What is Transit-Oriented Development (TOD)?

Mixed-use, higher density, pedestrian friendly development within walking distance of a transit station.
Characteristics of Transit-Oriented Development

- A mix of uses;
- Moderate to high density;
- Pedestrian orientation/connectivity;
- Transportation choices;
- Reduced parking;
- High quality design.
Reasons to Pursue TOD

- Encourage smart growth development;
- Decrease cost of municipal services;
- Improve tax base;
- Improve environmental quality;
- Broaden transit financing options;
Factors that Support TOD

- Strong market conditions;
- Regional commitment to transit;
- Strong and respected local leadership;
- Supportive policies and tools.
Supportive Market Conditions

- Competitive station area;
- Vacant/re-developable land available;
- Large parcels in single ownership or easily assembled.
Regional Commitment to Transit

- Strong transit agency;
- Committed public sector funding for transit;
- Strong transit ridership.
Strong political and private sector backing through:

- outspoken support for transit investment;
- public and private investment in corridors and station areas;
- transit usage.
TOD - Supportive Municipal Policies/Tools

- Station area plans;
- Higher density, mixed use zoning;
- Density bonuses;
- Reduced parking requirements;
- Design standards/guidelines;
- Pedestrian amenities;
- Public investment policies.
Station Area Plans

- ¼ to ½ mile around transit station;
- Area may be defined by:
  - Natural or man-made boundaries;
  - Other opportunities and/or constraints.
- Consider existing and potential land uses;
- Incorporate regulatory changes.
Hartford Station Area Plan

Proposed Busway Station
Columbus, OH Station Plan
Station Area Design Guidelines

- Minimal setbacks;
- Parking in rear;
- Pedestrian seating;
- Good signage;
- Street lighting;
- Wide, well-designed sidewalks;
- Major public venue;
- Multi-purpose stations;
- Clear transit, pedestrian, & vehicular connections;
- Respect for neighborhood spaces;
- Integration of station with neighborhood.
Concord Center, MA
Transit-Oriented Streetscape Improvements
Who benefits from linking transit and development?

- Residents;
- Property owners;
- Municipal governments;
- Transit agency;
- Developers.
Municipal Benefits

- Increased Residential and commercial property taxes;
- Reduced infrastructure and service costs;
- Opportunities for reuse/redevelopment;
- Transportation options;
- Reduced auto congestion;
- Crime reduction.
Types of Transit-Oriented Development

- Joint development and air rights;
- Co-development;
- Transit-responsive development;
- Reinvestment and redevelopment.
Joint Development and Air Rights

- Almost always uses station site or air rights;
- Transit agency an active partner;
- Potential for shared construction;
- Operation/Management of station may be combined.
Harvard Square Air Rights Development
Copley Place, Boston
Kendall Square Marriott and T Station
Co-Development

- Usually involves sites adjacent to stations;
- Occurs when station is built;
- Involves cooperation for mutual benefit;
- Potential to coordinate design and construction of development and station.
Roxbury Community College at Orange Line Station
Office and Housing Development at Alewife Red Line Station
Office Development Adjacent To Davis Square Station
Transit-Responsive Development

- Located within walking distance of station;
- Transit enhances viability of existing sites;
- Transit agency not directly involved in development.
Ballardvale Station, North Andover
Canton, MA Condominiums at Station
Concord Center - Housing and Retail
Reinvestment and Redevelopment

- **Transit can:**
  - Stabilize property values;
  - Encourage investment in existing properties;
  - Lead to increases in property values with modest investment.
East Cambridge Reinvestment After Red Line Extension
Andover Center Station Area Re-use
Newton Center Station and Shops
Building Reuse Near Downtown Haverhill Commuter Rail Station
Transit Adjacent Development: A Missed Opportunity

New development adjacent to transit, but without connectivity to or interaction with transit service.
Jefferson at Salem Station - No pedestrian access
Beverly Farms Station Reuse
-No transit-supportive uses
Financing TOD

- Often combines private and public financing;
- Market conditions will dictate public/private ratio;
- Public financing can take many forms, from sharing infrastructure costs to outright grants.
Federal Financing Tools

- Transportation Enhancements Program (FHWA);
- Congestion Mitigation and Air Quality Program (FHWA);
- Transportation & Community & System Preservation Pilot Program (FTA);
- Transportation Infrastructure Finance and Innovation Act of 1998;
- Location Efficient Mortgages (Fannie Mae);
- Brownfields Program (US EPA).
State Financing Tools

- Commercial Area Transit Node Program (DHCD);
- TOD Bond Program (OCD);
- Off Street Parking Program (ANF);
- Public Works Economic Development (EOT);
- Community Development Action Grants (DHCD);
- Urban Brownfields Site Assessment (EOEA);
- Priority Development Fund (Planning Assistance Grants)
- Siting of government facilities.
Local Incentives

- Transit Overlay Districts with density bonuses;
- Tax incentives, including abatements and credits;
- Streamlined permitting process;
- Flexible parking requirements;
- Sale of public land;
- Air rights development;
- Transit-supportive design guidelines;
- Capital improvement plans.
Local Incentives

- Station area plans;
- Site assemblage;
- Land swaps;
- Sale/lease of development rights;
- Provision of infrastructure;
- Tax Increment Financing;
- Siting of government facilities.
CASE STUDY
Canton, MA  The Canton Center Station

A revitalization strategy led to the adoption by the town in 2000 of the Canton Center Economic Opportunity District Bylaw.

The town created several components of the bylaw to directly encourage transit oriented development and better connect the station itself to the downtown.
CASE STUDY

Concord, MA  The Concord Center Station

In 1987 the Town prepared a long range plan intended to direct development in Concord. The long range plan identified the Concord Center station as an important node for future higher density commercial and residential development.
CASE STUDY

Somerville, MA  The Davis Square Red Line Station

Residents, businesses and public officials created the Davis Square Action Plan in anticipation of a new Red Line heavy rail station in Somerville. The plan led to the establishment of the Davis Square Redevelopment Area, adoption of a Design Review Overlay District, and resourceful public financing to create a vibrant, mixed use urban center focused around the T station.
Transit Oriented Development – Creating a Sustainable Tomorrow
USEFUL LINKS:

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


http://trb.org/news/blurb_detail.asp?id=2594 Transportation Research Board of the National Academies - The Role of Transit in Creating Livable Metropolitan Communities

USEFUL LINKS:

http://www.apta.com/research/info/briefings/briefing_8.cfm
American Public Transportation Association - Transit Resource Guide

http://www.vtpi.org/tdm/tdm45.htm
Victoria Transport Policy Institute - Using Public Transit to Create More Accessible and Livable Neighborhoods

http://www.crcog.org/Publications/TCSP/Ch05_Technical_TOD.pdf
Capital Region Council of Governments - Transit-Oriented Development - Detailed Technical Analysis

http://www.mrsc.org/Subjects/planning/transdev.aspx
Municipal Research and Services Center for Washington - Transit-Supportive Site Design and Density - a list of resources