

Introducing
Transit-Oriented Development (TOD)
Policy and Guidelines for
Discussion



AGENDA and GOAL *focused on having a guiding conversation*

Information:

1. What is transit-oriented development, or TOD?
2. Why is TOD important to the MassDOT and MBTA?
3. Why is now the time to adopt policy and guidelines?

Discussion:

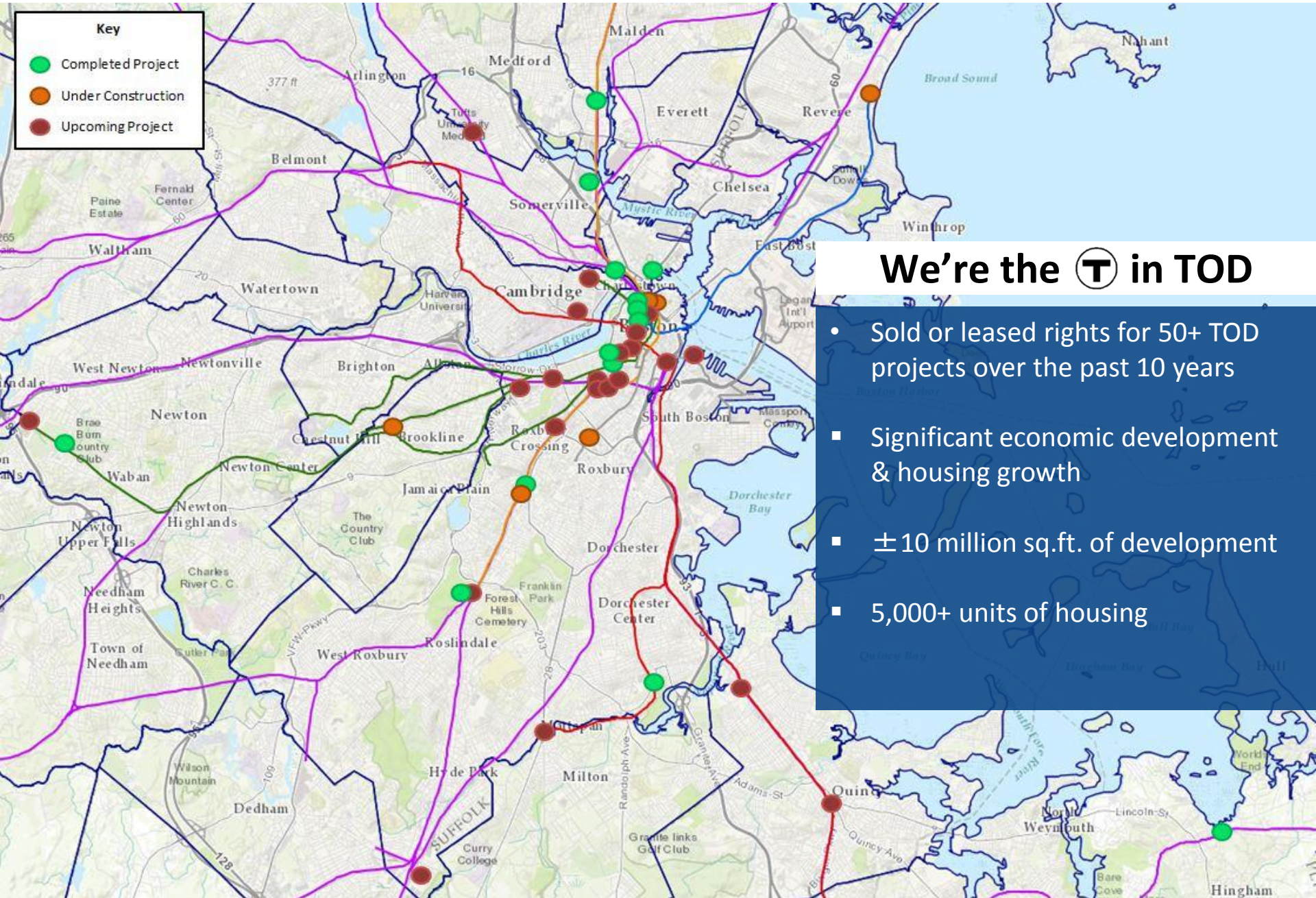
1. What should be the role of the MassDOT and MBTA in TOD?
2. How should the TOD policy address:
 - a. Density
 - b. Affordable housing
 - c. Parking

What is Transit-Oriented Development (TOD)?

TOD is an approach to development that contributes to creating active, dense, walkable, mixed-use communities which center around transit and thereby increase transit usage.



Photo Credit: Aigner/Prensky Marketing Group



Key

- Completed Project
- Under Construction
- Upcoming Project

We're the **T** in TOD

- Sold or leased rights for 50+ TOD projects over the past 10 years
- Significant economic development & housing growth
- ±10 million sq.ft. of development
- 5,000+ units of housing

FOUR FOUNDATIONAL PRINCIPLES *of TOD Projects*

1. Increased density with a mix of uses
2. Equitable development that includes affordable housing and access to jobs
3. High quality public realm with safe and convenient bike and pedestrian elements
4. Right-sized parking

Why is TOD important to the MBTA and MassDOT?

Increase Ridership

Grow customer base by decreasing the distance between transit stations and the places our customers want to go

Increase Non-Fare Revenue

Supporting operating and capital needs through joint development & value capture

Promote Economic Development

Enabling and revitalizing communities with new jobs and amenities

Promote Sustainability and Resiliency

Providing environmental benefits for air quality and undeveloped land

Improve Accessibility and Connectivity

Facilitating safe and convenient multi-modal access to public transportation for all

Increasing ridership for a healthier and more equitable Massachusetts

WHY should we adopt a policy now?

- We are one of the leaders in the nation in sponsoring TODs, though we have yet to explicitly state our goals and priorities to align different stakeholders. A TOD policy would enable us to continue to be a leader.
- Most peer transit agencies have a TOD policy
 - BART (SF Bay)
 - WMATA (DC)
 - LA Metro
 - CTA (Chicago)
 - Sound Transit (Seattle)
 - Sound Transit (Seattle)
 - MARTA (Atlanta)
 - Metro Transit (Minneapolis)
 - DART (Dallas)
- Policy is responsive to market trends and demands to be near transit
- Transit plays an important role in broader “public interests” of the Commonwealth

Development decisions could be made to maximize our own-source revenues with recognition of these public interests.

How does TOD change the way we think about development?

Requests for Proposals (RFPs) and Invitations to Bid (ITBs) for MBTA and MassDOT-owned real estate have traditionally been structured to produce development proposals that maximize revenue.

A TOD policy may require balancing tradeoffs between revenue and other project attributes and public interests (for example, more affordable housing).

DISCUSSION: *What could be the role of the MBTA and MassDOT in TOD?*

- Policy provides guidance and advocacy for TOD projects; developments remain subject to local zoning and “home rule”
- MassDOT and MBTA can support TOD initiatives in 3 roles:

Current

1. **Sponsor** for Joint Development

Projects on property we own or connected to a station for which we can define the density, affordability, and amenities

2. **Stakeholder** for Station-Area Development

On land owned by others, we can actively participate in station area planning and zoning, redistricting for Growth and Gateway designations, MEPA reviews, and development incentives

Staff Recommendations

3. **Advocate** for Supportive Plans and Policies

In partnership with elected officials, regional planning agencies, public interest groups and developers, we can advocate for smart growth, affordable housing, infrastructure finance, and others to support TOD

Major Components of the TOD Guidelines:

1. Density and Mixed-Uses

- Increased density relative to station typology, with highest at stations
- Appropriate mix of uses
- Zoning tools, such as overlay districts

Do we want to suggest floor area ratio (FAR) minimums?



Back Bay Station

Major Components of the TOD Guidelines:

2. Equitable Development

- Mixed-income housing affordable to a spectrum of households
- Employment and jobs created near transit
- Last-mile connections between stations and employment
- Inclusion of community services and public amenities
- For-profit and non-profit developer participation

What affordable housing minimums should we suggest or require?

Staff recommends a minimum of at least 10%-20%

SouthGate
BOSTON

MassDOT and Veolia

Major Components of the TOD Guidelines:

3. The Public Realm

Successful TOD requires a safe, inviting, interconnected public realm

- Continuous pedestrian and bike network that converges at stations
- Sidewalks, ground-floor uses, and streetscapes designed for activity
- Grid of small blocks when possible
- Station access prioritizes pedestrians first
- Mobility hubs with information to assist “first/last mile” connections



Hingham Intermodal Center

Major Components of the TOD Guidelines:

4. “Right-Sized” Approach to Parking

- Park-and-ride surface lots
 - available for Joint Development, with parking replacement assessed case-by-case
 - new capacity concentrated at or near outer ends of transit and rail corridors
- Reduced parking ratios, particularly within station area core
- Shared parking encouraged
- Multi-modal parking for bicycles, and car- and bike-sharing
- Garages and lots are located to allow for TOD development, and landscaped and screened when possible

Should we suggest parking ratios?

Staff recommends parking maximums.

Woodland Station, Newton

Appendix





225 Centre Street- Jackson Sq Station,
Roxbury



Arborpoint at Woodland Station, Newton



Assembly Row- Assembly Station,
Somerville



Avenir- North Station, Boston



Hingham Intermodal Center, Hingham



One Greenway- Parcel 24 North, Boston



Parcel 1B- North Station, Boston



Parcel V & W- Forest Hills Station,
Jamaica Plain



Station Landing- Wellington Station,
Medford



The Carruth- Ashmont Station,
Dorchester



The Victor- North Station, Boston

Sample TOD Projects Completed

Completed Projects

Arborpoint at Woodland Station

National Development

- Newton – Green Line – Woodland Station
- 40B Transit-Oriented Development
- 180 rental apartment units with 25% affordable units
- 85 year ground lease of existing surface commuter parking lot



Completed Projects

The Carruth

Trinity Financial

- Dorchester – Red Line – Ashmont Station
- 85-year ground lease of 38,000 SF parcel at Ashmont Station
- 116 units of housing
- 5 stories above 10,500 SF of ground floor retail space
- 80 underground parking spaces



Completed Projects

Assembly Row in Somerville

Federal Realty Investment Trust

- 500,000+ SF of retail space
- 2,100 residential housing units
- 1.75 million SF of office space
- Partners Health Care HQ: 4,500 jobs



Completed Projects

Avenir at North Station

Trinity Financial



- 241 residential units, including 17 affordable units
- 30,000 +/- SF of retail space

Completed Projects

The Victor at North Station

Simpson Housing LLP



- 286 apartment units, 38 affordable
- 17,000 +/- SF of retail space, restaurants and entertainment venues

Completed Projects

2A, B, C – One Canal at North Station

Trinity Financial



- 310 units of housing, 41 affordable
- 21,000 SF of ground-floor retail space



75 Amory Ave- Jackson Sq Station,
Jamaica Plain



One Roxbury Crossing- Roxbury Crossing
Station. Roxbury



Bartlett Yard- Dudley Station, Roxbury



Nashua St. Residences- North Station,
Boston



New Balance Boston Landing Station,
Allston/Brighton



Waterfront Square- Wonderland Station,
Revere



One Greenway South, Boston

Sample TOD Projects Under Construction

Under Construction

Parcel 1B at North Station

Related Beal

- \$230 million mixed-use development
- 239 affordable housing units
- Two dozen of the units will be three-bedroom units
- 220-room hotel, street-level retail and a parking garage
- Expected to open in early 2018



Under Construction

Nashua Street Residences

Avalon Bay



- 503 apartments, 54 affordable
- 2 story retail arcade with direct access to North Station and TD Boston Garden

Under Construction

Boston Landing in Allston/Brighton

New Balance Development Group



- 650,000 SF of office space
- 275 residential housing units
- 80,000 SF restaurant/retail space
- 140,000 SF, 175 room hotel
- New athletic facilities
- **New MBTA commuter rail station**

Sample of Upcoming TOD Projects



Fenway Center Project- Yawkey Station, Boston



GLX- College Ave Station, Medford



Government Center, Boston



Kneland Street Parcels, Boston



Beverly Depot Station, Beverly



Newburyport Station, Newburyport



NorthPoint Development- Lechmere Station, Cambridge



North Quincy Station, Quincy



Parcel 13- Hynes Station, Back Bay



Parcel U- Forest Hills Station, Jamaica Plain



Mattapan Station, Boston

Permitting and Planning

The Hub on Causeway at North Station

Boston Properties and Delaware North



- 210,000 SF multi-level retail/restaurant space
- New entrance to TD Garden and North Station
- 175,000 SF of office space
- 440 apartment units
- 260 room hotel

Permitting and Planning

Parcel 12 at Back Bay

Samuels



- 218,000 SF
- 211 residential units-
137,000 SF
- 41,000 SF retail space

Permitting and Planning

Parcel 13 and Hynes Station

The Peebles Corporation

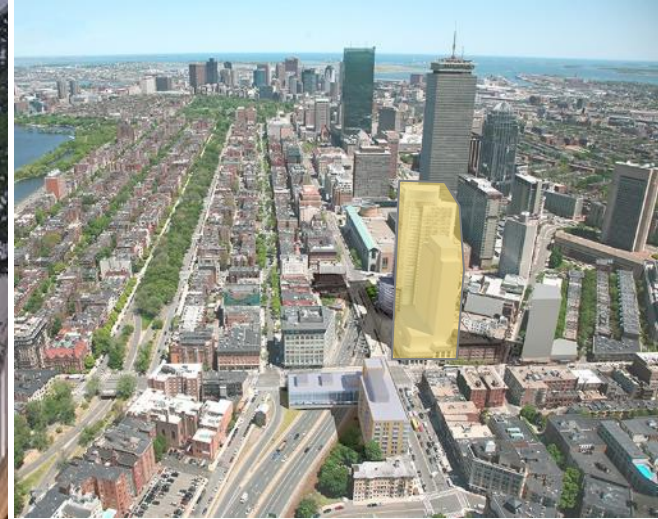


- Single building mass—max. height 11 stories
- Fully accessible entrances to the station via Mass Ave. and Boylston St
- 373,000 SF to include 85 rental and 88 condo residential units, a hotel, 26,000 SF of retail space, and 138 parking spaces

Permitting and Planning

Parcel 15 at Back Bay

Weiner



- 456,000 SF total
- 211 residential units
- 270 hotel rooms
- 10,000 SF retail space

Back Bay Station Development

Boston Properties



- \$32 million overhaul of Back Bay Station
- 575,000 SF office space with 30,000 SF retail space
- 220,000 SF residential tower with 240 units
- 380,000 SF residential tower with 360 units and 8,500 SF retail space

Seaport Square Redevelopment

Courthouse Station and World Trade Center Station on MBTA Silver Line



- 6.3 million SF urban neighborhood on 23 acres
- 2.75 million SF of residential units
- 1.25 million SF of office space
- 1.25 million SF of retail space
- 800,000 SF (1,000 keys) hotel space