

Transit-Oriented Communities Policy Status Report

Community and Economic Development Committee

November 18, 2024

Item d(2)

Martina Davis, Division Manager, Planning, Building and Code Enforcement Department

Jessica Zenk, Deputy Director, Department of Transportation

Ramses Madou, Division Manager, Department of Transportation

MTC Transit-Oriented Communities Policy

- **Goals**

- Increase housing density near transit
- Promote affordable housing options
- Enhance walkability and connectivity
- Support economic development near transit areas
- Encourage environmental sustainability



MTC Policy Areas and Requirements

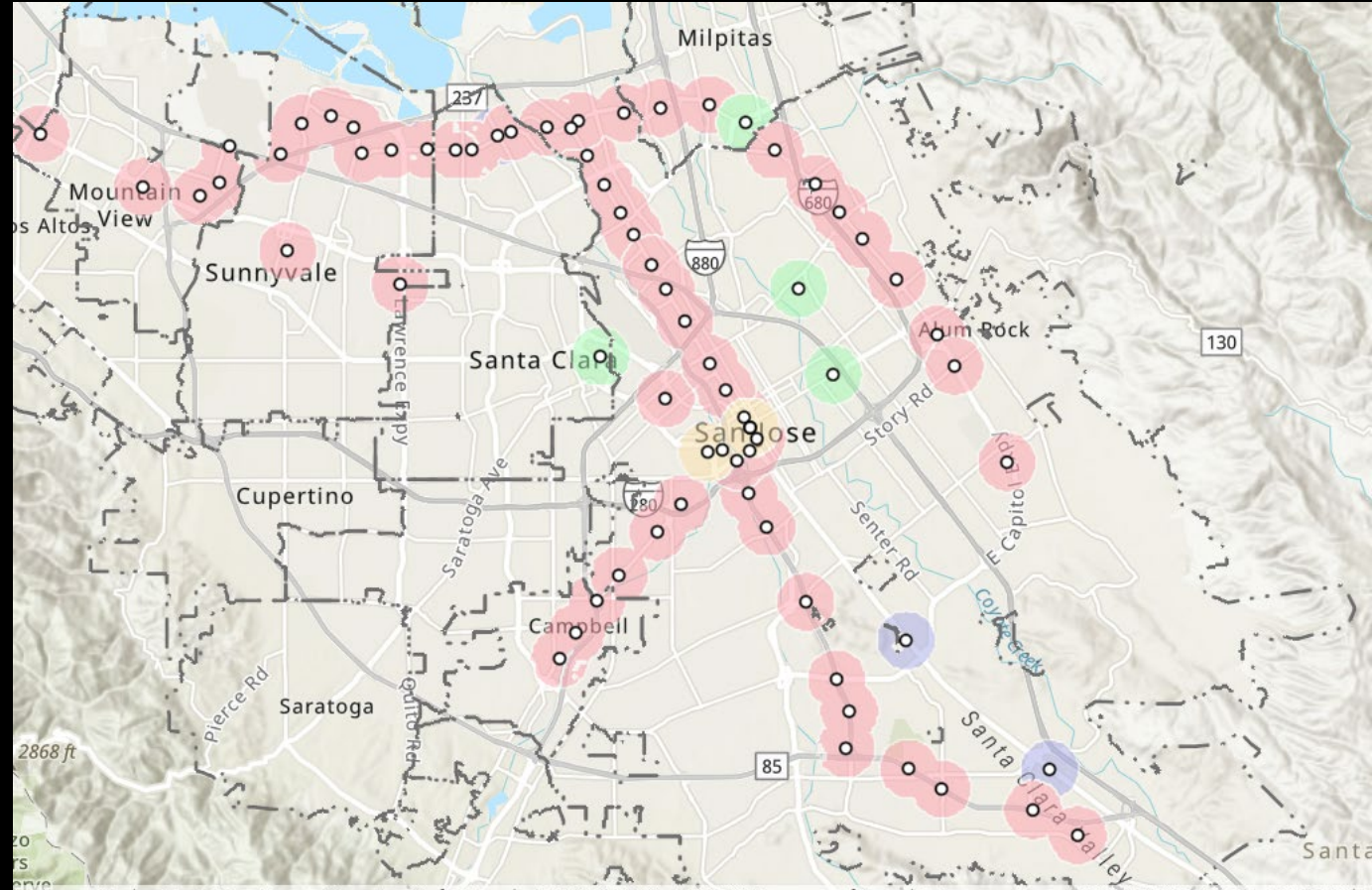
- **Covered Areas:** Locations within ½ mile of transit hubs, including BART, Caltrain, light-rail, and bus rapid transit stops
- **Requirements:**
 - Minimum density for housing and office space
 - Affordable housing production, preservation, and protection
 - Commercial stabilization
 - Parking management
 - Access and circulation near transit

Requirement Tiers:

- Tier 1: Rail stations serving regional centers (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 (Caltrain stations south of Tamien)

San José Transit-Oriented Community Areas

Tier	Areas
Tier 1	2 Stations – Downtown San José & Diridon Stations
Tier 2	3 Stations – Berryessa/North San José BART, 28th Street/Little Portugal BART, and Santa Clara Caltrain
Tier 3	41 Stations – Wide variety of light rail stations
Tier 4	2 Stations – Capitol & Blossom Hill Caltrain Stations



Policy and Plan Alignment



**GENERAL PLAN
HOUSING ELEMENT
(2023):** Focuses on
housing preservation,
production, and
protection



**PARKING REFORMS
(2022):** Removal of
parking minimums
and adoption of
transportation
demand
management



**URBAN VILLAGE
PLANS:** Notable plans
like Berryessa (2021)
and Capitol Caltrain
(2023)



**STATION AND
DOWNTOWN
STRATEGIES:** Diridon
Station Plan (2021)
and Downtown
Transportation Plan
(2022)



**TRANSPORTATION
IMPROVEMENT
PLANS:** Move San
José & Transit First
Policy (2022), East
and West San José
MTIPs, and Better
Bike Plan (2020)

Challenges to Compliance:

- Mismatched requirements with market conditions in San José
- Complex policy affecting 54 stations
- Need for additional resources and staff to assess compliance

Example: Summary of Initial Compliance with TOC Policy for Diridon Station Area

Section 1: Density for New Residential & Commercial Office Development

Minimum Zoning (Residential): Average of 100 units/net acre or higher



Maximum Zoning (Residential): Average of at least 150 units/net acre



Minimum Zoning (Commercial): Average of 4 Floor to Area Ratio (FAR) or higher



Maximum Zoning (Commercial): Average of 8 FAR or higher



Compliant



In Progress

Example: Summary of Initial Compliance with TOC Policy for Diridon Station Area

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

At least two affordable housing production policies



At least two affordable housing preservation policies



At least two affordable housing protection and anti-displacement policies



At least one commercial stabilization policy



Compliant



In Progress

Example: Summary of Initial Compliance with TOC Policy for Diridon Station Area

Section 3: Parking Management

No minimum parking requirements

**Other than targeted exception to meet existing contractual obligation*

Parking maximum of 0.375 spaces per unit (residential) and 0.25 spaces per 1,000 sf (commercial) or lower

TDM Policy for New Development



Compliant



In Progress

Example: Summary of Initial Compliance with TOC Policy for Diridon Station Area

Section 4: Station Access and Circulation

Complete Streets



Project Prioritization / Implementation



Access Gap Analysis



Mobility Hubs



Compliant



In Progress

Consequences

Transportation Funding: Compliance with TOC Policy is mandatory to access Metropolitan Transportation Commission discretionary funds.

- **OBAG Cycle 4:** Compliance needed by early 2026 to secure funding; past OBAG funding cycles contributed over **\$148** million to city projects.
- Compliance applies to other regional transit funds, e.g., Regional Measure 3 for Diridon Station Redesign, VTA projects.

Early Compliance Requests: MTC is already requiring compliance documentation for some current funding allocations.

Next Steps



INTER-DEPARTMENT
COMPLIANCE EFFORT



WORKING WITH MTC ON
APPROACHES TO COMPLIANCE



GRANT APPLICATIONS

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