



Draft Transit-Oriented Communities Policy

MTC Policy Advisory Council

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ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION

Photo credit: Karl Nielsen

What are Transit-Oriented Communities?

- Located within one half-mile (or ~10-min walk) of transit stations
- Places enabling more people to use transit more often for more types of trips through:
 - Land use density and diversity of use, including services like childcare facilities
 - Complete Streets
 - Parking management
 - Robust multimodal access that maximizes space for people
 - Urban design and placemaking
 - Providing opportunities for people of all income levels to live and work in transit-accessible locations
- TOC Policy focuses on core elements of land use density, affordable housing, parking management, and complete streets/multimodal access to implement Plan Bay Area 2050 strategies.





TOC Policy Goals

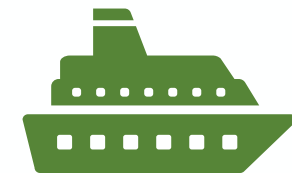
1. Increase residential densities for new development and prioritize affordable housing in transit-rich areas.
2. Increase commercial densities for new development in transit-rich areas near regional transit hubs served by multiple transit providers.
3. Prioritize bus transit, active transportation, and shared mobility within and to/from transit-rich areas, particularly to Equity Priority Communities.
4. Support and facilitate partnerships to create equitable transit-oriented communities within the San Francisco Bay Area Region.

Where will the TOC Policy Apply?



Priority Development Areas or Transit Rich Areas within the half-mile station/stop/terminal area of existing or planned **fixed-guideway transit**.

- Regional rail: BART, Caltrain
- Light Rail Transit: Muni Metro, VTA
- Bus Rapid Transit: AC Transit (1T) Tempo, Van Ness BRT, Geary BRT, San Pablo BRT, El Camino BRT
- Commuter rail: Capitol Corridor, ACE, SMART, Valley Link
- Ferry terminals (limited to certain requirements only)



Density for New Residential Development



- Requirement is for density, not use; zoning may allow residential, commercial, or mixed-use.
- Required or allowed densities can be higher, but should not be lower.

Level of Transit Service	Required Min Density	Allowable Density*	Examples
Tier 1: Rail station served by 3 BART lines or a BART line and Caltrain Baby Bullet	100 units/net acre or higher	150 units/net acre or higher	Mid- to High-Rise Housing
Tier 2: Stop/station served by 2 BART lines or Caltrain Baby Bullet	75 units/net acre or higher	100 units/net acre or higher	4-5 Stories
Tier 3: Stop/station served by 1 BART line, Caltrain, light rail transit, or bus rapid transit	50 units/net acre or higher	75 units/net acre or higher	3-4 Stories
Tier 4: Commuter rail (SMART, ACE, Capitol Corridor) or ferry terminal (only if PDA at ferry terminal)	25 units/net acre or higher	35 units/net acre or higher	2-3 Stories

*Allowable densities are based on PBA 2050 modeling for Strategy H3 (see [Forecasting and Modeling Report](#), p.44).



Density for New Commercial Office Development



- Requirement is for density, not use; zoning may allow residential, commercial, or mixed-use.
- Required or allowed densities can be higher, but should not be lower.

Level of Transit Service	Required Min Density	Allowable Density*	Examples
Tier 1: Rail station served by 3 BART lines or a BART line and Caltrain Baby Bullet	4 Floor Area Ratio (FAR) or higher	8 FAR or higher	6+ Stories
Tier 2: Stop/station served by 2 BART lines or Caltrain Baby Bullet	3 FAR or higher	6 FAR or higher	4-6 Stories
Tier 3: Stop/station served by 1 BART line, Caltrain, light rail transit, or bus rapid transit	2 FAR or higher	4 FAR or higher	3-5 Stories
Tier 4: Commuter rail (SMART, ACE, Capitol Corridor) or ferry terminal (only if PDA at ferry terminal)	1 FAR or higher	3 FAR or higher	2-4 Stories

*Allowable densities are based on PBA 2050 modeling for Strategy EC4 (see [Forecasting and Modeling Report](#), p. 57).



Parking Management

- No parking minimums for all Tiers (e.g, parking is allowed, but cannot be required)
- At least 1 secure bike parking space per dwelling unit; or per 5,000 square feet of office.
- Allow unbundled parking for residential uses.
- Allow shared parking between different uses.
- Additional policies or programs from the Parking Policy Playbook to address curb management and transportation demand management.
- Requirements met through individual projects or creation of a parking district.



Level of Transit Service	New Residential	New Office
Tier 1: Rail station served by 3 BART lines or a BART line and Caltrain Baby Bullet	<ul style="list-style-type: none"> • Parking max of 0.375 spaces/unit or lower 	<ul style="list-style-type: none"> • No parking allowed as part of project (parking maximum of 0)
Tier 2: Stop/station served by 2 BART lines or Caltrain Baby Bullet	<ul style="list-style-type: none"> • Parking max of 0.5/unit or lower 	<ul style="list-style-type: none"> • Parking max of 1.6 per 1000 square feet or lower
Tier 3: Stop/station served by 1 BART line, Caltrain, light rail transit, or bus rapid transit	<ul style="list-style-type: none"> • Parking max of 1.0 spaces/unit or lower 	<ul style="list-style-type: none"> • Parking max of 2.5 spaces per 1000 square feet or lower
Tier 4: Commuter rail (SMART, ACE, Capitol Corridor) or ferry terminal (only if PDA at ferry terminal)	<ul style="list-style-type: none"> • Parking max of 1.5 spaces/unit or lower 	<ul style="list-style-type: none"> • Parking max of 4.0 spaces per 1000 square feet or lower



Affordable Housing & Anti-Displacement

Two or more of the following from each category:

Production

- Inclusionary zoning
- Funding
- Overlay zones
- Public land
- Ministerial approval
- Land trusts

Preservation

- Funding to preserve unsubsidized housing for low/mod income
- Opportunity to purchase
- SRO preservation
- Condo conversion restrictions
- Land trusts
- Funding for preservation capacity
- Mobile home preservation
- Prevention of displacement from substandard conditions/code enforcement

Protection

- Just cause eviction
- No net loss and right to return to demolished homes
- Legal assistance for tenants
- Foreclosure assistance
- Rental assistance
- Rent stabilization
- Prevention of displacement from substandard conditions/code enforcement
- Tenant relocation assistance
- Mobile home rent stabilization
- Fair housing enforcement
- Tenant anti-harassment protections

PLAN BAY AREA 2050

 **STRATEGY H1**
RENTER PROTECTIONS

 **STRATEGY H2**
AFFORDABLE HOUSING PRESERVATION

 **STRATEGY H3**
GREATER HOUSING MIX

 **STRATEGY H4**
AFFORDABLE HOUSING PRODUCTION

 **STRATEGY H5**
INCLUSIONARY ZONING

 **STRATEGY H8**
PUBLIC LAND REUSE



Anti-Displacement: Commercial Protection & Stabilization

One of the following for small businesses:

- Overlay zone for protections/benefits
- Preference policy
- Financial assistance program
- Advocate office



Station Access and Circulation

- Adopt policies/guidelines that comply with Complete Streets Policy.
- Prioritize implementation of Active Transportation Plan and relevant Community Based Transportation Plans.
- Complete an access gap analysis and accompanying capital and/or service improvement program.
- Identify opportunities for Mobility Hub planning and implementation.



Image by Nelson Nygaard Consulting Associates

Policy Implementation & Relationship to Funding

- MTC/ABAG will issue further guidance after policy adoption.
- Initial 4-5 years after policy adoption to focus on implementation supported by regional funding.
- Later years (~2026 and beyond):
 - One Bay Area Grant (OBAG) funds prioritized for PDAs and TRAs that are subject to and comply with TOC Policy and PDAs with only bus service.
 - Jurisdictions that do not comply with TOC Policy will still be eligible for some OBAG funds, but amount will be smaller.



Next Steps to Policy Adoption

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- July 8th: Draft Final TOC Policy to Joint MTC Planning/ABAG Administrative Committee for action
- July 27th: Adoption of TOC Policy by Commission (depending on Committee action)

