Strong transportation and transit-oriented development can help support each other. RIPTA is seeking ways to promote development projects that are higher-density, mixed-use, and within walking distance of significant transit services.

**BUILD ON A GREAT SYSTEM**

Transit-oriented development, or TOD, is an approach to development that focuses land uses within a transit corridor or around a transit station. It is a powerful way to use infrastructure to promote sustainable urban growth and typically it is characterized by:

- A mix of uses
- Moderate to high density
- Pedestrian orientation/connectivity
- Transportation choices
- Reduced parking
- High quality design
By creating dense, mixed-use development in close proximity to transit stops, transit becomes a more viable mobility option for residents and employees living and working nearby. As a result, TOD generates significantly fewer vehicle trips than single-use, low density developments that are designed around the automobile. TOD creates lively urban places that encourage activity during all hours of the day, and enables residents to enjoy a lifestyle that is less reliant on automobiles for personal travel needs.

Local governments can offer incentives to developers that encourage increased density and mixed-use growth around transit stations. Creating TOD may require modifications to existing zoning requirements, such as allowing a density bonus to reduce or eliminate off-street parking, and involve very little or no cost to the municipality. These efforts can be supported through implementation of Rhode Island’s Land Use 2025 Plan which recognizes the social, economic, and transportation benefits of TOD. The state’s business development tax credit program and the Rhode Island Jobs Growth Act also support TOD. In promoting this goal, RIPTA looks to build partnerships with local municipalities, land owners, institutions, developers, and organizations such as Grow Smart RI and the recently formed Coalition for Transportation Choice to support TOD with programs such as location-efficient mortgages or parking district benefits. As a part of these partnerships, RIPTA can promote practices that lead to more sustainable development around transit stations.

RIPTA can play a role, along with other state agencies such as the RI Division of Planning, to facilitate municipal regulatory reform to create vibrant urban places and sustainable economic growth.

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**BENEFITS TO RESIDENTS**
- Contributes to vibrant neighborhoods
- Provides greater transportation choices
- Reduces personal transportation costs
- Uses limited tax resources wisely
- Better access to jobs and housing
- Promotes healthier lifestyle with more walking, and less stress
- Reduced pollution and traffic

**BENEFITS TO INVESTORS**
- Reduces development risk
- Improves profitability
- Increased foot traffic and customers
- Enhances economic efficiencies

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1. **Public engagement**
2. **Community vision and development**
3. **Creation of legal framework to encourage transit oriented development**
4. **Public-private finance plan**
5. **Implementation**