

# MTC Administrative Guidance: Transit-Oriented Communities Policy

Guidance for Public Agency Staff Implementing Metropolitan  
Transportation Commission Resolution 4530

Draft – March 2023

## I. Background

MTC's Transit-Oriented Communities (TOC) Policy<sup>1</sup> seeks to support the region's transit investments by ensuring communities around transit stations and along transit corridors are places that not only support transit ridership, but that are places where Bay Area residents of all abilities, income levels, and racial and ethnic backgrounds can live, work, and access services, such as education, childcare, and healthcare. The TOC Policy is rooted in Plan Bay Area 2050 (PBA 2050), the region's Long Range Transportation Plan/Sustainable Communities Strategy, and addresses all four elements of the Plan— transportation, housing, the economy, and the environment. Four goals guide the TOC Policy and advance PBA 2050 implementation:

- Increase the overall housing supply in part by increasing the density for new residential projects. Prioritize affordable housing in transit-rich areas
- In areas near regional transit hubs, increase density for new commercial office development
- Prioritize bus transit, active transportation, and shared mobility within and to/from transit-rich areas, particularly to Equity Priority Communities located more than one half-mile from transit stops or stations
- Support and build partnerships to create equitable transit-oriented communities within the San Francisco Bay Area

Future One Bay Area Grant (OBAG) funding cycles (i.e., OBAG 4 and subsequent funding cycles) will consider funding revisions that prioritize investments in transit station areas that are subject to and compliant with the TOC Policy. With MTC Commission approval, MTC may consider compliance with the TOC Policy to evaluate applications for additional discretionary funding sources.

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<sup>1</sup> See [MTC Resolution 4530](#).

## II. TOC Policy Requirements

The TOC policy requirements consist of the following four elements:

1. Minimum residential and commercial office densities for new development
2. Affordable housing production, preservation and protection, and stabilizing businesses to prevent displacement
3. Parking management
4. Transit station access

The specific requirements for each topic area are described in more detail below. A jurisdiction must demonstrate compliance with all requirements in each of the four topic areas for each station area within the jurisdiction that is subject to the TOC Policy. A jurisdiction may use an existing adopted policy or plan to meet the requirements or, as needed, may adopt new policies/standards by the deadline for compliance with the TOC Policy (see section IV. Documentation Submittal and Review, below, for more details). Where applicable, a jurisdiction may rely on jurisdiction-wide policies to demonstrate compliance.

## III. Policy Applicability

### Geography and Types of Transit

The TOC Policy applies to areas within one half-mile of the following types of existing and planned fixed-guideway transit<sup>2</sup> stops and stations:

- Regional rail (e.g., Bay Area Rapid Transit, Caltrain)
- Commuter rail (e.g., Capitol Corridor, Altamont Corridor Express, Sonoma-Marín Area Rail Transit, Valley Link)
- Light-rail transit (LRT)
- Bus rapid transit (BRT)
- Ferries

The half-mile radius around a transit station/stop applies even if the jurisdiction has adopted a Priority Development Area (PDA) whose boundaries are different.

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<sup>2</sup> “Fixed guideway means a public transportation facility that uses and occupies a separate right-of-way or rail line for the exclusive use of public transportation and other high occupancy vehicles, or uses a fixed catenary system and a right of way usable by other forms of transportation. This includes, but is not limited to, rapid rail, light rail, commuter rail, automated guideway transit, people movers, ferry boat service, and fixed-guideway facilities for buses (such as bus rapid transit) and other high occupancy vehicles.” (49 CFR § 611.105)

### **Existing Transit and Transit Enhancements or Improvements**

The TOC Policy will apply to jurisdictions with fixed-guideway transit service stops and stations, as defined above, as well as any enhancements and improvements to these services, including infill stops and stations.

### **Transit Extensions**

Jurisdictions with new stops/stations along fixed-guideway transit extensions must comply with TOC Policy requirements prior to the allocation of regional discretionary capital funding to the project sponsor, and/or MTC endorsement of the project for state or federal discretionary funding sources.<sup>3</sup>

### **Transit Tiers**

Geographic areas subject to the TOC Policy are categorized by tier according to the level of transit service at fixed guideway station(s) within ½ mile:

- Tier 1: Rail stations serving regional centers (i.e., Downtown San Francisco, Downtown Oakland, and Downtown San José)
- Tier 2: Stop/station served by two or more BART lines or BART and Caltrain
- Tier 3: Stop/station served by one BART line, Caltrain, light rail transit, or bus rapid transit
- Tier 4: Commuter rail (SMART, ACE, Capitol Corridor, Valley Link) stations, Caltrain stations south of Tamien, or ferry terminals

TOC Policy requirements are defined by transit tier, with some requirements consistent across all tiers. **Appendix A** lists stop/station areas subject to the TOC Policy by jurisdiction and tier. Visit the [TOC Policy Map](#) to find these station areas and review applicable requirements.

### **Opt-In for Jurisdictions Not Served by Fixed-Guideway Transit Service**

Jurisdictions with transit stops and stations that are not served by fixed-guideway service (e.g., areas that are only served by regular fixed-route bus transit) may choose to “opt in” and voluntarily meet TOC Policy requirements.<sup>4</sup> Station areas/stops where a jurisdiction has voluntarily complied with the TOC Policy may be eligible for any future funding sources where the MTC Commission chooses to adopt TOC Policy compliance as a prerequisite for funding or a factor in prioritizing funding.

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<sup>3</sup> For jurisdictions that have been planning for fixed-guideway transit extensions based on MTC’s [Resolution No. 3434](#) Transit-Oriented Development Policy ([TOD Policy](#)), if the jurisdiction is in compliance with the existing TOD Policy, MTC may program or allocate regional discretionary capital funding for project construction if the jurisdiction is in compliance with the existing TOD Policy, but the jurisdiction must commit to achieving TOC Policy compliance by the adoption of the OBAG 4 program through written documentation with MTC.

<sup>4</sup> For locations with no fixed-guideway transit service, the Tier 4 density and parking management requirements will apply in addition to all other TOC Policy requirements.

## Overlapping Station Areas

In some cases, the ½-mile area around one station may overlap with the ½-mile area around another station. As a jurisdiction must demonstrate compliance for each station area separately, a parcel within an overlapping area will be considered independently in the calculation of the average density and the evaluation of parking standards for each of the overlapping station areas.

MTC will work with local staff to streamline the submission process for jurisdictions with multiple stop/station areas, particularly overlapping stop/station areas and stations along LRT or BRT corridors. This may include allowing a jurisdiction to submit aggregated analyses that cover overlapping stop/station areas for some of the required documentation.

## Parcels Bisected by Stop/Station Area Boundary

Only parcels where 75 percent or more of the parcel is within the ½-mile stop/station area boundary should be counted as subject to the TOC Policy requirements.

## IV. Documentation Submittal and Review

### Documentation Submittal

MTC will accept submissions from jurisdictions to demonstrate compliance with the TOC Policy for each stop/station area subject to the policy within the jurisdiction. Jurisdictions must use the checklist developed by MTC to submit the documentation required to demonstrate compliance. A sample of the submission checklist is shown in Attachment 1. **MTC will make the final submission checklist available on its website prior to formal acceptance of submissions.** All submissions must be submitted electronically to [TOCPolicy@bayareametro.gov](mailto:TOCPolicy@bayareametro.gov). Questions about the submission form and process should also be directed to [TOCPolicy@bayareametro.gov](mailto:TOCPolicy@bayareametro.gov).

### Local Jurisdiction Resolution

The jurisdiction's submission must be accompanied by a resolution adopted by the city council or board of supervisors confirming compliance with the TOC Policy. For jurisdictions with multiple station areas subject to the TOC Policy, the jurisdiction may submit a single resolution that includes reference to all stop/station areas for which the jurisdiction is confirming compliance.

### Submission Deadline

To ensure eligibility for OBAG 4 funding and any other discretionary funding that may be linked to TOC Policy compliance, jurisdictions should anticipate demonstrating compliance prior to adoption of OBAG 4, expected in 2026. MTC will provide more information about submission deadlines as part of developing the OBAG 4 program.

## MTC Review Process

MTC will provide written acknowledgement of a jurisdiction's submission within ten (10) calendar days of receipt. To complete its review of the submission, MTC may request additional clarifying documentation and information from the jurisdiction. Additionally, to assist with its review of the submission, MTC may consult with and gather relevant information from any individual, entity, or public agency. Jurisdictions will receive an official letter upon confirmation of compliance with TOC Policy requirements.

## V. Guidance for TOC Policy Checklist

### Section 1: Density for New Residential and Commercial Office Development

#### ***Summary of TOC Policy Requirements***

The TOC Policy does not require a jurisdiction to plan or zone specific parcels for a particular land use or density. Rather, a jurisdiction is required to meet density standards that are averaged across the applicable parcels in the station area. *The Policy's density standards apply only to parcels where new residential or commercial office uses are allowed as a primary use.*<sup>5</sup> A jurisdiction must also exclude any parcels occupied by existing single- or multi-family dwelling units from the calculation of average density. Parcels where residential or commercial office uses are not allowed as a primary use (e.g., parks, institutional uses, etc.) are also excluded from the density standards.

Following removal of any parcels occupied by existing single- or multi-family dwelling units, parcels where new residential or commercial office development are allowed as a primary use must meet the following density standards:

- **Minimum Density:** Development standards must require that new residential or commercial office development, where allowed as a primary use, be built at or above the specified minimum density, on average across the station area.
- **Allowable Maximum Density:** If a jurisdiction's development standards set an allowable maximum density for new residential or commercial office development, the allowable maximum density must be the same as or higher than the specified allowable maximum density, on average across the station area.

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<sup>5</sup> Calculation of the average density includes parcels where it may not be physically possible to construct new residential, commercial office, or mixed-use buildings within the specified density ranges due to small parcel sizes, environmental factors, or conflicts with Airport Land Use Compatibility Plans, etc.

For mixed-use zoning districts, density requirements for residential and/or commercial office uses, if allowed as a primary use, apply. See “Guidance for Mixed-Use Zoning Districts and Other Special Circumstances” below for additional detail.

The density requirements are based on the stop/station area’s Transit Tier, as shown in **Appendix B**. The methodology for calculating the average density within the stop/station area is described in more detail below.

### ***Submitting Required Documentation***

A jurisdiction may provide density information **either by zoning designation or by parcel**. In either case, the jurisdiction must submit the following information about the land uses within the stop/station area:

- Land area (square feet or acres) for parcels/zones that allow residential and/or commercial office as primary uses, excluding any parcels occupied by existing single- or multi-family dwelling units
- Minimum density and allowable maximum density for residential and commercial office uses by parcel/zone
- Any rezonings that are required per the jurisdiction’s certified Housing Element
- The jurisdiction’s zoning code and map

A jurisdiction may either review and verify data from MTC’s Bay Area Spatial Information System (BASIS) or provide a GIS shapefile with the required data.

### **Guidance for Mixed-Use Zoning Districts and Other Special Circumstances**

#### *Mixed-Use Districts: Parcels to Include*

Parcels in mixed-use zoning districts that allow both residential and commercial office as primary uses may be included in calculations of either average residential density or average commercial office density for a station area. Jurisdiction staff must provide a justification for the selected approach based on local circumstances or conditions, to be confirmed as compliant by MTC staff. Parcels in mixed-use zoning districts that allow residential or commercial office as a primary use, but do not allow both, should be included in calculations of the average density for that allowed use.<sup>6</sup>

#### *Planned Unit Development Districts*

For parcels in zoning districts where densities are determined through a subsequent project-level planning process (e.g., Planned Unit Developments), a jurisdiction should use the densities in its General Plan or any applicable overlay zone.

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<sup>6</sup> For example, parcels in zoning districts that allow residential as a primary use but only allow commercial office as an ancillary use should not be included in the calculation of commercial office density.



*Overlay Zones and Density Bonuses*

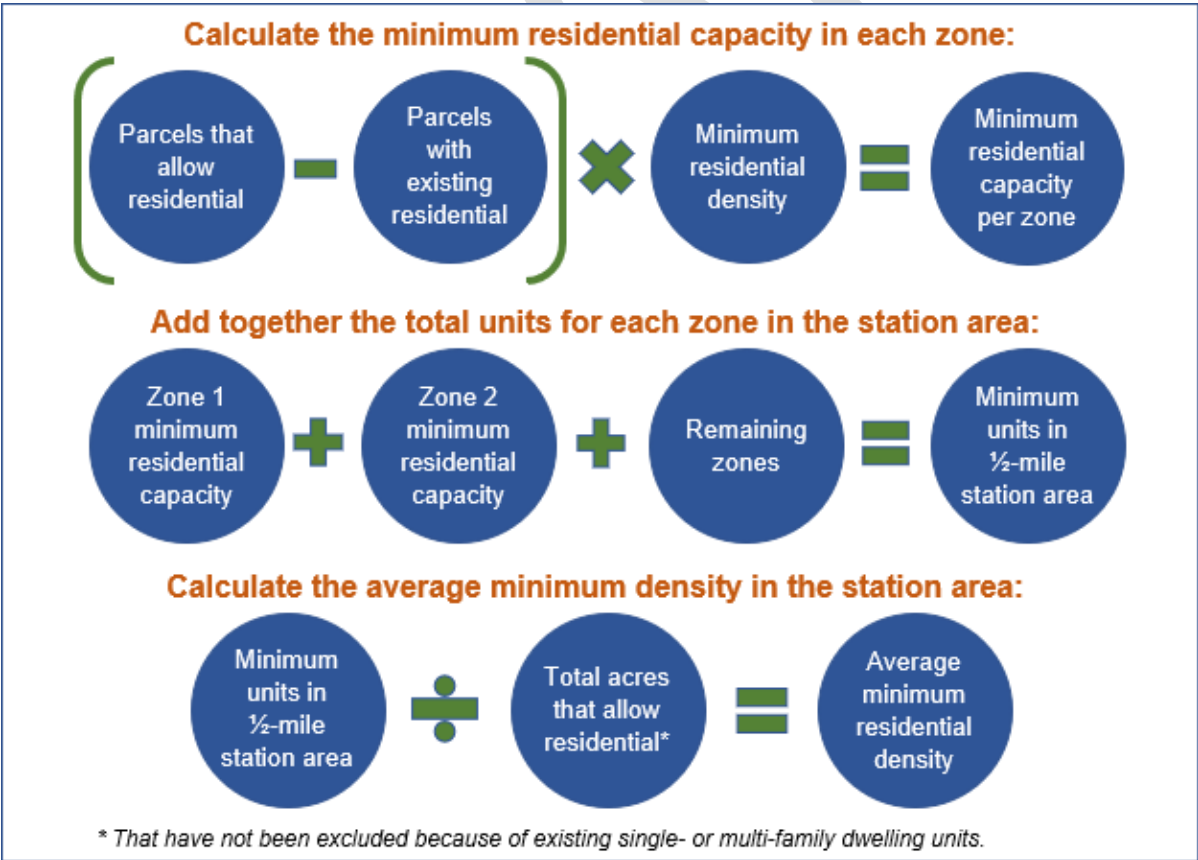
For parcels to which a base zone and overlay zone apply, a jurisdiction should use the standards included in the base zone if it permits residential and/or commercial office uses. Otherwise, a jurisdiction should use the standards included in the overlay zone.

For parcels subject to a density bonus, the density requirements apply to the base zoning (i.e., density bonuses cannot be considered for meeting the TOC Policy’s thresholds for minimum density or allowable maximum density).

**Calculating Average Residential Densities (Dwelling Units per Acre)**

Figure 1 shows the formula for calculating the average minimum residential density. The description below is for calculations based on zoning designations, but the same basic approach would apply for parcel-level data. This guidance is provided in dwelling units per acre. Jurisdictions that regulate density through building form and intensity may choose to calculate average densities using Floor Area Ratio (FAR), using the FAR standard in Appendix B, Table 1 to evaluate consistency. A jurisdiction may also submit average density calculations documenting consistency with TOC Policy requirement using an alternative method for consideration by MTC staff.

Figure 1: Average Minimum Residential Density Calculation



The calculation starts by determining the acres of land that allow for residential development as a primary use in a zoning designation, taking into consideration the instructions in “Guidance for Mixed-Use Zoning Districts and Other Special Circumstances” above. Jurisdictions must exclude the acres for parcels that allow residential uses but already have existing single- or multi-family dwelling units. After subtracting the acreage of any excluded parcels, the resulting total number of acres is then multiplied by the minimum density for that zoning designation to determine the minimum total number of housing units that could be accommodated in that zoning designation.

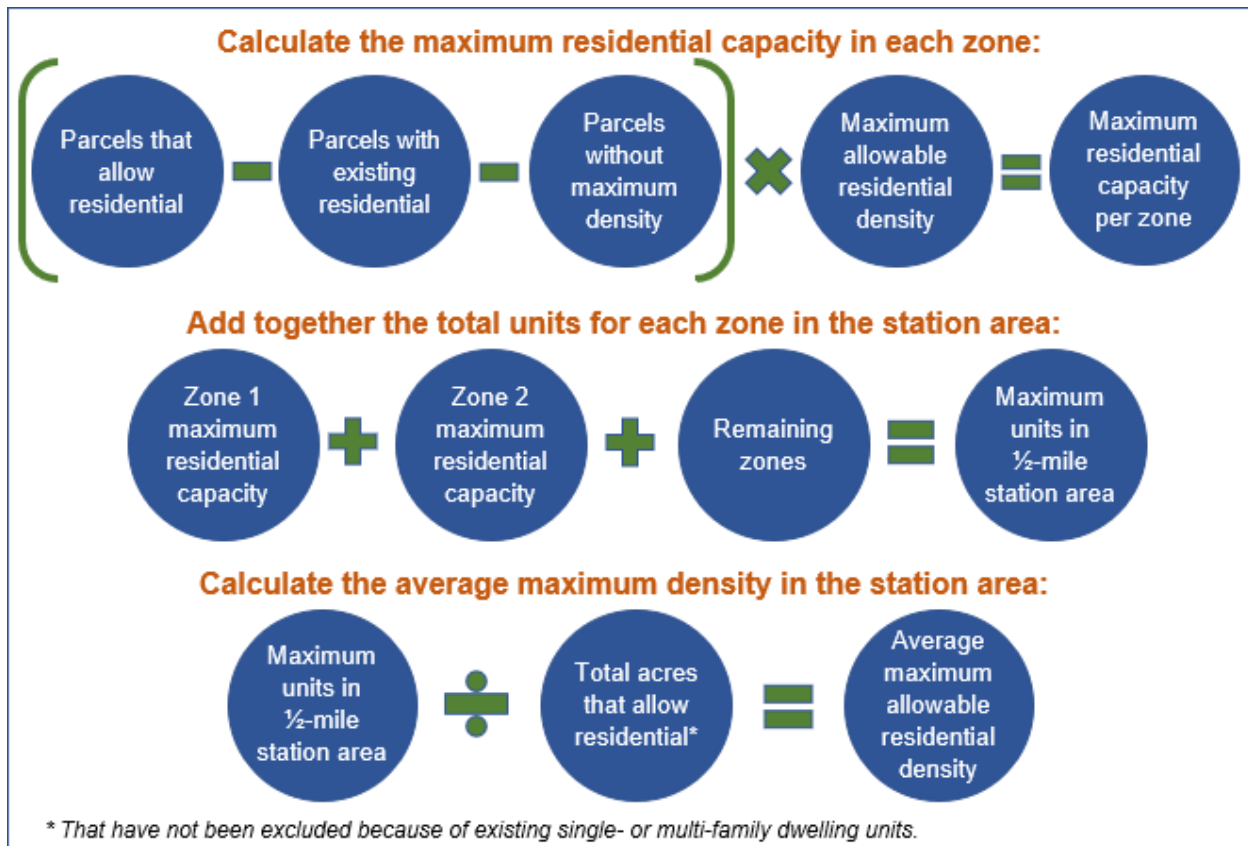
This calculation is carried out for each zoning designation within the stop/station area that allows for residential as a primary use and the total units for each zoning designation is then summed. The average minimum density for the stop/station area is then calculated by dividing the total units within the ½-mile stop/station area by the total acres within the ½-mile area that allow for residential uses and have not been excluded because of existing single- or multi-family dwelling units.

A similar approach is used to determine the average maximum allowable density, as shown in Figure 2. However, the calculation should be limited to parcels that have a maximum allowable density, because the TOC Policy does not require jurisdictions to adopt maximum densities. Jurisdictions should therefore exclude parcels with existing single- or multi-family dwelling units as well as parcels without a maximum allowable density.

To determine the average maximum allowable density, the total number of acres after any exclusions is multiplied by the maximum allowable density, which results in the maximum total number of units that could be accommodated in that zoning designation. After this total is summed for all zoning designations, the average maximum allowable density for the stop/station area is then calculated by dividing the total units within the ½-mile stop/station area by the total acres within the ½-mile area that allow for residential uses, have a maximum allowable density, and have not been excluded because of existing single- or multi-family dwelling units.



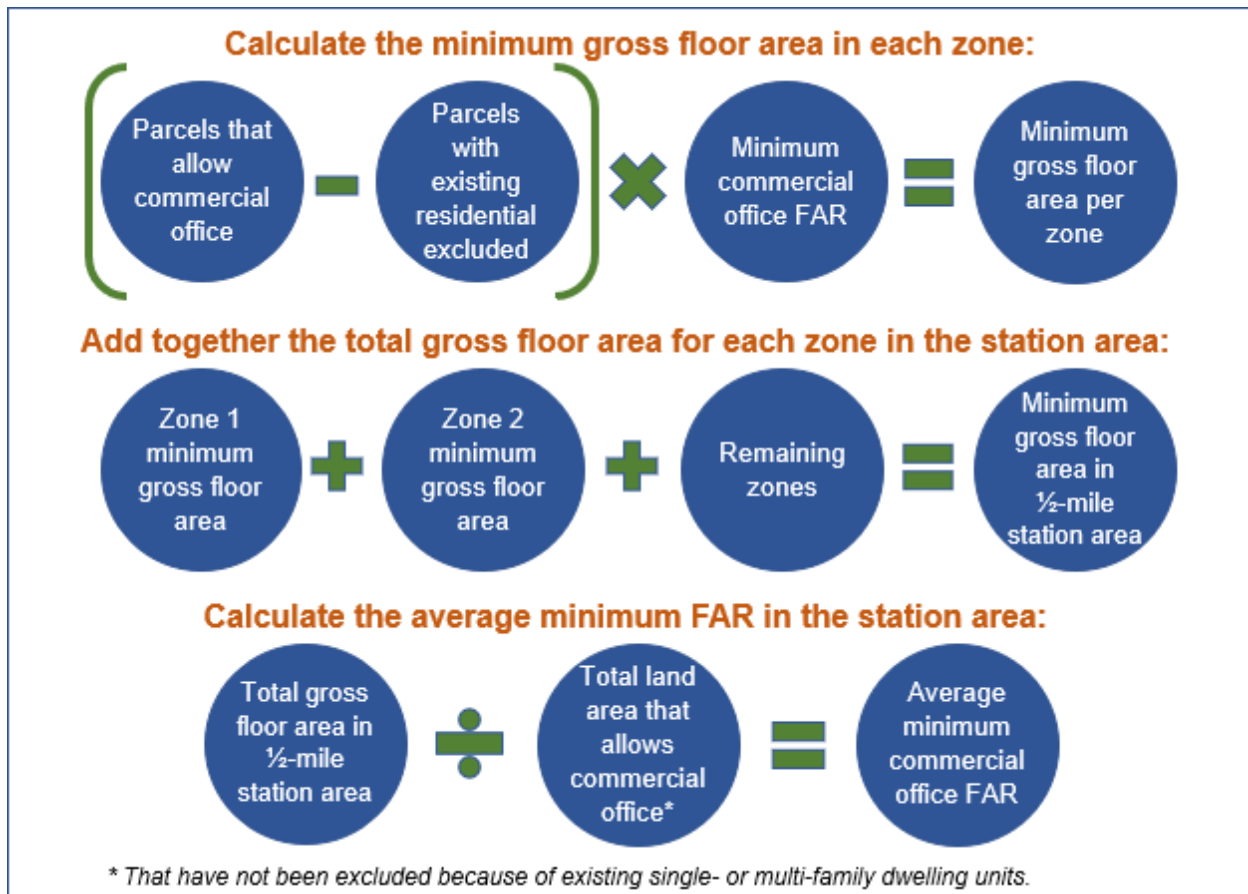
Figure 2: Average Maximum Allowable Residential Density Calculation



**Calculating Average Commercial Office Densities (Floor Area Ratio)**

Figure 3 shows the formula for calculating the average minimum commercial office density (floor area ratio). The description below is for calculations based on zoning designations, but the same basic approach would apply for parcel-level data.

Figure 3: Average Commercial Office Minimum Density (FAR) Calculation



The calculation and assumptions are largely the same as those for residential uses, except the formula uses square feet as the unit of measurement to determine the average minimum commercial office density as a floor area ratio (FAR). FAR is the measurement of a building's floor area in relation to the size of the parcel on which the building is located. It is derived by dividing the total gross floor area of the building by the land area of the parcel.

The calculation starts by determining the acres of land that allow for commercial office as a primary use in a zoning designation, taking into consideration the instructions in "Guidance for Mixed-Use Zoning Districts and Other Special Circumstances" above. Jurisdictions must exclude the land area for parcels that allow commercial office uses but already have existing single- or multi-family dwelling units. After subtracting the total land area within each zoning designation with existing single- or multi-family dwelling units, the resulting total is multiplied by the minimum commercial office FAR to determine the total gross floor area per zoning designation.

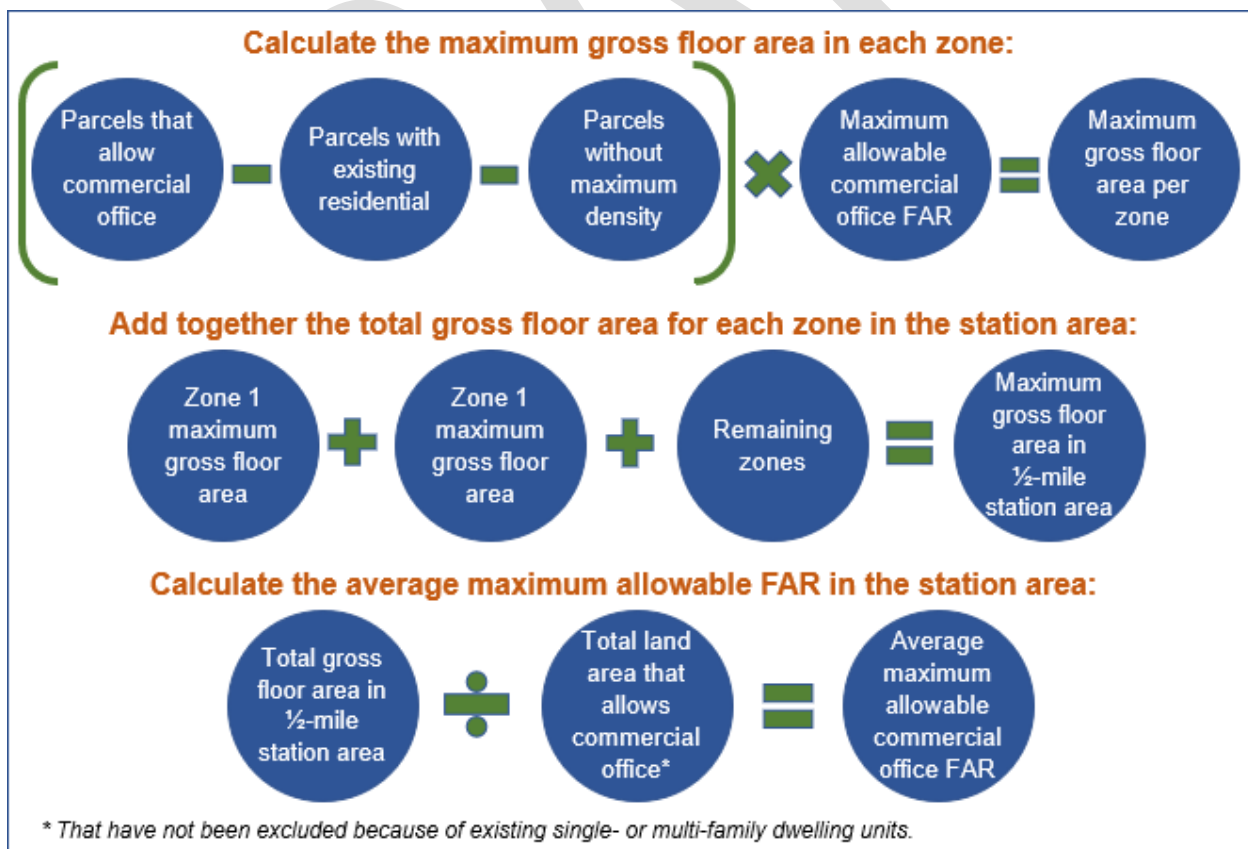
This calculation is carried out for each zoning designation within the stop/station area and the total gross floor area for each zoning designation is then summed. The average

minimum FAR for the stop/station area is then calculated by dividing the total gross floor area within the ½-mile stop/station area by the total land area within the ½-mile station area that allows for commercial office as a primary use and has not been excluded because of existing single- or multi-family dwelling units.

A similar approach is used to determine the average maximum allowable commercial office FAR. However, the calculation should be limited to parcels that have a maximum allowable FAR, because the TOC Policy does not require jurisdictions to adopt maximum densities. Jurisdictions should therefore exclude parcels with existing single- or multi-family dwelling units as well as parcels without a maximum allowable density.

As shown in Figure 4, to determine the average maximum allowable FAR, the total land area after any exclusions is multiplied by the maximum allowable density, which results in the maximum total gross floor area that could be accommodated in that zoning designation. After this total is summed for all zoning designations, the average maximum allowable density for the stop/station area is then calculated by dividing the total gross floor area within the ½-mile stop/station area by the total land area within the ½-mile area that allows for commercial office uses, has an allowable maximum density, and has not been excluded because of an existing residential use.

Figure 4: Average Maximum Allowable Commercial Office Density (FAR) Calculation



## **Section 2: Affordable Housing Production, Preservation, and Protection Policies and Commercial Stabilization Policies**

### ***Summary of TOC Policy Requirements***

A jurisdiction may fulfill the Affordable Housing and Commercial Stabilization requirements by selecting from the menu of options in **Appendix C** the policies that best meet local needs. To comply, a jurisdiction must adopt at least:

- **Two policies for each of the “3Ps”**—affordable housing production, preservation, and protection policies—from Tables 1, 2, and 3 in Appendix C.
- **One policy related to commercial stabilization** that applies to the stop/station area from Table 4 in Appendix C, unless the jurisdiction can document there are no potential impacts to small businesses and/or community non-profits.

A jurisdiction may meet the requirements with existing adopted policies or, as needed, adopt new policies by the TOC Policy compliance deadline. Policies may be implemented jurisdiction-wide or may be applicable specifically to the stop/station area (e.g., through an overlay). For each of the 3Ps policies selected to comply with TOC Policy requirements, the jurisdiction must also include a brief explanation for how the policy addresses the jurisdiction’s Regional Housing Needs Allocation and/or other housing needs as identified in the Housing Element.

### ***Submitting Required Documentation***

MTC will be developing additional guidance for jurisdictions about the housing and commercial stabilization policies, which will be available in fall 2023. The guidance will provide more information about each policy, including best practices and key features about each policy, and could include minimum standards a jurisdiction’s policy must meet to comply with the TOC Policy. Details about the documentation required for confirming compliance will be included in the upcoming guidance.

## **Section 3: Parking Management**

### ***Summary of TOC Policy Requirements***

The purpose of the TOC Policy parking management requirements is to further support reducing automobile trips and prioritizing the limited land area near transit for other shared transportation modes and active transportation. Parking management is a key complement to residential and commercial density increases that support higher transit ridership on the region’s existing and planned fixed-guideway transit investments.

To determine compliance with the TOC Policy, MTC will focus on a local jurisdiction’s compliance with the parking standards (listed in Appendix D). To support limits on off-street parking for new development, one or more additional policies or programs that

address parking management must also be in place. These may be one of the policies or programs included in MTC/ABAG's Parking Policy Playbook, or another policy or program that aligns with the intent of the parking management requirement. For parking management policies or programs that are not one of those listed below, a jurisdiction should explain how the policy or program addresses parking demand management in the transit stop/station area.

### **Parking Standards for New Residential or Commercial Development**

Off-street vehicle parking standards for new residential or general and neighborhood-serving commercial development (e.g., office, retail, and service businesses) must meet the applicable standards for its Transit Tier listed in **Appendix D**, including:

- No minimum automobile parking requirement in most Transit Tiers for new residential or commercial development<sup>7</sup>
- For parcels on which residential development is allowed:
  - The applicable maximum automobile parking per dwelling unit ratio, and
  - At least one secure bicycle parking space per dwelling unit.
- For parcels on which commercial development is allowed:
  - The applicable maximum automobile parking per 1,000 square foot ratio, and
  - At least one secure bicycle parking space per 5,000 occupied square feet
- Allow unbundled parking.<sup>8</sup>
- Allow shared parking between different land uses.

The TOC Policy's off-street parking standards do not supersede other applicable requirements for parking for people with disabilities that are required by the California Building Code, or other state or federal laws, or off-street parking for deliveries. While not specified in the TOC Policy, in addition to accommodating conventional bicycles in the bicycle parking requirement, bicycle parking spaces should consider specifications that will also accommodate electric bicycles (e-bikes).

#### *Meeting Parking Standards Through a Parking District*

Standards may apply to individual projects or may be met through creation of a parking district that provides shared vehicle parking for multiple land uses within an area. For example, a specific or area plan may determine an overall total amount of new, off-street parking that may be constructed in the area. Some development projects may provide more off-street parking, while others may provide less off-street parking, or

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<sup>7</sup> The TOC Policy does not have a requirement related to minimum parking for Tier 4 station areas. However, jurisdictions must comply with applicable state law, such as [AB 2097](#).

<sup>8</sup> Unbundling parking means separating the cost of leasing a parking space from the sale or rental price of residential and commercial uses.

parking may be shared between multiple new uses. In such cases, the total amount of new off-street parking to be built should be equivalent to the TOC Policy's parking standards.

### **Complementary Policies for Parking Management**

In addition to complying with the off-street parking standards, a jurisdiction must adopt at least one policy or program included in [MTC/ABAG's Parking Policy Playbook](#) to address transportation demand management (TDM) and curb management in station/stop areas that complement the Policy's required parking standards:

- **TDM Policy for New Development:** require provision and enforcement of transportation demand management (TDM).
- **Curb Strategy/Management:** Priority curb access based on variable need.
- **Parking Benefit District (PBD):** Invest parking revenues into a PBD to fund streetscape, safety, and TDM programs.
- **Demand-Responsive Pricing:** Price parking according to level of convenience and demand.
- **Priced Parking:** Adding priced parking where it used to be free.

TDM and curb-management policies or programs may apply to either the stop/station area or jurisdiction-wide.

### ***Submitting Required Documentation***

A jurisdiction must document its current off-street parking requirements and secure bicycle parking requirements for new multifamily residential and new commercial development in locations subject to the TOC Policy's requirements, including the citation for the municipal code or ordinance codifying such requirements.

For parking districts or other types of area-wide approaches to parking requirements and management, a jurisdiction must provide the adopted plan and relevant policies and describe how it will result in creation of the same or less new off-street parking than the TOC Policy's parking management requirements, on average.

For unbundled and shared parking, a local jurisdiction must document and provide citations for the adopted plans, policies, and/or municipal code or ordinance allowing unbundled and shared parking. Further detail on unbundled and shared parking is provided in the [MTC/ABAG Parking Policy Playbook](#).

A local jurisdiction must also document and provide citations for the adopted plans, policies, and/or municipal code or ordinance for one or more of the listed policies or programs from the [MTC/ABAG Parking Policy Playbook](#) that apply either to the geographic area where the TOC Policy applies or jurisdiction-wide.

### Available Resources for Parking Management

The [MTC/ABAG Parking Policy Playbook](#) provides detailed guidance and practical tools, such as sample policy language, about how to implement policy changes related to parking, transportation demand management (TDM), and curb management.

## Section 4: Station Access and Circulation

### *Summary of TOC Policy Requirements*

In coordination with transit agencies and other mobility service providers, community members, and other stakeholders, a jurisdiction must complete the following in all transit station areas subject to the TOC Policy:

- **Adopt policies and design guidelines that comply with MTC’s Complete Streets Policy.**<sup>9</sup>
- **Prioritize implementation of active transportation projects on the regional [Active Transportation Network](#) and any relevant Community Based Transportation Plans** within the TOC station area in its capital improvement program (CIP) or other adopted plan or program that lists the jurisdiction’s funding and implementation priorities.
- **Complete an access gap analysis and accompanying capital and/or service improvement program for station access** from destinations within a 10-minute travel time (accounting for differences in travel speed and time for people who use wheelchairs or other mobility aids), and 15-minute bicycle or bus/shuttle trip either as a separate study or analysis or as part of a specific or area plan, active transportation plan, or other transportation plan or study that, at a minimum, includes the following:
  - The geographic area that can currently be accessed via a 10- or 15-minute trip by these modes, with particular focus on access to Equity Priority Communities and other significant origins and/or destinations
  - Infrastructure and/or service improvements that would expand the geographic area that can be accessed via a 10- or 15-minute trip by these modes
  - Incorporation of recommended improvements into a capital improvement or service plan for the local jurisdiction and/or transit agency (if applicable).

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<sup>9</sup> See [MTC Resolution No. 443](#).



- **As all TOC Policy station areas are also [MTC Mobility Hub locations](#), identify opportunities for Mobility Hub planning and implementation as described in the [Mobility Hub Implementation Playbook](#).** For transit lines where stops or stations are more closely spaced (e.g., less than one half-mile apart) such as light rail or bus rapid transit facilities, planning and implementation for Mobility Hubs may be done on a corridor-wide basis rather than for each individual stop or station. Additionally, recognizing that not all light rail or bus rapid transit stops/stations will receive enhancement treatments, locations that are transfer points for at least two different transit systems or major activity centers should be the focus.

### ***Submitting Required Documentation***

#### **Complete Streets:**

A jurisdiction with an adopted Complete Streets (CS) Policy is considered compliant for the complete streets policy requirement. MTC has documented jurisdiction CS Policies through its One Bay Area Grant (OBAG) Program, most recently compiled in 2017. If a jurisdiction has updated its CS Policy since 2017, it should submit or include a link to the updated CS Policy.

A jurisdiction submitting CS projects for regional funding must be compliant with MTC's updated Complete Streets Policy, Resolution 4493.

#### **Project Prioritization/Implementation:**

To demonstrate that it has prioritized implementation within the station area of active transportation projects and projects from MTC's [Community-Based Transportation Planning Program](#), a jurisdiction must submit at least one of the following:

- Capital Improvement Program with relevant projects identified
- Projects funded or submitted for funding (e.g. OBAG, ATP, etc.) within past five years
- Other funding or implementation plans that include relevant projects

#### **Access Gap Analysis:**

To demonstrate that it has completed analysis or planning with a focus on improving 10- to 15-minute access to/from the TOC station area (and connecting to Equity Priority Communities, if applicable), emphasizing capital or service improvements, a jurisdiction must submit at least one of the following:

- Adopted PDA, Specific, Precise or Area plan(s) that include a station access or circulation element (submit access/circulation element only, or include link to adopted plan with specific page numbers that reference access/circulation element)

- Transit agency station access plans

However, if these plans have not been completed for the TOC station area, a jurisdiction may submit:

- Adopted active transportation, bicycle or pedestrian plan(s) that include recommended access improvements to/from the station area
- Applicable sections of General Plan Circulation Element that highlight specific elements that guide or inform station access improvements.

Jurisdiction-wide or county-wide documents such as active transportation, bicycle, pedestrian plans or General Plan Circulation Elements may only be submitted as evidence of compliance if they include details for specific improvements within the TOC area and should be noted upon submittal. MTC staff will work with local jurisdictions to streamline the process for verifying compliance in locations with overlapping stop/station areas.

### **Mobility Hubs:**

To comply with the Mobility Hub planning and implementation requirement, jurisdictions must submit any current plans or projects that enhance the TOC station area as a community anchor enabling travelers of all backgrounds and abilities to access transit and other forms of shared transportation. Enhancements may include (but are not limited to) safety improvements, bike parking, electric charging infrastructure (bikes, scooters, carshare), public realm improvements (e.g., lighting, green infrastructure), information improvements (e.g. wayfinding, real-time information) or any other active transportation access improvements within the station area.

If the documents submitted to comply with the access requirements listed above contain plans for or implement these enhancements, they must be specifically noted to comply with this Mobility Hubs requirement; **or**

List any current or prior funding application for MTC's Mobility Hub Program for the transit stop/station area. Include the date of application submission.

MTC staff will work with local jurisdictions to streamline the process for verifying compliance in locations with overlapping stop/station areas.

## Available Resources for Station Access and Circulation

### Complete Streets and Active Transportation

- [MTC's Complete Streets webpage](#)
- [MTC's Regional Active Transportation Plan webpage](#)
- [MTC's Community-Based Transportation Plans webpage](#)
- [Map of TOC Policy Areas and Active Transportation Network](#)

### Access Gap Analyses

- [San Mateo Transit-Oriented Development Pedestrian Access Plan](#)
- [Irvington Station Area Plan, Access & Mobility Chapter](#)
- [Berkeley El Cerrito Corridor Access Plan](#)

### Mobility Hubs

- [MTC's Mobility Hubs webpage.](#)
- [MTC's Mobility Hubs Technical Assistance webpage.](#)
- [Map of TOC Policy Areas and potential Mobility Hub locations](#)

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## Appendix A: Stop/Station List by Jurisdiction

**Note:** As of March 31, 2023, MTC staff is reviewing the list of stop/station areas subject to the TOC Policy to ensure it is accurate. If the list below is updated, a revised version of this guidance document will be shared with jurisdictions and stakeholders and posted to the MTC website.

<b>Alameda</b>	
Alameda Main Street (Ferry)	Tier 4
Alameda Point-Seaplane Lagoon (Ferry)	Tier 4
Harbor Bay Ferry Terminal	Tier 4
International Blvd & 16th Ave (AC Transit)	Tier 3
<b>Albany</b>	
El Cerrito Plaza BART	Tier 2
<b>Antioch</b>	
Antioch BART	Tier 3
<b>Atherton</b>	
Menlo Park Caltrain	Tier 3
<b>Belmont</b>	
Belmont Caltrain	Tier 3
<b>Berkeley</b>	
Ashby BART	Tier 2
Berkeley Capitol Corridor	Tier 4
Berkeley Ferry (Planned)	Tier 4
Downtown Berkeley BART	Tier 2
North Berkeley BART	Tier 2
Rockridge BART	Tier 2
<b>Brisbane</b>	
Bayshore Blvd & Areta Ave (SFMTA)	Tier 3
Bayshore Blvd & Sunnydale Ave (SFMTA)	Tier 3
Bayshore Caltrain	Tier 3
<b>Burlingame</b>	
Broadway Caltrain	Tier 3
Burlingame Caltrain	Tier 3
Millbrae BART/Caltrain	Tier 2
<b>Campbell</b>	
Bascom Station (VTA)	Tier 3
Campbell Station (VTA)	Tier 3
Hamilton Station (VTA)	Tier 3
Winchester Station (VTA)	Tier 3
<b>Colma</b>	
Colma BART	Tier 2
South San Francisco BART	Tier 2
<b>Concord</b>	
Concord BART	Tier 3
North Concord/Martinez BART	Tier 3

<b>Corte Madera</b>	
Larkspur Station (SMART)	Tier 4
Larkspur Ferry Terminal	Tier 4
<b>Cotati</b>	
Cotati Station (SMART)	Tier 4
<b>Daly City</b>	
Bayshore Blvd & Areta Ave (SFMTA)	Tier 3
Bayshore Blvd & Sunnydale Ave (SFMTA)	Tier 3
Bayshore Caltrain	Tier 3
Colma BART	Tier 2
Daly City BART	Tier 2
<b>Dublin</b>	
Dublin Pleasanton BART	Tier 3
West Dublin/Pleasanton BART	Tier 3
<b>El Cerrito</b>	
El Cerrito del Norte BART	Tier 2
El Cerrito Plaza BART	Tier 2
<b>Emeryville</b>	
Emeryville Capitol Corridor	Tier 4
<b>Fairfield</b>	
Fairfield-Vacaville Capitol Corridor	Tier 4
Suisun-Fairfield Capitol Corridor	Tier 4
<b>Fremont</b>	
Ardenwood Capitol Corridor	Tier 4
Fremont Capitol Corridor/ACE	Tier 2
Fremont BART	Tier 2
Irvington BART	Tier 2
Warm Springs/South Fremont BART	Tier 2
<b>Gilroy</b>	
Gilroy Caltrain	Tier 4
<b>Hayward</b>	
Hayward BART	Tier 2
Hayward Capitol Corridor	Tier 4
South Hayward BART	Tier 2
<b>Hillsborough</b>	
Broadway Caltrain	Tier 3
Burlingame Caltrain	Tier 3
San Mateo Caltrain	Tier 3

<b>Lafayette</b>	
Lafayette BART	Tier 3
<b>Larkspur</b>	
Larkspur Ferry Terminal	Tier 4
Larkspur Station (SMART)	Tier 4
<b>Livermore</b>	
Isabel (Valley Link)	Tier 4
Livermore Station (ACE)	Tier 4
Southfront (Valley Link)	Tier 4
Vasco Road Station (ACE)	Tier 4
<b>Martinez</b>	
Martinez Capitol Corridor	Tier 4
<b>Menlo Park</b>	
Menlo Park Caltrain	Tier 3
Palo Alto Caltrain	Tier 3
<b>Millbrae</b>	
Millbrae BART/Caltrain	Tier 2
<b>Milpitas</b>	
Cisco Station (VTA)	Tier 3
Cropley Station (VTA)	Tier 3
Great Mall Station (VTA)	Tier 3
Milpitas BART	Tier 2
Milpitas Station (VTA)	Tier 3
<b>Morgan Hill</b>	
Morgan Hill Caltrain	Tier 4
<b>Mountain View</b>	
Bayshore NASA Station (VTA)	Tier 3
Middlefield Station (VTA)	Tier 3
Mountain View Caltrain	Tier 3
Mountain View Station (VTA)	Tier 3
San Antonio Caltrain	Tier 3
Whisman Station (VTA)	Tier 3
<b>Newark</b>	
Ardenwood Capitol Corridor	Tier 4
<b>Novato</b>	
Novato Downtown (SMART)	Tier 4
Novato Hamilton Station (SMART)	Tier 4
Novato San Marin Station (SMART)	Tier 4
<b>Oakland</b>	
12 St & Harrison (AC Transit)	Tier 3
12th St & Oak St (AC Transit)	Tier 3
12th St. Oakland City Center BART	Tier 1
19th St. Oakland BART	Tier 1
Ashby BART	Tier 2
Coliseum BART/Capitol Corridor	Tier 2
E 14th St & Dutton Ave (AC Transit)	Tier 3

Emeryville Capitol Corridor	Tier 4
Fruitvale BART	Tier 2
International Blvd & 104th Ave (AC Transit)	Tier 3
International Blvd & 16th Ave (AC Transit)	Tier 3
International Blvd & 1st St (AC Transit)	Tier 3
International Blvd & 23rd Ave (AC Transit)	Tier 3
International Blvd & 35th Ave (AC Transit)	Tier 3
International Blvd & 38th Ave (AC Transit)	Tier 3
International Blvd & 39th Ave (AC Transit)	Tier 3
International Blvd & 45th Ave (AC Transit)	Tier 3
International Blvd & 53rd (AC Transit)	Tier 3
International Blvd & 5th Ave (AC Transit)	Tier 3
International Blvd & 73rd Ave (AC Transit)	Tier 3
International Blvd & 81st Ave (AC Transit)	Tier 3
International Blvd & 85th (AC Transit)	Tier 3
International Blvd & 90th Ave (AC Transit)	Tier 3
International Blvd & 98th Ave (AC Transit)	Tier 3
International Blvd & Auseon Ave (AC Transit)	Tier 3
International Blvd & Derby Ave (AC Transit)	Tier 3
International Blvd & Fruitvale Ave (AC Transit)	Tier 3
International Blvd & Havenscourt Blvd (AC Transit)	Tier 3
International Blvd & High St (AC Transit)	Tier 3
International Blvd & Seminary Ave (AC Transit)	Tier 3
Lake Merritt BART	Tier 2
MacArthur BART	Tier 2
Oakland Jack London Capitol Corridor	Tier 4
Oakland Ferry Terminal	Tier 4
Rockridge BART	Tier 3
West Oakland BART	Tier 2
<b>Orinda</b>	
Orinda BART	Tier 3
<b>Palo Alto</b>	
California Ave Caltrain	Tier 3
Palo Alto Caltrain	Tier 3
San Antonio Caltrain	Tier 3
<b>Petaluma</b>	
N Petaluma/Corona Rd (SMART)	Tier 4
Petaluma Downtown (SMART)	Tier 4
<b>Pittsburg</b>	
Pittsburg Center BART	Tier 3
Pittsburg/Bay Point BART	Tier 3
<b>Pleasant Hill</b>	
Pleasant Hill/Contra Costa Centre BART	Tier 3
<b>Pleasanton</b>	
Dublin Pleasanton BART	Tier 3
Pleasanton Station (ACE)	Tier 4

West Dublin/Pleasanton BART	Tier 3
<b>Redwood City</b>	
Redwood City Ferry (Planned)	Tier 4
Redwood City Caltrain	Tier 3
<b>Richmond</b>	
El Cerrito del Norte BART	Tier 2
El Cerrito Plaza BART	Tier 2
Richmond BART/Capitol Corridor	Tier 2
San Francisco Bay Ferry	Tier 4
<b>Rohnert Park</b>	
Cotati Station (SMART)	Tier 4
Rohnert Park (SMART)	Tier 4
<b>San Bruno</b>	
San Bruno BART	Tier 2
San Bruno Caltrain	Tier 3
<b>San Carlos</b>	
Belmont Caltrain	Tier 3
San Carlos Caltrain	Tier 3
<b>San Francisco</b>	
15th Ave & Taraval St (SFMTA)	Tier 3
16th St. Mission BART	Tier 2
17th St & Castro St (SFMTA)	Tier 3
17th St & Noe St (SFMTA)	Tier 3
19th Ave & Holloway Ave (SFMTA)	Tier 3
19th Ave & Winston Dr (SFMTA)	Tier 3
22nd Street Caltrain	Tier 3
24th St. Mission BART	Tier 2
46th Ave & Taraval St (SFMTA)	Tier 3
46th Ave & Ulloa St (SFMTA)	Tier 3
46th Ave & Vicente St (SFMTA)	Tier 3
47th Ave & Cutler Ave (SFMTA)	Tier 3
4th and Brannan (SFMTA)	Tier 3
Balboa Park BART/SFMTA	Tier 2
Bayshore Blvd & Areta Ave (SFMTA)	Tier 3
Bayshore Blvd & Sunnysdale Ave (SFMTA)	Tier 3
Bayshore Caltrain	Tier 3
California St & Battery St (SFMTA)	Tier 3
California St & Front St (SFMTA)	Tier 3
California St & Grant Ave (SFMTA)	Tier 3
California St & Hyde St (SFMTA)	Tier 3
California St & Jones St (SFMTA)	Tier 3
California St & Kearny St (SFMTA)	Tier 3
California St & Larkin St (SFMTA)	Tier 3
California St & Leavenworth St (SFMTA)	Tier 3
California St & Mason St (SFMTA)	Tier 3
California St & Montgomery St (SFMTA)	Tier 3

California St & Polk St (SFMTA)	Tier 3
California St & Powell St (SFMTA)	Tier 3
California St & Sansome St (SFMTA)	Tier 3
California St & Stockton St (SFMTA)	Tier 3
California St & Taylor St (SFMTA)	Tier 3
California St & Van Ness Ave (SFMTA)	Tier 3
Cameron Beach Yard (SFMTA)	Tier 3
Carl St & Cole St (SFMTA)	Tier 3
Chinatown Rose Pak (SFMTA)	Tier 3
Church St & 16th St (SFMTA)	Tier 3
Church St & 18th St (SFMTA)	Tier 3
Church St & 22nd St (SFMTA)	Tier 3
Church St & 24th St (SFMTA)	Tier 3
Church St & 27th St (SFMTA)	Tier 3
Church St & 29th St (SFMTA)	Tier 3
Church St & 30th St (SFMTA)	Tier 3
Church St & Clipper St (SFMTA)	Tier 3
Church St & Day St (SFMTA)	Tier 3
Civic Center/UN Plaza BART/SFMTA	Tier 1
Columbus Ave & Chestnut St (SFMTA)	Tier 3
Daly City BART	Tier 2
Duboce Ave & Church St (SFMTA)	Tier 3
Duboce St/Noe St/Duboce Park (SFMTA)	Tier 3
Embarcadero BART/SFMTA	Tier 1
Forest Hill Station (SFMTA)	Tier 3
Glen Park BART/SFMTA	Tier 2
Hyde St & Bay St (SFMTA)	Tier 3
Hyde St & Beach St (SFMTA)	Tier 3
Hyde St & Broadway (SFMTA)	Tier 3
Hyde St & Chestnut St (SFMTA)	Tier 3
Hyde St & Filbert St (SFMTA)	Tier 3
Hyde St & Green St (SFMTA)	Tier 3
Hyde St & Greenwich St (SFMTA)	Tier 3
Hyde St & Jackson St (SFMTA)	Tier 3
Hyde St & Lombard St (SFMTA)	Tier 3
Hyde St & North Point St (SFMTA)	Tier 3
Hyde St & Pacific Ave (SFMTA)	Tier 3
Hyde St & Union St (SFMTA)	Tier 3
Hyde St & Vallejo St (SFMTA)	Tier 3
Jackson St & Jones St (SFMTA)	Tier 3
Jackson St & Leavenworth St (SFMTA)	Tier 3
Jackson St & Mason St (SFMTA)	Tier 3
Jackson St & Taylor St (SFMTA)	Tier 3
Judah St & 19th Ave (SFMTA)	Tier 3
Judah St & 23rd Ave (SFMTA)	Tier 3
Judah St & 25th Ave (SFMTA)	Tier 3

Judah St & 28th Ave (SFMTA)	Tier 3	Powell St & Sutter St (SFMTA)	Tier 3
Judah St & 31st Ave (SFMTA)	Tier 3	Powell St. BART/SFMTA	Tier 1
Judah St & 34th Ave (SFMTA)	Tier 3	Right Of Way/20th St (SFMTA)	Tier 3
Judah St & 40th Ave (SFMTA)	Tier 3	Right Of Way/21st St (SFMTA)	Tier 3
Judah St & 43rd Ave (SFMTA)	Tier 3	Right Of Way/Eucalyptus Dr (SFMTA)	Tier 3
Judah St & 46th Ave (SFMTA)	Tier 3	Right Of Way/Liberty St (SFMTA)	Tier 3
Judah St & Sunset Blvd (SFMTA)	Tier 3	Right Of Way/Ocean Ave (SFMTA)	Tier 3
Judah/La Playa/Ocean Beach (SFMTA)	Tier 3	San Francisco Caltrain	Tier 3
Junipero Serra Blvd & Ocean Ave (SFMTA)	Tier 3	San Francisco Ferry Terminal	Tier 4
King St & 2nd St (SFMTA)	Tier 3	San Francisco Salesforce Transit Center Caltrain	Tier 1
Market St & 16th St (SFMTA)	Tier 3	San Jose Ave & Geneva Ave (SFMTA)	Tier 3
Market St & 17th St (SFMTA)	Tier 3	San Jose Ave & Ocean Ave (SFMTA)	Tier 3
Market St & 1st St (SFMTA)	Tier 3	San Jose Ave & Randall St (SFMTA)	Tier 3
Market St & 3rd St (SFMTA)	Tier 3	San Jose Ave & Santa Rosa Ave (SFMTA)	Tier 3
Market St & 4th St (SFMTA)	Tier 3	San Jose Ave & Santa Ynez Ave (SFMTA)	Tier 3
Market St & 6th St (SFMTA)	Tier 3	Taraval St & 17th Ave (SFMTA)	Tier 3
Market St & 7th St (SFMTA)	Tier 3	Taraval St & 19th Ave (SFMTA)	Tier 3
Market St & 8th St (SFMTA)	Tier 3	Taraval St & 22nd Ave (SFMTA)	Tier 3
Market St & 9th St (SFMTA)	Tier 3	Taraval St & 23rd Ave (SFMTA)	Tier 3
Market St & Buchanan St (SFMTA)	Tier 3	Taraval St & 26th Ave (SFMTA)	Tier 3
Market St & Church St (SFMTA)	Tier 3	Taraval St & 30th Ave (SFMTA)	Tier 3
Market St & Gough St (SFMTA)	Tier 3	Taraval St & 32nd Ave (SFMTA)	Tier 3
Market St & Laguna St (SFMTA)	Tier 3	Taraval St & 40th Ave (SFMTA)	Tier 3
Market St & Noe St (SFMTA)	Tier 3	Taraval St & 42nd Ave (SFMTA)	Tier 3
Market St & Sanchez St (SFMTA)	Tier 3	Taraval St & 44th Ave (SFMTA)	Tier 3
Market St & South Van Ness Ave (SFMTA)	Tier 3	Taraval St & Sunset Blvd (SFMTA)	Tier 3
Mason St & Broadway (SFMTA)	Tier 3	Taylor St & Bay St (SFMTA)	Tier 3
Mason St & Filbert St (SFMTA)	Tier 3	Taylor St & Columbus Ave (SFMTA)	Tier 3
Mason St & Green St (SFMTA)	Tier 3	Taylor St & Francisco St (SFMTA)	Tier 3
Mason St & Greenwich St (SFMTA)	Tier 3	The Embarcadero & Brannan St (SFMTA)	Tier 3
Mason St & Pacific Ave (SFMTA)	Tier 3	The Embarcadero & Folsom St (SFMTA)	Tier 3
Mason St & Union St (SFMTA)	Tier 3	The Embarcadero & Greenwich St (SFMTA)	Tier 3
Mason St & Vallejo St (SFMTA)	Tier 3	The Embarcadero & Harrison St NW-NS/PS (SFMTA)	Tier 3
Mason St & Washington St (SFMTA)	Tier 3		Tier 3
Metro Forest Hill Station/Downtown (SFMTA)	Tier 3	Third Street & 20th St (SFMTA)	Tier 3
Mission Bay Ferry Terminal	Tier 4	Third Street & 23rd St (SFMTA)	Tier 3
Montgomery St. BART/SFMTA	Tier 1	Third Street & Carroll Ave (SFMTA)	Tier 3
Pier 41 Ferry Terminal	Tier 4	Third Street & Le Conte Ave (SFMTA)	Tier 3
Powell St & Bush St (SFMTA)	Tier 3	Third Street & Mission Rock St (SFMTA)	Tier 3
Powell St & Clay St (SFMTA)	Tier 3	Third Street & Williams Ave (SFMTA)	Tier 3
Powell St & Geary St (SFMTA)	Tier 3	Third Street/Gilman/Paul (SFMTA)	Tier 3
Powell St & Jackson St (SFMTA)	Tier 3	Third Street/Hudson/Innes (SFMTA)	Tier 3
Powell St & O'Farrell St (SFMTA)	Tier 3	Third Street/Kirkwood/La Salle (SFMTA)	Tier 3
Powell St & Pine St (SFMTA)	Tier 3	Third Street/Oakdale/Palou (SFMTA)	Tier 3
Powell St & Post St (SFMTA)	Tier 3	Third Street/Revere/Shafter (SFMTA)	Tier 3
Powell St & Sacramento St (SFMTA)	Tier 3	Treasure Island Ferry Terminal	Tier 4



UCSF / Chase Center (16th Street) (SFMTA)	Tier 3	Cropley Station (VTA)	Tier 3
UCSF Medical Center (Mariposa) (SFMTA)	Tier 3	Curtner Station (VTA)	Tier 3
Ulloa St & Forest Side Ave (SFMTA)	Tier 3	Downtown San Jose (BART/VTA)	Tier 1
Ulloa St & Lenox Way (SFMTA)	Tier 3	Eastridge Transit Center (VTA)	Tier 3
Union Square (SFMTA)	Tier 3	Fruitdale Station (VTA)	Tier 3
Van Ness Ave & Broadway (SFMTA)	Tier 3	Great America Station (ACE/Capitol Corridor/VTA)	Tier 4
Van Ness Ave & Clay St (SFMTA)	Tier 3	Gish Station (VTA)	Tier 3
Van Ness Ave & Eddy St (SFMTA)	Tier 3	Hamilton Station (VTA)	Tier 3
Van Ness Ave & Grove St (SFMTA)	Tier 3	Hostetter Station (VTA)	Tier 3
Van Ness Ave & Jackson St (SFMTA)	Tier 3	Japantown/Ayer Station (VTA)	Tier 3
Van Ness Ave & Lombard St (SFMTA)	Tier 3	Karina Court Station (VTA)	Tier 3
Van Ness Ave & Mission St (SFMTA)	Tier 3	Lick Mill Station (VTA)	Tier 3
Van Ness Ave & O'Farrell St (SFMTA)	Tier 3	Mckee Station (VTA)	Tier 3
Van Ness Ave & Sacramento St (SFMTA)	Tier 3	Metro/Airport Station (VTA)	Tier 3
Van Ness Ave & Sutter St (SFMTA)	Tier 3	Milpitas BART	Tier 2
Van Ness Ave & Union St (SFMTA)	Tier 3	Milpitas Station (VTA)	Tier 3
Vicente St & 47th Ave (SFMTA)	Tier 3	Ohlone-Chynoweth Station (VTA)	Tier 3
Washington St & Jones St (SFMTA)	Tier 3	Orchard Station (VTA)	Tier 3
Washington St & Leavenworth St (SFMTA)	Tier 3	Penitencia Creek Station (VTA)	Tier 3
Washington St & Powell St (SFMTA)	Tier 3	Race Station (VTA)	Tier 3
Washington St & Taylor St (SFMTA)	Tier 3	River Oaks Station (VTA)	Tier 3
Wawona/46th Ave /SF Zoo (SFMTA)	Tier 3	Saint James Station (VTA)	Tier 3
West Portal Ave & Sloat Blvd (SFMTA)	Tier 3	San Antonio Station (VTA)	Tier 3
West Portal/Sloat/St Francis Circle (SFMTA)	Tier 3	San Fernando Station (VTA)	Tier 3
Yerba Buena Moscone (SFMTA)	Tier 3	San Jose Diridon Caltrain	Tier 1
<b>San Jose</b>		Santa Clara BART (Planned)	Tier 2
Alum Rock 28th St BART (Planned)	Tier 2	Santa Clara Caltrain	Tier 3
Alum Rock Station (VTA)	Tier 3	Santa Clara Station (VTA)	Tier 3
Bascom Station (VTA)	Tier 3	Santa Teresa Station (VTA)	Tier 3
Baypointe Station (VTA)	Tier 3	Snell Station (VTA)	Tier 3
Berryessa BART	Tier 2	Story Road (VTA)	Tier 3
Berryessa Station (VTA)	Tier 3	Tamien Caltrain	Tier 3
Blossom Hill Caltrain	Tier 4	Tasman Station (VTA)	Tier 3
Blossom Hill Station (VTA)	Tier 3	Virginia Station (VTA)	Tier 3
Bonaventura Station (VTA)	Tier 3	<b>San Leandro</b>	
Branham Station (VTA)	Tier 3	Bay Fair BART	Tier 2
Capitol Caltrain	Tier 4	E 14th St & 141st Ave (AC Transit)	Tier 3
Capitol Station (VTA)	Tier 3	E 14th St & 150th Ave (AC Transit)	Tier 3
Champion Station (VTA)	Tier 3	E 14th St & 159th Ave (AC Transit)	Tier 3
Children's Discovery Museum Station (VTA)	Tier 3	E 14th St & Bayfair Dr (AC Transit)	Tier 3
Cisco Station (VTA)	Tier 3	E 14th St & Castro St (AC Transit)	Tier 3
Civic Center Station (VTA)	Tier 3	E 14th St & Dutton Ave (AC Transit)	Tier 3
College Park Caltrain	Tier 3	E 14th St & Estudillo Ave (AC Transit)	Tier 3
Component Station (VTA)	Tier 3	E 14th St & San Leandro Blvd (AC Transit)	Tier 3
Convention Center Station (VTA)	Tier 3	International Blvd & 104th Ave (AC Transit)	Tier 3
Cottle Station (VTA)	Tier 3	San Leandro BART	Tier 2

<b>San Mateo</b>	
Burlingame Caltrain	Tier 3
Hayward Park Caltrain	Tier 3
Hillsdale Caltrain	Tier 3
San Mateo Caltrain	Tier 3
<b>San Rafael</b>	
Larkspur Ferry Terminal	Tier 4
Larkspur Station (SMART)	Tier 4
Marin Civic Center Station (SMART)	Tier 4
San Rafael Station (SMART)	Tier 4
<b>Santa Clara</b>	
Bonaventura Station (VTA)	Tier 3
Champion Station (VTA)	Tier 3
Great America Station (ACE/Capitol Corridor/VTA)	Tier 4
Great America Station (VTA)	Tier 3
Lawrence Caltrain	Tier 3
Lick Mill Station (VTA)	Tier 3
Old Ironsides Station (VTA)	Tier 3
Orchard Station (VTA)	Tier 3
Reamwood Station (VTA)	Tier 3
River Oaks Station (VTA)	Tier 3
Santa Clara BART (Planned)	Tier 2
Santa Clara Caltrain	Tier 3
Tasman Station (VTA)	Tier 3
<b>Santa Rosa</b>	
Santa Rosa Downtown Station (SMART)	Tier 4
Santa Rosa North Station (SMART)	Tier 4
<b>Sausalito</b>	
Sausalito Ferry Landing	Tier 4
<b>South San Francisco</b>	
San Bruno BART	Tier 2
San Bruno Caltrain	Tier 3
South San Francisco BART	Tier 2
South San Francisco Ferry	Tier 4
South San Francisco Caltrain	Tier 3
<b>Suisun City</b>	
Suisun-Fairfield Capitol Corridor	Tier 4
<b>Sunnyvale</b>	
Bayshore NASA Station (VTA)	Tier 3
Borregas Station (VTA)	Tier 3
Crossman Station (VTA)	Tier 3
Fair Oaks Station (VTA)	Tier 3
Lawrence Caltrain	Tier 3
Lockheed Martin Station (VTA)	Tier 3
Middlefield Station (VTA)	Tier 3
Moffett Park Station (VTA)	Tier 3

Old Ironsides Station (VTA)	Tier 3
Reamwood Station (VTA)	Tier 3
Sunnyvale Caltrain	Tier 3
Vienna Station (VTA)	Tier 3
Whisman Station (VTA)	Tier 3
<b>Tiburon</b>	
Tiburon Ferry Landing	Tier 4
<b>Unincorporated Alameda County</b>	
Bay Fair BART	Tier 2
Castro Valley BART	Tier 3
E 14th St & 141st Ave (AC Transit)	Tier 3
E 14th St & 150th Ave (AC Transit)	Tier 3
E 14th St & 159th Ave (AC Transit)	Tier 3
E 14th St & Bayfair Dr (AC Transit)	Tier 3
Hayward BART	Tier 2
Hayward Capitol Corridor (Potentially Eliminated)	Tier 4
Isabel (Valley Link)	Tier 4
<b>Unincorporated Contra Costa County</b>	
El Cerrito Plaza BART	Tier 2
Martinez Capitol Corridor	Tier 4
Orinda BART	Tier 3
Pittsburg/Bay Point BART	Tier 3
Pleasant Hill/Contra Costa Centre BART	Tier 3
Walnut Creek BART	Tier 3
<b>Unincorporated Marin County</b>	
Larkspur Station (SMART)	Tier 4
Marin Civic Center Station (SMART)	Tier 4
Novato Hamilton Station (SMART)	Tier 4
Novato San Marin Station (SMART)	Tier 4
<b>Unincorporated San Mateo County</b>	
Belmont Caltrain	Tier 3
Colma BART	Tier 2
Millbrae BART/Caltrain	Tier 2
San Bruno Caltrain	Tier 3
<b>Unincorporated Santa Clara County</b>	
Alum Rock Station (VTA)	Tier 3
Bayshore NASA Station (VTA)	Tier 3
Berryessa Station (VTA)	Tier 3
California Ave Caltrain	Tier 3
Capitol Caltrain	Tier 4
Curtner Station (VTA)	Tier 3
Hostetter Station (VTA)	Tier 3
Moffett Park Station (VTA)	Tier 3
Mountain View Caltrain	Tier 3
Mountain View Station (VTA)	Tier 3
Palo Alto Caltrain	Tier 3

San Martin Caltrain	Tier 4
<b>Unincorporated Solano County</b>	
Suisun-Fairfield Capitol Corridor	Tier 4
<b>Unincorporated Sonoma County</b>	
N Petaluma/Corona Rd (SMART)	Tier 4
Santa Rosa North Station (SMART)	Tier 4
Sonoma County Airport Station (SMART)	Tier 4
<b>Union City</b>	
Union City BART	Tier 2
<b>Vallejo</b>	
Mare Island Ferry Terminal	Tier 4
Vallejo Ferry Terminal	Tier 4
<b>Walnut Creek</b>	
Pleasant Hill/Contra Costa Centre BART	Tier 3
Walnut Creek BART	Tier 3
<b>Windsor</b>	
Sonoma County Airport Station (SMART)	Tier 4
Windsor (SMART)	Tier 4

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## Appendix B: TOC Policy Density Requirements

**Table 1: Minimum and Allowable Maximum Density for New Residential Development**  
(Consistency may be demonstrated using Dwelling Units/Acre calculation, Floor Area Ratio calculation, or an alternative methodology submitted for MTC staff review.)

Level of Transit Service	Density Standards in Dwelling Units/Acre (DU/A) <sup>1</sup>		Density Standards in Floor Area Ratio (FAR) <sup>1</sup>	
	Minimum DU/A	Allowable Maximum DU/A <sup>2</sup>	Minimum FAR <sup>4</sup>	Allowable Maximum FAR <sup>4</sup>
Tier 1: Rail stations serving regional centers (i.e., Downtown San Francisco, Downtown Oakland, and Downtown San José)	100 DU/A or higher	150 DU/A or higher <sup>2</sup>	3.0 FAR or higher	5.0 FAR or higher
Tier 2: Stop/station served by two or more BART lines or BART and Caltrain	75 DU/A or higher	100 DU/A or higher <sup>2</sup>	2.0 FAR or higher	3.0 FAR or higher
Tier 3: Stop/station served by one BART line, Caltrain, light rail transit, or bus rapid transit <sup>3</sup>	50 DU/A or higher	75 DU/A or higher <sup>2</sup>	1.5 FAR or higher	2.0 FAR or higher
Tier 4: Commuter rail (SMART, ACE, Capitol Corridor, Valley Link) stations, Caltrain stations south of Tamien, or ferry terminals	25 DU/A or higher	35 DU/A or higher <sup>2</sup>	0.75 FAR or higher	1.0 FAR or higher

Notes:

1. Excludes parcels currently occupied by single- or multi-family dwelling units.
2. The allowable densities are consistent with PBA2050 modeling for Strategy H3 (see [Forecasting and Modeling Report](#), pp.44-45).
3. Tier 3 jurisdictions with a population of 30,000 or less may comply with Tier 4 residential density requirements.
4. FAR standard is an estimated equivalent to dwelling units/acre based upon a range of prototypical residential developments with a variety of unit mixes and sizes.

**Table 2: Minimum and Allowable Maximum Density for New Commercial Office Development**

<b>Level of Transit Service</b>	<b>Minimum Density<sup>1</sup></b>	<b>Allowable Maximum Density<sup>1, 2</sup></b>
Tier 1: Rail stations serving regional centers (i.e., Downtown San Francisco, Downtown Oakland, and Downtown San José)	4 Floor Area Ratio (FAR) or higher	8 FAR or higher
Tier 2: Stop/station served by two or more BART lines or BART and Caltrain	3 FAR or higher	6 FAR or higher
Tier 3: Stop/station served by one BART line, Caltrain, light rail transit, or bus rapid transit	2 FAR or higher	4 FAR or higher
Tier 4: Commuter rail (SMART, ACE, Capitol Corridor, Valley Link) stations, Caltrain stations south of Tamien, or ferry terminals	1 FAR or higher	3 FAR or higher

Notes:

1. For mixed-use projects that include a commercial office component, this figure shall not be less than the equivalent of the applicable allowed or permitted FAR standard.
2. The allowable densities are consistent with PBA 20505 modeling for Strategy EC4 (see [Forecasting and Modeling Report](#), pp. 57-58).

## Appendix C: TOC Policy Housing and Commercial Stabilization Policy Requirements

**Table 1: Affordable Housing Production Policies that Fulfill TOC Policy Requirement**

<b>Affordable Housing Production Policy</b>	<b>Description</b>
Inclusionary Zoning	Requires that 15% of units in new residential development projects above a certain number of units be deed-restricted affordable to low-income households. A lower percentage may be adopted if it can be demonstrated by a satisfactory financial feasibility analysis that a 15% requirement is not feasible.
Affordable Housing Funding	Dedicated local funding for production of deed-restricted affordable housing.
Affordable Housing Overlay Zones	Area-specific incentives, such as density bonuses and streamlined environmental review, for development projects that include at least 15% of units as deed-restricted affordable housing; exceeds any jurisdiction-wide inclusionary requirements or benefits from state density bonus.
Public Land for Affordable Housing	Policies to prioritize the reuse of publicly owned land for affordable and mixed-income housing that go beyond existing state law, typically accompanied by prioritization of available funding for projects on these sites.
Ministerial Approval	Grant ministerial approval of residential developments that include, at a minimum 15% affordable units if projects have 11 or more units, or that exceed inclusionary or density bonus affordability requirements and do not exceed 0.5 parking spaces per unit.
Public/Community Land Trusts <i>(This policy may be used to fulfill either the housing production or preservation requirement, but not both.)</i>	Investments or policies to expand the amount of land held by public- and non-profit entities such as co-operatives, community land trusts, and land banks with permanent affordability protections.
Development Certainty and Streamlined Entitlement Process	Include the vested rights and five hearing limit provisions currently outlined in SB330 (2019, Skinner) without a sunset date.

**Table 2: Affordable Housing Preservation Policies that Fulfill TOC Policy Requirement**

<b>Affordable Housing Preservation Policy</b>	<b>Description</b>
Funding to Preserve Unsubsidized Affordable Housing	Public investments to preserve unsubsidized housing affordable to lower- or moderate-income residents (sometimes referred to as "naturally occurring affordable housing") as permanently affordable.
Tenant/Community Opportunity to Purchase	Policies or programs that provide tenants or mission-driven nonprofits the right of first refusal to purchase a property at the market price when it is offered for sale, retaining existing residents and ensuring long-term affordability of the units by requiring resale restrictions to maintain affordability.
Single-Room Occupancy (SRO) Preservation	Limits the conversion of occupied SRO rental units to condominiums or other uses that could result in displacement of existing residents.
Condominium Conversion Restrictions	Require that units converted to condos be replaced 1:1 with comparable rental units, unless purchased by current long-term tenants or converted to permanently affordable housing with protections for existing tenants.
Public/Community Land Trusts <i>(This policy may be used to fulfill either the housing production or preservation requirement, but not both.)</i>	Investments or policies to expand the amount of land held by public- and non-profit entities such as co-operatives, community land trusts, and land banks with permanent affordability protections.
Funding to Support Preservation Capacity	Dedicated local funding for capacity building or other material support for community land trusts or other community-based organizations engaged in affordable housing preservation.
Mobile Home Preservation	Policy or program to preserve mobile homes from conversion to other uses that may result in displacement of existing residents.
Preventing Displacement from Substandard Conditions and Associated Code Enforcement Activities <i>(This policy may be used to fulfill either the housing preservation or protection requirement, but not both.)</i>	Policies, programs, or procedures designed to minimize the risk of displacement caused by substandard conditions, including through local code enforcement activities.



**Table 3: Affordable Housing Protection and Anti-Displacement Policies that Fulfill TOC Policy Requirement**

<b>Affordable Housing Protection and Anti-Displacement Policy</b>	<b>Description</b>
“Just Cause” Eviction <sup>10</sup>	Defines the circumstances for evictions, such as nonpayment of rent, violation of lease terms, or permanent removal of a dwelling from the rental market, with provisions that are more protective of tenants than those established by <a href="#">AB 1482 (2019, Chiu)</a> . <sup>11</sup>
No Net Loss and Right to Return to Demolished Homes	Include the no net loss provisions currently outlined in <a href="#">SB 330 (2019, Skinner)</a> <i>without a sunset date</i> . Require one-to-one replacement of units that applies the same or a deeper level of affordability, the same number of bedrooms and bathrooms, and comparable square footage to the units demolished. Provide displaced tenants with right of first refusal to rent new comparable units at the same rent as demolished units.
Legal Assistance for Tenants <sup>12</sup>	Investments or programs that expand access to legal assistance for tenants threatened with displacement. This could range from a “right to counsel” <sup>13</sup> to dedicated public funding for tenant legal assistance.
Foreclosure Assistance	Provide a dedicated funding source to support owner-occupied homeowners (up to 120% AMI) at-risk of foreclosure, including direct financial assistance (e.g., mortgage assistance, property tax delinquency, HOA dues, etc.), foreclosure prevention counseling, legal assistance, and/or outreach.
Rental Assistance Program	Provide a dedicated funding source and program for rental assistance to low-income households.

<sup>10</sup> Just Cause protections have been found to have a high impact on preventing displacement soon after its implementation ([Chapple, 2021](#)). A 2019 study found that cities with just cause eviction laws had much lower eviction and eviction filing rates than those who did not ([Cuellar, 2019](#)).

<sup>11</sup> This could include, for example, greater limitations on no fault evictions such as “substantial remodels” and/or permanently implementing just cause protections (the protections provided by AB 1482 expire on January 1, 2030).

<sup>12</sup> Tenant right to counsel has been shown to decrease the rate of evictions and eviction filings. In New York City, where it was first implemented, 84% of tenants facing eviction were able to remain in their homes. In the first six months of San Francisco’s program, two-thirds of tenants who received full scope representation avoided eviction and eviction filings decreased by 10% ([Chapple, 2021](#)).

<sup>13</sup> “Right to counsel” extends the right to an attorney, required in criminal procedures, to tenants in eviction trials, which are civil procedures.

<b><i>Affordable Housing Protection and Anti-Displacement Policy</i></b>	<b><i>Description</i></b>
Rent Stabilization	Restricts annual rent increases based upon a measure of inflation or other metric, with provisions exceeding those established by <a href="#">AB 1482 (2019, Chiu)</a> . <sup>14</sup>
Preventing Displacement from Substandard Conditions and Associated Code Enforcement Activities <i>(This policy may be used to fulfill either the housing preservation or protection requirement, but not both.)</i>	Policies, programs, or procedures designed to minimize the risk of displacement caused by substandard conditions, including through local code enforcement activities. This may include, but not be limited to, proactive rental inspection programs, assistance to landlords for property improvements in exchange for anti-displacement commitments, and enhanced relocation assistance requirements for temporary displacement due to substandard conditions that pose an immediate threat to health and safety.
Tenant Relocation Assistance	Policy or program that provides relocation assistance (financial and/or other services) to tenants displaced through no fault of their own, with assistance exceeding that required under state law.
Mobile Home Rent Stabilization	Restricts annual rent increases on mobile home residents based upon a measure of inflation or another metric.
Fair Housing Enforcement	Policy, program, or investments that support fair housing testing, compliance monitoring, and enforcement.
Tenant Anti-Harassment Protections	Policy or program that grants tenants legal protection from unreasonable, abusive, or coercive landlord behavior.

**Table 4: Commercial Protection and Stabilization Policies that Fulfill TOC Policy Requirement**

<b><i>Commercial Protection and Stabilization Policy</i></b>	<b><i>Description</i></b>
Small Business and Non-Profit Overlay Zone	Establish boundaries designated for an overlay, triggering a set of protections and benefits should development impact small businesses (including public markets) or community-serving non-profits.
Small Business and Non-Profit Preference Policy	Give priority and a right of first offer to local small businesses and/or community-serving non-profits when selecting a tenant for new market-rate commercial space.

<sup>14</sup> For example, restricting maximum annual rent increases to the percent change in the Consumer Price Index, or permanently implementing rent stabilization protections.

<b><i>Commercial Protection and Stabilization Policy</i></b>	<b><i>Description</i></b>
Small Business and Non-Profit Financial Assistance Program	Dedicated funding program for any impacted small business and community-serving non-profits.
Small Business Advocate Office	Provide a single point of contact for small business owners and/or a small business alliance.

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## Appendix D: TOC Policy Parking Management Requirements

<b><i>Level of Transit Service</i></b>	<b><i>New Residential Development</i></b>	<b><i>New Commercial Development</i></b>
Tier 1: Rail stations serving regional centers (i.e., Downtown San Francisco, Downtown Oakland, and Downtown San José)	No minimum parking requirement allowed.  Parking maximum of 0.375 spaces per unit or lower.	No minimum parking requirement allowed.  Parking maximum equivalent to 0.25 spaces per 1,000 square feet or lower.
Tier 2: Stop/station served by two or more BART lines or BART and Caltrain	No minimum parking requirement allowed.  Parking maximum of 0.5 spaces per unit or lower.	No minimum parking requirement allowed.  Parking maximum of 1.6 per 1,000 square feet or lower.
Tier 3: Stop/station served by one BART line, Caltrain, light rail transit, or bus rapid transit	No minimum parking requirement allowed.  Parking maximum of 1.0 spaces per unit or lower.	No minimum parking requirement allowed.  Parking maximum of 2.5 spaces per 1,000 square feet or lower.
Tier 4: Commuter rail (SMART, ACE, Capitol Corridor, Valley Link) stations, Caltrain stations south of Tamien, or ferry terminals	Parking maximum of 1.5 spaces per unit or lower.	Parking maximum of 4.0 spaces per 1,000 square feet or lower.
All Tiers	Minimum of 1 secured bicycle parking space per dwelling unit	Minimum of 1 secured bicycle parking space per 5,000 square feet