

Transit-Oriented Development (TOD) Policy and Guidelines

April 10, 2017

AGENDA and GOAL

1. **Process** to develop TOD Policy and Guidelines
2. **Structure** of Document
3. **Highlights** of TOD Policy and Guidelines
4. **VOTE:** To approve the adoption of the MassDOT and MBTA
Transit Oriented Development (TOD) Policy and Guidelines

REVIEW: Four Foundational Principles of TOD Projects

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

PROCESS: The development of TOD Policy and Guidelines

1. Reviewed peer transit agency TOD policies, identifying trends and best practices
 - BART (SF Bay)
 - WMATA (DC)
 - LA Metro
 - CTA (Chicago)
 - Sound Transit (Seattle)
 - MARTA (Atlanta)
 - Metro Transit (Minneapolis)
 - DART (Dallas)
2. Initiated discussions on conceptual draft with stakeholders
3. Staff presentations made to FMCB and MassDOT Board to introduce and discuss potential TOD policies and guidelines
4. Joint FMCB and MassDOT Board Working Committee established
5. New draft responds to Working Committee and stakeholder feedback

STRUCTURE of TOD Policy and Guidelines

Document separated into three sections

1. **Introduction:** what and why
2. **TOD Policies:** high-level goals that provide guidance to MBTA and MassDOT
 - I. Conduct – how do we approach the roles of TOD sponsor, stakeholder, and advocate
 - II. Content – The Four Foundational Principles of TOD explained
3. **TOD Guidelines:** joint development procedures and standards to help realize the Four Foundational Principles of TOD
 - I. Guidelines apply only to MBTA- and MassDOT-controlled sites at or near transit stations and stops
 - II. Encouraged for all other sites near transit

TOD HIGHLIGHT: TOD is not one-size-fits-all

1. Policy and Guidelines are not regulations
2. Guidelines allow for flexibility to acknowledge local and market conditions and project feasibility
3. Guidelines are applied to the extent local zoning allows

Different Guidance for Different Types of Stations

Metro Core, Seaport/Airport

Transformational Subway

Transit Neighborhood

Trolley Suburb

Urban Gateway

Town & Village

Suburban Transformation

*MAPC's Commerce Park and Undeveloped Stations not included

TOD GUIDELINE 1: Density

Density Guidelines by Station Typology

Station Typology Category	FAR Range	Intensity Range
Metro Core, Seaport/Airport,	5.0 and above	120 - 400
Transformational Subway	2.5 and above	120 - 400
Transit Neighborhood	1.5 – 5.0	75 - 150
Trolley Suburb	1.0 – 3.0	50 - 100
Urban Gateway	1.5 – 5.0	75 - 150
Town & Village	1.0 – 3.0	50 - 100
Suburban Transformation	1.0 – 3.0	50 - 100

- Reasonable increased density is dependent on community contexts
- Highest density at stations

TOD GUIDELINE 1: Mix of Uses

Examples of Mix Components

Preferred Uses	Discouraged Uses
Multi-family housing	Strip commercial development
Offices	Drive-through facilities
Retail	Industrial, warehousing, distribution
Civic and cultural facilities	Automotive repair, salvage, junkyard
Childcare Centers	Sale, rental, repair of construction equipment
Live-work units	Self- or mini-storage
Hotels	Very low-density housing
Publicly-accessible open space	
Shared-use auto	

- Encourage appropriate mix of uses, with as-of-right mixed-use preferred
- To degree local zoning allows, Joint Development ITBs may provide land use guidance.
- Encourage cities and towns to adopt TOD zoning tools that allow for TOD density levels and mixed-use development (e.g. overlay district, 40R)

TOD GUIDELINE 2: Equitable Development

For MassDOT or MBTA Joint Developments ≥ 15 residential units, at least **20% of units will be affordable** to low- and/or moderate-income/workforce households.

- Workforce/moderate-income affordability: up to 100% area median income
- Low-income affordability: up to 60% area median income
- Requirements reviewed on a project-by-project basis
 - Lower maximum incomes may be applied
 - If 20% affordability requirement is not feasible, a lower requirement no less than 10% of units may be established



SouthGate
BOSTON

MassDOT and Veolia

TOD GUIDELINE 2: Equitable Development

Additionally:

- Support uses that **employ large number of workers** near transit stations
- Work with employers to **facilitate last-mile work connections**
- Support applications for affordable housing and/or economic development **resources for joint developments**
- Wherever appropriate, **require community services and amenities**
- Encourage participation of both **for-profit and not-for-profit developers**
- Encourage joint development projects to meet **LEED silver certification level**

TOD GUIDELINE 3: Great Public Realm

Successful TOD incorporates a safe, inviting, interconnected public realm when possible

- Continuous, accessible **pedestrian and bike network** that converge at stations
- **Wayfinding** critical to directing people to MBTA stations and to surrounding uses
- **Prioritize station access** in the following order:
Pedestrians → connecting transit → bicyclists → taxi/ride-sharing → private cars
- Sidewalks, ground-floor uses, and streetscapes **designed for activity**
- **Mobility hubs** with real-time information to assist “first/last mile” connections
- Support the application for **funding and financing of infrastructure** in joint development and other high-priority station areas

TOD GUIDELINE 4: TOD Approach to Parking

Suggested Parking Maximums*

Uses	Maximum Spaces
Residential	0.75-1.5 per unit
Office	1.0 – 2.5 per 1,000 sq.ft.
Retail	1.5 – 3.0 per 1,000 sq.ft.
Hotel	0.5-1.0 per guest room

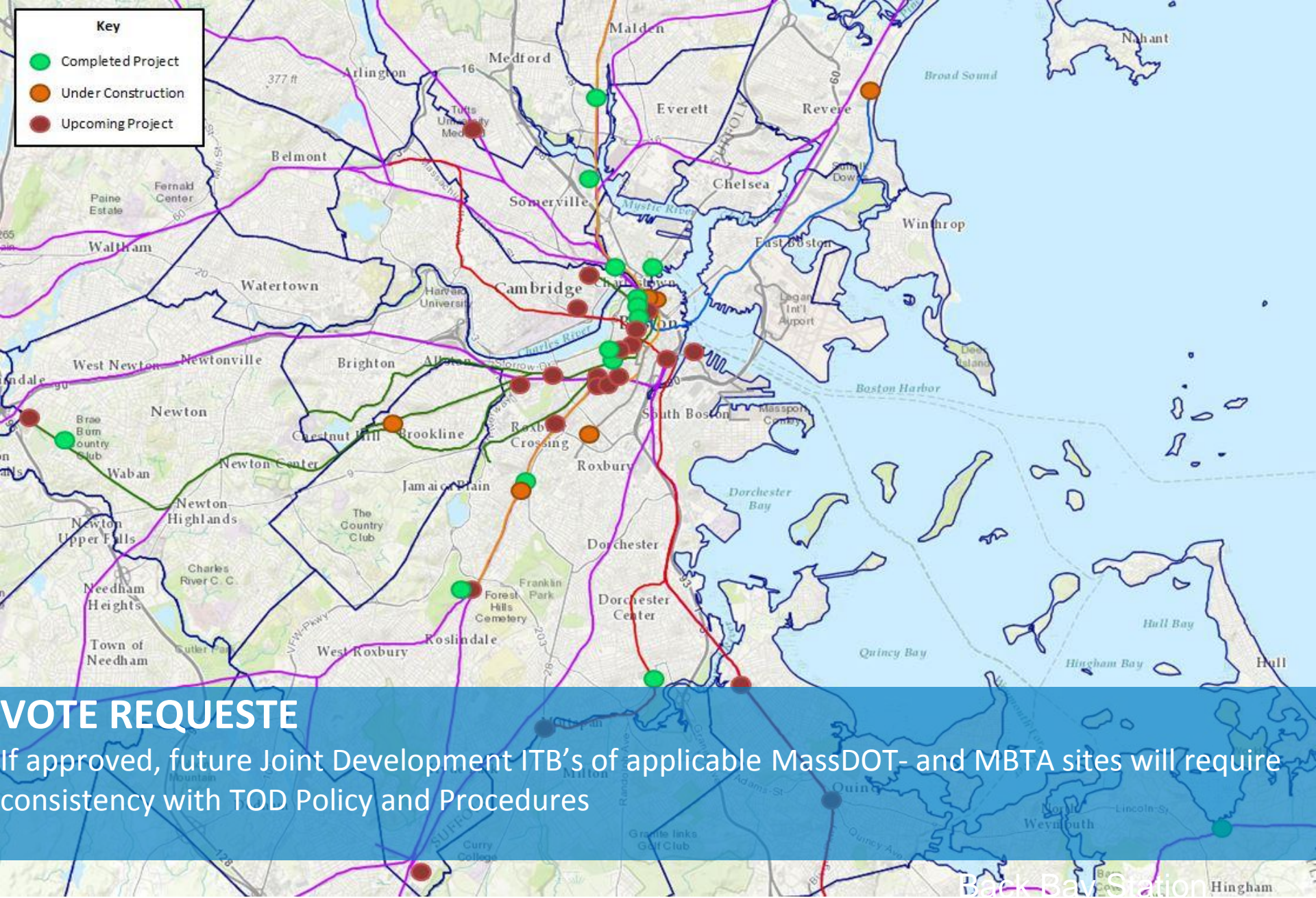
Replacement parking will be assessed on a case-by-case basis

- Maximums suggested to the extent local zoning allows
- The suggested parking maximum depends primarily on station typology and distance between development project and station
- Take into account utilization and occupancy rates; ridership revenue and potential for enhancement, and revenue from joint development transactions

TOD GUIDELINE 4: Right-sized Parking

Additionally:

- New park-and-ride locations are located at or near the outer ends of transit lines
- Replacement parking needs will be assessed on a case-by-case basis
 - Take into account utilization/occupancy rate with the potential for increased ridership revenue and revenue from joint development
- Encourage shared parking among TOD uses
- Require bicycle parking facilities on joint developments and provision of car-sharing, bike-sharing, and electric vehicle charging stations where possible
- Support minimizing spatial and visual conflict when locating garages
- Encourage landscaped, screened parking locations when possible



VOTE REQUEST

If approved, future Joint Development ITB's of applicable MassDOT- and MBTA sites will require consistency with TOD Policy and Procedures