

# Transformative TOD and Housing

Presentation for the South Shore Chamber of Commerce

October 27, 2020

By Dr. Tracy A. Corley, MassINC



# Why Transformative TOD?



**David Wagoner**

@dfwagoner

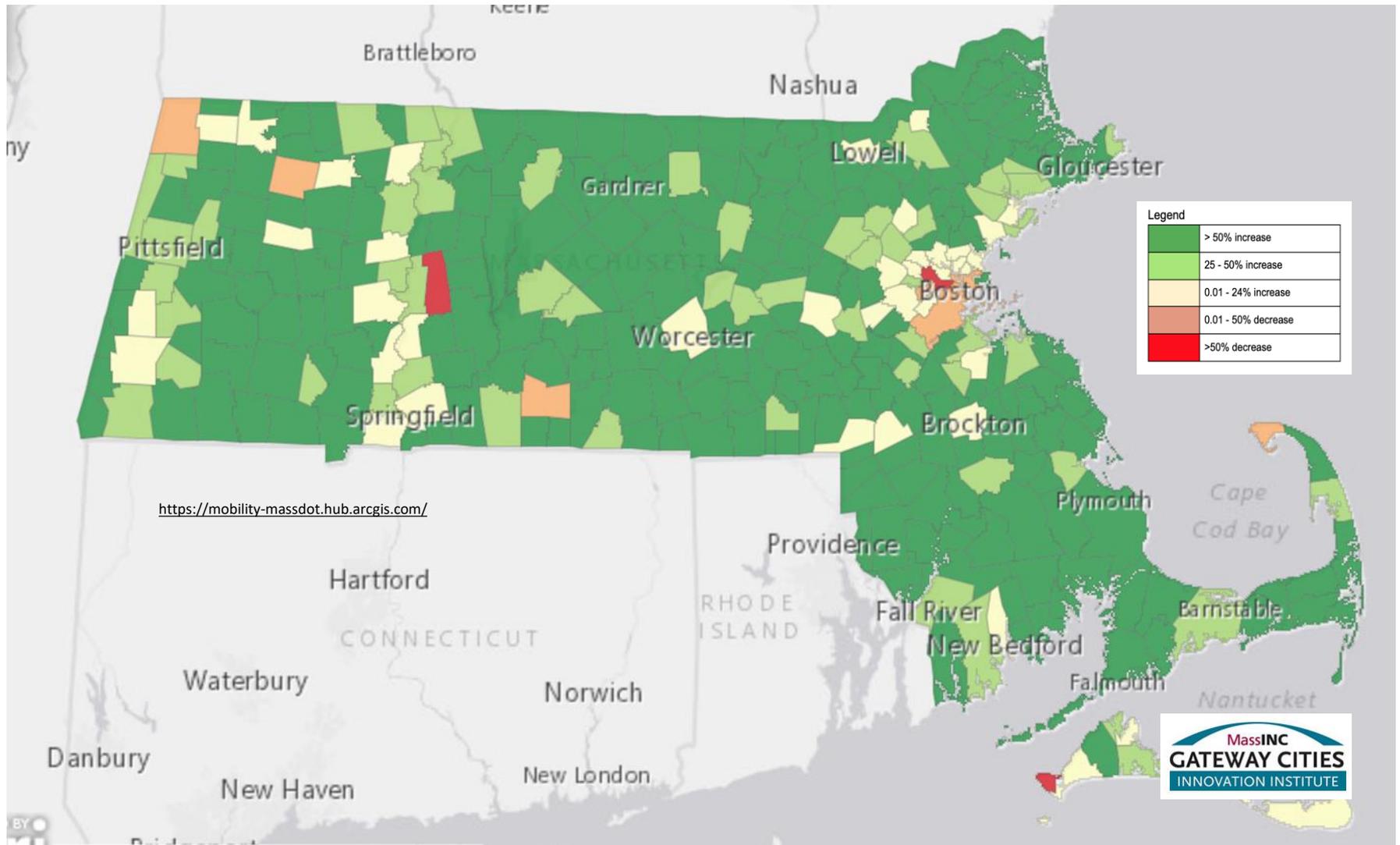
Somewhere near you right now a human is walking indoors on a treadmill for like 45 minutes before they drive a mile to buy a coffee.

8:34 AM · Sep 22, 2020 · Twitter for iPhone

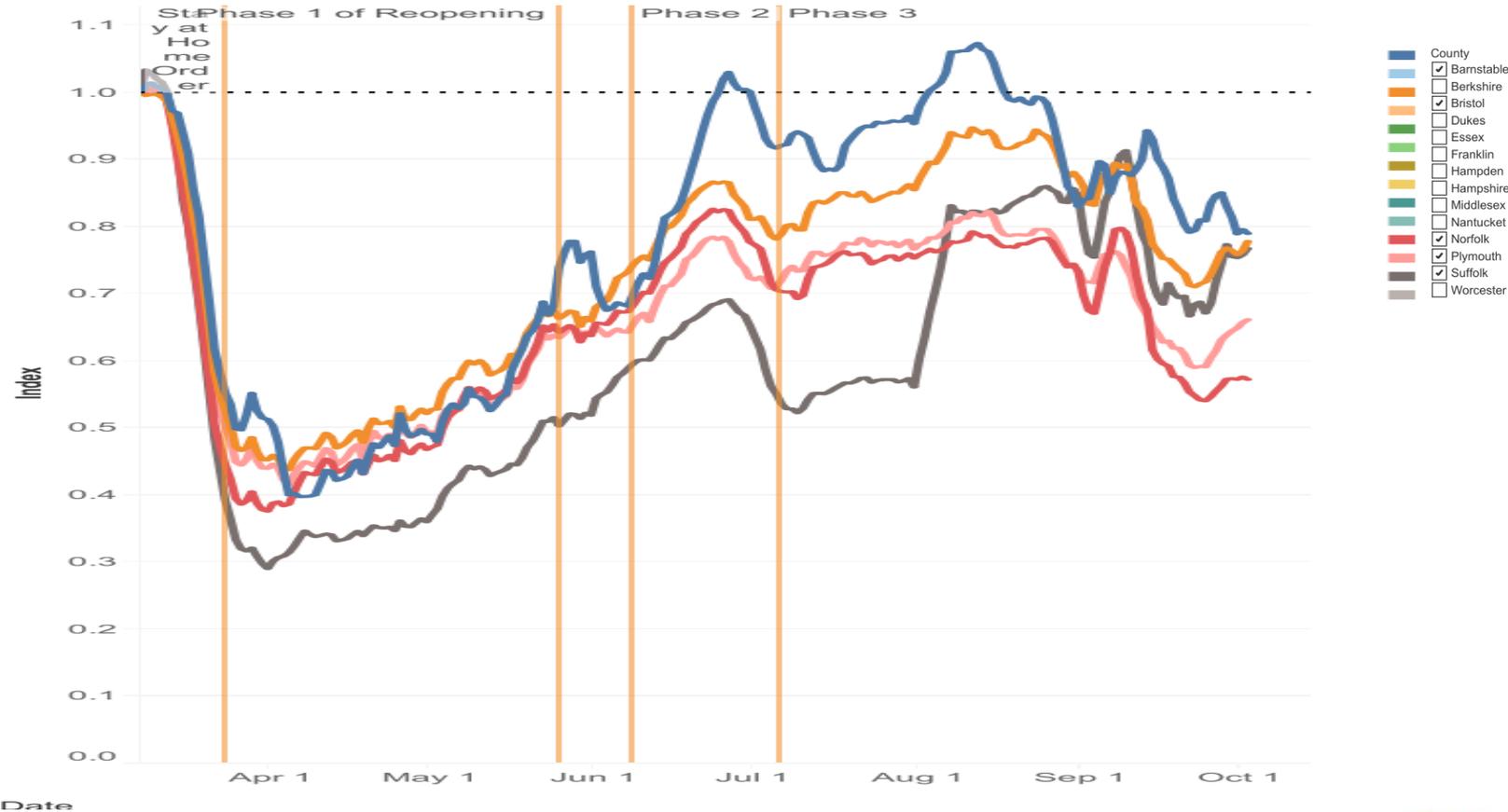


Photo by T. A. Corley

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

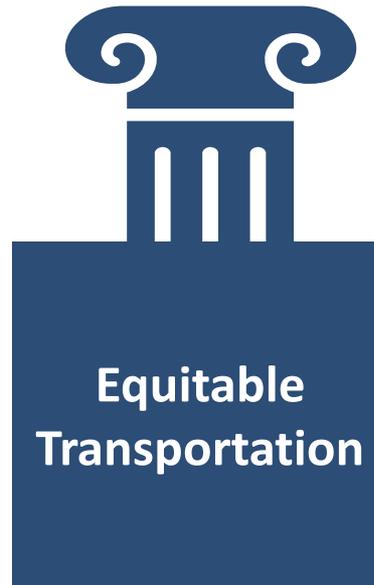


# Average Vehicle Miles Traveled in Mass. Counties with Gateway Cities, 3/7/20 to 10/2/20



# 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**

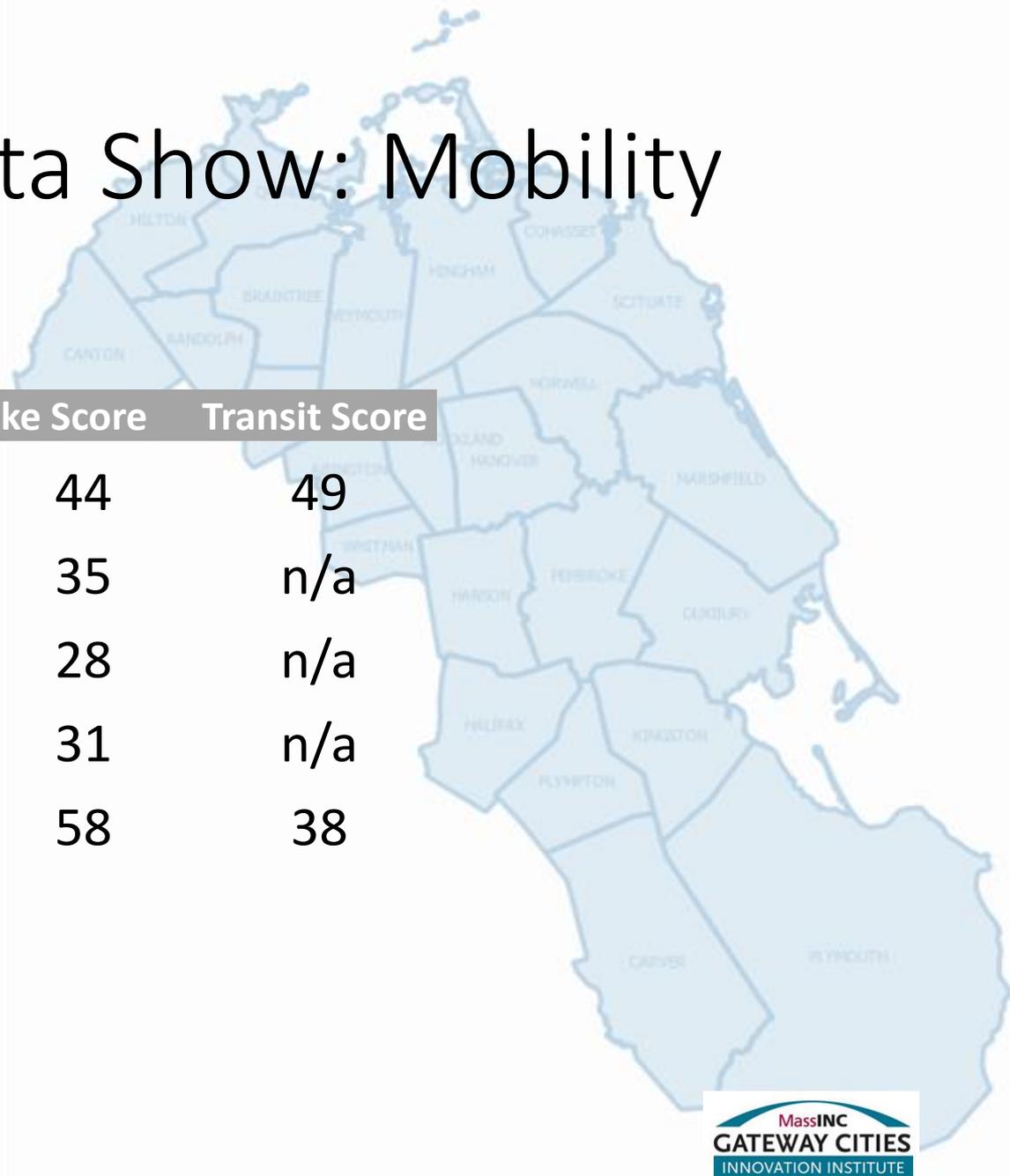
- Population – 517,842
- Housing – 75% own vs rent
- Median Age – 42
- Education – 60% have college degree
- Median Household Income – \$86,768

## **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

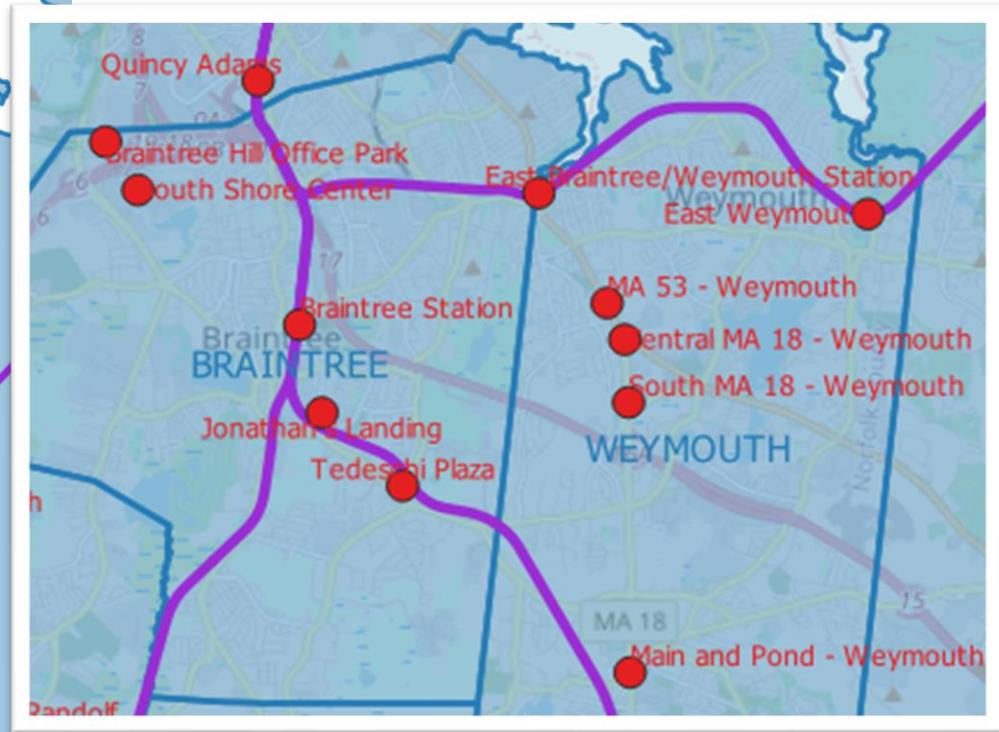
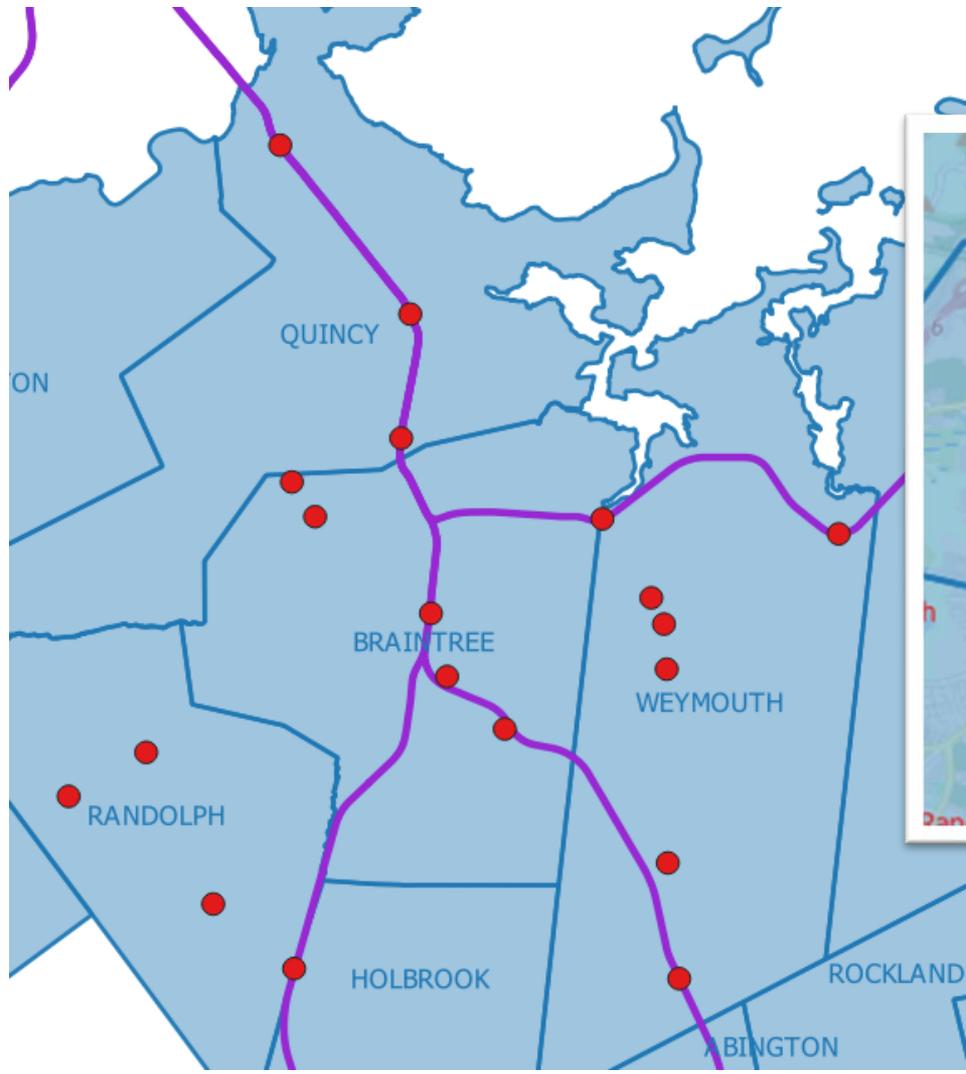


# Linking Centers of Capacity & Activity

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

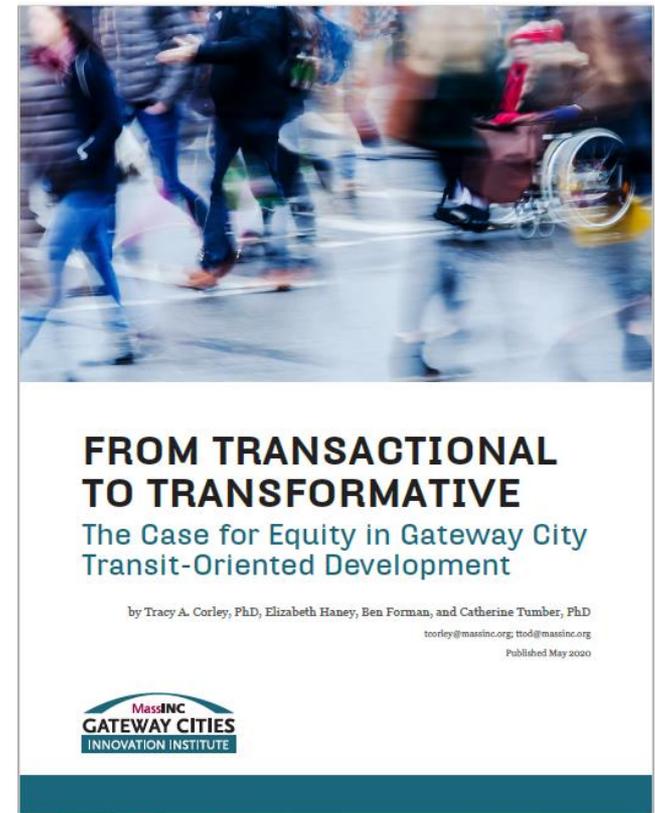
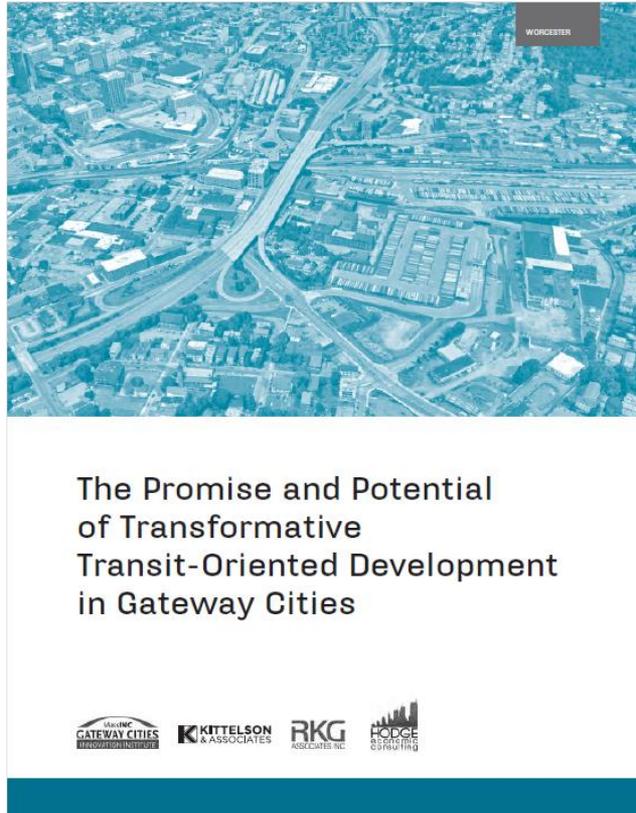


# THE BOTTOM LINE

- 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!



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