

Transit-Oriented Development (TOD)



Port Authority's Values:

Affordable, Efficient, Equitable

Overview

Port Authority is already investing in and supporting transit-oriented development (TOD) throughout Allegheny County. TOD refers to compact, walkable, pedestrian-oriented, mixed-use communities located within close distance of high-quality transit. TOD reduces car dependency and supports jobs and housing without requiring car ownership. Port Authority currently plays three primary roles in promoting this type of development centered around transit access: as a sponsor for joint development on sites owned by Port Authority, as a stakeholder for developments occurring within ½ mile of a current or future high-capacity station, and as an advocate for sustainable land use decisions along Pittsburgh's transit corridors. The term transit-oriented communities (TOC) is prioritized by Port Authority, which goes beyond a development focus and emphasizes the goal of supporting communities with integrated transit.

High-quality TOD on and near properties Port Authority owns can accomplish several goals, including the creation and promotion of equitable, mixed-income and mixed-use communities around transit, including access to affordable housing. Proximity to transit can increase property values and may cause lower-income residents to get priced out of transit-accessible communities. Because of this possibility, affordability is a major guiding principle of Port Authority's TOC program.

In 2016, Port Authority published its *Transit-Oriented Development Guidelines*, which

includes a classification of TOD types and station types, overall goals and principles, and guidelines for transit-adjacent and transit-centric development in 6 different density contexts. Port Authority TOD staff promote partnerships throughout the county to implement these goals and represent Port Authority in working with local government and other stakeholders on joint development opportunities. These program guidelines establish goals and principles that Port Authority staff use to guide planning work around joint development. In addition to furthering the agency's equity-related goals, joint development ventures would ideally minimize parking for on-site uses and adequately price park and ride spaces, or refrain from including any new parking where appropriate.

Analysis

The benefits of transit-oriented development are wide and varied. The provision of jobs, services, and housing is a smart land use strategy that reduces infrastructure needs by collocating uses, minimizing the need for inter-activity travel, prioritizes non-automotive transit modes. The goals of TOD are walkable, mixed-use, thriving neighborhoods with a high quality of life. Increased reliance on public transit can reduce air pollution by having fewer cars on the road. From a market standpoint, transit-oriented developments are recognized as creating value and helping to support revitalization in underserved neighborhoods. According to a report released in 2004 from the Transportation Research Board, TOD has been shown to increase ridership and farebox revenues for transit agencies, increase land values for the private sector, spur economic development, increase affordable housing

opportunities, reduce road costs and traffic congestion, increase social cohesion and interactivity, and more.

Key principles include putting stations in locations with the highest ridership potential and development opportunities; designating a ½-mile radius around the station as higher density, mixed-use, walkable development; offering seamless pedestrian connections to and from transit stations, reducing parking requirements to further promote transit and allocate land for the highest and best use as opposed to car storage; and use the transit station as a catalyst for redevelopment and placemaking throughout parks, plazas, and public spaces included nearby.

The implications for Port Authority focus most prominently near fixed guideway stations. Stations along the East and West Busways and the Red, Blue, and Silver light rail lines have the potential for joint development that serves both the communities (by offering new economic opportunities and housing options near transit) as well as Port Authority (by bringing increased ridership and related fare collection to support the agency's budget needs. Residents and other stakeholders in communities have repeatedly requested affordable housing.

The *NEXTransit Long-Range Plan* further identifies corridors for rapid transit expansion with new or extended fixed guideways. Each of these projects envisioned carries with it opportunities to pursue joint development along the corridor and build in a transit-oriented market that supports the new route and addresses housing needs together.

Peer Examples

Pittsburgh's Port Authority

Eastside III is a TOD project located on the Purple Line (East Busway), designed around the

newly renovated East Liberty Station. The development includes market-rate apartments, retail space, and structured parking.

Philadelphia's SEPTA

Paseo Verde is a mixed-use, mixed-income development containing housing and retail adjacent to the SEPTA's Temple University Train Station. SEPTA contributed funds to update the station as part of the construction. Paseo Verde is the first transit-oriented development in Philadelphia. The site, built on a previously vacant 1.9-acre lot, includes five stories, 120 affordable and market-rate apartments, and a community technology center.

Level of Effort for Implementation: High

- o Development projects would require significant of coordination with stakeholders, local government, and public feedback.

Resources

[Transit Cooperative Research Program](#)

[Transit Oriented Development Institute](#)