

Financial Considerations

TOD offers a development option that utilizes existing infrastructure, and can often be served by existing municipal services. For new, denser development at transit stations, communities may be able to realize economies of scale in new infrastructure investments. Further, by reducing dependence on the automobile, TOD reduces traffic congestion and its associated costs to municipalities.

Research consistently shows that both residential and commercial property values increase with proximity to transit stations. This translates into an increase in the municipal property tax base, and a direct increase in tax revenues in the very neighborhoods where average public infrastructure and service delivery costs are reduced due to increased densities.



For More Information:

Massachusetts Smart Growth Toolkit
<http://www.mass.gov/ocd>

Massachusetts Bay Transit Authority
http://www.mbta.com/projects_underway/tod.asp

National Center for Transit Research,
University of South Florida - Building
Transit Oriented Development in Established
Communities
<http://www.nctr.usf.edu/pdf/473-135.pdf>

The Transit Cooperative Research Program
- The Zoning and Real Estate Implications of
Transit-Oriented Development
http://gulliver.trb.org/publications/tcrp/tcrp_lrd_12.pdf

Transit-Oriented Development and Joint
Development in the United States: A
Literature Review
http://gulliver.trb.org/publications/tcrp/tcrp_rrd_52.pdf

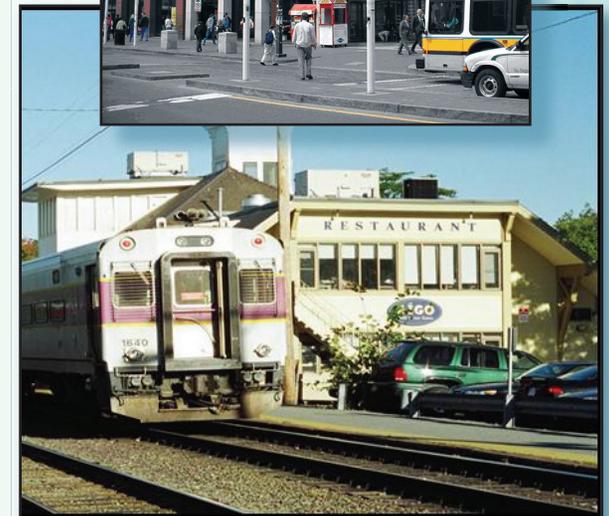
MASSACHUSETTS SMART GROWTH

Toolkit



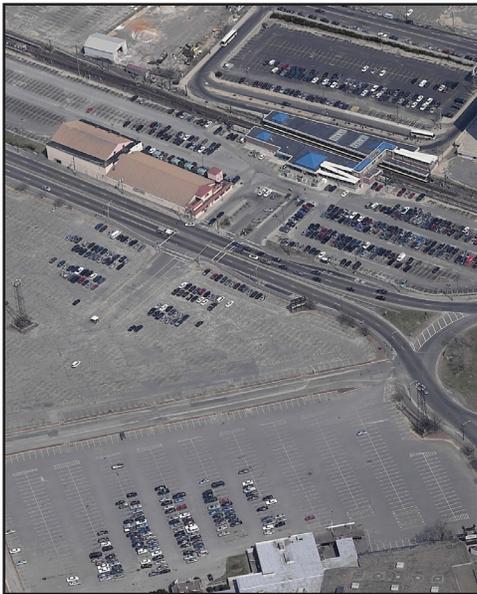
Transit Oriented Development (TOD)

TOD creates mixed-use, higher density communities that encourage people to live, work and shop near transit services and decrease their dependence on driving.



The Problem

Conventional development often consumes acres of open space, requires extensive expenditures on infrastructure, and perpetuates auto travel. These patterns result in large, single-family subdivisions, strip malls, and office parks surrounded by large impervious parking lots. Further, marginal uses often



surround transit station areas in older urban settings and town centers, and large park-and-ride lots that discourage pedestrian access often accompany stations in more suburban settings. By not recognizing and promoting mixed-use development opportunities that create economic and pedestrian activity around transit stations, communities miss out on a key opportunity for achieving more vibrant neighborhoods.

Elements of TOD

Transit Oriented Development, or TOD, is an approach to development that focuses land uses around a transit station or within a transit corridor. Typically, TOD occurs within one-quarter mile, or a five- to seven-minute walk, of a transit station and is characterized by:

- A mix of uses
- Moderate to high density
- Pedestrian orientation/connectivity
- Transportation choices
- Reduced parking for individual buildings
- High quality design

TODs use landscaping, street furniture, street lighting, and other urban design features that encourage pedestrian activity to integrate the station area into the surrounding community. An essential ingredient of any successful TOD is connectivity between street networks and adjoining uses, which can be achieved through landscape design, sidewalks and pathways, signage, building façade treatments, parking strategies, and a variety of land uses.



Reasons To Pursue TOD

- Property values near transit stations increase faster than other locations;
- Lower development costs;
- Opportunity for cost sharing;
- Create a 24 hour community;
- Re-use historic or underutilized sites;
- Reduce traffic congestion;
- Reduce air pollution;
- Limit development in outlying areas.