

Transformative TOD and Housing

Presentation for the South Shore Chamber of Commerce

October 27, 2020

By Dr. Tracy A. Corley, MassINC



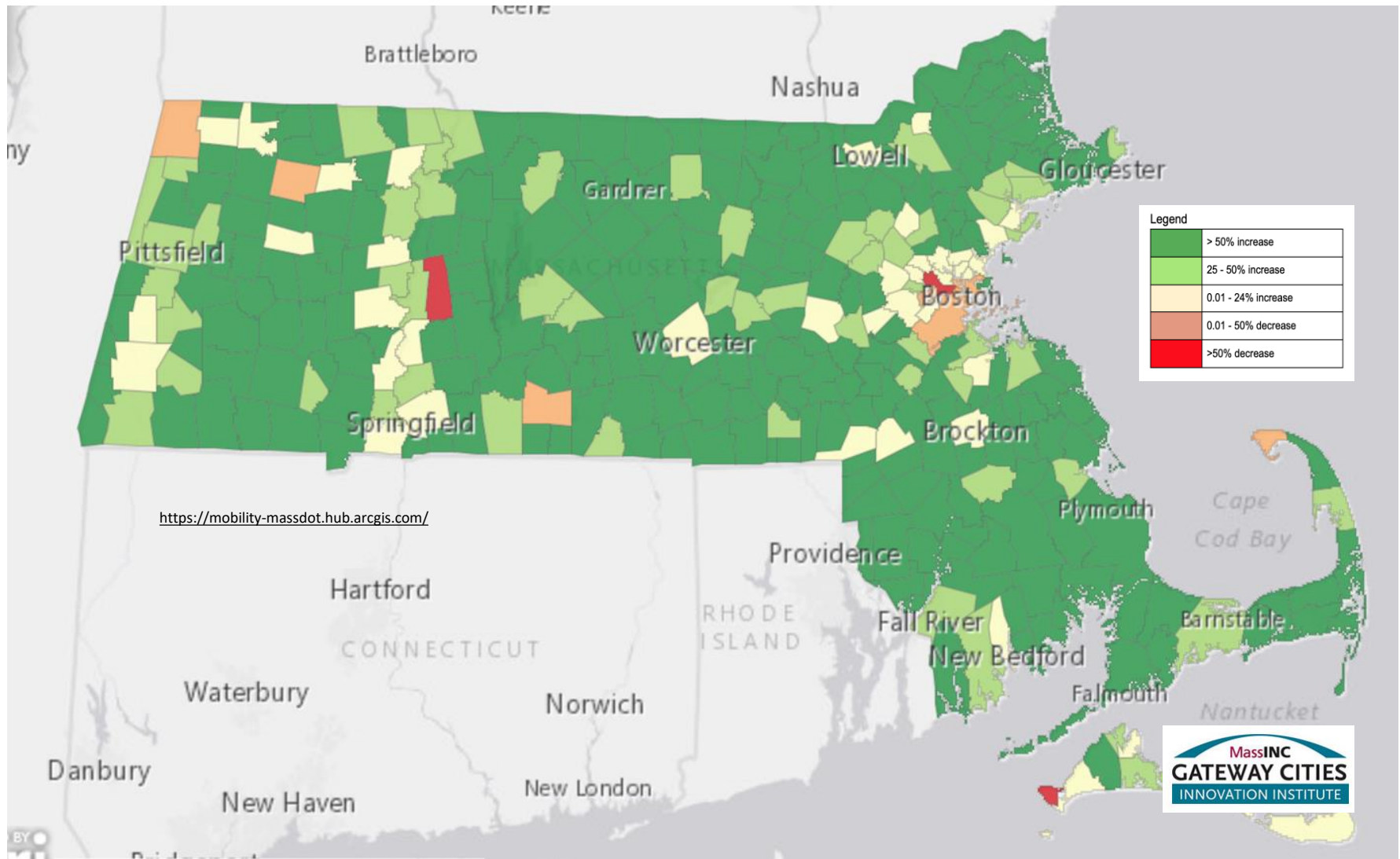
Why Transformative TOD?



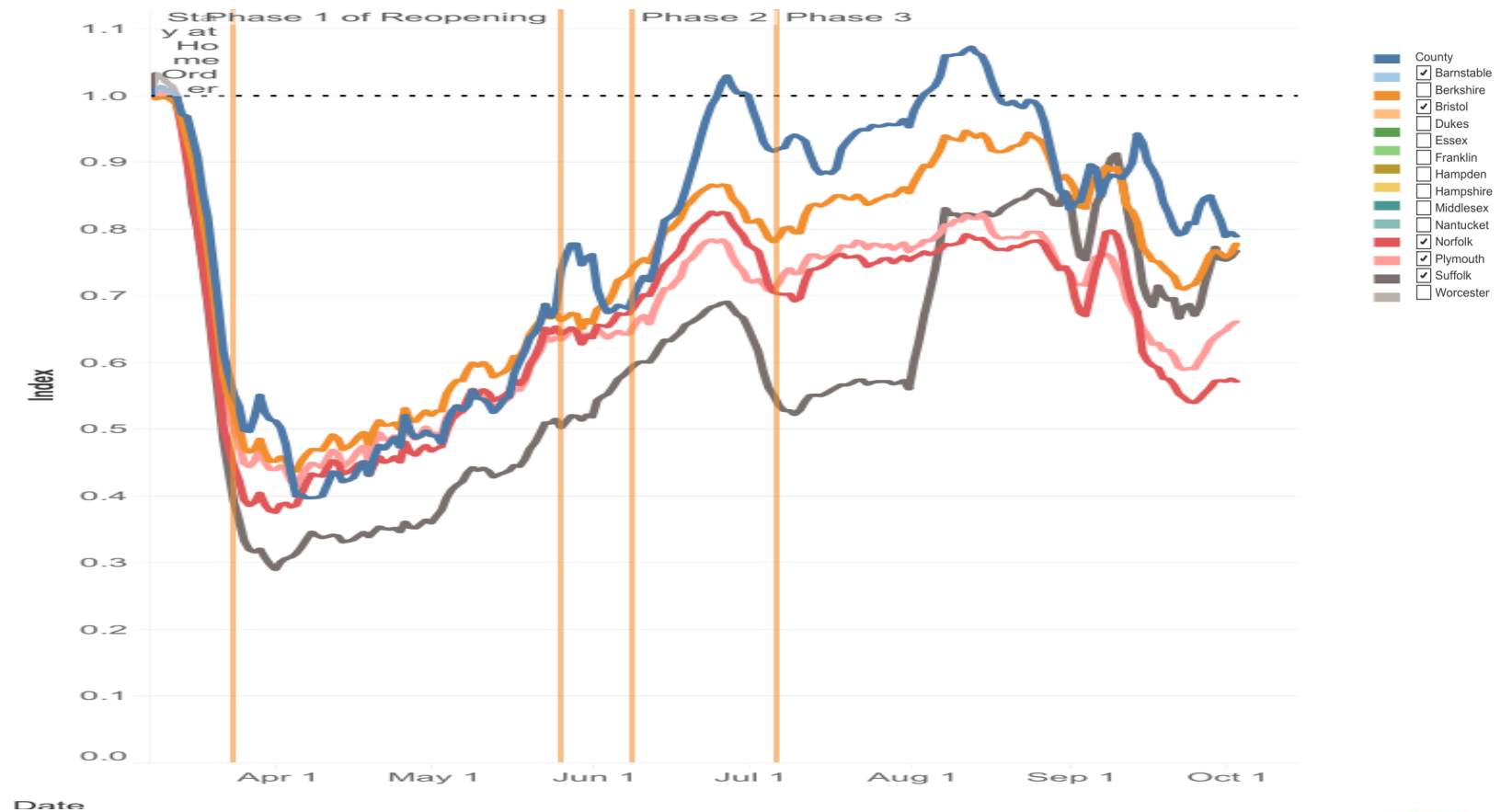


Photo by T. A. Corley

Change in Pedestrian Activity by Municipality April to May in 2019 and 2020



Average Vehicle Miles Traveled in Mass. Counties with Gateway Cities, 3/7/20 to 10/2/20



The Three Pillars

TRANSFORMATIVE TOD



Commercial Space

Infrastructure

Micromobility

Industry Clusters

Civic Places

Transit

Small Businesses

Housing

Parks

Streets

Anchors

What the Data Show: Demographics

Plymouth County

- Population – 517,842
- Housing – 75% own vs rent
- Median Age – 42
- Education – 60% have college degree
- Median Household Income – \$86,768

Norfolk County

- Population – 704,155
- Housing – 68% own vs rent
- Median Age – 40
- Education – 60% have college degree
- Median Household Income – \$101,559

What the Data Show: Mobility

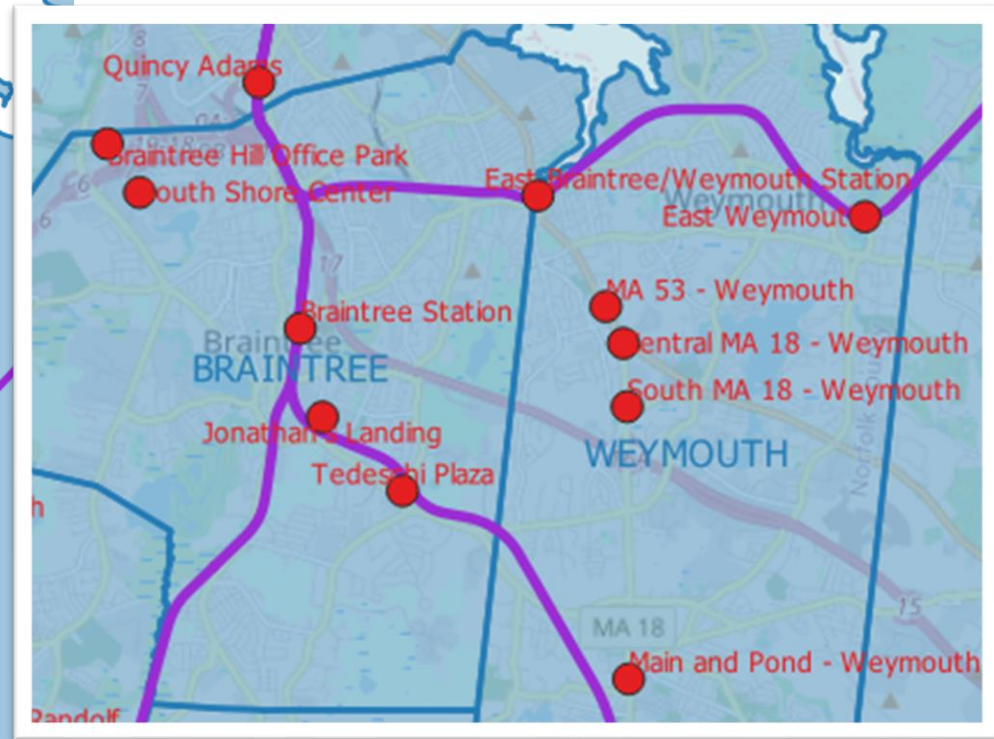
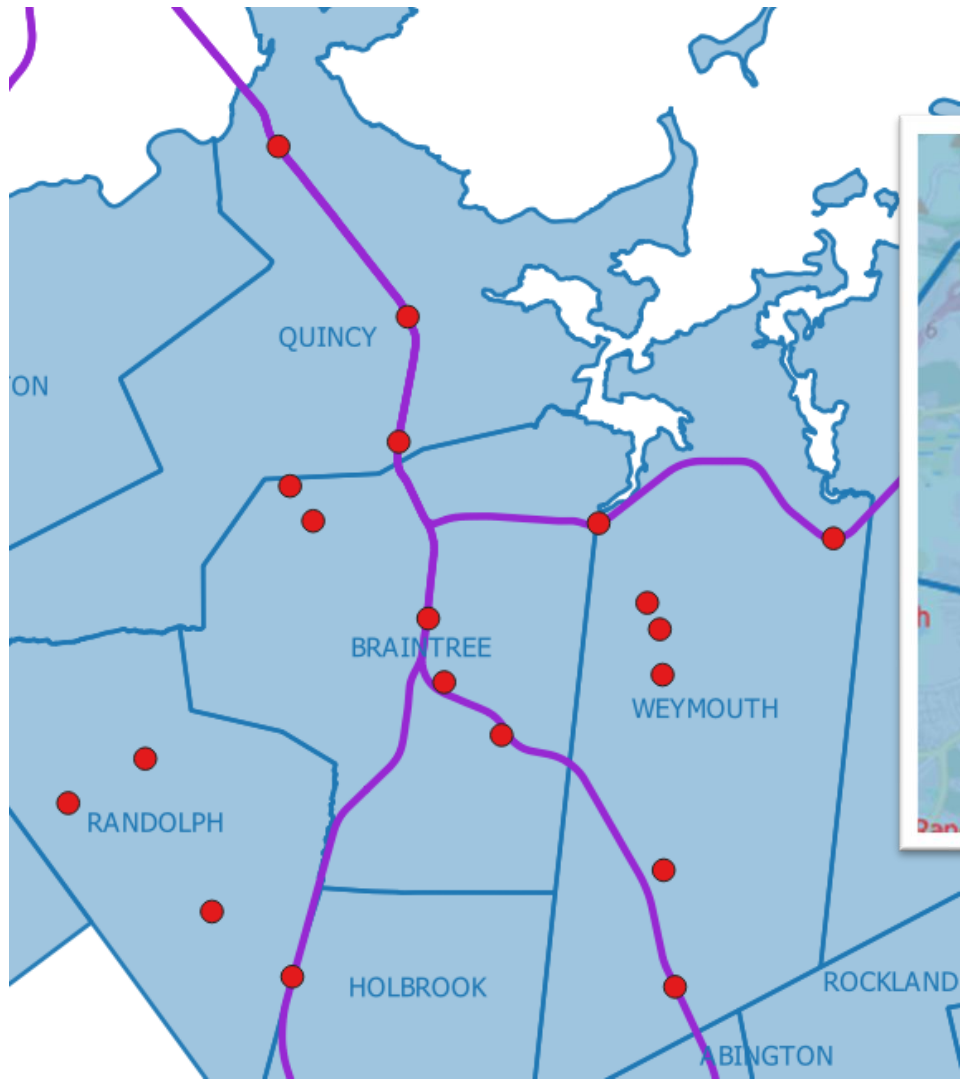
Munis	Walk Score	Bike Score	Transit Score
Quincy	60	44	49
Plymouth	72	35	n/a
Weymouth	46	28	n/a
Braintree	36	31	n/a
Randolf	81	58	38

Linking Centers of Capacity & Activity

In the region, where are:

- Areas of high activity?
 - Areas for potential development?
 - Unproductive uses
 - Unprotective uses
 - Brownfields
 - Adaptive reuse
 - Local clusters and ecosystems?
- Areas for adaptive reuse?
 - Abandoned retail
 - Underutilized office space
 - Underused public buildings
 - Disconnects in transport and other infrastructure?

Linking Capacity & Activity – South Shore



MBTA Cuts – Potential Impact

- Transit, housing, and economic development are core to the three pillars of not just TOD but regional development
- MBTA and RTA cuts stymie development
- Crowding, not transit
- Final mile solutions

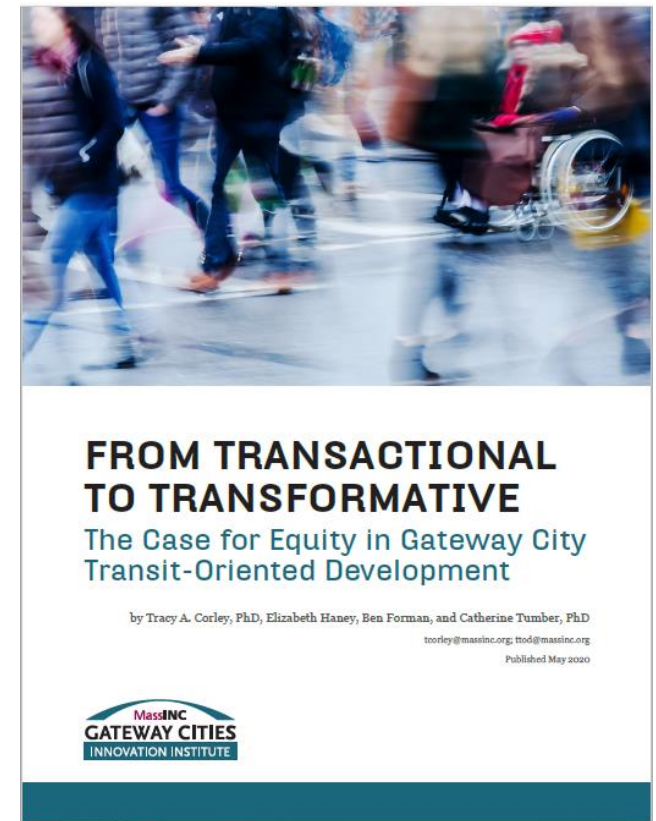
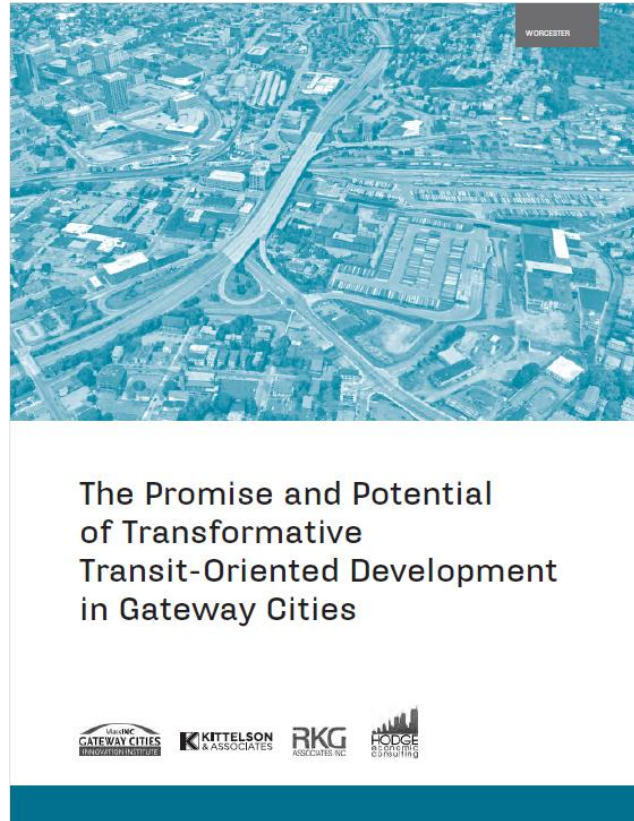


THE BOTTOM LINE

- Transit-oriented development (TOD) can help attract residents and businesses to the South Shore.
- Transformative TOD creates a virtuous cycle investment, economic stability, and sustainable growth that are lacking in transactional TOD.
- Equity is central to transformative TOD.
- Gateway Cities like Quincy play an important role as regional hubs to reduce geographic and socioeconomic inequities, but they cannot do it alone.

South Shore Transformative TOD Action Plan

- Identify centers of activity
- Inventory areas for potential development
- Focus on final mile solutions with connections to centers of capacity and activity
- Advance with dual strategy of cluster and ecosystem economic development
- Make housing central to real estate development, but part of mixed use, walkable districts with reliable shuttle, bike, and pedestrian infrastructure



Thank you!



Contact: Dr. Tracy A. Corley, Transit-Oriented Development Fellow
tcorley@massinc.org | @tracyacorley (Twitter)