

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

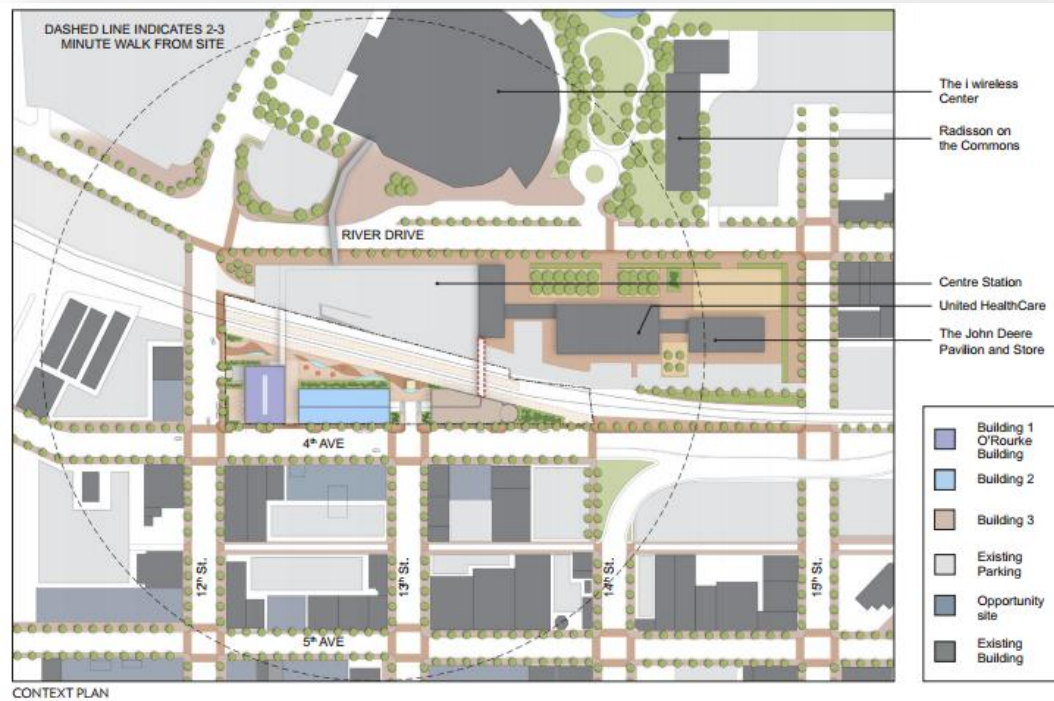


Pennsylvania Transit Oriented Development

toolkit for designing + building communities around transit

Background to TOD

- 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



Background to TOD

- Additionally, the designs of transit stations are frequently not fully maximized to create the necessary climate to encourage transit oriented development



Background to TOD

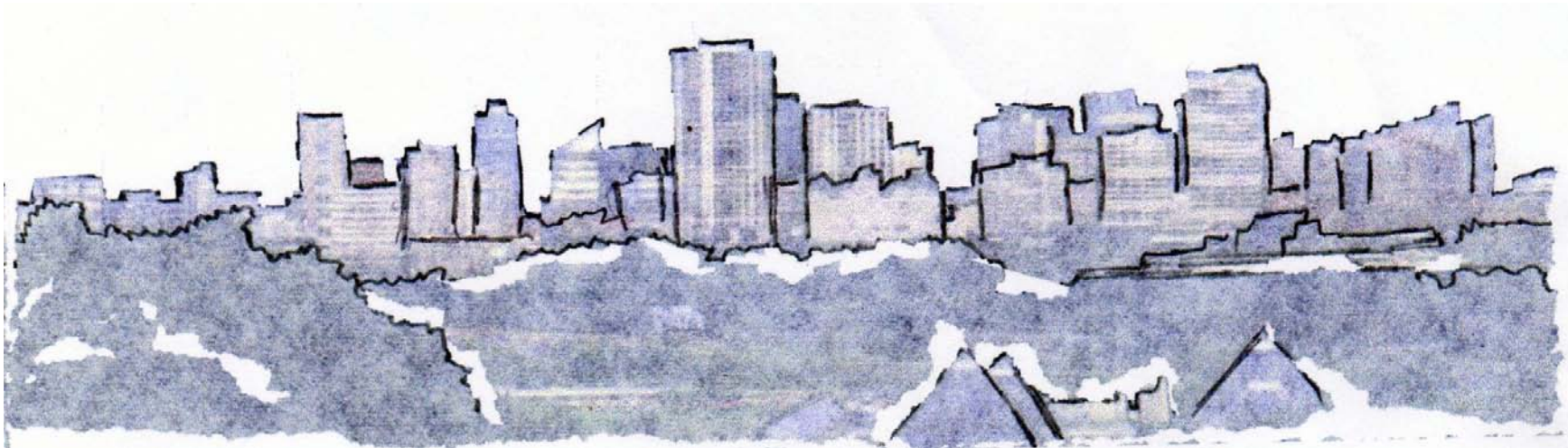
- What is Transit Oriented Development?
 - Typically defined as compact development within half a mile of a transit station
 - Includes both bus and rail transit



TOD in South Orange, NJ

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



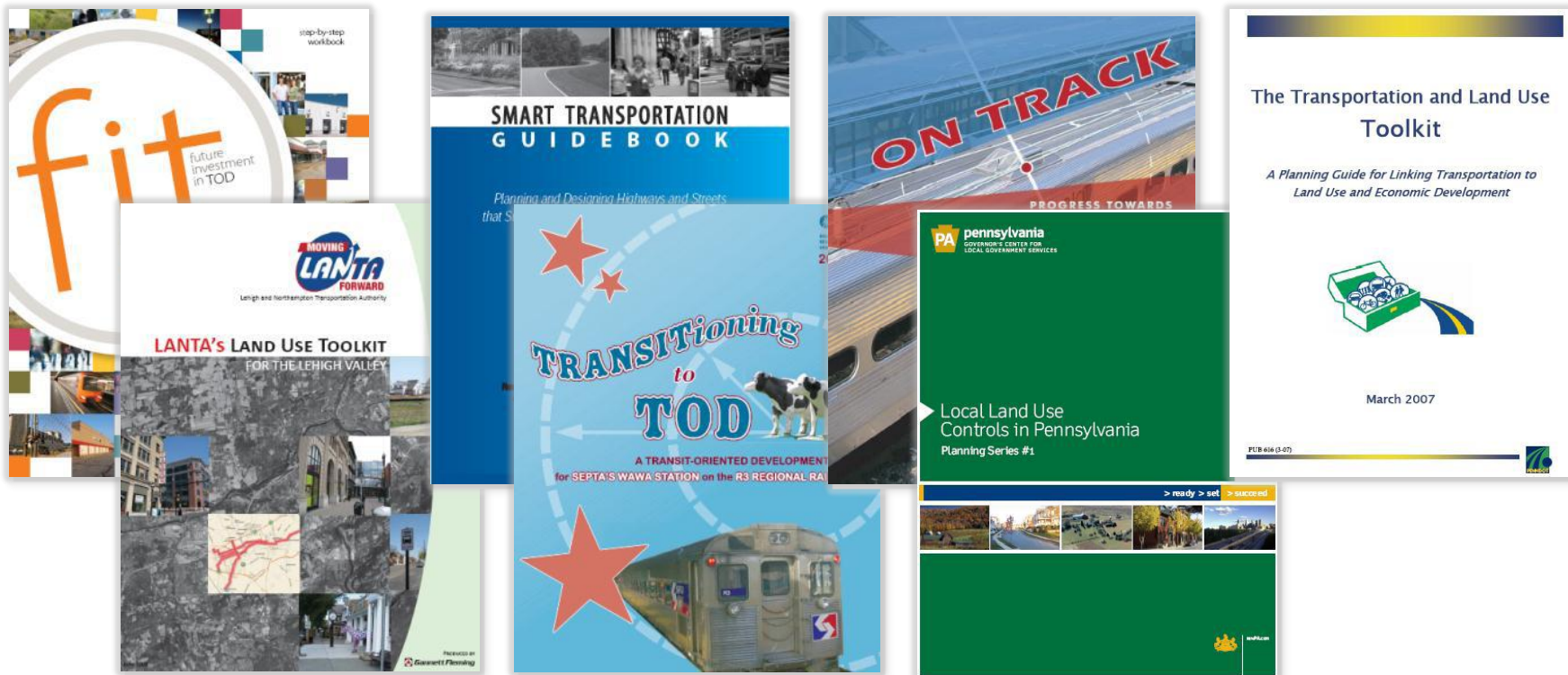
Benefits of TOD

- 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

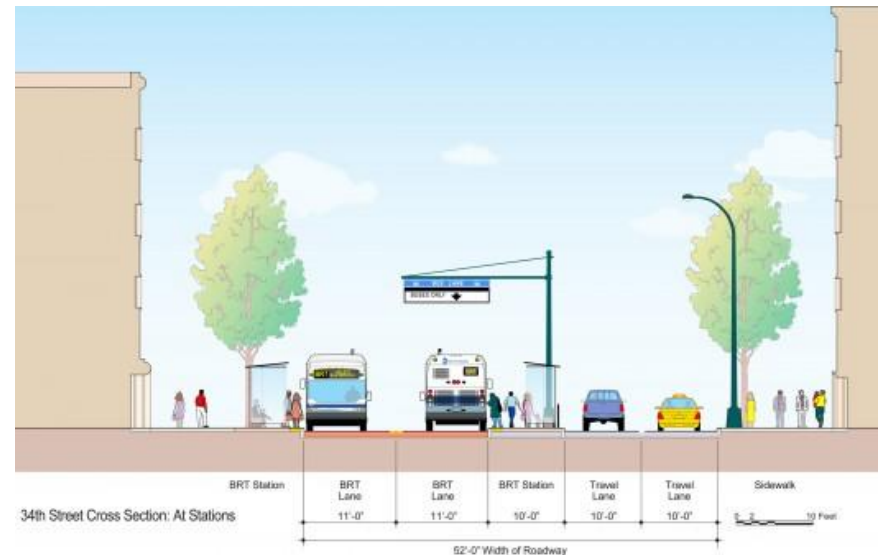


Source: Michigan Complete Streets

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



TOD Tool Kit Introduction

■ 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

2012



TOD Tool Kit Introduction

- Steering Committee comprised of representatives from:

Berks Area Regional Transportation Authority (BARTA)	Lower Merion Township	PA State Association of Boroughs (PSAB)
County Commissioners Association of PA (CCAP)	Lehigh Valley Planning Commission	PA State Association of Township Supervisors (PSATS)
CH Planning	Lycoming County Planning Commission	Southwestern Pennsylvania Commission (SPC)
Delaware Valley Regional Planning Commission	Michael Baker Jr, Inc.	Tri-County Regional Planning Commission
Lancaster County	PennDOT	West Chester University
Lehigh and Northampton Transportation Authority (LANTA)	PA Public Transportation Association (PPTA)	10,000 Friends

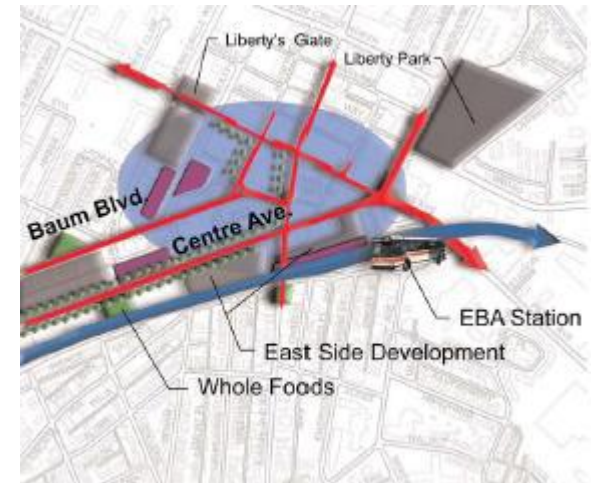
TOD Tool Kit Introduction

- 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)



East Liberty, Pittsburgh

TOD Tool Kit Introduction

- Annotated Bibliography

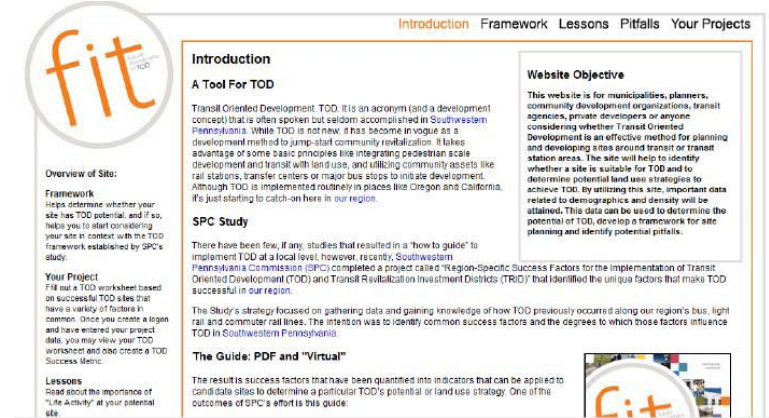
- Summary of all resources
- Intended to be a “living document”- other materials can be added over time
- Resources from: PennDOT, DVRPC, SPC, LVPC, LANTA, CTOD, FTA, FHWA, Bucks, Montgomery, and Allegheny Counties, City of Pittsburgh, Lower Merion Township

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>



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

Website Outline



Pennsylvania Transit Oriented Development

toolkit for designing + building communities around transit



TOD
Fundamentals



Your Key
To TOD



Model
Ordinances



Funding +
Implementation



Case
Studies



Partners +
Initiatives



Value +
Marketability



TOD
Library

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:



TOD
Fundamentals



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Funding
Methods



Community Members

Are you a community member interested in promoting TOD in your community?

Focus on these sections:



TOD
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Website Outline

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



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toolkit for designing + building communities around transit



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Value +
Marketability



TOD
Library

Website Outline

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



Government Officials

Are you a government official interested in implementing TOD in your community?

Focus on these sections:



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TOD
Library

Small Starts

Built for TOD

TOD History

- The **TOD Fundamentals** page contains information on three areas




Website Outline

101

TOD Fundamentals









Small Starts

- Information on small start concepts that a community can take to:
 - Make transit more efficient
 - Improve the rider experience
 - Increase patronage.



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TOD Fundamentals: Small Starts

Small Starts

Built for TOD

TOD History


Initiating TOD in a community involves careful planning and the promotion of a transit-supportive culture. These steps are particularly important for suburban and rural communities where bus transit may be the only public transportation system.

Some small start concepts the Centre Area Transportation Authority (CATA), located in Centre County Pennsylvania, implemented to support bus transit as a viable transportation alternative in its region include:

- Ensure that new developments have a transit-friendly layout
- Devote the resources necessary to have an impact on local decision-making
- Build and maintain relationships to realize success

There are also a number of small ways to make transit more efficient, improve the rider experience, and increase patronage. The enhancement of bus stop amenities is one such example. The Pennsylvania Department of Transportation (PennDOT) funded the [Rethinking the Suburban Bus Stop](#) study, prepared by the Airport Corridor Transportation Association (ACTA). This study illustrates several suburban bus stop retrofits with the potential to significantly improve the user experience in four different contexts:


- The Busy Roadway Bus Stop
- The Suburban Retail Center Bus Stop
- The Hub Station Bus Stop
- The Intermodal Transfer Center



Bus Stop Amenities

Source: CATA.


Integrating bus stop amenities with parks, green spaces, and community areas is one step to improve the user support TOD.



Bus Stop Improvement

Source: Rethinking the Suburban Bus Stop Presentation, ACTA.

An illustration of a bus stop improvement for a suburban retail center.



Additional Tools

- [Transit Oriented Development – on a Small-Town Scale presentation, CATA](#)
- [Rethinking the Suburban Bus Stop manual, ACTA](#)
- [Rethinking the Suburban Bus Stop presentation, ACTA](#)

Website Outline

TOD Fundamentals




Built for TOD

101



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Small Starts

Built for TOD

TOD History

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 foundational 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

TOD Includes:

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



Borough of Lititz, Lancaster County

TOD Includes:

- 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:

- [Atalen](#)
- [Carlisle](#)
- [Indiana](#)
- [Mt. Lebanon](#)
- [Middletown](#)
- [New Castle](#)



Additional Tools

- [Lincoln Institute of Land Policy](#)

- Gives examples of different size communities designed for TOD development

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101

TOD Fundamentals

TOD History

- Information on the history of transit oriented development



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TOD Fundamentals



Your Key To TOD



Model Ordinances



Funding + Implementation



Case Studies



Partners + Initiatives



Value + Marketability



TOD Library

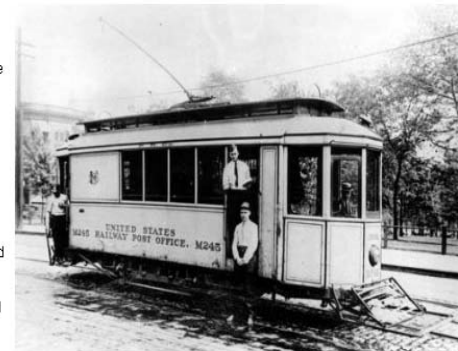
Small Starts

Built for TOD

TOD History

TOD Fundamentals: TOD History

TOD is a term that was coined by Peter Calthorpe in the late 1980's; 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 the city, but live outside its center which was overcrowded and often unsanitary. When the streetcar was electrified at the turn of the century, it allowed people to move further 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.



Source: www.pa-trolley.com

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 sprawl, 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 played a vital role in their past. Many Pennsylvania communities including Johnstown, Lancaster, Altoona, Scranton, 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 + 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.transweb.sjsu.edu/mlportal/research/publications/documents/envisioning2/mlt2001_etodp_website/TOD_History.PDF

<http://www.iurp.berkeley.edu/publications/wp/2009-02.pdf>

Website Outline



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Your Key
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TOD
Library

Public Involvement
Techniques

Comprehensive
Plan

Redevelopment /
TOD Plans

Transfer of Development
Rights (TDR)

Is TOD Right for My
Community?

- The “**Your Key to TOD**” page contains information on five areas
- Resources for government officials to establish the framework of TOD within a community



Website Outline



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.



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Public Involvement Techniques

- Comprehensive Plan
- Redevelopment/ TOD Plans
- Transfer of Development Rights (TDR)
- Is TOD Right For My Community?

Your Key to TOD: Public Involvement Techniques

Public involvement facilitates community planning. For TOD planning projects, public involvement helps build support for transit, define challenges and opportunities, and reach consensus on a preferred course of action. Typically, funding agencies require public involvement as part of any planning project process. (Source: www.planthekeystone.com)

Below are some popular and effective innovations in public involvement for community and transportation planning. (Source: Building Livable Communities with Transit (USDOT/FTA))

Charrette – a meeting in which citizens are invited to participate in a full discussion of issues, interrelationships, and impacts. Time limits challenge people to openly examine problems and produce tangible results. Typically, this technique is a multi-day intensive process facilitated by professional planners who ultimately create concept plans which reflect the charrette discussions. [More information on Charettes can be found here.](#)

Visioning – a series of meetings open to all citizens or a representative panel focusing on long-range issues that eventually lead to a goals statement.

Brainstorming – a democratic process open to any citizen, led by a facilitator or moderator, where participants come together in a freethinking forum to generate ideas. It provides participants with a sense of progress and accomplishments, and helps them move on to more difficult tasks.

Citizen's Advisory Committee – a representative group of stakeholders that meets regularly to discuss issues of common concern. It allows for extended interaction between citizens and their government.

Transportation Fair – a one-day event used to interest citizens in transportation and in specific projects or programs.

Focus Group – a meeting of a carefully selected group of individuals convened to discuss a single topic. The opinions are used to gauge public opinion.

Collaborative Task Force – a group of individuals selected to come to a conclusion and resolve a difficult issue, subject to ratification by official decision makers.

Media Strategies – use of print and broadcast vehicles to advise and inform customers about projects and programs.

Facilitation – a neutral facilitator guides a group of citizen representatives through the problem-solving process.

Citizen Survey – a survey administered to a sample group of citizens via a written questionnaire or through interviews in person, by phone, or by electronic mail. The tabulated results are considered representative of a larger group.

Telephone Techniques – an interactive medium used to solicit public involvement, obtain information, and get opinions.

Visual Techniques – use of recorded visual and oral messages to present information to the public, e.g., Visual Preference Surveys.

Public Meetings/Hearings – Held Prior to a decision point to present information to the public and obtain formal input from citizens.



Additional Tools

- Building Livable Communities with Transit: Planning, Developing, and Implementing Community-Sensitive Transit (The Federal Transit Administration)
- Building Support for Transit-Oriented Development: Do Community-Engagement Toolkits Work? (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



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TOD Fundamentals



Your Key to TOD



Model Ordinances



Funding + Implementation



Case Studies



Partners + Initiatives



Value + Marketability



TOD Library

Public Involvement Techniques

Comprehensive Plan

Redevelopment/
TOD Plans

Transfer of Development
Rights (TDR)

Is TOD Right For My
Community?

Your Key to TOD: Comprehensive Plan

A comprehensive plan is an overall policy guide for the physical development of a municipality. For a comprehensive plan to be a valuable 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.

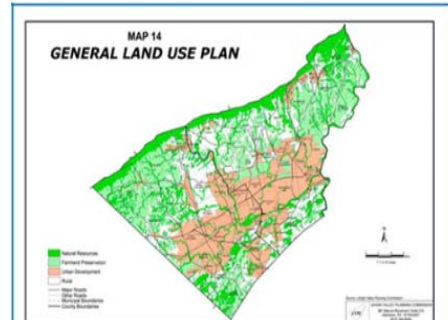
Coordination of land use and transportation is fundamental to comprehensive plans. To encourage TOD, municipalities should consider the following when forming or updating a comprehensive plan:

- 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 \(Lehigh Valley Planning Commission\)](#)



Lehigh Valley General Land Use Plan

Source: Lehigh Valley Planning Commission.


[Click map for larger view.](#)

Website Outline


Your Key to TOD

Redevelopment/TOD Plans







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Your Key to TOD: Redevelopment/TOD Plans

Developing a TOD plan helps municipalities conceptualize potential land use and provides a framework for redevelopment and revitalization. The TOD plan may be part of a municipal policy document, revitalization planning document, or a redevelopment plan focused on a specific property or properties. A TOD plan may also be used as a marketing tool to attract developer interest.

Typically, a TOD Plan examines the existing conditions of a transit facility and the surrounding area and provides concepts, plans, and illustrations depicting opportunities for a mix of land uses, pedestrian- and bicycle-friendly design improvements, and other public improvements.

Specific recommendations in a TOD Plan may include:

- 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


When TOD plans call for revitalization of a blighted area where eminent domain may be used, additional requirements found in the Pennsylvania Urban Redevelopment Law (URL) 35 P.S. §1701 must be strictly followed.

URL helps drive and regulate the redevelopment process in the Commonwealth. There are 5 distinct steps in URL:

1. Formation of a Redevelopment Authority (RDA) that is incorporated by the governing body of the municipality
2. Establishment of a Redevelopment Area and a declaration of Blight for that area, both approved by the municipality's planning commission
3. Creation of a Redevelopment Area Plan by the planning commission as dictated specifically by URL
4. Creation of a Redevelopment Proposal by the RDA that must go through a comprehensive public commenting period, including a public hearing, before it is approved by the governing authority of the municipality
5. Follow through with steps outlined within the Proposal by the RDA

Often times, services for redevelopment and eminent domain are contracted out to a developer, as selected by the RDA.

Many communities and counties throughout Pennsylvania already have an RDA established, and if your municipality does, you are already on the path to redevelopment and TOD! If your community does not have an RDA, this is a great example of a small start that you can implement to begin dialogs about redevelopment and TOD.



Additional Tools

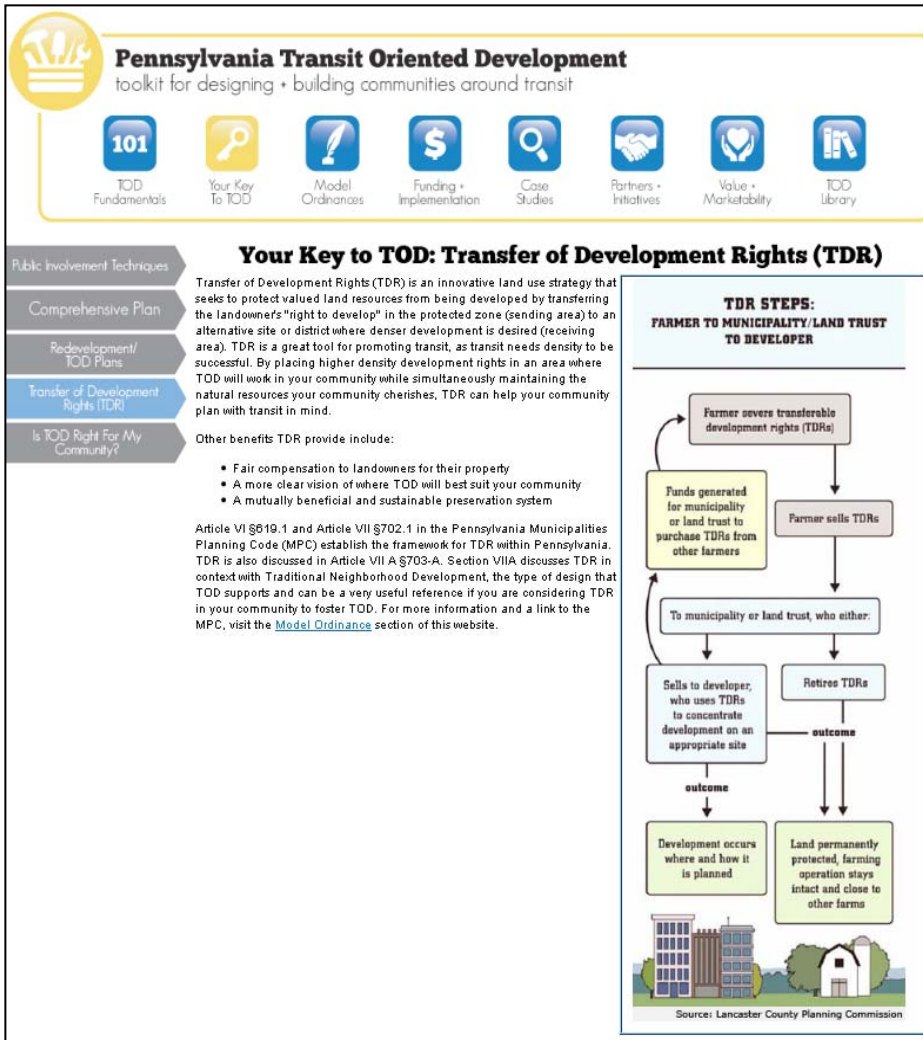
- [PA Urban Redevelopment Law](#)
- [New PA](#)

- 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

Website Outline

Your Key to TOD

Transfer of Development Rights



- 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



Website Outline



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TOD
Library

Zoning

Subdivision & Land
Development Ordinance

Official Map
Ordinance

Pennsylvania Model
Ordinances

- 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)**

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Transit Revitalization
Investment District (TRID)

Tax Increment Financing
(TIF)

Pennsylvania
Infrastructure Bank (PIB)

Business Improvement
District (BID)

Local Economic
Revitalization Tax
Assistance (LERTA)

Main + Elm Street
Programs

New Tax Abatement

Small Business Loans

- The “**Funding + Implementation**” page contains information on eight areas
- Description and useful links included for each funding source



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TOD
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- The “**Case Studies**” page provides examples of how TOD has been successfully implemented nationally



Case Studies

■ Lansdale, PA

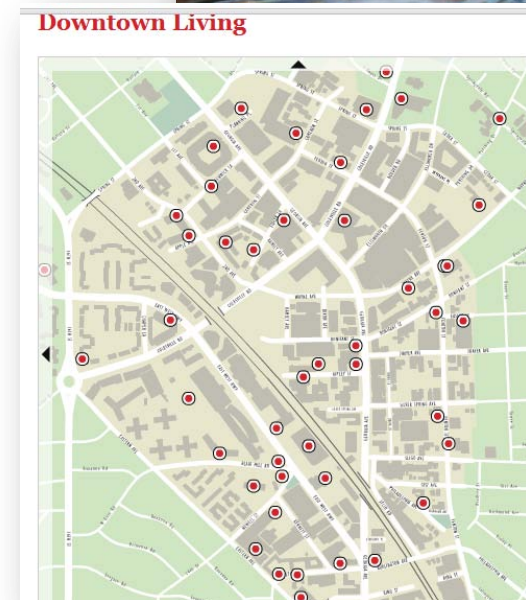
- Pennbrook Station
- Type
 - ✓ Suburban
 - ✓ Commuter
 - ✓ New-build
 - ✓ Rail
- Municipality Land area: 3.06 mi²
- 2009 Population: 15,593
- Population density: 5,090 people per mi² (MED)
- TOD Facts:
 - 284 space parking lot
 - Transit operator is SEPTA's Lansdale/Doylestown Regional Rail Line



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 1225 new residential units built in downtown in the last five years.
 - 1,325 new residential apartments and condominiums under construction in downtown.



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TOD
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- 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)

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TOD
Library

- The “**Value + Marketability**” page provides examples of the positive impact that TOD can have on a community



Website Outline



Value + Marketability

- 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.

Land Use	Transit Premium Range	
	Low	High
Single Family Residential	+ 2 percent within 200 feet of station (San Diego LRT, 1992)	+ 32 percent within 100 feet of station (St. Louis LRT, 2004)
Condominium	+ 2 percent within 2,640 feet of station (San Diego LRT, 2001)	+ 18 percent within 2,640 feet of station (San Diego LRT, 2001)
Apartment	0 percent to + 4 percent within 2,640 feet of station (San Diego LRT, 2001)	+ 45 percent within 1,320 feet of station (VTA LRT, 2004)
Office	+ 9 percent within 300 feet of station (Washington, D.C. Metrorail, 1981)	+ 120 percent within 1,320 feet of station (VTA LRT, 2004)
Retail	+ 1 percent within 500 feet of station (BART, 1978)	+ 167 percent within 200 feet of station (San Diego LRT, 2004)

Land Use and Transit Premiums

Source: Transportation and Real Estate: Making the Connections, Public Transit Boosts Property Values, If Conditions Are Right (National Association of Realtors).

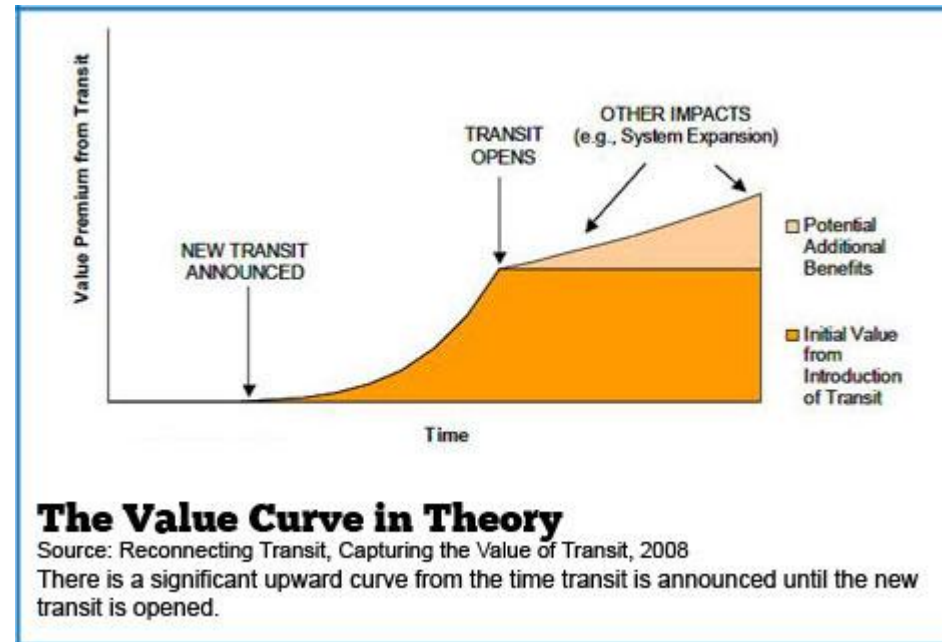
The amount of the "transit premium" — value added to property by proximity to high-capacity transit — may vary significantly depending a number of factors.

Website Outline



Value + Marketability

- 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



Website Outline



Value + Marketability

- 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

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TOD
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- The “**TOD Library**” page consists of links to manuals, technical reports, and other reference materials



Website Outline



TOD Library

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

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TOD Fundamentals: Small Starts

Small Starts
Initiating TOD in a community involves careful planning and the promotion of a transit-supportive culture. These steps are particularly important for suburban and rural communities where bus transit may be the only public transportation system.

Some small start concepts the Centre Area Transportation Authority (CATA), located in Centre County Pennsylvania, implemented to support bus transit as a viable transportation alternative in its region include:

- Ensure that new developments have a transit-friendly layout
- Devote the resources necessary to have an impact on local decision-making
- Build and maintain relationships to realize success

There are also a number of small ways to make transit more efficient, improve the rider experience, and increase patronage. The enhancement of bus stop amenities is one such example. The Pennsylvania Department of Transportation (PennDOT) funded the [Rethinking the Suburban Bus Stop](#) study, prepared by the Airport Corridor Transportation Association (ACTA). This study illustrates several suburban bus stop retrofits with the potential to significantly improve the user experience in four different contexts:

- The Busy Roadway Bus Stop
- The Suburban Retail Center Bus Stop
- The Hub Station Bus Stop
- The Intermodal Transfer Center

Bus Stop Amenities
Source: CATA
Integrating bus stop amenities with parks, green spaces, and community areas is one step to improve the user support TOD.

Bus Stop Improvement
Source: Rethinking the Suburban Bus Stop Presentation, ACTA.
An illustration of a bus stop improvement for a suburban retail center.

Additional Tools

- [Transit Oriented Development – on a Small-Town Scale presentation, CATA](#)
- [Rethinking the Suburban Bus Stop manual, ACTA](#)
- [Rethinking the Suburban Bus Stop presentation, ACTA](#)

Website Outline



TOD Library

- 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?

Toby Fauver, AICP

Deputy Secretary for Local and Area Transportation

PennDOT

tfauver@pa.gov

Alexis Williams, AICP

Planner – Rail & Transit Group

Michael Baker Jr, Inc.

awilliams@mbakercorp.com

- The TOD Toolkit website:

<http://www.todtoolkitpa.com>