

WEBVTT

1

00:00:53.950 --> 00:00:57.600

Jonathon Kass (SPUR): Hello, everyone! Um! We have

2

00:00:57.660 --> 00:01:03.429

Jonathon Kass (SPUR): some folks still filtering into the zoom room, but i'm going to go ahead and and get started.

3

00:01:04.400 --> 00:01:12.569

Jonathon Kass (SPUR): My name is Jonathan Cass. I'm. A transportation policy manager at Spur. Thank you for joining us, for today's digital discourse

4

00:01:12.810 --> 00:01:23.889

Jonathon Kass (SPUR): mit Ctl. And many of you here today. Are spur members. So thank you for your support, and if you're not a spur member, I encourage you to join to support Spurs ongoing work, one hundred and fifty,

5

00:01:23.900 --> 00:01:33.799

Jonathon Kass (SPUR): using education, policy, analysis and advocacy to make our cities and region more prosperous, sustainable, and equitable places to live.

6

00:01:39.760 --> 00:01:47.240

Jonathon Kass (SPUR): You'll find more information about membership online at Spur Org slash, join

7

00:01:48.730 --> 00:01:55.110

Jonathon Kass (SPUR): before we dive into today's conversation. I want to bring your attention to a great spur event happening tonight.

8

00:01:55.360 --> 00:01:56.930

Jonathon Kass (SPUR): It is called

9

00:01:57.180 --> 00:02:01.559

Jonathon Kass (SPUR): I I I get the pronunciation right in the bad news

10

00:02:01.640 --> 00:02:03.709

Jonathon Kass (SPUR): centering the margin

11

00:02:03.940 --> 00:02:05.970

Jonathon Kass (SPUR): art and place.

12

00:02:06.120 --> 00:02:21.879

Jonathon Kass (SPUR): This is taking place at the Spur urban center from six Pm. To eight Pm. Tonight, where there is currently an exhibit by a similar name in the bad news centering at the margin. Oakland San Diego,

13

00:02:22.530 --> 00:02:30.380

Jonathon Kass (SPUR): while seeing the exhibit. You can enjoy an evening of readings by bay area, poets and music by Kev choice.

14

00:02:30.480 --> 00:02:39.769

Jonathon Kass (SPUR): You can learn more about the event at the link in the chat, which, if it's not there now, maybe, Jessica, you can can post that

15

00:02:42.380 --> 00:02:51.129

Jonathon Kass (SPUR): now, for today's digital discourse. We are talking about bold new rules to deliver transit oriented communities,

16

00:02:51.880 --> 00:03:08.309

Jonathon Kass (SPUR): building housing jobs and services near quality. Public transit can increase the bay area's. Ability to accommodate new residents, improve conditions for vulnerable communities and support great mobility without relying on cars.

17

00:03:09.140 --> 00:03:21.929

Jonathon Kass (SPUR): These diverse pedestrian, oriented, mixed-use neighborhoods, with jobs, housing services, and public spaces located around great transit are known as transit oriented communities.

18

00:03:22.190 --> 00:03:31.340

Jonathon Kass (SPUR): The Metropolitan Transportation Commission or Mtc. Just passed a new regional transit oriented community's policy just one month ago.

19

00:03:31.690 --> 00:03:40.409

Jonathon Kass (SPUR): This action followed two years of research, and extensive consultation with local jurisdictions, advocates, and the public.

20

00:03:40.980 --> 00:03:50.079

Jonathon Kass (SPUR): This policy creates strong incentives for local jurisdictions with high-quality transit hubs to support new housing across income levels,

21

00:03:50.290 --> 00:03:59.090

Jonathon Kass (SPUR): add new jobs and develop sustainable transit access from surrounding neighborhoods while protecting existing residents.

22

00:03:59.890 --> 00:04:08.049

Jonathon Kass (SPUR): Devoted listeners will know that spur has hosted several focused programs as the Toc policy was being developed,

23

00:04:08.200 --> 00:04:18.300

Jonathon Kass (SPUR): and this policy has been a priority for a spur, because our region's sustainable communities, strategy known as Plan Bay area two thousand and fifty

24

00:04:18.329 --> 00:04:24.740

Jonathon Kass (SPUR): identified concrete targets that we need to meet for these transit rich areas,

25

00:04:24.850 --> 00:04:32.160

Jonathon Kass (SPUR): order for the region to achieve its climate, housing and equity goals and obligations.

26

00:04:32.690 --> 00:04:45.030

Jonathon Kass (SPUR): For example, the plan found that just within our transit rich areas we need to add thirty-three thousand units of housing every year from now to two thousand and fifty.

27

00:04:45.520 --> 00:04:58.959

Jonathon Kass (SPUR): We need to add nearly half that or fifteen thousand units a year as affordable units to moderate and low-income families, and we need to add twenty five thousand jobs a year in these transit rich areas.

28

00:04:59.190 --> 00:05:04.599

Jonathon Kass (SPUR): We also need less than thirty percent of the trips in these areas to use private automobiles.

29

00:05:05.470 --> 00:05:14.829

Jonathon Kass (SPUR): We're very pleased that the final approved transit Oriented Communities policy was specifically designed to meet these ambitious but necessary targets.

30

00:05:16.320 --> 00:05:32.930

Jonathon Kass (SPUR): Uh, I want to know that Spur Co. Led a great coalition of advocacy. Organizations on this effort, together with the Enterprise Community partners, transform and the nonprofit affordable housing Association of Northern California or Nph.

31

00:05:32.940 --> 00:05:43.639

Jonathon Kass (SPUR): There were about twenty organizations across the bay area, including Sv. At home in the South Bay all the way up to generation, housing in Sonoma County,

32

00:05:43.820 --> 00:05:57.509

Jonathon Kass (SPUR): the East Bay housing affordable housing organizations. Um, excuse me, Ebho, East Bay housing organizations, other regional organizations, such as Green Belt Alliance three hundred and fifty bay area. You'll be California and many others one hundred and fifty.

33

00:05:57.520 --> 00:06:07.099

Jonathon Kass (SPUR): So we are very grateful for these many advocates, and the energy they brought to. Uh. Influencing this important Mtc policy.

34

00:06:08.440 --> 00:06:13.010

Jonathon Kass (SPUR): Today we're lucky to be joined by Kara. Usage of Mtc.

35

00:06:13.490 --> 00:06:25.460

Jonathon Kass (SPUR): Kara joined Mtc. As a principal planner in February, two thousand and twenty, I believe, specifically to to head up this effort, and has been working as a transportation planner in the bay area since two thousand and one.

36

00:06:26.100 --> 00:06:33.469

Jonathon Kass (SPUR): During that time she worked as a consultant and as a planner for the city of Berkeley and the Alameda County Transportation Commission.

37

00:06:33.690 --> 00:06:44.940

Jonathon Kass (SPUR): Throughout her career. Her work is focused on public transit, transit, oriented development, transportation, demand management, parking management and bicycle and pedestrian planning,

38

00:06:45.630 --> 00:06:50.580

Jonathon Kass (SPUR): and, as you might guess from that list. She is also a proud spur member,

39

00:06:51.150 --> 00:07:04.160

Jonathon Kass (SPUR): and I just. I want to add, um that our our coalition of advocates was in in frequent contact with Kara, as we're many throughout this development of the empty

40

00:07:04.170 --> 00:07:15.110

Jonathon Kass (SPUR): she's been uh such a transparent and commutative, communicative and and level headed leader for this project, and really devoted to great outcome. So we were lucky to have her leadership.

41

00:07:15.890 --> 00:07:28.620

Jonathon Kass (SPUR): Um, we want this to be an interactive conversation and plan on spending as much time as possible, engaging with you all. So I encourage you to use the chat box to share your thoughts with each other and the speaker

42

00:07:29.210 --> 00:07:42.140

Jonathon Kass (SPUR): we designed today's program to really maximize the time we have to to for you to ask questions to Mtc: So I encourage you to submit any questions you have using the Q. A. Panel which should appear at

43

00:07:42.300 --> 00:07:46.759

Jonathon Kass (SPUR): the bottom of your screen or the top of your screen. If you're on the mobile app,

44

00:07:47.470 --> 00:07:57.529

Jonathon Kass (SPUR): and within the next two days we'll be sharing a copy of the recorded Transcript and uh, the recording a transcript and chat with everyone who registered.

45

00:07:58.330 --> 00:08:02.269

Jonathon Kass (SPUR): So with that let's go ahead and get started. Um!

46

00:08:02.360 --> 00:08:29.259

Kara Vuicich, MTC/ABAG Staff: Great. Thank you so much, Jonathan. And uh thank you for the very kind words, and also just want to express my um appreciation and gratitude for um spurn enterprises leadership in terms of working with all of the um, all of your advocacy partners um in terms of you know, letting them know what was happening with the Toc policy, and uh being a great

47

00:08:29.270 --> 00:08:46.500

Kara Vuicich, MTC/ABAG Staff: um conduit for getting, you know, really valuable feedback um from them to to. Uh, you know. Help shape the best policy that hopefully we could. Um! So very, very grateful to have your all support on that. All right, so let me share my screen.

48

00:08:46.670 --> 00:08:48.630

Kara Vuicich, MTC/ABAG Staff: Um great,

49

00:08:48.780 --> 00:09:00.630

Kara Vuicich, MTC/ABAG Staff: all right. So as Jonathan said, Um, the Metropolitan Transportation Commission adopted resolution number four thousand five hundred and thirty uh the transit oriented communities policy. Um, In September of this year.

50

00:09:00.940 --> 00:09:13.320

Kara Vuicich, MTC/ABAG Staff: Um, we do have uh the resolution is available on our website uh which I have the link to at the end of the presentation. Um, but it's also pretty easy to find, uh, through various search engines as well.

51

00:09:13.700 --> 00:09:15.070

Kara Vuicich, MTC/ABAG Staff: All right.

52

00:09:15.080 --> 00:09:34.669

Kara Vuicich, MTC/ABAG Staff: So First, I want to start by talking about um. You know what our transit oriented communities Um. So generally what we're talking about uh, specifically, for the context of this policy. And typically this is what uh folks are referring to when they talk about transit or to communities in other parts of the country, is that these are locations roughly within about a half mile, which

53

00:09:34.680 --> 00:09:37.810

Kara Vuicich, MTC/ABAG Staff: is a a ten minute walk um

54

00:09:38.240 --> 00:09:42.460

Kara Vuicich, MTC/ABAG Staff: uh of a transit station. Um, and that there

55

00:09:42.470 --> 00:10:08.869

Kara Vuicich, MTC/ABAG Staff: completely communities that really enable more people to use transit for more types of trips, and they do this through a diversity of um Land uses density of land uses um complete streets that allow for um safe walking, bicycling. Um incorporate universal design components um parking management, robust, most multimodal access um urban design and place making features

56

00:10:09.230 --> 00:10:17.470

Kara Vuicich, MTC/ABAG Staff: and providing people of all income levels and um abilities to live and work in transit accessible locations.

57

00:10:17.480 --> 00:10:41.170

Kara Vuicich, MTC/ABAG Staff: Um, the toc policy itself Doesn't cover all of these things. Um, and that was certainly something that we spent a lot of time talking about, but it really kind of focuses on um What we came to land on as kind of the core elements of creating transit orange to communities which are land use, density, affordable housing, parking, management, and complete streets and multimodal access.

58

00:10:41.180 --> 00:11:11.170

Kara Vuicich, MTC/ABAG Staff: Um! And I just want to clarify one of the questions that that I've been asked is, you know, what's the difference between transit oriented development, and a transit ran to community. Um, And one of the definitions that I really liked as we were, you know, embarking on this project was to uh was was something that I saw from um King County Metro in Seattle. Um. Who also recently relatively recently adopted an equitable trans orange communities Policy Um, and their definition or their differentiation between the two is that a transit oriented community

59

00:11:11.180 --> 00:11:14.949

Kara Vuicich, MTC/ABAG Staff: allows, or a toc policy allows

60

00:11:15.160 --> 00:11:43.610

Kara Vuicich, MTC/ABAG Staff: the agency to deploy a broader set of strategies that extend beyond a single development. It folds in first and last mile considerations Um. And addresses equity more holistically, and I think, in the case of of Mtc. Where we don't, we don't actually

unlike, you know, some of our transit agency partners. We don't own property um for development. We don't have land use authority, and so um in an effort to try to be more comprehensive in terms of how we were thinking about really facilitating um more people who

61

00:11:43.620 --> 00:11:46.080

Kara Vuicich, MTC/ABAG Staff: to be able to live and work um

62

00:11:46.350 --> 00:11:55.130

Kara Vuicich, MTC/ABAG Staff: around our high quality transit

63

00:11:55.790 --> 00:12:13.960

Kara Vuicich, MTC/ABAG Staff: um. So as Jonathan mentioned um the uh Mtc. And a bag adopted plain barrier, two thousand and twenty-one. Um and uh, we are required by the State, by the California Air Resources Board um for the strategies, and um

64

00:12:13.970 --> 00:12:24.019

Kara Vuicich, MTC/ABAG Staff: projects and investments in that plan uh have to demonstrate that they will achieve our uh State mandated greenhouse gas reduction target. Um, Which is pretty ambitious.

65

00:12:24.730 --> 00:12:54.650

Kara Vuicich, MTC/ABAG Staff: And so two of these strategies uh the two strategies that you see up here. Um, are Actually, we're both identified as high impact strategies in terms of being able to help achieve the plans. Green greenhouse, gas, protection, reduction target, And the poc policy is really uh focused on implementing these two strategies to allow greater mix of housing densities and types and growth geographies, and to allow greater commercial densities and growth geographies. Um. So A. And what you'll see as I go through and kind of explain how the poc policy applies

66

00:12:54.750 --> 00:12:57.560

Kara Vuicich, MTC/ABAG Staff: the to you. Policy is really kind of focused on

67

00:12:57.620 --> 00:13:10.069

Kara Vuicich, MTC/ABAG Staff: a subset of those growth geographies. Um. I certainly would encourage you to go to plan Bay area org. Um. There's a lot of great information and materials that go into much more detail on on Plan B area.

68

00:13:10.720 --> 00:13:23.249



Kara Vuicich, MTC/ABAG Staff: Um, But the way that we've kind of done organized our integrated transportation and land use planning um in our regional plan is around uh these growth geographies which include things like priority development areas.

69

00:13:25.530 --> 00:13:49.399

Kara Vuicich, MTC/ABAG Staff: All right. So the Tsc. Policy goals. Um, again reflect the emphasis on implementation um of those two key plan barrier strategies. Um and the goals are to increase the overall housing supply and residential densities for new development and to prioritize affordable housing. Um in transit rich areas um to increase commercial densities for new development. Um in these same locations.

70

00:13:49.840 --> 00:13:55.590

Kara Vuicich, MTC/ABAG Staff: And then to also emphasize the the importance of access.

71

00:13:55.600 --> 00:14:13.549

Kara Vuicich, MTC/ABAG Staff: Um. And so that's really what we're trying to capture with Goal number three to prioritize bus trains at active transportation um and shared mobility within and to or from these locations, particularly to our equity priority communities which many of which are not located. Um close enough,

72

00:14:13.560 --> 00:14:18.409

Kara Vuicich, MTC/ABAG Staff: or within that essentially that half mile of our

73

00:14:18.500 --> 00:14:21.029

Kara Vuicich, MTC/ABAG Staff: uh frequent high quality transit stations.

74

00:14:21.130 --> 00:14:30.639

Kara Vuicich, MTC/ABAG Staff: And then, lastly, to continue our role, as in supporting and facilitating partnerships that create to create equitable transit oriented communities throughout the region,

75

00:14:32.250 --> 00:14:35.570

Kara Vuicich, MTC/ABAG Staff: all right. So where does the Toc policy apply?

76

00:14:35.750 --> 00:14:58.449

Kara Vuicich, MTC/ABAG Staff: Um. So the Toc policy will apply to areas within one half mile. Um, essentially drawing a a one half mile circle. Um sort of using the middle of the station

as the the center point of that circle um of existing and planned fixed guideway transit stop stations and terminals, and the list below um describes what we mean by fixed guideway transit,

77

00:14:58.750 --> 00:15:09.990

Kara Vuicich, MTC/ABAG Staff: so that includes things like regional rail like Barton Cal train um light rail transit um like Mini Metro and vtas light rail um bus rapid transit um, and

78

00:15:10.000 --> 00:15:29.560

Kara Vuicich, MTC/ABAG Staff: the current projects are the ac transit uh tempo line um the Van S. Brt. And then a few uh planned brt projects that you see listed there. Um commuter rail, which includes capital corridor, Alpha Mont Corridor express smart and the future uh Valley Link um, And then, lastly, Ferry terminals

79

00:15:31.630 --> 00:15:35.730

Kara Vuicich, MTC/ABAG Staff: All right. So moving on to the requirements of the policy.

80

00:15:37.100 --> 00:16:07.089

Kara Vuicich, MTC/ABAG Staff: Alright, So the first set of requirements again are focused on density. Um. And so what we've done uh. So the the policy lays out uh sort of specific requirements for both new residential development for the density for new residential development and um densities for new commercial office development. Um, And the way that uh the densities would be Well, first let me start by describing what this, what this table is on this slide. So the density requirements in terms of um, the minimum density

81

00:16:07.100 --> 00:16:35.650

Kara Vuicich, MTC/ABAG Staff: that a jurisdiction we need to plan and zone for, and if a jurisdiction has a maximum density um, that that maximum density needs to be at or above what is specified in the Toc policy. Um, That is differentiated by the type, the essential, the level of transit service. Um, that's available in a particular community. And so that's what you see reflected in these tiers, with the highest densities being at major regional centers downtown, Oakland downtown, San Francisco Downtown San Jose

82

00:16:35.660 --> 00:16:49.069

Kara Vuicich, MTC/ABAG Staff: and then the lowest being at um our commuter rail stations. Um, which generally um, you know, don't have as frequent of service, and may not be served by um as many connecting transit lines. Either.

83

00:16:49.660 --> 00:17:12.970

Kara Vuicich, MTC/ABAG Staff: So the way, then, that um these density requirements would be calculated, and a jurisdiction would determine whether or not they meet them is again what's allowed in a jurisdictions, planning and zoning, and those densities would be calculated as an average um. And so we um set the policy requirement up this way to allow jurisdictions to have a lot of flexibility. Um, for various reasons, you know some parcels

84

00:17:12.980 --> 00:17:16.869

Kara Vuicich, MTC/ABAG Staff: uh for environmental reasons or other constraints. Um

85

00:17:17.180 --> 00:17:42.389

Kara Vuicich, MTC/ABAG Staff: uh, you may not be able to build as much density, and so we wanted to. Uh for that flexibility. We also have a number of stations that um include res, you know, single family, residential neighborhoods or lower density, residential neighborhoods. Um, and allow jurisdictions to be able to, you know, have maybe much higher densities at the station, or closer to the station, and then be able to um have some lower densities as they move out into the the other neighborhood.

86

00:17:42.730 --> 00:17:43.850

Kara Vuicich, MTC/ABAG Staff: Um,

87

00:17:43.860 --> 00:18:03.580

Kara Vuicich, MTC/ABAG Staff: I also want to clarify or point out that these density requirements don't require a jurisdiction to plan or zone for a particular type of land use. Um, What the requirement focuses on is in areas where jurisdiction allows residential new residential development to occur. Then these density requirements um would apply.

88

00:18:03.590 --> 00:18:24.570

Kara Vuicich, MTC/ABAG Staff: Uh, I also want to further specify that the density requirements would not apply to parcels with existing dwelling units. Um. And this applies to both the density requirement for new residential as well as for new commercial office. Um. And the reason that we included this provision in the policy was really to uh not have the regional policy.

89

00:18:24.580 --> 00:18:37.289

Kara Vuicich, MTC/ABAG Staff: Um be a contributing factor to any kind of displacement forces that might be going on, and we really wanted to leave that kind of up to um local jurisdictions to be able to determine how best to address those situations.

90

00:18:38.770 --> 00:19:00.999

Kara Vuicich, MTC/ABAG Staff: Um. So, as you'll see, the density requirement for new commercial office looks very similar, is structured very similar to the residential requirement. Um, So I won't uh go into too much more detail here. Um, but really kind of the same. The same provisions apply to um the density requirements for new commercial offices, they as the ones that I mentioned for a new residential

91

00:19:02.430 --> 00:19:16.979

Kara Vuicich, MTC/ABAG Staff: um. So the next major requirement apart applies to parking management. Um, and we saw parking management is really being kind of a key component to enable the higher densities that we wanted to see um around our uh fixed gateway transit stations.

92

00:19:16.990 --> 00:19:39.629

Kara Vuicich, MTC/ABAG Staff: Um. And so, as you can see here, the bullets listed above the table apply regardless of the tier um, and so there would be no minimum parking requirements. Um! So minimum parking requirements would not be allowed for tiers, one through three um! And what this means is that parking um a jurisdiction, You know. A development project could include parking, but that a local jurisdiction couldn't require it.

93

00:19:39.920 --> 00:19:57.629

Kara Vuicich, MTC/ABAG Staff: Um. It also has provisions for bicycle parking um that both unbundled and shared parking uh need to be allowed um, and also an encouragement to uh adopt additional policies and programs from the Mtc. A bag parking policy playbook. Um.

94

00:19:57.640 --> 00:20:09.550

Kara Vuicich, MTC/ABAG Staff: We also wanted to provide flexibility for jurisdictions to uh have creative approaches to parking management in these locations. Um. And so you know, we've seen some of this uh in

95

00:20:09.560 --> 00:20:19.720

Kara Vuicich, MTC/ABAG Staff: um locations in the bay area where parking management has been approached more at a district wide level. Um! And so we wanted to enable for those types of those types of um approaches within the policy as well.

96

00:20:20.050 --> 00:20:29.100

Kara Vuicich, MTC/ABAG Staff: And again. Then what you see in the table on this slide is that um parking maximum? So this table outlines parking maximums. Um!

97

00:20:29.650 --> 00:20:43.809

Kara Vuicich, MTC/ABAG Staff: And uh the parking, the the parking maximums apply both to new residential development um and new commercial development, and in this case it applies to all types of commercial, not just um office.

98

00:20:43.820 --> 00:21:03.900

Kara Vuicich, MTC/ABAG Staff: Um! And again those parking uh maximums are tied to the level of transit service that that's available at different tiers. Um. So the lowest parking maximum in terms of the least amount of parking can be built is kind of our major regional centers, and then more parking is allowed um in locations with with just commuter rail service.

99

00:21:05.150 --> 00:21:28.580

Kara Vuicich, MTC/ABAG Staff: Alright, so moving on to housing policy. So again, a key um goal of the transit or in communities policy is not is not only to see more housing and denser housing built um near our transit stations, but really to see uh affordable housing built in these locations as well. Um, And these housing policies are really intended to complement again, you know, local jurisdiction uh

100

00:21:29.100 --> 00:21:43.589

Kara Vuicich, MTC/ABAG Staff: uh other housing requirements that local jurisdictions have. Um, You know they they still need to comply with the regional housing needs. Allocation and um have housing elements that are certified by um. The State um Housing and Community Development department.

101

00:21:43.800 --> 00:22:00.949

Kara Vuicich, MTC/ABAG Staff: Um. But we have also, then, as part of the Poc policy would require that jurisdictions adopt two or more um policies from each of these categories, and so that we have policies that address housing production, housing, preservation, and housing protection.

102

00:22:03.030 --> 00:22:04.530

Kara Vuicich, MTC/ABAG Staff: Um, and then,

103

00:22:04.760 --> 00:22:22.489

Kara Vuicich, MTC/ABAG Staff: uh sort of as a compliment to that, we not only wanted to address and be conscious about affordable housing, You know creation of new affordable housing, but also um sort of anti-displacement measures um for residents, but also thinking about anti-displacement for um

104

00:22:22.820 --> 00:22:39.980

Kara Vuicich, MTC/ABAG Staff: uh businesses, small businesses and local businesses in these locations too, um So there's also provision for um commercial protection and stabilization um related to that would uh require jurisdiction to adopt one of the following um for local or and small businesses.

105

00:22:41.450 --> 00:22:56.949

Kara Vuicich, MTC/ABAG Staff: And then the last requirement focuses on station access and circulation. Um. And again, this is really designed to kind of uh complement and reinforce some of the other um work that emptyc and Abc has already done in this location. So, for example, um

106

00:22:56.960 --> 00:23:14.479

Kara Vuicich, MTC/ABAG Staff: jurisdictions would need to adopt policies and guidelines that comply with our with Mtc's complete streets policy, um we need to prioritize implementation of Mtc's active transportation plan, and any relevant projects from community based transportation plans. Um that really are focused on addressing the needs of our equity. Priority communities.

107

00:23:14.490 --> 00:23:18.529

Kara Vuicich, MTC/ABAG Staff: Um jurisdictions would need to complete an access gap analysis

108

00:23:18.780 --> 00:23:34.310

Kara Vuicich, MTC/ABAG Staff: in order to identify what types of projects or improvements are really going to help expand the geographic area that can be accessed by either a a ten minute walk, a ten minute bike ride or a ten minute bus for shuttle, ride um,

109

00:23:34.610 --> 00:23:44.960

Kara Vuicich, MTC/ABAG Staff: and then, lastly, to identify opportunities for uh mobility hub planning and implementation, which is a um relatively recent program. Um, that Mtc. Has initiated as well.

110

00:23:46.220 --> 00:24:03.150

Kara Vuicich, MTC/ABAG Staff: All right, so that concludes the uh overview of the Tsc. Policy requirements. Um, So uh, now I want to talk a little bit about um Tsc policy implementation, and what the policies relationship um to funding is going to be.

111

00:24:03.160 --> 00:24:22.069

Kara Vuicich, MTC/ABAG Staff: Um. So really, for the first four years after the policy is adopted. The focus is on implementation. Um, There are some jurisdictions to comply with most,

if not all, the provisions of the policy, but there are many who um are going to need time and support um in order to fully comply with the Tsc. Policy requirements.

112

00:24:22.500 --> 00:24:46.449

Kara Vuicich, MTC/ABAG Staff: And so that's really been going to be our focus for the next four years. Um, we're planning to use uh funding from our one bay area Grant program and our regional early action planning program um to provide support for Lord. Local jurisdictions. You may need to make planning and zoning changes, or do other kinds of um. Technical analyses are planning in order to comply with the poc policy. Um, and then

113

00:24:46.460 --> 00:25:01.309

Kara Vuicich, MTC/ABAG Staff: after two thousand and twenty-six, That's when the that's when we move into the compliant phase, and where there will be a tie to um to see policy compliance, and some of the regional uh discretion, the the regional funding that Mtc. Has discretion over

114

00:25:01.730 --> 00:25:05.050

Kara Vuicich, MTC/ABAG Staff: um, so that is likely to. Um.

115

00:25:05.420 --> 00:25:28.749

Kara Vuicich, MTC/ABAG Staff: So what that means, though, is that for is that for the one Bay area grant program cycle four, which is the next cycle of the one barrier Grant program that would start in approximately two thousand and twenty-seven um. Some of that regional discretionary funding uh may be tied to compliance with a local jurisdiction, would need to be able to demonstrate compliance with the tosc policy in order to access some of those funds.

116

00:25:28.760 --> 00:25:38.960

Kara Vuicich, MTC/ABAG Staff: Um! There would also be requirements for kind of new major transit investments. Um! That uh, before those projects could, you know, move forward with um

117

00:25:39.390 --> 00:25:41.350

Kara Vuicich, MTC/ABAG Staff: there, uh

118

00:25:41.430 --> 00:25:42.520

Kara Vuicich, MTC/ABAG Staff: uh

119

00:25:43.060 --> 00:25:52.670

Kara Vuicich, MTC/ABAG Staff: uh funding for construction, they would. The local jurisdictions would need to have demonstrate um compliance with the Toc policy. Um. And then, lastly, uh

120

00:25:52.720 --> 00:26:09.559

Kara Vuicich, MTC/ABAG Staff: Mtc. Is also working on advancing a major project advancement policy. Um, That identifies how uh kind of our major and major uh project investments are going to um move forward with funding um, and the Toc policy may be incorporated into that as well,

121

00:26:10.930 --> 00:26:22.000

Kara Vuicich, MTC/ABAG Staff: all right. And this last slide just gives it again an overview of tsc policy implementation. Um really kind of the media focus again is on um

122

00:26:22.010 --> 00:26:42.170

Kara Vuicich, MTC/ABAG Staff: uh getting ready and and helping jurisdictions. Uh really be clear about what they need to do to comply with the policy. So we're going to be issuing guidelines. Um! That really provide much more detail in terms of of what a jurisdiction needs to submit, and what they need to demonstrate in order to show compliance with the policy. Um, we're we're planning to issue those uh in March.

123

00:26:42.180 --> 00:27:09.979

Kara Vuicich, MTC/ABAG Staff: Um again, as I mentioned providing funding assistance. Um, and really kind of see this as an opportunity. Now, as many jurisdictions are moving forward with housing element implementation to be able to sync up both tosc policy implementation along with that housing element, implementation will be complete. Um: Hopefully, we'll also be in a very good place in terms of to you see policy, compliance as well, and we'll and like, I said, we'll then move into um

124

00:27:10.270 --> 00:27:23.289

Kara Vuicich, MTC/ABAG Staff: a situation where there will be some regional funding condition on the Toc policy. All right, Thank you. Thank you so much. I know that was a lot of information. And um! We will be sharing the slides afterwards. So,

125

00:27:23.650 --> 00:27:30.919

Kara Vuicich, MTC/ABAG Staff: and with that I will stop my screen share. And but i'm happy to bring up any slides as needed during the Q. A. And discussion.

126

00:27:32.320 --> 00:27:40.929



Jonathon Kass (SPUR): Thank you so much, Kara. That's that's great. Uh, to be able to. That was very helpful and uh dense and rich background.

127

00:27:41.930 --> 00:27:48.150

Jonathon Kass (SPUR): I think it may be useful to pull up a slide or two, depending on what questions folks have.

128

00:27:48.930 --> 00:27:56.209

Jonathon Kass (SPUR): We've already got several helpful questions in the Q. And A. Panel. So I'm going to just jump right in with those. I think one is really

129

00:27:56.580 --> 00:28:14.849

Jonathon Kass (SPUR): a clarification that is really important to get clear. Um! Someone asks, Can you better explain allowable Max density. The poc policy appears to limit density significantly in tiers three and four. But I'm, Unclear, why the Poc policy would need to create a ceiling

130

00:28:15.150 --> 00:28:44.790

Jonathon Kass (SPUR): at all. A floor is understandable. So I I don't think you're creating a ceiling, and this is a really kind of complicated wording around this. So I want to make sure everyone understands what the Max density is. Yeah. And this this definitely gets into kind of the wonkiness of planning and zoning. So I will do my best to to hopefully explain this and make it clearer. Um. So in some jurisdictions, and and often in many cases, local jurisdictions don't necessarily have floors, but they what what they will have is a

131

00:28:44.800 --> 00:29:08.230

Kara Vuicich, MTC/ABAG Staff: a ceiling, so they will say, you know you can build up to seventy-five units and acre, and that's the maximum allowable density. So what the Poc policy says is if a local jurisdiction has a maximal maximum allowable density it needs to be at or above what is specified in the Toc policy, so we would be, are quite happy if a jurisdiction wants to eliminate

132

00:29:08.240 --> 00:29:15.489

Kara Vuicich, MTC/ABAG Staff: their maximum allowable, and allow whatever the market is willing and able to build completely fine with us like.

133

00:29:16.010 --> 00:29:26.919

Kara Vuicich, MTC/ABAG Staff: But we just don't want that ceiling to be too low. That's what the Tsc. Policy is doing. It's setting a floor, and it's ensuring that if there is a ceiling, the ceiling is high enough

134

00:29:28.690 --> 00:29:38.219

Jonathon Kass (SPUR): Right? I I think that's clear. And so to be super clear, the Co. Po poc policy does nothing to set the ceiling that's correct, that's correct

135

00:29:38.730 --> 00:29:42.449

Kara Vuicich, MTC/ABAG Staff: it, just as if there is one. It needs to be at a certain height

136

00:29:44.280 --> 00:30:02.629

Jonathon Kass (SPUR): while we're on height. I'll jump to another question here from James Hollsner, and how tall the buildings have to be to achieve the number of units per acre and allow for public spaces. So this is an interesting point about public spaces. But but I

137

00:30:03.220 --> 00:30:21.009

Jonathon Kass (SPUR): Maybe before jumping to that, you talked about units units per acre. You talked about floor area ratio, I know, to make the presentation efficient. You didn't include all the examples you have. But maybe you could say a little about some of the heights that we're talking about, and then talk about public spaces.

138

00:30:21.860 --> 00:30:35.109

Kara Vuicich, MTC/ABAG Staff: Yeah, Um. So I think that I mean the short answer is that it really can vary, depending on the size of the site. The way the building is designed the number of units. Um, and roughly,

139

00:30:35.130 --> 00:30:55.119

Kara Vuicich, MTC/ABAG Staff: you know, there's sort of rules of thumb in terms of seventy-five units per acre somewhere between four to six stories just kind of depend, depending on how much parking is provided, and how that parking is provided. Um! So there's a lot of variation in terms of how dwelling units per acre. Translate into

140

00:30:55.130 --> 00:31:04.779

Kara Vuicich, MTC/ABAG Staff: uh sort of shape, shape, and form of a building and lot. Coverage and height. Um, So that's part of also part of the reason why we try to

141

00:31:05.110 --> 00:31:08.839

Kara Vuicich, MTC/ABAG Staff: craft the density to requirement in a way that was um

142

00:31:09.220 --> 00:31:27.190

Kara Vuicich, MTC/ABAG Staff: setting a standard, but also providing a lot of flexibility, and that's why we've um specified that it can be calculated as an average to allow for a um as much flexibility as possible in that way. Um! And I think that again it's really kind of left to um

143

00:31:27.370 --> 00:31:41.970

Kara Vuicich, MTC/ABAG Staff: Local planning efforts to determine. You know, when it comes to a particular site and building on a particular site. What's the best way to, you know? Both meet these density requirements and incorporate important things like public open space and things like that.

144

00:31:46.350 --> 00:31:47.740

Jonathon Kass (SPUR): Thank you.

145

00:31:48.080 --> 00:31:49.110

Jonathon Kass (SPUR): Um,

146

00:31:49.150 --> 00:31:56.040

Jonathon Kass (SPUR): I think another helpful, clarifying question from James. Can you describe the difference between

147

00:31:56.060 --> 00:32:08.240

Jonathon Kass (SPUR): transit oriented and transit adjacent? He says his impression is, there's a lot of talk about transit oriented development, but what it's built is transit adjacent development.

148

00:32:09.250 --> 00:32:26.939

Kara Vuicich, MTC/ABAG Staff: Yeah, no, that's a really good question. And a really good point, and I I would say, you know that's where um the the design component um becomes very important. Um! And while the Tc. Policy does not kind of address design. Directly.

149

00:32:27.040 --> 00:32:30.690

Kara Vuicich, MTC/ABAG Staff: Um, we do actually have um

150

00:32:30.700 --> 00:32:59.030

Kara Vuicich, MTC/ABAG Staff: guidelines as part of our priority development area planning program which has been used to kind of uh develop specific plans and a lot of these locations um that that get into more detail about what real transit or into design looks like and is um, I would say. The other component that we tried to in a way tried to get at was was the access and parking management. Um! And again, you know, I think some of what we seen, for like transit adjacent

151

00:32:59.040 --> 00:33:07.659

Kara Vuicich, MTC/ABAG Staff: development. It might be located near a transition, but it's still providing, you know, lots and lots of free parking, for example, and that's um

152

00:33:08.280 --> 00:33:19.849

Kara Vuicich, MTC/ABAG Staff: what we don't want to see going forward. Um, so it is a little bit indirect, but I would say, through the Tsc. Policies, parking management requirements, and access requirements. We tried to

153

00:33:19.860 --> 00:33:29.959

Kara Vuicich, MTC/ABAG Staff: um address some of those issues related to like really having um new development be transit oriented, and in these locations be be truly transit oriented.

154

00:33:32.690 --> 00:33:33.919

Jonathon Kass (SPUR): Thank you.

155

00:33:34.870 --> 00:33:35.920

Jonathon Kass (SPUR): Um,

156

00:33:36.160 --> 00:33:46.939

Jonathon Kass (SPUR): Maybe i'll, I think I think, helpful at the outset or early on here. The question came in through the chat that i'll take, which is just talking a little bit more about

157

00:33:46.950 --> 00:33:57.019

Jonathon Kass (SPUR): the consultation with local jurisdictions, since this obviously has very direct impact on what they have to do, and how they have to reorient their zoning and their planning one hundred and fifty.

158

00:33:57.180 --> 00:34:12.100

Jonathon Kass (SPUR): How, How beyond discussion at Mtc. How did that consultation take place? Yeah. So in the first part of the year we met with all of the Um local planning directors in each of the counties, and let them know

159

00:34:12.110 --> 00:34:24.390

Kara Vuicich, MTC/ABAG Staff: you know what we were thinking about in terms of the uh, to see policy, and then also had a a number of different individual meetings. Um, with different cities, with their planning staff to answer questions that they had, and get their feedback um

160

00:34:24.400 --> 00:34:53.039

Kara Vuicich, MTC/ABAG Staff: um on what we were thinking in terms of the components of the policy. Um. We also put together a survey that we sent out to all local jurisdictions um as well. Um, I mean that, said I. You know I I do have a lot of empathy with local planning staff these days, and they have a lot on their plates. Um, And I think a lot of cities were very focused on, you know, doing what they needed to do to get their housing elements certified. A lot of them are dealing with um staffing shortages, too, so

161

00:34:53.050 --> 00:35:02.549

Kara Vuicich, MTC/ABAG Staff: you know we we did try to do as much outreach as as we could. But um! I think it was. It was. It's been a challenging time for for local city staff,

162

00:35:04.190 --> 00:35:21.129

Jonathon Kass (SPUR): maybe just following up on that. You you um in. In some of your later slides you noted that there is some additional stronger funding available to support local jurisdictions? I is that the sort of funding that could, for example, allow a jurisdiction to

163

00:35:21.140 --> 00:35:40.099

Kara Vuicich, MTC/ABAG Staff: hire a different additional staff or or consult technical consultant expertise to to implement some of these actions. Yeah, I think the funding is more oriented around hiring um consultant expertise to assist with, you know, doing, planning, and zoning changes as opposed to like dedicated funding for for new staff.

164

00:35:40.110 --> 00:35:45.759

Kara Vuicich, MTC/ABAG Staff: Um! That's kind of, I think how we've envisioned it. Um! Although I think in the past we have,

165

00:35:45.900 --> 00:35:58.339

Kara Vuicich, MTC/ABAG Staff: you know, um try to recognize the the need for ongoing staff support. So I think that's certainly something that we're. We're open to talking about further. But I think this this next round of funding is really more focused on um providing consultant support.

166

00:36:00.540 --> 00:36:01.540

Jonathon Kass (SPUR): Great

167

00:36:02.140 --> 00:36:21.089

Jonathon Kass (SPUR): um! There, there's in the Q and A. Panel, and in the chat there is some discussion about you. You know you've got your density, your parking, your energy, displacement, urban design is such a vital component of making these places work and truly transit oriented and great, one hundred and fifty.

168

00:36:21.170 --> 00:36:23.059

Jonathon Kass (SPUR): Um! There's not

169

00:36:23.110 --> 00:36:40.050

Kara Vuicich, MTC/ABAG Staff: anything explicitly in the Toc policy about that. How How does that come into play?

170

00:36:40.060 --> 00:36:49.700

Kara Vuicich, MTC/ABAG Staff: Sort of require and enforce, and how we were going to do that in such a large diverse region. Um. And so partly, you know

171

00:36:50.380 --> 00:36:51.290

Kara Vuicich, MTC/ABAG Staff: it. It.

172

00:36:51.520 --> 00:37:08.630

Kara Vuicich, MTC/ABAG Staff: Yeah, it's it. You know it. It's a challenge, right? I mean, we recognize that that design and urban design is a really really critical component. And so I think you know what we saw was the opportunity to focus on sort of like more discrete things that made sense for a Tsc. Policy that was going to be linked to funding,

173

00:37:08.640 --> 00:37:22.579

Kara Vuicich, MTC/ABAG Staff: and then really kind of focusing on things like um urban design, and some of the other kind of really important components of transit or into communities to continue to support that as part of our priority development area program um

174

00:37:22.590 --> 00:37:31.960

Kara Vuicich, MTC/ABAG Staff: mit ctl. And where we're providing funding for specific plans and ensuring that, you know design urban design is really addressed in those comprehensive, more comprehensive planning processes, one hundred and fifty

175

00:37:34.360 --> 00:37:36.180

Jonathon Kass (SPUR): great. And so so

176

00:37:36.980 --> 00:37:47.990

Jonathon Kass (SPUR): um. This applies to the half mile radius around these qualifying transit stations. Not all of those are our priority development areas, as you reference, but a lot of them are one hundred and fifty.

177

00:37:48.000 --> 00:38:16.959

Kara Vuicich, MTC/ABAG Staff: There are. There are guidelines for priority development areas. Um, do those speak to the urban design? Yeah, So we have um. So basically the way the Pda Program works is that Um Pds are locally nominated. A jurisdiction identifies what those boundaries are. Um. The association of Barry Governments approves the pda designation, and then that makes a jurisdiction eligible to receive um pda planning and technical support from

178

00:38:16.970 --> 00:38:39.060

Kara Vuicich, MTC/ABAG Staff: Mtc. Um. And so in many cases um that funding support has been used by local jurisdictions to do specific plans or station area plans. Um, in these locations, and we have uh pretty detailed guidelines that specify. Okay, if you're getting money from us to complete a specific plan or a station area plan, these are all the things that it should address.

179

00:38:39.070 --> 00:38:44.889

Kara Vuicich, MTC/ABAG Staff: Um. So that's That's what I meant by the Pda planning guidelines. But thank you. Thank you for clarifying.

180

00:38:47.390 --> 00:38:49.780

Jonathon Kass (SPUR): Great um.

181

00:38:50.020 --> 00:38:54.789

Jonathon Kass (SPUR): I'm gonna just jump to there. There's been a little a few questions about the

182

00:38:55.150 --> 00:39:02.970

Jonathon Kass (SPUR): the fact that Npc. Does not have land use authority or a variety of other authorities over local jurisdictions. Um.

183

00:39:03.230 --> 00:39:17.369

Jonathon Kass (SPUR): So you you talked about um the way to strongly incentivize uh jurisdictions to comply with this through funding. So someone says, you know that's It's really all carrot and no sticks.

184

00:39:17.380 --> 00:39:27.970

Jonathon Kass (SPUR): So you know, one question is, is that is that a fair way to put it? And um, maybe a little bit about just how big the sticks. Can the the carrots can be?

185

00:39:28.230 --> 00:39:38.449

Kara Vuicich, MTC/ABAG Staff: Um, yeah, I'm. I'm smiling because I think you know whether it's a characteristic depends on who you ask. Um. And I think that um,

186

00:39:38.600 --> 00:39:41.779

Kara Vuicich, MTC/ABAG Staff: you know that is still something. I think that we're

187

00:39:41.790 --> 00:40:11.529

Kara Vuicich, MTC/ABAG Staff: uh, you know the way the the the policy itself kind of leaves some flexibility for really kind of determining how big of a carrot or a stick. However, you characterize it, uh is going to be in terms of of the way the policy is used as a criteria for future discretionary funding. Um, But I will say that um. Mtc's discretionary funding is very important for a lot of local jurisdictions. Um! And I would say their perspective is really kind of,

188

00:40:12.000 --> 00:40:19.009

Kara Vuicich, MTC/ABAG Staff: you know. It looks much more like a an orange painted stick as opposed to a carrot um.

189

00:40:21.480 --> 00:40:31.100

Jonathon Kass (SPUR): During During the discussion of the development of this policy there were certainly reactions that that felt a lot like this was a stick and

190

00:40:31.480 --> 00:40:32.720

Jonathon Kass (SPUR): um,

191

00:40:32.750 --> 00:40:48.559

Jonathon Kass (SPUR): I I would note some some of the transit extension money that people are hoping to get in the future is, and in some cases really expecting to get is is pretty big. Um infrastructure investment and losing that is something terrible for them.



192

00:40:48.570 --> 00:40:54.840

Kara Vuicich, MTC/ABAG Staff: Yeah. And I will say that, you know, I mean again, because Mtc Doesn't have land. Use It's already really kind of the only um

193

00:40:54.980 --> 00:40:58.799

Kara Vuicich, MTC/ABAG Staff: uh our only sort of mechanism is kind of

194

00:40:58.810 --> 00:41:16.469

Kara Vuicich, MTC/ABAG Staff: tying, you know. New policies, um, or new requirements to our funding programs. You know this is this is what we've done in the past. Um, and it's been relatively successful. I mean. So you know, one of the things I would point to is with the one Bay area Grant program, and that's a way that we distribute kind of um

195

00:41:16.620 --> 00:41:27.730

Kara Vuicich, MTC/ABAG Staff: a big chunk of Federal funding to local jurisdictions throughout the region. Um, you know, prior to the State requiring that jurisdictions have a certified housing element, because that wasn't always the case

196

00:41:27.740 --> 00:41:44.270

Kara Vuicich, MTC/ABAG Staff: um In order for a local jurisdiction to be eligible for Obec funds, they had to have a certified housing element, and we went from, you know, somewhat body compliance with that to a hundred percent. So you know, we have seen that it can be a pretty effective mechanism in terms of

197

00:41:44.480 --> 00:41:47.099

Kara Vuicich, MTC/ABAG Staff: um enacting policy.

198

00:41:49.590 --> 00:41:52.340

Jonathon Kass (SPUR): Great um!

199

00:41:52.440 --> 00:42:19.859

Jonathon Kass (SPUR): There's There's one um sort of, I think, a specific question here. Uh, probably a specific jurisdiction will the policy apply to our one zone properties within a quarter mile of major rail, especially large parcels from a half to to one half to a one acre. So I mean, I think the general question is, you know, in the event that these are within the half mile radius. Um. Well, there's a policy. Well, this policy apply to to,

200

00:42:20.350 --> 00:42:29.679

Jonathon Kass (SPUR): you know very low, so currently very low zone properties, very low density, zone properties,

201

00:42:29.690 --> 00:42:59.669

Kara Vuicich, MTC/ABAG Staff: too many of those um in the region, and if you know, so the way the pro policy is written is like. If those those parcels are currently occupied by a dwelling unit, then no, the density requirements would not apply. Um. So, in other words, the density requirements of the policy would not apply um to pretty much to most existing residential neighborhoods. Um that are around our existing transit stations. Um, that said. You know local sort. It's certainly still within the purview

202

00:42:59.680 --> 00:43:12.739

Kara Vuicich, MTC/ABAG Staff: of a local jurisdiction to change the zoning um in those locations themselves. So the policy certainly doesn't prohibit them from doing that. I think we just were wanting to be cautious about

203

00:43:13.000 --> 00:43:24.920

Kara Vuicich, MTC/ABAG Staff: um a regional policy, and what its potential effects, you know, could be on exacerbating displacement in in very local areas, which is why we exempted um

204

00:43:25.000 --> 00:43:27.760

Kara Vuicich, MTC/ABAG Staff: parcels that were already occupied by dwelling units.

205

00:43:29.000 --> 00:43:40.069

Jonathon Kass (SPUR): But but to be clear, if if there is not existing uh dwelling units on a parcel, it it really doesn't matter

206

00:43:40.820 --> 00:43:48.090

Jonathon Kass (SPUR): if it's, if it's zone for residential, or if it's own for commercial, no matter how low the existing zoning is,

207

00:43:48.100 --> 00:44:05.090

Kara Vuicich, MTC/ABAG Staff: it would be required to come up and be the zoning standard for that tier. That that's correct. That's correct. So let's say you have, you know, just to throw it like just hypothetical example like one hundred acre site that was zoned, you know, very low density, I don't know. Let's say fifteen units an acre.

208

00:44:05.100 --> 00:44:20.270

Kara Vuicich, MTC/ABAG Staff: It would need to be rezoned to meet the um in order for the the city to satisfy the requirements of the Toc policy it would be, it would need to be rezoned to um be within the um density ranges specified in the policy

209

00:44:20.970 --> 00:44:22.149

Kara Vuicich, MTC/ABAG Staff: that's correct.

210

00:44:25.030 --> 00:44:26.290

Jonathon Kass (SPUR): Um.

211

00:44:26.460 --> 00:44:38.310

Jonathon Kass (SPUR): So I think there's there's a question here: What What will to Oc's relationship be with private developers. Um, which really, you know, opens the point that

212

00:44:38.430 --> 00:44:46.089

Jonathon Kass (SPUR): neither Mtc. Nor the local jurisdictions are delivering most of what's here. It's it's private or not nonprofit developers that are doing that.

213

00:44:46.130 --> 00:44:47.839

Jonathon Kass (SPUR): Um! And

214

00:44:47.990 --> 00:44:50.939

Jonathon Kass (SPUR): maybe you could talk a little bit about um.

215

00:44:50.990 --> 00:44:58.870

Jonathon Kass (SPUR): What? What you've heard, if anything, from developers in the course of this conversation. You, you've got requirements that I think, Push

216

00:44:58.910 --> 00:45:11.700

Jonathon Kass (SPUR): a lot of developers pretty far out of their comfort zone in terms of density versus parking um, and maybe even the density in certain environments. So do you. Have you heard anything about,

217

00:45:12.190 --> 00:45:13.979

Jonathon Kass (SPUR): You know, really

218

00:45:14.040 --> 00:45:24.620

Jonathon Kass (SPUR): a transit oriented developers that are super enthusiastic about this sort of saying, You guys are the ones that do this or or developers that are very concerned.

219

00:45:24.630 --> 00:45:42.970

Kara Vuicich, MTC/ABAG Staff: Yeah, I I have not heard from developers directly. Um, so I don't know um kind of what the thought is yet. And again uh, you know, and that could be just because there's gonna need to be some time for um the policy to be implemented at the local level. And so

220

00:45:42.980 --> 00:45:47.940

Kara Vuicich, MTC/ABAG Staff: it may not be on their radar quite yet, for for those reasons. Um,

221

00:45:48.070 --> 00:45:59.190

Kara Vuicich, MTC/ABAG Staff: I think. Uh, yeah. So I think that the short answer is, I don't really know um and uh, but the one thing I, I would say, though, is that

222

00:45:59.200 --> 00:46:14.730

Kara Vuicich, MTC/ABAG Staff: you know the Toc policy is addressing kind of one aspect, which is kind of what's allowed under planning and zoning. We have a lot of other um housing laws that have been passed recently. That that also address, you know, streamlining of development.

223

00:46:14.740 --> 00:46:42.399

Kara Vuicich, MTC/ABAG Staff: Um, under certain circumstances near transit um ab Two thousand and ninety-seven was was also passed this year. That eliminated minimum parking requirements um around major transit stop, and in some ways is more expansive than than the Tsc. Policy. Um. And so I think it's going to be interesting to see how um and we're still kind of trying to fully understand what the interaction is going to be between. You know this policy, and then some of the the more recent State laws as well.

224

00:46:45.100 --> 00:46:49.320

Jonathon Kass (SPUR): I mean, maybe to taking that a little bit farther. You know I it it.

225

00:46:49.340 --> 00:46:55.019

Jonathon Kass (SPUR): I didn't hear much from developers during the public conversation, but but there were

226

00:46:55.180 --> 00:46:59.500

Jonathon Kass (SPUR): local jurisdictions and other stakeholders, saying,

227

00:47:00.190 --> 00:47:08.129

Jonathon Kass (SPUR): who's going to do this? You you've got. You're calling for these densities. Uh, in in this you know,

228

00:47:08.310 --> 00:47:12.049

Jonathon Kass (SPUR): maybe somewhat more suburban environment with a great bard. Stop,

229

00:47:12.130 --> 00:47:24.320

Jonathon Kass (SPUR): um, and you're you're saying you have no or very little parking, even for office. You have very, no or very little parking. Nobody is going to build that. You're not going to get anything.

230

00:47:24.360 --> 00:47:26.550

Jonathon Kass (SPUR): And I you know I

231

00:47:27.790 --> 00:47:38.050

Jonathon Kass (SPUR): I think that may be true, and I just wonder is there an expectation that that opens the market for developers that couldn't normally compete for a site,

232

00:47:38.240 --> 00:47:49.039

Jonathon Kass (SPUR): but really focus on transit oriented development? And it would like to be able to achieve those densities and low parking. They just can't compete with certain more traditional developers.

233

00:47:49.050 --> 00:48:04.809

Kara Vuicich, MTC/ABAG Staff: Yeah, no, that's that's an interesting. That's very interesting, and and they do. I don't know the answer. Um, I think you know we're gonna have to sort of see what happens, Um, you know. And that said like I I think we did A. Now we did try to acknowledge in the policy like

234

00:48:04.880 --> 00:48:09.400

Kara Vuicich, MTC/ABAG Staff: this is, this is a new kind of big step for the region. Um!

235

00:48:09.640 --> 00:48:26.329

Kara Vuicich, MTC/ABAG Staff: And uh, one of the things that we've built into the policy is to review it every four years um to try to get a better understanding of exactly how it's affecting things on the ground, and to be able to then, uh make adjustments on a more frequent basis.

236

00:48:26.340 --> 00:48:31.260

Kara Vuicich, MTC/ABAG Staff: Um. So yeah, I I think we we don't. We don't really know yet. But

237

00:48:34.250 --> 00:48:46.639

Jonathon Kass (SPUR): um another question here relating to public engagement, What is the Toc plan for equitable engagement with communities for new development. So it's that that's the

238

00:48:46.650 --> 00:49:14.480

Kara Vuicich, MTC/ABAG Staff: policy really dictate anything about that engagement. Approach

239

00:49:14.500 --> 00:49:15.649

Kara Vuicich, MTC/ABAG Staff: um

240

00:49:16.140 --> 00:49:33.489

Kara Vuicich, MTC/ABAG Staff: equitable community engagement and really kind of laying out what that means and what it means to really um identify and engage with communities whose voices, you know may not typically be heard, or may not have been heard in the past, or may not have been part of the decision making process.

241

00:49:35.600 --> 00:49:42.819

Kara Vuicich, MTC/ABAG Staff: So the policy doesn't address that directly, but I think looks to kind of these other things that we have in place to to build off of that.

242

00:49:44.330 --> 00:50:01.920

Jonathon Kass (SPUR): Well, maybe maybe following up on sort of meeting our our um equity goals. I I know that during the you have the these policies around um a menu of options, as you described around um

243

00:50:02.120 --> 00:50:13.419

Jonathon Kass (SPUR): affordable housing production, tenant protections, affordable housing, preservation, even commercial uh business preservation. There were some concerns that

244

00:50:13.430 --> 00:50:24.340

Jonathon Kass (SPUR): that these were not going to be adequate, because there are so many options people could pick things that were just not robust enough policies, I I guess.

245

00:50:24.410 --> 00:50:30.590

Jonathon Kass (SPUR): Do you see any evidence that these concerns may be valid, And and is there any opportunity to

246

00:50:30.800 --> 00:50:40.329

Jonathon Kass (SPUR): revisit these requirements, you know, during this four year period? If, if if concerns arise.

247

00:50:40.510 --> 00:50:47.479

Kara Vuicich, MTC/ABAG Staff: Yeah, I I think you know it's possible. Um! And I think you know, and this was definitely something that um

248

00:50:47.990 --> 00:50:57.639

Kara Vuicich, MTC/ABAG Staff: you know a lot of good discussion kind of on on both sides, as you know, and I think it was. What we were trying to do is is have a balance between

249

00:50:57.700 --> 00:51:00.840

Kara Vuicich, MTC/ABAG Staff: um, you know, having some

250

00:51:02.340 --> 00:51:11.219

Kara Vuicich, MTC/ABAG Staff: uh you know, more significant and meaningful policy requirements, especially under affordable housing, protection, preservation, and in um

251

00:51:11.880 --> 00:51:28.849

Kara Vuicich, MTC/ABAG Staff: uh production balance with trying to recognize like there are very different housing markets and needs throughout the region. And so the the thought behind at least the way we've crafted it for now, um is that

252

00:51:28.860 --> 00:51:40.430

Kara Vuicich, MTC/ABAG Staff: in when a jurisdiction selects policies that they should reflect the specific community needs that have been identified in the housing element, and they should really sync up with the housing element.

253

00:51:40.440 --> 00:52:01.539

Kara Vuicich, MTC/ABAG Staff: Um. So that is, that is, you know it wasn't on the slide. But it is part of the policy. Um, and we will make that, you know, clear, and the implementation guidance that, you know, don't just sort of pick like. Oh, yeah, i'm just going to pick this policy just because it's super easy, and I don't have to do anything it's like. No, it needs to actually tie back to the specific housing needs You've identified for your community in your housing element, and be meaningful in that respect.

254

00:52:01.550 --> 00:52:07.099

Kara Vuicich, MTC/ABAG Staff: Um. And uh, you know, because we and we heard sort of,

255

00:52:07.360 --> 00:52:26.669

Kara Vuicich, MTC/ABAG Staff: you know, very strong concerns, kind of on on both sides of like. There needs to be a lot of flexibility um with with the menu of options and and um, you know, with on that menu needs to be meaningful in terms of, you know, really advancing affordable housing in these locations. Um.

256

00:52:26.730 --> 00:52:29.660

Kara Vuicich, MTC/ABAG Staff: And again, I mean, I think this is something that we want to,

257

00:52:29.740 --> 00:52:36.480

Kara Vuicich, MTC/ABAG Staff: you know. Get some good information on, you know. Four years from now, when we do that that policy review.

258

00:52:39.890 --> 00:52:42.219

Jonathon Kass (SPUR): Well, maybe while while we're

259

00:52:42.250 --> 00:52:55.769

Jonathon Kass (SPUR): sort of uh. You talked a little bit about the the housing element role to fill. You know some of some of where the Poc policy may not fully push jurisdictions. Maybe the housing element requirements will do that. Um.

260

00:52:56.860 --> 00:53:06.669



Jonathon Kass (SPUR): That you describe that these housing elements which the state requires and and jurisdictions are doing now are

261

00:53:06.850 --> 00:53:16.809

Jonathon Kass (SPUR): they? They're under way, the The Toc policy. They've got a two thousand and twenty-six deadline to to rezone and take other steps to meet this policy,

262

00:53:16.980 --> 00:53:21.230

Jonathon Kass (SPUR): but as as one of the Q. And a questions notes here

263

00:53:21.380 --> 00:53:41.090

Jonathon Kass (SPUR): early next year, folks are submitting their housing elements to the State, and that will lead to rezoning because they're obliged to rezone to be consistent with those housing elements, so are they right now as they refine, their housing elements

264

00:53:41.100 --> 00:53:50.330

Jonathon Kass (SPUR): needing to make the changes that are consistent with this poc policy, or are they going to mostly just rezone once again,

265

00:53:50.600 --> 00:53:59.319

Jonathon Kass (SPUR): Rezon, for their housing elements, according to the States timeline, and then rezone again for the toc policy to meet the two thousand and twenty-six deadline.

266

00:53:59.370 --> 00:54:05.619

Kara Vuicich, MTC/ABAG Staff: Yeah, So So our understanding is when we've talked to to folks at Hcd. Um.

267

00:54:06.000 --> 00:54:09.479

Kara Vuicich, MTC/ABAG Staff: The The two processes should align so

268

00:54:09.490 --> 00:54:29.520

Kara Vuicich, MTC/ABAG Staff: jurisdictions that are needing to rezone in order to implement their housing elements, should be able to. Do you know any rezoning that's necessary for the Toc policy at the same time? Um! So that's the thought in terms of how that lines up is that you know it shouldn't have to be sequential. It should. It should be something that could be done all at the same time.

269

00:54:29.540 --> 00:54:32.759

Kara Vuicich, MTC/ABAG Staff: Um! And there's a fair amount of overlap,

270

00:54:32.900 --> 00:54:43.919

Kara Vuicich, MTC/ABAG Staff: you know, because again, because of the way that our regional plan is structured in terms of, you know, really trying to direct new growth towards

271

00:54:43.930 --> 00:54:53.739

Kara Vuicich, MTC/ABAG Staff: um areas, locations that are well served by transit. You know. We hope we the The anticipation is that um! The two things aligned fairly well.

272

00:54:55.050 --> 00:55:02.330

Jonathon Kass (SPUR): And so, even though it's really a two thousand and twenty six deadline for Ntc. The the obligation to the state

273

00:55:02.410 --> 00:55:10.499

Jonathon Kass (SPUR): for these housing elements may actually yield action on rezoning to meet these requirements much sooner.

274

00:55:10.510 --> 00:55:22.679

Kara Vuicich, MTC/ABAG Staff: Um! Because because they need, they might as well do it all at once.

275

00:55:22.780 --> 00:55:34.179

Kara Vuicich, MTC/ABAG Staff: So they have some additional time. Like they have a they have. There's a deadline, for when the housing element has to be submitted to Hd. And certified, and then additional time and additional three or so years after that for implementation.

276

00:55:35.540 --> 00:55:37.559

Jonathon Kass (SPUR): Got it. Thank you for that.

277

00:55:37.780 --> 00:55:38.939

Jonathon Kass (SPUR): Um,

278

00:55:39.520 --> 00:55:58.860

Jonathon Kass (SPUR): i'm trying so hard to get through these questions, because that's our main purpose. Let me let me. Um. We're almost there. Um! There's what what types of incentives are

you implementing to support Mixed transit options, for example, getting visitors to Park at designated transit hubs within neighborhoods. So I i'm not.

279

00:55:58.870 --> 00:56:04.840

Jonathon Kass (SPUR): Yeah. Maybe you want to speak to that. I mean, I think some of it has to do with, maybe the still over parking concern. But

280

00:56:04.930 --> 00:56:14.649

Kara Vuicich, MTC/ABAG Staff: yeah, and some of it is, you know, again, kind of complementary um policies and programs that we have at Mtc. And so, you know, we we, we,

281

00:56:14.700 --> 00:56:20.929

Kara Vuicich, MTC/ABAG Staff: you know, try to kind of keep a narrower focus for the Toc policy itself again, keeping in mind like,

282

00:56:20.940 --> 00:56:49.220

Kara Vuicich, MTC/ABAG Staff: you know, if we're going to tie this to funding, it has to be something that is relatively discreet, and is is, we can be clear with jurisdictions in terms of what they need to do, and we can actually um be able to say like, Yes, you know you've checked all the boxes. Um! So I think you know there's there's a few other things. And again we've kind of tried to crosswalk this to some extent with the Toc policy again by referencing. You know the mobility Hub program. And um, you know, thinking about opportunities for ability, Hub: implementation,

283

00:56:49.570 --> 00:57:11.679

Kara Vuicich, MTC/ABAG Staff: right? So that's a separate program that we have at Mtc. That is, that also provides funding for um planning and implementation. Um, we have our um active transportation plan. Um. And again, you know funding and resources through that. So I think that there's a number of other things, both at the Mtc. Regional level and even, and also sometimes even at the county level. Um that

284

00:57:11.690 --> 00:57:27.420

Kara Vuicich, MTC/ABAG Staff: are complementary in terms of um improving multimodal access around stations in concert in, you know, in in a way that complements and really kind of enables higher density development with less parking

285

00:57:29.980 --> 00:57:51.400

Jonathon Kass (SPUR): great. I'm going to try and squeeze in one more Here, There, there's somebody saying, you know a lot of agencies look to go back the one Bay area Grant program,

which is one of the funds that are conditions on complying with this policy. Perhaps. Um they they they! They look to that for their own specific priorities. So there's a question about whether

286

00:57:51.600 --> 00:58:03.600

Jonathon Kass (SPUR): this fund is going to be augmented to account for funding meeting needed to comply with the Toc policy, and I think what you've described with maybe some funds that are actually already augmenting o back. But maybe you could talk about one hundred and fifty,

287

00:58:03.640 --> 00:58:12.089

Jonathon Kass (SPUR): whether there's and how much more funding there is than the usual that you know. Background o bag funding.

288

00:58:12.760 --> 00:58:22.850

Kara Vuicich, MTC/ABAG Staff: Um, yeah, I'm not sure, at least for this. This current obe around, and we're currently in o back cycle three um, and that sort of the amounts for that have already been

289

00:58:22.860 --> 00:58:35.270

Kara Vuicich, MTC/ABAG Staff: predetermined. So we don't really have too much flexibility or or additional resources that we can bring to bear, you know, unless there. There are additional resources that that happen to come from the State that we didn't anticipate. Um,

290

00:58:35.280 --> 00:58:46.419

Kara Vuicich, MTC/ABAG Staff: You know that said like I think that we've we've set aside funding again for implementation of Plan B area implementation of our growth geographies. And really the Toc policy is focused on

291

00:59:05.570 --> 00:59:28.249

Kara Vuicich, MTC/ABAG Staff: in terms of what happens for the next one barrier Grant cycle obe, for I think we don't yet know um that's going to be deter, you know, because a lot of that the the primary source of the one Beary Grant program is is Federal funds. Um, And so we I don't. You know we won't know for a few more years kind of what the level of resources that we have um for that will be yet.

292

00:59:28.960 --> 00:59:30.000

Kara Vuicich, MTC/ABAG Staff: But

293

00:59:30.830 --> 00:59:58.709

Jonathon Kass (SPUR): great well we are. We are. We've used up our hour we got through almost everyone's questions, which was a big goal of ours for this kind of program, I you know. Thank you so much, Kara, for bringing your knowledge and and and wisdom here. Um, you sort of describe some next steps, you know. I over the next months Mpc. Is going to be developing guidelines to sort of detail exactly how jurisdictions will comply with this. I think. March timeframe. People may

294

00:59:58.720 --> 01:00:05.629

Jonathon Kass (SPUR): see those final guidelines. Um, and i'll say spurs is

295

01:00:05.760 --> 01:00:08.849

Jonathon Kass (SPUR): looking into some very specific um

296

01:00:09.220 --> 01:00:29.210

Jonathon Kass (SPUR): transit hub locations to see exactly how implementation of this works, and how some local grassroots groups can use this policy to leverage some of their needs. So um spur is going to continue engagement in that fashion, and we'll all collectively be looking eagerly at at implementation as jurisdictions.

297

01:00:29.230 --> 01:00:47.199

Jonathon Kass (SPUR): Rezone um do some station access, need work and implement, some some anti- displacement and associated policies. To make sure this this can happen without uh with with the benefit of the existing residents of these places. Um,

298

01:00:48.170 --> 01:00:51.450

Jonathon Kass (SPUR): benefiting from from the transformations that will happen there,

299

01:00:51.600 --> 01:01:04.499

Jonathon Kass (SPUR): thanks to everybody for hanging in there with us on a on a very dense program, and we we we hope we see some of you tonight at um at per urban Center.

300

01:01:04.840 --> 01:01:07.609

Kara Vuicich, MTC/ABAG Staff: Thank you so much. Thank you. Everyone,