



Castro Valley Municipal Advisory Council

Monday, January 13, 2025

Informational Only Presentation:

Metropolitan Transportation Commission's
Transit-Oriented Communities Policy at Castro Valley BART

Planning Staff: Angelica González & Olivia Ortiz

What is the Transit-Oriented Communities Policy?

- **Metropolitan Transportation Commission (MTC) Policy** to enact *Plan Bay Area 2050*
 - MTC's Transit-Oriented Communities (TOC) Policy (MTC Resolution 4530), adopted in Sept. 2022 (revised Oct. 2023)
- **Two Transit-Oriented Communities** in Unincorporated Alameda County
 - 1) Castro Valley BART Station (Tier 3) and
 - 2) Bay Fair BART Station (Tier 2)
- **Goals** to achieve the following within ½ mile from high quality transit
 - Increase housing supply near transit
 - Increase density for businesses and commercial development near transit
 - Prioritizes bus transit, active transportation and shared mobility (such as bike share and car share)
 - Support and build partnerships to create equitable Transit Oriented Communities
- **Potential benefits** include enhancing the station areas by delivering tangible improvements to our communities

Regional Requirements & Incentives

- In 2025, funding from the Metropolitan Transportation Commission will be tied to the adoption of Transit-Oriented Communities Policies
- Standards must be met by 2026

Regional Requirements & Incentives

Future funding at risk:

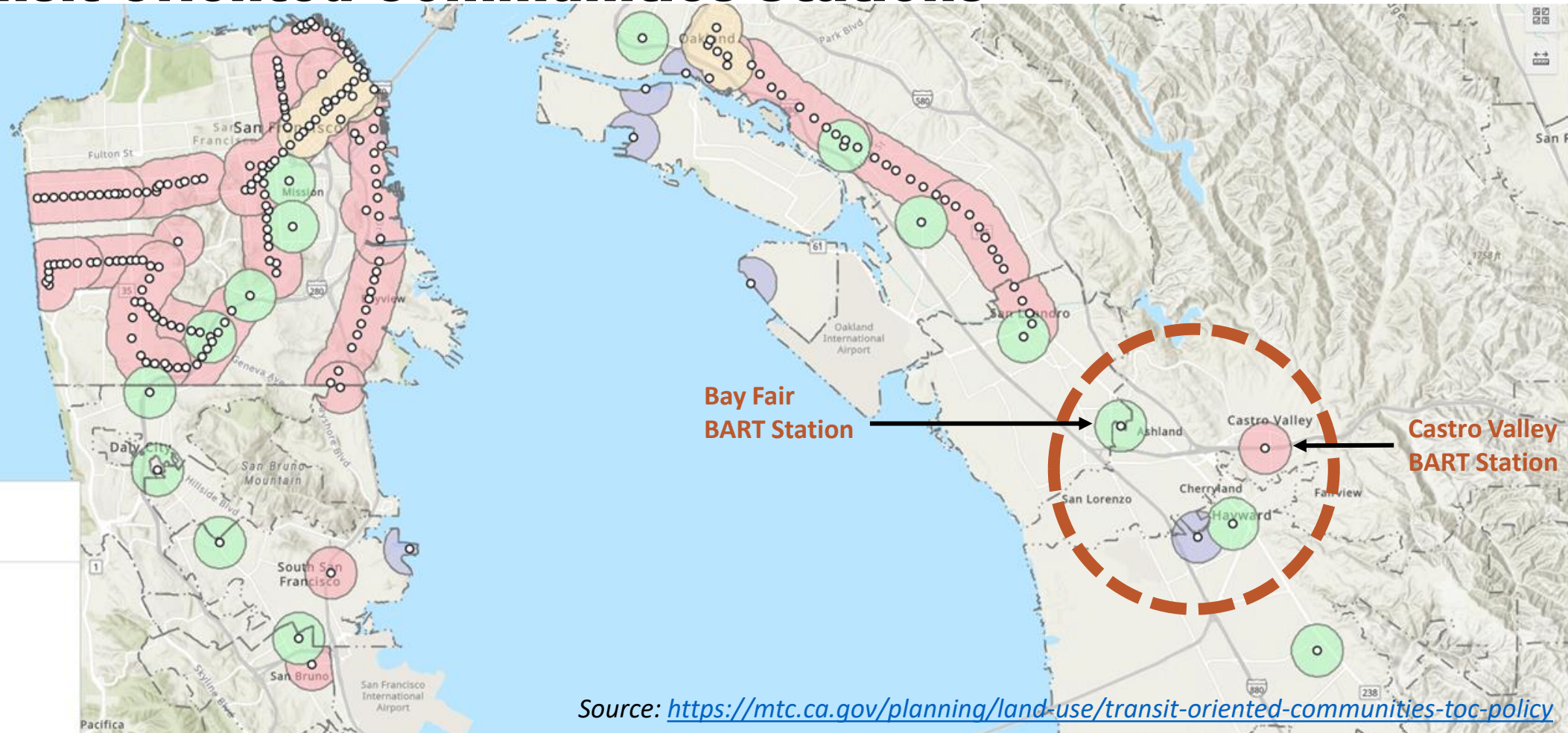
- One Bay Area Grant (OBAG) Transportation funding – approx. \$10 million annually
- Regional Early Action Planning (REAP) Planning Grants – approx. \$400,000 - \$600,000 annually



MTC's 4 TOC Policy Requirements

1. Residential and commercial office densities for new development
2. Transit station access and circulation
3. Parking management
4. Affordable housing production, preservation, and protection policies (3 P's)

MTC's Transit-Oriented Communities Stations

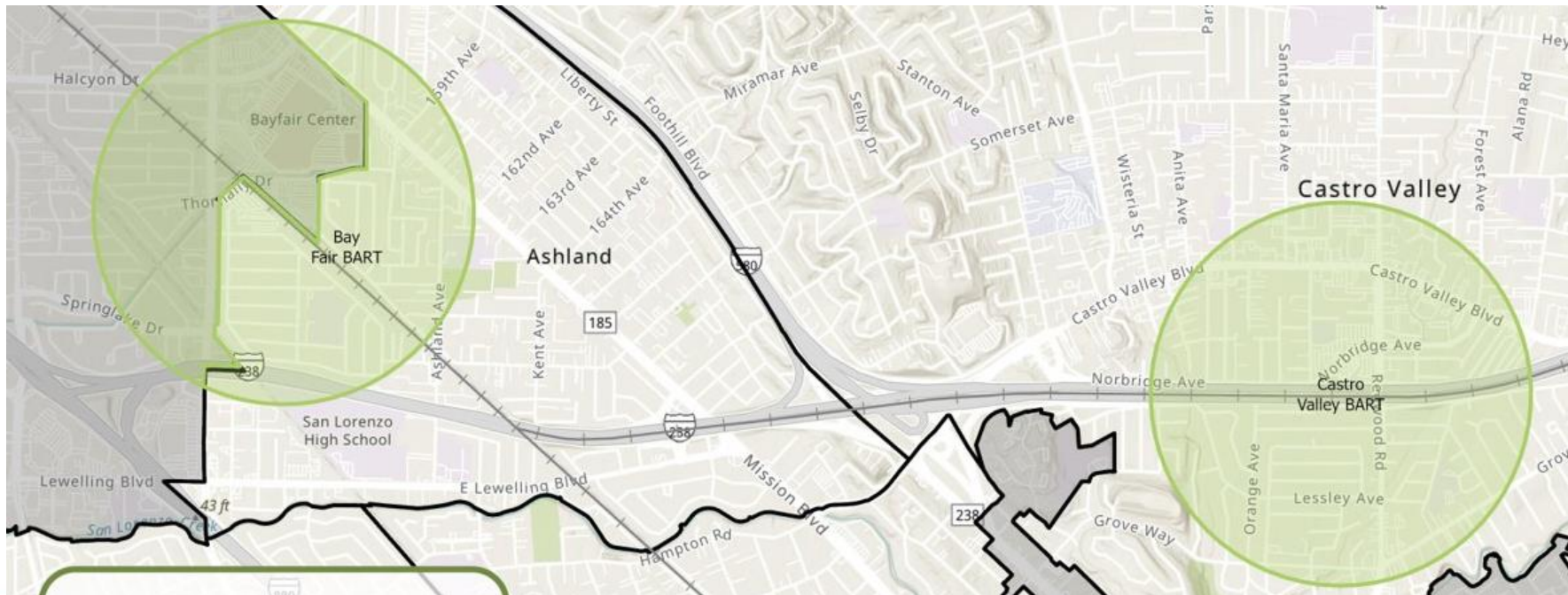


Compliance with Transit-Oriented Communities Policy

- **Not mandatory** to comply with the TOC policy but will be considered in applications for regional funding (i.e. OBAG and REAP)
- **Compliance** will be measured in early 2026. Staff has submitted a grant application to MTC-ABAG and recipients will be notified in March 2025 (tentative)
- **To be determined** how compliance would be achieved for items such as relevant parking and zoning changes but may be completed via plan amendments
 - TOC efforts could be coordinated with the Castro Valley Central Business District Specific Plan Update work to help enhance the station area
- **Still under consideration** to what extent the County intends to comply

Compliance with Transit-Oriented Communities Policy

Staff are exploring compliance with the residential and commercial zoning densities, station access and circulation, parking management policies, and housing requirements of the TOC Policy as they apply to the ½ mile around Bay Fair BART and Castro Valley BART stations (except for the housing category).





Planning Grants

- MTC is offering Planning Grants to assist local governments meet TOC Policy requirements
- Alameda County Community Development Agency has applied for approximately \$2 million combined from 4 grant categories (one from each policy topic)
 1. Residential and commercial office densities for new development
 2. Transit station access and circulation
 3. Parking management
 4. Affordable housing production, preservation, and protection policies (3 P's)
- Uses include hiring consultants, covering staff time, studies, and materials for preparation for adopting plans and ordinances to meet TOC Policy requirements

1. Zoning density and intensity requirements for residential and commercial office development

Goal: Increase residential density, office density, and bike parking; limit car parking

- MTC set average target density ranges and parking goals for each TOC Area
- Compliance will be measured through calculating weighted averages for *relevant* parcels in each TOC Area
 - Residential goals only consider properties that allow residential use. Existing residential can be excluded
 - Commercial Office goals consider all properties that allow for office uses. Existing residential can be excluded

1. Zoning density and intensity requirements for residential and commercial office development

To maintain flexibility, staff applied for an MTC Planning Grant. If awarded, the funding could support:

- A. Facilitating a detailed community engagement process for each station area
 - i. Helping determine the extent of existing residential included in possible rezonings, if any
 - ii. Helping develop policies around additional open spaces and other quality of life concerns
 - iii. Regular MAC and PC updates
- B. Developing TOC 'chapters' for the Castro Valley and Eden Area General Plans
- C. Amending the relevant general plans, specific plans, and zoning code for consistency

1. Zoning density and intensity requirements for residential and commercial office development

Below are the goal densities for residential and commercial office uses in TOC ½ mile areas

	Tier	Examples	Avg. Residential Min. du/ac	Avg. Residential Max. du/ac	Avg. Office Min. Floor Area Ratio	Avg. Office Max. Floor Area Ratio
1	Transit station in regional centers	Downtown Oakland, SF, and San Jose	100+	150+	4+	8+
2	Station with 2+ BART lines or BART + Caltrain	<u>Bay Fair</u> , San Leandro, Hayward	75+	100+	3+	6+
3	Station with 1 BART line, Caltrain, or other transit line	<u>Castro Valley</u> , Rockridge, West Dublin/ Pleasanton	50+	75+	2+	4+
4	Commuter rail or ferry terminals	Pleasanton ACE, Treasure Island Ferry	25+	35+	1+	3+

1. Zoning density and intensity requirements for residential and commercial office development

Below are the goal car and bike parking minimums and maximums per tier
(Bay Fair BART Station: Tier 2 / Castro Valley BART Station: Tier 3)

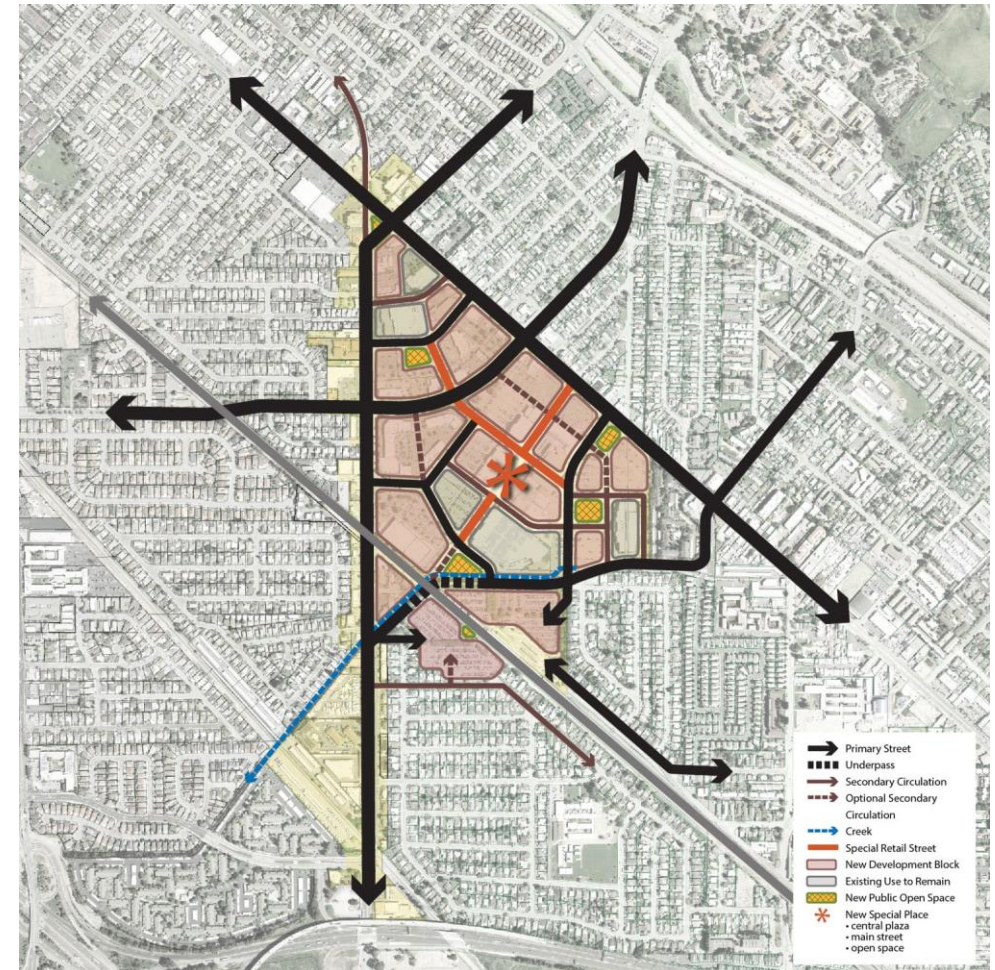
Tier	For New Residential Development	For New Commercial Office Development
1	Parking min not allowed Parking max of .375 spaces per 1 units or lower	Parking min not allowed Parking max of 1 space per 4,000 sq. ft. or lower
2	Parking min not allowed Parking max of 0.5 spaces per unit or lower	Parking min requirements not allowed. Parking max of 1.6 spaces per 1,000 sq. ft. or lower
3	Parking min not allowed Parking max of 1.0 spaces per unit or lower	Parking min not allowed Parking max of 2.5 spaces per 1,000 sq. ft. or lower
4	Parking min of 1.5 spaces per unit or lower	Parking max of 4.0 spaces per 1,000 sq. ft. or lower
All	Min 1 secure bicycle parking space per unit	Min of 1 secure bicycle parking space per 5,000 sq. ft.

2. Station Access and Circulation

Goal: Improve multimodal access to and within TOC station areas

Requirements:

1. Adopt a Complete Streets Policy
2. Prioritize implementation of active transportation projects
3. Complete an access gap analysis
4. Identity opportunities for Mobility Hubs



Example circulation map.

Source: <https://www.vmw.com/projects/bayfair-specific-plan/>

3. Parking Management

Goal: Reduce automobile trips and prioritize the limited land area near transit for other active and shared transportation modes

Requirements:

1. Adopt minimum/maximum parking standards for new residential and commercial development
2. Allow unbundled and shared parking
3. Adopt a parking management policy

Station Area	New Residential Development	New Commercial Development
Bay Fair	No parking minimums Parking maximum of 0.5 spaces per unit or lower	No parking minimums Parking maximum of 1.6 spaces per 1,000 sq. ft. or lower
Castro Valley	No parking minimums Parking maximum of 1.0 spaces per unit or lower	No parking minimums Parking maximum of 2.5 spaces per 1,000 sq. ft. or lower
All	Minimum of 1 secure bicycle parking space per unit	Minimum of 1 secure bicycle parking space per 5,000 sq. ft. for commercial office

4. Affordable housing production, preservation, and protection policies (3 P's)

Goal: Housing is available for all Bay Area residents, no matter their incomes

Jurisdictions may fulfill the Affordable Housing requirements by selecting from a menu of policy options (need 2 in each category – Production, Preservation, and Protection)

Production
• 0 /7 Currently • <u>Possible Options</u> • Adopt Inclusionary Housing – HE Policy • Ministerial Approval for Affordable Housing – HE Policy • Provide funding annually for min of 5 Years

Preservation
• 1/7 Currently • Funding to support preservation capacity at Eden Land Trust • <u>Possible Options</u> • Mobile Home Park Overlay Zone • Provide \$1.2 Million annually for 5 years for preservation • Provide \$1.2 Million annually for 5 years for community land trusts

Protection
• 0/10 Currently • <u>Possible Options</u> • Enact Just Cause stronger than State law (as written now) • Adopt anti harassment ordinance • Fund Fair Housing program at \$450k annually • Fund Foreclosure prevention at \$450k annually • Adopt Rent Stabilization

Increased Protection Ordinances might meet State HCD's Housing Element comment for more Fair Housing programs.

4. Affordable housing production, preservation, and protection policies (3 P's)

The Housing Policy Grant Application focuses on three *countywide* Unincorporated County ordinances:

1. Production: Inclusionary Zoning Ordinance

- 15% minimum inclusionary zoning requirement (for newly constructed residential or mixed-use residential projects)
- Feasibility study including review of existing policies, alternative compliance methods, and analysis of target level
- Consistent with Housing Element Program 6.J

2. Production: Ministerial Approval Ordinance

- Ministerial approval process for projects consisting of 15% of affordable units and includes 11+ units
OR for projects exceeding the existing inclusionary zoning requirement
- Feasibility study of ministerial approval for residential developments that meet minimum requirements

3. Protection: Anti-Harassment Ordinance

- At minimum, define harassing behaviors prohibited by state law, establish penalties for landlords found to be in violation, noticing and civil action requirements
- Feasibility study including review of tenant protection policies across the County/Bay Area, current State law, and tenant needs in Unincorporated Alameda County

Next Steps

- **TOC Informational Presentations**
 - Castro Valley MAC: January 13
 - Eden Area MAC: January 14
 - Planning Commission: January 21
 - Board of Supervisors (Unincorporated Services Committee): January 22
 - Board of Supervisors (Transportation & Planning): February 3
- **TOC compliance is being explored** by Staff (subject to funding and direction by the Board)
 - Staff submitted grant applications to MTC to secure funding, if directed to comply with TOC Policies
- **Board Presentation** to consider adopting a resolution
 - Board of Supervisors (Planning): February 13
 - Adopt a resolution committing to comply with TOC Policies
- **TOC Grant Funding Recipients Announced by MTC**
 - March 2025 (tentative)



Questions / Comments

Angelica González, Senior Planner
angelica.gonzalez@acgov.org

Olivia Ortiz, Planner III
olivia.ortiz@acgov.org