD (SEPTA R5 THORNDALE), LOWER MERION, MONTGOMERY COUNTY**

**TOD or Related Plan: N**

**Grants: N**

**Developer Interest: Y, Arcadia Land Company, TEH Properties**

**Proposed TOD: Y, Dreycott Lane, The Allaire**

**Completed TOD: N**

Arcadia Land Company recently proposed Dreycott Lane, a \$50 million mixed-use development of 44 luxury condominium units on approximately 1.7 acres adjacent to the Haverford station at Dreycott Lane. This five-story condo complex would result in a net density of over 26 units per acre, approximately 1,600 square feet of office space, and a gallery with exhibition space. All parking will be constructed underground. Construction is expected to begin in 2007. TEH Properties also expects to break ground in April 2007 on The Allaire, a three-story condo complex of 18 custom units off of North Buck Lane, within walking distance of Haverford Square shopping and the Haverford station.



**Above:** Dreycott Lane will feature residential, office, and gallery space.  
**Source:** Arcadia Land Company



**Left:** Within walking distance to the Haverford station is the Allaire, a three-story condominium complex.  
**Source:** Prudential Realty

## HIGHLAND AVENUE (SEPTA R2 NEWARK), CHESTER, DELAWARE COUNTY

**TOD or Related Plan:** N  
**Grants:** Y, TCDI (2007)-Highland Avenue Station TOD  
**Developer Interest:** N  
**Proposed TOD:** N  
**Completed TOD:** N

A TCDI grant for \$35,000 was awarded to Chester City in 2007, for the creation of a transit-oriented development plan for the Highland Avenue station. The study is expected to identify a mix of appropriate uses, pedestrian improvements and building reuse strategies to create higher densities in proximity to the train station.

## HOLMESBURG JUNCTION (SEPTA R7 TRENTON), PHILADELPHIA

**TOD or Related Plan:** N  
**Grants:** Y, TCDI (2007)-Riverfront Rail Urban Design Study  
**Developer Interest:** N  
**Proposed TOD:** N  
**Completed TOD:** N

This station is one of five stations included in the *Riverfront Rail Urban Design Study*, funded by a DVRPC TCDI grant and awarded to a consultant team lead by Interface Studio in April 2007. The study is expected to be completed by January 2008 and will focus on enhancing selected SEPTA rail stations and improving access to the surrounding neighborhoods and the Delaware riverfront. Other stations being studied include Bridesburg, Tacony, Torresdale and Wissinoming (non-operating).



A station enhancement and access improvement plan is currently being prepared for Holmesburg Junction station. Source: DVRPC

## LANGHORNE (SEPTA R3 WEST TRENTON), PENNDEL, BUCKS COUNTY

**TOD or Related Plan:** Y, Envisioning Penndel  
**Grants:** N  
**Developer Interest:** Y, Glen Willow Properties  
**Proposed TOD:** Y  
**Completed TOD:** N

Pennel Borough is interested in revitalizing their downtown and the Langhorne station is a significant feature. The Borough has hired the Miller Design Group to complete a downtown renaissance master plan, *Envisioning Penndel*, by June 2007. An application has been submitted to the Department of Community and Economic Development (DCED) to fund the recommendations from the master plan project. The Borough is hoping to further encourage revitalization in this area by also preparing a TRID plan. An application for a TRID-related Land Use Planning & Technical Assistance Program (LUPTAP) grant is currently in process and the Borough has already received support from adjoining municipalities-particularly Middletown Township and Langhorne Manor Borough.

Borough officials are also preparing a Transit-Oriented Development Ordinance, which is currently undergoing final revisions. Preliminary design was recently completed for streetscape improvements

around the SEPTA tracks. Thus far, the main obstacles faced by the Borough are fragmented parcel ownership and suspected environmental issues on some local properties.

Glen Willow Properties has options on land near both the Langhorne and Woodbourne stations. In Langhorne, the developer plans to build two 4-story buildings near Langhorne station (first floor retail, with 3 stories of residential above) along Bellevue Avenue, and an additional multi-family residential building nearby. Glen Willow hopes to widen Bellevue Avenue by 8 feet (current 52 foot right-of-way to 60 foot right-of-way) to allow angled on-street parking, sidewalks and other streetscaping elements. Additional parking for both developments will be provided in the rear. The developer is also looking to option more land to build townhomes.

## **LANSDALE (SEPTA R5 LANSDALE/DOYLESTOWN), LANSDALE, MONTGOMERY COUNTY**

**TOD or Related Plan: Y, Implementing Transit-Oriented Development (DVRPC 2004), Business Improvement District and Revitalization Study (WRT Summer 2007)**

**Grants: Y, TCDI (2004)-Business Improvement District and Revitalization Study**

**Developer Interest: Y, Moulton Builders, Lansdale Realty Group**

**Proposed TOD: Y, Turbo Lofts, Santerian Silk Factory**

**Completed TOD: N**



Renderings illustrate the intended design for the conversion of a former silk factory into over 100 luxury rental units.  
Source: Marathon Design & Construction

In 2004, a TOD plan for this station was created by DVRPC and included in *Implementing Transit-Oriented Development*. A subsequent study, the *Business Improvement District and Revitalization Study*, by Wallace, Roberts & Todd (WRT), and funded by an \$80,000 TCDI grant, recommends more transit-oriented land uses. Congresswoman Allyson Schwartz used the study to leverage \$1.94 million in grants for streetscape improvements along Main and Mill Streets, to make the train station area more attractive.

The borough is updating its zoning code to encourage TOD in the Central Business District and adjacent surface parking lot, allowing higher densities of 20-24 residential units per acre, adding a business/cultural zone, and reducing the number of zoning districts from 21 to 8.

In March 2007, Lansdale Realty Group was approved for a conditional use to convert the former Santerian Silk Factory into 115 loft-style luxury rental units. The density for this development, located on a 3.58-acre parcel at Line and Penn Streets, would be 32 dwelling units per acre. The building is within walking distance of the station and is a part of a Historic Rehabilitation Overlay District and received National Historic Register status in 2004. Two parking lots are also planned with the capacity to hold over 190 cars.

Also in March 2007, Borough Council approved a conditional use application from Moulton Builders to convert the former Turbo building into a 45-unit upscale residential building, to be called Turbo Lofts. The builder anticipates the project will take about 18 months to complete. Building amenities will include geothermal heating and a 41-space indoor parking garage for residents. Sixty-two parking spaces are also planned for an exterior parking lot, some of which will be shared with neighboring businesses.



Developer ArcWheeler has purchased 8 acres of industrial land at South Broad and Vine Streets, within ½ mile of the Lansdale train station, to redevelop as 200 residential units and 30,000 square feet of commercial space. The land is currently zoned industrial but will be rezoned to allow residential uses.

## LANSDOWNE (SEPTA R3 ELWYN), LANSDOWNE, DELAWARE COUNTY

**TOD or Related Plan:** Y, *Downtown District Redevelopment Plan (Urban Partners and Gannett Fleming 2004)*, *Baltimore Avenue Revitalization Plan (McCormick Taylor 2007)*

**Grants:** Y, TCDI (2003)-*Downtown District Redevelopment Plan*, (2004)- *Baltimore Avenue Revitalization Plan*

**Developer Interest:** N

**Proposed TOD:** N

**Completed TOD:** N

Two studies have been completed with TCDI grants to highlight the redevelopment opportunities in Lansdowne: *Downtown District Redevelopment Plan*, a blight certification and redevelopment area plan; and *Baltimore Avenue Revitalization Plan*, which focuses on improving livability and economic development along Baltimore Avenue.

Borough officials believe that few developments have been proposed for the station area due to fragmented parcel ownership, limited developable parcels and high property taxes/few tax incentives. In addition, the municipality lacks resources for site acquisition and parcel assembly. In an attempt to make the station area more amenable to transit-oriented development, the Borough is currently drafting a new zoning ordinance to allow mixed-use and dense development in the vicinity of the station. The ordinance, which was modeled on the form and design-based ordinance used by Pottstown Borough, should be enacted in Fall 2007.

## LINDENWOLD (PATCO), LINDENWOLD, CAMDEN COUNTY

**TOD or Related Plan:** Y, *PATCO Transit-Oriented Development Master Plans Study (WRT 2006)*.

**Grants:** N

**Developer Interest:** N

**Proposed TOD:** N

**Completed TOD:** N

Wallace, Roberts & Todd (WRT) completed the *PATCO Transit-Oriented Development Master Plans Study* for DRPA and PATCO in July 2006, detailing mixed-use development opportunities at each of PATCO's seven rail stations that include park-and-ride facilities. The plan for Lindenwold station recommended the redevelopment of PATCO parking lots as high density residential with limited retail and office uses. While the market in this area appears to be strong for residential development, significant public investment would be required to contribute to the cost of replacing PATCO parking. However, future proposals with different market characteristics may be feasible. During the course of the study, Lindenwold officials and stakeholders expressed interest in working with DRPA to apply for a transit village designation.



Passengers can board PATCO or NJ Transit trains at the Lindenwold station.

**LOMBARD-SOUTH (SEPTA BROAD STREET LINE), PHILADELPHIA**

**TOD or Related Plan: N**

**Grants: N**

**Developer Interest: Y, Rimas Properties, Dranoff Properties, Uni-Star Company**

**Proposed TOD: N**

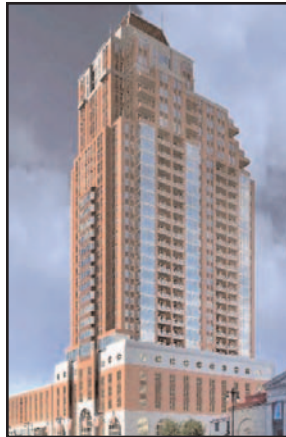
**Completed TOD: Y, 1352 Lofts, The Symphony House**

Developer Rimas Properties constructed 1352 Lofts, a 7-story, 72-unit loft-style development on the former site of a parking lot at Broad and South Streets. The building, designed by Granary Associates, was completed in late 2006. The Symphony House, a 31-story tower on the site of a former parking lot at Broad and Pine Streets, including over 160 luxury condominiums, street-level retail and a parking garage for 400 vehicles, is nearing completion in Fall 2007. This \$126 million project, developed by Dranoff Properties and Uni-Star Company, is also the new home for the Philadelphia Theatre Company with nearly 400 seats fronting Broad Street.



**Above:** A rendering shows the 1352 Lofts, nearing completion.

**Source:** Granary Associates



**Left:** The Symphony House offers luxury condominiums, street level retail, a parking garage, and a 400-seat venue for the Philadelphia Theatre Company.

**Source:** Dranoff Properties

**MARCUS HOOK (SEPTA R2 NEWARK), MARCUS HOOK, DELAWARE COUNTY**

**TOD or Related Plan: Y, Marcus Hook Transit-Oriented Development Plan (KSK 2004)**

**Grants: Y, TCDI (2002)-Marcus Hook Transit-Oriented Development Plan, (2004)- TOD, Phase 2**

**Developer Interest: Y, Penrose Properties**

**Proposed TOD: N**

**Completed TOD: N**



The 2004 TOD Plan by KSK proposed a mixture of new housing types and public open space near the station.

**Source:** KSK

A \$68,000 TCDI grant was awarded to Marcus Hook Borough in 2002 to create the *Marcus Hook Transit-Oriented Development Plan (2004)*, developed by Kise Straw & Kolodner, for the R2 Marcus Hook station area. The Borough followed through with the recommendations in the study by adopting a TOD zoning district for the area around the station. In 2004 a second TCDI grant of \$34,600 was awarded to support the predevelopment of a large, vacant site near the station for TOD. Marcus Hook is currently working with Penrose Properties on a proposal for 120 residential units with a mix of rental and for-sale units on this site.

Marcus Hook also received a \$60,000 Transit Revitalization Investment District (TRID) grant from the Commonwealth of Pennsylvania to further support its TOD planning efforts. This new funding will support a host of activities to formally establish the Borough's TRID, such as determining the distribution of anticipated tax revenues, formulating a financial plan, preparing an agreement with SEPTA and forming

the TRID management authority. The Pennsylvania Environmental Council (PEC) will provide the in-kind match and work with Marcus Hook to manage this project.

## MARGARET - ORTHODOX (SEPTA MARKET-FRANKFORD EL), PHILADELPHIA

**TOD or Related Plan: Y, Concept Plans and Redevelopment Guide for Two Districts in Philadelphia (WRT 2006)**

**Grants: Y, TCDI (2003)-Concept Plans and Redevelopment Guide for Two Districts in Philadelphia**

**Developer Interest: N**

**Proposed TOD: N**

**Completed TOD: N**

Concept Plans and Redevelopment Guide for Two Districts in Philadelphia (WRT 2006) was funded by a 2003 TCDI grant and involved the study of the West Market Street corridor and the Frankford Avenue corridor, including the Margaret-Orthodox station. According to this study, the Margaret-Orthodox station already functions much like a TOD. Many of the recommendations for this station were improvements to open space, public gathering places and pedestrian access. One of the most significant recommendations was the closure of Paul Street between Meadow Street and Frankford Avenue to improve pedestrian safety and circulation.



A recent study concluded that Margaret-Orthodox station already functions much like a TOD.

## MILLBOURNE (SEPTA MARKET-FRANKFORD EL), DELAWARE COUNTY

**TOD or Related Plan: Y, Concept Plans and Redevelopment Guide for Two Districts in Philadelphia (WRT 2006)**

**Grants: Y, TCDI (2003)-Concept Plans and Redevelopment Guide for Two Districts in Philadelphia**

**Developer Interest: N**

**Proposed TOD: N**

**Completed TOD: N**

*Concept Plans and Redevelopment Guide for Two Districts in Philadelphia* (WRT 2006) was funded by a 2003 TCDI grant awarded to the City of Philadelphia Planning Commission and involved the study of the West Market Street corridor and the Frankford Avenue corridor. The Market Street Corridor extends from 46th Street to Millbourne station. The plan for Millbourne station proposes two activity nodes: Millbourne Station Court, a public plaza with pedestrian connections to the station and office or institutional uses; and a Mixed-Use Plaza, open spaces surrounded by primarily retail uses.



Millbourne Station was once in disrepair but construction to improve and enhance the station is nearly complete.

**NORRISTOWN (SEPTA R6 NORRISTOWN/ROUTE 100 TROLLEY),  
NORRISTOWN, MONTGOMERY COUNTY****TOD or Related Plan: N****Grants: N****Developer Interest: Y, Greyhound Intermodal  
Transportation Terminal****Proposed TOD: N****Completed TOD: N**

As shown, Norristown Transportation Center is accessible by several modes of transportation.

The station has been targeted for redevelopment as part of the Unified District Overlay (UDO), a zoning district created to encourage waterfront development, and as a part of a Keystone Enterprise Zone. The station area is part of the Stoney Creek Homeownership Project, a joint effort between Norristown and Montgomery County Redevelopment Authority, focused on neighborhood revitalization and homeownership.

Several residential developments have been constructed or revitalized near the station in recent years. The Norristown station is also adjacent to the Marshall Street business district, which has experienced vast revitalization in the past few years. A new Greyhound intermodal transportation terminal has been proposed for the station area. Though the Borough only recently became aware of the recent TRID legislation, they are interested in pursuing this option.

**NORTH WALES (SEPTA R5 LANSDALE/DOYLESTOWN), NORTH WALES,  
MONTGOMERY COUNTY****TOD or Related Plan: Y, Developing Around Transit  
(DVRPC 2006)****Grants: Y, TCDI (2005)-Transit-Oriented Development****Developer Interest: N****Proposed TOD: N****Completed TOD: N**

North Wales received \$40,000 in TCDI funding in 2005, to analyze the best uses and zoning for small parcels adjacent to the train station in an area known as “the Wawa Triangle.” The Borough is also developing a marketing plan for businesses along Elm Avenue near the station.

A TOD plan for North Wales was created by DVRCP in 2006, as part of *Developing Around Transit*.



DVRPC developed a TOD plan for the North Wales station, shown here, in 2006.

Source: DVRPC

## ORELAND (SEPTA R5 LANSDALE/DOYLESTOWN), SPRINGFIELD, MONTGOMERY COUNTY

**TOD or Related Plan:** Y, Oreland Pedestrian Safety Improvement Project

**Grants:** Y, CDBG-Oreland Pedestrian Safety Improvement Project

**Developer Interest:** N

**Proposed TOD:** N

**Completed TOD:** N

The Oreland Pedestrian Safety Improvement Project is ongoing, with completion expected in Summer 2007. This project was funded through a Community Development Block Grant to Springfield Township and aims to make the area more pedestrian-friendly.

## PALMYRA (NJ TRANSIT RIVER LINE), PALMYRA, BURLINGTON COUNTY

**TOD or Related Plan:** Y, Transit Village Design in Burlington County (DVRPC 2003)

**Grants:** Y, TCDI (2005)-Palmyra Transit Corridor Redevelopment Project

**Developer Interest:** N

**Proposed TOD:** N

**Completed TOD:** N

A \$40,000 TCDI grant was awarded to Palmyra in 2005 to identify sites for redevelopment near the River Line station. A TOD plan for Palmyra station can also be found in the 2003 DVRPC publication *Transit Village Design in Burlington County*.



Palmyra has targeted sites near the River Line station for redevelopment.

## PAOLI (SEPTA R5 THORNDALE/PAOLI), TREDYFFRIN / WILLISTOWN, CHESTER COUNTY

**TOD or Related Plan:** Y, Paoli Rail Yard and Transportation Center Plan (1997), Paoli Community Master Plan (2001)

**Grants:** N

**Developer Interest:** N

**Proposed TOD:** N

**Completed TOD:** N

Officials from Chester County, Tredyffrin and Willistown Townships, SEPTA, Amtrak, PennDOT, US EPA, DVRPC and others have met for over a decade to monitor site remediation of the former Paoli Rail Yard, which is now completed. In 1997, this group of stakeholders completed the *Paoli Rail Yard and Transportation Center Plan*, which recommended relocating the Paoli Amtrak/SEPTA R5 station to the rail yard. The subsequent *Paoli Master Plan*, adopted by both Tredyffrin and Willistown townships in 2001,



Traditional commercial development adjacent to the Paoli station.

Source: DVRPC

incorporated the previous plan along with long range development plans for the Paoli business district. Currently, the group is encouraging town center development near a new intermodal Paoli Transportation Center. This center would be regionally significant, with connections to Amtrak's inter-regional Keystone service, SEPTA's R5 Regional Rail and through an expanded role as a transfer point for reverse commute, feeder bus and paratransit trips to nearby suburban job centers along US Route 30 and US Route 202.

Currently there is no definite site plan or schematic drawings for the town center and accompanying transportation improvements, however, AMTRAK is finalizing the selection of a developer for their portion of the site. In addition, both townships are in the process of updating their zoning codes to allow TOD, and are working with DVRPC staff on a two-year implementation activities assistance project.

## **PENNBROOK (SEPTA R5 LANSDALE/DOYLESTOWN), UPPER GWYNEDD, MONTGOMERY COUNTY**

**TOD or Related Plan: N**  
**Grants: N**  
**Developer Interest: N**  
**Proposed TOD: N**  
**Completed TOD: Y, Station Square**

Station Square is a 35-acre transit-oriented development located adjacent to the Pennbrook Station on Church Street in Upper Gwynedd Township, on the former Ford Electrics Plant Superfund site. Station Square includes 346 rental residential units (for a density of 9.8 dwelling units per acre), dedicated parking, a shared commuter parking lot, and 49,000 square feet of commercial space. Retail currently open include 13 retail stores and 6 Class A office spaces. Current tenants include, a Cravings Coffeehouse, bistro, gourmet take-out, nail and hair salon, dry cleaner, accountant, and a homeopathic practitioner. A sushi restaurant and an edible arrangements store are also in discussions with the leasing agent, Weichert Realty. This development, by Dewey Commercial Investors and Dewey Homes, was a result of a new zoning overlay.



Station Square, a development of apartments and shops, was built adjacent to the Pennbrook station on a previous Superfund site.  
**Source:** DVRPC

## **POTTSTOWN (CURRENTLY NO RAIL SERVICE, SERVED BY SEPTA BUS ROUTE 93 and POTTSTOWN URBAN TRANSIT), POTTSTOWN, MONTGOMERY COUNTY**

**TOD or Related Plan: N**  
**Grants: N**  
**Developer Interest: Y**  
**Proposed TOD: N**  
**Completed TOD: Y**

Though there is no rail service serving Pottstown Borough (SEPTA service ended in 1981), the former station area has been greatly improved, with a new Borough Hall, a pedestrian park, the Chamber of Commerce, restaurants and retail businesses. A multi-unit townhome and mixed-use development within two blocks of the former station is presently under development.



Pottstown Borough has improved their downtown, near the previous SEPTA station, with a new Borough Hall, retail space and restaurants, and public open space.  
**Source:** Montgomery County Planning Commission

Many residents are pushing for the return of commuter rail service and borough officials believe that the arrival of service will contribute to the growth of Pottstown and surrounding communities. Residents currently rely on Pottstown Urban Transit (PUT) bus service. SEPTA and PUT have a cooperative agreement to accept transfers between each bus service, to facilitate convenient and comprehensive service, to both SEPTA's Route 93 bus and several PUT bus routes travel along High Street, Pottstown's main street, allowing riders to access both transit systems downtown.

## PRINCETON JUNCTION (NJ TRANSIT NORTHEAST CORRIDOR), WEST WINDSOR, MERCER COUNTY

**TOD or Related Plan: Y, Transit Village plan currently being completed by RMJM Hillier Architecture**

**Grants: N**

**Developer Interest: N**

**Proposed TOD: N**

**Completed TOD: N**



RMJM Hillier Architecture is working with local officials and residents to finalize a redevelopment plan for 350 acres around the Princeton Junction station.

West Windsor Township selected RMJM Hillier Architecture to create a redevelopment plan for the 350 acres around the Princeton Junction station. The municipality wants to create a transit village, with new commercial, residential, civic and open space and expanded parking. The station typically serves over 7,000 commuters daily, but only has 3,598 parking spaces resulting in a two to seven year waiting list for a parking permit at the station.

Community and stakeholders workshops began in February 2007 and continued throughout the spring. Nearly 400 residents attended the first community involvement session. The Township has established a website ([www.wallboard.org](http://www.wallboard.org)) containing information on the redevelopment area, project meeting schedules and other components of the redevelopment process.

RMJM Hillier Architecture created numerous concept plans for the transit village based on public input. The most recent proposal, which is currently being refined, combines a number of important elements from earlier versions. The current proposal provides more direct access to the station platforms closer to Route 571, adds over 5,000 parking spaces on the west side of the rail line, and creates 1,000 condominium and apartment units. Of these housing units, 200 will be age-restricted. In addition, the plan includes 150,000 square feet of retail space and 800,000 square feet of office space. In response to the residents' concerns about the number of residential units, the Mayor of West Windsor proposed a decrease in units along with a downsizing of some of the plan elements to lessen the financial burden on taxpayers. RMJM Hillier expects to have a final redevelopment plan ready for Township Council approval in Fall 2007.

Though RMJM Hillier is still working on the revised development plan, the future of the transit village is uncertain as three new Township Council members that are not supportive of the plan were recently elected.

**RACE-VINE (SEPTA BROAD STREET LINE), PHILADELPHIA****TOD or Related Plan: N****Grants: N****Developer Interest: Y, Grasso Holdings (formerly Metro Development Company)****Proposed TOD: Y****Completed TOD: N**

Grasso Holdings (formerly Metro Development Company) began construction on a 1.2 million square foot mixed-use complex, on a former parking lot on Vine Street, between 16th and 17th Streets, in early 2007. The 46-story complex will feature a street-level 60,000 square foot Whole Foods grocery store with an additional 60,000 square feet of retail space above, a luxury hotel chain on the first 15 floors fronting 17th Street, luxury rental apartments and about 40 condominiums. Approximately 900 parking spaces will also be available with about 300 of them dedicated to Whole Foods patrons. The complex, designed by Brennan Beer Gorman Architects, is expected to be completed in late 2008 or early 2009, with Whole Foods opening earlier, in mid-2008.



This rendering shows the 46-story mixed-use complex at 16th and Vine Streets expected to be complete in 2009.

**RIVERSIDE (NJ TRANSIT RIVER LINE), RIVERSIDE, BURLINGTON COUNTY****TOD or Related Plan: Y, Transit Village Design in Burlington County (DVRPC 2003)****Grants: Y, TCDI (2005)-Downtown Strategic Revitalization and Redevelopment Plan, (2007)-Central Business District Redevelopment****Developer Interest: Y, Keating/Pulte and Kaplan Properties, J.S. Hovnanian & Sons, Teicher Organization @ Riverside****Proposed TOD: Y****Completed TOD: N**

There are currently more than 1,000 townhomes, condos and loft apartments proposed for three redevelopment sites near the Riverside station. These are the Watch case site and its adjoining lands, on Pavilion Avenue and Franklin Streets, the 11.5-acre site of the former William F. Taubel Knitting Mills at Delaware and New Jersey Avenues, and the former Zurbrugg Hospital on Zurbrugg Way. The development will be carried out by Keating/Pulte and Kaplan Properties, J.S. Hovnanian & Sons, and the Teicher Organization @ Riverside, LLC respectively. To date, no site plans have been approved by the Township Committee.

Even before the River Line began service, Riverside was designated by the State as a transit village, which has helped Riverside get grants and developer attention. The State provided more than \$400,000 for road improvements and studies in Riverside, and funded the purchase of 14 acres of waterfront land near the transit village district, to be used for recreation. Riverside also



**Above:** The Watch Case Tower currently. It will be renovated into residential units.

**Below:** The Riverside platform is surrounded by a mix of uses.



received a \$350,000 grant to redesign Franklin Street, now Zurbrugg Way, and add new sidewalks and lights in 2004.

Riverside officials began working on the redevelopment of a 32-acre parcel next to the train station called the Golden Triangle in 2003. Many developers vied for the opportunity to redevelop the Keystone Watch Case Tower on the Golden Triangle into a residential treasure like The Victor in Camden. In December 2004, Riverside selected Keating/Pulte and Kaplan Properties, Philadelphia-based consortiums, to convert the Golden Triangle into a transit village featuring 200-300 townhouses and 30-plus lofts. With the amount of preliminary work necessary, particularly in cleaning up pollution left from the old industrial uses, construction on the Golden Triangle is not expected to begin until 2008.

The most recent development is new condominiums on the 11.5-acre site of the former William F. Taubel Knitting Mills. J.S. Hovnanian & Sons purchased the buildings in 2005 and demolished them in 2006. Though no plans have been submitted, it is believed that the developer plans to build between 200 and 300 residential units, with construction to begin in 2008.

The Teicher Org @ Riverside LLC has acquired two vacant lots across from The Crossings, an independent living complex for seniors on Franklin Street (formerly Zurbrugg Hospital) and plans to build housing. Construction is expected to begin in late 2007-early 2008. A previous developer proposed 196 townhomes and condos on the site.

To facilitate the redevelopment of the downtown and residential areas that are served by the RiverLine station, Riverside is currently working with Taylor Design Group to complete a Downtown Strategic Revitalization and Redevelopment Plan, funded by a \$45,600 TCDI 2005 grant. This station was also included in the 2003 DVRPC publication, Transit Village Design in Burlington County.

A 2007 TCDI grant in the amount of \$68,600, has been awarded to fund a redevelopment area plan, which includes the River Line station. New design and zoning standards will also be created for the central business district of Riverside.

## RIVERTON (NJ TRANSIT RIVER LINE), RIVERTON, BURLINGTON COUNTY

**TOD or Related Plan: Y, Transit Village Design in Burlington County (DVRPC 2003)**

**Grants: N**

**Developer Interest: N**

**Proposed TOD: N**

**Completed TOD: N**

The station was featured in the 2003 DVRPC publication, *Transit Village Design in Burlington County*. Oreland-based Brandenburger-Sheridan Properties is the developer behind both the Riverton Square project and the Shoppes at Riverton. Located steps from the River Line station at the intersection of Broad and Main Streets, Riverton Square includes 4 townhomes, one commercial building with 12,000 square feet of office space marketed to professionals and medical-related tenants, and an outdoor plaza (which will be programmed as an outdoor café). The Shoppes at Riverton (Broad and Fulton Streets) features a CVS and the redevelopment of an old Nu-Way store and neglected retail strip center into 10,000 square feet of new retail space.



New office space at Broad and Main Streets has been carefully integrated into the architectural style of the surrounding neighborhood.  
Source: DVRPC

## **ROEBLING (NJ TRANSIT RIVER LINE), FLORENCE, BURLINGTON COUNTY**

**TOD or Related Plan: Y, Transit Village Design in Burlington County (DVRPC 2003)**

**Grants: N**

**Developer Interest: N**

**Proposed TOD: N**

**Completed TOD: N**



Costly remediation of the Roebling Steel Mill has deterred developers.

Roebling was one of several stations featured in the 2003 DVRPC publication *Transit Village Design in Burlington County*. Currently, Florence Township officials are seeking developers to build a transit village on the 176-acre former Roebling Steel Mill site, currently designated as a Superfund site in need of toxic waste removal, next to the Roebling rail station. Though several developers have shown interest, the discovery of the costly and lengthy environmental remediation needed has diminished interest. The Environmental Protection Agency (EPA) has spent \$46 million cleaning up the site over the past three years, with plans for additional remediation phases totaling approximately \$33 million, taking 5 years to complete. According to EPA officials, some portions of the site will not be stable for future building due to the remediation efforts, and instead would likely serve as a park with walking trails, a small amphitheater and possibly a boat ramp.

## **SAXER AVENUE and SPRINGFIELD ROAD (SEPTA ROUTE 101 TROLLEY), SPRINGFIELD, DELAWARE COUNTY**

**TOD or Related Plan: N**

**Grants: Y, TCDI (2007)-Transportation System Enhancements**

**Developer Interest: N**

**Proposed TOD: N**

**Completed TOD: N**

As an outgrowth of their joint comprehensive plan with neighboring Clifton Heights Borough, Springfield Township received a 2007 TCDI grant to identify strategies for the revitalization and enhancement of the business districts and neighborhoods in proximity to two existing SEPTA Route 101 trolley stations within the Township, Saxer Avenue and Springfield Road. The study will identify aesthetic upgrades to each business district including signage, lighting and landscaping, while enhancing circulation for pedestrians, bicyclists and transit riders. The goal is to increase safety and transit use by improving the access from nearby neighborhoods to the transit stations and the vitality of the adjacent business districts.

## SPRING GARDEN (SEPTA BROAD STREET LINE), PHILADELPHIA

**TOD or Related Plan: N**

**Grants: N**

**Developer Interest: Y, New Urban Ventures, EB Realty**

**Proposed TOD: N**

**Completed TOD: Y, Spring Arts Point, Lofts 640**

Spring Arts Point is a new mixed-use, mixed-income project on three acres of a previous brownfield site on Green Street between 10th and 11th Streets, within a 5-minute walk of the Broad Street Subway station at Spring Garden Street and a 10 minute walk from the Girard Avenue trolley. Spring Arts Point, developed by New Urban Ventures, contains 53 townhomes and 20 condominiums, with 7 units (10%) being reserved as affordable housing, for a density of 24 dwelling units per acre. All units include parking at the rear. PhillyCarShare spaces are also located on site. Five thousand square feet of retail space is located on the ground floor of the two condominium buildings. The project opened to residents in the Fall of 2006. Spring Arts Point received a Commonwealth Design Award from 10,000 Friends of Pennsylvania and was the first project recognized by the Delaware Valley Smart Growth Alliance.

The former Albert Nipon pharmaceutical-manufacturing factory building at Broad and Mt. Vernon Streets was converted into "Lofts 640," 265 luxury loft rentals by developer Eric Blumenfeld of EB Realty, with the first tenants moving in during the Summer of 2005. Designed by architect Charles Balderston, the nine-story building was carved into loft space as well as two floors of parking for 208 vehicles, a gym, a yoga room, a ground-level restaurant and retail space.

EB Realty also has plans to construct two mixed-use buildings on the site of the Wilkie Buick, Chevrolet, & Subaru dealership at 600 North Broad Street. A 7-story building will replace the current showroom, with the first four floors accommodating retail and restaurant spaces, and a lifestyle spa/health club, while the upper three floors will be comprised of three-story townhomes. The second building, located behind the existing showroom, will provide parking for 400 cars on the lower three floors with loft-style condos on the top three levels. The project design was presented to the local community in Summer 2006.



**Above:** A brownfield site near the station was recently developed into Spring Arts Point, a dense condominium and townhome development.

**Below:** Lofts 640 opened to residents in the summer of 2005. It includes residential units and amenities as well as ground floor retail and restaurants.

**Source:** [springartspoint.com](http://springartspoint.com)



## ST. DAVID'S (SEPTA R5 THORNDALE), RADNOR, DELAWARE COUNTY

**TOD or Related Plan: Y, DVRPC 2030 Plan, Radnor Township Comprehensive Land Use Plan**

**Grants: N**

**Developer Interest: Y, Razak Company**

**Proposed TOD: Y, Pembroke North**

**Completed TOD: N**

Pembroke North, by the Razak Company, will represent the first LEED-certified multi-family housing project in the Philadelphia area. The infill brownfield site on Pembroke Avenue at East Lancaster Avenue

is adjacent to the Wayne business district and St. David's train station. It is also within an area designated for growth by the *DVRPC 2030 Plan* and the *Radnor Township Comprehensive Land Use Plan*. With three three-story buildings containing a total of 54 units on 2.7 acres, the resulting density of 20 dwelling units per acre exceeds that of the surrounding area, dominated by single-family homes. The project will feature units ranging in size from 1,250-2,500 square feet, along with 92 spaces of underground parking and walkways connecting to the business corridor. Pembroke North will feature many elements of green design including heating and cooling systems connected to extensive underground thermal pipe systems and sub-surface stone beds to



Pembroke North will represent the first multi-family housing project in the Philadelphia area to be registered for LEED certification.

allow stormwater to infiltrate into the ground on site rather than flowing into the public storm drain system. The development is currently under construction with anticipated completion in early 2008.

Radnor Township demonstrated their commitment to this project by creating a new R-6 zoning district, allowing smaller minimum lot sizes, to allow higher densities to support transit and TOD.

## TACONY (SEPTA R7 TRENTON), PHILADELPHIA

**TOD or Related Plan: N**

**Grants: Y, TCDI (2007)-Riverfront Rail Urban Design Study**

**Developer Interest: N**

**Proposed TOD: N**

**Completed TOD: N**

This station is one of five stations included in the *Riverfront Rail Urban Design Study*, funded by a DVRPC TCDI grant and awarded to a consultant team lead by Interface Studio in April 2007. The study will focus on enhancing selected SEPTA rail stations and improving access to the surrounding neighborhoods and the Delaware riverfront. Other stations being studied include Bridesburg, Holmesburg Junction, Torresdale and Wissinoming (non-operating). The study is expected to be completed by January 2008.

## TEMPLE UNIVERSITY (ALL SEPTA REGIONAL RAIL LINES), PHILADELPHIA

**TOD or Related Plan: Y**

**Grants: Y, TRID**

**Developer Interest: N**

**Proposed TOD: N**

**Completed TOD: Y, Pradera Homes**

The Asociación de Puertorriqueños en Marcha (APM) Community Development Corporation (CDC) east of the station has created 53 affordable single-family homes, called Pradera Homes. The CDC is also

working closely with NeighborhoodsNow, a non-profit organization dedicated to improving Philadelphia by developing partnerships with private and public organizations, to support the development of mixed-income housing adjacent to the area's existing transit assets, and to develop a TRID plan. APM and Interface Studio have developed preliminary plans to create a TOD on a city-owned surface parking lot bounded by 9th Street to the east, the elevated regional rail station to the west, Berks Street to the south and Norris Street to the north. APM is seeking a developer to create this TOD with market-rate housing, student housing, office, retail, community space, and parking, or some combination of these uses.



Houses in the new Pradera Homes development east of the Temple station.

NeighborhoodsNow is also working to create a model transit-oriented development zoning classification for the City of Philadelphia, funded by a 2007 TCDI grant for \$75,000. The Reinvestment Fund completed a land use and demographic survey for APM in 2006.

## THORNDALE (SEPTA R5 THORNDALE/PAOLI), CALN, CHESTER COUNTY

**TOD or Related Plan: Y, Implementing Transit-Oriented Development (DVRPC 2004)**

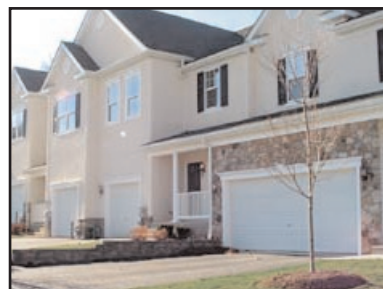
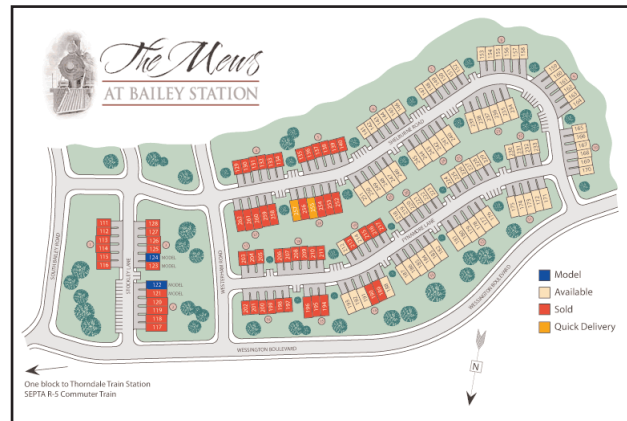
**Grants: N**

**Developer Interest: N**

**Proposed TOD: Y, Bailey Station**

**Completed TOD: N**

The Thorndale station is part of a Train Station Overlay District, which encourages mixed-use commercial development in the vicinity of the train station. The station area was recently improved with new road paving and new sidewalks. Nearby development includes both single and multi-family residential and commercial uses. The Mews at Bailey Station, a residential development of both single-family detached homes and townhomes is currently under construction south of the station on South Bailey Road. An in-depth station area plan was completed by DVRPC in 2004 as part of its publication, *Implementing Transit-Oriented Development*.



Recently constructed townhomes at The Mews at Bailey Station a residential development of both single-family detached homes and townhomes south of the station.

**TORRESDALE (SEPTA R7 TRENTON), PHILADELPHIA**

**TOD or Related Plan:** N  
**Grants:** Y, TCDI (2007)-Riverfront Rail Urban Design Study  
**Developer Interest:** N  
**Proposed TOD:** N  
**Completed TOD:** N



The ongoing Riverfront Rail Urban Design Study will determine ways to improve access to the Torresdale station.  
 Source: DVRPC

This station is one of five stations included in the *Riverfront Rail Urban Design Study*, funded by a DVRPC TCDI grant and awarded to a consultant team lead by Interface Studio in April 2007. The study will focus on enhancing selected SEPTA rail stations and improving access to the surrounding neighborhoods and the Delaware riverfront. Other stations being studied include Bridesburg, Holmesburg Junction, Tacony and Wissinoming (non-operating). The study is expected to be completed by January 2008.

**TRENTON (NJ TRANSIT NORTHEAST CORRIDOR, NJ TRANSIT RIVER LINE, SEPTA R7), TRENTON, MERCER COUNTY**

**TOD or Related Plan:** Y, Trenton Station  
 Redevelopment Plan  
**Grants:** Y, TCDI (2007)-Feasibility Analysis and  
 Marketing Plan for the Trenton Train Station  
 Redevelopment Area  
**Developer Interest:** N  
**Proposed TOD:** N  
**Completed TOD:** N



Artist rendering of the renovation of Trenton station.

New Jersey Transit recently began a \$72 million reconstruction of the Trenton train station, expected to be completed in the summer of 2008. This is an intermodal station that handles Amtrak, SEPTA and NJ TRANSIT regional rail and River Line service. With a weekly ridership level of over 4,000 passengers, the station relies on multi-modal access and connections, which will be improved with the reconstruction plan. In addition to the work being done by NJ TRANSIT, the City of Trenton recently updated its *Trenton Station Redevelopment Plan* to more closely reflect the ideals of TOD. By encouraging higher density mixed-use development in the station area.

In 2007, the City of Trenton was awarded an \$80,000 TCDI grant to complete a *Feasibility Analysis and Marketing Plan for the Trenton Train Station Redevelopment Area*. With this grant the City plans to hire a consultant to assess the market feasibility of developing a TOD and identify the market sectors that should be represented.

## WALNUT-LOCUST (SEPTA BROAD STREET LINE), PHILADELPHIA

**TOD or Related Plan: N**  
**Grants: N**  
**Developer Interest: Y, Urban Residential**  
**Proposed TOD: N**  
**Completed TOD: Y, Aria Condominiums**

The 33-story former Lewis Tower, at 15th and Locust Streets, was renovated into Aria, a 120-unit condominium by developer, Urban Residential. Sale of the residences began in Fall 2005.



The Aria, at 15th and Locust Streets, include 120 condominiums.

## WARMINSTER (SEPTA R2 WARMINSTER), WARMINSTER, BUCKS COUNTY

**TOD or Related Plan: Y, Developing Around Transit (DVRPC 2006)**  
**Grants: N**  
**Developer Interest: Y, J.G. Pertrucci Co.**  
**Proposed TOD: Y**  
**Completed TOD: Y**

J.G. Pertrucci Co., a developer from Asbury, New Jersey, has proposed a TOD at 330 Jacksonville Road, within ¼ mile of the station. The 16-acre site is currently home to a vacant 130,000 square foot building. The developer's sketch plans propose replacing the warehouse with over 100 traditional neighborhood style townhouses and 30,000 square feet of retail space, for a density of 6 dwelling units per acre. The property is currently zoned for industrial use but the township is receptive to modifying the zoning.



DVRPC developed a TOD plan for the Warminster station area, shown here, in 2006.  
 Source: DVRPC

In addition, a detailed station area plan was produced as part of a 2006 DVRPC study, *Developing Around Transit*.

**WASHINGTON LANE (SEPTA R7 CHESTNUT HILL EAST), PHILADELPHIA**

**TOD or Related Plan: N**  
**Grants: N**  
**Developer Interest: N**  
**Proposed TOD: N**  
**Completed TOD: N**

Mt. Airy USA, the Community Development Corporation (CDC) for the area around the Washington Lane station, is working closely with NeighborhoodsNow to encourage TOD and mixed-income housing near transit. The Reinvestment Fund created a market analysis and a development strategy and site acquisition has begun.



Non-profit organization, NeighborhoodsNow, is working closely with local Community Development Corporation, Mt. Airy USA, to encourage TOD near the Washington Lane station.

**WAWA (SEPTA R3 ELWYN-EXTENSION TO WAWA BY 2012), MIDDLETOWN, DELAWARE COUNTY**

**TOD or Related Plan: Y, Transitioning to TOD (DVRPC 2007)**  
**Grants: N**  
**Developer Interest: Y, Pennrose Properties, Wolfson Verrichia Group, Dewey Companies, McKee Group**  
**Proposed TOD: Y**  
**Completed TOD: N**

With the anticipated extension of the current R3 Elwyn rail line to Wawa in 2012, DVRPC recently completed *Transitioning to TOD*, a TOD Plan for the proposed Wawa station area. A 153-acre town center has been proposed by a development team of Pennrose Properties, Wolfson Verrichia Group, Dewey Companies and the McKee Group to be located adjacent to the proposed station on the former Franklin Mint site. It would add 1,300 residential units for a density of just over 8 residential units per acre, and 1.3 million square feet of commercial space, 400,000 square feet of office space and a 300-room hotel.

In December 2006, the Middletown Township land planning committee recommended council reject the town center development. Residents complained forcefully about traffic congestion, despite testimony from a traffic engineer about mitigation efforts (including significant roadway improvements) planned by the developer. The project would also require zoning variances, as the current zoning is mostly "SU-1 Special District" which allows uses such as scientific research laboratories, light manufacturing, dairies and office buildings and "R-1 Residential," allowing single-family detached dwellings on at least one-acre lots. The 400,000 square feet of office space proposed by the development team is well within the approximately 1,500,000 square feet of office space allowed by current zoning. However, existing zoning does not allow other aspects of the developers' proposal, such as retail, hotel, or movie theater uses, and only allows 6 residential units as opposed to the 1,300 units in the current development plan. The developer now has the option of resubmitting a modified plan.



**Above:** Middletown Township officials are considering a proposal to create a 153-acre mixed-use town center development on the previous site of the Franklin Mint.

**Below:** Signs like this one show the concern of some residents about the possibility of a dense town center in their suburban community.



## WAYNE (SEPTA R5 THORNDALE), RADNOR, DELAWARE COUNTY

**TOD or Related Plan: N**

**Grants: N**

**Developer Interest: Y, Jeff Pendergast and Mike Main**

**Proposed TOD: Y, Carriagehomes**

**Completed TOD: N**

The Wayne Train Station Rehabilitation Project will add high level platforms, a canopy, and additional improvements to make the Wayne station ADA-compliant beginning in Spring 2008 for a cost of \$8 million. Zoning in the vicinity of the station was also recently changed to R-6/TOD to encourage transit-supportive land uses. Additionally, local developers Jeff Pendergast and Mike Main are currently developing eight carriage homes, located off of West Wayne Avenue.



Rendering of the eight carriage homes to be built off of West Wayne Avenue.

## WAYNE JUNCTION (SEPTA R1 GLENSIDE, R2 WARMINSTER, R3 WEST TRENTON, R5 DOYLESTOWN, R7 CHESTNUT HILL EAST, R8 CHESTNUT HILL WEST), PHILADELPHIA

**TOD or Related Plan: N**

**Grants: Y, TCDI (2004)-Wayne Junction**

**Developer Interest: N**

**Proposed TOD: N**

**Completed TOD: N**

A \$75,000 TCDI grant was given to the City of Philadelphia in 2004 to complete the *Concept Plan and Development Strategies for the Central Germantown Business District, Lower Germantown and Wayne Junction*. The study will to identify ways to attract investment to the neighborhood by revitalizing commercial and residential areas and redeveloping vacant buildings, especially those abutting commercial corridors and the R-7 Chestnut Hill East rail line. The study will also assess the potential for TOD at the Wayne Junction station.

## WESTMONT (PATCO), HADDON, CAMDEN COUNTY

**TOD or Related Plan: Y, Haddon Avenue/PATCO Hi-Speedline Corridor Study: A Multi-Municipal TOD Feasibility Analysis (KSK 2002), PATCO Transit-Oriented Development Master Plans Study (WRT 2006)**

**Grants: N**

**Developer Interest: Y, Fieldstone Associates**

**Proposed TOD: Y, Towne Center at Haddon**

**Completed TOD: N**

The Westmont station was featured in the 2002 Kise Straw & Kolodner study, *Haddon Avenue / PATCO Hi-Speedline Corridor Study, A Multi-Municipal TOD Feasibility Analysis*, sponsored by Camden County Improvement Authority. The proposed plan for Westmont station recommended a town center for Haddon Township, with a possible new municipal complex at Haddon Avenue and Center Street, public open

space, and two six-level parking structures. The plan also recommended several three to four-story buildings that would be the site of mixed-use development (11), residential use (8), and office suites (2).

Wallace, Roberts & Todd (WRT) completed the *PATCO Transit-Oriented Development Master Plans Study* for DRPA and PATCO in July 2006, detailing mixed-use development opportunities at each of PATCO's seven rail stations that include park-and-ride facilities. The plan for Westmont station recommended the redevelopment of PATCO parking lots into a business center contributing to the "main street" redevelopment along Haddon Avenue. While the market in this area appears to be strong for residential and retail, the replacement of parking for PATCO does not look financially feasible without significant public funding. Haddon Township officials are generally supportive of DRPA's identification of Westmont station as a potential TOD.

Haddon Township is working with developer Fieldstone Associates towards the redevelopment of the Dy-Dee brownfield site on Haddon Avenue into Towne Center at Haddon, a mixed-use transit village. Developer Fieldstone Associates hopes to break ground in mid to late 2007 on the seven acre site, which includes the Dy-Dee site and a number of privately owned residences and properties. The development overlooks the PATCO Westmont station and would include 198 residential units with housing types ranging from lofts to townhomes, 25,000 square feet of retail space along Haddon Avenue, and underground parking. The developer estimates that the project will result in a density of 30 units per acre and will require an investment of \$25 million to \$40 million. Towne Center at Haddon is the first project in New Jersey to win recognition from the Delaware Valley Smart Growth Alliance.



Above: A recent study by WRT suggested the redevelopment of PATCO parking at the Westmont station into a business center.

Below: View of bustling Haddon Avenue in Westmont, New Jersey.

Source: DVRPC



## WILLOW GROVE (SEPTA R2 WARMINSTER), UPPER MORELAND, MONTGOMERY COUNTY

**TOD or Related Plan: N**

**Grants: Y, TCDI (2004)-Entrance to Memorial Park**

**Developer Interest: N**

**Proposed TOD: N**

**Completed TOD: N**

A plan is being developed around the intersection of Easton and York roads to improve access to Memorial Park and the nearby SEPTA R2 Willow Grove station. The plan by McClosky Faber is funded by a 2004 TCDI grant of \$38,250.

## WISSINOMING (SEPTA R7 TRENTON-CLOSED), PHILADELPHIA

**TOD or Related Plan: N**

**Grants: Y, TCDI (2007)-Riverfront Rail Urban Design Study**

**Developer Interest: N**

**Proposed TOD: N**

**Completed TOD: N**

This station was closed in 2003 due to low ridership. This station is one of five stations included in the *Riverfront Rail Urban Design Study*, funded by a DVRPC TCDI grant and awarded to a consultant team lead by Interface Studio in April 2007. The study will focus on enhancing selected SEPTA rail stations and improving access to the surrounding neighborhoods and the Delaware riverfront. Other stations being studied include Bridesburg, Holmesburg Junction, Tacony and Torresdale. The study is expected to be completed by January 2008.

## WISTER (SEPTA R7 CHESTNUT HILL EAST), PHILADELPHIA

**TOD or Related Plan: N**

**Grants: Y, TCDI (2007)-Wister TOD**

**Developer Interest: N**

**Proposed TOD: N**

**Completed TOD: N**

Ogontz Avenue Revitalization Corporation (OARC), the Community Development Corporation (CDC) for the area around the Wister station, is working closely with NeighborhoodsNow to encourage TOD and mixed-income housing adjacent to existing transit assets. The Reinvestment Fund has created a market analysis and development strategy and site acquisition has begun.

In 2007, OARC was awarded a \$90,000 TCDI grant to conduct preliminary design and market analysis for the creation of TOD near the Wister station.

## WOODBOURNE (SEPTA R3 WEST TRENTON), MIDDLETOWN, BUCKS COUNTY

**TOD or Related Plan: N**

**Grants: N**

**Developer Interest: Y, Glen Willow Properties**

**Proposed TOD: Y, Orchards of Middletown**

**Completed TOD: N**

Glen Willow Properties has options on land near both the Langhorne and Woodbourne stations. Glen Willow wants to build a TOD on Woodbourne Road across US1 from the Woodbourne station, with improved pedestrian access across US1. The Orchards of Middletown, would consist of 116 townhouses, a clubhouse, swimming pool, walking trail and other recreation features on 16 acres, for a density of 7 dwelling units per acre. As Middletown Township does not have a TOD ordinance, the developer applied for a zoning change to allow multi-family residences. In September 2006, the Middletown Township supervisors voted 4-1 in favor of changing the zoning from M-1 (light industrial) and R-1 (single-family residential) to MR (multi-residential). This zoning change was the first step necessary for Glen Willow Properties to proceed with their proposed transit-oriented development. The developer also agreed to

provide approximately \$450,000 worth of road improvements, including a center lane on Woodbourne Road and a sidewalk from the new development to the train station.

## **WOODBURY CITY (NJ TRANSIT BUS ROUTES), WOODBURY, GLOUCESTER COUNTY**

**TOD or Related Plan: Y, Implementing Transit-Oriented Development (DVRPC 2004)**

**Grants: Y, TCDI (2005)-Woodbury Bus HUB Feasibility and TOD**

**Developer Interest: N**

**Proposed TOD: N**

**Completed TOD: N**

Woodbury city officials are working with NJ TRANSIT to explore the feasibility of increasing bus service as well as providing a bus transportation hub within the downtown area. In 2005, the City received a \$48,000 TCDI grant toward this effort. A detailed station area plan was also completed in 2004 by DVRPC and can be found in the document, *Implementing Transit-Oriented Development*.



Mixed-use development and streetscaping contribute to a vibrant downtown in Woodbury, New Jersey.  
Source: DVRPC

## **WOODCREST (PATCO), CHERRY HILL, CAMDEN COUNTY**

**TOD or Related Plan: Y, PATCO Transit-Oriented Development Master Plans Study (WRT 2006)**

**Grants: N**

**Developer Interest: N**

**Proposed TOD: N**

**Completed TOD: Y, Woodcrest Corporate Center**

Wallace, Roberts & Todd (WRT) completed the *PATCO Transit-Oriented Development Master Plans Study* for DRPA and PATCO in July 2006, detailing mixed-use development opportunities at each of PATCO's seven rail stations that include park-and-ride facilities. The plan for Woodcrest station recommended the redevelopment of PATCO parking lots as a stand-alone TOD or combined with a business center/office campus. While the market in this area appears to be strong for residential and office development, the proposals are not feasible from a private sector perspective when combined with the cost of replacing PATCO parking. Significant public investment would be required to subsidize this effort. Stakeholder outreach was generally positive and municipal officials are open to discussion of TOD at this site.



A vacant steel fabrication plant was recently redeveloped into the Woodcrest Corporate Center.  
Source: Strategic Realty Investments

near the Woodcrest station, was redeveloped into the Woodcrest Corporate Center. The partially wooded 33-acre site currently contains a 52,000-square foot executive office building and a 321,000 square foot flex/warehouse facility. The New Jersey Department of Transportation is in the planning stages of constructing a pedestrian tunnel to directly link Corporate Center employees to the train station. Additionally, a redevelopment zone was designated for the nearby 16-acre Woodcrest Shopping Center. Discussions of a mixed-use development on this parcel have been held, but formal initiatives have not been taken.



# CHAPTER 2: TOD SURVEY ANALYSIS

Local input was needed to accurately and comprehensively determine current TOD activities in the region. Initial data for this study was collected in November 2006, through surveys sent to each municipality in the DVPRC region that has a fixed rail station. Bus stations were not targeted in this study given their number, and their lesser role in generating development in their vicinity. Of the 193 municipalities in both New Jersey and Pennsylvania surveyed, 32 jurisdictions (17%) responded, returning data on 43 rail stations, including SEPTA, PATCO, NJT and AMTRAK. The information gathered from these surveys provided a foundation for additional research and subsequent conversations with local officials.

The compiled results of the survey are shown in Appendix A. A detailed evaluation of responses to the survey questions is shown below. For many survey questions, respondents were asked to comment on activities in and around the transit station in the last three years. This three year time horizon was chosen in response to the 2003 DVRPC publication *Linking Transit, Communities and Development: Regional Inventory of Transit-Oriented Development Sites*, which reviewed conditions at 45 transit stations in the region.

### **Station Improvements**

Based on survey results, a majority of the 43 rail stations have not been physically improved within the last three years. Seventy percent (70%) of stations have experienced no change in amenities. Where improvements have been made, the most commonly enhanced amenity was the station shelter (19% of all stations), followed closely by parking facilities (16%). Commercial uses such as coffee shops and cafes, retail stores and professional offices, were added to six stations surveyed (14%).

### **Access Improvements**

Of the survey respondents, 21% noted sidewalk improvements in the vicinity of the station within the last three years. Although seven (16%) stations experienced changes to the local street network in the recent past, many of these alterations are not significant for TOD. For example, in Media (SEPTA R3), stop signs were installed at all four legs of the adjacent Media station and Orange Street intersection to improve the safety and efficiency of access to the transit station. At Ardmore (SEPTA R5) the drop-off/pick-up area was removed due to the construction of a new building at the adjacent Suburban Square shopping village. Survey results show improved bicycle and/or pedestrian amenities at only four (9%) of the 43 stations for which responses were collected. Of these four stations, bicycle paths were added near the Pottstown (currently no rail service), Cherry Hill (NJ TRANSIT) and Woodcrest (PATCO) stations and lighting was improved along an existing pedestrian path in Bristol (SEPTA R7).

### **TOD Studies**

Despite the lack of improvements at most stations, many local communities are undertaking significant planning to create TOD-supportive environments. Survey respondents indicated that for 72% of the stations, the station area and/or the station itself has been featured in a recent planning study or included in an improvement project. The vast majority of the planning studies were funded through Transportation and Community Development Initiative (TCDI) grants awarded by DVRPC. The remainder of the studies and improvement projects were funded by local governments, redevelopment agencies, or federal programs such as Community Development Block Grants (CDBG) or Transportation Enhancement (TE) grants.

Both the studies and recent improvements range widely in purpose including those that aim to improve the station by building new platforms, updating ADA compliance and providing more parking options or enhance the station area with improved mobility, access, and streetscaping elements. Seventeen (57%) of the thirty identified improvement efforts intend to encourage development in the station area, with fourteen of these being plans or studies.

In Pennsylvania, eight municipalities plan on pursuing a Transit Revitalization Investment District (TRID). A TRID refers to legislation passed in 2004 that enables Pennsylvania communities to partner with transit agencies to plan for and implement TOD, and create a financing mechanism to ensure that recommended station area improvements can be funded and maintained in the future.



## Zoning Ordinance Revisions for TOD

Twenty-eight (65%) stations have zoning districts within ½ mile of the station area that allow transit-supportive land uses such as mixed-use, residential and commercial properties. Survey results show that several communities (25 stations) are removing barriers to TOD by revising local ordinances. For eight stations, the station area is included in a special zoning district such as a TOD overlay or a historic district. One of the most specific ordinances drafted to encourage TOD is in Lower Merion Township and applies to the Ardmore station (SEPTA R5). The Township created a “Mixed-Use Special Transit Overlay District (MUST),” to encourage TOD within 1,500 feet of the train station, and also provides incentives for creating mixed-use properties.

Beyond adding special zoning districts, communities have also altered their existing zoning districts to accommodate TOD. An additional three stations (7%) have similar zoning changes planned. Furthermore, within the last three years, sixteen stations (37%) have experienced a change in local regulations to allow higher residential densities, higher intensities of non-residential land uses and/or a larger variety of uses including mixed-uses in the vicinity of the station.

## Development Near the Station

Over half of the stations (58%) have experienced redevelopment in proximity to their transit station within the last three years. The most common land use for these redeveloped parcels is commercial (56%), and multi-family residential (40%) uses. Mixed-use developments and/or TOD have been proposed for nearly half of the stations (47%) responding to the survey. For those stations that have not experienced recent development, survey results revealed that the limited availability of developable parcels was the most significant obstacle to the creation of new development in the station area, followed by fragmented parcel ownership and the limited availability of parking.

In limited cases, environmental concerns have delayed redevelopment. Eight stations (19%) noted environmental issues near the station including the presence of wetlands and riparian buffers, contaminated sites and stormwater concerns. In some cases the municipality is handling the remediation effort, while private developers or state agencies are taking the lead in other communities. Remediation efforts are being funded from various sources, with developers usually providing the most financing.

Of the thirty-two communities that responded to the survey, eleven stated that the station area was attracting more development interest than the municipality as a whole, while six noted less interest and an additional six experienced a rather even development pressure across the community.

## Partnerships

To complete plans and implement development projects, local municipalities have partnered with a variety of agencies and organizations. In nearly all cases, the community has worked with several organizations on a single project. The most common partnerships are between municipalities and county and transit agencies. Over half of the survey respondents have also partnered with regional organizations such as the DVRPC, while 50% of communities worked with state departments like PennDOT. Communities have also reached out to private developers, the local business community and non-profit organizations to implement TOD. Eleven (34%) survey respondents have coordinated with neighboring municipalities.

## Conclusion

Survey results illustrated that the majority of responding communities are supportive of TOD in both concept and implementation. Many municipalities are attempting to make TOD viable by changing zoning ordinances, partnering with public and private agencies, remediating environmental issues and working with developers to encourage more appropriate site design. Though implementation of improvements and new development takes time, the studies and tools currently being developed are the first steps to realizing TOD.



# CHAPTER 3: CONCLUSION

In conclusion, the Delaware Valley region continues to move toward a more transit-oriented development future. Progress has been made over the last few years in reducing the barriers to realizing TOD, as detailed in this report. The region needs to capture the market for TOD, to accommodate a significant portion of regional growth through TOD and to turn TOD plans into TOD projects. Continuing challenges are discussed below.

## Continuing Challenges

### Density To Support Transit

The Philadelphia region still lags behind many other regions in supporting medium to high densities that make transit and TOD successful. This study found densities for new housing near transit to range from 6 (Warminster) to 86 (Ardmore) dwelling units per acre. Even modest gains in density would be a significant improvement in centering development around rail, creating walkable environments, increasing transit service frequencies and making retail within walking distance viable.

National research on TOD typologies (Hidden in Plain Sight, 2004) lists minimum densities for different types of TOD, with a minimum density of 12 units/acre for a commuter town center TOD and a suburban neighborhood TOD, at least 20 units/acre for an urban neighborhood, at least 50 units/acre for a suburban center and at least 60 units/acre for an urban downtown. Our region comes nowhere near these density figures, but TOD proposals still yield strong NIMBY reactions in some communities.

### Parking

It appears that most TODs in the Philadelphia region are still built with a significant amount of minimum parking and/or no reduction in typical parking requirements if located near transit. Some zoning districts have been updated to reduce parking requirements for TODs, but the results of such ordinances by and large have yet to be seen. Developers and municipalities appear to still want to supply residential units near transit with more parking than perhaps is needed, such as providing two parking spaces per housing unit, even for one bedroom apartments.

There also does not appear to be much if any unbundling of parking spaces from housing units by developers, such that the cost of owning or renting a parking space is unbundled from the cost of owning or renting a housing unit. This strategy allows a developer to lease spaces out at market rate to other residents or nearby businesses and allows a potential owner or renter of a housing unit to have the option to not purchase a parking space if one is not wanted.

Shared parking and the counting of on-street parking spaces as part of a TOD zoning district also do not appear to be very common in the Philadelphia region, though a forthcoming DVRPC Fiscal Year 2008 study will more closely examine municipal parking standards in the region, including the interaction between parking, transit and TOD.

### Opposition

Local opposition to TOD is still a challenge, and often stems from a misunderstanding of the project, its benefits and its advantages over more status quo residential or commercial development, for instance. Neighbors sometimes fear increased road congestion (any development will cause more vehicle trips, but TOD is designed to create less vehicle trips and to move some of these trips to transit), or more school age children placing a burden on the local school district (TOD has been shown to generate fewer school children than a conventional subdivision, given the smaller size of most of the housing units). Developers have responded by producing traffic studies, fiscal impact studies and zoning build-out studies to analyze the impacts. These studies often find that under the current non-TOD zoning district, what is allowed, such as highway commercial development or a conventional residential subdivision, will actually produce more traffic and/or more school children than a TOD. Developers may also offer annual payments to the school

system beyond the tax revenues generated by the new TOD, or improvements to the rail station, local roadways and streetscapes, or improving or providing another community asset, such as a park or plaza.

### **Not Many Built Examples, Yet**

Still, there are not many new purposeful TODs built in the region, so it is challenging to try to direct interested developers and citizens to a worthy local example. Reconnecting America, a national nonprofit that studies TOD, estimates that there are 100 large TODs in the United States, with 100 more in the pipeline. Notable examples include Orenco Station (Portland, Oregon), Atlantic Station (Atlanta, Georgia), Roslyn-Ballston Corridor (Washington D.C. vicinity) and Mockingbird Station (Dallas, Texas).

### **Amount of Retail and/or Mixed-use Near Stations**

Much of the development listed in this study is new residential use near rail stations, with only a handful of examples of mixed-use development that incorporates retail, office, residential and other uses.

### **Selling TOD**

A few of the new developments we examined used TOD as a marketing strategy, such as Pennbrook's Station Square, where the apartments are a "commuter's dream", "right on the commuter line," "allowing direct access to Center City Philadelphia." More developers, marketers, and real estate agents should embrace transit access and TOD as a selling point in their marketing materials.

DVRPC's Continuing Role: In the future, DVRPC will continue to promote TOD through the creation of specific station area plans and by assessing the appropriateness of TOD in many of DVRPC's upcoming transportation and land use plans and corridor studies. DVRPC's TCDI program will also continue to offer funding opportunities to communities for TOD related planning activities and TRID plans.



# APPENDIX A: TOD SURVEY RESULTS

**STATION BUILDING AND AREA**

QUESTION	RESULTS	#	%	REMARKS
<p><b>1</b></p> <p>Have any patron amenities been added or improved at the station within the last 3 years?</p>	No Changes	31	70	
	Waiting Room/Shelter	8	19	Ardmore, Chalfont, Cherry Hill (Mall), Conshohocken, Glenside, Melrose park, Thorndale, Wayne
	Parking	7	16	Bristol, Chalfont, Conshohocken, Norristown (Elm Street), Thorndale
	Commercial uses	6	14	Burlington, Cherry Hill (Mall), Glenside, Jenkintown-Wyncote, Lansdale, Wayne
	Ticket office/Machines	3	7	Conshohocken, Melrose Park, Wayne
	Restrooms	2	5	Melrose Park, Wayne
<p><b>2</b></p> <p>Have any changes to station access been made within the last 3 years?</p>	Sidewalks	10	21	Ardmore, Bristol, Chalfont, Cherry Hill (Mall), Melrose Park, Norristown (Trans Cntr), Pottstown, Thorndale, Wallingford
	Local Street Network	6	16	Ardmore, Cherry Hill, Media, Norristown (Elm & Main Streets), Pottstown, Wycombe
	Signage	5	14	Chalfont, Jenkintown/Wyncote, Norristown (all stations), Pottstown
	Bicycle & Pedestrian Paths	3	9	Bristol, Cherry Hill, Pottstown, Woodcrest
	Bus Routes	3	7	Bristol, Cherry Hill, Norristown (Trans Cntr)
	Handicap Access	2	7	Chalfont, Conshohocken, Melrose Park



QUESTION	RESULTS	#	%	REMARKS
<p><b>3</b></p> <p>Have any recent projects or studies included the station or its immediate vicinity?</p>	Yes	31	72	
	Improving the Station	7	16	Chalfont, Cynwyd, Glenside, Jenkintown/Wyncote, Wayne, West Jersey Depot, Wycombe
	Enhancing the Station Area	7	16	Ardmore, Cherry Hill (Mall), Conshohocken, Elkins Park, Norristown (Main Street), Oreland, Wallingford
	Encouraging Development	17	40	Bryn Mawr, Burlington Town Center, Cherry Hill, Cynwyd, Elkins Park, Gladstone, Langhorne, Lansdale, Lansdowne, Marcus Hook, Norristown (Elm Street & Trans Cntr), Pennbrook, Pottstown, Warminster, West Trenton, Woodcrest
<p><b>4</b></p> <p>Does the zoning district(s) within 1/2 mile of the station allow transit-supportive uses?</p>	Yes	28	65	Ardmore, Bristol, Buckingham, Burlington Town Center, Chalfont, Cherry Hill, Conshohocken, Elkins Park, Glenolden, Glenside, Hatboro, Hatfield, Jenkintown-Wyncote, Lawndale, Levittown, Marcus Hook, Media, Melrose Park, Norristown (all stations), Oreland, Pottstown, West Jersey Depot, Thorndale, Warminster, Wayne, Wycombe
	Proposed/Planned	3	7	Bryn Mawr, Cynwyd, Lansdowne

**THE BROADER CONTEXT**

QUESTION	RESULTS	#	%	REMARKS
<p><b>5</b></p> <p>Have municipal zoning and/or SDLO regulations changed within the last 3 years?</p>	Yes	26	61	Ardmore, Bristol, Bryn Mawr, Buckingham, Chalfont, Cherry Hill, Conshohocken, Elkins Park, Glenolden, Glenside, Jenkintown/Wyncote, Lansdale, Lansdowne, Lawndale, Levittown, Marcus Hook, Media, Melrose Park, Riverton, Thorndale, Wallingford, Wayne, West Jersey Depot, West Trenton, Woodcrest, Wycombe
<p><b>5a</b></p> <p>Do new regulations allow higher residential densities or higher non-residential intensity in the station vicinity?</p>	Yes	15	35	Ardmore, Bristol, Conshohocken, Elkins Park, Glenolden, Glenside, Jenkintown/Wyncote, Langhorne, Lansdale, Lansdowne, Lawndale, Marcus Hook, Melrose Park, Thorndale, Wayne
<p><b>5b</b></p> <p>Do new regulations allow more variety of uses or mixed-use developments in the station vicinity?</p>	Yes	16	37	Ardmore, Bristol, Conshohocken, Elkins Park, Glenolden, Glenside, Jenkintown/Wyncote, Langhorne, Lansdale, Lansdowne, Lawndale, Levittown, Marcus Hook, Melrose Park, Thorndale, Wayne
<p><b>5c</b></p> <p>Do new regulations include special districts in which the station is included?</p>	Yes	8	19	Ardmore, Langhorne, Lansdale, Lansdowne, Marcus Hook, Thorndale, Wayne, Wycombe
<p><b>5d</b></p> <p>Are these districts by right or an overlay of existing zoning?</p>	By Right	3	7	Ardmore, Langhorne
	Overlay	2	5	Conshohocken, Lansdale, Marcus Hook

QUESTION	RESULTS	#	%	REMARKS
<p><b>6</b></p> <p>Have any vacant or underutilized parcel near the station been developed within the last 3 years?</p>	Yes	25	58	Ardmore, Bryn Mawr, Buckingham, Burlington Town Center, Cherry Hill, Cherry Hill (Mall), Conshohocken, Glenside, Hatboro, Lawndale, Media, Norristown (Elm Street & Trans Cntr), Oreland, Pennbrook, Pottstown, Riverton, Sharon Hill, West Jersey Depot, Thorndale, Warminster, Wayne, West Trenton, Woodcrest, Wycombe
<p><b>6a</b></p> <p>What type(s) of land use is the most common for these newly developed properties?</p> <p><i>(% out of 25 communities that cited development of parcels)</i></p>	<p>Commercial</p> <hr style="border-top: 1px dashed red;"/> <p>Multi-Family Residential</p> <hr style="border-top: 1px dashed red;"/> <p>Community Service</p> <hr style="border-top: 1px dashed red;"/> <p>Single-Family Residential</p> <hr style="border-top: 1px dashed red;"/> <p>Transportation/Parking</p> <hr style="border-top: 1px dashed red;"/> <p>Recreation</p> <hr style="border-top: 1px dashed red;"/> <p>Manufacturing</p> <hr style="border-top: 1px dashed red;"/> <p>Utility</p>	<p>14</p> <hr style="border-top: 1px dashed red;"/> <p>10</p> <hr style="border-top: 1px dashed red;"/> <p>5</p> <hr style="border-top: 1px dashed red;"/> <p>5</p> <hr style="border-top: 1px dashed red;"/> <p>5</p> <hr style="border-top: 1px dashed red;"/> <p>4</p> <hr style="border-top: 1px dashed red;"/> <p>0</p> <hr style="border-top: 1px dashed red;"/> <p>0</p>	<p>56</p> <hr style="border-top: 1px dashed red;"/> <p>40</p> <hr style="border-top: 1px dashed red;"/> <p>20</p> <hr style="border-top: 1px dashed red;"/> <p>20</p> <hr style="border-top: 1px dashed red;"/> <p>20</p> <hr style="border-top: 1px dashed red;"/> <p>16</p> <hr style="border-top: 1px dashed red;"/> <p>0</p> <hr style="border-top: 1px dashed red;"/> <p>0</p>	<p>Ardmore, Burlington, Cherry Hill, Cherry Hill (Mall), Conshohocken, Elm St - Norristown, Glassboro, Glenside, Pennbrook, Pottstown, Riverton, Warminster, West Trenton, Woodcrest</p> <hr style="border-top: 1px dashed red;"/> <p>Bristol, Burlington, Chalfont, Glassboro, Jenkintown/Wyncote, Riverton</p> <hr style="border-top: 1px dashed red;"/> <p>Bristol, Chalfont, Glassboro, Jenkintown/Wyncote, Riverton</p> <hr style="border-top: 1px dashed red;"/> <p>Bristol, Chalfont, Glassboro, Jenkintown/Wyncote, Riverton</p> <hr style="border-top: 1px dashed red;"/> <p>Bristol, Chalfont, Glassboro, Riverton, Wycombe</p> <hr style="border-top: 1px dashed red;"/> <p>Bristol, Chalfont, Glassboro, Jenkintown/Wyncote</p> <hr style="border-top: 1px dashed red;"/>

QUESTION	RESULTS	#	%	REMARKS
<p><b>6b</b></p> <p>What are the three most significant obstacles to the creation of new development near the station?</p> <p><i>(% out of 51 total answers given for this question)</i></p>	Limited developable parcels	19	64	
	Limited parking for new development	8	16	
	Fragmented parcel ownership	7	14	
	Regulations not conducive to new development	4	8	
	Station area is not well marketed within the real estate community	4	8	
	Environmental remediation required	3	6	
	Other	3	6	<p>Station is located in a residential area not well suited for TOD</p> <p>Opposition to new development from residents</p> <p>High property costs/poor local real estate market conditions</p>
	Limited/poor access to parcels	1	2	
	High property taxes/few tax incentives	1	2	
	Disinvestment in the station area	1	2	

QUESTION	RESULTS	#	%	REMARKS
<p><b>7</b></p> <p>Have any TOD or mixed-use developments been proposed for the station area?</p>	Yes	20	47	Bristol, Buckingham, Burlington, Chalfont, Cherry Hill, Elkins Park, Glassboro, Glenolden, Glenside, Jenkintown-Wyncote, Langhorne, Lawndale, Media, Melrose Park, Riverton, Wallingford, Wayne, Westtown, Wycombe
<p><b>8</b></p> <p>Has the station area been characterized as a target for development / redevelopment by the municipality?</p>	Yes	25	58	Ardmore, Bristol, Bryn Mawr, Buckingham, Burlington, Chalfont, Cynwyd, Elkins Park, Glassboro, Glenolden, Glenside, Jenkintown-Wyncote, Lawndale, Marcus Hook, Media, Melrose Park, Norristown (all stations), Riverton, Trenton, Wallingford, Wayne, Westtown, Wycombe
<p><b>9</b></p> <p>Is the area around the station attracting more or less development interest than the municipality as a whole?</p>	More	12	26	Bristol, Bryn Mawr, Burlington, Cherry Hill, Elkins Park, Glenside, Lansdowne, Levittown, Pottstown, Wayne, West Trenton
	Less	6	14	Cynwyd, Glassboro, Glenside, Hatfield, Oreland, Wycombe
	Neither More nor Less	5	14	Ardmore, Media, Norristown (all stations), Thorndale

QUESTION	RESULTS	#	%	REMARKS
<p><b>10</b></p> <p>Are there environmental concerns in the vicinity of the station area?</p>	Yes	9	21	Burlington (nearby redevelopment sites), Cherry Hill, Jenkintown/ Wyncote, Lansdowne, Thorndale, Wayne, West Trenton, Westtown, Woodcrest
<p><b>10a</b></p> <p>Are steps being taken to remediate these environmental issues?</p> <p><i>(% out of 9 affirmative answers given in question 10)</i></p>	Yes	6	67	Developer is handling remediation (Burlington)  Storm water Management (Wayne)  Wetland Preservation (Cherry Hill)
<p><b>10b</b></p> <p>Which agency or organization is leading these efforts?</p>	Developer	2	22	Burlington, Cherry Hill
	Municipality	2	22	Thorndale (Caln Twp), Wayne (Radnor Twp)
	Municipality and DEP	2	22	West Trenton (Ewing Twp), Woodcrest (Cherry Hill Twp)
<p><b>10c</b></p> <p>How are these efforts being funded?</p>	Developer	3	33	Burlington, Cherry Hill, Wayne
	Municipality	1	11	Thorndale (Caln Twp)
<p><b>11</b></p> <p>Which of the following agencies or organizations has the municipality partnered with to implement TOD concepts?</p>	County	22	66	Bristol, Burlington, Conshohocken, Elkins Park, Gladstone, Glassboro, Glenside, Hatboro, Hatfield, Jenkintown/Wyncote, Langhorne, Lansdale, Lansdowne, Lawndale, Marcus Hook, Norristown (all stations), Pottstown, Thorndale, West Trenton
	Transit Agency	22	66	Ardmore, Bryn Mawr, Burlington, Cherry Hill Mall, Conshohocken, Cynwyd, Elkins Park, Glassboro, Glenside, Hatfield, Jenkintown/Wyncote, Lansdale, Lawndale, Levittown, Marcus Hook, Norristown (all stations), Pottstown, Thorndale, West Trenton

QUESTION	RESULTS	#	%	REMARKS
<i>Question 11 Continued</i>	MPO/Regional Agency	19	56	Ardmore, Bryn Mawr, Conshohocken, Cynwyd, Gladstone, Glenside, Hatboro, Jenkintown-Wyncote, Langhorne, Lansdale, Lansdowne, Lawndale, Marcus Hook, Norristown (Main St & Trans Cntr), Thorndale, West Trenton, Wycombe
	State DOT	17	50	Ardmore, Burlington, Chalfont, Cherry Hill Mall, Cynwyd, Glassboro, Glenside, Jenkintown-Wyncote, Lawndale, Marcus Hook, Pottstown, Riverton, Thorndale, Wallingford, West Trenton, Wycombe
	Private Developer/Real Estate	15	47	Bristol, Bryn Mawr, Burlington, Cherry Hill, Cherry Hill Mall, Conshohocken, Cynwyd, Gladstone, Hatboro, Lansdale, Lansdowne, Pottstown, Riverton, Warminster, West Trenton
	Local Business Community	12	38	Ardmore, Bryn Mawr, Burlington, Cynwyd, Elkins Park, Glenside, Jenkintown-Wyncote, Lawndale, Marcus Hook, Pottstown, Riverton, Thorndale
	Neighboring Municipality	11	34	Chalfont, Elm St - Norristown, Gladstone, Glassboro, Glenside, Jenkintown-Wyncote, Lansdowne, Lawndale, Marcus Hook, Norristown (Trans Cntr), Pottstown
	Non-Profit Organization	4	13	Lansdale, Media, Melrose Park, Pottstown, Riverton
	Other			Consultants, Civic Groups, Other State Agencies, Universities / Hospitals, PA Environmental Council

QUESTION	RESULTS	#	%	REMARKS
<p><b>12</b></p> <p>Do you have any other comments related to TOD in your community?</p>				<p>It always takes longer than anticipated</p> <p>Money is needed to move construction efforts forward</p> <p>Resources are needed for site acquisition and parcel assembly</p> <p>TOD is a very high priority</p> <p>TOD is a smart concept but can be difficult to execute</p>
<p><b>13</b></p> <p>For PA municipalities only: Is your municipality aware of the Transit Revitalization Investment District (TRID) legislation, passed in 2004, enabling Pennsylvania communities to partner with transit agencies to plan for and implement TOD?</p> <p><i>(% out of 21 PA municipalities responding)</i></p>	<p>Yes</p> <hr style="border-top: 1px dashed red;"/> <p>No</p>	<p>10</p> <hr style="border-top: 1px dashed red;"/> <p>9</p>	<p>48</p> <hr style="border-top: 1px dashed red;"/> <p>52</p>	<p>Bristol, Cheltenham, Conshohocken, Glenolden, Lansdowne, Lower Merion, Marcus Hook, Penndel, Pottstown, Upper Providence</p> <hr style="border-top: 1px dashed red;"/> <p>Buckingham, Caln, Jenkintown, Lansdale, Nether Providence, Norristown, Sharon Hill, Springfield, Thornbury, Tullytown, Warminster</p>
<p><b>13a</b></p> <p>Do you anticipate pursuing a TRID in the near future?</p>	<p>Yes</p> <hr style="border-top: 1px dashed red;"/> <p>No</p>	<p>9</p> <hr style="border-top: 1px dashed red;"/> <p>1</p>	<p>38</p> <hr style="border-top: 1px dashed red;"/> <p>5</p>	<p>Bristol, Bryn Mawr, Cheltenham (at Ogontz and Cheltenham), Conshohocken, Langhorne, Lansdowne, Lawndale, Marcus Hook</p> <hr style="border-top: 1px dashed red;"/> <p>Westtown</p>



# APPENDIX B: STATION INDEX

**STATION INDEX**

Source: DVRPC, August 2007

Station	County	Related Plan	Grant	Developer Interest	Proposed TOD	Completed TOD
34th Street	Philadelphia			X	X	
37th Street	Philadelphia			X	X	
40th Street	Philadelphia	X	X	X	X	
46th Street	Philadelphia	X	X			
52nd Street	Philadelphia	X	X			
56th Street	Philadelphia	X	X			
60th Street	Philadelphia	X	X			
63rd Street	Philadelphia	X	X			
Allegheny	Philadelphia	X	X	X		
Allens Lane	Philadelphia		X			
Ambler	Montgomery		X	X	X	
Ardmore	Montgomery	X	X	X	X	X
Aronimink	Delaware		X			
Ashland	Camden	X			X	
Beverly/Edgewater Park	Burlington	X	X			
Bordentown	Burlington		X			
Bridesburg	Philadelphia		X			
Bristol	Bucks			X	X	
Bryn Mawr	Montgomery	X	X			
Burlington Town Center	Burlington	X	X	X	X	X
Camden City	Camden	X	X	X	X	X
Cass Street	Trenton	X	X			
Cecil B. Moore	Philadelphia			X	X	X

Station	County	Related Plan	Grant	Developer Interest	Proposed TOD	Completed TOD
Cherry Hill	Camden			X	X	X
Chinatown	Philadelphia	X		X		X
Church Street	Philadelphia	X	X			
Cinnaminson	Burlington			X	X	
City Hall	Philadelphia			X	X	
Coatesville	Chester	X	X			
Collingswood	Camden	X	X	X	X	
Conshohocken	Montgomery	X	X			
Croydon	Bucks	X	X			
Daylesford	Chester			X	X	
Delanco	Burlington	X		X	X	X
Downingtown	Chester	X	X	X	X	
Doylestown	Bucks	X	X			X
Ellsworth-Federal	Philadelphia	X		X	X	
Erie Avenue	Philadelphia		X			
Fairmount	Philadelphia			X	X	
Fernwood/Yeadon	Delaware	X	X			
Ferry Avenue	Camden	X				
Frankford Transportation Center	Philadelphia	X	X			
Girard	Philadelphia	X	X		X	
Glenside	Montgomery	X	X			
Haddonfield	Camden	X	X			
Hamilton Avenue	Mercer			X	X	

Station	County	Related Plan	Grant	Developer Interest	Proposed TOD	Completed TOD
Hamilton	Mercer			X	X	
Hatboro	Bucks	X	X	X	X	
Haverford	Montgomery			X	X	
Highland Avenue	Delaware		X			
Holmesburg Junction	Philadelphia		X			
Langhorne	Montgomery	X		X	X	
Lansdale	Montgomery	X	X	X	X	
Lansdowne	Delaware	X	X			
Lindenwold	Camden	X				
Lombard-South	Philadelphia			X		X
Marcus Hook	Delaware	X	X	X		
Margaret-Orthodox Street	Philadelphia	X	X			
Market Street Corridor	Philadelphia	X	X			
Millbourne	Delaware	X	X			
Norristown	Montgomery			X		
North Wales	Montgomery	X	X			
Oreland	Montgomery	X	X			
Palmyra	Burlington	X	X			
Paoli Transportation Center	Chester	X				
Pennbrook	Montgomery					X
Pottstown	Montgomery			X		X
Princeton Junction	Mercer	X				
Race-Vine	Philadelphia			X	X	

Station	County	Related Plan	Grant	Developer Interest	Proposed TOD	Completed TOD
Riverside	Burlington	X	X	X	X	
Riverton	Burlington	X				
Roebing	Burlington	X				
Saxer Avenue & Springfield Road	Delaware		X			
Spring Garden	Philadelphia			X		X
St. Davids	Delaware	X	X	X	X	
Tacony	Philadelphia		X			
Temple University	Philadelphia	X	X			X
Thorndale	Chester	X			X	
Torresdale	Philadelphia		X			
Trenton	Mercer	X	X			
Walnut-Locust	Philadelphia			X		X
Warminster	Bucks	X		X	X	X
Washington Lane	Philadelphia					
Wawa	Delaware	X		X	X	
Wayne	Delaware			X	X	
Wayne Junction	Philadelphia		X			
Westmont	Camden	X		X	X	
Willow Grove	Montgomery		X			
Wissinoming	Philadelphia		X			
Wister	Philadelphia		X			
Woodbourne	Bucks			X	X	
Woodbury City	Gloucester	X	X			
Woodcrest	Camden	X				X



# APPENDIX C: HOUSING COUNT

**Number of Housing Units Proposed or Recently Built Near the Station**

Source: DVRPC, August 2007

Station	# of Units	Station	# of Units
34th Street	300	Ferry Avenue	542
37th Street	161	Hamilton Avenue	99
40th Street	261	Hamilton	680 *
Ambler	317	Hatboro	327
Ardmore	75	Haverford	62
Bristol	30	Lansdale	360
Burlington Town Center	249	Lombard-South	232
Camden City	1,500	Pennbrook	346
Cecil B. Moore	800	Princeton Junction	1,000 *
Cherry Hill	1,600	Race-Vine	40+
Chinatown	220	Riverside	1,000+ *
Cinnaminson	911	Spring Garden	318
City Hall	294	St. Davids	54
Collingswood	119	Temple University	53
Conshohocken	375	Walnut-Locust	120
Daylesford	102	Warminster	100+ *
Delanco	411	Wawa	1,300 *
Downingtown	30	Wayne	8
Doylestown	159	Westmont	198
Ellsworth-Federal	955	Woodbourne	116
Fairmount	600		

**TOTAL = 16,424+**

\*Proposed but not yet approved



# ON TRACK

## Progress Towards Transit-Oriented Development in the Delaware Valley

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**Publication Number:** 07030

**Date Published:** August 2007

**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, Regional Rail, Market-Frankford Elevated, Broad Street Subway, AMTRAK, PATCO, NJ TRANSIT, River Line; mixed-uses, zoning, development potential.

**Abstract:** This study is an evaluation of progress towards transit-oriented development (TOD) at individual rail (and some bus) stations within the nine-county region. Progress can include a completed or in-progress TOD or related plan, a grant to study or implement TOD, development interest or involvement in the station area, and/or a proposed or completed TOD.

Through a municipal survey, newspaper research and communication with pertinent local officials and staff, DVRPC attempted to gather data on any recent changes in and around the over 300 stations in the region. Results illustrated that the majority of communities responding to the municipal survey are supportive of TOD in both concept and implementation. Many communities have created a foundation for TOD in their neighborhoods by changing zoning ordinances, partnering with public and private agencies, remediating brownfields in the station area, and working with developers to encourage more appropriate site design.

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BACK COVER FPO



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