



PANELISTS

- **Erin Mierzwa**
Federal Reserve Bank of Philadelphia
- **Susan Weber**
New Jersey Department of Transportation
- **Jaime Jilozian**
Chester County Planning Commission
- **Rick L. Mellor, Jr.**
Whitemarsh Township

What is TOD?

Transit-Oriented Development is a way of building *vibrant neighborhoods* around *high quality* transit stations.

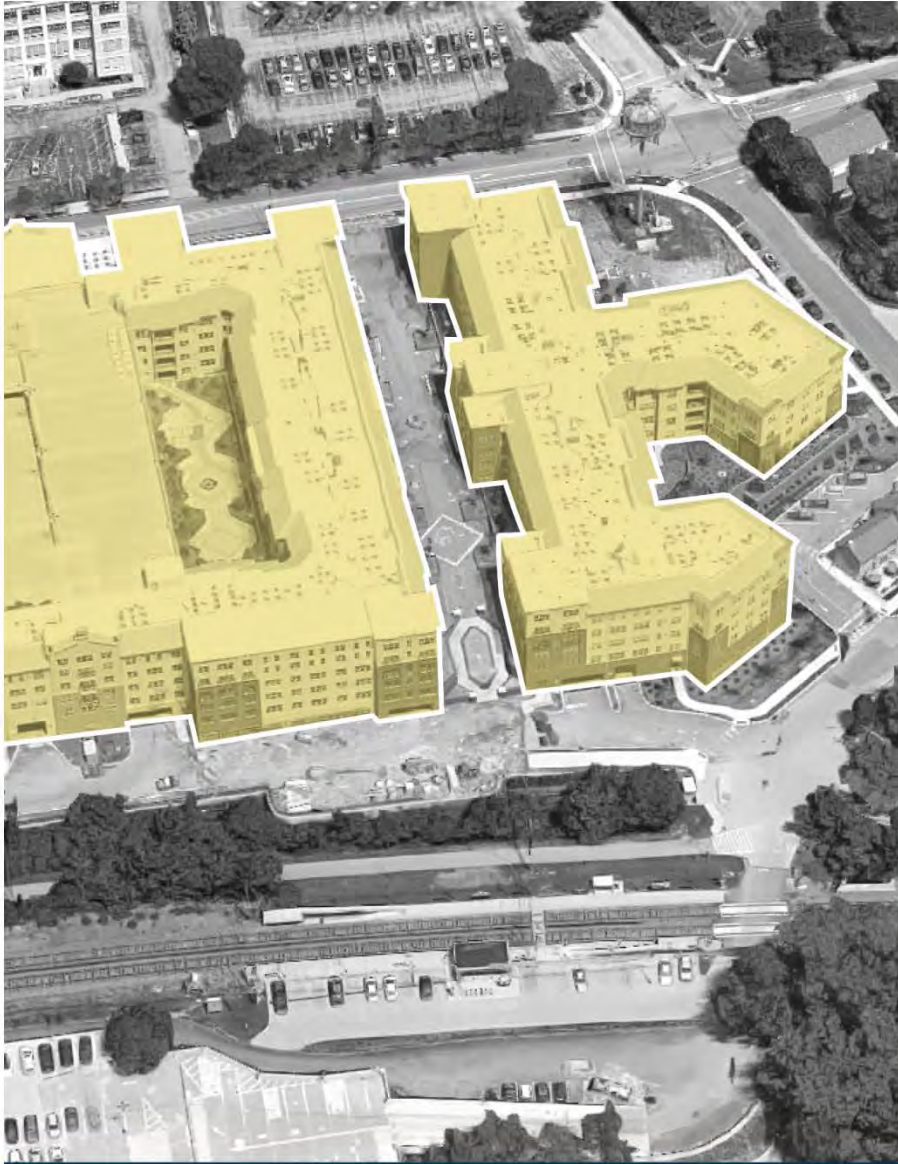


East Market, National Real Estate

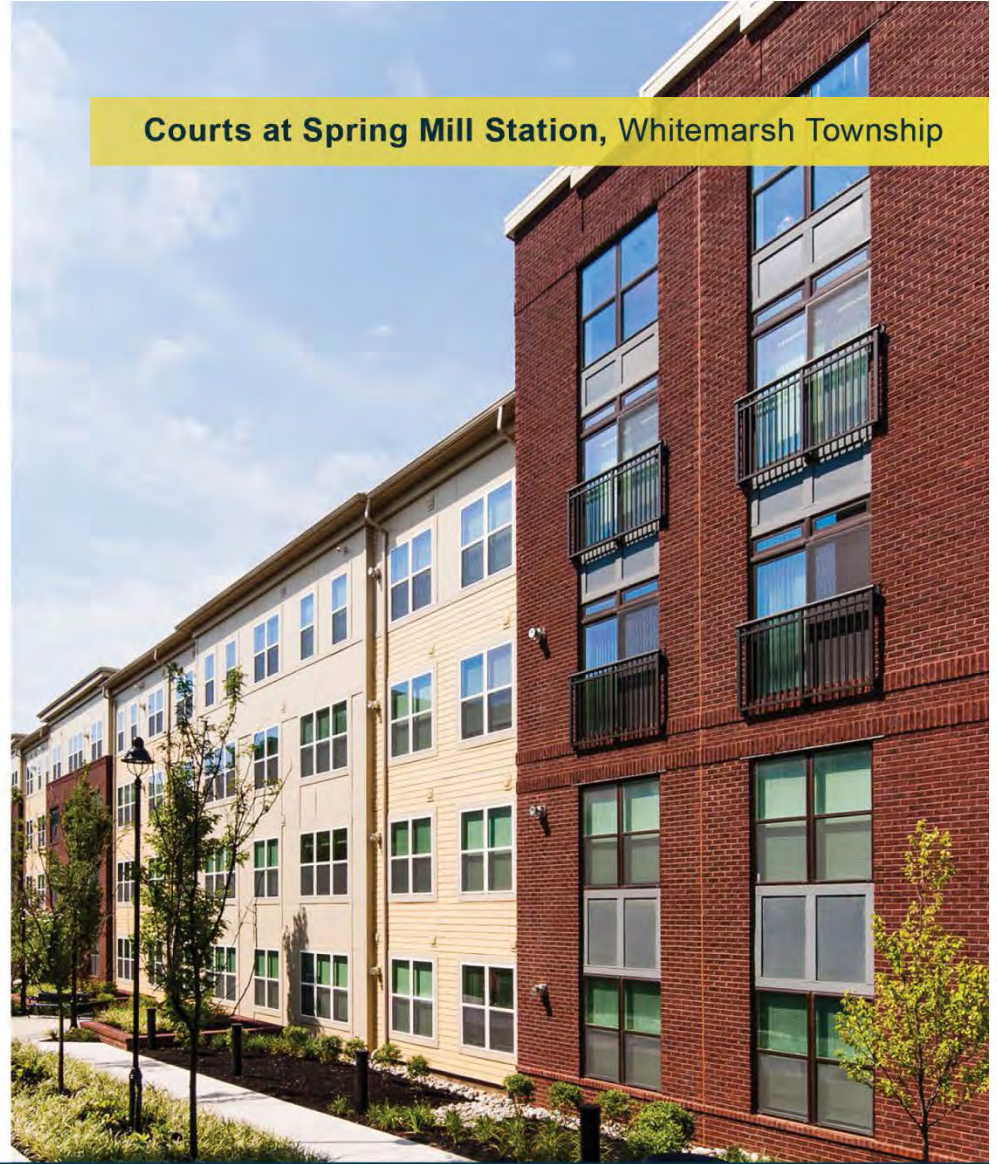


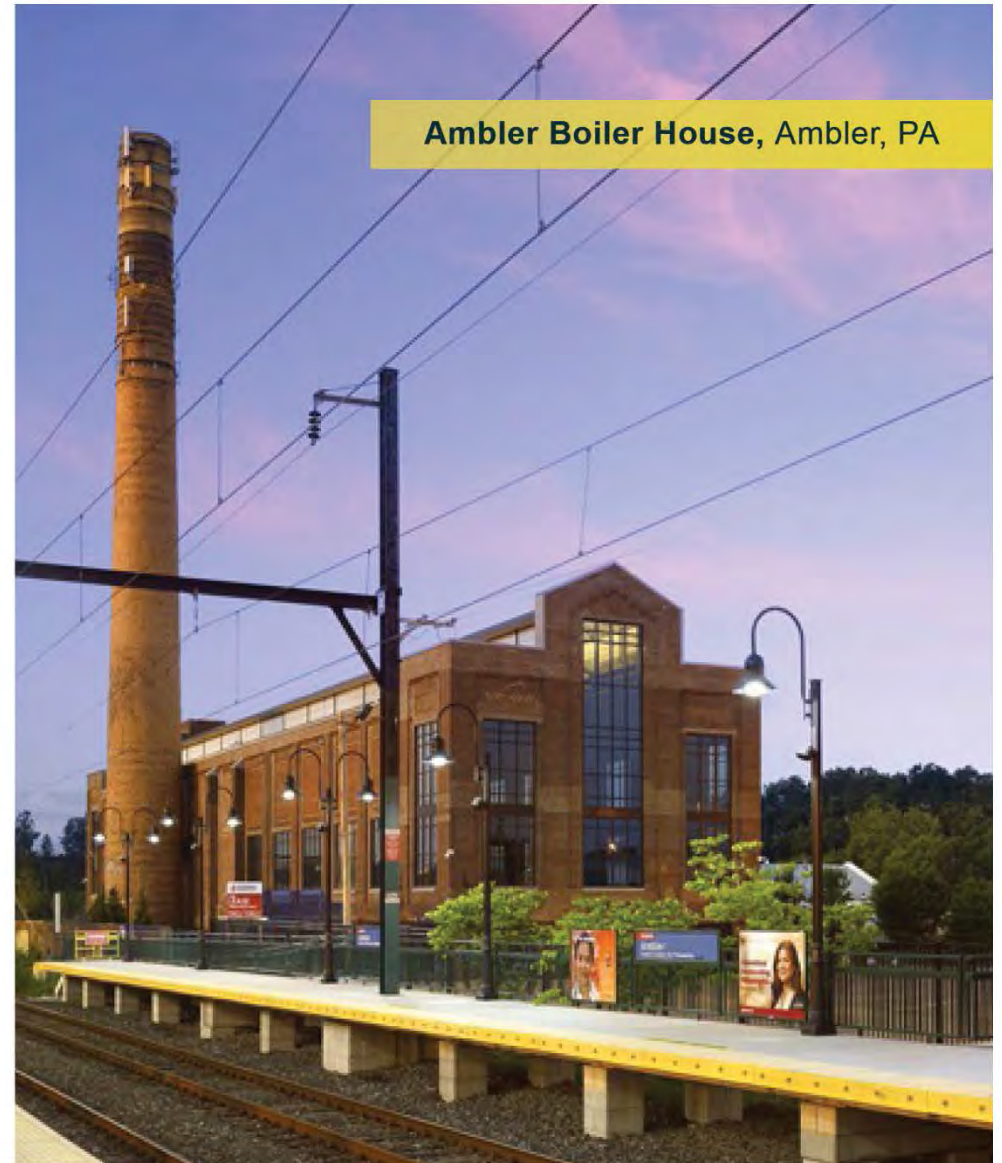
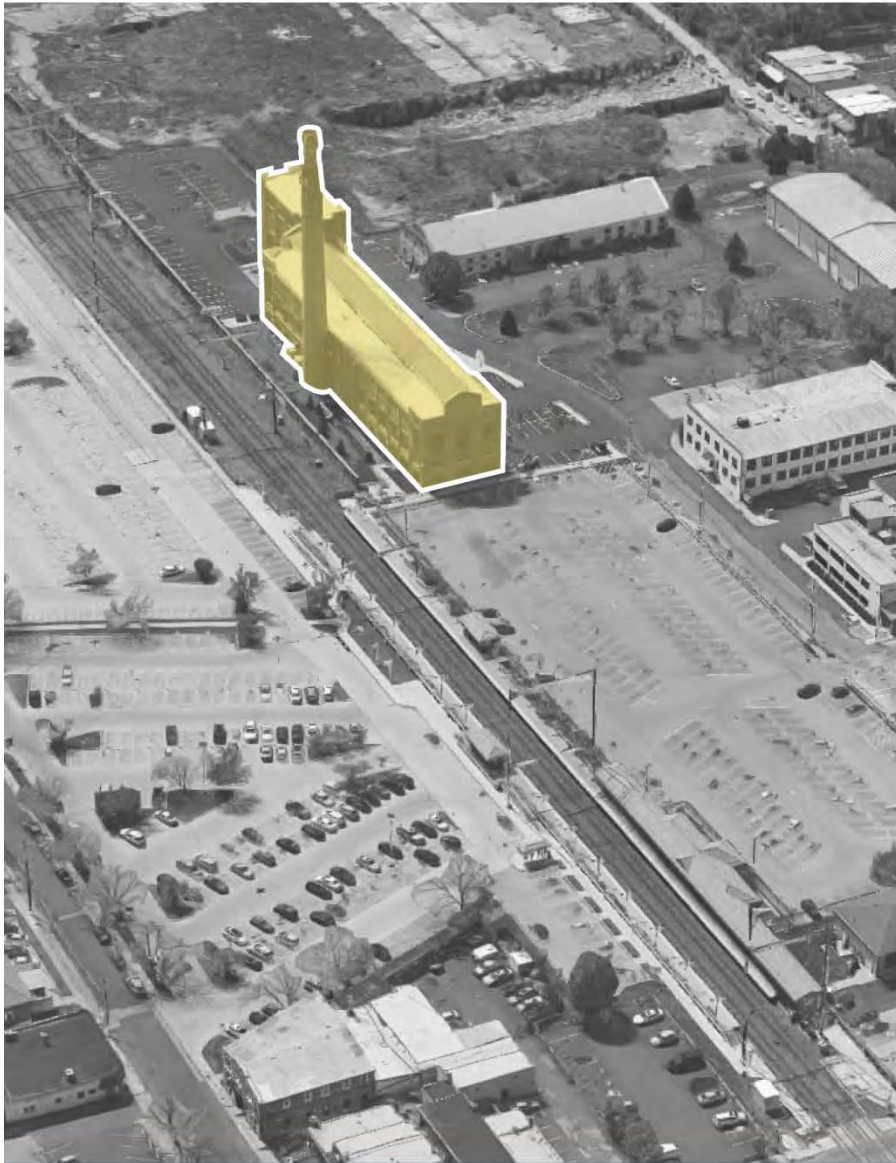
Transit-Oriented Development

DEFINING TOD



Courts at Spring Mill Station, Whitmarsh Township





Ambler Boiler House, Ambler, PA



What is **TOD**?

Transit-Oriented Development is a way of building *vibrant neighborhoods* around *high quality* transit stations.

- 1 Compact, high-density development
- 2 Diversity of uses and services
- 3 Safe and active public spaces
- 4 Multiple transportation options

Why TOD?

POTENTIAL BENEFITS

Reduced VMT &
greenhouse gas emissions

Promotes housing &
transportation affordability

Supports economic development

Increases transit ridership &
fare revenue

Improves public health

Reduces sprawl &
land consumption

Why TOD?

POTENTIAL BENEFITS

ENVIRONMENT



ECONOMY



TRANSPORTATION



EQUITY



COMMUNITY



Reduced VMT & greenhouse gas emissions



Promotes housing & transportation affordability



Supports economic development



Increases transit ridership & fare revenue



Improves public health



Reduces sprawl & land consumption



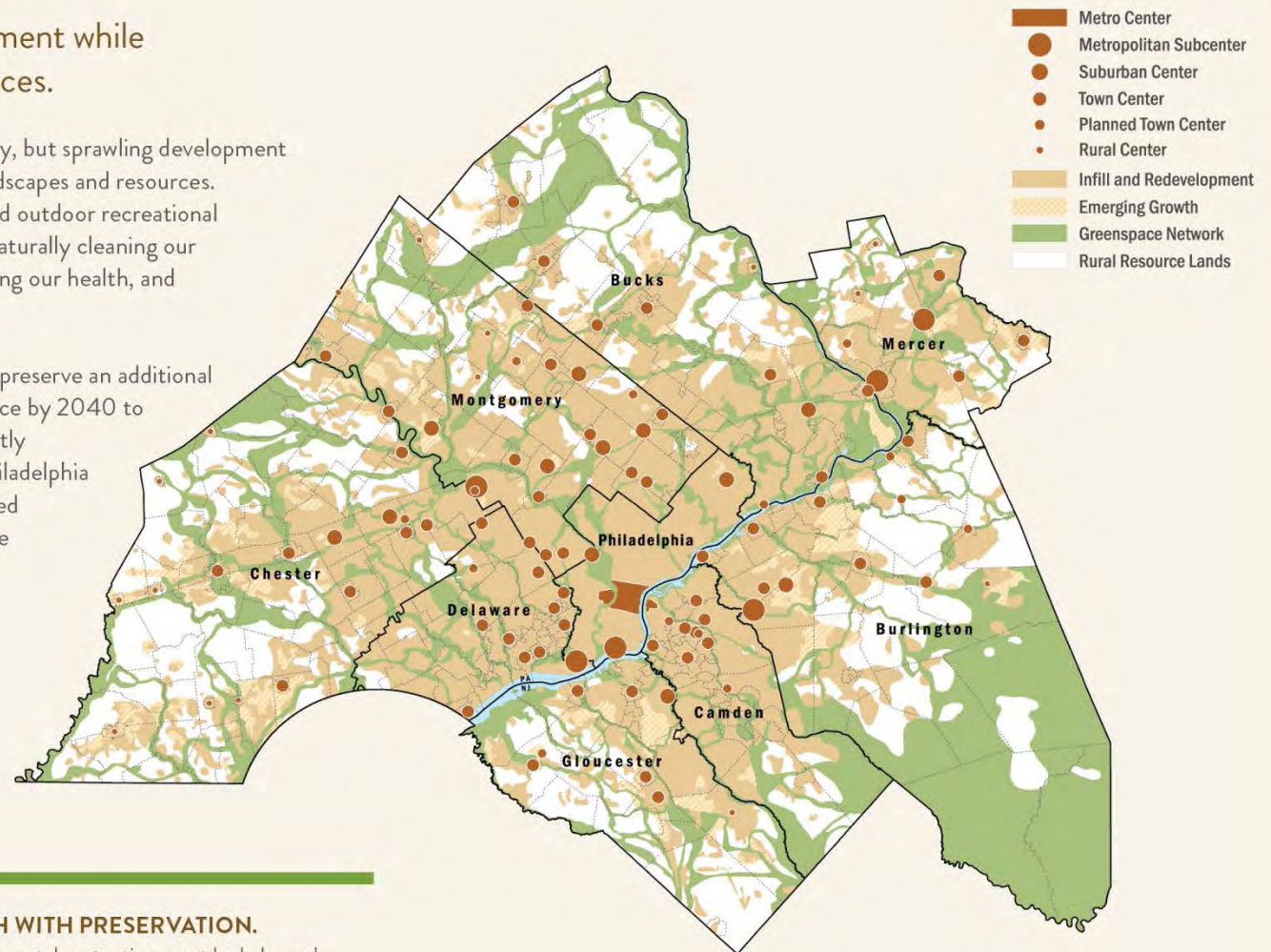
HOW CAN WE GROW RESPONSIBLY?

Manage growth and development while protecting our natural resources.

Our region is home to breathtaking beauty, but sprawling development patterns threaten our region's natural landscapes and resources. Our land is a source of local food, jobs, and outdoor recreational opportunities. It also saves us money by naturally cleaning our air and water, mitigating flooding, improving our health, and enhancing our quality of life.

Connections 2040 outlines strategies to preserve an additional 450,000 acres of farmland and open space by 2040 to help reach a goal of one million permanently protected acres in our region. Greater Philadelphia has already made progress having preserved more than 75,000 acres over the past five years. The Plan's land use vision continues this progress.

LAND USE VISION



BALANCING GROWTH WITH PRESERVATION.

Development and environmental protection must be balanced. Growth should be encouraged where infrastructure already exists to limit the cost of new transportation facilities and reduce energy use and environmental impacts.

The Land Use Vision Map defines areas for open space preservation (Rural Resource Lands and Greenspace Network) as well as development (Centers, Infill and Redevelopment, and Emerging Growth).

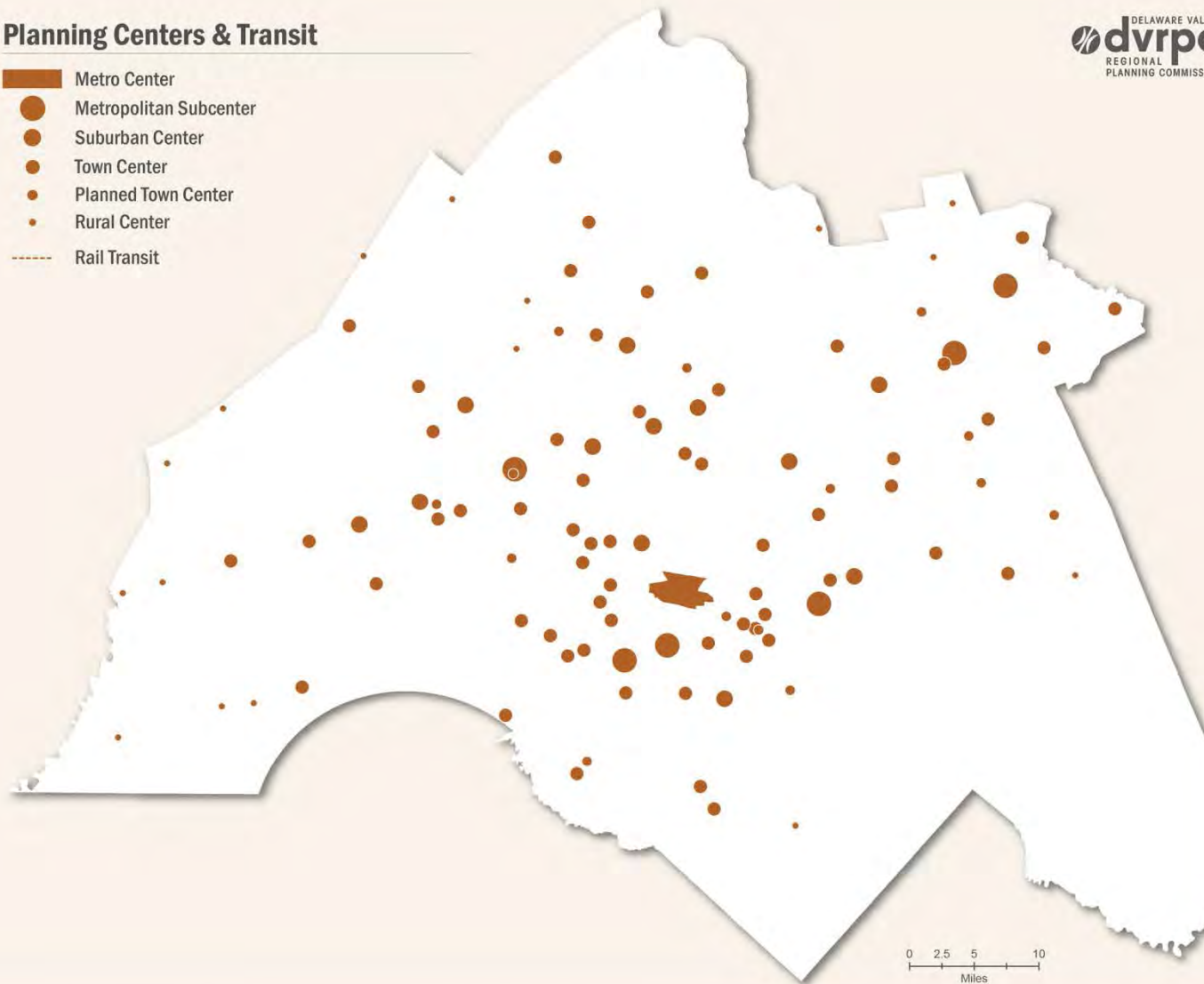
Land Use Vision

- Metro Center
- Metropolitan Subcenter
- Suburban Center
- Town Center
- Planned Town Center
- Rural Center
- Infill and Redevelopment
- Emerging Growth
- Greenspace Network
- Rural Resource Lands



Planning Centers & Transit

- Metro Center
- Metropolitan Subcenter
- Suburban Center
- Town Center
- Planned Town Center
- Rural Center
- Rail Transit

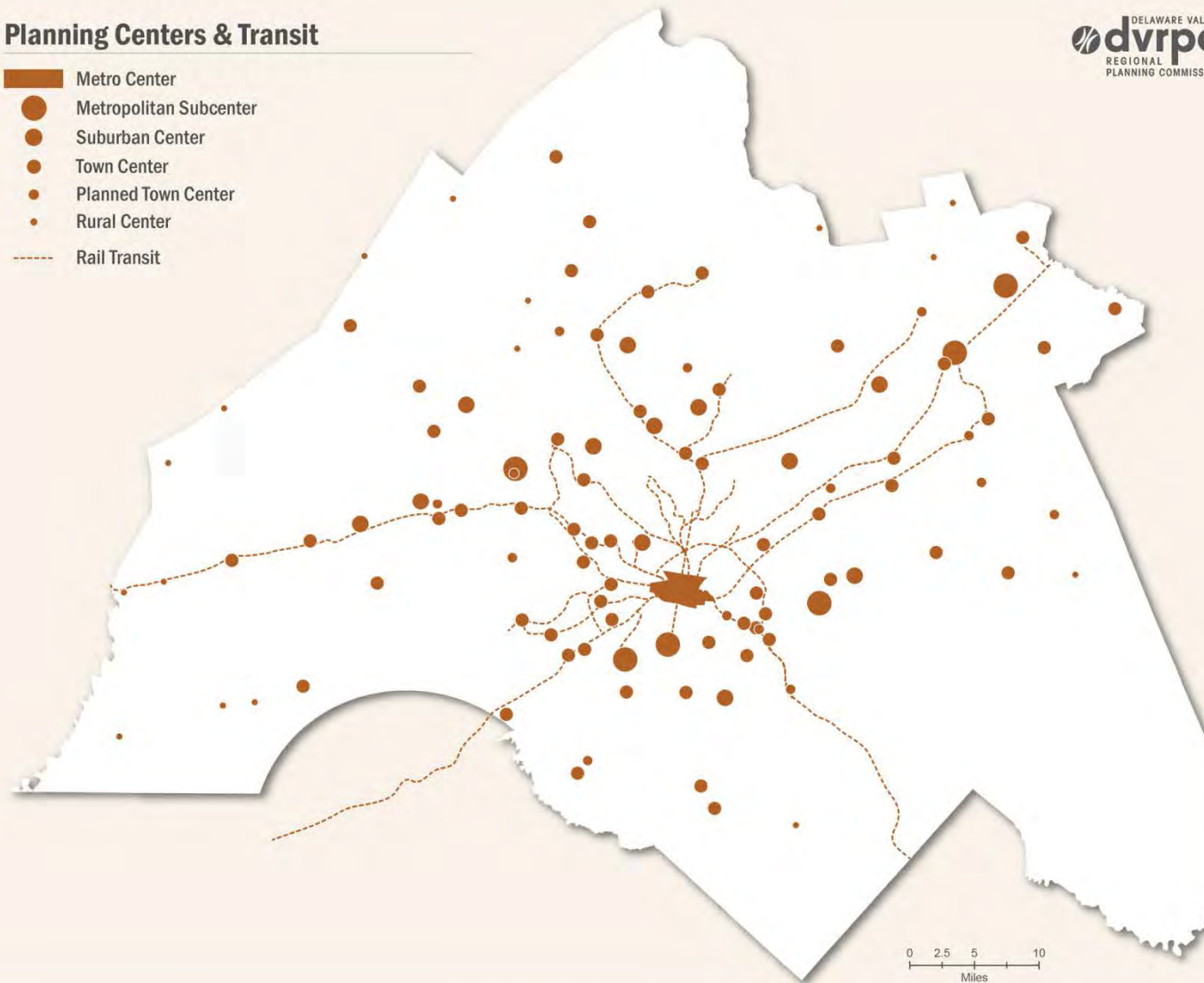


Transit-Oriented Development

Growing Responsibly

Planning Centers & Transit

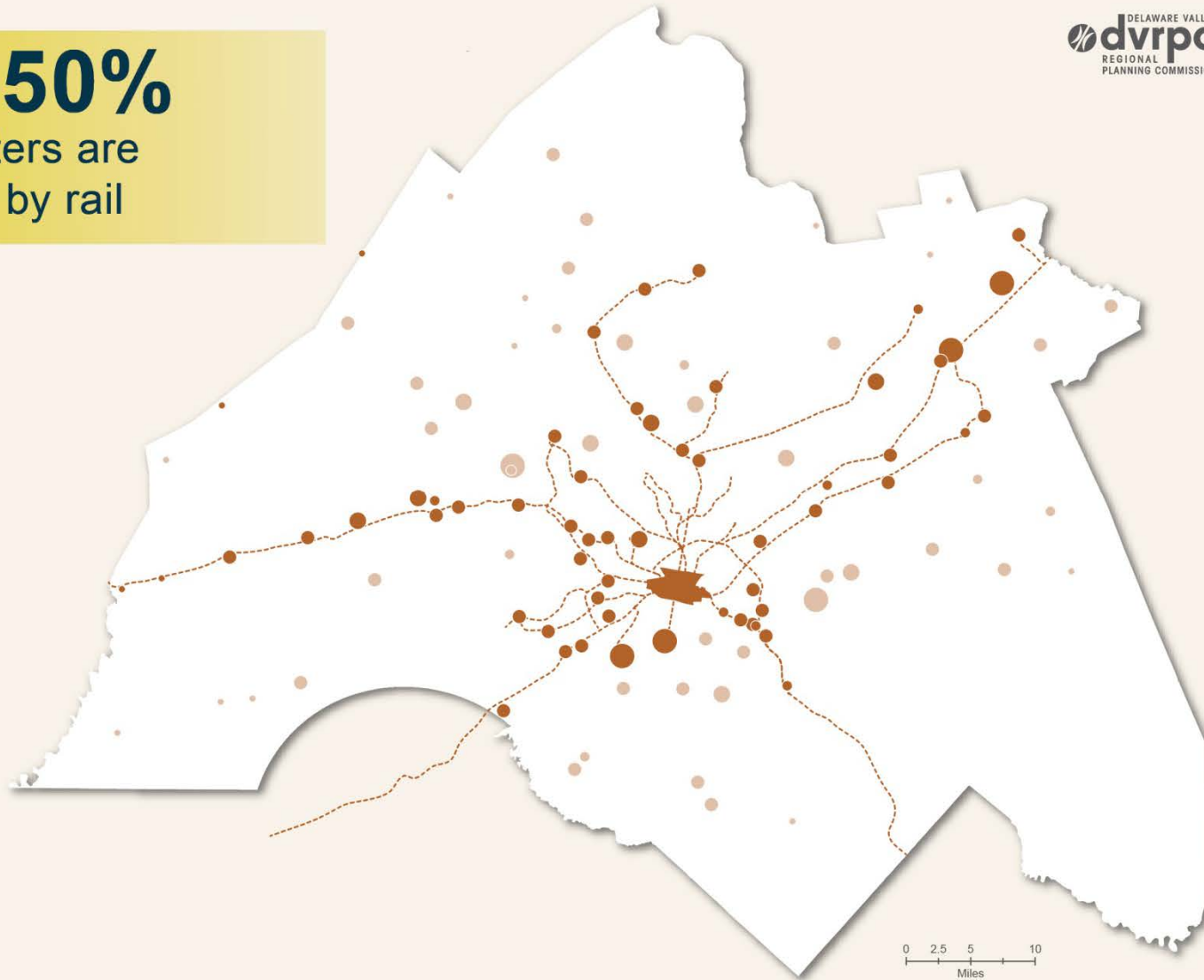
- Metro Center
- Metropolitan Subcenter
- Suburban Center
- Town Center
- Planned Town Center
- Rural Center
- Rail Transit



Transit-Oriented Development

Growing Responsibly

Nearly **50%**
of Centers are
served by rail



Transit-Oriented Development

Growing Responsibly

OBSTACLES & CHALLENGES

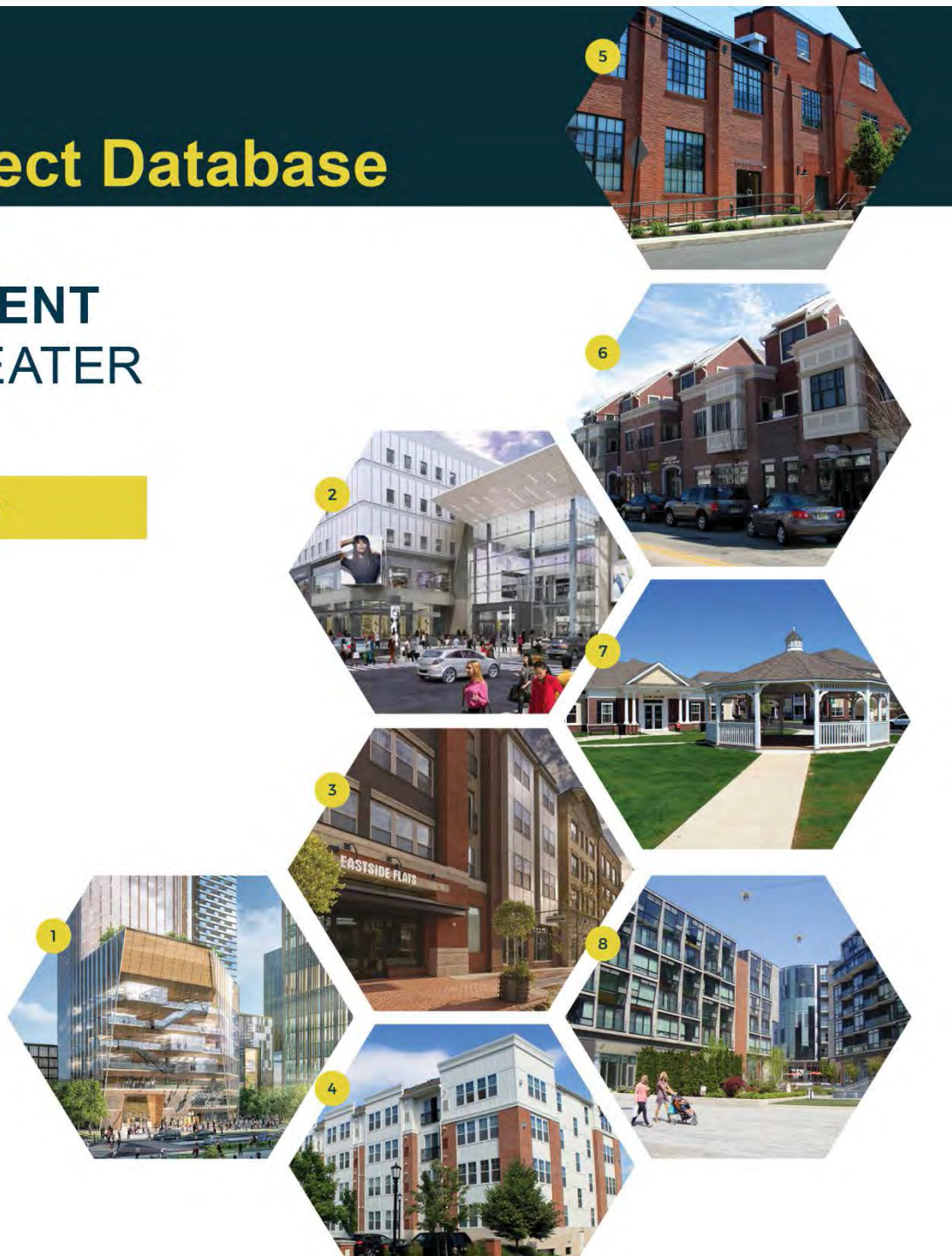
- 1 Higher development costs/ financial complexity
- 2 Difficulty with land assembly
- 3 Lack of developer knowledge
- 4 Regulatory barriers
- 5 Public opposition

Smart Growth Project Database

TRACKING DEVELOPMENT NEAR TRANSIT IN GREATER PHILADELPHIA

www.dvrpc.org/webmaps/SGPD

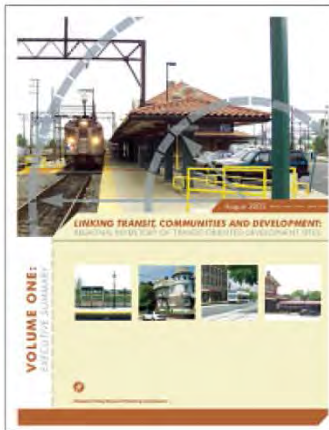
1. Schuylkill Yards, Philadelphia, PA (*proposed*)
2. Fashion Outlets of Philadelphia, Philadelphia, PA
3. Eastside Flats, Malvern, PA
4. Riverwalk at Millennium, Conshohocken, PA
5. Silk Factory Lofts, Lansdale, PA
6. LumberYard, Collingswood, NJ
7. Station at Bucks, Warminster, PA
8. Piazza at Schmidt's, Philadelphia, PA



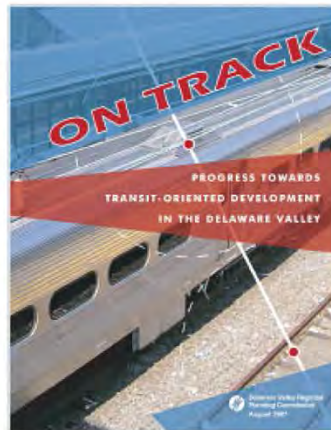
DVRPC Studies

Evaluating Transit-Oriented Development (TOD) Opportunities in Greater Philadelphia

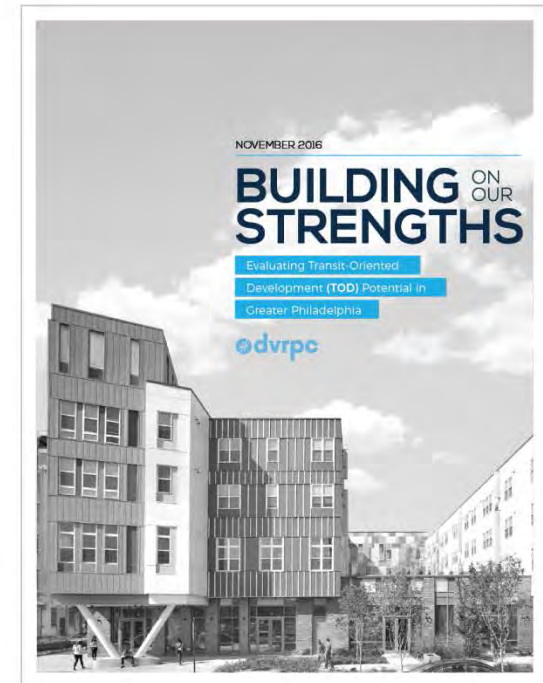
2003



2007

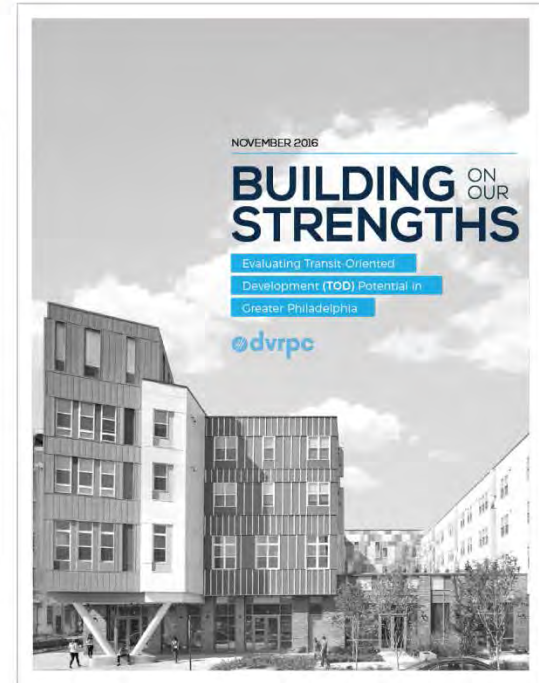


2016/17



Evaluating TOD Opportunities

www.dvrpc.org/webmaps/TOD



SUCCESS FACTORS

Demographics + Physical Environment + Transit Context + Market Strength + Community Context

= TOD OPPORTUNITIES

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