

Summary of Submission Requirements for MTC's Transit-Oriented Communities (TOC) Policy

Review the [TOC Policy Administrative Guidance](#) for more details about specific requirements. Data and documents for confirming compliance must be submitted using the online [TOC Policy Submission Portal](#). Contact TOCPolicy@bayareametro.gov with questions.

1

Identify TOC Locations & Transit Tiers

- View the [TOC Policy Map](#) **OR**
- Download the [list of TOCs by jurisdiction](#) **OR**
- Visit the online [TOC Policy Submission Portal](#)

2

Document Average Residential Densities

TOC Policy Zoning Density Requirements for Residential Development

Transit Tier	Average Minimum Density	Average Maximum Density Threshold
Tier 1	100 units per net acre or higher	150 units per net acre or higher
Tier 2	75 units per net acre or higher	100 units per net acre or higher
Tier 3	50 units per net acre or higher	75 units per net acre or higher
Tier 4	25 units per net acre or higher	35 units per net acre or higher

Notes:

1. Tier 3 TOC areas in jurisdictions with 30,000 residents or fewer may use Tier 4 standards.

3

Document Average Commercial Office Intensities (Floor Area Ratio)

TOC Policy Zoning Intensity Requirements for Commercial Office Development

Transit Tier	Average Minimum Intensity	Average Maximum Intensity Threshold
Tier 1	4 FAR or higher	8 FAR or higher
Tier 2	3 FAR or higher	6 FAR or higher
Tier 3	2 FAR or higher	4 FAR or higher
Tier 4	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.



4

Document Affordable Housing & Commercial Stabilization Policies

1. Adopt at least two (2) affordable housing **production** policies.
2. Adopt at least two (2) affordable housing **preservation** policies.
3. Adopt at least two (2) affordable housing **protection** policies.
4. Adopt at least one (1) **commercial stabilization** policy.

Jurisdictions can choose policies from a menu of options. Details about the requirements for each policy are in the [TOC Policy Administrative Guidance](#).

5

Document Vehicle Parking Standards

TOC Policy Required Vehicle Parking Standards for New Residential Development

Transit Tier	Parking Minimum Requirement	Parking Maximum Requirement
Tier 1	Not allowed	0.375 spaces per unit or lower
Tier 2	Not allowed	0.5 spaces per unit or lower
Tier 3	Not allowed	1.0 spaces per unit or lower
Tier 4	–	1.5 spaces per unit or lower

TOC Policy Required Vehicle Parking Standards for New Commercial Development

Transit Tier	Parking Minimum Requirement	Parking Maximum Requirement
Tier 1	Not allowed	0.25 spaces per 1,000 square feet or lower
Tier 2	Not allowed	1.6 spaces per 1,000 square feet or lower
Tier 3	Not allowed	2.5 spaces per 1,000 square feet or lower
Tier 4	–	4.0 spaces per 1,000 square feet or lower

Notes:

1. There is no requirement related to minimum parking for Tier 4 TOCs. However, jurisdictions must comply with applicable state law prohibiting parking minimums, such as [AB 2097](#).
2. For parcels on which both residential and commercial development are allowed: the sum of the applicable maximum automobile parking per dwelling unit and the applicable maximum automobile parking per 1,000 square feet.
3. There are two approaches for meeting the TOC Policy’s maximum parking standards, described in more detail in the [TOC Policy Administrative Guidance](#):
 - a. Adopt an overlay zone or updates to a parking use table or chapter
 - b. Adopt a parking district, station area cap or other methods that limit parking so the amount of new off-street parking is equivalent to or less than the TOC Policy requirements.



6

Document Bicycle Parking Standards

TOC Policy Required Bicycle Parking Standards for New Development

Transit Tier	Residential	Commercial Office
All Tiers	Minimum 1 secure space per unit	Minimum 1 secure space per 5,000 occupied square feet

Notes:

1. For parcels on which both residential and commercial development are allowed: At least the sum of one secure bicycle parking space per dwelling unit plus one secure bicycle parking space per 5,000 occupied square feet for commercial office.
2. Secure bicycle parking should follow the Association of Pedestrian and Bicycle Professionals' [Essentials of Bike Parking Guidelines](#) as well as HCD's forthcoming update to the California Green Building Standards Code, per AB 2863 (2022).
3. For a single building with more than 100 units, the jurisdiction can apply a ratio of one secure bicycle parking space for every four units to the number of units above 100. For example, a 140-unit building would need 110 bicycle parking spaces (100 + 0.25*40).

7

Document Parking Management Policies

1. Allow unbundled parking.
2. Allow shared parking between different land uses.
3. Adopt a complementary parking management policy from a menu of options:
 - a. Transportation Demand Management (TDM) Policy for New Development
 - b. Curb Strategy/Management
 - c. Parking Benefit District
 - d. Demand-Responsive Pricing
 - e. Priced Parking

8

Document Complete Streets Policy & Active Transportation Projects

1. Adopt a jurisdiction-wide Complete Streets Policy.
2. Prioritize implementation of "All Ages and Abilities" active transportation projects on the regional [Active Transportation Network](#) (as stated in the [MTC Complete Streets Policy](#)) and/or active transportation projects from any relevant [Community Based Transportation Plans](#) within the TOC area in its capital improvement program (CIP) or other adopted plan or program that lists the jurisdiction's funding and implementation priorities.



9

Document Access Gap Analysis

1. Complete an access gap analysis and accompanying capital and/or service improvement program for station access consistent with the requirements in the [TOC Policy Administrative Guidance](#).

Jurisdictions may submit a variety of local plans/documents to demonstrate compliance, as described in the [TOC Policy Administrative Guidance](#).

10

Document Mobility Hub Planning & Implementation

1. Submit any current plans or projects that enhance the TOC area as a community anchor enabling travelers of all backgrounds and abilities to access transit and other forms of shared transportation. If the documents submitted contain plans for or implement these enhancements, they must be specifically noted **OR** list any current or prior funding application for MTC's Mobility Hub Program for the TOC area.

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 TOC area.

For transit lines where stops or stations are more closely spaced (e.g., less than ½-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. MTC staff will work with local jurisdictions to streamline the process for verifying compliance in locations with overlapping TOC areas.

11

Submit Materials and Adopted Resolution

MTC will accept submissions from jurisdictions for each TOC area subject to the policy. Jurisdictions must use MTC's online [TOC Policy Submission Portal](#). Jurisdictions may submit documentation on a rolling basis until the submission deadline. Questions about documentation submittal should be directed to TOCPolicy@bayareametro.gov.

The jurisdiction's final 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 TOC areas, the jurisdiction may submit a single resolution that includes reference to all TOC areas for which the jurisdiction is confirming compliance.

