Fostering Transit Oriented Development Opportunities: PennDOT’s Web-based TOD Tool Kit

American Planning Association – Pennsylvania Chapter Conference
October 16, 2012
Erie, Pennsylvania
Outline

- Background to TOD
- Benefits of TOD
- TOD Toolkit Introduction
- Website Outline
- Question and Answer Session
As fuel and transportation costs continue to increase, development centered around transit resources, referred to as Transit Oriented Development (TOD), is becoming increasingly popular.
Background to TOD

- Unfortunately, many municipalities are not capitalizing on existing and future transit opportunities to leverage potential transit oriented development.
Additionally, the designs of transit stations are frequently not fully maximized to create the necessary climate to encourage transit oriented development.
Background to TOD

- What is Transit Oriented Development?
  - Typically defined as compact development within half a mile of a transit station
  - Includes both bus and rail transit
Benefits of TOD

- Benefits communities:
  - Creates great places to live, work, and play
  - Increases property values
  - Promotes revitalization
  - Healthier lifestyle
  - Improves access to transit and trails
  - Increases municipal service efficiencies
Benefits of TOD

- Benefits the Environment:
  - Reduces auto use and emissions
  - Reduces stormwater runoff
  - Reduces heat island effect

- Benefits Public Transportation:
  - Enhances awareness of transit
  - Broaden transportation options
  - Increases mobility
TOD Tool Kit Introduction

- **Problem**: Many studies on TOD and resources available but not in one location

- **Solution**: Create a Web-Based Tool Kit to assist Municipalities in PA to encourage and foster Transit Oriented Development
TOD Tool Kit Introduction

- Objectives
  - Educate public officials and community members on TODs
  - Provide methodology for how to develop TODs including technical aspects such as zoning, model ordinances, implementation strategies, etc.
TOD Tool Kit Introduction

- Objectives
  - Provide realistic TOD funding solutions for municipalities
  - Provide case studies to avoid duplicative mistakes and “success stories” to highlight accomplishments
TOD Tool Kit Introduction

- Objectives
  - Provide contact information for organizations
  - Stress that TODs can also benefit smaller urban areas and anywhere with fixed route transit service
Objectives

- Give examples of outreach and how to engage the public
- Provide visual examples to show what higher density at TODs can look like
- Ensure website is user-friendly and easy to navigate
TOD Tool Kit Introduction

- **Timeline**

<table>
<thead>
<tr>
<th>Event</th>
<th>2012</th>
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<tbody>
<tr>
<td>Project Initiation</td>
<td>Jan</td>
</tr>
<tr>
<td>Steering Committee Meeting #1</td>
<td>Feb</td>
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<tr>
<td>Data Collection Phase Complete</td>
<td>Mar</td>
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<tr>
<td>Steering Committee Meeting #2</td>
<td>April</td>
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<tr>
<td>Website Outline Complete</td>
<td>May</td>
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<td>Steering Committee Meeting #3</td>
<td>June</td>
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<td>Website Soft Launch</td>
<td>July</td>
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<tr>
<td>Fully Functional Website and TOD Manual Complete</td>
<td>Aug</td>
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<tr>
<td>Website Public Launch</td>
<td>Sept</td>
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### TOD Tool Kit Introduction

- **Steering Committee comprised of representatives from:**

<table>
<thead>
<tr>
<th>Berks Area Regional Transportation Authority (BARTA)</th>
<th>Lower Merion Township</th>
<th>PA State Association of Boroughs (PSAB)</th>
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<tbody>
<tr>
<td>County Commissioners Association of PA (CCAP)</td>
<td>Lehigh Valley Planning Commission</td>
<td>PA State Association of Township Supervisors (PSATS)</td>
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<tr>
<td>CH Planning</td>
<td>Lycoming County Planning Commission</td>
<td>Southwestern Pennsylvania Commission (SPC)</td>
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<tr>
<td>Delaware Valley Regional Planning Commission</td>
<td>Michael Baker Jr, Inc.</td>
<td>Tri-County Regional Planning Commission</td>
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<tr>
<td>Lancaster County</td>
<td>PennDOT</td>
<td>West Chester University</td>
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<tr>
<td>Lehigh and Northampton Transportation Authority (LANTA)</td>
<td>PA Public Transportation Association (PPTA)</td>
<td>10,000 Friends</td>
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Undertook data collection to analyze existing resources to:

- Identify gaps in the knowledge base
- Determine how best these resources can be used together easily and effectively
TOD Tool Kit Introduction

- Summary of Resources Collected:
  - Focus on PA resources but relevant national publications were used as well
  - 5 Categories:
    1. Case Studies/Examples
    2. Multi-Modal/Smart Transportation Guides or Manuals
    3. Transit Oriented Development Guides or Manuals
    4. Transit Guidelines or Manuals
    5. Other (Real Estate, Public Involvement, Funding)
TOD Tool Kit Introduction

- Annotated Bibliography
  - Summary of all resources
  - Intended to be a “living document” - other materials can be added over time
  - Resources from: PennDOT, DVRPC, SPC, LVPC, LANTA, CTOD, FTA, FHWA, Bucks, Montgomery, and Allegheny Counties, City of Pittsburgh, Lower Merion Township
TOD Tool Kit Introduction

- Other Web-Based TOD Toolkits

www.tctod.org/

www.spcregion.org/fit/intro.asp

MDOT – Office of Planning and Capital Programming

www.mrsc.org/subjects/transpo/transitdev.aspx
Website Outline

- The TOD Toolkit website went live in September and can be accessed at:

  http://www.todtoolkitpa.com
Website Outline

Welcome to Pennsylvania’s Transit Oriented Development (TOD) Toolkit

This website was designed with you in mind, providing the information needed to understand why TOD is beneficial to you and your community, and how to effectively promote and implement it using this toolkit as a resource guide.

Government Officials

Are you a government official interested in implementing TOD in your community?
Focus on these sections:

1. TOD Fundamentals
2. Your Key To TOD
3. Model Ordinances
4. Funding + Implementation

Community Members

Are you a community member interested in promoting TOD in your community?
Focus on these sections:

1. TOD Fundamentals
2. Case Studies
3. Partners + Initiatives
4. Value + Marketability
Website Outline

- The buttons on the main toolbar take users to pages about eight subject areas

Pennsylvania Transit Oriented Development
toolkit for designing + building communities around transit
Website Outline

- Additionally, the home page has shortcuts to subject areas most valuable to government officials and community members.
Website Outline

The TOD Fundamentals page contains information on three areas.
Information on small start concepts that a community can take to:

- Make transit more efficient
- Improve the rider experience
- Increase patronage.
Gives examples of different size communities designed for TOD development

Pennsylvania Transit Oriented Development

toolkit for designing + building communities around transit

**TOD Fundamentals: Built for TOD**

Successful TOD can happen in any setting, whether a new development or a historical neighborhood. TOD principles are rooted in history, and transformational elements are seen everywhere.

TOD comes in all sizes. Much of Pennsylvania was historically designed for TOD, is your community?

**City of Philadelphia, Philadelphia County**

- Mixed-use development
- Grid street network
- Wide sidewalks to accommodate pedestrian traffic
- High visibility crosswalks at intersections
- Multimodal infrastructure

**Borough of Lititz, Lancaster County**

- Mixed-use development
- Grid street network
- Wide sidewalks to accommodate pedestrian traffic
- High visibility crosswalks at intersections
- Multimodal infrastructure

Be sure to explore these other municipalities found throughout the state that have been Built for TOD:

- Allentown
- Carlisle
- Indiana
-Mt. Lebanon
- Mill Hall
- New Castle

**Additional Tools**

- Lincoln Institute of Land Policy
TOD Fundamentals: TOD History

TOD is a term that was coined by Peter Calthorpe in the late 1980s; however, TOD as a concept has been around for much longer. For hundreds of years, humans have been building around transit. Conventional TOD planning began in the second half of the nineteenth century with the introduction of the streetcar. As an early form of commuter transportation, these horse-drawn vehicles allowed people to work inside, in the city, but live outside its center which was overcrowded and often unhealthy. When the streetcar was electrified at the turn of the century, it allowed people to move farther away from the city and still commute by rail to work. The term “Development Oriented Transit” was coined for the type of development that followed these early commuter rail systems.

Throughout the 20th century, with the introduction of the automobile into society, development has largely focused upon the driving range of a car. This has led to spread, increased carbon emissions, and costly reliance on finite fossil fuels. By the end of the 20th century, a new line of thinking, called New Urbanism, began to form. Supported by the concept of transit supportive communities, TOD emerged and this type of design has become increasingly popular since.

Today, many communities are discovering that transit plays a vital role in their past. Many Pennsylvania communities including Johnstown, Lancaster, Altoona, Smethport, and Hershey had very robust trolley systems and have evolved with transit in mind over time. Your community may also have a link to Development Oriented Transit; design of the past that you can also capitalize on through today’s TOD.

Designing and building around transit is a centuries old concept that has evolved rapidly throughout the last few decades as oil prices have skyrocketed to unprecedented levels. Exploring the past to see where transit influenced development in your community throughout its history is a great small start to begin planning for TOD for its future.

Sources used for this history:
http://www.dot.state.pa.us/paDOT/2008-09.pdf

Information on the history of transit oriented development
Website Outline

Pennsylvania Transit Oriented Development
toolkit for designing + building communities around transit

101
TOD Fundamentals

Your Key to TOD

Model Ordinances

Funding + Implementation

Case Studies

Partners + Initiatives

Value + Marketability

TOD Library

- The “Your Key to TOD” page contains information on five areas

- Resources for government officials to establish the framework of TOD within a community
Information on public involvement tools including:

- Charrette
- Visioning
- Brainstorming
- Citizen’s Advisory Committee
- Transportation Fair
- Focus Group
- Etc.

**Your Key to TOD**

Public Involvement Techniques

- Information on public involvement tools including:
  - Charrette
  - Visioning
  - Brainstorming
  - Citizen’s Advisory Committee
  - Transportation Fair
  - Focus Group
  - Etc.

Pennsylvania Transit Oriented Development Toolkit for designing + building communities around transit

1. **Your Key to TOD: Public Involvement Techniques**

- **Charrette**: A meeting in which citizens are invited to participate in a full discussion of issues, their implications, and impacts. These discussions are led by a facilitator who also organizes the participants into teams to generate ideas.
- **Visioning**: A process to develop a vision for a particular area or project.
- **Brainstorming**: A group discussion technique that encourages creative thinking and idea generation.
- **Citizen’s Advisory Committee**: A group of citizens who advise on the development of a project.
- **Transportation Fair**: A gathering to promote transportation options.
- **Focus Group**: A discussion group whose members are asked to express their views on a particular topic.

**Additional Tools**

- **Building Livable Communities with Transit Planning, Developing, and Implementing Community-Sensitive Transit (The Federal Transit Administration)**
- **Building Support for Transit-Oriented Development: Co-Community Engagement Toolkit: Workshops (The Center for Community Innovation)**
Website Outline

Your Key to TOD

Comprehensive Plan

- Information on things to consider when forming or updating a comprehensive plan such as:
  - Including public transit facility and accessibility improvement goals and objectives
  - Identifying opportunities for TOD
  - Incorporating transit-supportive design guidelines for identified TOD locations

Pennsylvania Transit Oriented Development

A comprehensive plan is an overall policy guide for the physical development of a municipality. For a comprehensive plan to be a reliable tool, it must be a focal point for guiding a community through change. The comprehensive planning process involves collecting an inventory of the development alternatives, analysis of data collected, projections of future growth and development alternatives, and the establishment of policies to be implemented in the future. A comprehensive plan provides a logical basis for zoning and other land use ordinances. A comprehensive plan, however, is not an ordinance nor is it self-enforcing. Local ordinances, private actions, and other activities implement comprehensive plan concepts and recommendations.

Coordination of land use and transportation is fundamental to comprehensive plans. To encourage TOD, municipalities should consider the following when forming or updating a comprehensive plan:

- Including public transit facility and accessibility improvement goals and objectives
- Identifying opportunities for TOD
- Incorporating transit-supportive design guidelines for identified TOD locations

Additional Tools

- Local Land Use Controls in Pennsylvania – Planning Series #1 (Governor’s Center for Local Government Services)
- The Comprehensive Plan in Pennsylvania – Planning Series #3 (Governor’s Center for Local Government Services)
- Land Use – Transportation Policy Review (Lehigh Valley Planning Commission)
Information on recommendations to consider including in a TOD Plan such as:

- Proposed transit amenity improvements
- Guidelines and control mechanisms for development intensities, building heights, setbacks, and landscaping
- An implementation plan identifying action steps and potential funding sources
Describes how TDRs can be used to promote transit through density placement.
Website Outline

Your Key to TOD
Is TOD Right For My Community?

- Links to online TOD assessment Future Investment in TOD (FIT), prepared by the SPC
  - Helps communities decide if TOD is a viable method for revitalization
  - The data entered into the worksheet is evaluated by the TOD Success Metric, a tool that determines if a particular site is conducive to TOD
The “Model Ordinances” page contains information on types of model ordinances that communities can implement to encourage TOD.
Website Outline

Model Ordinances

- Several types of model ordinances included:
  - Town Center District Zoning Ordinances
  - Mixed Use District Zoning Ordinances
  - Transit District Zoning Ordinances
  - TOD District Zoning Ordinances
  - Subdivision and Land Development Ordinance (SALDO)
The “Funding + Implementation” page contains information on eight areas.

Description and useful links included for each funding source.
The “Case Studies” page provides examples of how TOD has been successfully implemented nationally.
Case Studies

- **Lansdale, PA**
  - Pennbrook Station

- **Type**
  - ☑ Suburban
  - ☑ Commuter
  - ☑ New-build
  - ☑ Rail

- Municipality Land area: 3.06 mi²
- 2009 Population: 15,593
- Population density: 5,090 people per mi² (MED)

- **TOD Facts:**
  - 284 space parking lot
  - Transit operator is SEPTA’s Lansdale/Doylestown Regional Rail Line

Source: [www.livestationsquare.com](http://www.livestationsquare.com)
[Source: www.loopnet.com](http://www.loopnet.com)
[Source: www.wikipedia.com](http://www.wikipedia.com)
Case Studies

- **Silver Spring, MD**
  - Silver Spring Station

- Type
  - ☑️ Urban
  - ☑️ Historic/Redevelopment
  - ☑️ Rail/Bus

- Municipality Land area: 9.42 mi²
- 2009 Population: 82,134
- Population density: 8,717 people per mi² (average)

- TOD Facts
  - 1,225 new residential units built in downtown in the last five years.
  - 1,325 new residential apartments and condominiums under construction in downtown.
The “Partners + Initiatives” page provides several local and regional organizations available to partner with municipalities to help develop, guide, and/or provide funding for TOD initiatives.
Website Outline

Partners + Initiatives

- Also includes the contact information for each County’s:
  - Metropolitan Planning Organization (MPO) or Rural Planning Organization (RPO)
  - County Planning Commission or Department
  - PennDOT District Office
  - Transit Agencies (Only Transit Agencies relevant to TODs (i.e. fixed route service providers) are listed)
The “Value + Marketability” page provides examples of the positive impact that TOD can have on a community.
Analyses of TODs show:

- Public transit can increase the development potential of real estate near stations and, as a result, increase property values.

- Projects near transit are viewed as having the potential to achieve faster absorption rates, higher occupancy rates, and in some cases, higher sales prices or rents.
Analyses of TODs show:

- There is an increasing demand for housing in transit zones
- Proximity to existing employment centers and downtowns appear to be important factors driving development along transit lines
Analyses of TODs show:

- Investments in neighborhood infrastructure and amenities are critical for unlocking the potential for TOD, especially in areas where land use patterns were previously automobile dependent.

- Early station area planning efforts can help to set expectations and ease concerns about TOD.
Website Outline

The “TOD Library” page consists of links to manuals, technical reports, and other reference materials.
Website Outline

- All links under the “Additional Tools” section of each page are stored on the library page.
Website Outline

TOD Library is organized into the following topics:

- Pennsylvania Case Studies
- National Case Studies
- Pennsylvania Multi-Modal Smart Transportation
- National Multi-Modal Smart Transportation
- Pennsylvania TOD-Related Manuals
- National TOD-Related Manuals
- Pennsylvania Transit Manuals
- National Transit Manuals
- Other Topics
Questions?

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- The TOD Toolkit website:
  [http://www.todtoolkitpa.com](http://www.todtoolkitpa.com)