



# MTC Res. No. 4530 Transit-Oriented Communities Policy

SPUR Digital Discourse

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ASSOCIATION OF BAY AREA GOVERNMENTS  
METROPOLITAN TRANSPORTATION COMMISSION



Photo credit: Noah Berger

# 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.





# Plan Bay Area 2050 Implementation



Allow a greater mix of housing densities and types in Growth Geographies.

7 | Implementation Plan



Allow greater commercial densities in Growth Geographies.

<https://www.planbayarea.org/>



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## TOC Policy Goals

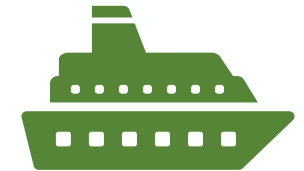
1. Increase the overall housing supply and residential densities for new development and prioritize affordable housing in transit-rich areas.
2. Increase commercial densities for new development in transit-rich areas near regional transit hubs served by multiple transit providers.
3. Prioritize bus transit, 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 does the TOC Policy Apply?



Areas within one half-mile of existing or planned fixed-guideway transit stops, stations, or terminals.

- 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







# TOC Policy Requirements



Photo credit: Noah Berger



# Density for New Residential Development

On average, densities for new residential development should be at or above the **specified ranges**. Allows for varying densities throughout station areas to accommodate for small lots, environmental factors, conflicts with Airport Land Use Compatibility Plans, etc. **Does not apply to parcels with existing dwelling units.**



Level of Transit Service	Minimum Density	Allowable Max Density
<b>Tier 1:</b> Rail stations serving regional centers*	100 units/net acre or higher	150 units/net acre or higher
<b>Tier 2:</b> Stop/station served by 2 or more BART lines or BART and Caltrain	75 units/net acre or higher	100 units/net acre or higher
<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
<b>Tier 4:</b> Commuter rail (SMART, ACE, Capitol Corridor) stations, Caltrain stations south of Tamien, or ferry terminal	25 units/net acre or higher	35 units/net acre or higher

\*Applies to the following stations: Downtown San Francisco (Embarcadero, Montgomery, Powell, Civic Center); Downtown Oakland (19<sup>th</sup>, 12<sup>th</sup>, Lake Merritt); and Downtown San Jose (Diridon)

\*\* Tier 3 cities with a population of 30,000 or less may comply with Tier 4 density requirements.



# Density for New Commercial Office Development

On average, densities for new commercial office development should be at or above the specified ranges. Allows for varying densities throughout station areas to accommodate for small lots, environmental factors, conflicts with Airport Land Use Compatibility Plans, etc. Does not apply to parcels with existing dwelling units.



Level of Transit Service	Minimum Density	Allowable Max Density
<b>Tier 1:</b> Rail stations serving regional centers*	4 Floor Area Ratio (FAR) or higher	8 FAR or higher
<b>Tier 2:</b> Stop/station served by 2 or more BART lines or BART and Caltrain	3 FAR or higher	6 FAR or higher
<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
<b>Tier 4:</b> Commuter rail (SMART, ACE, Capitol Corridor) stations, Caltrain stations south of Tamien, or ferry terminal	1 FAR or higher	3 FAR or higher

\*Applies to the following stations: Downtown San Francisco (Embarcadero, Montgomery, Powell, Civic Center); Downtown Oakland (19<sup>th</sup>, 12<sup>th</sup>, Lake Merritt); and Downtown San Jose (Diridon)





# Parking Management

- No parking minimums for Tiers 1-3 (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.
- 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 Commercial
<b>Tier 1:</b> Rail stations serving regional centers	<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>• Parking max of 0.25 spaces per 1000 square feet or lower</li> </ul>
<b>Tier 2:</b> Stop/station served by 2 or more BART lines or BART and Caltrain	<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 spaces 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) stations, Caltrain stations south of Tamien, or 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>



# Housing Policies

Two or more of the following from each category:

## Production

- Inclusionary zoning
- Funding
- Overlay zones (SB330, no sunset)
- Public land
- Ministerial approval (SB330, no sunset)
- Land trusts
- Development certainty and streamlined entitlement process (SB330, no sunset date)

## 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 (beyond AB1482 or no sunset)
- No net loss and right to return to demolished homes (SB330, no sunset date)
- Legal assistance for tenants
- Foreclosure assistance
- Rental assistance
- Rent stabilization (beyond AB1482 or no sunset)
- Prevention of displacement from substandard conditions/code enforcement
- Tenant relocation assistance (beyond AB1482 or no sunset)
- Mobile home rent stabilization (AB978, no sunset)
- Fair housing enforcement
- Tenant anti-harassment protections





# 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



# TOC Policy Relationship to Funding

## Implementation Phase, 2022-2026

- Policy Implementation
- “Grandfathering” Trans Extensions Subject to 2005 TOD Policy

2022-2026

- One Bay Area Grant (OBAG) Cycle 3 and Regional Early Action Planning (REAP) 2.0 support policy implementation by local jurisdictions through funding for planning and technical assistance.
- “Grandfathering” of transit extension projects subject to 2005 TOD Policy: local jurisdiction must commit to TOC Policy compliance by adoption of OBAG 4 (~2026).

## Compliance Phase, 2027 and Later

- OBAG 4
- Discretionary Funding for Transit Extensions

2027 and Later Years

### Local Jurisdictions with station areas/stops subject to TOC Policy:

- Increased emphasis on County & Local Program investments directed to areas that are subject to and comply with the TOC Policy.

### Transit Extensions:

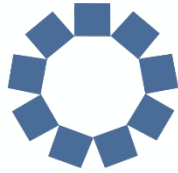
- Regional discretionary funding contingent on TOC Policy compliance.

### Major Project Advancement Policy (MAP):

- MAP may consider TOC Policy in funding allocation and sequencing.



# TOC Policy Implementation



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**2023**

- Guidelines for TOC Policy Compliance (by March)
- REAP 2.0 and PDA Planning (\$25 M) and Technical Assistance Grants (\$15 M)
- Update to Priority Development Area Planning Guidelines
- Housing Policy Guidance (for multiple program areas)
- Housing Element Implementation

**2026**

- Housing Element Implementation Complete
- REAP 2.0 and PDA Planning & TA Grants Complete





# Thank you!

TOC Policy Web Page:

<https://mtc.ca.gov/planning/land-use/transit-oriented-communities-toc-policy>

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