



# Transit-Oriented Communities Policy

Joint MTC Planning Committee with the  
ABAG Administrative Committee

May 13, 2022



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METROPOLITAN TRANSPORTATION COMMISSION



Photo credit: Karl Nielsen



# Overview of Today's Presentation

1. Outreach and feedback to date
2. Draft TOC Policy
3. Next steps



# Outreach to Local Jurisdictions and Stakeholders

## February

- Santa Clara County Planning Directors
- Alameda County Planning Directors
- City of Livermore
- Sonoma County Planning Directors
- Solano County Planning Directors
- Solano Transportation Authority TAC
- Contra Costa Planning Directors
- VTA Comm Design & Transp. Network

## March

- East Bay Leadership Council:  
Housing, Transportation Task Force Meetings
- Marin County Planning Directors
- CCTA Board\*
- San Mateo County Planning Directors
- ABAG Executive Board\*
- Follow up meetings with city planning staff

## April

- MTC Policy Advisory Council
- CTA Executive Directors
- Local jurisdiction survey (collecting responses through May)

## May

- CTA Planning Directors
- Napa County Planning Directors
- CCAG Board (invited)\*
- Ad hoc follow-up meetings, as requested

\*Meetings with local elected officials



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# Summary of Feedback Addressed in Draft Policy

- General support for policy goals and intent.
- Focus on fixed-guideway or “more permanent” transit services.
- Clarify policy application and relationship to funding.
- Clarify density requirements to reflect differing levels of transit service across the region.
- Enhance and better define policy options across the “3 P’s.”
- Incorporate Complete Streets Policy, Active Transportation Plan, and Community Based Transportation Plans into station access requirement.







# Draft TOC Policy





# 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
  - 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

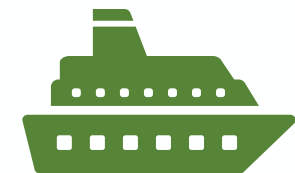
1. Increase residential densities for new development and prioritize affordable housing in transit-rich areas.
2. Increase commercial densities for new development in transit-rich areas near regional transit hubs served by multiple transit providers.
3. Prioritize bus transit, active transportation, 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? Fixed-Guideway Transit



PDAs and TRAs 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
- Commuter rail: Capitol Corridor, ACE, SMART, Valley Link
- Ferry terminals (limited to certain requirements only)





# Where will the TOC Policy Apply? PDAs or TRAs

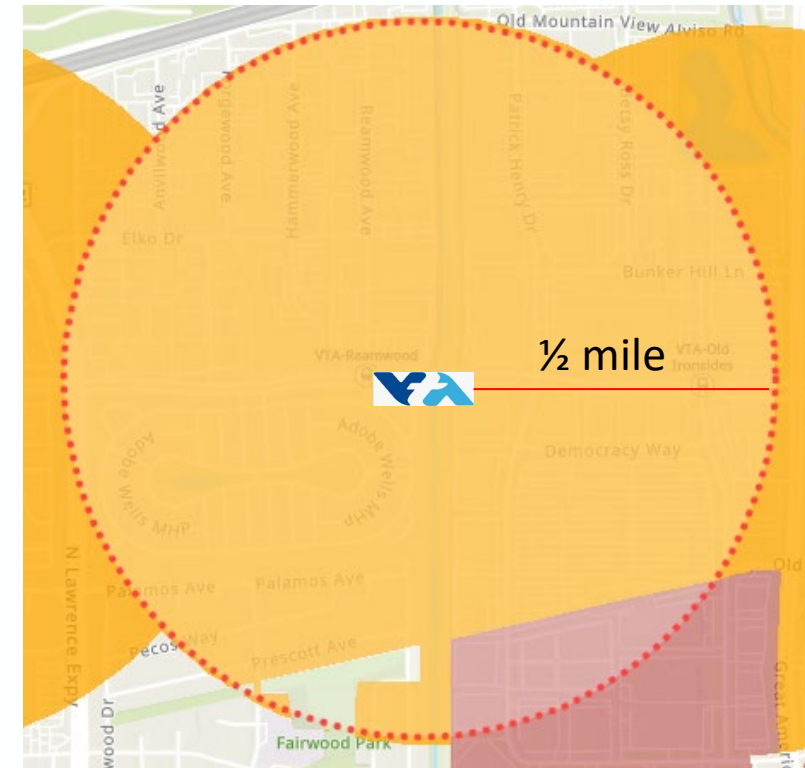


**PDAs and TRAs** within the half-mile station/stop/terminal area of fixed-guideway transit.

North Berkeley BART: Applies to the portion of PDA within  $\frac{1}{2}$  mile radius



VTA Reamwood: Applies to the entire TRA within  $\frac{1}{2}$  mile radius



# 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
<b>Tier 1:</b> 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
<b>Tier 2:</b> 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
<b>Tier 3:</b> 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
<b>Tier 4:</b> 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
<b>Tier 1:</b> 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
<b>Tier 2:</b> Stop/station served by 2 BART lines or Caltrain Baby Bullet	3 FAR or higher	6 FAR or higher	4-6 Stories
<b>Tier 3:</b> 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
<b>Tier 4:</b> 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).



# 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



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# Anti-Displacement: Commercial Protection & Stabilization

One of the following for small businesses:

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



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





# 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

PLAN BAY AREA 2050

**STRATEGY T3**  
SEAMLESS  
MOBILITY

**STRATEGY T8**  
COMPLETE  
STREETS

# Policy Implementation

## Fixed-Guideway Transit *Existing and Improvements:*





- Jurisdictions to provide documentation of compliance – MTC will issue subsequent guidance.
- Plan Bay Area Growth Framework Planning and Technical Assistance Program will assist with policy implementation.
- More detailed guidance for some policy requirements will be forthcoming and coordinated across regional programs to ensure consistency.

## Fixed-Guideway Transit *Extensions:*

- Jurisdictions to comply with TOC Policy requirements prior to allocation of regional discretionary capital funding or endorsement.
- For projects that have been planning based on 2005 TOD Policy, transit project may receive funds based on 2005 TOD Policy compliance, but jurisdiction must commit to TOC Policy compliance by adoption of OBAG 4 (~2026).



# Supporting Policy Implementation through OBAG 3 and REAP 2.0: Overview of Proposed Programs

	Program Category	Amount	PBA 2050 Strategies	Implementation Plan Actions	Co-Benefits
	<b>Growth Framework Planning Grants</b>	<b>\$25 million</b> (OBAG 3)	H3, H4, H5, H6, H8, EC 4, EC6, EN4, T8-9	Housing: 2(c), 2(e) Economy: 5(d) Transportation: 7(c)-(d)	TOC Policy, Complete Streets Policy, RHNA
	<b>Regional Housing Technical Assistance &amp; Local Grants</b>	<b>\$15 million</b> (REAP 2.0)	H1, H3, H5, H6, H7, H8	Housing: 1(e), 2(a), 2(c), 2(e), 2(h)	TOC Policy, RHNA, OBAG
	<b>Housing Preservation Pilot</b>	<b>\$15 million</b> (REAP 2.0)	H2	Housing: 1(b), 1(c)	BAHFA
	<b>Priority Sites Pilot</b>	<b>\$28 million</b> (REAP 2.0)	H3, H4, H6 and H8	Housing: 2(b), 2(c), 2(h), 2(i), 3(d), 3(f)	TOC Policy, RHNA, BAHFA
		<b>Total: \$83 million</b>			



# Relationship to Funding

- OBAG3 and REAP 2.0 support policy implementation through planning and technical assistance.
- OBAG4 and beyond:
  - Increased emphasis on County & Local Program investments directed to PDAs and TRAs that are subject to and comply with policy.
  - PDAs with no fixed-guideway transit will continue to be prioritized.



# Next Steps to Policy Adoption

## Staff contact:

Kara Vuicich, AICP  
Principal Planner

[kvuicich@bayareametro.gov](mailto:kvuicich@bayareametro.gov)

**May**

- Additional stakeholder outreach

**June**

- Policy Advisory Council

**July**

- Draft Final Policy to Joint MTC Planning/ABAG Admin Committee



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