TRANSIT ORIENTED DEVELOPMENT ADVISORY SERVICES

Odenton MARC Station Area Planning

Case Studies Report

January 25, 2008

TRANSIT ORIENTED DEVELOPMENT ADVISORY SERVICES

Odenton MARC Station Area Planning

Case Studies Report

Prepared for:

Maryland Department of Transportation

Prepared by:

RK&K/PB Consult Joint Venture

January 25, 2008

Table of Contents

Part 1: Overview

Commuter Rail in North America **1**
Case Study Candidates **1**
Lessons Learned **2**
Local Real Estate Market *3*
Transit Efficiency *4*
State and Local Leadership *5*
Typical Public Initiatives *6*
Place Making *6*

Part 2: Case Studies

South Orange Station, NJ **9**
Rahway Station, NJ **15**
New Rochelle, NY **19**
Arlington Heights, IL **25**
LaGrange Road Station, IL **29**
Mountain View, CA **35**
Oceanside Station, CA **43**
Paoli Station, PA **49**

Part 1: Overview

As part of the station area planning work for the Odenton MARC Station PB examined a range of commuter rail stations to understand the effect that these stations had on their surrounding station areas. The purpose was to highlight the public actions that supported local development and which could be transferrable to planning at the Odenton MARC station area. Following is a general discussion of commuter rail in the U.S., how the long-list of candidate stations was winnowed down to the final short-list, and what were the key lessons learned from the study. Following this overview, each case study is presented.

Commuter Rail in North America

In the United States commuter trains are operated mostly by Amtrak. The most heavily used routes with the greatest ridership and schedule frequencies are in the Northeast Corridor and Chicago metropolitan area. About one in three users of mass transit in the U.S. and two-thirds of the nation's rail riders live in the New York City metropolitan area. The busiest passenger rail stations in the U.S. are Penn Station and Grand Central Station, both in NYC, which serve three of the four busiest commuter railroads in the U.S. (Long Island Railroad, NJ Transit at Penn Station, and Metro-North Railroad at Grand Central). Major commuter rail lines in Chicago are the Metra and South Shore Line.

One could go further and state that Amtrak trains provide express commuter services for the entire Boston to New York to Washington, DC corridor. In addition to the well developed systems in Chicago, Washington, D.C., New York, Philadelphia, Boston, there are emerging commuter rail systems in San Francisco, San Diego, Seattle, Montreal, and Toronto metropolitan areas. However, service in these second tier cities is much less frequent and less extensively used than either the Northeast Corridor, Chicago, European and Japanese networks in comparably sized cities.

Case Study Candidates

In an effort to narrow the field of potential TOD case studies for the Odenton planning effort, the strongest guiding principle that the client expressed was that the case studies should look exclusively at TOD related to commuter rail stations. While there is a plethora of TOD case studies on light rail systems and older heavy rail systems, there are less strongly demonstrative examples of intensive development around commuter rail stations. To develop a list of candidate station, we started by examining a broad collection of commuter rail systems in the following cities:

Washington, D.C.
New York City, NY
Philadelphia, PA
Boston, MA
Chicago, IL

San Francisco, CA
Montreal, Canada
Toronto, Canada
San Diego, CA
Seattle, WA

From reviewing the systems identified above, we were able to see that commuter rail stations are typically located in one of two types of settings: an historic town center or a more suburban, twentieth century community. While Odenton is located close to the town's historic area, it would more accurately fall into the second category, since the city of Odenton does not have an historic city center with civic spaces, public uses, and a concentration of retail stores around the station. When choosing our case study candidates, we looked for representative examples of each type of setting.

After discussions with the Client we narrowed the Case Studies list to the following Stations:

South Orange Station, NJ, NJ Transit, Morris and Essex Line, New York City Metro Area
Rahway Station, NJ, NJ Transit, Northeast Corridor Line, New York City Metro Area
New Rochelle, NY, MTA Metro-North Line, New York City Metro Area
Arlington Heights, IL , Metra-Union Pacific District Northwest Line, Chicago Metro Area
LaGrange Road Station, IL , Metra-BNSF Railway Line, Chicago Metro Area
Mountain View, CA, Caltran, San Francisco Metro-Area
Oceanside Station, CA, San Diego Coaster, San Diego Metro Area
Paoli Station, SEPTA R5, Zone 4, Philadelphia, PA Metro Area

Lessons Learned

From our case studies work we were able to determine that commuter rail stations have a modest, but discernable effect on surrounding development. However, for the station area to reach its full potential, it requires more than the pedestrian traffic generated by the station alone. These other forces include strong public leadership, a coordinated revitalization policy, a strong real estate market, development incentives such as the tax increment financing, and other TOD incentives designed to mold the physical shape and intensity of local development.

Invariably, each station area is caught between two opposing forces: (1) the desire to use the station as a focal point in a broader revitalization of a traditional town center and (2) the desire to surround the station with parking and maximize the patron's ease of vehicular access. In the first instance, we see more of the accepted TOD principles at work, including developing a dense mixed use environment core with shopping, residences and employment centers. The traditional town center with its compact development pattern allows new infill development to be knitted together so as to optimize pedestrian access and minimize the park and ride function. In the second instance, the stations are usually in a suburban sitting where the new "transit village" setting must be created whole cloth, a much more challenging proposition. In reality, the planning of any station area must strike a balance between these two opposing forces.

Local Real Estate Market

Most of the station areas that have thrived are found in traditional downtown areas. These communities developed in the late nineteenth century with either interurban trolley lines or traditional heavy rail lines linking them to their host regional capital. Often these communities have completed a full life cycle where they have moved from prosperity to hard times and are attempting to revitalize the center of their community. In these circumstances, a commuter rail station provides a transportation focus in the existing fabric and can help to catalyze the revitalization forces to return the community to prosperity. Even limited local market forces can be harnessed to upgrade the aging community centers. Two examples of these historic rail towns are South Orange and Rahway, New Jersey.

In South Orange the exponential increase of housing costs in nearby Manhattan, other NY boroughs and even Hoboken, NJ Transit played a role in the community's resurgence. Residents that were priced-out of neighboring communities saw South Orange as an attractive alternative. Developers and officials in South Orange responded to changes in the real estate market by providing additional housing units that accurately matched the preferences and demographics of persons choosing to settle in a new commuter community. Projects such as the Sloan Street Redevelopment, which renovated seven empty retail stores, provided retail and restaurant space, helped to make the station area much more attractive, and created a critical mass of new activity that supported the redevelopment of larger parcels. In a relatively short period of time, more than 300 apartments were built within a ¼ mile of the rail station. South Orange demonstrates that smaller levels of reinvestment are sufficient catalysts for redevelopment efforts. Because the historic urban fabric was already in place, albeit in disrepair, revitalization was more easily achieved.

The town of Rahway is another example of an older community that only required limited shifts in local market forces to stimulate larger changes. Like South Orange, Rahway benefited from rising housing costs in communities more centrally located to Manhattan. Upgrades to the transit station and the nearby Union County Arts Center (now, Union County Performing Arts Center) were utilized more as a tool to help focus growth and frame redevelopment because a coherent urban fabric was already in place. These upgrades reminded residents that the town center remained a desirable destination and sent clear signals to developers about the role that officials wanted commuter rail station to play in the community—an easier task in a community where the rail station initially played that role decades earlier.

For stations in suburban settings, the importance of a vibrant real estate market is even more crucial. Most of these stations are serving low density bedroom communities; they have minimal station facilities and an abundance of parking. The stations tend to be free-standing, not part of an organized or developed fabric. However, if there is unusual vitality in the local real estate market, new more dense transit-oriented districts that feature a concentration of residences, shops and employment can be created around the station. Many of these tabla rasa, or clean slate, suburban communities are excellent candidates for TOD interventions.

Odenton, with its strong market forces from employment growth from BRAC and the NSA at Fort Meade, is an excellent example of a station in a suburban setting with strong growth potential. Recent planning efforts have focused on how to transform this somewhat sprawling suburban community into a focused growth center.

Mountain View, CA, located in the heart of Silicon Valley, has enjoyed the benefit of a strong real estate market over the last several years. While it experienced the scale of real estate boom that might be associated with the Bay Area in recent years, Mountain View experienced hard times during the 1970s and 1980s. A strong recession during this period restrained growth, but also provided an opportunity for city leaders to plan for expansion and redevelopment. As a result, an award-winning Transit-Oriented Development Plan was created which helped steer the real estate market recovery in the 1990s. The plan created guidance for two successful TOD projects in the city: it reshaped a former auto-oriented mall and a lifeless downtown into bustling TOD neighborhoods. Inviting streets, parks and building fronts now stand where underutilized parking spaces and empty lots once existed. Big box chains retailers that lacked character have now been replaced by neighborhood cafes and grocery stores that are within walking distance of many residents.

Arlington Heights also experienced strong growth pressure as housing costs in Chicago increased. Village leadership developed a strategy that focused new growth in the heart of the Arlington Heights and created an environment that encouraged residents to walk to new office space or the commuter rail station in the town center. To accomplish this, the village moved its commuter rail station close to the town center, thereby attracting young workers and empty nesters that commute to Chicago. This shift propelled the real estate market and several high rise buildings have been constructed over the last decade. Arlington Heights provides us with a prime example of how a municipality can generate a plan to harness changing market forces and provide an urban planning hierarchy in a community that lacked this structure.

Transit Efficiency

Another key component of successful station area development is the nature of the commuter rail service itself. If the transit system is not able to conveniently and efficiently connect to important destinations, it will not attract riders. While the speed and effectiveness of commuter rail does not always have to compete directly with other modes, it must provide enough overall benefit and efficiency to make it a worthwhile mode option. The location of the Odenton MARC Station provides such convenient access to both the Baltimore and Washington DC business districts and therefore is a viable travel option. This will be increasingly the case as the regional highways become more congested, making commuter rail an even more attractive travel alternative.

While all of the station areas exhibited some level of transit efficiency some exemplified its benefits better than others. The city of New Rochelle is located less than 20 miles from Grand Central Terminal in New York City. New Rochelle is attractive to workers who would like to move out of the city and reduce the hour-long automobile rush hour commute. Commuter rail service provides a competitive alternative; patrons can travel from New Rochelle's station to

Grand Central Terminal in roughly 35 minutes with headways that average 20 minutes during rush hour. New Rochelle also provides direct Amtrak service to destinations along the Northeast Corridor. For example, the trip to New Haven, Connecticut takes approximately 90 minutes.

Paoli Station in the Northwestern suburbs of Philadelphia similarly demonstrates the benefits of transit efficiency. Paoli is located less than 20 miles from downtown Philadelphia; automobile travel times can range from 35 and 50 minutes, while commuter rail provides a 45 minute commute. Like New Rochelle, Paoli serves as a hub for regional rail, providing easy access to Amtrak service to Lancaster, Harrisburg, Pittsburg, New York and other major cities.

State and Local Leadership

The strength of state and local leadership was also seen as an important determinant of the success of new development in the station areas. Many state and local initiatives, such as the NJ Transit Village Initiative, help to provide incentives and direction to development within commuter rail station areas. Experience illustrates that committed local leadership, whether from the executive branch or from citizen groups, has a discernable positive effect on the local development climate. It is a truism that a local community with strong leadership will likely become a success.

For example, the village of South Orange benefited from the NJ Transit Village Initiative, but also from tapping into other state programs. The village used funds from the Main Street New Jersey Program to assist in organizing, planning and improving the economic conditions of their traditional downtown. The village used the program to reinforce their main street by creating a not-for-profit business organization to coordinate programs and activities for residents and visitors. South Orange has also demonstrated how strong local leadership is needed to successfully revitalize a town center and guide the creation of a quality transit-oriented community. Before his time as a public servant, the mayor worked professionally in the real estate industry and he understood the importance of transit to downtown revitalization. The absence of term limits provided him with ample opportunity to implement his revitalization strategy and see his plan through to fruition. The village officials further reinforced the TOD vision with the adoption of a Bicycle and Pedestrian Circulation Plan in 2005.

The Village of La Grange provides us with a good example of both local and state level leadership. Like New Jersey, the Illinois Department of Transportation initiated a grant program to help municipalities with planning efforts. La Grange used funds from this program to assist in station area planning. However, the results of strong leadership were even more pronounced at the local level. Local leaders and planners created Tax Increment Finance districts and changed zoning laws to facilitate transit-oriented development. This leadership netted a $330,000 increase in sales tax revenue from 1986 to 2003.

Like these cities, Odenton's leadership is coming from a range of sources, from the County Planning and Zoning Department to the County Economic Development Corporation, to the

Town Center Master Plan Oversight Committee to the efforts by the MTA to provide planning assistance to the community. All of these groups are strongly contributing to the future success of the Odenton's station area development. In particular, the Anne Arundel County Economic Development Corporation is providing excellent private sector leadership and coordination.

Typical Public Initiatives

Following is a list of public initiatives that are typically employed to stimulate successful development in commuter rail station areas.

- TOD-supportive comprehensive planning,
- Early TOD planning, especially during a down market cycle,
- Public infrastructure investments that facilitate private TOD projects and/or mitigate their impacts,
- Investment in civic spaces and public uses,
- Transit service upgrades to both schedules and facilities, and
- Broad funding strategies that tap every available source (local, state, federal and other) to facilitate TOD

Place Making

Successful TOD projects rely heavily on the creation of a sense of place in the station area. As is often said, in many cases "there is no there there," meaning that the station area does not have a strong identity and image as a desirable place or destination. In every case, it falls to the local municipalities and transit authorities to guide developers to create these new vibrant places. Whether it is direct funding of improvement or striking effective development agreements with local developers, the focusing of resources to create new places or reinforce old ones is crucial to the long-term success of a station area.

Both Rahway and Arlington Heights are prime examples of how place making efforts in the station area resulted in community-wide benefits. In Rahway, renovation of the train station made it more attractive to commuters, but the renovation of the local performing arts center and downtown civic plaza directly adjacent to the station made the area attractive to the entire community. The plaza hosts a weekly farmer's market and supports a crafts fair and other community events several times per month.

In Arlington Heights relocation of the commuter rail station had a major impact on the downtown. City officials led the effort that moved their commuter rail station and its platforms two blocks closer to the heart of the downtown. The city also funded landscaping, façade improvements and the construction of underground parking spaces. As a result of these efforts, downtown Arlington Heights added several large new developments, including more than 300 condominiums, retail space and offices. The new station was designed to accommodate a restaurant, a bakery café and a newsstand.

In Odenton, much of the land around the station is publically owned and planning to date calls for developing those parcels as medium density residential uses and a modest amount of retail uses. These new uses must be carefully located to create a new place at the station and a healthy setting for future development. Work to date has provided the program for future development of these public parcels, but a vision of this new civic place has not been created. However, it is not too late and creating this place is one of the charges of the current MTA planning effort.

This page is intentionally blank.

Part 2: Case Studies

South Orange Station, NJ, NJ TRANSIT - Morris and Essex Lines

Background

The high cost of housing in Manhattan has transformed many surrounding cities and towns into bedroom commuter communities, including South Orange, New Jersey. While suburban sprawl has often been the reaction to the housing need in the New York metro area, downtown South Orange has found a different way to respond to the pressure. Even though the village consisted of only 5,522 households in 2000, dense mixed-use projects were developed in the commuter rail station area. South Orange is an example of how transit supportive policies and strong political leadership can create successful transit-oriented developments. Policies at several levels of government supported the resurgent downtown area surrounding the South Orange train station.

The Village of South Orange suffered from disinvestment in the downtown in the 1970s and 1980s, but a downtown revival was launched in 1989 with implementation of the Main Street New Jersey Program the subsequent designation of South Orange's Main Street in 1991. Subsequently, New Jersey TRANSIT's launched its Transit Village Initiative in 1994 with publication of a handbook titled *TOD, Planning for Transit-Friendly Land Use*. The handbook provided illustrations and ideas on how to make communities more inviting to buses, trains, pedestrians, and cyclists. This period saw a wave of policies at several different levels of government that made South Orange more attractive to new development. One such pivotal policy was the NJ Transit's introduction of direct service from South Orange to Manhattan's Penn Station. This service upgrade reduced travel time almost in half, from 50 minutes to 30 minutes, making South Orange a more attractive community for commuters to New York City.

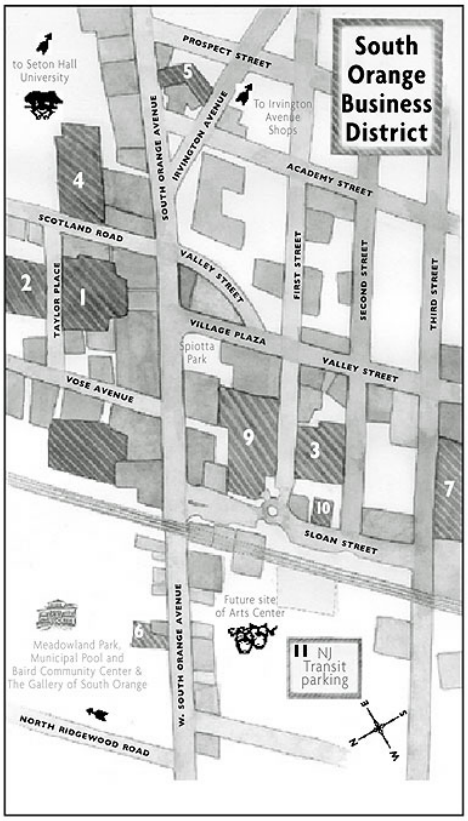
	Because of this confluence of supportive policies, South Orange Station is now the heart of a revived village downtown. The station now boasts six refurbished stores that cater to commuters. Pedestrian orientation doesn't stop at the station; the village also adopted a Bicycle and Pedestrian Circulation Plan as an element of the Comprehensive Plan in 2005. The civic environment is further supported by the South Orange Performing Arts Center, a 34,840 square foot, four-level structure situated on 17,512 square feet of land adjacent the station. This pedestrian-friendly environment contributed to the positive reception for the more than 300 apartments that that have been developed within a ¼ mile of the station. *Lessons Learned*. • Upgrades in transit services and locational efficiency attract new riders • Strong political leadership is crucial in reviving an ailing downtown. • Early planning or planning during a down market can set the stage for new development • Historic station-oriented urban fabric is an ideal setting for new mixed use development • Utilization of several funding sources (local, state and other) facilitates TOD. Transit supportive policies and strong political leadership is important in delivering a cohesive redevelopment plan. New Jersey being a home rule state and lacking term limits for mayors provided an opportunity for political leaders to ensure that their revitalization objectives are implemented over a long development cycle. In South Orange's case, the mayor's background in real estate and the languishing town center real estate market helped to ensure that comprehensive planning and development-oriented policies came to the political forefront in recent years. The town of South Orange was able to capitalize on political decisions beyond mayoral leadership and local decision-making. The town benefited from a series of state-, federal- and transit authority-level decisions that encouraged redevelopment in the station area. Programs and rulings at these levels facilitated the designation of the village center as a priority location and provided funding to support a range of local projects.
Station Area Description	
What is annual ridership?	755,560 annual passengers (2005)
What is its identity?	Town Center; Commuter Rail Station
What is the mix of uses?	Six commuter-oriented storefronts in station. Moderately dense housing near station; 340 apartment units have been added within 1/4 mile
How close-in is development?	Sloan Street Redevelopment: Renovation of the seven empty retail stores with 12,000 square feet of retail and restaurant space. The storefronts have been

Characterize the development intensity and character?	fully occupied since the renovations. (Southorange.org)
Mix of Uses	
Arrayed? Vertical mixing of uses?	*Beifus Mercedes-* This project will include 53 luxury apartments, 9,000 square feet of first floor retail space and parking for both shoppers and building residents behind the building. (Southorange.org) *New Market Square-* This project includes a 13,500 square foot gourmet market, condos on and a parking deck to accommodate shoppers and residents. *Saiyd Plaza-* 7,000 sq. ft. of first floor retail, 16 apartments above and 24 parking spaces in the rear with access from Church Street. (proposed).
What does the local market look like?	Total population:16,964 Total Households: 5,522 (2000 census) The advent of Manhattan Direct rail service has contributed to an improved market climate in affected downtowns such as South Orange. New rail stores that cater to commuters and close-by residents have opened and where, for example, a development of 10 new town houses costing close to $1 million each has all but sold out (TCRP 102) Income level: $70,000 – $200,000 (Rutgers) While tax abatements were used to spur initial residential development, the neighborhood became marketable and tax abatements became unnecessary. The TOD has increased the South Orange tax base by $500,000 per year. (crcog)
Shops and restaurants at street level? Public facilities in Station?	South Orange Performing Arts Center (SOPAC): 34,840 square foot, four-level structure is situated on 17,512 square feet of land adjacent to the South Orange train station; shared parking (Southorange.org)
Development Intensity	
Describe the variety of residential densities.	340 apartment units have been added within 1/4 mile; LCOR, Inc., built a 200-unit, four-story, rental apartments and approximately 350 parking spaces project-- density of 38 units per acre.
Urban Design	
Is station area pedestrian-friendly? Are there community amenities?	Sloan Street Redevelopment: The Sloan Street Village Square- streetscape improvements included installation of street furniture, new curbing, new planter areas, new lighting and use of pavers. (Southorange.org)
Public Transportation System	
Clear, direct links among the transportation modes?	A traffic roundabout and an entrance plaza have improved vehicle circulation around the station.

Integrated hierarchy of streets, highlighting primary pedestrian, bicycle and vehicular routes?	With state aid, a former four-lane state highway in the downtown that directly serves the train station was narrowed to three lanes, sidewalks were widened, zebra-crossings and traffic signals were added, and intersections were bulbed-out to slow vehicular speeds. (TCRP 102)
Parking	
Structured parking? Where? Surface parking? Street parking?	265 Space NJ Transit shared long-term commuter parking lot within 1,200 feet of the station A theater-arts complex will share parking with the adjacent train station Some projects around the station feature one parking space per unit
Misc.	
Political Support	NJ TOD gained momentum with NJ TRANSIT's 1994 release of a handbook on TOD, Planning for Transit-Friendly Land Use. Provided illustrations and ideas on how to make communities more inviting to buses, trains, pedestrians, and cyclists. Governor Whitman (1999) introduced the "Transit Village Initiative" which outlined state-of-the-art urban design and site planning principles in the handbook. Defining a transit village as "a municipality that is committed to redeveloping the area around its train station (typically 1/4- to 1/2-mile radius) into a compact, mixed-use neighborhood with a strong residential component," the program awards funding for projects that contribute to these goals. New Jersey's Transit Village Initiative gives priority access to state grants and coordinated technical assistance from 10 different state agencies. South Orange was designated a transit village in 1999. Mayor played a big role in driving TOD
	Other policies include: - 1998 Brownfields and Contaminated Site Remediation Act - Garden State Farmland Preservation Fund - Main Street New Jersey Program (administered through the N.J. Department of Community Affairs) established in 1989. Main Street South Orange designated in 1991.
	Comprehensive Political Actions - The last Master Plan Reexamination Report was adopted in July 2000 - 2005 Bicycle and Pedestrian Circulation Plan adopted as an element of the Master Plan (southorange.org)

	- In New Jersey, the absence of term limits results in strong mayors who have been in office for four or more terms. For some places, this has provided 10 to 15 years without abrupt shifts in policy direction, important for downtown redevelopment campaigns. Moreover, a number of mayors championing transit village development run full-time businesses. As a result, they are often very entrepreneurial in their approach to TOD. - Mayors wield a lot of clout in real estate development in New Jersey, a home rule state. Local leaders have nearly total control over zoning and land-use decisions. (TCRP 102)

Gaslight Commons, less than a ½ mile away from the South Orange Station



South Orange business district and station-area map

Rahway Station, NJ, NJ TRANSIT - Northeast Corridor Line

Background

The City of Rahway is experiencing an economic revival. Less than 15 miles from South Orange, it experienced the same decline in the 1970s brought about by burgeoning suburban competition in Union County and surrounding areas. Bold moves were required to improve Rahway's competitive edge, reverse its decline, and restore its previously thriving retail center.

Many factors played a role in this revival; however, the main catalyst was NJ Transit's service change that allowed trains to bypass the PATH transfer station in Hoboken and travel directly to NY Penn Station. For Rahway this reduced travel time between the two stations to 35 minutes when it once took much longer (TCRP 102). This route change created a shift in the market and made the area immediately more attractive to the commuter population, particularly to younger apartment and condominium residents looking for alternatives to higher priced housing options in New York City or even Hoboken. The city also benefited from its traditional development pattern which included a defined downtown. Although the downtown area struggled in the past, when market conditions changed due to new direct access to Penn Station, it created a supportive setting for close in transit-oriented redevelopment.

Downtown Rahway and the transit station area became the focus of new development in response to a range of public investments. For example NJ Transit invested $18 million in the station itself. While this investment provided a strong signal to developers, it may not have been enough to fully jumpstart the improvements seen in Rahway today. Despite a weakened downtown tax base, the city funded the $1.5 million renovation of the civic plaza which fronts the Rahway train station. The plaza serves an important civic function to the community, hosting farmer's markets every Thursday and hosting other popular

	activities (TCRP 102). The city then assisted with the renovation and preservation of the 1920s Union County Arts Center, which has also played an important role in reviving the downtown (Rutgers). The city also advanced $1.5 million for the redevelopment of an abandoned dump site, waiving property-tax payments for 10 years in return for 3% of the proceeds for real estate sales (TCRP 102). Other local investments followed and what began as a station renovation project by NJ Transit and a relatively small investment by the City of Rahway eventually netted 1,400 housing units built or planned within walking distance of the train depot; this housing was a mix of affordable, mid-market, and luxury-rate units. *Lessons Learned*. • Investment in civic spaces to support redevelopment • Infrastructure investments that facilitate private TOD projects • Upgrades to transit services • Early planning or planning during a down market • Historic station-oriented urban fabric • Utilization of several funding sources (Local, State and other) to facilitate TOD • Location efficiency of community to major work centers Transit service improvements and upfront investments can help create the right conditions for successful TOD around commuter rail. When travel times to Manhattan were made comparable to those of subway or light rail systems—or commuting by car for that matter—Rahway became a more viable commuter community. City officials also played an active role in encouraging TOD by utilizing infrastructure investment and direct subsidies to developers. City leaders often waived upfront costs or short-term expenses owed by developers, which may have been prohibitive, in return for payments and\or profit share over a longer period of time. In other instances, city officials helped by assembling parcels needed to bring about a desired development. Both approaches allowed for the developers to get over the hurdles and they make a handful of key projects financially feasible. This, in turn, triggered a ripple effect that encouraged the redevelopment of neighboring properties. City officials also spurred similar reinvestment when they chose to create high quality civic spaces. The creation of a civic plaza in front of the commuter rail station and the renovation of an historic arts center created an inviting atmosphere and supportive environment for new development. City officials also had the advantage of working to restore existing urban fabric rather than attempting to create and entirely new place.
Station Area Description	
What is annual ridership	12th busiest NJ TRANSIT rail station. 738,400 passengers (2005)

What is its identity?	Town Center; Commuter Rail Station Designated as transit village in 2002
What is the mix of uses?	NJ TRANSIT's investment of $18 million in station facilities netted 1,400 housing units planned within walking distance of the train depot; a mix of affordable, up-market, and luxury-rate units (TCRP 102) $13 million renovation of the NJ TRANSIT Station on Milton Avenue (Rutgers)
How close-in is development? Characterize the development intensity and character?	- A former dump site two blocks from the station, for instance, was recently replaced by 87 modern townhouses. - Parcel across from the train station created 4,000 square feet of ground-floor retail space with eight apartments above. (TCRP 102) - No less than 15 major projects have been constructed or are in the planning and development phases: the 136-luxury apartment River Place development, the Park Square project which includes 159 apartments and townhouses plus retail space, the construction of three major hotels, and the redevelopment of a mixed-use building containing a movie theater and artist live/work spaces. (Rutgers) - 2007 One of the city's most ambitious TOD projects, Rahway Town Center, which calls for 150,000-square feet of retail, 305 housing units and a 102-room hotel (Rutgers).
Mix of Uses	
Residential, service, employment, and retail	2007 TOD projects in Rahway: The 16-story Hotel Indigo, located across from the Rahway station, opens next spring. Approved projects- Station Place on Campbell Street, between Elm Avenue and West Cherry Street, less than a ¼ mile from the Rahway station; townhouses and flats (80 units) On Elizabeth Avenue (former Wheatena Cereal site) plans to build 130 townhouses, about a ½ mile from the station. (Rutgers 2007)
What does the local market look like?	Characterized by decline and disinvestment since the 1979s, Rahway is on a rebound due to increased, successful suburban competition with other communities in Union County.
Urban Design	
Station area has public spaces? Community amenities?	A $1.5 million civic plaza fronts the Rahway train station. Every Thursday the plaza becomes a farmer's market, and several times per month it supports a crafts fair. (TCRP 102) The renovation and preservation of the 1920s Union County Arts Center has been another major factor in downtown Rahway's resurgence. (Rutgers)
Appropriate for location? Pedestrian-friendly? Oriented toward street?	Traffic-calming and streetscape improvements have been introduced to enhance the station area's pedestrian environment. Some feel that Rahway's desire to attract park-and riders could backfire by making the downtown less transit- and pedestrian friendly. This view is not shared by Rahway's mayor and other civic leaders, who feel ample convenient parking is necessary in the near term to attract sufficient ridership to revitalize the core. (TCRP 102)

Public Transportation System	
What other transportation modes are present?	- North Jersey Coast Line (NJ Transit) - The introduction of a free shuttle bus that feeds into the train station, supported by a grant from NJ TRANSIT
Parking	
Structured parking? Where? Surface parking?	Zoning overlay created a maximum parking ratio of 1.2 on-site spaces per unit for residential projects within three blocks of the train station. A five-story parking structure is also being built next to the station in hopes of redeveloping the existing surface lot. (TCRP 102).
Misc.	
Political support	- The city advanced $1.5 million for the project and waived property-tax payments for 10 years in return for 3% of the proceeds for real estate sales - City bought a boarded-up parcel across from the train station for $250,000 and sold it to a developer for $1,000. The developer invested $600,000 to overhaul the building, creating 4,000 square feet of ground-floor retail space with eight apartments above. The city receives a share of rent proceeds plus some $15,000 annually in property-tax income
	Negatives: State has chosen to support commuter parking over carefully planned TOD projects around stations. DOT announced its plan to create 20,000 parking spaces near bus and train stations. In an executive order the governor proposed using $200 million of New Jersey's capital budget (Late 2002) - $13 million of New Jersey Transit's capital fund (13x the entire annual allocation for transit villages) designated for the design and construction of 840 parking spaces (2003); 3,300 (2004). (TCRP 102)
	 Aerial view of Rahway Station, looking West.

New Rochelle, NY, MTA Metro-North, NYC Metro Area

Background

New Rochelle lies 20 miles to the northeast of New York City's Penn Station. Although it is on the opposite side of the two New Jersey cities previously mentioned, New Rochelle is approximately an equal distance away from the heart of New York City and has experienced similar effects from the recently strong real estate market. However, New Rochelle's decline seemed to take place later that the New Jersey cities, having experienced a 30% loss in tax ratables between 1985 and 1995. Nonetheless, this city of more than 70,000 people is starting to notice a change in direction as new TOD projects begin to bring new life into a once stark and neglected downtown.

The start of New Rochelle's resurgence was due, in part, to the demise of its old retail shopping mall. The demolition the 625,000 square foot New Rochelle Mall in 1997 created the opportunity to reshape the urban fabric of the area's downtown. In its place, new development included 125,000 SF of office development and a new parking garage, and 1.2 million square feet of retail, restaurants, a hotel and entertainment in an area called New Roc. The project was integrated within the existing urban street pattern on 15 acres. What was once a monolith and barrier to pedestrian traffic became a more porous and interesting urban feature.

Lessons Learned.

- Dense infill development when property becomes available
- Infrastructure investments that facilitate private TOD projects
- Early planning or planning during a down market
- Investment in civic spaces to support redevelopment
- Location efficiency of community to major work centers

	The denser redevelopment of New Rochelle is still underway. While programs support façade improvements to older existing storefronts, new condominiums and apartments towers have begun to be built on properties surrounding the Metro-North station. For its part, local transit can be very influential and supportive of these types of developments, which draw potential Manhattan dwellers looking for similar housing opportunities at lower prices. Further, civic investment in the amenities makes New Roc city a more desirable residential area. New developments are located near the recently renovated New Rochelle Public Library and less than a mile away from the Municipal Marina and its neighboring parks. New Rochelle is an older community but does not fully enjoy the benefit of a tight urban fabric centered on a historic station in its town center. For example, the New Rochelle Station is located in close proximity to Interstate 95 (New England Throughway), a wide sunken highway that is a physical barrier. Additionally, City Hall and other city service departments are located away from the station. While the area around the New Rochelle station continues to grow, it is separated from other important locations in the city. Despite these limitations, New Rochelle's prime location with its nearby waterfront and transit access to Manhattan supports the Mayor's prediction that the city will continue to see strong growth.
Station Area Description	
What is the ridership? What facilities are present?	2007: 79.5 million (system-wide, annual ridership) (MTA) 2005: 2,824,293 (New Haven Line, average monthly ridership) (CT DOT) Roughly 68,400 square ft. garage that includes a bus terminal, limousine and taxi waiting area, passenger waiting area and ticket office (EPA)
What is its identity?	The expansion and redevelopment of the New Rochelle Metro-North station's surface parking lot into the New Rochelle Intermodal Transportation Center involved the construction of a multi-level garage and other vehicular and pedestrian circulation improvements. The garage took the place of existing at-grade parking lot along the southbound Metro-North railroad tracks. (EPA)
What is the mix of uses?	Low to Medium density. Moderate horizontal mixed use New: 400-unit apartment building (phase 1) and a 39-story, 588-unit apartment building (phase 2)
How close-in is development? Characterize the development intensity and character?	- Demolition of the 625,000 square foot New Rochelle Mall was completed in 1997. New Rochelle will provide the downtown community with 125,000 SF of office, garage parking, 1.2 million square feet of retail, restaurant, a hotel and entertainment on 15 acres. The project is integrated with the existing urban street pattern. (CNU) - New residents considering paying the prices from the mid-$500,000s to $1.7 million for high-rise units downtown. Trump Plaza: 440 feet tall, 40 feet shy of being the tallest in the county.

Mix of Uses	
Residential, service, employment, and retail?	Still-missing piece of the downtown revitalization - major retail. (http://www.newrochelledowntown.com)
Arrayed? Vertical mixing of uses?	Moderate amount of horizontal mix present with ¼ mile radius on grid to east of station. West of Station is I-95
What does the local market look like?	- Population: 72,821; Median household income: $55,513 - In his 2006 State-of-the-City address, Mayor Noam Bramson predicted a total of 2.9 million square feet of new construction worth more than a billion dollars overall--including hotel, office, retail and luxury residential space and urban parkland. - 30% loss in tax ratables between 1985 and 1995 (Columbia.edu)
Shops and restaurants at street level? In Station?	Not directly at the station.
Development Intensity	
Regulatory restrictions or incentives on commercial uses?	- Loan programs offered by the city's business improvement district (BID started in 2000) resulted in live/work lofts, latest in a long line of downtown redevelopment projects spurred by the BID's various loan programs. - The programs were so successful in New Rochelle that they were exported to other cities, including Albany and Buffalo. - Programs have helped smaller property owners undertake façade improvements and finance the loft renovations, projects that would not have happened without incentives and loan programs. - Avalon Bay Communities received substantial incentives from the city with a 30-year payment plan with the city for the land and taxes on the property.
Urban Design	
Station area has public spaces? Hierarchy of public spaces?	Developer funded (partially) public park, which ties into a public library.
Public Transportation System	
What other transportation modes are present?	- New Rochelle is a major commuter stop along the MTA Metro-North Railroad's New Haven Division as well as Amtrak's New England Express, Springfield, and Vermont lines. The New Rochelle station will be the only stop in Westchester County for Amtrak's high speed Northeast Corridor service between Washington, DC and Boston, Massachusetts. The station is also a hub for the County's Bee-Line bus service. - The City, the New York State Department of Transportation, and WCDOT will consolidate to the maximum extent feasible various transportation services into a single intermodal hub adjacent to the train station building. The overall objective of this project is to provide a convenient, secure,

	operationally efficient transportation center. The project includes improvements to vehicular site access, pedestrian as well as bicycle access, internal station circulation, user friendliness, bus pick-up and drop-off areas, commuter parking, ADA access, taxi layover, and kiss-and-ride area (EPA).
Clear, direct links among the transportation modes?	The Intermodal Center will replace the existing Metro-North and Amtrak Station and includes new bus and train terminals as well as taxi and limousine stands (Columbia.edu)
Parking	
Structured parking? Where?	- Intermodal Transportation Center garage includes 1,000 parking spaces. (EPA) - Structured Parking; 388-space municipal parking garage
Misc.	
	 Area map, New Rochelle with Downtown Business Improvement District

New Roc City mixed-use redevelopment

View from Avalon on the Sound Condominiums, less than ¼ mile away from New Rochelle Station.

New Roc City mixed-use redevelopment

This page is intentionally blank

Arlington Heights, IL, Metra- Union Pacific District Northwest Line, Chicago, IL Metro-Area

Background

Even though there are some communities outside of Chicago, such as Evanston, that long have been known for transit-supportive planning efforts, the village of Arlington Heights has begun to lay the groundwork for TOD much more recently. While work on TOD supportive guidelines began back in the mid 1980s the Village of Arlington Heights has only recently seen clearly linked successes.

Downtown Arlington Height's Master Plans were redeveloped as a result of declining markets and sprawling growth in the 1970s and 80s. Officials created a proactive policy that linked downtown growth objectives to transit. These changes influenced the creation of the first major TOD project in the late 1980s, two mid-rise apartment buildings with 614 units and ground-floor retail, leveraged by the village through the construction of oversized public parking decks next to the apartment buildings (TCRP 102). While this was one of the first signs of success, even greater success was seen after 2000 when the Village created an entirely new Metra commuter rail station that was better integrated into the downtown urban fabric. The $4.7-million construction and relocation project moved the station one block west and the platforms two blocks west into downtown. The station's retail establishments included a McDonalds, a bakery cafe, and a newsstand (TCRP 102). That same year, the Arlington Town Square project brought 94 condominium units on 13 floors, 100,000 square feet of ground-floor retail space, 26,000 square feet of office space, and a six-screen movie complex into downtown Arlington Heights.

Future projects included the Metropolis Performing Arts Center, a mixed-use project featuring a 310-seat live performance theatre, 63 condominium loft units, 64,000 square feet of retail and office space, and 816 parking spaces in an adjacent public garage. It was evident that the long-term strategy has paid off; Arlington Heights has become a model for TOD in the suburban Chicago area.

	Lessons Learned. • TOD-Supportive comprehensive planning was crucial • Infrastructure investments have facilitated private TOD projects • Early planning or planning during a down market allowed the city to set the stage for later successes. • Location efficiency of community to major work centers has captured more ridership for commuter rail. Early comprehensive planning in Arlington Heights laid the framework for the successful TOD projects that followed. Admittedly this early start was a response economic trouble in the town center due to sprawling growth which drew business out to new locations. City leaders wisely recognized that quality transit-oriented development was an opportunity to attract more residents without necessitating large investments in added infrastructure. While long-term plans and TOD supportive policies were an important part of Arlington Height's success, it is important not to underestimate the role creative financing, including Tax Increment Financing (TIF) districts, played in creating the needed TOD infrastructure. TIFs were used to subsidize infrastructure costs and bring higher-end amenities to development projects, ensuring that pedestrian-friendliness and community benefits remained in tact. For example, TIF funding was utilized to provide underground parking and a municipal parking garage that made dense mixed-use buildings possible without the need for surface parking (NICP). This also allowed for new zoning restrictions which included reduced parking requirements and a maximum height limit of 140 feet for buildings near the rail station. Creative financing was also available to help with project-based gap financing (i.e., subsidies), façade improvement grants, business relocation assistance, and retail interior building grants to help offset interior finishing costs for new restaurants (TCRP 102). The benefits of this financing can be seen in the example of a 13 story mixed-use residential tower in downtown. Arlington Heights used $13.9 million from the TIF district to fund a parking garage, provide gap financing, and underwrite land costs. However, the city now receives $1.5 million annually in property taxes on property that once generated only $65,000 annually (TCRP 102).
Station Area Description	
What is the ridership?	Approximately 2,500 weekday riders (TCRP 102)
What is its identity?	Commuter rail station; heart of downtown Arlington Heights. City has 75,000 inhabitants, Cook County's largest suburb.
What is the mix of uses?	Station includes shops and services to serve commuters and downtown residents. Streetscape improvement very successful.
How close-in is development?	- 2000: Arlington Town Square, 94 condominium units on 13 floors, 100,000 square feet of ground-floor retail space, 26,000 square feet of office space, and

Characterize the development intensity and character?	a six-screen movie complex - 2000: 2,200 residents and 1,500 units - Late 1980s, first major TOD projects—two mid-rise apartment buildings with 614 units and ground-floor retail, leveraged by the village by oversized public parking decks next to the apartment buildings - $4.7-million construction and relocation the Metra station one block west and the platforms two blocks west in 2000, moved rail transit is closer to the downtown core - The village-owned station contains a McDonalds, a bakery cafe, and a Gateway Newsstand (TCRP 102)
Mix of Uses	
Residential, service, employment, and retail: Complementary and transit-supportive?	- New Metra station, a performing arts center, high-density housing, commercial uses, and public parking decks. - The 13-story residential tower includes restaurants and national retailers such as GAP, Anne Taylor Lofts, Starbucks, and California Pizza Kitchen. - Metropolis Performing Arts Center, mixed-use project features a 310-seat, live performance theatre, 63 condominium loft units, 64,000 square feet of retail and office space, and 816 parking spaces in an adjacent public garage. - The Village Green features three 8- to 10-story buildings with 250 condominiums, 53,000 square feet of retail space, and 17,000 square feet of offices. (TCRP 102)
What does the local market look like?	- Community declined as shopping centers sprung up in the 1970s and 1980s.
Development Intensity	
What regulatory restrictions or incentives have been utilized?	- New zoning permits mixed uses and higher densities downtown, reduced parking requirements near the rail station, and the establishment of two TIF districts. The zoning revisions require first-floor retail uses in mixed-use buildings and allow buildings up to 140 feet in height. - The village has used eminent domain and open market purchases to assemble sites and build new infrastructure. - Project-based gap financing (i.e., subsidies), façade improvement grants, business relocation assistance, and retail interior building grants to help offset interior finishing costs for new restaurants. (TCRP 102)
Public Transportation System	
What other transportation modes are present?	Pace Bus Service
Parking	
Structured parking? Where? Surface parking? Street parking?	- 1983: 800 space municipal parking garage constructed (Village of Arlington Heights) - Today: 1,261 spaces spread over 6 lots

Is there a charge for parking? Shared Parking?	- The village manages the 2,180 parking spaces used for retail, commuter, employee, and resident parking. Over time, the village has become more sophisticated in how it balances parking among uses. Retail parking is free for 3 hours, and permits are sold for the other uses. (TCRP 102)
Misc.	
What is the role of regional transit?	Regional Transportation Authority RTA) has implemented TOD planning grants to four cities. The authority promotes and facilitates TOD through its Regional Technical Assistance Program, which provides both staff planning assistance and direct grants to local governments. This program assisted Metra in the development of agency-specific materials that send a clear message to municipalities and developers that train station areas are special and that high-density development should be encouraged. (DVRPC)
Political Support	When downtown businesses began to move to outlying malls in the 1970s, Arlington Heights began planning to revitalize the town center. In the 1980s officials created two Tax increment Financing (TIF) districts in the downtown area and designed a zoning ordinance to allow a creative mix of densities (NICP) Arlington Heights, $250,000 -- *Illinois Tomorrow* provided funds for a corridor planning study that defined and quantified corridor standards for mobility, connectivity, efficiency, and safety to support development of alternatives by transportation agencies, and selection of a preferred alternative by corridor communities.
	 Mixed-use redevelopment less than a ¼ mile from Metra station (images above and below)

LaGrange Road Station, IL, Metra-BNSF Railway Line, Chicago Metro Area

Background

Though probably not as publicized as Arlington Heights, La Grange has experienced its own level of success by embracing transit-oriented development strategies. Encompassing a scant 2.5 square miles and with a population of a under 16,000 in 2000, this suburb located less than 15 miles from Chicago had limitations on the types of development it could attract. In fact, before the village's revitalization efforts, the central business district was referred to as a depressed downtown with a rail line running through it (CCMPO). However, since one of the tenets of quality TOD is the creation of a sense of place, then La Grange shows that achieving this goal can help bring about success.

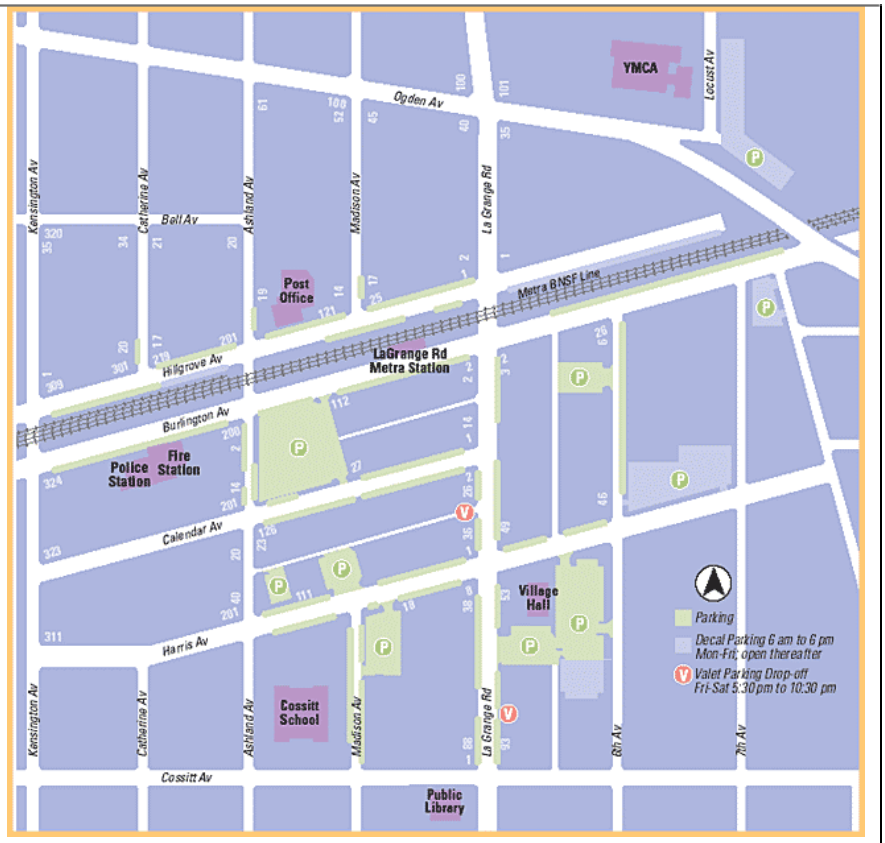
La Grange's central business district has over 30 restaurants, making the commuter rail station a place and destination. The city has focused on their restaurant district theme in their marketing materials, as exemplified by their website dedicated to the culinary and community experience that is La Grange (Ahhh LaGrange). This is only a modest attraction, and with space at such a premium, new denser development is needed. To help encourage this dense development, the Village's Master Plan introduced a "Transitionary" zoning district to allow less intensive zones near the train station time to convert to higher density uses. The plan also created a multifamily zone to increase downtown densities (TCRP 102). Thus far, the plan has succeeded in concentrating a great deal of commercial and multifamily property in the downtown area within walking distance of the station. Through these efforts,

	La Grange found early success with projects such as the 40-unit La Grange Plaza condominiums built in 1995. Success continued and within roughly 8 years the district had realized an additional 67,275 sq. ft. of new retail and commercial space and saw sales tax revenues rise to $350,000—up from $20,000 in 1986 (2003 Comprehensive Plan). *Lessons Learned*. • Utilization of several funding sources (Local, State and other) to facilitate TOD • Early planning or planning during a down market • Location efficiency of community to major work centers Success in La Grange was not only the result of proactive policy pursued by town leaders, but also linked to the availability of assistance from the Illinois Department of Transportation. La Grange received $50,000 from IDOT's "Illinois Tomorrow" initiative. The five-year, $15 million program sought to ensure that state and local programs affecting growth were implemented effectively, and considered new solutions to problems facing communities. The village used these funds to stimulate the under-performing business area of the west end district, and to manage its redevelopment. It is often difficult for smaller municipalities to shape its TOD agenda; conversely, regional authorities and transit agencies that understand the benefits of TOD still need vigorous local government participation to achieve success. Collaboration is always mutually beneficial.
Station Area Description	
What is the ridership?	2002: 2,355 weekday boardings (CCMPO)
What is its identity?	Town center, local commuter rail station - located 15 miles west of Chicago, LaGrange had a depressed downtown with a rail line running through it. (CCMPO)
What is the mix of uses?	Horizontal mixed use, not integrated, in a pedestrian-friendly environment. Several small and local retail outlets with ¼ mile
How close-in is development? Characterize the development intensity and character?	- 1995: 40-unit La Grange Plaza condominiums - 2000: "Triangle Redevelopment" 78 condominium units, 45,800 square feet of retail space, and 194 parking spaces. (TCRP 102)
Mix of Uses	
What does the local market look like?	- Community declined as shopping centers sprung up in the 1970s and 1980s. - Encompassing only 2.5 square miles, predominantly residential, downtown business district has evolved into a regional restaurant destination (with over 30 restaurants). Little opportunity to expand (TCRP 102)

Development Intensity	
How much recent development activity?	Over the last 10 years: - The Downtown has realized the addition of 67,275 sq. ft. of new retail and commercial space. - In total the tax increment finance district has leveraged 40 million dollars in private real estate investment. - From the period 1986 to 2003 the incremental increase in sales tax revenues has gone from $20,000 to $ 350,000 in 2003. - 29 million dollars has been invested in public improvements. - A total of 173 new residential dwellings have been added to the Corridor and to the community's inventory. (HNTB 2003 Comp Plan)
Transition from the higher density to the less density?	"Transitionary" zoning district to allow a gradual conversion to higher uses, and created a multifamily zone to increase downtown densities. (TCRP 102)
Regulatory restrictions on or incentives for commercial uses?	- Established a TIF district, collecting the tax increment on both real-estate and sales taxes, to promote redevelopment throughout the core. - 1995: 40-unit La Grange Plaza condominiums, village assembled the site and sold it to the developer at 50% of the market cost and made environmental remediation. - The village acquired and assembled land; ran a façade loan program (zero interest, fixed-rate loans for renovation, restoration, maintenance and signage improvements to building façades); made streetscape improvements; and provided bike patrols to enhance security (TCRP 102)
Are very low intensity uses effectively discouraged?	- 2000: "Triangle Redevelopment" beyond the stronger commercial activity of the core to the south. 11 properties assembled replacing older, low-intensity uses such as a bank, an underperforming strip mall, a fast food restaurant, and a 70-year-old dry-cleaning establishment. (TCRP 102)
Urban Design	
Station area has public spaces? Community amenities?	TIF funds for infrastructure improvements, including sidewalks, lighting, street decorations, planters and bicycle racks. (CCMPO) The village also had to address historic preservation issues as a large portion of the town is on the National Registrar of Historic Places. (CCMPO)
Public Transportation System	
What other transportation modes are present?	Pace Bus Service
Integrated hierarchy of streets, highlighting primary pedestrian, bicycle and vehicular routes?	Functional classification of all streets within the Village as part of Mobility Plan (Village of LaGrange)

Parking	
Structured parking? Where? Surface parking? Street parking? Access via appropriately scaled roadways?	2000: 194 downtown parking spaces provided in coordination with a condominium project that was facilitated by the Village. (Village of LaGrange) 2004: 359 Metra-provided spaces spread over 8 lots. (TCRP 102) Today: Over 1,500 on- and off-street parking spaces exist in the downtown area, with good signage directing drivers to multiple, relatively unobtrusive lots spread throughout the downtown. Both Metra and civic/ government parking are shared with restaurants in the evenings, and the village provides centralized valet parking on Friday and Saturday evenings, when high restaurant demand leads to shortages. (TCRP 102)
Misc.	
Political Support	-State of Illinois does not have a statewide growth management program (like Oregon or New Jersey), it has recently taken a more active role in promoting "balanced growth". - Regional: RTA has developed a Regional Technical Assistance Program (RTAP) to help cities develop station-area plans and conduct public outreach associated with TOD planning. Since 1999, RTAP contributed $1.8million to TOD planning and outreach, sponsored research and workshops. La Grange has applied for RTAP funds to complement its Illinois Tomorrow funding to promote business and TOD development (TCRP 102) -The Illinois Tomorrow initiative is a five-year, $15 million program to ensure that state and local programs that affect growth are implemented effectively, and to investigate new solutions to problems facing communities. These problems can include traffic congestion, loss of open space and farmland, environmental quality, urban infrastructure needs, and fragmented local planning. La Grange, $50,000 – The village will develop a comprehensive plan to stimulate the under-performing business area of the west end business district, and to manage its redevelopment. The Corridor Planning Grant Program, administered by the Illinois Department of Transportation (IDOT), dedicates $15 million over 5 years to help fund planning activities that promote the integration of land-use, transportation, and infrastructure planning in major transportation corridors.
Urban Design	
Station area has public spaces? Hierarchy of public spaces? Community amenities?	TIF funds for infrastructure improvements, including sidewalks, lighting, street decorations, planters and bicycle racks. (CCMPO) The village also had to address historic preservation issues as a large portion of the town is on the National Registrar of Historic Places. (CCMPO)
Public Transportation System	
What other transportation modes are present?	Pace Bus Service

Integrated hierarchy of streets, highlighting primary pedestrian, bicycle and vehicular routes?	Functional classification of all streets within the Village as part of Mobility Plan (Village of LaGrange)
Parking	
Structured parking? Where? Surface parking? Street parking? Access via appropriately scaled roadways?	359 spaces spread over 8 lots. - Over 1,500 on- and off-street parking spaces and has good signage directing drivers to multiple, relatively unobtrusive lots spread throughout the downtown. Both Metra and civic/ government parking are shared with restaurants in the evenings, and the village provides centralized valet parking on Friday and Saturday evenings, when high restaurant demand leads to shortages. (TCRP 102)
Images	 *Mixed-use development less than ¼ mile from LaGrange Rd Metra Station*



Area map, LaGrange Rd Metra Station

Mountain View, CA, Caltrain, San Francisco Metro Area

Background

While the city of Mountain View is relatively small, it has two TOD projects within its city limits. The stations are less than 2 miles apart and both play an important role in defining the state of TOD in the city. The Crossings is a compact, mostly residential development created around Caltrain's San Antonio Station while the development around the Mountain View Downtown Station takes on a different role appropriate a downtown destination. Together the stations provide a good case study example of the roles that urban design and level-of-service play in station utilization and should be analyzed together.

Covering only 12 square miles, the city of Mountain View, CA was home to 70,708 people in 2000 and is expected to grow to 75,100 people by 2010). This has created an average overall density of 7 to 10 units per net acre throughout city for typical development patters, but with more than 4,000 new residents expected by 2010, the need for more housing opportunities is apparent (EPA). As early as 1992, Mountain View's Comprehensive Plan drew a connection between transportation and land use. The policy called for higher density and mixed use development near transit stations. These policies in addition to the economic upswing that took plan in the 1990s generated new interest in urban and transit-oriented development and laid the groundwork for redevelopment near commuter rail stations in Mountain View. In fact, this early planning diligence was honored in 2002 when the city received an American Planning Association Outstanding Planning Award for Implementation (EPA).

Twice as much TOD. As mentioned, early planning efforts resulted in the evolution of the San Antonio and Downtown Mountain View Caltrain stations. Although The Crossings at San Antonio station was a highly touted example of TOD early in the redevelopment process, downtown Mountain View also began to receive recognition as urban reinvestment came to the area as well. Both projects are linked together by Caltrain's commuter rail service (TND).

	The Crossings was born from the redevelopment of a failing 1960s era auto-oriented shopping mall that occupied an 18 acre site. Demolition of the mall made room for homes, retail shops, and a daycare center interspersed on narrow tree-lined streets, connected by sidewalks and small pocket parks. It takes residents less than five minutes to walk from any of the houses to the stores or to the commuter rail station, and two minutes or less to walk to a park (EPA). Downtown Mountain View had the advantage of a pre-existing urban fabric, but reinvestment was done in a way that promoted pedestrian-friendliness and oriented itself toward Centennial Plaza—the city's transit plaza. This resulted in the creation of a number of multi-story mixed-use buildings which supported a vibrant cultural and retail center for the city. While market demand and new planning initiatives undoubtedly played a role in stimulating development around the commuter rail stations, Caltrain also played an important role in the success of these projects. The decision to offer "Baby Bullet" express morning and evening service in 2005 helped determine the capacity and convenience of each station and thereby influenced location decisions for many commuters. Baby Bullet service stopped in downtown Mountain View, but bypassed San Antonio station and as a result, bypassed the Crossings (TND). Downtown Mountain View enjoys express service that arrives in downtown San Francisco in about 45 minutes and San Jose within 15 minutes, with roughly 15 minute headways. The Crossings connects to both cities in 1 hour or 30 minutes, respectively, with 1 hour headways (Caltrain). Despite the difference in service, both locations have chosen to maximize the benefit of their convenient access to transit and their connection to these major employment centers. Creation of dense mixed use communities allows residents to walk to their local station, access retail and services without driving, and ultimately make fewer automobile trips. It is important to note that due to differences in location and rail service frequencies, each development grew at different scales. The Crossings included single-family homes at 12 units per acre, townhouses and rowhouses at 30 units per acre, and apartments at 50 units per acre. The average net density is 22 units per acre (TCRP 102). Downtown Mountain View, on the other hand, saw densities much higher than the city average, including projects like the 12-story Mountain Bay Plaza building, the six-story, 150,000 square foot Silicon Valley Center and a 55,000 square foot retail-office (TND). *Lessons Learned*. • TOD-Supportive comprehensive planning • Upgrades to transit service • Dense infill development when property becomes available • Early planning or planning during a down market • Location efficiency of community to major work centers

	One of the most important pieces of information gained from Mountain View is the importance of early and comprehensive planning for future growth. The Crossings was a master-planned development that took advantage of the sudden availability of a relatively large site. Designers had a vision for the property and were able to work with the city and community members to achieve the highest and best use for property very close to the commuter rail station. Similarly, Mountain View city officials had a vision for the downtown district and planned accordingly. The City has established guidelines to for the facades of Castro Street businesses. They extended sidewalk widths and narrowed streets; allowing for various features such as outside dining space. Awnings, street furniture, colored paving, restaurant tables, special crosswalks, street lights, flower pots and planter boxes enhancing the pedestrian environment. Surface parking lots were concealed directly behind the Castro Street facades and made accessible from rear alleys. The City's Precise Plan calls for the eventual conversion of many of these lots into sites for multi-use buildings that will contain several levels of structured parking (TND). These changes helped to breathe life into the district and make it a bustling location to live, work and play.	
Station Area Description	*The following information is displayed for each station as noted unless information applies to both station areas.*	
	San Antonio Station	Mountain View Downtown
What is the ridership?		Passenger boardings per day (2007) 2,999 up 8.5%
What is its identity?	Local Commuter Rail station	Intermodal rail station. Community Downtown
What is the mix of uses?	Vertical and horizontal mixed use in a pedestrian-friendly environment	
How close-in is development? Characterize the development intensity and character?	Several small and local retail outlets with ¼ mile. Failing 1960s auto-oriented mall demolished and replaced it with homes, retail shops, and a daycare center (EPA)	A number of small housing projects have been built within the TOD district, along with a mega-apartment complex just outside of the ½ mile radius. Housing density ranges from 11 to 30 units/acre. (TND)
Mix of Uses		
Residential, service, employment, and retail:	Mostly residential, with local or community-serving retail including restaurants, cafes and grocery stores (EPA)	Number of multi-story office buildings mixed with restaurants and other local businesses. Including the 12-story Mountain Bay Plaza building, the six-story, 150,000 square foot Silicon Valley Center in the same block. A 55,000 square retail-office a Pacific Euro

Complementary and transit-supportive?		Hotel (TND)
Arrayed? Vertical mixing of uses?	Some mixed use; retail often integrated in corner units in heavier-traffic areas. (EPA)	Yes, vertical mixed use downtown buildings, particularly in Park Place apartment which is just beyond the ½ mile radius. (TND)
What does the local market look like?	City: Mountain View (pop: 70,708) , County: Santa Clara (pop: 1,682,585). The economic upswing in the 1990s brought renewed economic interests to the San Antonio District. Property values shot up greatly, and redevelopment began. (City of Mountain View)	
Shops and restaurants at street level? Public facilities in Station?	Location adjacent to a substantial shopping area that includes Safeway, Trader Joe's, Sears Roebuck, three other markets and several restaurants. Crossings Cafe directly across from the rail station. (TND)	Limited availability at the station. Within ½ radius: One four-block stretch of Castro Street boasts 42 delis and dining spots and more. The majority of Asian persuasion, but many other world influences (French, Italian, Mexican, El Salvador). And there is an abundance of bakeries, delicatessens and coffee shops, with some book stores, photo shops, jewelers, gift shops, a pet store, a locksmith and a long-time appliance store. Currently unavailable: groceries, clothes, drugs and other basic necessities. City is attempting to assemble a large parcel to accommodate grocery with area. (TND)
Development Intensity		
Describe the variety of residential densities.	Townhouses, neo-traditional streets. Net residential densities at The Crossings include single-family homes at 12 units per acre, townhouses and rowhouses at 30 units per acre, and apartments at 50 units per acre. The average net density is 22 units per acre. (TCRP 102)	Besides the several dense apartment complex projects, dense single family development s achieve a density of roughly 20-30 units/acre., consisting mostly of townhomes. Moving further from the transit stations, alley-loaded single family projects still defy traditional suburban densities achieving measurements of 11-15 units/acre (TND)
Transition from the higher density to the less density?		The City has taken steps to increase the building height limits downtown and has issued specific guidelines that govern building design. Specific effort to preserve residential neighborhoods surrounding the redevelopment area. (TND)

Regulatory restrictions on commercial uses?	Adopted a 2,000-foot radius around rail stations to circumscribe TOD, applying fairly permissive zoning standards within the sphere in hopes of leveraging new investments. Resulted in the Adaptive reuse of a marginal site in an older suburban area with good rail services. (TCRP 102)	
Are very low intensity uses effectively discouraged?	The Crossings replaced an aging and under-performing shopping center with 400 housing units clustered around a Caltrain commuter rail station. Zoned the land on which The Crossings sits for compact, mixed-use development according to TOD-supportive design guidelines. (TCRP 102)	
Urban Design		
Station area have public spaces? Hierarchy of public spaces? Community amenities?	Zoning provisions requesting showering facilities for cyclists. (ci.mtnview.ca.us)	
	Narrow tree-lined streets, sidewalks and small pocket parks; it takes residents less than five minutes to walk from any of the houses to the stores or to the commuter rail station, and two minutes or less to walk to a park. Average overall density of 7 to 10 units per net acre in the rest of the city (EPA)	City Hall, Library and Performing Arts Center and post office included in the town center, all within ½ mile of the station. (TND)
Public Transportation System		
What other transportation modes are present?	-VTA transit bus The value of the Caltrain stop was diminished dramatically in August 2005 when the railroad introduced its "Baby Bullet" express service between SF and San Jose. Because the San Antonio stop serving the	- VTA transit bus; VTA Light Rail

	Crossings was too small to deserve a stop for the express, it now has only one train per hour during the morning and evening commute hours. Mid-day travelers (9 a.m. to 4 p.m.) can continue to expect a train every 30 minutes.	
Integrated hierarchy of streets, highlighting primary pedestrian, bicycle and vehicular routes?		The City has established guidelines to for facades of Castro Street businesses. Extended width sidewalks and narrowed the streets; allowing for various features such as outside dining space. The pedestrian friendliness of the street has been enhanced by awnings, street furniture, colored paving, restaurant tables, special crosswalks, street lights, flower pots and planter boxes. Although the east-west blocks tend to be excessively long, there are many mid-block passageways that connect the street with the string of parking lots that encircle Castro Street. Attractive trellises are placed at the entrances of some passageways, and at least one has been lined with small retail shops. (TND)
Parking		
Structured parking? Where? Surface parking? Street parking? Access via appropriately scaled roadways?	- At the Crossings VTA provides 199 parking spaces	- In Mountain View VTA provides 338 parking spaces, 98 bike lockers, 20 racks Primary parking- surface lots concealed directly behind the Castro Street facades, accessed from rear alleys. The City's Precise Plan calls for eventual conversion of many of these surface lots into sites for multi-use buildings that will contain several levels of structured parking. One lot has already been converted into a two-level structure on Bryant between Evelyn and Villa, and a second two-level facility was completed in 2007 at Bryant and California. The Bryant/California Garage has an impressive facade lined with street-level retail. The City has also built large public and employee garages underneath the Civic Center, and required the new multi-family residences on Bryant Street to include about two sub-surface spaces for each dwelling unit. More recently, the City has been willing to recognize that the availability of rapid transit warrants a reduction in the

		amount of parking that is required for residences and offices. (TND)
Is there a charge for parking?	$2.00; Monthly Parking Permit costs $20 (Caltrain)	
Misc.		
Awards	Mountain View's transit-oriented development plans: The American Planning Association gave the city the Outstanding Planning Award for Implementation in 2002 for its transit-oriented development program (EPA)	
Images	*Mixed-use neighborhood retail in The Crossings neighborhood.* *Mountain View Caltrain Station*	

This page is intentionally blank.

Oceanside Station, CA, San Diego Coaster, San Diego, CA

Background

Located roughly two thirds of the way from Los Angeles to San Diego, Oceanside, CA has followed its own path to TOD success. Oceanside's strategic location as the terminus of LA's Metrolink and San Diego's Coaster commuter rail systems cannot be underestimated. While recognizing its locational advantage, officials have worked to determine the best TOD strategies for Oceanside, rather than working to function as a bedroom community for either of the larger cities. This approach entails managing how the commuter rail station interacts with the rest downtown Oceanside. TOD projects are scaled to the size of Downtown Oceanside, despite the fact that the regional transit station includes a 450-space parking structure and more than 1,200 parking spaces in the immediate area, including several surface parking lots.

However, just a few steps away from the station, the true character of Oceanside beings to shine; stucco clad mixed-use buildings and art galleries line the city's downtown grid landscaped by palm trees. Projects accentuate the city's strengths: its unique character and ambiance, pedestrian scale, historic buildings, coastal walk, palm trees and semi-tropical landscaping, beach and pier access, mix of uses, major transit hub and diverse independent stores (msoceanside.com). Projects include:

- CityMark development which will include 231 condos, 124 hotel rooms and 48,000 square feet of commercial space on five square blocks, and
- Oceanside Terraces, a six-story, mixed-use project currently under construction which will include retail and restaurant space on the first floor, office space on the second floor, 38 condominium units on the third through sixth floors, and 2 levels of underground parking. (Oceanside Economic Development, Sign on San Diego).

However, moderation is still the key, as evidenced by the city's efforts to keep density and heights within certain bounds. The nine-block Redevelopment Master Plan limits building heights to 85 feet, sets a maximum site coverage of 60%, and requires the inclusion of public plazas, pedestrian promenades, variation of rooflines to diminish mass of new buildings, and superior architectural design. These guidelines allow for transit-supportive densities without diminishing the character of the community.

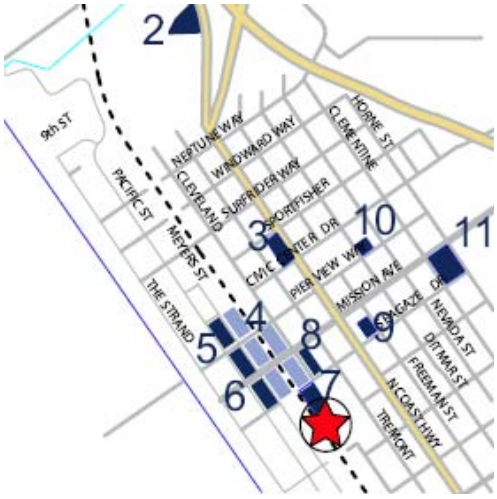
Lessons Learned.

- Dense infill development when property becomes available
- Investment in civic spaces to support redevelopment
- Location efficiency of community to major work centers

	Downtown Oceanside's efforts for a balanced TOD district are framed within a competitive economic marketplace. Oceanside is not only competing with Los Angeles and San Diego for retailers and employers, it is competing with areas within 10 miles of the transit station. Ocean Ranch, El Corazon Development, San Luis Rey Transit Center and others are all vying to become employment and retail hubs in their own right. Despite the competition, Downtown Oceanside's sense of place helps to set it apart from the other locations. It demonstrates how transit can help create the density and location efficiency to support a pedestrian friendly environment, compared with auto-oriented, big box type development that surrounds it. To that end, city leaders are working to maintain that competitive edge. Public amenities such as the piers, beach facilities and plazas outside of city hall are maintained by the city, while building regulations require that these same building treatments be provided by new developments in the downtown area. Developers are now seizing the opportunity to build in attractive Downtown Oceanside with the creation of dense mixed-use projects; including the development of several thousand square feet condo, retail, office and hotel space while all conforming to the city's design standards.
Station Area Description	
How large is it? (Larger than ¼ mile?)	450-space parking structure; more than 1200 spaces total Coaster: 1.5 million riders (annual, system-wide) Coaster: 6,000 riders (weekday) (NCTD) Metrolink: 40,000 riders (weekday, system-wide) Metrolink Orange County line (serving Oceaside): 5,958 riders (weekday) (Metrolink)
What is its identity?	Terminus and link to several commuter rail systems. Amtrak and local bus connections
What is the mix of uses?	Moderate mix of retail and housing with ¼ mile radius.
How close-in is development? Characterize the development intensity and character?	- Oceanside Terraces (Janez/Ledcor), a six-story, mixed-use project under construction at Mission Avenue and Cleveland Street. Project will include retail and restaurant space on the first floor, office space on the second floor, 38 condominium units on the third through sixth floors, and 2 levels of underground parking. (+ Oceanside edd) - A 128-unit Fairfield Resorts time-share condominium project also is being built on Pacific Street between Pier View Way and Civic Center Drive. - City agreement with S.D. Malkin to develop a 289-room Westin hotel, a 47-room boutique hotel and 48 time-share units on two city-owned blocks between Pacific and Myers streets, and Seagaze Drive and Pier View Way. - CityMark submitted plans to build 231 condos, 124 hotel rooms and 48,000 square feet of commercial space on five square blocks just east of the Fairfield Resorts and S.D. Malkin projects. (Sign on San Diego) - Ocean Village a vertical mixed-use development, consisting of 33 townhomes and 10,000 sq. ft. of commercial space.

Mix of Uses	
What does the local market look like?	As of 1/1/2006, Roughly 1 mile radius, centered 0.2 miles from station: Population:18,735; Households: 6,488; Median Family HH Inc.: $36,601 (Oceanside edd)
Development Intensity	
Regulatory restrictions on commercial uses?	MainStreet Oceanside's downtown plan specifically lays out strategies to maintain a diverse mix of uses downtown, near the station.
Urban Design	
Station area has public spaces? Hierarchy of public spaces? Community amenities?	- Downtown's major strength is its unique character and ambiance, exemplified by its pedestrian scale, historic buildings, coastal walk, palm trees and semi-tropical landscaping, beach and pier, mix of uses, major transit hub and diverse independent stores - The Oceanside Museum of Art, public art, performing arts spaces, and coordinated gallery promotions make downtown a developing local and regional arts center. Downtown is the site of the well-attended Thursday Farmers' Market and a multitude of other community events within walking distance (msoceanside.org)
Variety of building heights? Concentration of taller buildings at the core?	Within the nine-block Redevelopment Master Plan, building heights are limited to 85 feet. Other conditions include maximum site coverage of 60%, inclusion of public plazas and pedestrian promenades, variation of the roofline to diminish mass and superior architectural design. Additional height may be approved on a case-by-case basis through a Conditional Use Permit (CUP) process if certain conditions are met. (Oceanside edd)
Public Transportation System	
What other transportation modes are present?	Amtrak's Pacific Surfliner, Metrolink Orange County Line and Inland Empire-Orange County Line, SPRINTER (December 2007)
Parking	
Structured parking? Where? Surface parking? Street parking?	- Hotel: 1.2 off-street parking spaces per guest room; 1 per 50 sq. ft. banquet seating area. - Retail: 1 space per 200 sq. ft.; for areas less than 5,000 sq. ft., 1 space per 250 sq. ft.; for areas greater than 5,000 sq. ft. - Restaurants and Bars: 1 space per 50 sq. ft. (Oceanside edd)
Misc.	
	The row-home Pacific Village community in downtown Oceanside Del Oro Marketplace This transit center also has a customer service center, a Burger King and public restrooms

Images



Key to Location Map on following page

Area Map, Oceanside downtown

Only locations within downtown included in this key

3. Ocean Village (10,000 sq. ft. retail space
4. CityMark (124 room hotel & 48,000 sq. ft. retail/office space)
5. Fairfield (168 timeshares & 9,000 sq. ft of retail space)
6. Beach Front Hotel (289 room hotel, 47 room boutique hotel & 48 timeshares)
7. Oceanside Transit Center Parking Structure (450 spaces)
8. Oceanside Terraces (28,276 sq. ft. retail/office)
9. PacBell Lofts (824 sq. ft. retail space)
10. Oceanside Museum of Art (15,880 sq. ft.)
11. The Belvedere (26,280 sq. ft.)

Oceanside Terraces, development under construction in downtown Oceanside

Ocean Village, mixed-use development in downtown Oceanside

	 Fountain and landscaping at Oceanside City Hall
Political Support	- City has crafted specific plans that incorporate TOD design principles for large open tracts near Coaster commuter rail stops. (TCRP 52) - San Diego's Air Pollution Control District provided $150,000 of air quality funds (from the state motor vehicle registration fee surcharge) to the city of Oceanside to support TOD planning around six stations along the Coaster Commuter rail corridor. (TCRP 52)

This page is intentionally blank.

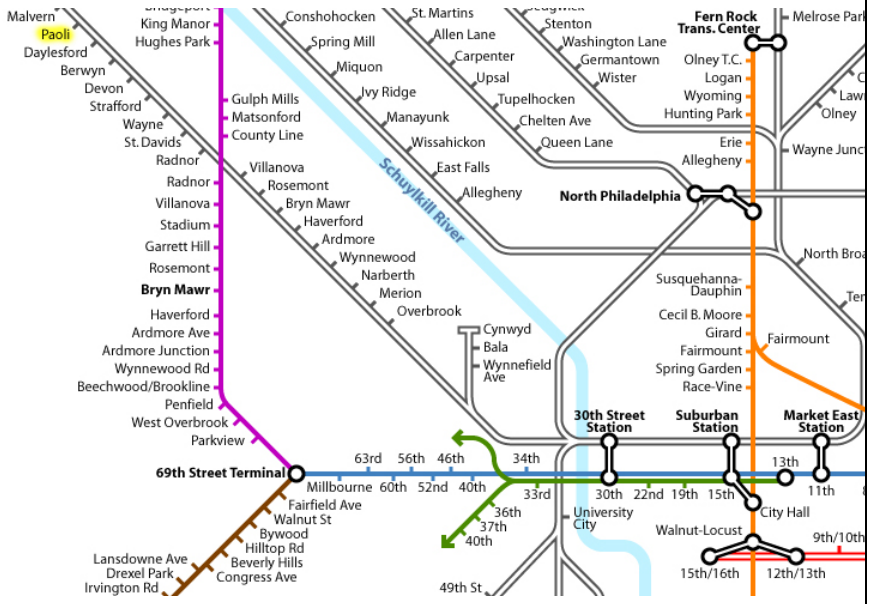
Paoli Station, PA, SEPTA R5, Zone 4, Philadelphia Metro Area

Background

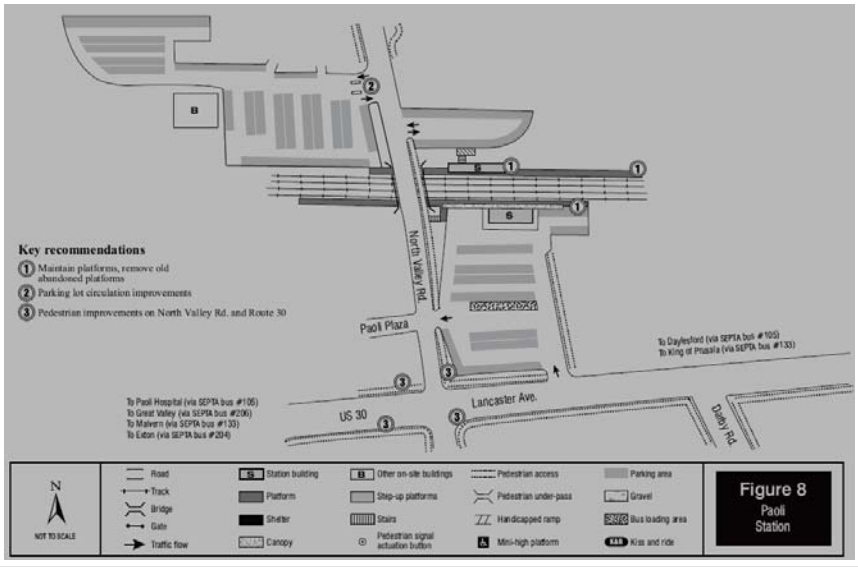
Paoli Station's location 19 miles outside of Philadelphia has been an important factor in the community's rapid growth and the need to define quality urban areas. Not only does the station provide access to Philadelphia's business district, but also serves reverse commuters, functions as a local bus destination and as one of the few suburban regional rail stations—providing connections to other important destinations, such as Harrisburg and Lancaster, in less than an hour and a half. Efforts to redevelop the station represent the recognition of Paoli's Location Efficiency and the intent to build to the appropriate capacity.

The redevelopment of SEPTA's Paoli station is still a work in progress. The station is an important suburban hub, but lacked amenities needed to serve the number of diverse travelers that flowed through the station. To address these concerns, six entities—Chester County, Amtrak (owner of the site), SEPTA, Tredyffrin Township, Willistown Township and the Delaware Valley Regional Planning Commission—came together to conduct a study of the station area and to plan for a new intermodal transit facility that would help relieve traffic congestion and enhance the area's economy and encourage transit usage. The EPA, PA DEP and PennDOT are also involved in planning efforts, since road improvements and remediation of the Superfund site are included in the overall station plan.

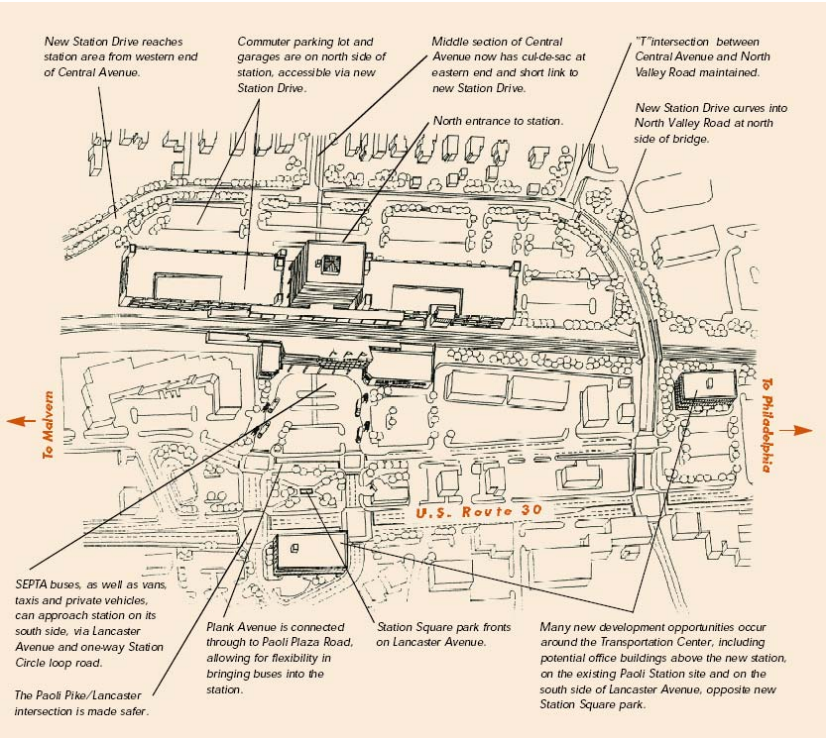
Although a developer has not yet been secured and a start date for the project is not eminent, various involved parties have worked on the background planning efforts to reach a common goal.



	The Superfund site surrounding the station was the responsibility of the EPA and DEP; both the townships of Tredyffrin and Willistown want to see a revitalized Paoli station area; SEPTA wants a new station; and Amtrak can gain financially by more fully utilizing the property that it owns (Pecpa.org). The need for these efforts is apparent when examining demographic change in Chester County over the past few years. From 2000 to 2005 the Median Home Sale Price has risen 56.9% while Median Household Income has only risen 11.3%. This illustrates the need for more housing. *Lessons Learned*. • TOD-Supportive comprehensive planning • Location efficiency of community to major work centers Six entities are involved in creating a comprehensive plan for Paoli Station. While this planning process has only begun recently, it has provided an opportunity for each group to address important issues while generating a viable plan. SEPTA and Amtrak's desire for an improved station coincided with the Townships' and County's desire for a true urban district within their communities.
Station Area Description	
What is the ridership?	1,462 weekday boardings 2003 (Wikipedia) 2,500 weekday boardings 2006 (SEPTA)
What is its identity?	Commuter rail station; Connection for Amtrak service (Keystone and Pennsylvanian lines). 19.9 away from Philadelphia (Wikipedia)
What is the mix of uses?	Slight mix of retail with ¼ mile radius. Recreation space nearby. Moderately Pedestrian friendly.
How close-in is development? Characterize the development intensity and character?	The Paoli Station, located in fast-growing Chester County, is the most heavily used Regional Rail station in Philadelphia's western suburbs and is one of the few Regional Rail stations beyond Center City to offer intercity Amtrak service. However, the station is small, unattractive and lacking in amenities; the park-and-ride lots are insufficient for the number of commuters; and vehicular and pedestrian access to the station is inconvenient and unsafe. What's more, the area around the station, including a 30-acre Superfund site, is in need of revitalization. (Pecpa.org)
Urban Design	
Station area has public spaces? Hierarchy of public spaces? Community amenities?	The station currently has a waiting room and a coffee shop.
Appropriate for location? Pedestrian-friendly? Oriented toward street?	Proposed improvements around the New Paoli Station will feature a small park and roadway improvements. New retail, office and residential development is anticipated.

Public Transportation System	
What other transportation modes are present?	SEPTA bus routes 92, 105, 204, 205 and 206 (SEPTA)
Clear, direct links among the transportation modes?	At the heart of the station area plan is an intermodal transportation center that would be fully accessible by pedestrians, cars, taxis and vans. SEPTA buses and the R5 and Amtrak trains would serve the new station, which would be equipped with ticket offices, retail shops, a waiting area and expanded parking. (Pecpa.org)
Parking	
Parking at Station	Currently 176 surface parking spaces (SEPTA)
Misc.	
	Paoli Station patron waiting area 

Paoli Station parking and access map



Redevelopment plans for Paoli station-area

Future Improvements

Paoli Transportation Center

Proposed Improvements (by Amtrak/SEPTA/Developer)

1. Build a new train station serving Amtrak and Septa on Amtrak's property northwest of Paoli Village Shoppes
2. Provide pedestrian access across the tracks
3. Provide access to the station from Lancaster Avenue and waiting room for busses and shuttles: extend Greenwood Avenue into a loop to provide bus and shuttle access from Lancaster Avenue to the south side of the new station and out again to Lancaster Avenue
4. Provide up to 1,000 parking spaces for Septa commuters in parking decks by the station
5. Include a landscaped plaza or public square
6. Future Community Initiatives
7. Encourage SEPTA to terminate bus routes at the new PTC and adjust schedules to facilitate train-to-bus and bus-to-bus transfers
8. Consider introduction of local shuttle bus route to serve businesses and residents
9. Parking Improvements: As many as 1,000 parking spaces should be provided for commuters as part of the new PTC. On-street parking should be provided on minor collector and local roads in the business district and new lots or parking structures encouraged elsewhere.
10. Pedestrian Improvements: Sidewalks are recommended for both sides of all streets in the Paoli Community to promote pedestrian activity in the area. The PTC should also feature a new pedestrian underpass at Greenwood Avenue under the R5/Amtrak tracks.

Political Context

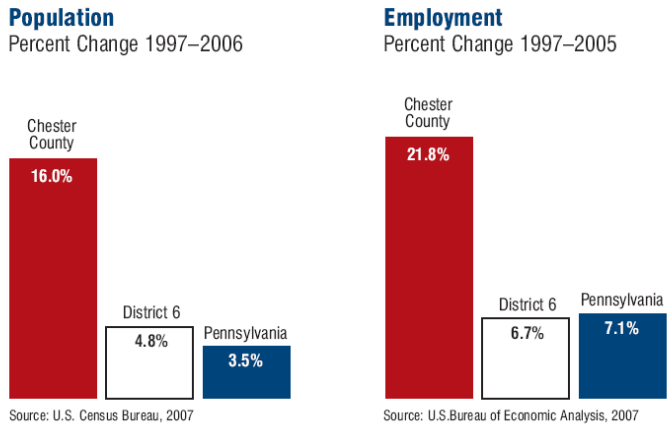
- Involved agencies include: Tredyffrin Township, Willistown Township, Amtrak, SEPTA, Chester County, the Delaware Valley Regional Planning Commission and PennDot
- Amtrak can build the station and associated parking to any height or scale it desires because it is not bound to abide by local zoning.

Chester County: Immediate Priorities
Paoli Transportation Center Engineering(TOP PRIORITY)

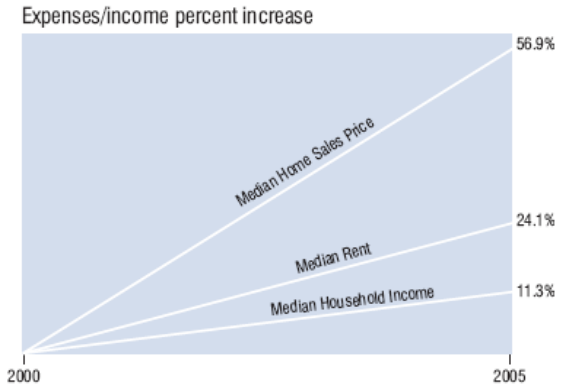
FY 2008 Funding Requirement 2,741,700

Paoli Station is one of the most utilized SEPTA passenger facilities outside of Center City Philadelphia with average daily ridership of 2,500 passengers. Currently, five SEPTA bus routes - 92, 105, 204, 205 and 206 - provide feeder service to and from this station. The project includes: 1) Construction of an intermodal station facility complete with high-level platforms, waiting area, ticket offices and passenger amenities; 2) Construction of bus facilities; 3) Construction of a 1,200-space new commuter parking facility; 4) Reconfiguration of access roads and entrances to the station; and 5) Construction of new pedestrian linkages throughout the station area including sidewalks, crosswalks, and a concourse linking inbound and outbound station platforms.

Facts about Chester County



STATE TRANSPORTATION COMMISSION Chester County, August 16, 2007



Source: U.S. Census Bureau, 2000 Decennial Census and 2005 American Community Survey.
Chester County Department of Assessment, 2000–2005.