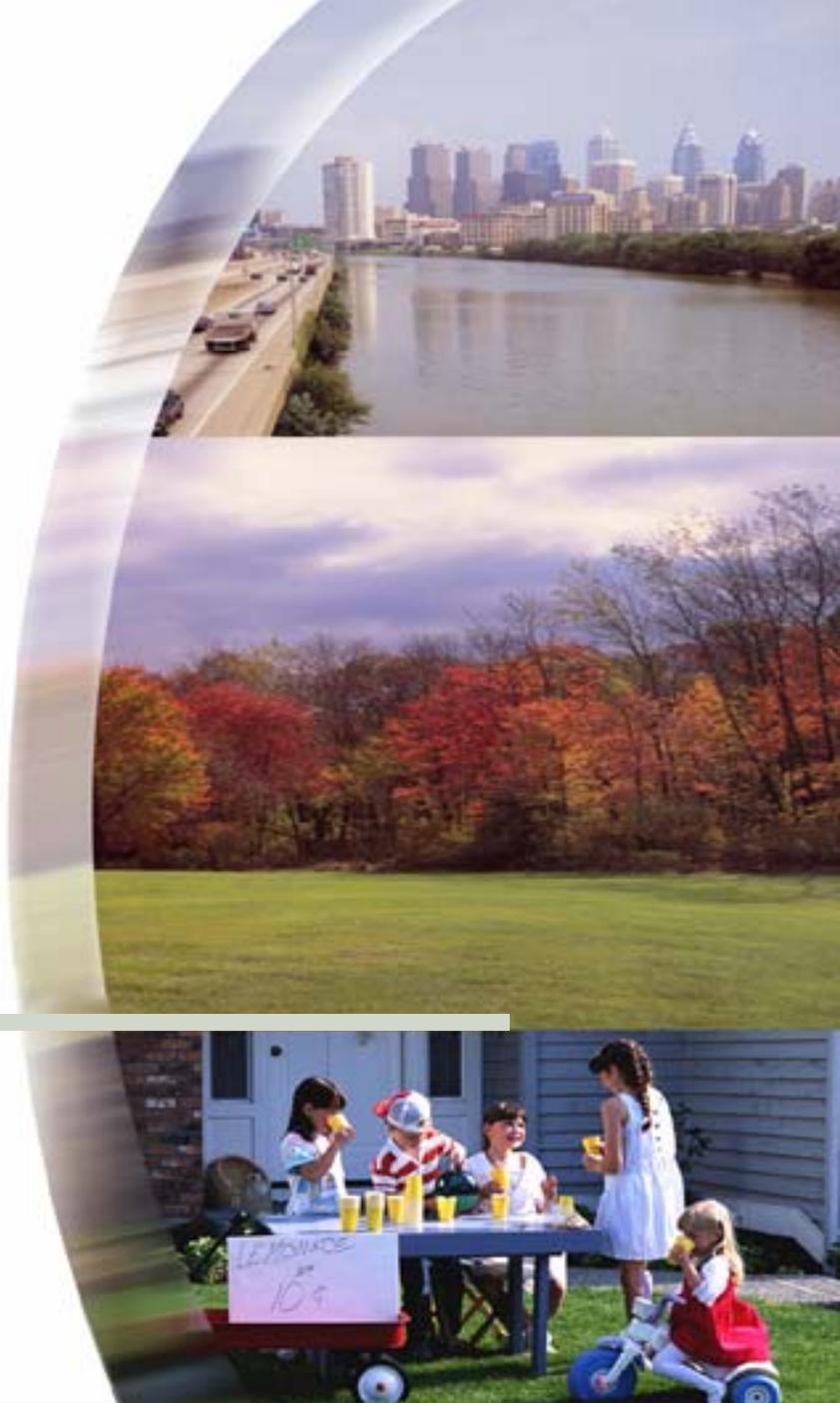


# *Inventing New Assets Out of Old Transit*



**Barry Seymour**

**Delaware Valley Regional Planning Commission**



# Overview



- What's happening with TOD in Greater Philadelphia?
- What's not happening with TOD? Why?
- What role can the regional MPO have?



# Delaware Valley Regional Planning Commission



- MPO for 9-county Philadelphia region
- Created in 1965
- Planning for “orderly growth and development” of the region
- Transportation, land use, open space, housing, economic development, population and employment forecasts, long-range plan



# Philadelphia Region's Transit

Click on individual stations for address, zone, fares, sales hours and parking information



- Bi-state region, different approaches to TOD
- SEPTA=280 stations
- 52 subway stations
- 153 regional rail stations
- 75 light rail/trolley stations
- PATCO=13 stations
- NJ Transit=21 stations
- Amtrak=10 stations
- Old System with heavy maintenance needs



# The New Jersey TOD Experience



- NJ Transit Transit-Friendly Communities Program and PATCO TOD Study
- NJDOT Transit Village Initiative
- NJ Office of Smart Growth
- New Light Rail Investment
  - Hudson-Bergen Line
  - River Line
- Urbanized State/Transit Culture



# The Pennsylvania TOD Experience



- Commonwealth and PennDOT have no specific TOD Program, TRID Program just begun
- No Dedicated State Funding for Transit
- Fewer Recent New Starts
  - Few in Pittsburgh, but none in Philadelphia region
- Largely Rural State/Less Familiarity With Transit



# The Philadelphia TOD Experience



- History of “Railroad Suburbs”, the original TOD
- Station Area Contexts: Parking, Downtowns, Industrial, Residential
- Not enough *assembled* land, SEPTA doesn’t own much land, eminent domain issues
- Weaker Real Estate Market, not the Sun Belt
- Older City/Region
- Older Infrastructure and maintenance demands



# Constrained Transit Agency



- Few Planning and Real Estate Staff at SEPTA, no dedicated TOD program
- Some Property Leasing for Station Retail, but no joint development of office or housing
- Reluctant to give up parking, Few garages
- Neighborhood opposition & Local land use control
- Lack of Transit-owned parcels, Private sector reluctant to partner
- Fiscal crises, Reactive



# DVRPC's Regional Visioning



- Long-Range Planning
- *Regional Inventory of TOD Sites*
- TOD Marketplaces with ULI
- TOD Brochure for Municipalities
- *Great Places With Transit* with PEC
- *Transit Village Design in Burlington County* and other Station Plans
- TCDI Grant Program
- TRID development
- Roles: Broker, Facilitator, Funder, Advocate, Educator, *not Active Development Partner*



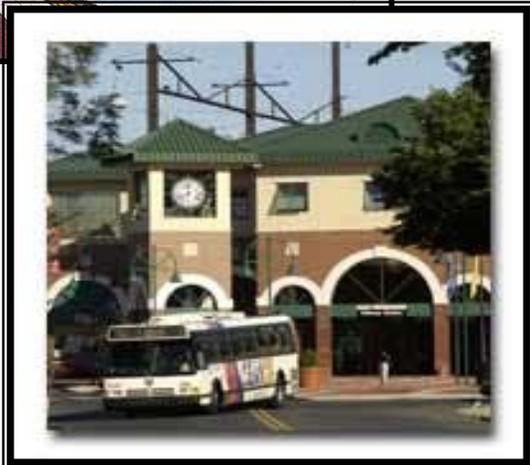
# Lots of Planning, Few Results Yet...



- Many examples of TOD, but few are new
- DVRPC and PEC filling the planning and advocacy void, ...*but* no authority to build
- Increasing developer interest, some municipal interest, mixed transit interest
- Real Estate Market + Demographics = TOD



# Now Let's Hear from the Experts



- Gloria Ohland, Vice President for Communications, Reconnecting America, Los Angeles, CA
- Arabella Martinez, Senior Advisor, Strategic Urban Development Alliance, Oakland, CA
- Richard Juarez, Partner, Urban West Development, Bonita, CA

