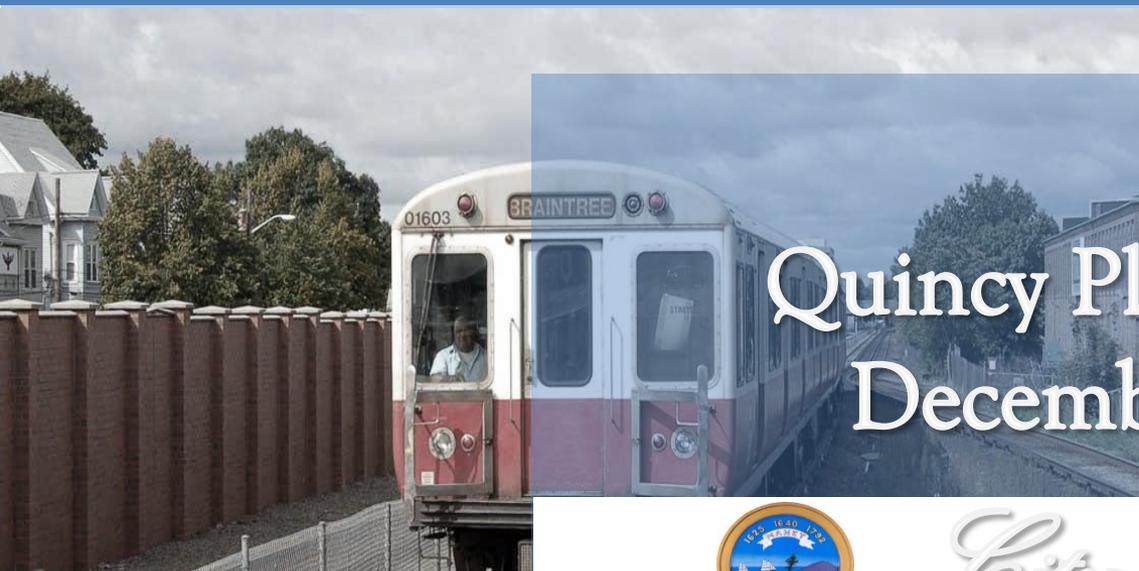


Transit Oriented Development



Quincy Planning Board
December 11, 2013



City of Quincy



Kristina Johnson, Director of
Transportation Planning

TOD or TAD...that is the Question

Transit *Oriented* Development or **Transit *Adjacent* Development**

- Majority of development in the U.S. at transit stations is not TOD
- Not sufficient to be located next to transit, must be shaped by transit



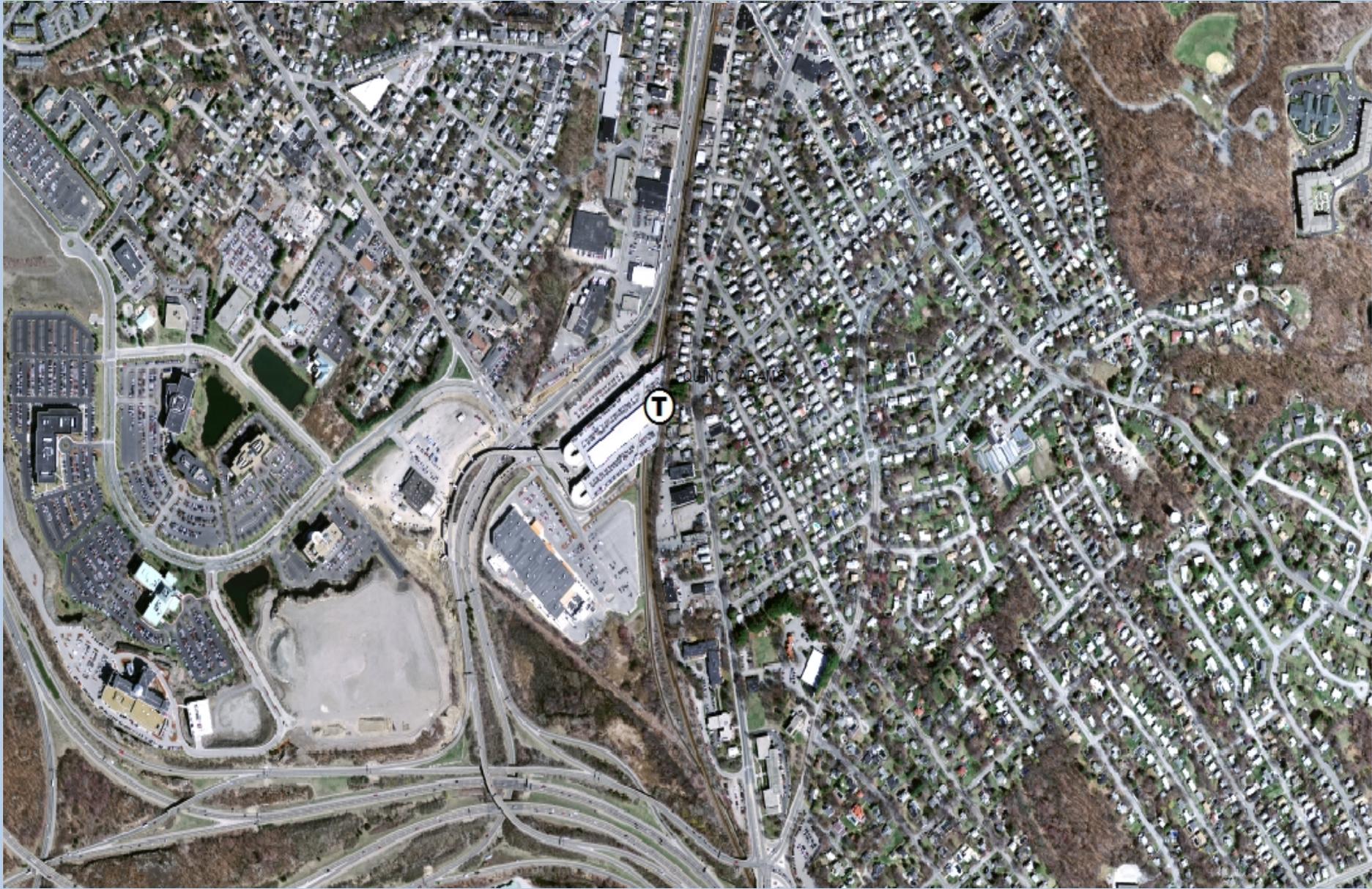


Photo by Michael Day

Shaped by Transit...

- Greater Density
- Limited, managed parking
- Better public realm
- Mix of uses
- Very walkable
- Alternatives to the car



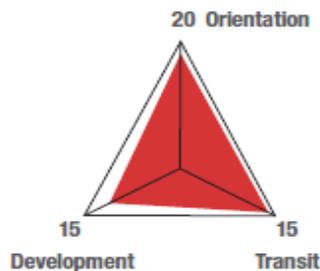
TOD Scoring System

Dukakis Center for Urban and Regional and Policy Northeastern University

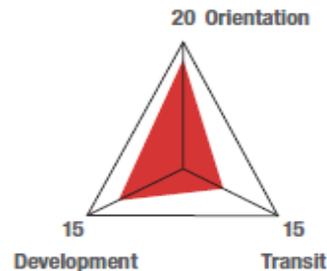
Premise is that successful Transit Oriented Development focuses in on the three concepts in the **TOD** acronym

- Availability, quality, and use of public transit (as well as other non-motorized uses)
- Orientation towards oriented neighborhood—core transit riders
- Characteristics of development in the neighborhood surround the transit station

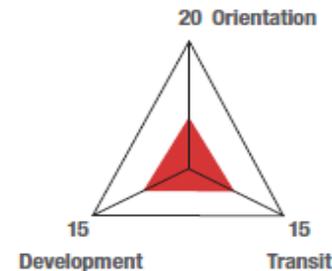
Examples of the Four Station Area Types



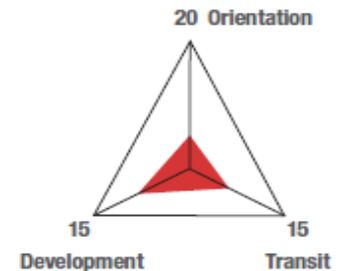
Dudley: Transit-Oriented



Lynn: Transit-Supportive



North Quincy: Transit-Related



Newton Center: Transit-Adjacent

TOD Definition for Quincy Site Plan and Special Permit Applications

Moderate to higher density compact mixed use development located within an easy five to ten minute walk of a major transit stop. TOD involves high quality urban development and/or redevelopment with a mix of residential, employment and shopping opportunities designed in a pedestrian oriented manner without excluding the automobile.