



Sustainable Communities Regional Principles

Transit-Oriented Communities

Vital Transit-Oriented Communities (TOC) are key to fully leveraging the regional transit system. These communities should demonstrate diverse uses including residential, retail, commercial, and industrial depending on the conditions specific to that station area. They should include a range of amenities and services to support people who reside and work in the station area, but also assist those who use the station to access transit. TOCs should be characterized by increased density, infrastructure that enhances accessibility and promotes active living, and design for resource efficiency (including water, energy, etc.). They also should be sensitive to the culture, character and needs of existing and surrounding communities.

Each community, agency and organization operates within different realities: fiscal, political, economic, legal, etc. As such, the application and implementation of these principles, as well as the strategies provided herein, must be voluntary and sensitive to those contexts.

Strategies

Continue and enhance collaborative regional and corridor planning processes that support the development of TOC. Integrate local, corridor and regional TOC planning to ensure that plans are consistent, integrated and fully leverage opportunities and potential.

Convene representatives of local governments, special districts, state and federal agencies, county workforce agencies, transportation management associations, academic institutions, investors, professional associations (such as, Urban Land Institute and the American Planning Association), community and interest groups – including diverse populations – to evolve the partnerships necessary to advance residential and job development at transit stations along the FasTracks system. This work should be guided by the respective agencies' transit-oriented development and sustainable development plans and goals, and benchmarks to achieve them, including increased ridership, providing a range of housing types appropriate for all incomes, urban infill and redevelopment, reducing pollution and greenhouse gas emissions, and enhancing public health and well-being.

Ensure meaningful stakeholder engagement in planning processes for TOC. Adopt outreach and education strategies that promote the benefits of TOC for the entire region and to all audiences.

Work collaboratively across jurisdictions, agencies and organizations to design stakeholder outreach and engagement processes that coordinate, leverage and improve existing efforts to better inform and involve communities in planning and decisions that impact them. These should especially focus on communities that traditionally are not involved in these processes.

Adopt planning, financing and policy mechanisms that guide and incentivize TOC.

Because transit-oriented communities are aligned with regional and local processes to guide desired growth to the benefit of all communities, jurisdictions should engage in collaborative processes and develop mechanisms that support planning and implementation of projects associated with TOC.

Develop tools and resources to support TOC planning and development. Consolidate data and information (including best practices, metrics, etc.) and provide these on accessible platforms for local governments, developers and other key stakeholders. Develop mechanisms to share best practices and metrics with jurisdictions, NGOs, etc.

One of the biggest impediments to TOC planning (particularly for small jurisdictions) is access to data and other information that can be used for this process. In addition, ensuring that all communities in the region are working with data and information that is consistent better supports inter-jurisdictional and cross-agency planning and development processes.

Support coordinated planning for and provision of necessary resource infrastructure to support TOC, including energy, water, wastewater, sewage, etc. Ensure that this infrastructure is sited and constructed in a manner that reduces adverse social, public health, environmental and economic impacts.

The high-density, diverse use nature of transit-oriented development creates new challenges to the provision of resources. These challenges are best met through coordination of all players including jurisdiction planning staff, utilities, etc. This also requires that TOC development emphasize design principles that increase resource efficiency to the highest possible degree and reduce the impacts of their provision.

