

# TRANSIT-ORIENTED COMMUNITIES: AN INTRODUCTION

**TOC promises to respond to urban challenges of the 21st century by developing sustainable and compact neighborhoods where all residents are within a 5-10 minute walk of quick, efficient public transit.**



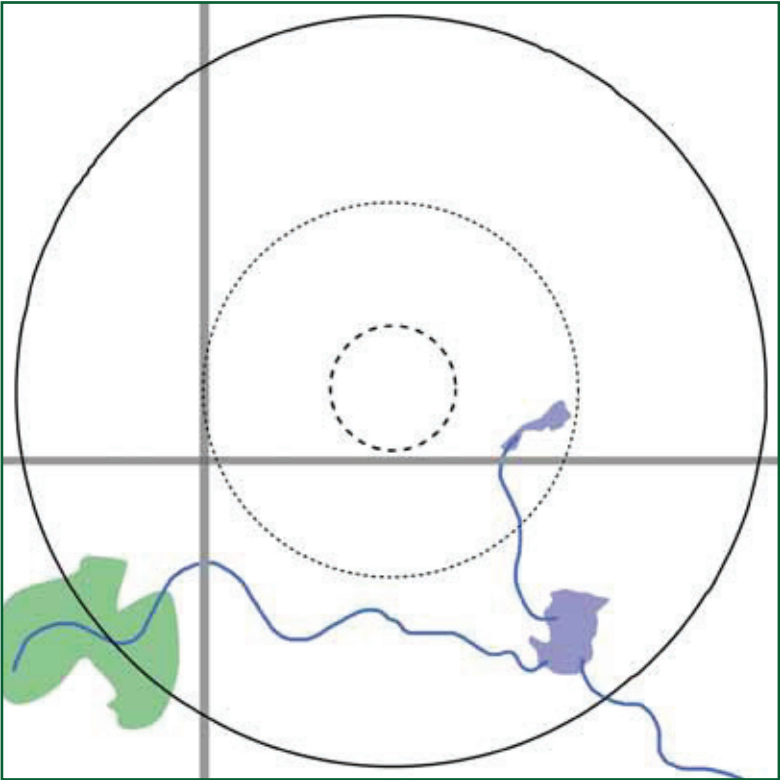
Transit-Oriented Communities are a type of urban development that attempts to create liveable, walkable cities by combining the fields of transportation design and land use planning.

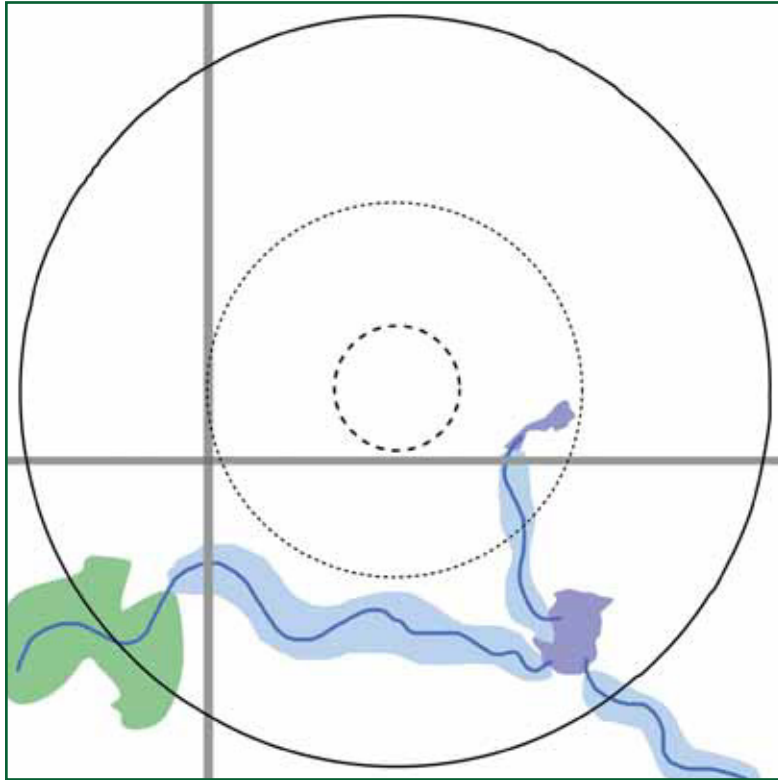
This booklet shows 12 steps that designers would follow when designing an ideal community using TOC principles, and will help you understand how things like mixed-use development, scale and density, pedestrian-friendly streetscapes, environmental systems, community input, and public transit design all contribute to creating cities that are easier to live in.



# ENVIRONMENTAL & HISTORIC RESOURCES

Create an inventory of existing natural and man-made features to respect or restore, and incorporate into future plans.





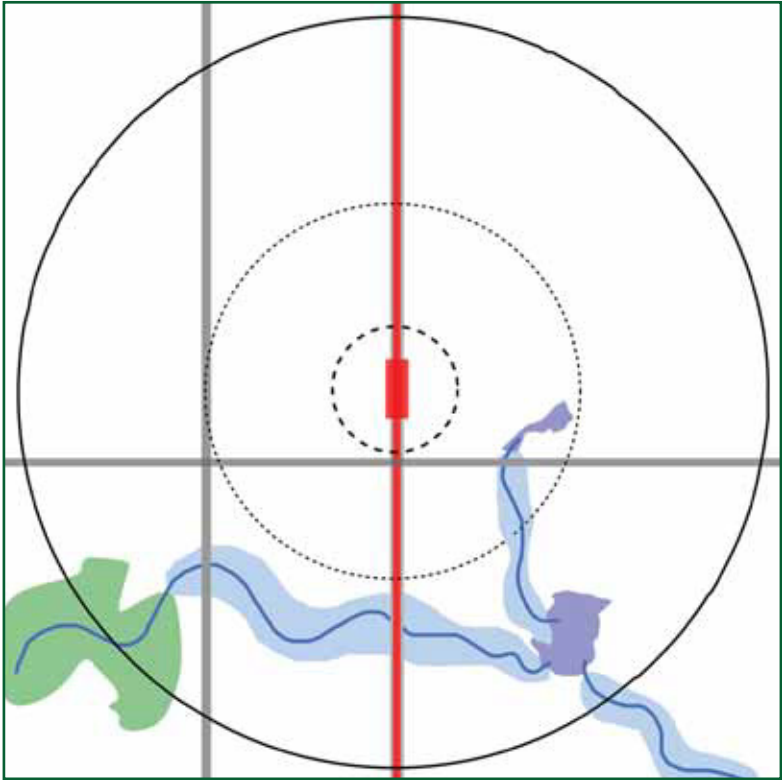
## GREENWAYS & OPEN SPACES

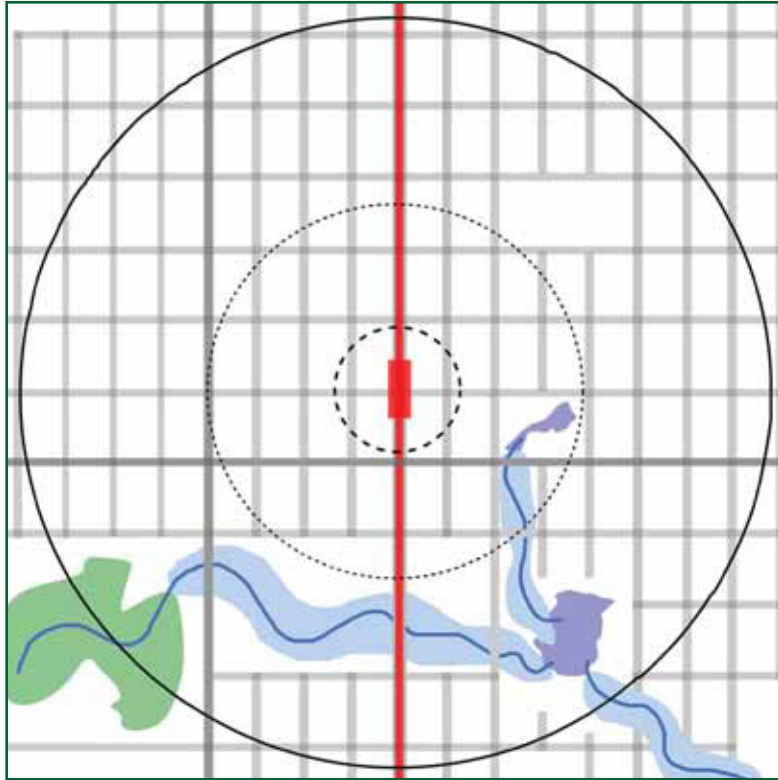
Incorporate natural systems and sensitive areas within greenways and open spaces. This may include regenerative design with the re-establishment of natural drainages and wildlife corridors within an existing urban setting.



### TRANSIT CORRIDORS AND STATIONS

Develop and integrate transit alignment and stations.





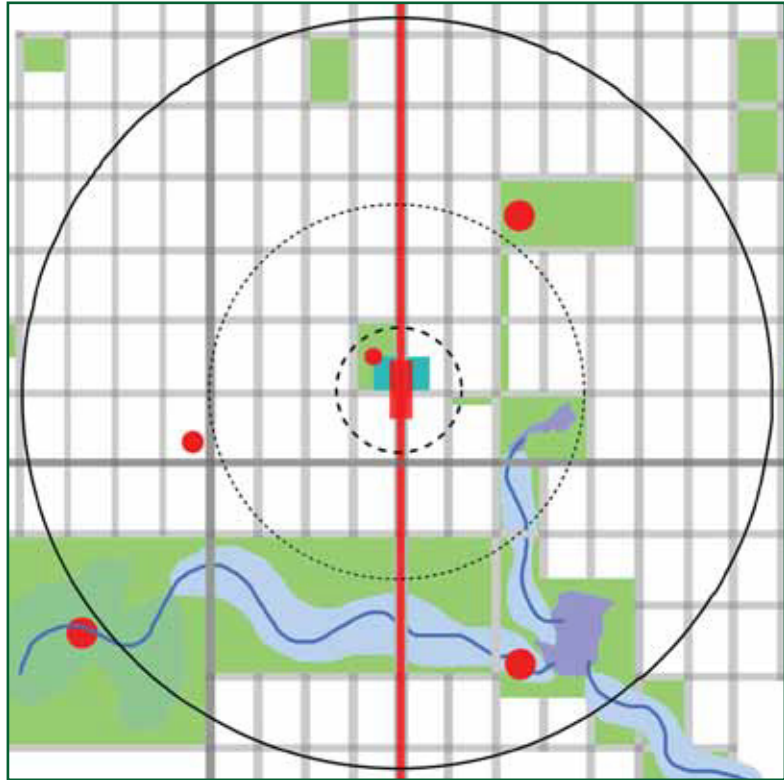
## STREET GRID

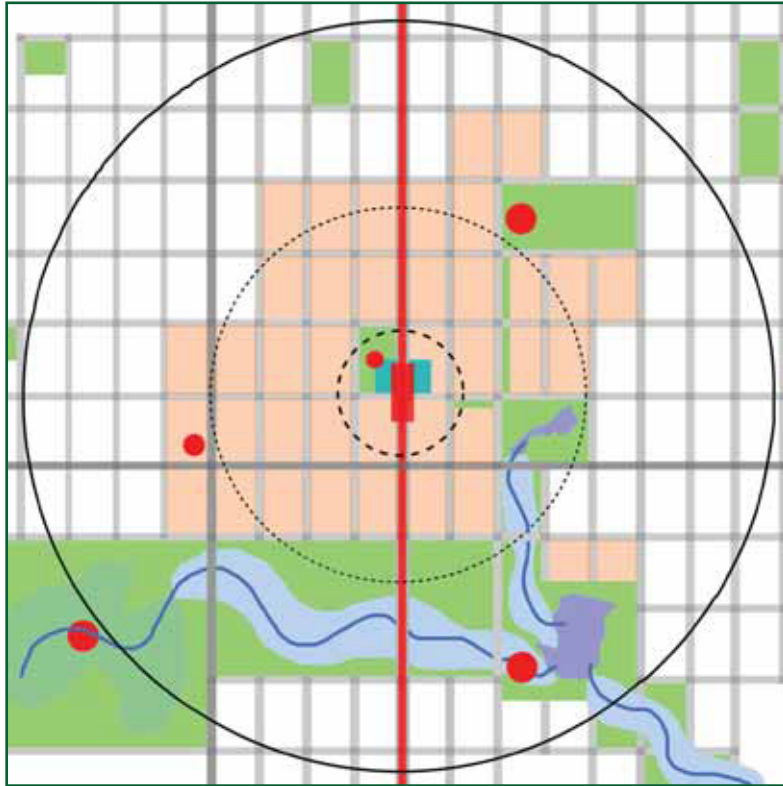
Establish and/or reconnect a comprehensive street grid of small blocks; accommodating pedestrian, vehicular, and cycling connections.



## TRANSIT PLAZA & URBAN PLACEMAKING

Develop a high-quality transit plaza integrated within an urban park system including a full range of park types: open spaces, greenways, and public, semi-public, and private areas. Identify and enhance existing places and landmarks and develop new landmarks.





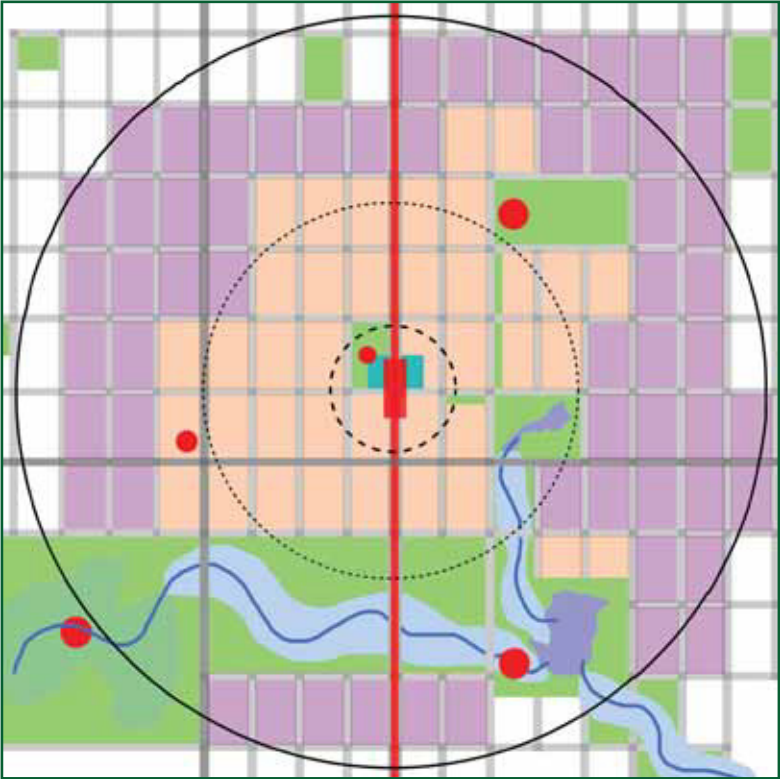
## HIGHER DENSITY NEAR STATION

Focus highest density and height of development around station. Incorporate true mixed-use development, especially in close proximity to the station.

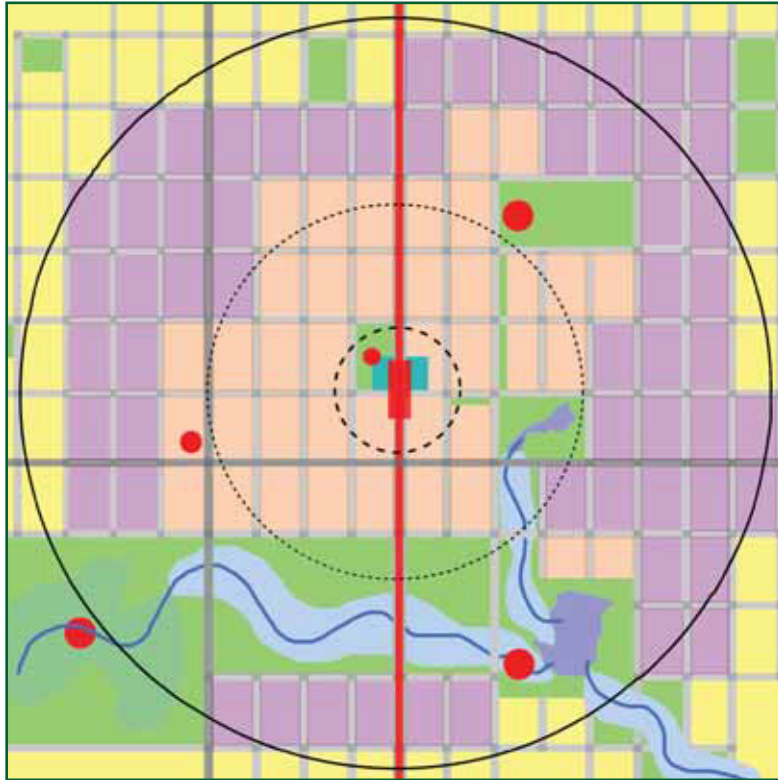


## MEDIUM DENSITY

Step density down gradually toward periphery of TOD area. Medium density development would include mid-rise residential with some mixed-use.







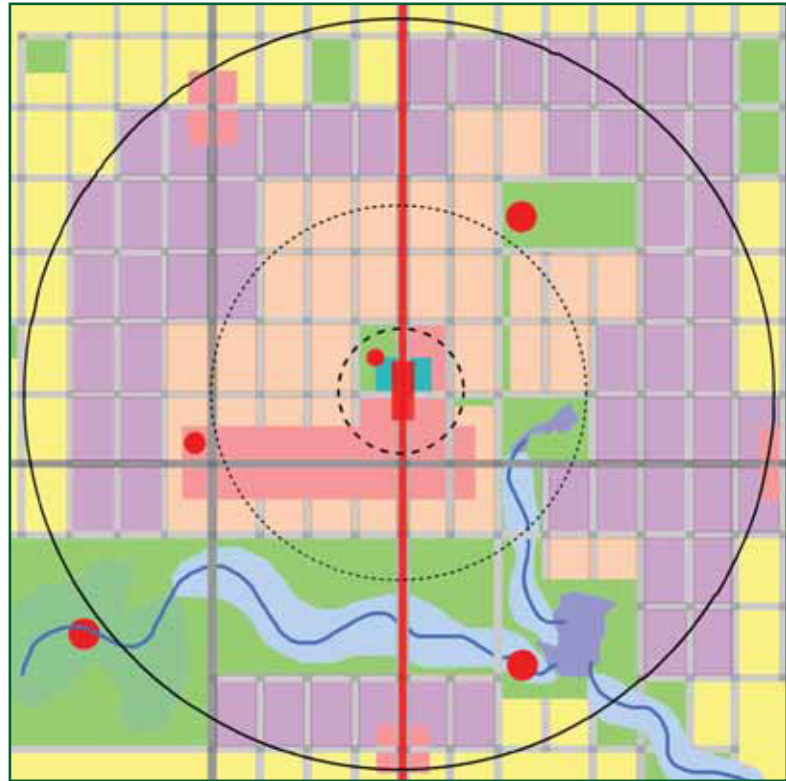
## LOW DENSITY

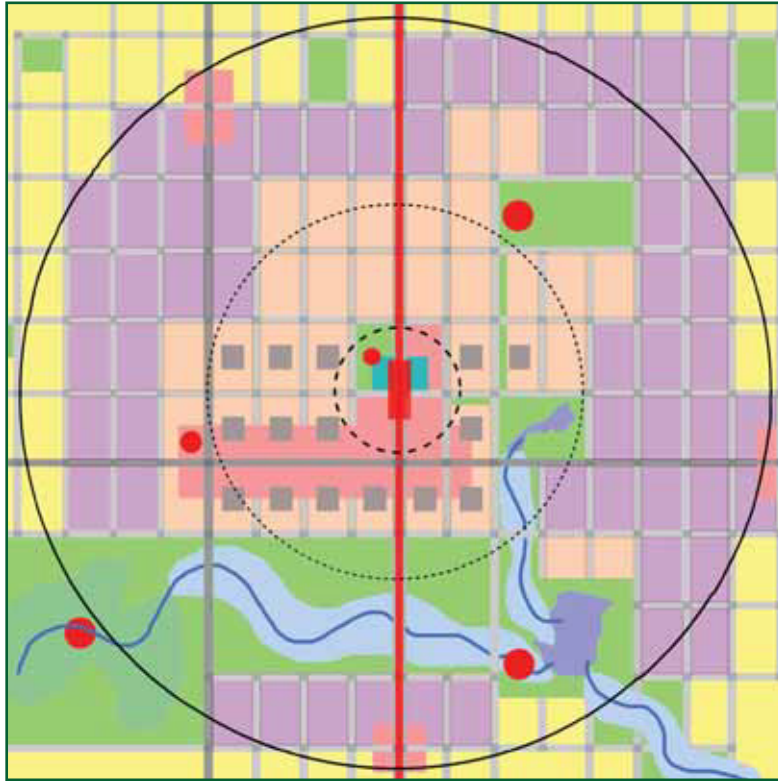
Low density development consisting of low-scale multi-family and single family residential uses.



## RETAIL AND JOBS

Establish a retail 'high street' and employment center near station. Locate convenience and/or entertainment retail close to transit station. Neighborhood retail and employment should be concentrated at major intersections and incorporate residential and other community-focused uses.





## PARKING

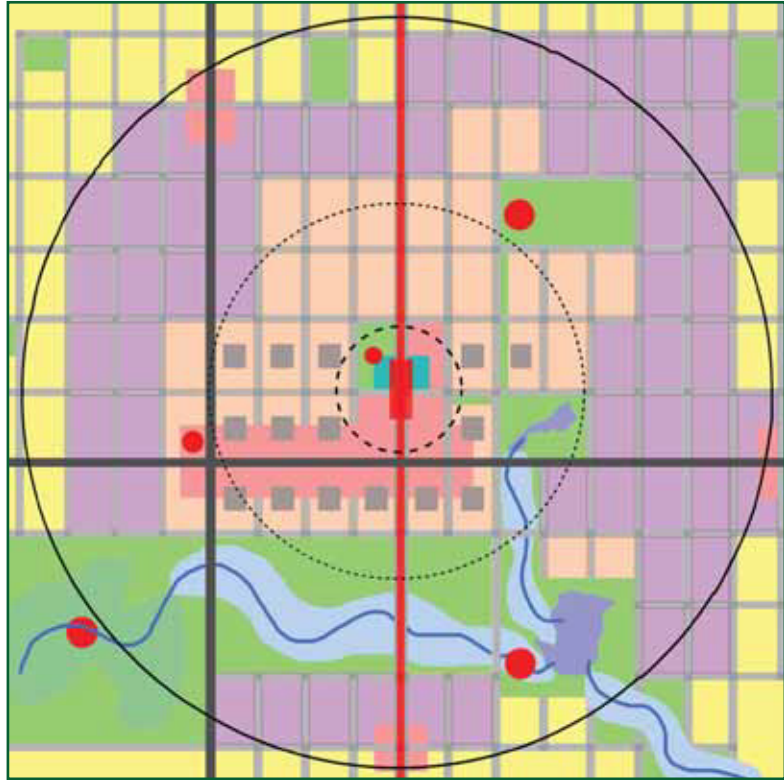
Develop appropriate parking strategies with reduced parking as the goal.

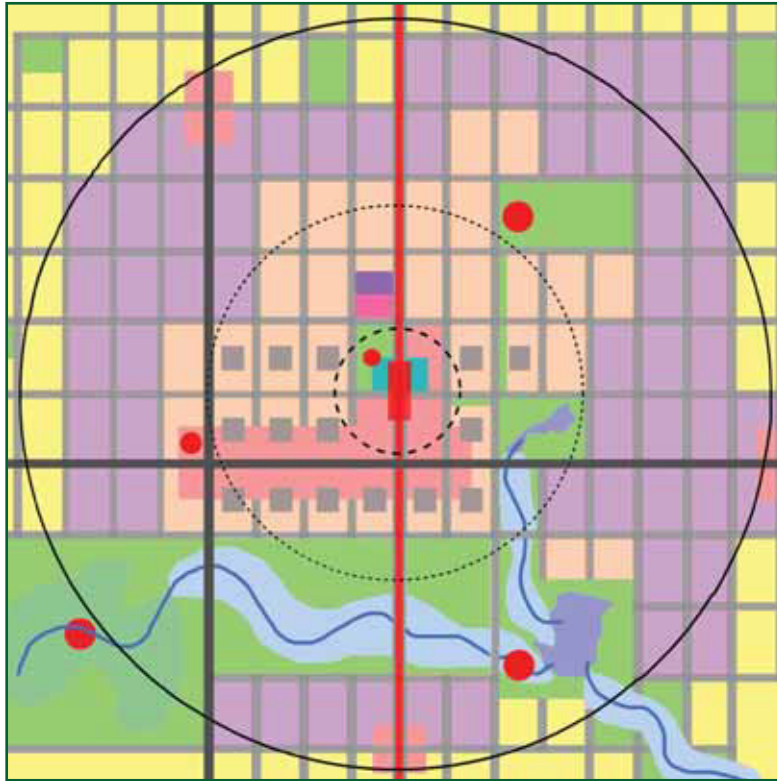
Create parking structures that fit into the architecture of the area, or which are screened or concealed from view.



## COMPLETE STREETS & BUILT FORM

Develop 'complete streets,' which are designed from the ground up to enable safe access for users of all ages and abilities regardless of what type of transportation they use.





## INTERMODAL CONNECTIONS

Provide intermodal connections near transit stations, with the intention of establishing a well-connected and efficient transportation system, providing robust connections thro