



# Proposed DRAFT Transit-Oriented Communities Policy

Policy Advisory Council

April 13, 2022



ASSOCIATION OF BAY AREA GOVERNMENTS  
METROPOLITAN TRANSPORTATION COMMISSION



Photo credit: Noah Berger

## Today's presentation:

1. Background and context
2. Overview of the proposed draft TOC Policy
3. Key issues in policy development
4. Next steps



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# Plan Bay Area & the TOC Policy



## VISION & GUIDING PRINCIPLES

Ensure by the year 2050 that the Bay Area is *affordable, connected, diverse, healthy* and *vibrant* for all.

## FOUR ELEMENTS OF THE PLAN



- **Transportation** Strategies
- **Housing** Geographies & Strategies
- **Economic** Geographies & Strategies
- **Environmental** Strategies

## Strategies addressed by TOC Policy:

PLAN BAY AREA 2050	PLAN BAY AREA 2050	PLAN BAY AREA 2050
<b>STRATEGY T3</b> SEAMLESS MOBILITY	<b>STRATEGY H1</b> RENTER PROTECTIONS	<b>STRATEGY EC4</b> GREATER COMMERCIAL DENSITIES
<b>STRATEGY T8</b> COMPLETE STREETS	<b>STRATEGY H2</b> AFFORDABLE HOUSING PRESERVATION	<b>STRATEGY EN7</b> SUSTAINABLE COMMUTE TARGET
<b>STRATEGY T10</b> LOCAL TRANSIT	<b>STRATEGY H3</b> GREATER HOUSING MIX	<b>STRATEGY EN9</b> TRANSPORTATION DEMAND MANAGEMENT
<b>STRATEGY T11</b> REGIONAL RAIL	<b>STRATEGY H4</b> AFFORDABLE HOUSING PRODUCTION	
<b>STRATEGY T12</b> EXPRESS LANES AND BUS	<b>STRATEGY H5</b> INCLUSIONARY ZONING	
	<b>STRATEGY H8</b> PUBLIC LAND REUSE	



# Overview: Focus on PBA 2050 Implementation

PBA 2050  
Transit  
Investments

PBA 2050  
Strategies  
+  
RHNA

Transit-  
Oriented  
Communities  
Policy

## Proposed TOC Policy Goals

**Goal 1:** Increase residential densities for new development and prioritize affordable housing in transit-rich areas.

**Goal 2:** Increase commercial densities for new development in transit-rich areas near regional transit hubs served by multiple transit providers.

**Goal 3:** Prioritize bus transit, active transportation, and shared mobility within and to/from transit-rich areas, particularly to Equity Priority Communities located more than one half-mile from transit stops or stations.

**Goal 4:** Support and facilitate partnerships to create equitable transit-oriented communities within the San Francisco Bay Area Region.



# Proposed Changes: TOD v. TOC Policy

## MTC Res. 3434 TOD Policy (2005)

- Only applies to half-mile station areas for specific transit expansion projects
- Minimum corridor-level housing thresholds by transit mode
- Must satisfy policy requirements before regional discretionary funds are programmed or allocated for transit expansion project

## Proposed TOC Policy

- Plan Bay Area 2050 PDAs and TRAs with existing and/or future high-quality transit:
  - Focus on fixed guideway and rapid bus projects, including extensions and major improvements
- Requirements for:
  - Allowable residential and office densities
  - Affordable housing and anti-displacement
  - Parking management
  - Station access and circulation

# Proposed Requirements: Residential & Office Density

Level of Transit Service	Residential Density*	Office Density*
<b>Tier 1:</b> Regional rail hubs (e.g., served by multiple BART lines, BART and Caltrain, etc.)	150-200 dwelling units per net acre	6-8 floor area ratio
<b>Tier 2:</b> Stop/station served by BART, Caltrain, Light Rail Transit, Bus Rapid Transit	75-100 dwelling units per net acre	3-5 floor area ratio
<b>Tier 3:</b> Stop/station served by commuter rail, ferry, or rapid bus with headways ≤15 minutes in peak periods	35-50 dwelling units per net acre	2-4 floor area ratio

\*Note: Initially proposed density ranges are based on PBA 2050 modeling for Strategies H3 and EC4 (see [Forecasting and Modeling Report](#), p.44 and p. 57).

## Feedback to date:

- Focus on fixed-guideway transit (e.g., rail, light rail, bus rapid transit, ferry).
- Use lower end of range as an “allowable” density calculated as an average for the area, or adjust ranges to provide a density “floor” as well as allowable “ceiling”.



# Bay Area Density Examples: Regional Rail Hubs (Tier 1)

## Residential: Oakland



150-200  
Dwelling  
Units/Acre

## Commercial: Oakland and SF



6-8  
Floor Area Ratio



# Bay Area Density Examples: Regional Rail, LRT, BRT (Tier 2)

## Residential: San Jose and South SF

Source: SilverSanJose.com



Source: Costar



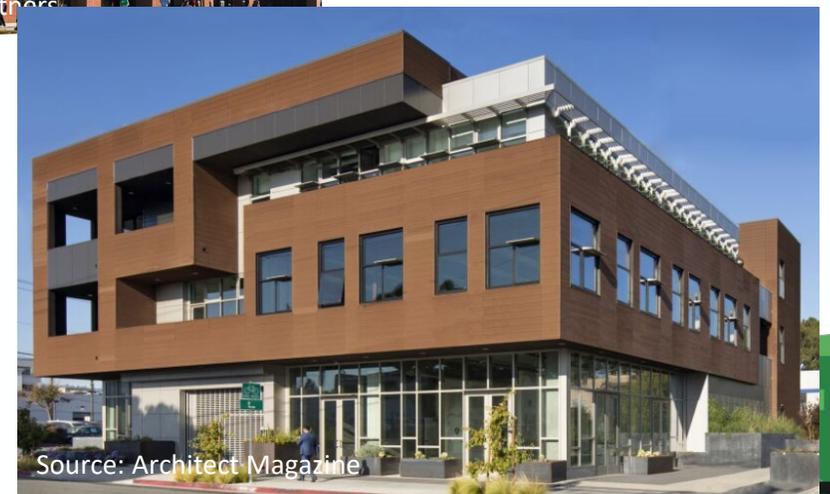
75-100  
Dwelling  
Units/Acre

## Commercial: SF and Burlingame



Source: McDonough + Partners

3-5  
Floor Area Ratio



Source: Architect Magazine



# Bay Area Density Examples: Commuter Rail, Ferry, Rapid Bus (Tier 3)

## Residential: San Jose and Fremont

35-50  
Dwelling  
Units/Acre



## Commercial: San Mateo and Redwood City



2-4  
Floor Area  
Ratio



# Proposed Requirements: Affordable Housing, Parking Management, & Station Access and Circulation



## Affordable Housing & Anti-Displacement Policies

Menu of policy options that address production, preservation and protection either as an overlay or jurisdiction-wide.



## Parking Management

Transit-supportive parking policies and requirements that prioritize active transportation and shared modes. Like density requirement, requirements are tiered to level of transit service available.



## Station Access & Circulation

Planning and policies that prioritize and facilitate station access via active transportation and shared modes, including identification of needed infrastructure and service improvements.



# Key Issues for Policy Development



Photo credit: Karl Nielsen

## Robust discussion at [January 14<sup>th</sup> MTC Planning/ABAG Admin Committee](#)

- TOC Policy compliance and relationship to funding, including timing/phasing of implementation
- For requirements, balancing simplicity with effectiveness + land use complexity and diversity
- Resources available for policy implementation, including planning and technical assistance grants, as well as policy compliance

# Next Steps

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April

- MTC Policy Advisory Council
- Develop revisions to policy proposal based on feedback

Summer

- Revised policy proposal to Joint MTC Planning/ABAG Admin Committee
- Final policy for consideration by Joint Committee & Commission

