

Transit-Oriented Development (TOD)

An Overview



Credit: Virginia Transit Association

What Is TOD?

- TOD is a synergism between land use and transit with the following key characteristics:
 - Compact Mixture of Uses;
 - Pedestrian Friendly and Walkable; and
 - Supportive of a Variety of Transit Options.



TOD Core's Features

- A vibrant mix of uses including:
 - Residential
 - Retail
 - Office
 - Commercial
 - Institutional
- Thoughtfully designed community spaces;
- Exciting, pedestrian friendly areas for live, work and play.



Benefits of TOD

- Increase transit ridership and reduce number of automobile trips generated;
- Improve air quality;
- Provide opportunities for neighborhood connections;
- Increase sense of community; and
- Reduce household fuel costs associated with heavy auto use.

Benefits Of TOD (Cont.)

- Promote attractive, safe, walkable mixed-use neighborhoods; and
- Increase value and income for property owners.



Benefits Of TOD (Cont.)

- Expand markets and increase revenues for businesses;
- Enhance tax revenues for local governments from rising land values;
- Increase development and business transactions in areas near transit.



Who Will Live Near Transit Stations?

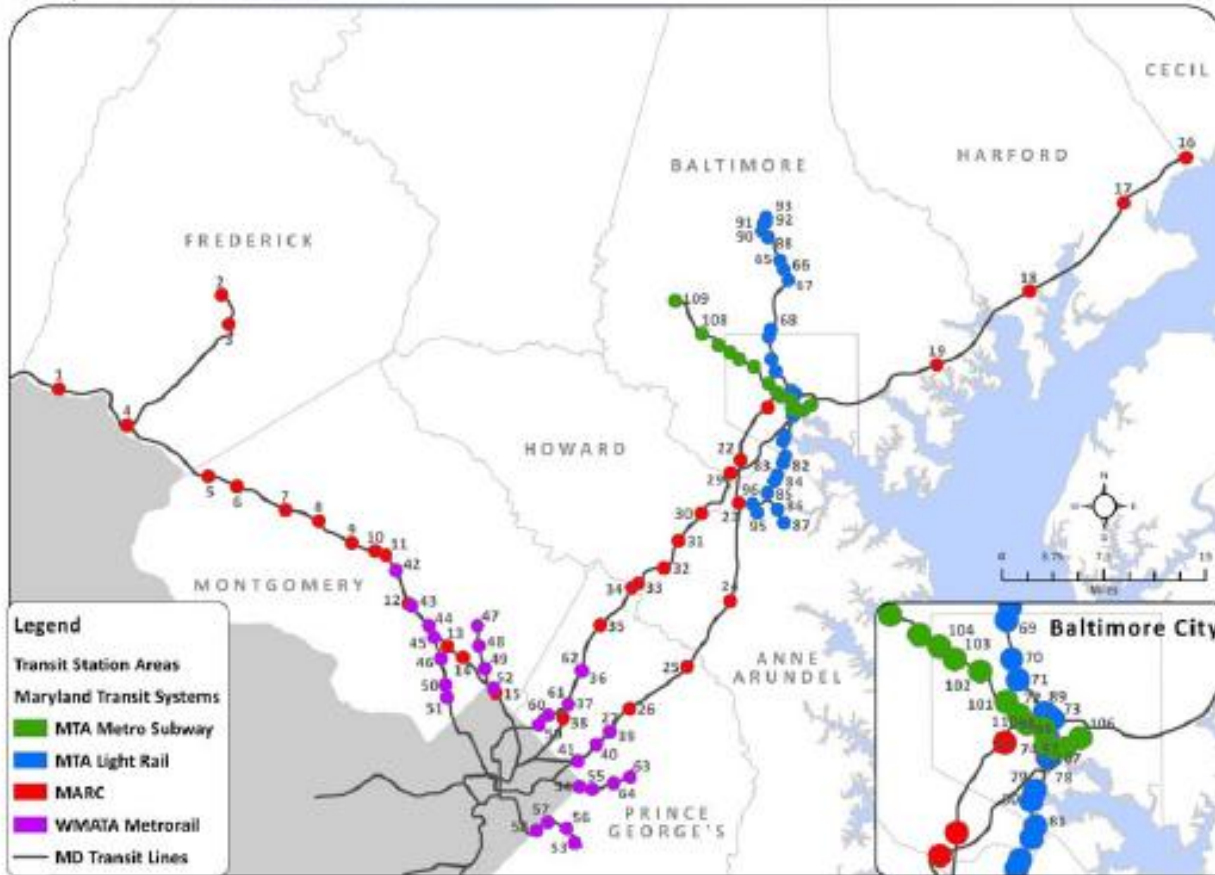
- Single householders and couples without children (regardless of age) will generate nearly two-thirds of the total demand for TOD, a disproportionate share given their percentage of total households; and
- Households with children will account for only about 20 percent of the demand for TOD.

Real Estate Investment Adjacent to Transit

- Washington DC, \$15 billion (since 1976);
- Portland, \$3 billion (since the late 1970s);
- Dallas, \$1 billion (since 1996);
- St. Louis, \$1 billion (since 1993); and
- Charlotte, \$400 million (2000-2003).

Maryland's Existing Transit Stations

Maryland's Transit Station Areas



To identify stations by number, please see Appendix C1-C1.

Maryland Smart Growth Indicators ^{Beta} National Center for Smart Growth Research and Education



- Population
- Economy
- Environment
- Land Preservation
- Infrastructure
- Transportation
- Housing
- Land Use

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Have comments, questions, or want to report a bug?

- Feedback form



About This Website

The purpose of this website is to monitor Maryland's performance through eight categories of growth indicators in order to make better progress toward smarter patterns of growth. The eight indicators used to measure Maryland Smart Growth...[\(more\)](#)

Smart Growth Goals

Since at least the 1992 adoption of seven "Visions" to guide growth in Maryland, the state has embraced a policy to channel most new development toward existing communities and away...[\(more\)](#)

History of Growth Management in Maryland

Public officials in Maryland have been trying to find ways to better manage land use and growth for more than 60 years. In 1933, the state created the Maryland...[\(more\)](#)

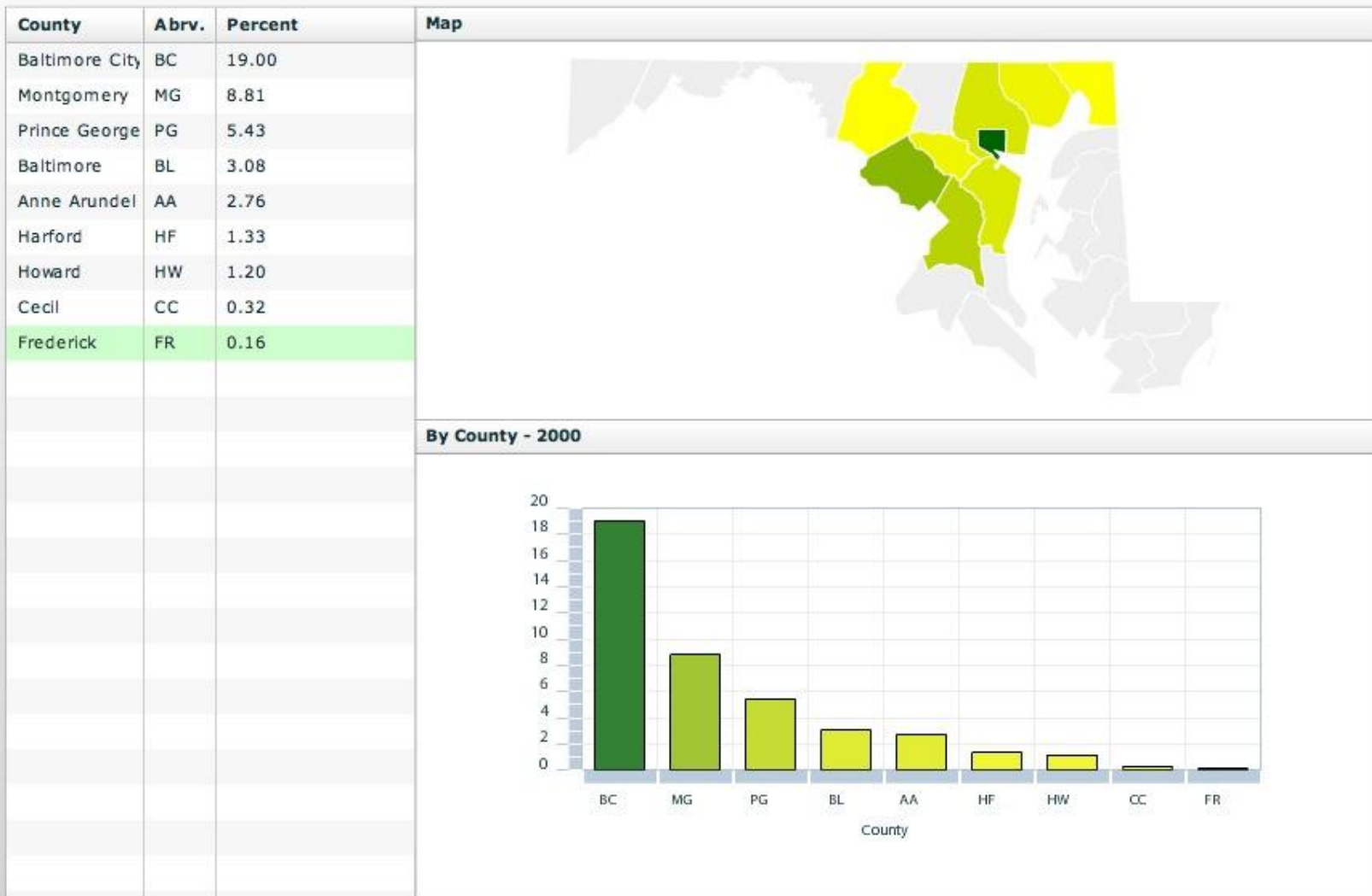
- [I. Indicators: what they are, how they work](#)
- [II. Categories of Indicators Selected for this Project](#)
- [III. Next Steps for the Project](#)



Percent of County Population Living within 1/2 Mile of a Transit Station

Year: ▼

[Explanation of this Indicator](#)

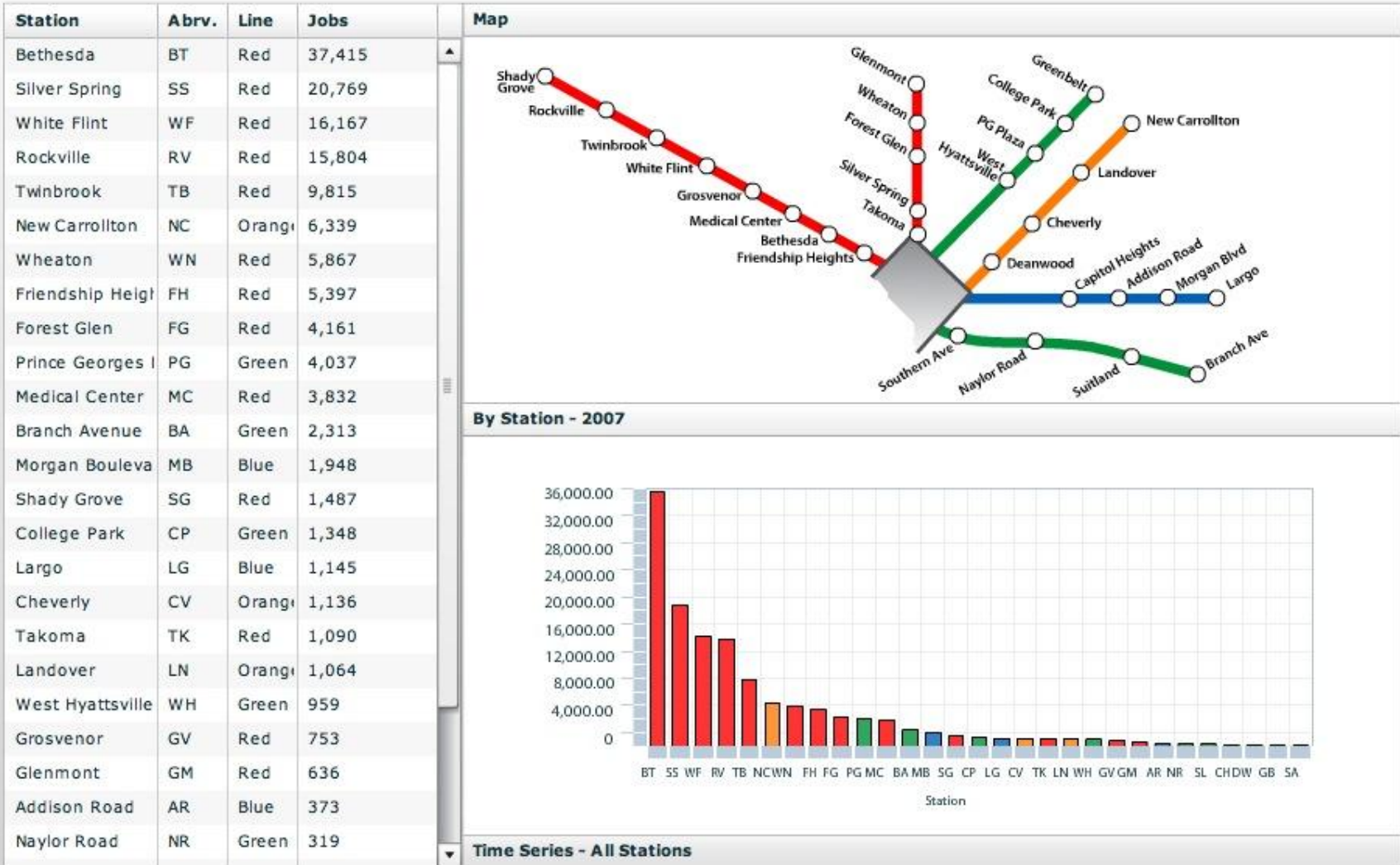




Jobs Within 0.5 Mile of a Washington Metro Station

Year:

[Explanation of this Indicator](#)





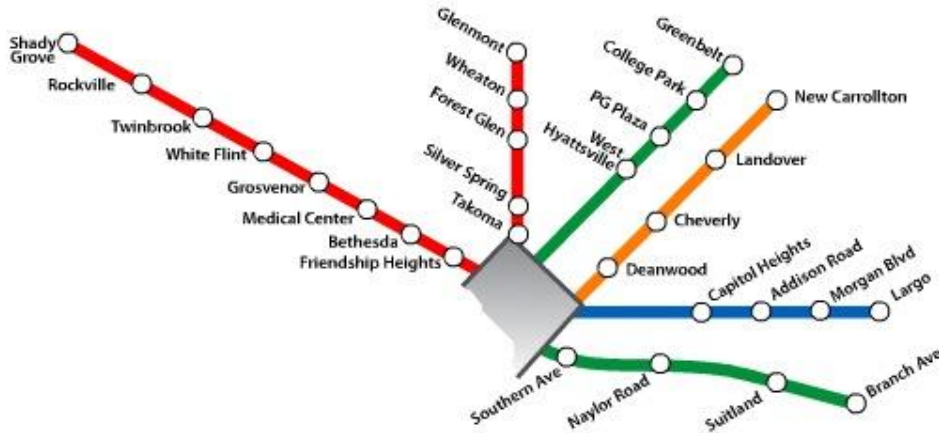
Population Living Within 1/2 Mile of a Washington Metro Station

Year:

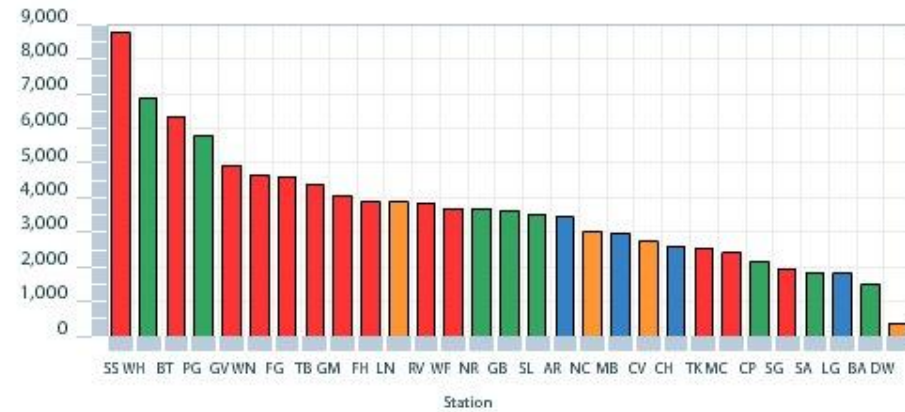
[Explanation of this Indicator](#)

Station	Abrv.	Line	People
Silver Spring	SS	Red	8,760.99
West Hyattsville	WH	Green	6,849.94
Bethesda	BT	Red	6,335.08
Prince Georges I	PG	Green	5,795.40
Grosvenor	GV	Red	4,921.35
Wheaton	WN	Red	4,636.78
Forest Glen	FG	Red	4,616.45
Twinbrook	TB	Red	4,355.35
Glenmont	GM	Red	4,062.27
Friendship Heigl	FH	Red	3,878.31
Landover	LN	Orange	3,869.28
Rockville	RV	Red	3,820.45
White Flint	WF	Red	3,692.71
Naylor Road	NR	Green	3,685.03
Greenbelt	GB	Green	3,620.01
Suitland	SL	Green	3,533.03
Addison Road	AR	Blue	3,433.08
New Carrollton	NC	Orange	3,010.80
Morgan Bouleva	MB	Blue	2,963.50
Cheverly	CV	Orange	2,723.61
Capitol Heights	CH	Blue	2,607.53
Takoma	TK	Red	2,544.43
Medical Center	MC	Red	2,400.78
College Park	CP	Green	2,156.19

Map



By Station - 2000



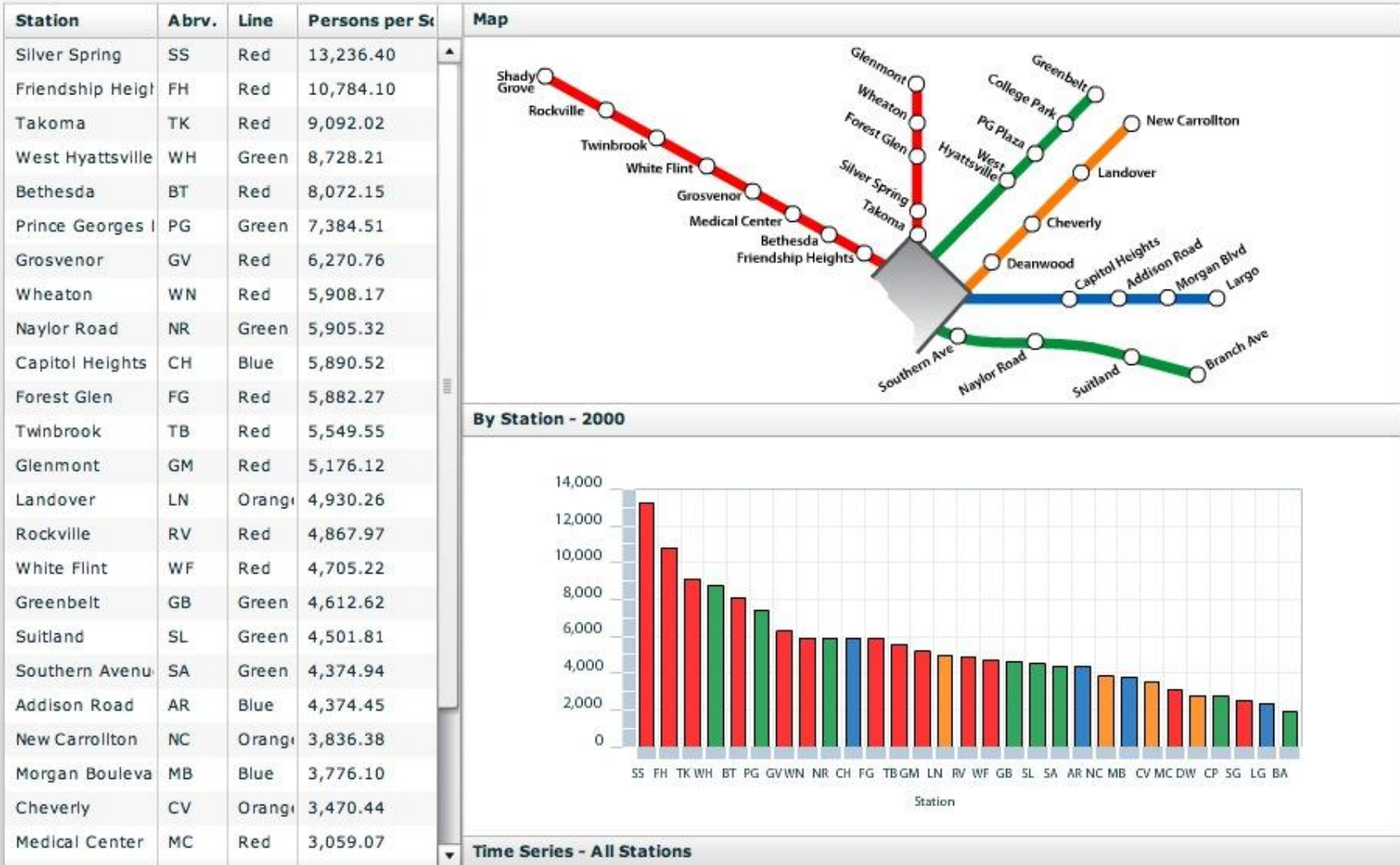
Time Series - All Stations



Population Density of the Area Within 1/2 Mile of a Washington Metro Station

Year:

[Explanation of this Indicator](#)





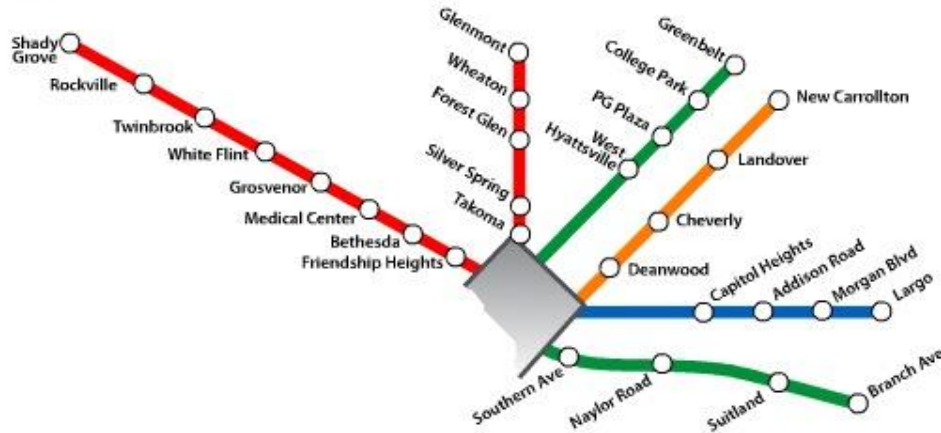
Percent of Average County Density of Washington Metro Station Transit Sheds

Year:

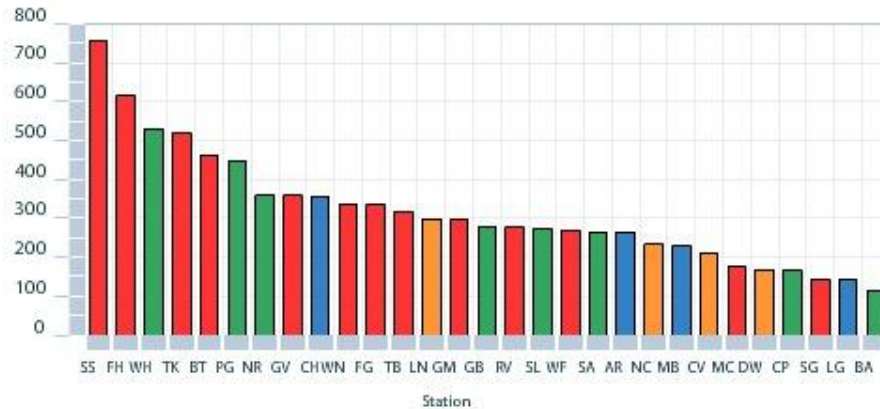
[Explanation of this Indicator](#)

Station	Abrv.	Line	Percent
Silver Spring	SS	Red	754.74
Friendship Heigt	FH	Red	614.90
West Hyattsville	WH	Green	529.69
Takoma	TK	Red	518.42
Bethesda	BT	Red	460.27
Prince Georges I	PG	Green	448.14
Naylor Road	NR	Green	358.38
Grosvenor	GV	Red	357.55
Capitol Heights	CH	Blue	357.48
Wheaton	WN	Red	336.88
Forest Glen	FG	Red	335.40
Twinbrook	TB	Red	316.43
Landover	LN	Orange	299.20
Glenmont	GM	Red	295.14
Greenbelt	GB	Green	279.92
Rockville	RV	Red	277.57
Suitland	SL	Green	273.20
White Flint	WF	Red	268.29
Southern Avenue	SA	Green	265.50
Addison Road	AR	Blue	265.47
New Carrollton	NC	Orange	232.82
Morgan Bouleva	MB	Blue	229.16
Cheverly	CV	Orange	210.61
Medical Center	MC	Red	174.42

Map



By Station - 2000



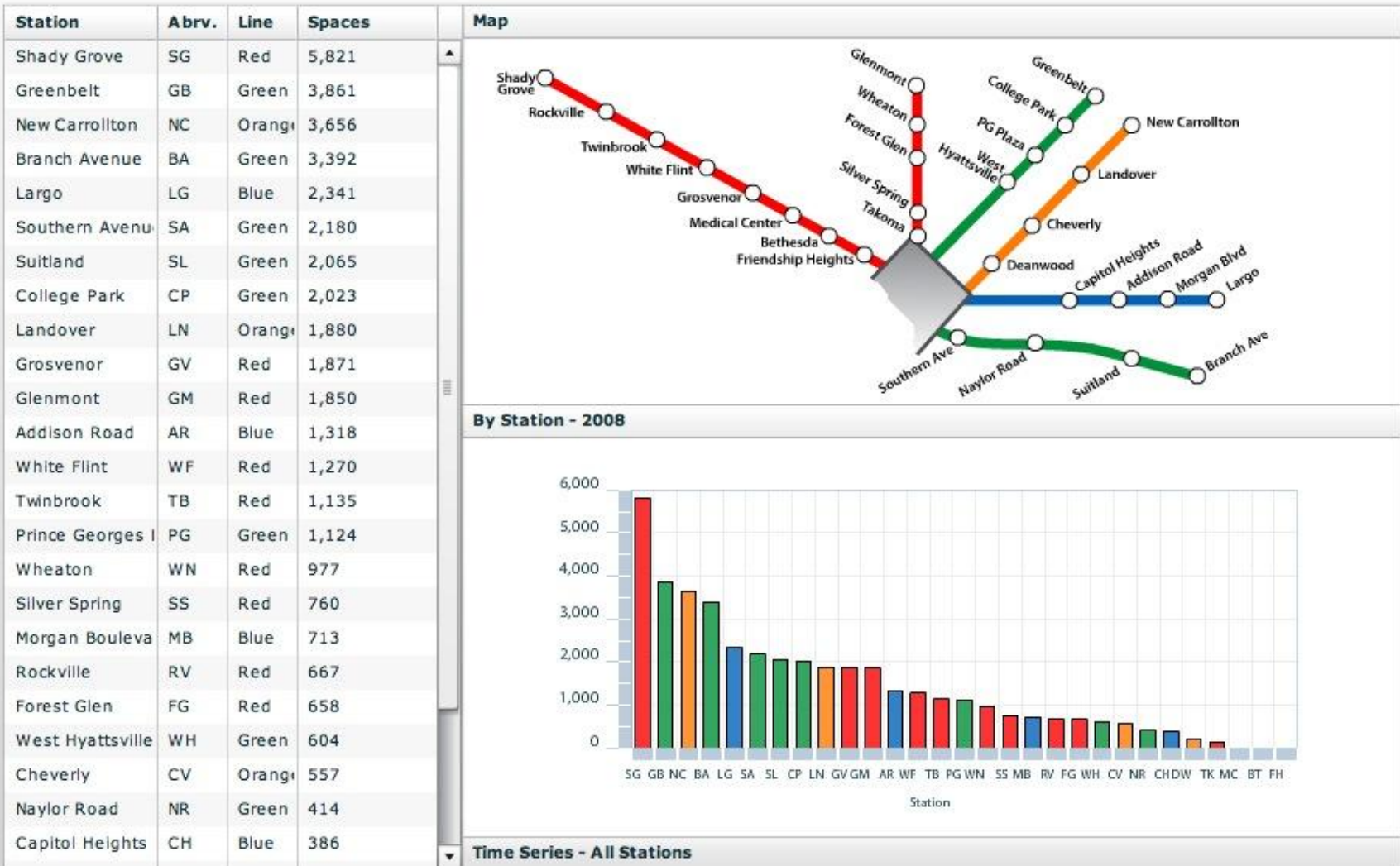
Time Series - All Stations



WMATA Station Parking Spaces

Year: 2008

[Explanation of this Indicator](#)



Employment Capacity in Transit Station Areas in Maryland

Prepared by: The National Center for Smart Growth Research and Education at the
University of Maryland*

Gerrit Knaap, PhD, Director

Terry Moore, Senior Research Scholar

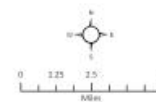
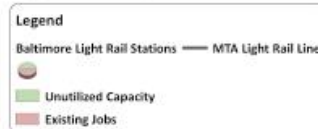
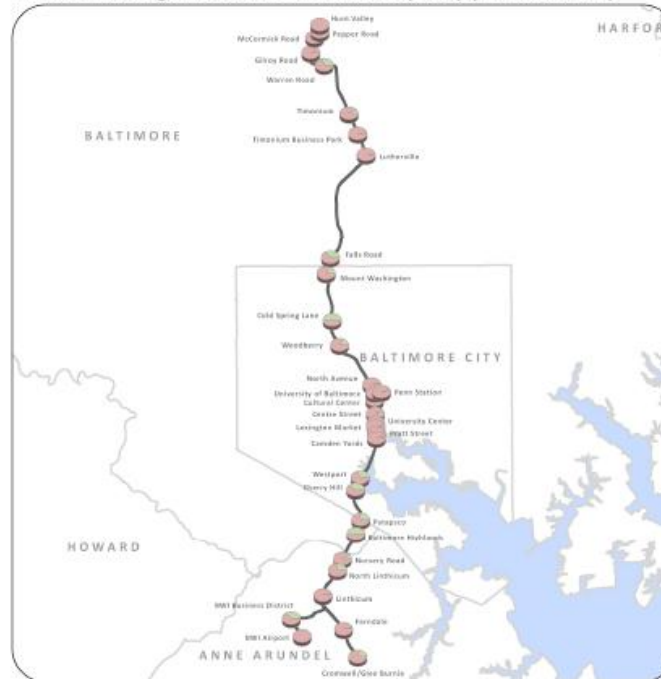
Rebecca Lewis, Research Assistant

Research assistance provided by Chis Dorney, Cathy Dowd, Steve
Gehrke, Ray Hayhurst, & Doug Kampe

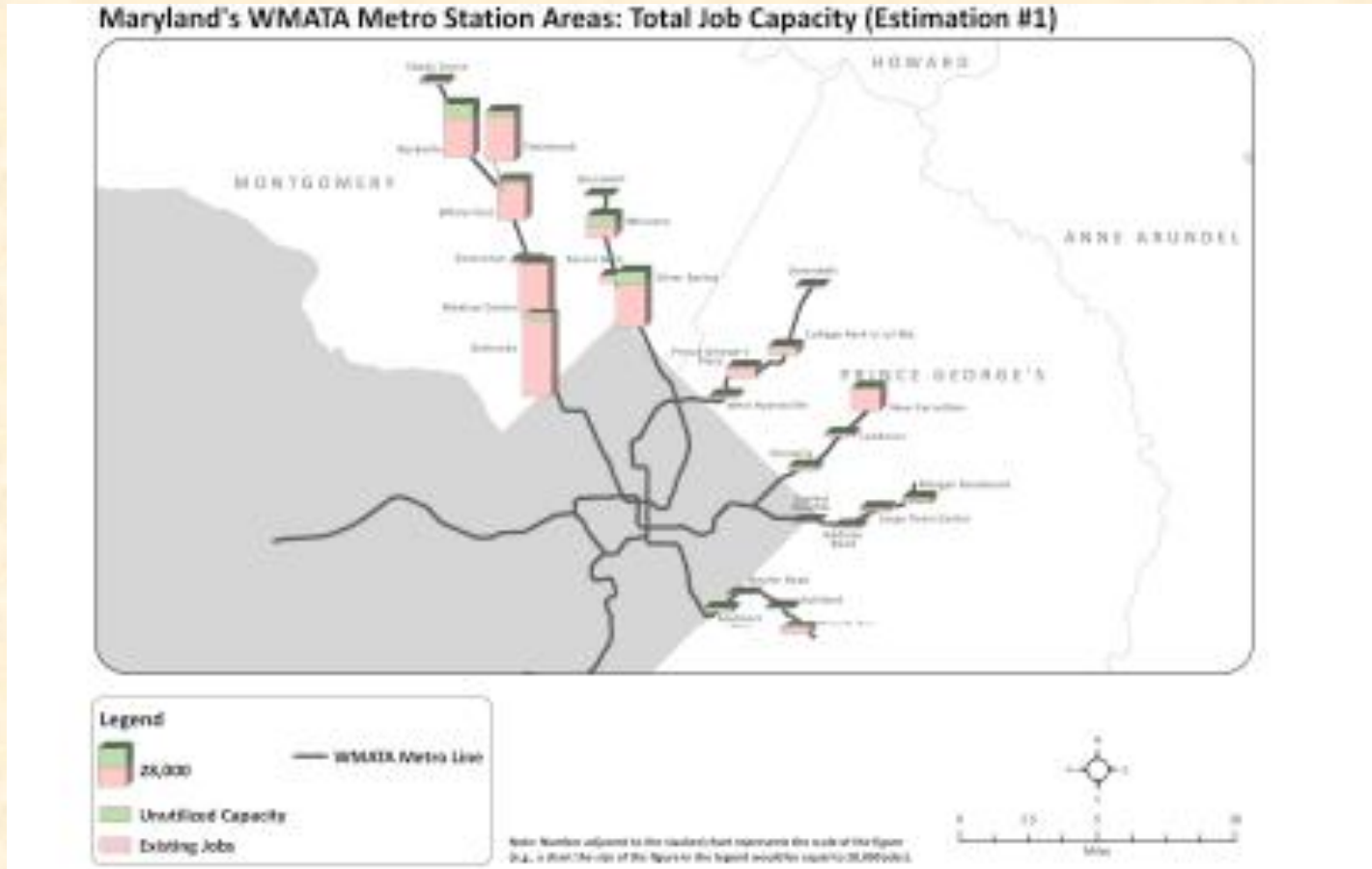
March 2010

Job Capacity in Baltimore

**Baltimore's MTA Light Rail Station Areas:
Ratio of Existing Jobs to the Unutilized Capacity (Estimation #1)**



Job Capacity Utilization at WMATA Stations



Jobs and Job Capacity in MD Station Areas

ID			ACRES IN PARCELS		EXISTING JOBS			EMPLOYMENT CAPACITY	
Transit Line	Number of Transit Stations	Percent of Transit Stations	Number of Acres In Parcels Undeveloped Developable in station areas	Percent of Total Acres In Parcels Undeveloped Developable in station areas	Number of Jobs	Percent of Total Jobs in station areas	Employment Density (employees per developed acre)	Percent of Total Unutilized Capacity	Percent of Total Employment Capacity
Baltimore Metro	14	13%	1,114	14%	331,493	22%	95.34	15%	21%
Baltimore Light Rail	32	29%	1,605	21%	648,982	43%	77.32	16%	39%
MARC	38	35%	3,214	41%	268,879	18%	29.48	43%	21%
WMATA	26	24%	1,854	24%	274,782	18%	41.79	27%	19%
Total	110	100%	7,786	100%	1,524,136	100%	55.29	100%	100%

Unutilized Job Capacity in MD Station Areas

	State	9 Counties with Transit Stations	Station Areas
Existing Jobs (BEA/ QCEW Adjusted - 2007)	3,437,502	2,850,054	685,934
New Jobs Projected by 2030 (MDP-BEA)	630,898	521,346	
Total Projected Jobs by 2030 (MDP-BEA)	4,068,400	3,371,400	
Total Job Capacity		3,862,279	842,637
Unutilized Job Capacity		1,012,225	158,703
Percent of County Projections Accommodated by Unutilized Capacity		194%	30%
Percent of State Projections Accommodated by Unutilized Capacity		160%	25%

Summary

- Existing employment densities in Maryland's transit station areas vary considerably: from over 95 jobs per acre on average at stations on the Baltimore Metro line to under 30 jobs per acre on average at stations on the MARC line.
- The greatest unutilized job capacity exists in Montgomery County (a result more of its high existing job densities than of its large amount of undeveloped developable land), but the largest amount of undeveloped but developable land exists in Prince George's County.

Summary

- Even if there were no increase in employment densities, there exists within Maryland's 110 transit station areas enough capacity to accommodate approximately 154 percent of all anticipated employment growth in the region that includes Baltimore City, and Anne Arundel, Baltimore, Cecil, Frederick, Harford, Howard, Montgomery, and Prince Georges counties and 24 percent of all anticipated employment in the state from now until the year 2030.

Conclusions

- Transit station areas create tremendous capacity for good things to happen
- Good things include increases in property values, livability, environmental improvement, and more
- There are good examples of successful TODs in Maryland and around the nation.

But....

- TODs have limited capacity to create market potential where markets are weak;
- Even if you build it, and you zone it, they still might not come;
- Jobs are often the overlooked element of successful TODs;
- MOCO has all the ingredients for successful TOD: strong markets, supportive public policy, active engagement.