

**Metropolitan Transportation Commission
MTC Planning Committee**

July 8, 2022

Agenda Item 5b

MTC Resolution No. 4530: Transit-Oriented Communities (TOC) Policy

Subject:

Adoption of TOC Policy.

Background:

Staff presented a draft TOC Policy proposal and a draft TOC policy to the Joint MTC Planning Committee with the ABAG Administrative Committee (Committee) at its January 2022 and May 2022 meetings, respectively. In May 2022, Committee members requested that staff further refine the Policy's density and parking requirements. The Committee also discussed implications for areas in the region that do not have fixed-guideway transit service and whether the affordable housing and anti-displacement policy requirement should require adoption of certain policy options that are most effective in preventing displacement. A final meeting of the Technical Advisory Committee was convened on May 20, 2022 to solicit further feedback on the issues raised by the Committee at its May meeting.

Staff received a number of comment letters from local jurisdictions, Bay Area County Transportation Agencies, and advocacy organizations after the Draft TOC Policy was presented to the Committee in May (please see Attachment A). Staff is responding directly to those who submitted these letters, and a number of changes have been made to the policy in response to these comments.

Revisions to the Draft TOC Policy:

The following key changes have been made to address comments from the Committee as well as from local jurisdictions, county transportation authorities, transit agencies, and other stakeholders:

- The Level of Transit Service Tiers have been modified to specify that the Tier 1 requirements apply to areas around rail stations serving regional centers (e.g., Downtown Oakland, San José, and San Francisco) and that the Caltrain stations south of Tamien are considered commuter rail stations and are thus in Tier 4.

- For the density requirement, clarification that, *on average*, densities should be at or above the ranges specified in the TOC Policy. This includes parcels where it may not be physically possible to construct new residential, commercial office or mixed-use buildings within the specified density ranges due to small parcel sizes, environmental factors, or conflicts with Airport Land Use Compatibility Plans, etc.
- For the parking management requirement, parking maximums for commercial office in Tier 1 have been changed from zero parking to 0.25 spaces per 1,000 square feet.
- The Policy includes an “opt in” component for jurisdictions with PDAs or TRAs with only bus service (e.g., no fixed-guideway transit) that voluntarily meet all TOC Policy requirements.

Next Steps for Policy Implementation:

As stated in the Policy, within six months of policy adoption, staff will develop specific guidance regarding the documentation that local jurisdictions must provide to demonstrate TOC Policy compliance. Additionally, staff will provide further guidance on the affordable housing policy requirements, as well as update the PDA Planning Program guidelines to reflect the TOC Policy requirements. The PDA Planning Program will be a key component in supporting jurisdictions with TOC Policy compliance.

Issues:

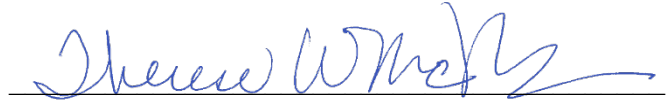
Staff presented the draft TOC Policy to the Policy Advisory Council at its June meeting. The Council voted on a request for the TOC Policy to provide for universal design and access aligned with the Americans with Disabilities Act (ADA). In response, staff modified the definitions section of the TOC Policy, underscoring the need to prioritize universal access and design in compliance with all state and federal accessibility laws, codes, and guidelines.

Recommendations:

Refer MTC Resolution No. 4530, MTC’s Transit-Oriented Communities Policy, to the Commission for approval.

Attachments:

- Attachment A: Comment letters received after May 13, 2022
- Attachment B: MTC Resolution No. 4530: Transit-Oriented Communities Policy
- Attachment C: PowerPoint



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