



TIP ACTIONS

Transportation Improvement Program

New Jersey TIP (FY2022-2025)

Pennsylvania TIP (FY2021-2024)

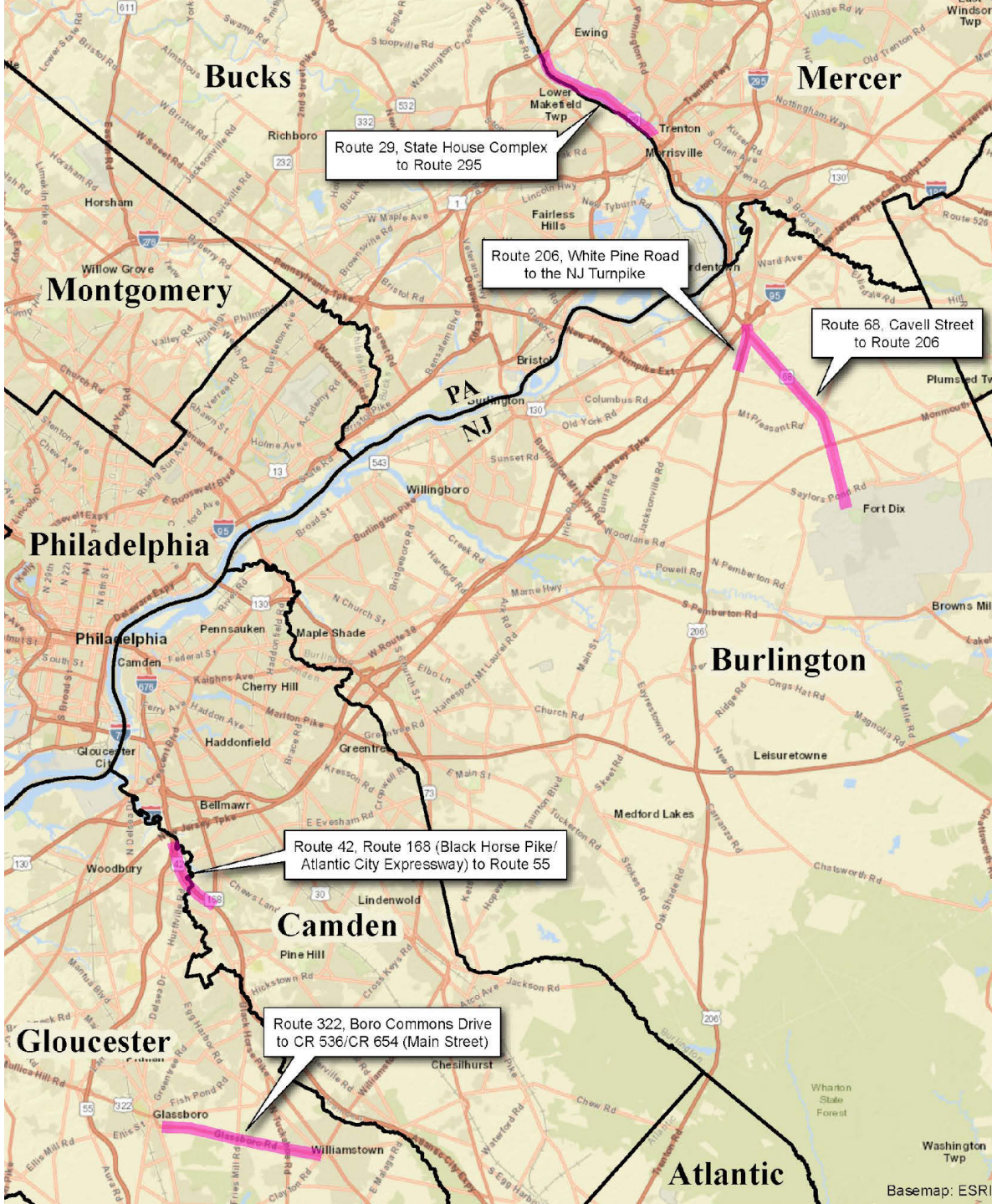
DVRPC RTC | February 2022



Pavement Preservation

Various Counties | Cost Increase

- **TIP Amendment**
- **Action:** Increase FY22 ERC by \$17.24 M HWYINF and update project description by listing FY22 Pavement Preservation projects in the DVRPC region
- **Reason:** Provide for additional pavement preservation cost needed to support 4 roadway segments totaling \$27.74 M.
- **Background:**
 - *HWYINF funds est. under CRRSAA and are additional funds to the region*



Pavement Preservation

Burlington County:

- Rt 60, Cavell St to Rt 206 and Rt 206, White Pine Rd to the NJ Turnpike

Gloucester County:

- Rt 42, Rt 168 (Black Horse Pk/Atlantic City Expy) to Rt 55
- Rt 322, Boro Commons Dr to CR 536/CR 654 (Main St.)

Mercer County (City of Trenton and Ewing Twp)

- Rt 29, State House Complex to Rt 295

TIP ACTION | Proposed - PA

Request Board Approval of TIP Amendment

- **Pavement Preservation**

Increase FY22 ERC by \$17.24 M HWYINF;

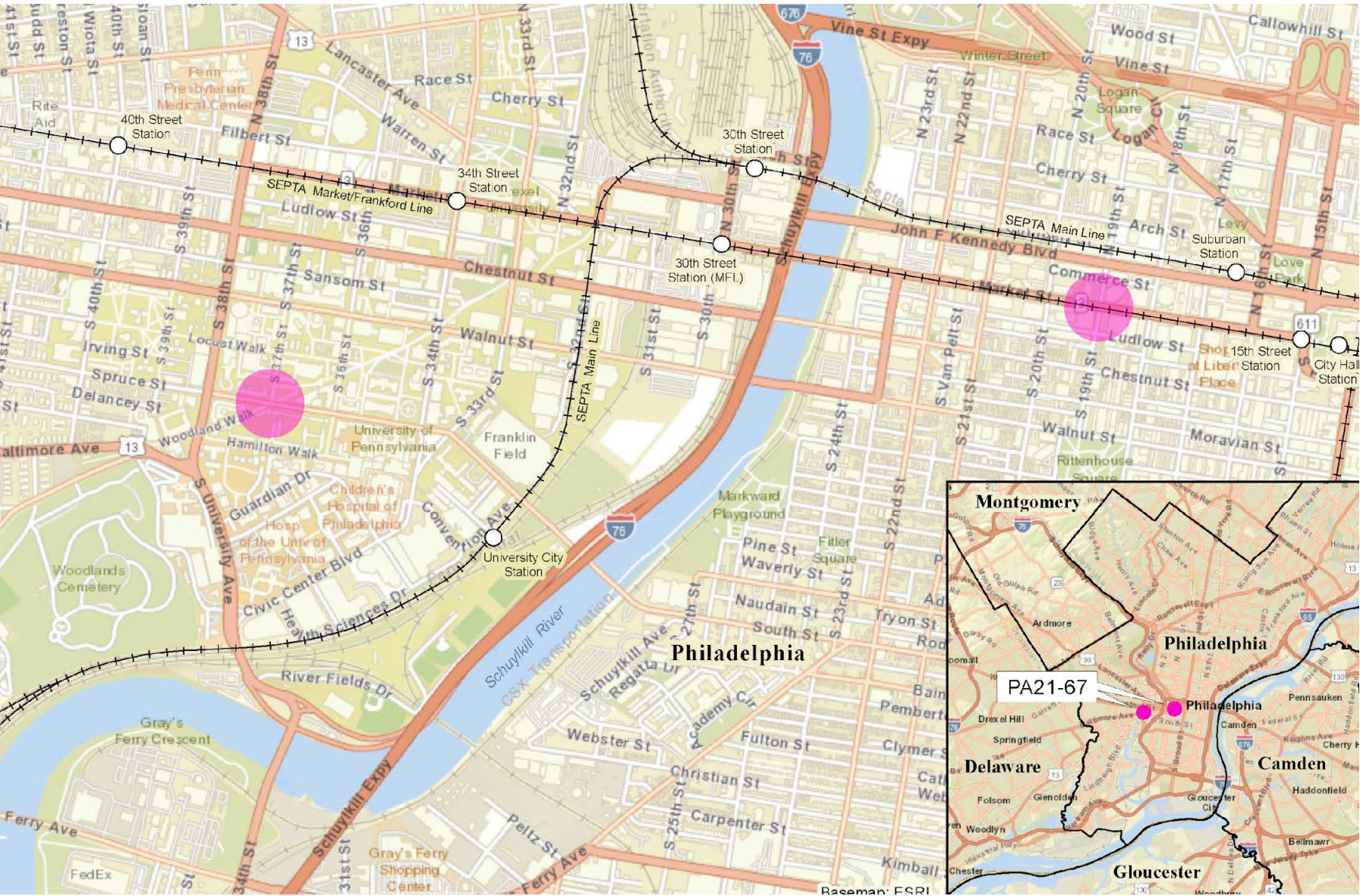
Update project description by listing FY22 Pavement Preservation projects in DVRPC region



Projects of Significance Program

SEPTA | Add New Project to Program

- **TIP Amendment**
- **Action:** Add 19th & 37th Street Trolley Station Improvements: Accessibility, Rehabilitation, and Modernization project in the amount of \$41,347,000 (\$15,000,000 RAISE/\$25,497,000 State 1514/\$850,000 LOC) for FY22 ERC.
- **Reason:** USDOT FY2021 RAISE Discretionary Grant Program Award
- **Background:**
 - *RAISE funds are additional to the region*
 - *This project serves as early action for SEPTA's Trolley Modernization program*



19th & 37th Street Trolley Station Improvements, Accessibility, Rehabilitation, and Modernization

Improvements to make both stations fully accessible, bring them into a State of Good Repair, and serve as early action for SEPTA's Trolley Modernization program.

Improvements include elevator installation, equipment rehabilitation, structural repairs, accessibility upgrades, and surface-level improvements.

Projects of Significance Program



The Projects of Significance program are projects that identify key initiatives:

- Meeting transportation needs
- Accommodating growing economy
- Addressing traffic congestion

Projects of Significance include:

- King of Prussia Rail project
- Trolley Modernization project

TIP ACTION | Proposed - PA

Request Board Approval of TIP Amendment


- **Projects of Significance Program**
Add new project, 19th & 37th St. Trolley Station Improvements Accessibility, Rehabilitation, and Modernization for \$41,347,000 FY22 ERC

\$15,000,000 RAISE/\$25,497,000 State 1514/
\$850,000 LOC





Thank You!

Connect With Us!  |  |  |  | 

www.dvrpc.org/TIP



TRANSPORTATION **P**ERFORMANCE **M**ANAGEMENT **T**RANSIT **A**SSETS

DVRPC Regional Technical Committee | February 8, 2022

FHWA

- Highway Safety (PM1)

- Infrastructure (PM2)
 - Pavement Condition
 - Bridge Condition

- System Performance (PM3)
 - NHS Reliability
 - Freight Reliability
 - CMAQ
 - Congestion
 - Emissions

FTA

- Transit Assets
- Transit Safety

- ROLLING STOCK - % of the transit provider's rolling stock that have met or exceeded their ULB
- EQUIPMENT - % of the transit provider's nonrevenue equipment that have met or exceeded their ULB
- FACILITIES - % of assets with condition rating below 3.0 on the FTA TERM Scale for Passenger and Administrative Facilities
- INFRASTRUCTURE - % of the transit provider's fixed guideway track miles that have performance restrictions

TPM Requirements for States/Transit Operators & MPOs

- Set “Targets” & Report on Progress
 - MPOs can either develop their own targets or support the States’/ Transit Operators’
- Incorporate Measures into the Planning Process
- Develop Agreements between Planning Partners

TRANSIT ASSETS

- Transit operators are responsible for developing a TAM Plan that monitors system condition, sets performance targets, and prioritizes investments to achieve state-of-good-repair targets
- Transit operators annually submit system condition data and performance targets for the following year to the NTD
- Operators also submit an annual narrative that provides a description of any change in condition of the system from the previous year and describes progress made toward meeting the performance targets



TRANSIT ASSETS TARGETS % OF REVENUE VEHICLES THAT MEET OR EXCEED ULB

MEASURE 1: PERCENTAGE OF REVENUE VEHICLES THAT HAVE MET OR EXCEEDED THEIR USEFUL LIFE BENCHMARK			
NTD Category	2021 TARGET	2021 ACTUAL	2022 TARGET
NJ TRANSIT			
Articulated Bus	0 %	0 %	0 %
Automobile	6 %	100 %	37.98 %
Over-the-Road Bus	27 %	31.16 %	23.6 %
Bus	24 %	20.03 %	24.8 %
Cutaway	64.36 %	63.66 %	58.15 %
Light Rail Vehicle	0 %	0 %	0 %
Minivan	5 %	0 %	0 %
Commuter Rail Locomotive	7.5 %	8.64 %	8.33 %
Commuter Rail Passenger Coach	16.7 %	0 %	0 %
Commuter Rail Self-Propelled Passenger Car	100 %	0 %	0 %
Van	2 %	0 %	0 %
DRPA/PATCO	0 %	0 %	0 %
SEPTA			
Articulated Bus	0 %	0 %	0 %
Bus	15 %	10.7 %	10 %
Heavy-Rail Passenger Car	0 %	0 %	0 %
Light Rail Vehicle	0 %	0 %	0 %
Commuter Rail Locomotive	0 %	0 %	0 %
Commuter Rail Passenger Coach	0 %	0 %	0 %
Commuter Rail Self-Propelled Passenger Car	66 %	66 %	66 %
Cutaway Car	0 %	0 %	0 %
Trolley Bus	0 %	0 %	0 %
Vintage Trolley/Streetcar	100 %	100 %	100 %

Draft Pending FTA Approval. Not Intended for Public Circulation.



TRANSIT ASSETS TARGETS % OF NON-REVENUE VEHICLES THAT MEET OR EXCEED ULB

MEASURE 2: PERCENTAGE OF SUPPORT VEHICLES THAT HAVE MET OR EXCEEDED THEIR USEFUL LIFE BENCHMARK			
NTD Category	2021 TARGET	2021 ACTUAL	2022 TARGET
NJ TRANSIT			
Automobiles	0 %	55.38 %	55.38 %
Trucks and Other Rubber Tire Vehicles	64.24 %	56.41 %	58.53 %
Steel Wheel Vehicles	33.9 %	33.33 %	33.33 %
DRPA/PATCO	22 %	15 %	20 %
SEPTA			
Automobiles	50 %	41.2 %	50 %
Trucks and Other Rubber Tire Vehicles	25 %	41.9 %	45 %
Steel Wheel Vehicles	55 %	48.9 %	50 %

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TRANSIT ASSETS TARGETS

AVERAGE CONDITION OF FACILITIES

MEASURE 3: AVERAGE CONDITION OF FACILITIES			
(< 3 ON THE TERM SCALE)			
NTD Category	2021 TARGET	2021 ACTUAL	2022 TARGET
NJ TRANSIT			
Passenger Facilities	4 %	3.13 %	4 %
Administrative /Maintenance Facilities	4 %	3 %	4 %
DRPA/PATCO			
Passenger Facilities	0 %	0 %	0 %
Administrative/Maintenance Facilities	0 %	0 %	0 %
SEPTA			
Passenger/Parking Facilities	5 %	1 %	3 %
Administrative/Maintenance Facilities	5 %	4 %	5 %

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TRANSIT ASSETS TARGETS % OF TRACK SEGMENTS W/ PERFORMANCE RESTRICTIONS

MEASURE 4: PERCENTAGE OF TRACK SEGMENTS WITH PERFORMANCE RESTRICTIONS (BY MODE)			
NTD Mode	2021 TARGET	2021 ACTUAL	2022 TARGET
NJ TRANSIT			
Commuter Rail	1 %	1.72 %	1.75 %
Heavy Rail	2.38 %	2.38 %	2.38 %
Streetcar Rail	0.18 %	0.18 %	0.18 %
DRPA/PATCO	0.43 %	0.10 %	0.34 %
SEPTA			
Commuter Rail	10 %	4 %	10 %
Light Rail	10 %	2.1 %	5 %
Hybrid Rail	5 %	0.7 %	3 %

Draft Pending FTA Approval. Not Intended for Public Circulation.

TPM Web Page dvrpc.org/TPM/



ACTION PROPOSED

Recommend that the DVRPC Board support the NJ TRANSIT, DRPA/PATCO, and SEPTA 2022 Transit Assets targets and the transit agencies' efforts at achieving those targets.



Public Participation Task Force (PPTF)

Shoshana Akins
sakins@dvrpc.org

February 8, 2022



What is the PPTF?

- x The PPTF is **DVRPC's ongoing forum for public involvement in regional planning**, been around since the 19070's
 - x Previous iteration was the Regional Citizens Committee (RCC), disbanded. Current membership-based version began in 2013.
- x Received a **commendation during 2018 federal certification review**

Goals of PPTF

Provides ongoing public access to the regional planning process

Meetings happen every 5-6 weeks and are not dependant on project timelines

Assists the Commission to implement public outreach strategies

Public participation is part art, part science; need to test and improve

Empower residents to get involved in the planning process

Members can engage with the Commission and bring knowledge back to their communities



Member selection process

Targeted Outreach

Underrepresented communities are contacted by DVRPC staff to encourage people to apply

Selection Committee

PPTF applications are reviewed by non-DVRPC staff, members are selected in a committee meeting

Regional Diversity

Current members + applicants voluntarily report race, ethnicity, age, gender, + disability information.



42 members in 2022 cohort

Representation in every county



62 regional organizations

That members are connected to



9 meetings scheduled

For 2022 with additional engagement possible

Member demographics

2022 PPTF = 42 members

Source: DVRPC

Race/Ethnicity	2022 PPTF	Region
White	48%	66%
Black or African-American	31%	21%
Asian or Pacific Islander	10%	6%
American Indian or Alaskan Native	0%	1%
Hispanic, Spanish Origin	10%	10%

Member demographics

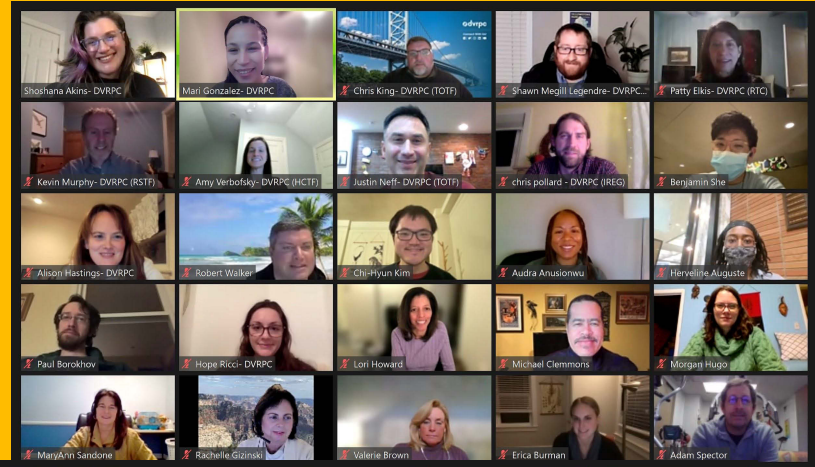
2022 PPTF = 42 members

Source: DVRPC

Age	2021 PPTF	Region
19 and younger	0%	12%
20-24	10%	7%
25-34	26%	14%
35-44	5%	12%
45-54	17%	13%
55-64	31%	7%
65 and older	7%	16%

PPTF curriculum

- ✗ 9-10 meetings a year
- ✗ Mix of members-only + public meetings
- ✗ Every year host meetings on critical docs: **Long Range Plan, Transportation Improvement Program, and Work Program** workshop

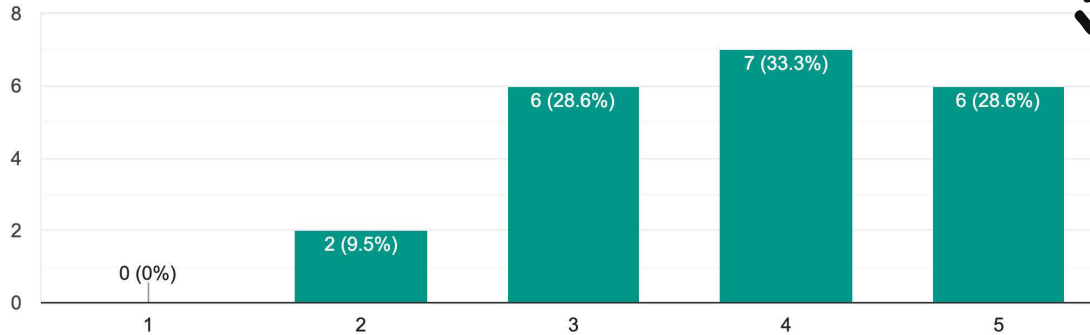


PPTF curriculum

- ✗ The **curriculum is evaluated twice per year** to gauge member comprehension + interest
- ✗ Most members feel informed about TIP, LRP, + Work Program; repetition is vital

How informed do you feel about the Transportation Improvement Program (TIP)?

21 responses



Survey from July 2021

Source: DVRPC

Roles for PPTF members

Engage in regional planning

On DVRPC committees

- **Grant review committees**
CMAQ, TCDI

- **Standing committees**
RTC, Healthy Communities Task Force, etc

- **Leadership roles**
Chair, co-chair, facilitator, speaker

Within the PPTF

- **Ambassador to community**
Report back and invite people to attend



Opportunities abound

The PPTF is a great resource for DVRPC + partners to create, host, and sustain more meaningful public engagement.





Thanks!

Shoshana Akins
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MONTGOMERY COUNTY MODEL TRANSIT-ORIENTED DEVELOPMENT (TOD) ORDINANCE

Marley Bice, AICP
Principal Community Planner II

Matthew Popek, AICP
Transportation Planning Assistant Manager

Claire Warner
Community Planner II

FEBRUARY 8, 2022



TRANSIT-ORIENTED

DEVELOPMENT

MODEL

ORDINANCE



MONTGOMERY COUNTY, PENNSYLVANIA

OCTOBER 2021

CENTER CITY
PHILADELPHIA

Why do a model TOD ordinance?

MONTGOMERY COUNTY'S TOD DEFINITION:

Transit-oriented development capitalizes on public transit access by transforming underutilized spaces into walkable and sustainable communities, with a mix of land uses, a vibrant public realm, and excellent connectivity to transit amenities.



Strong development interest around existing train stations



New municipal TOD ordinances (Bridgeport, Fort Washington, Willow Grove, etc.)



Promote “good” development at train stations

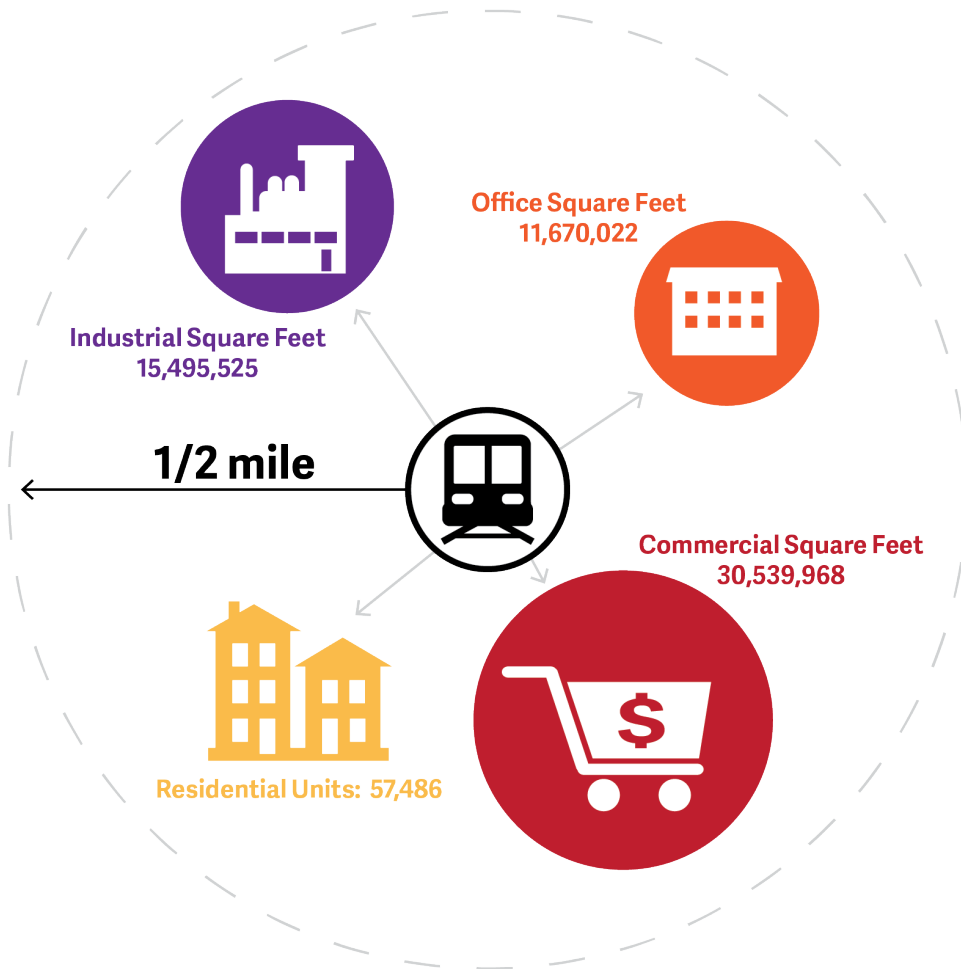


Encourage increased transit ridership

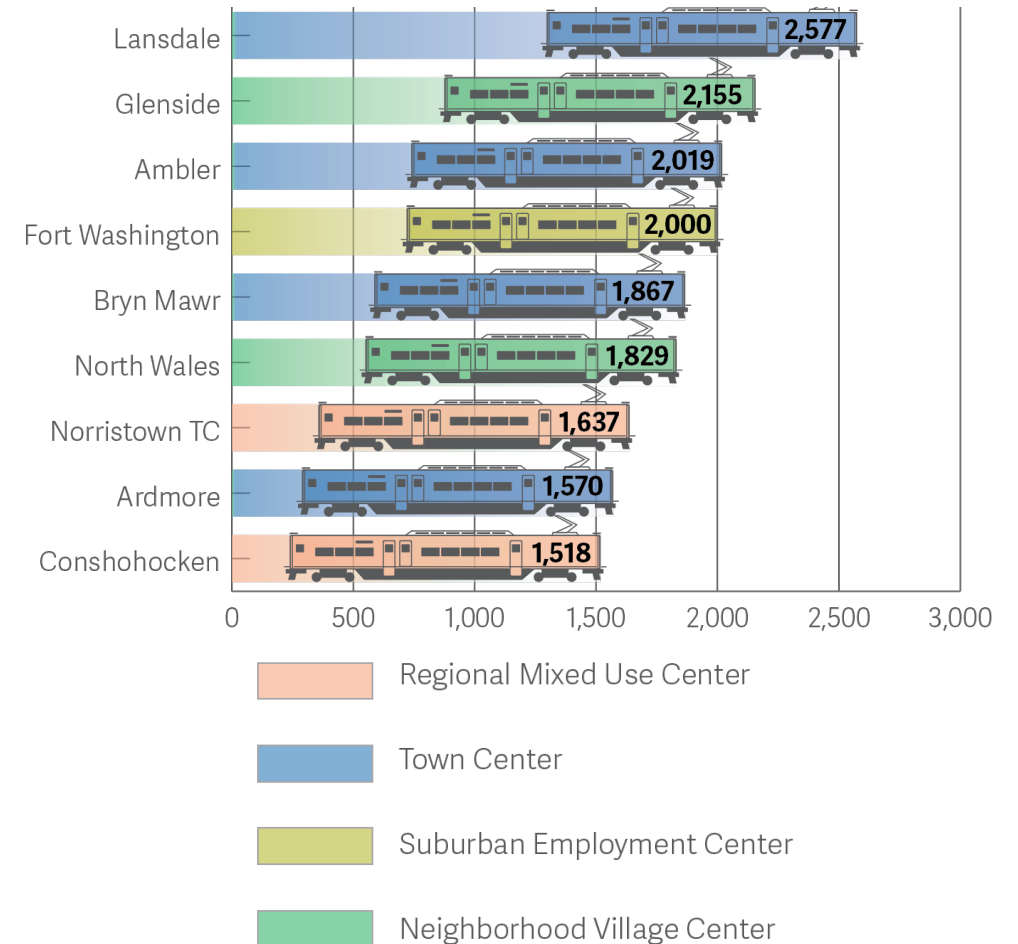
TOD & Transit Trends in Montgomery County

1

Land Use Characteristics within 1/2-mile of Train Stations



Top 10 Regional Rail Stations in Montgomery County by Total Ridership



Source: SEPTA (FY 2018 Ridership)

Station Area Typology

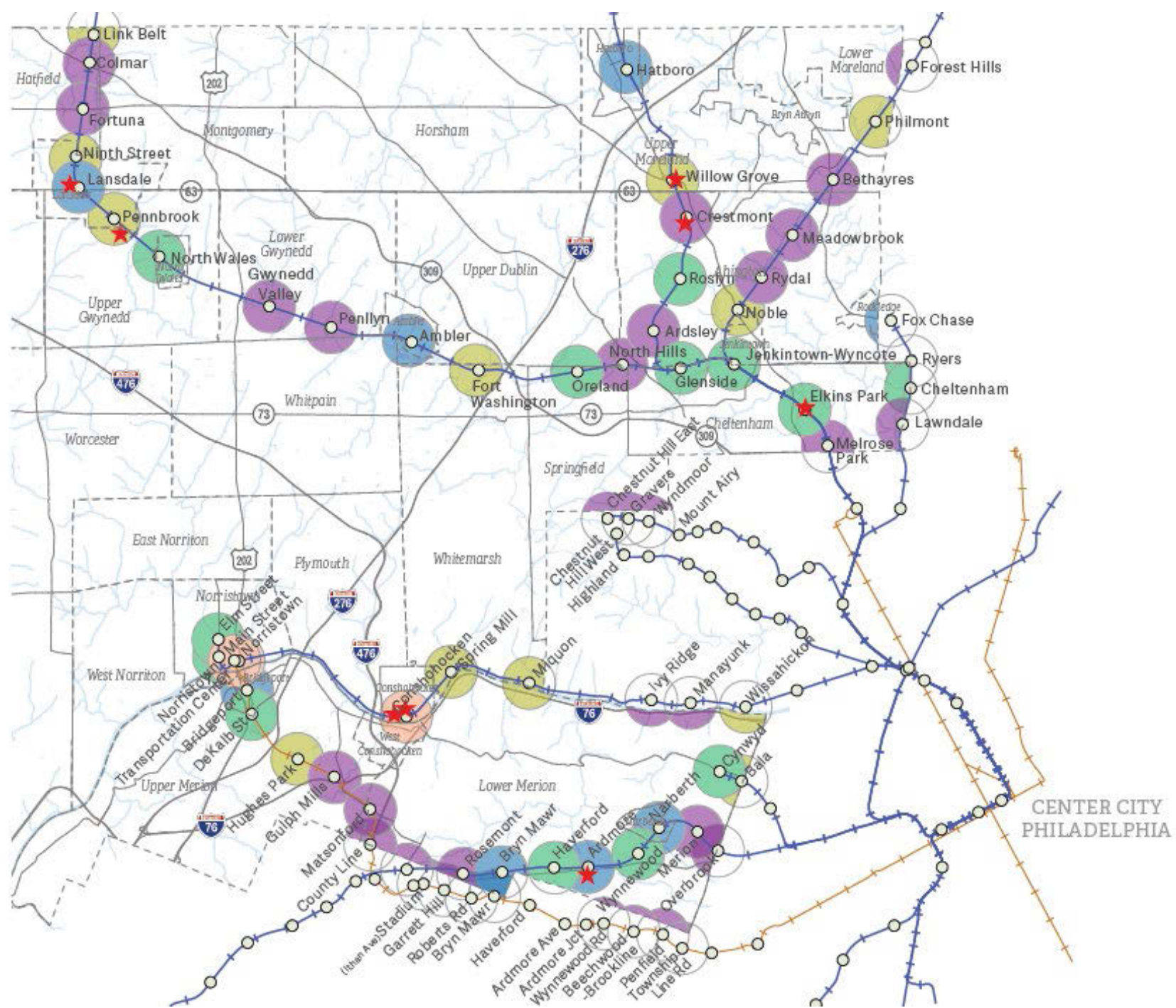
2

Station Area Typology

- ★ Case Study Locations
- SEPTA Stations
- 1/2 Mile Buffer
- SEPTA Regional Rail Lines
- SEPTA Highspeed Lines

Station Area Typology

- Regional Mixed Use Center
- Town Center
- Suburban Employment Center
- Neighborhood Village Center
- Suburban Neighborhood



Station Area Typology	Regional Mixed Use Center	Town Center	Suburban Employment Center	Neighborhood Village Center	Suburban Neighborhood
CONTEXT					
Street Grid	Established street grid of large blocks and wide roads; highway connection nearby High Connectivity	Well-established street grid of walkable-scale blocks, often paired with an active Main Street High Connectivity	More established street grid in residential areas; employment district is characterized by wide and curvilinear roads between buildings and local roads Medium Connectivity	Well-established street grid in residential areas; intersects with a small mixed use core, often along or near a Main Street Medium-Low Connectivity	Curvilinear street network with low connectivity; single family homes about the rail line Low Connectivity
Land Use	Mix of residential and office uses; predominantly in single-use buildings. Retail is typically located on the ground floor of buildings.	Mix of residential, retail, and office uses. Mixed-use buildings common, especially near train station	Residential and employment uses are often separated into different districts; supportive retail nearby	Mix of residential uses; neighborhood-scale mixed-use buildings closer to train station	Primarily residential uses; neighborhood parks and trails common; neighborhood-scale retail may be present at train station
Streetscape	Walkable streets with sidewalks on both sides. Plazas set back from the wide roads improve quality of pedestrian experience.	Walkable streets with sidewalks on both sides. Buildings are built-up to the sidewalk along main streets	Sidewalks are mostly present in residential districts. Combination of automobile-oriented roads in employment area and residential streetscape in residential districts.	Sidewalks are mostly present. Front yards along residential streets. In the village center, mixed-use buildings and retail are located at street level along sidewalks	Sidewalks are mostly present. Front yards of homes are facing residential streets. Sidewalks are present on at least one side of most streets, especially near the train station.
Parking	<ul style="list-style-type: none"> Underground parking Structured parking Surface parking to the rear or side of buildings 	<ul style="list-style-type: none"> Underground parking Structured parking Surface parking to the rear or side of buildings On-street parking 	<ul style="list-style-type: none"> Surface parking to the rear or side of buildings On-street parking near retail 	<ul style="list-style-type: none"> Surface parking to the rear or side of buildings On-street parking Driveway/garage parking in residential areas 	<ul style="list-style-type: none"> Driveway/garage parking in residential areas Small surface parking lots near train station
Gathering Space/Parks	<ul style="list-style-type: none"> Plazas and parks are strategically located as part of the street grid. Large developments are required to allocate a minimum percentage of the lot area for gathering space 		<ul style="list-style-type: none"> Employment districts may provide gathering space and trails for employees Neighborhood park 	<ul style="list-style-type: none"> Neighborhood park or plaza near train station 	<ul style="list-style-type: none"> Neighborhoods parks
BUILDING					
Height	Mid-rise and high-rise 4-10 stories	Mid-rise 3-6 stories	Mid-rise 3-5 stories	Low-rise and mid-rise 2-3 stories. 4th story is optional at the lower grade of the site.	Low-rise 2-4 stories
Setbacks	<ul style="list-style-type: none"> Build-to line can be found abutting the train station Medium setbacks and greenery along building frontage 	<ul style="list-style-type: none"> Build-to line along the main street and within the town center 10-15 foot setback along inner blocks and residential streets 	<ul style="list-style-type: none"> Residential setbacks: 15-40 feet Commercial setbacks can be greater 	<ul style="list-style-type: none"> Build-to line along the main street and within the village center Residential setbacks: 15-30 feet 	<ul style="list-style-type: none"> Residential setbacks: 25-35 feet, often landscaped
CASE STUDY LOCATIONS	<ul style="list-style-type: none"> Grande at Riverview, Conshohocken SORA West, Conshohocken 	<ul style="list-style-type: none"> Cricket Flats, Lower Merion Madison Lansdale Station, Lansdale 	<ul style="list-style-type: none"> The Station at Willow Grove, Upper Merion The Point at Pennbrook Station, Upper Gwynedd/Lansdale 	<ul style="list-style-type: none"> Elkins Park, Cheltenham 	<ul style="list-style-type: none"> Crest Manor, Abington

Design Elements & Best Practices

3

Design Elements

Five key design elements and best practices for successful TOD projects

Best practices for each of the five design elements are incorporated throughout the model ordinance

- Land Use Mix & Density
- Walkability & Pedestrian Design
- Building Design
- Placemaking
- Parking
 - Location & Design
 - Policy & Management



...a mix of land uses supports a livable community and encourages transit ridership...



...pedestrian accessibility is integrated into all aspects of the development...



...buildings are designed to provide visual interest and focal points within the development...



...well-designed public and private gathering spaces create a sense of place and encourage social interaction...



...parking is treated as a shared resource and designed to reflect increased use of alternative modes of transportation...

CASE STUDY

MADISON LANSDALE STATION

LOCATION:
LANSDALE BOROUGH

STATION AREA TYPOLOGY:
TOWN CENTER

BUILDING TYPE:
RESIDENTIAL/MIXED-USE MID-RISE

ADDRESS	325 Madison Street
TRAIN STATION	Lansdale (Doylestown Line)
TRAVEL TO PHILA.	57 minutes
TRACT AREA	6.55 acres
LAND USE	Mixed-use
COMMERCIAL SPACE	10,738 sq. ft.
NUMBER OF UNITS	175
BUILDING HEIGHT	3-5 stories
DENSITY	26 units/acre
PARKING	Surface parking 263 spaces
UNIT TYPE/SIZE	1-2 bedroom
YEAR COMPLETED	2020
ZONING	B-2 Business District



Pedestrian bridge connection to SEPTA parking garage and train station



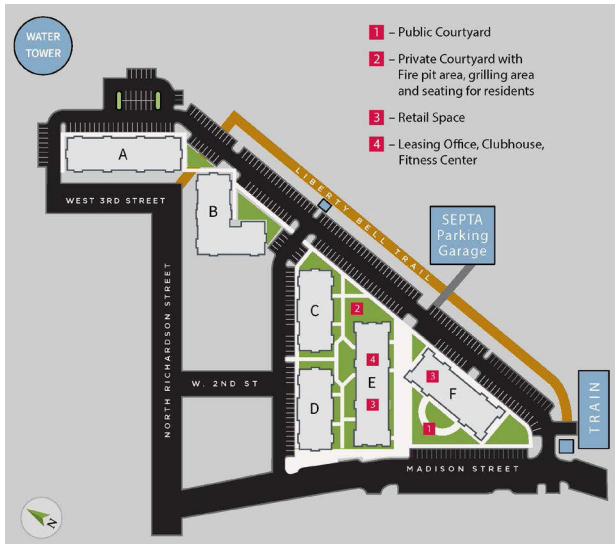
The Liberty Bell Trail parallels the railroad and provides additional recreation opportunities for residents



The tallest building is located closest to the train station and contains commercial space on the ground floor that activates a public plaza



Spaces between buildings are used for pedestrian circulation and public and private open space



Six new buildings are situated to create an extension of the Lansdale street grid

Model TOD Ordinance

4

Typology-Specific Regulations

TABLE 1: PERMITTED AND REGULATED USES BASED ON STATION AREA TYPOLOGY

PERMITTED USE	STATION AREA TYPOLOGY				
	REGIONAL MIXED-USE CENTER	TOWN CENTER	NEIGHBORHOOD VILLAGE CENTER	SUBURBAN EMPLOYMENT CENTER	SUBURBAN NEIGHBORHOOD
RESIDENTIAL USES					
MULTIFAMILY	P-R	P-R	P-R	P-R	P-R
STACKED TOWNHOMES	P	P	P	P	
TOWNHOMES		P	P	P	
LIVE-WORK UNITS	P-R	P-R	P-R	P-R	
QUAD/TWIN/DUPLEX		P	P	P	
SINGLE-FAMILY DETACHED					
NON-RESIDENTIAL USES					
RETAIL SHOPS*	P	P	P	P	
RESTAURANTS AND OTHER FOOD OR BEVERAGE ESTABLISHMENTS*	P	P	P	P	
PERSONAL SERVICE BUSINESSES AND FINANCIAL INSTITUTIONS	P	P	P	P	
OFFICE	P	P	P	P	
FLEX/LIGHT INDUSTRIAL	P			P	
ARTISANAL MANUFACTURING*	P	P	P	P	
HOTELS*	P	P		P	
BOUTIQUE HOTEL*	P	P	P	P	
BED & BREAKFAST		P-R	P-R		
ENTERTAINMENT, THEATERS, GALLERIES, MUSEUMS*	P	P	P	P	
PUBLIC TRANSIT FACILITIES	P	P	P	P	
GOVERNMENT ADMINISTRATIVE USES (POST OFFICES, COMMUNITY CENTERS, LIBRARIES)	P	P	P	P	
SCHOOL, DAY CARE CENTER	P	P	P	P	
STUDIOS FOR DANCE, MUSIC, FITNESS, ART, OR PHOTOGRAPHY	P	P	P	P	
OTHER USES					
PARKS, OPEN SPACES, PLAZAS	P	P	P	P	
PARKING STRUCTURE	P	P	P	P	

P: Permitted Use

P-R: Permitted Use with Additional Use-Specific Regulations (see §D.2. Additional Use-Specific Regulations below)

* Non-residential uses marked with an asterisk (*) are considered "active streetfront commercial uses" as regulated herein.

TABLE 2: DIMENSIONAL STANDARDS BASED ON STATION AREA TYPOLOGY

DIMENSIONAL STANDARDS	STATION AREA TYPOLOGY				
	REGIONAL MIXED-USE CENTER	TOWN CENTER	NEIGHBORHOOD VILLAGE CENTER	SUBURBAN EMPLOYMENT CENTER	SUBURBAN NEIGHBORHOOD
BUILDING HEIGHT					
• MINIMUM	4 STORIES, AND A MINIMUM OF 48 FEET	3 STORIES, AND A MINIMUM OF 35 FEET	2 STORIES, AND A MINIMUM OF 28 FEET	N/A	N/A
• MAXIMUM BY-RIGHT	8 STORIES, UP TO 100 FEET	5 STORIES, UP TO 65 FEET	3 STORIES, UP TO 35 FEET	3 STORIES, UP TO 35 FEET	3 STORIES, UP TO 35 FEET
• MAXIMUM WITH BONUSES	10 STORIES, UP TO 120 FEET	7 STORIES, UP TO 90 FEET	5 STORIES, UP TO 65 FEET	5 STORIES, UP TO 65 FEET	N/A
IMPERVIOUS COVERAGE MAXIMUM % LOT AREA	85%	100%	80%	70%	50%
MINIMUM FRONTAGE OCCUPATION²¹	70%	90%	70%	N/A	N/A
BUILD-TO-LINE²²					SINGLE-FAMILY RESIDENTIAL BUILDINGS: PREDOMINANT SETBACK ²³ OR 15 FEET ²⁴ ALL OTHER BUILDINGS: 15 FEET
	15 FEET	15 FEET	15 FEET	15 FEET	
MINIMUM SIDE SETBACK²⁵					COMMERCIAL: 0 OR 5 FEET RESIDENTIAL: 15 FEET
	0 OR 8 FEET	0 OR 5 FEET	0 OR 5 FEET	15 FEET	
MINIMUM REAR SETBACK	20 FEET	10 FEET	20 FEET	40 FEET	30 FEET
MINIMUM PARKING SETBACK^{26, 27}	0 OR 20 FEET	0 OR 10 FEET	0 OR 15 FEET	0 OR 20 FEET	20 FEET
MINIMUM BUILDING SETBACK WHERE ABUTTING A RESIDENTIAL ZONING DISTRICT	40 FEET	20 FEET	20 FEET	40 FEET	40 FEET
BUILDING STEPBACK²⁸	12 FEET	12 FEET	12 FEET	N/A	N/A
BUFFER AREA WIDTH²⁹	20 FEET	10 FEET	15 FEET	20 FEET	20 FEET

21 See General Standards, §F.1.

22 See General Standards, §F.2.

23 See General Standards, §F.3.

24 Where the predominant setback does not apply, the minimum front setback is 15 feet.

25 Zero-foot side yard setback only applies where there is a shared party wall.

26 Minimum parking setback applies to side and rear property lines. See §K.6. for additional parking lot design standards.

27 Zero-foot parking setback only applies where there is a cooperative parking agreement between the adjacent properties.

28 See General Standards, §F.

29 See General Standards, §F.5. for applicability and Buffer Design Standards, §H.4. for design standards.

Use Regulations & Dimensional Standards

Vary by Station Area Typology to best fit the intensity and built environment of different types of station areas

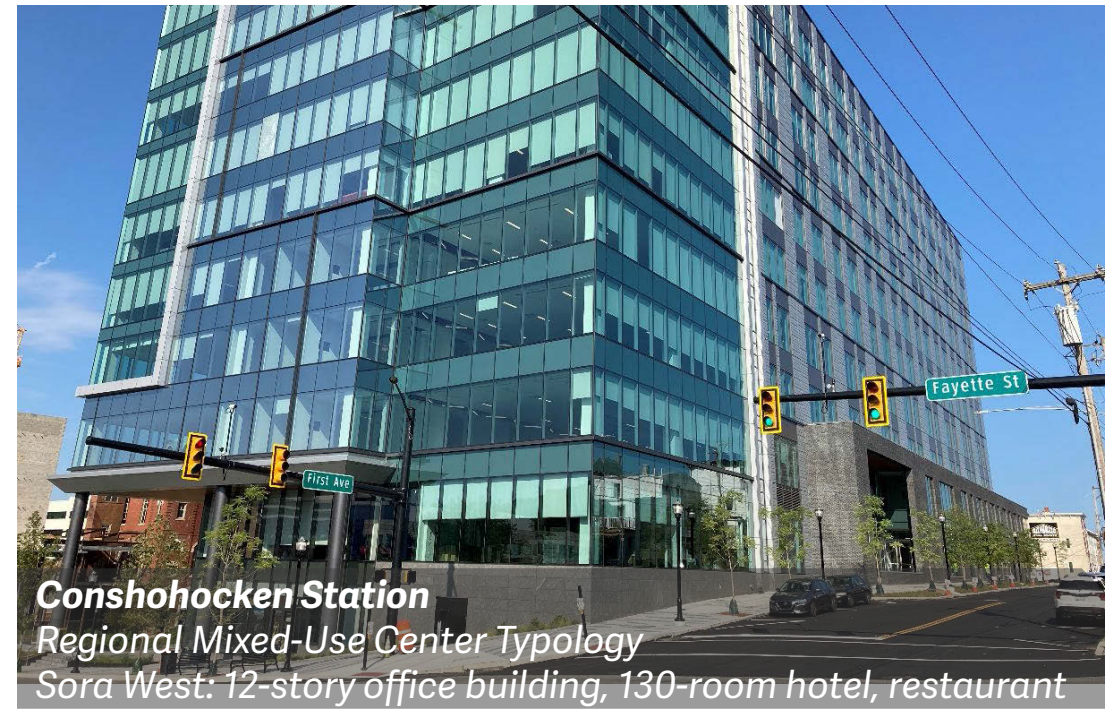
- Mix of uses *not always required*
- Permitted Use with Additional Use-Specific Regulations
- Some uses regulated by size, based on typology
- Density is not specified
- Building height can be increased with Bonus Provisions



Elkins Park Station

Neighborhood Village Center Typology

Existing village with 1-3 story mixed-use buildings



Conshohocken Station

Regional Mixed-Use Center Typology

Sora West: 12-story office building, 130-room hotel, restaurant

Bonus Provisions

A menu of potential bonus options, including:



Moderate-income housing



Public gathering space



Alternative energy sources



Transit area improvements



Off-site pedestrian improvements

TRANSIT-ORIENTED DEVELOPMENT | Ordinance

TABLE 3. HEIGHT BONUS OPTIONS AND STANDARDS

BONUS	POINTS	BONUS FEATURE STANDARD
MODERATE-INCOME HOUSING	4+ (see standards)	Moderate-income housing is provided as part of a development, subject to the following standards: <ul style="list-style-type: none"> Four (4) bonus points shall be provided for each five (5) dwelling units, or every 10% of the total number of dwelling units, whichever is greater, that are reserved for moderate income housing. The units shall be reserved for households with incomes not exceeding the income limits by household size specified by the Pennsylvania Housing Finance Agency for Montgomery County. The units must remain affordable in perpetuity with a covenant that runs with the land.
PUBLIC GATHERING SPACE (PEDESTRIAN PLAZA, COURTYARD, SQUARE, OR POCKET PARK)	4	A public gathering space equal to at least five (5) percent of the lot area is constructed, subject to all relevant design standards provided in §1.
ALTERNATIVE ENERGY SOURCES	2+ (see standards)	A solar, geothermal, or other renewable energy power-generation facility is installed on-site. The number of bonus points provided shall be based on the energy generation capacity of the system. <ul style="list-style-type: none"> Two (2) bonus points for 10% of the expected annual energy usage for the building produced. One (1) additional bonus point for each additional 10% of the expected annual energy usage produced.
STRUCTURED PARKING	3-3	A parking structure is constructed, subject to the following standards: <ul style="list-style-type: none"> All of the required off-street parking is provided within a parking structure(s) The parking structure meets all of the design standards provided in §K.6.c. An additional one (1) bonus point can be received for providing active streetfront commercial uses along the ground floor frontage(s) of the parking structure located on secondary streets.
GREEN ROOF	2	A green roof is installed, subject to the following standards: <ul style="list-style-type: none"> Minimum area equal to 50% of the overall roof area, or 3,500 square feet, whichever is greater Exposure to direct sunlight at noontime The green roof design shall conform to the best available technology standards, such as those published by LEED, as approved by the municipal engineer An operations and maintenance plan shall be prepared for the green roof and submitted to the municipality for approval

NOTES
Alternative Energy Ordinance
 If considering including a bonus option for alternative energy, municipalities should consider adopting an alternative energy ordinance to ensure that the installation and output of an alternate energy source is measurable and acceptable.

Building Design Standards

Incorporates design elements & best practices

BUILDING FAÇADE ARTICULATION

- Create visual interest
- No façade longer than 300 feet
- Additional requirements for façades along Primary Streets
 - Transparency, architectural detail

BUILDING ORIENTATION AND ENTRANCES

- Each building oriented with the front façade facing primary street frontage

BUILDING MATERIALS

- Similar in terms of color and materials across all façades

BUILDING TYPES

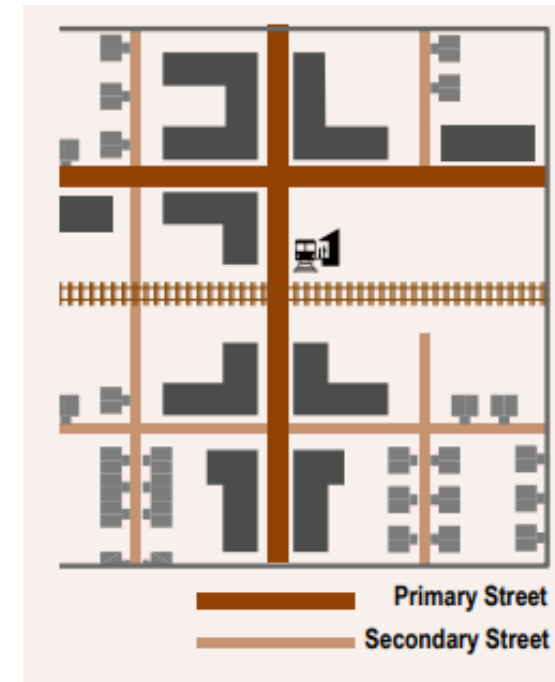
Mixed-Use Mid-Rise

This building type is common as infill development. Ground floor retail supports the Town Center's distinctive streetscape and business activity. Parking is in the rear of the building or underground.

Cricket Flats is an example of a mixed-use, mid-rise building in Ardmore that was developed as an infill project (see case study on pages 32-33 for more information).



Cricket Flats





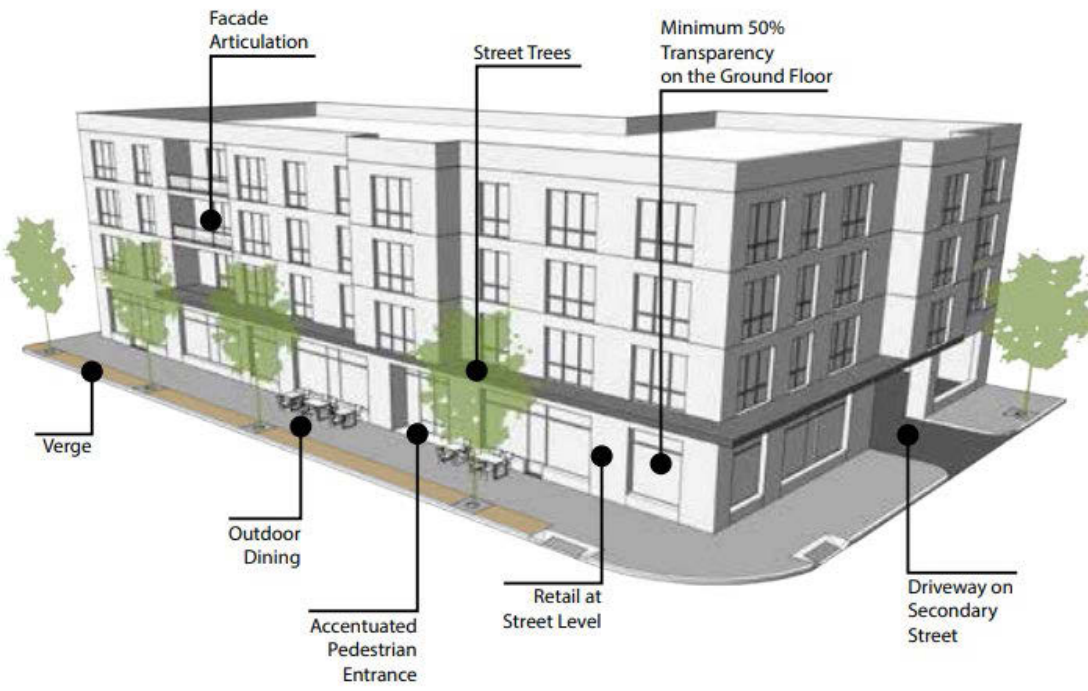
Ardmore Station
 Town Center Typology
 Suburban Square streetscape and pedestrian improvements

Landscape Design Standards

All areas of the site not devoted to buildings, parking, roadways, pedestrian pathways, and public gathering spaces or plazas shall be landscaped.

Streetscape Design Standards

All developments within the TOD District shall include a well-designed and attractive streetscape that enhances pedestrian safety and fosters a sense of place.



STREETSCAPE DESIGN STANDARDS

- Sidewalks & verges with street trees
- Street furniture & pedestrian-scaled lighting

OUTDOOR DINING DESIGN STANDARDS

- Attractive bollards to protect customers from vehicles, unobstructed pathway

Common Open Space Design Standards

Open space types will vary based on the types of development anticipated and the scale and physical setting of each station area typology.

COMMON OPEN SPACE

- General Common Open Space Standards
- Pedestrian Plaza, Courtyard, Square, or Pocket Park Standards
- Roof Terrace Standards
- Village Green Standards

PUBLIC GATHERING SPACE

- Public gathering space being proposed, as part of an optional building height bonus shall meet additional requirements



Village at Valley Forge
Public gathering space within commercial development



Spring Mill Station
Suburban Employment Center Typology
The Courts at Spring Mill apartments pedestrian plaza



Courts at Spring Mill pedestrian-friendly parking garage façade design



Glenside Station public parking lot

Parking Requirements

PARKING MANAGEMENT

Parking minimums are slightly lower than may be common in other zoning ordinances to reflect an increased use of alternative transportation modes within the TOD.

- Shared & cooperative parking encouraged
- Additional parking reduction options
- Transportation Demand Management (TDM) Plan

PARKING DESIGN

Surface Parking Lots

- Screening, landscaping, setbacks, bioretention

Structured Parking

- Active commercial required for primary street frontage
- Access off of secondary street or alley
- Utilitarian appearances should be avoided, screening



P.O. Box 311, Norristown, PA 19404-0311

www.montcopa.org/planning

www.montcopa.org/PlanningTOD

[TOD Model Ordinance \(arcgis.com\)](http://TOD Model Ordinance (arcgis.com))



Transit-Oriented Development Model Ordinance

Marley Bice, AICP
Principal Community Planner II
mbice@montcopa.org
610-278-3740

To view the Walter Rand Transportation Center Planning & Design Study
and the slides go here: <https://bit.ly/34JEQkB>

Regional Housing Initiative

February 8, 2022

Andrew Svekla, AICP
OFFICE OF SMART GROWTH



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Regional Housing Initiative

GOAL

Promote the preservation and creation of safe, green, well-located, affordable housing throughout Greater Philadelphia.



Regional Housing Initiative

APPROACH

- 1 Document the state of housing affordability
- 2 Engage stakeholders
- 3 Identify and evaluate strategies



Regional Housing Initiative

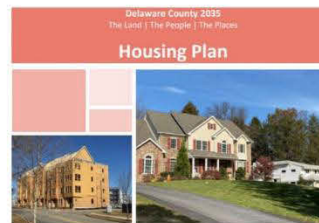
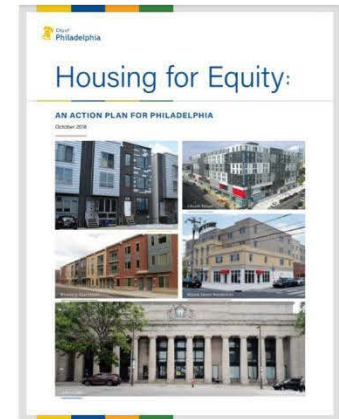
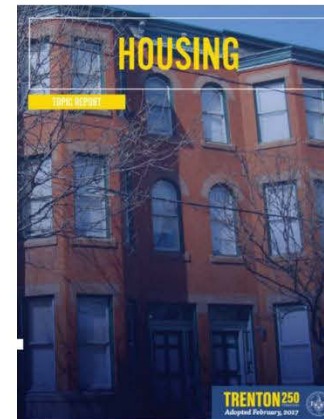
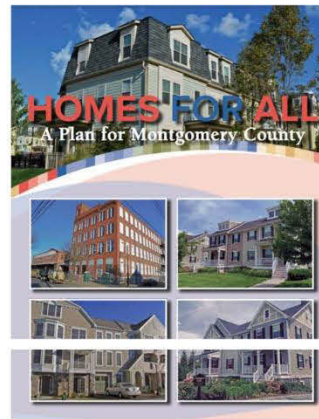
PHILOSOPHY



Regional Housing Initiative

PHILOSOPHY

- ✓ Don't reinvent the wheel



Regional Housing Initiative

PHILOSOPHY

- ✓ Don't reinvent the wheel
- ✓ This is an initiative not a study

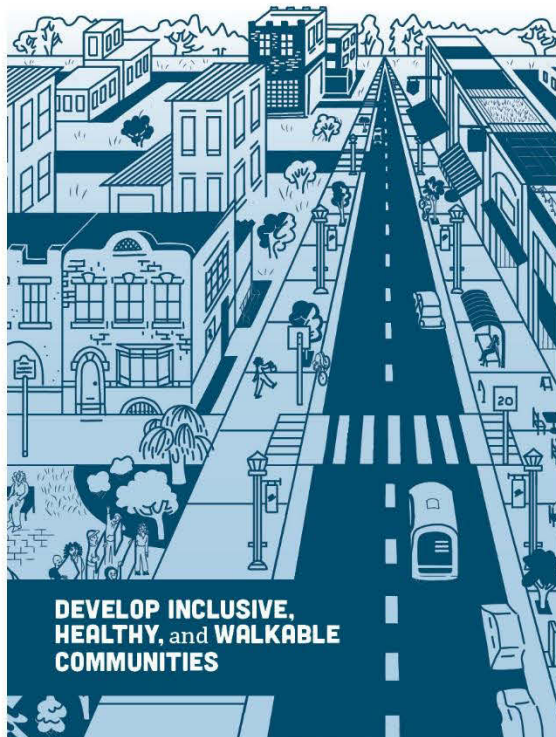
PRODUCTS & OUTPUTS

- Traditional publications
- Toolkits
- Interactive maps and dashboards
- Videos
- Technical assistance
- Summits and seminars

DVRPC & Housing

LONG-RANGE PLANNING

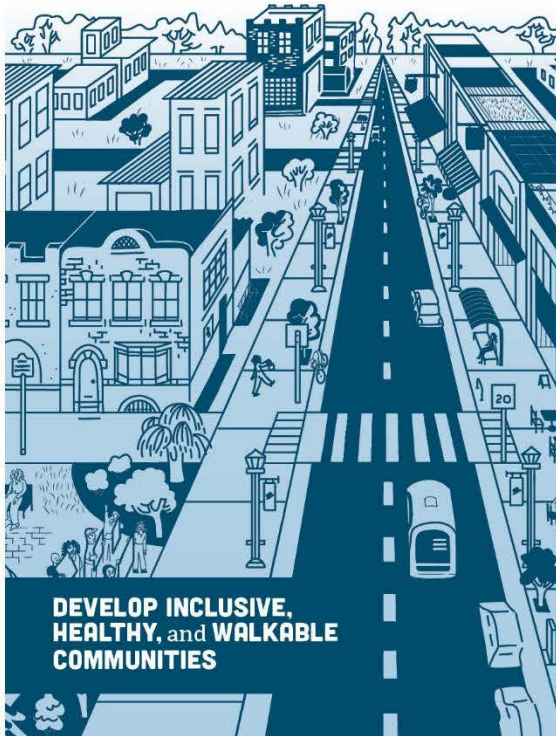
Inspire



DVRPC & Housing

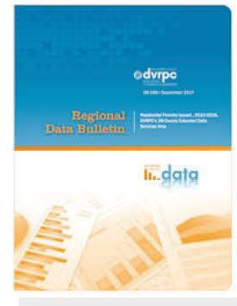
LONG-RANGE PLANNING

Inspire



DATA & ANALYSIS

Inform



DATA BULLETINS

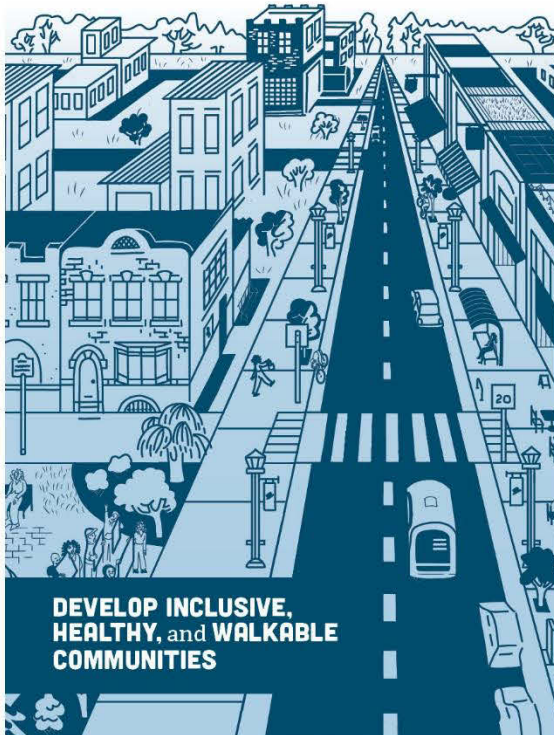


TRACKING PROGRESS

DVRPC & Housing

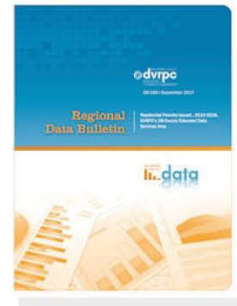
LONG-RANGE PLANNING

Inspire



DATA & ANALYSIS

Inform



DATA BULLETINS



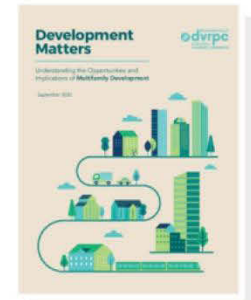
TRACKING PROGRESS

SPECIAL TOPICS

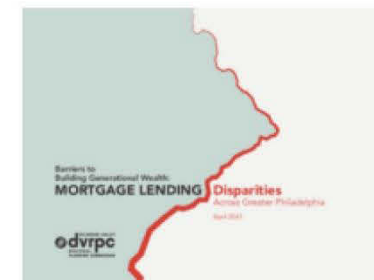
Innovate



AGING IN PLACE



MULTIFAMILY HOUSING



MORTGAGE LENDING DISPARITIES

Why launch a housing initiative now?

1. Housing affordability is a crisis
2. Growing interest in reform
3. Demographic transformation
4. Growing role for MPOs

Why launch a housing initiative now?

1. Housing affordability is a crisis
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NATIONAL SNAPSHOT

- Shortage of nearly 7 million affordable homes
- No state where someone working full time at a minimum-wage job could afford a two-bedroom apartment
- Nearly half of all renters are “cost-burdened”
- Only 1 in ever 4 households that is eligible for housing vouchers is able to get them

Source: National Low Income Housing Coalition

Why launch a housing initiative now?

1. Housing affordability is a crisis
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In Oregon, multifamily buildings are now allowed in neighborhoods once zoned for single family.

Zoning Reform Goes Mainstream

SINGLE-FAMILY HOUSING is the dominant residential land use in the U.S., largely due to local zoning codes and maps that have remained unchanged for decades—but not for much longer.

Many local governments are looking into zoning reform as a means of increasing housing choice and affordability and reducing racial and economic segregation. With cities like Minneapolis revising their codes to permit “missing middle” housing types in formerly restrictive districts and California

Why launch a housing initiative now?

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INFRASTRUCTURE INVESTMENT AND JOBS ACT

- Undertaking a **housing coordination process** to integrate housing, transportation, and economic development strategies
- Develop a **housing coordination plan** that includes projects and strategies that can be considered in the long-range plan

Recent and ongoing tasks

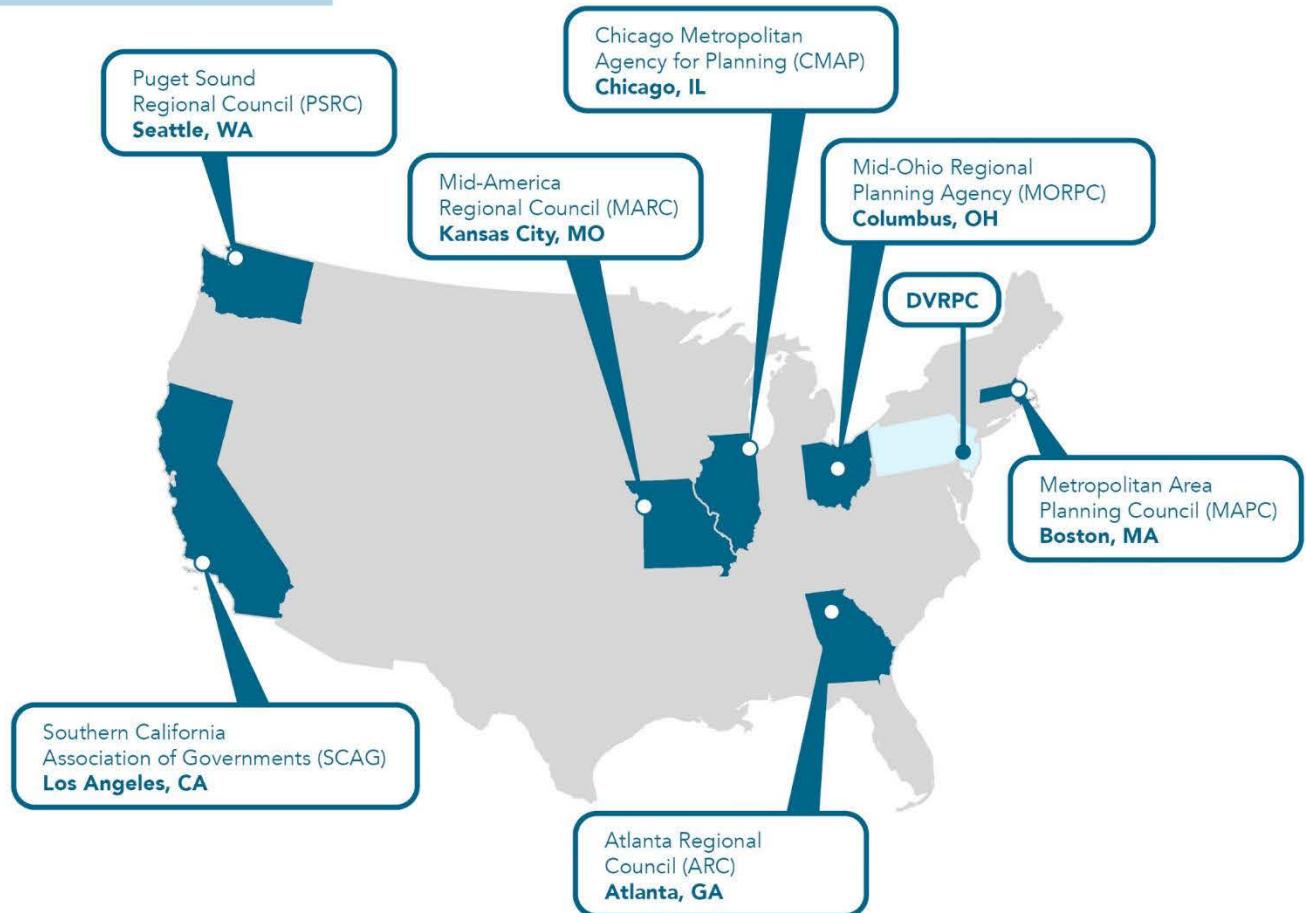
1. Reviewing partner plans and tools
2. Inventorying state and local housing policy reforms from around the country
3. Building a list of housing stakeholders
4. Learning from other regions
5. Conducting initial stakeholder meetings

Recent and ongoing tasks

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Recent and ongoing tasks

Learning from other regions



Recent and ongoing tasks

Conducting initial stakeholder meetings

PARTNER CONCERNS

- Age and/or deteriorating condition of housing stock

- Worsening renter cost burden
- Public or political opposition to denser forms of housing
- Preservation of dedicated affordable housing

- Regulatory barriers that increase the cost of housing
- Gentrification and displacement
- Spatial mismatch

- Lack of developable lots

Research and engagement priorities

- 1 **Data Gathering and Analysis:** Housing Segmentation Analysis
- 2 **Targeted Outreach:** Real Estate and Development Industry

Research and engagement priorities



ARC Atlanta Regional Commission

METRO ATLANTA HOUSING STRATEGY

HOME | **SUBMARKETS** | STRATEGIES | ABOUT | DATA EXPLORER | EVICTION TRACKER

Explore Submarkets in Metro Atlanta by: ATLANTA REGION | COUNTY | CITY

» SUBMARKETS

Search by County or City

i.e., Cherokee or Sandy Springs



SUBMARKET 1

Higher-priced core neighborhoods

[Learn more](#)

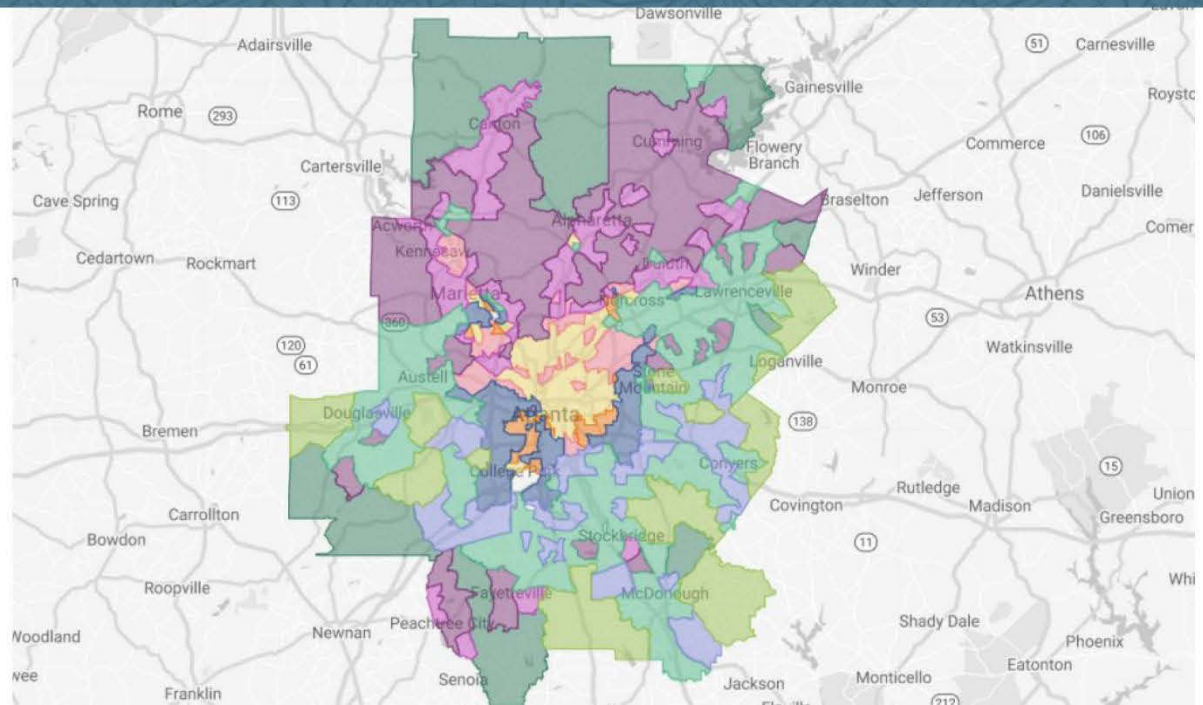
SUBMARKET 2

Higher-priced near core and employment corridor neighborhoods

[Learn more](#)

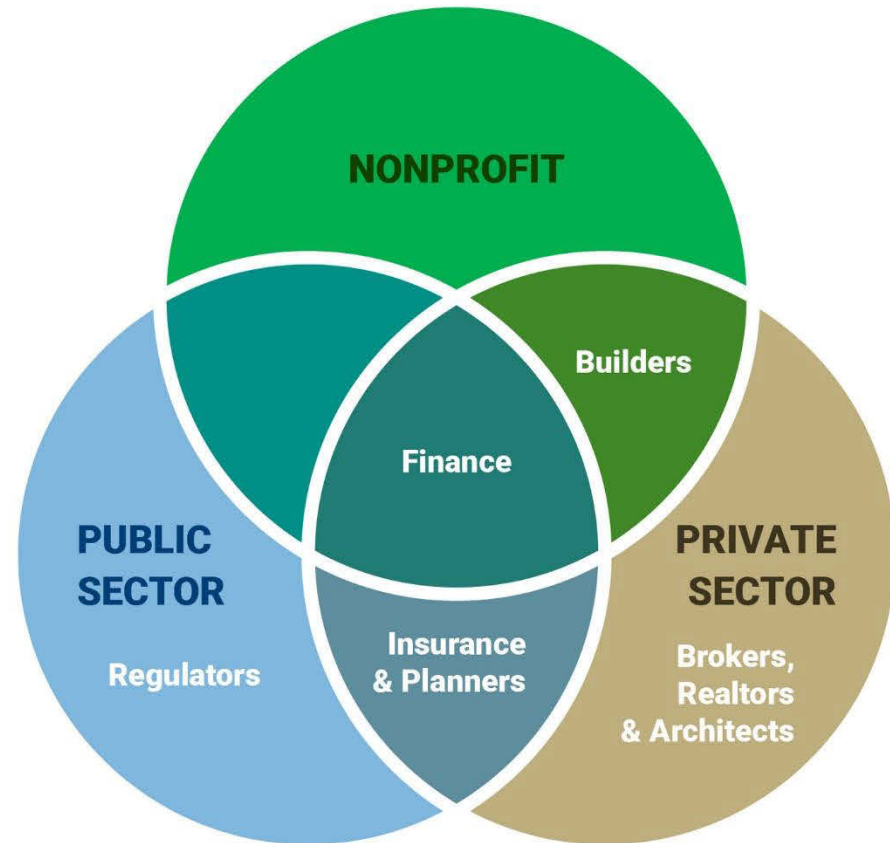
SUBMARKET 3

Rapidly changing core



Research and engagement priorities

MAPPING THE REAL ESTATE INDUSTRY



Source: Brookings Institution

Regional Housing Initiative

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