



Transit-Oriented Development (TOD) Policy and Guidelines

June 19, 2017

AGENDA and GOAL

1. **TOD** Policy and Guidelines
2. **VOTE:** To approve the adoption of the MassDOT and MBTA Transit Oriented Development (TOD) Policy and Guidelines

APPROACH to policy development

Current draft of *TOD Policies and Guidelines* considers the following:

1. Application to all MassDOT and MBTA sites near transit throughout the Commonwealth.
2. MassDOT and MBTA may advocate for tools/changes/planning that will encourage and support TOD
3. Balance: guidelines encourage the implementation of high-level goals, while incorporating enough prudent flexibility to respond to local markets and feasibility.
4. Incorporates comments and feedback of Joint Board Working Group and various stakeholders

Policies strive to communicate what MassDOT and the MBTA wants to be developed on our sites without stopping needed development

TOD GUIDELINE: 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 at or below 80% AMI may be established

IMPLEMENTATION

Future MassDOT and MBTA Requests for Proposals (RFPs), Invitations to Bid (ITBs), or other procurement methods will make reference to the TOD Policies and Guidelines.

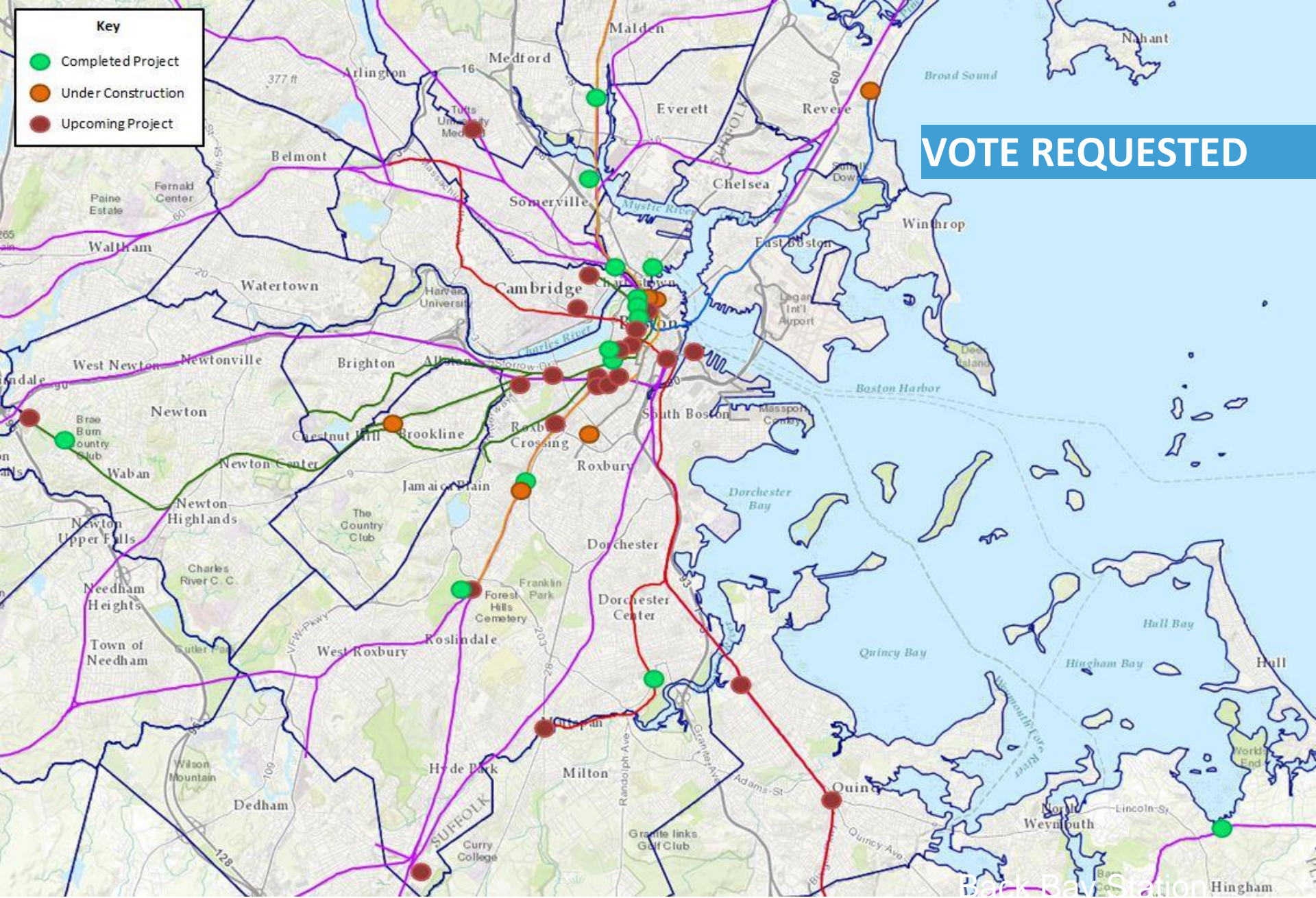
MBTA and MassDOT will work to promote and encourage TOD by:

- Participating in station area planning and processes
- Advocating for new financing tools that support TOD infrastructure and affordable and moderate-income/workforce housing
- Exploring value capture tools to enable TODs to be built
- Using data to encourage appropriate density, mix of uses, and right-sized parking
- To the degree appropriate, work with individual municipalities on ways to encourage and accommodate for TOD

Key

- Completed Project
- Under Construction
- Upcoming Project

VOTE REQUESTED



Appendix



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

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