

**Metropolitan Transportation Commission
Association of Bay Area Governments**

**Station Area Planning Program
CYCLE TWO: FY07/08
PROGRAM GUIDELINES**

Program Description

The Station Area Planning Program is an initiative to finance planning efforts that will result in land use plans and policies that increase transit ridership around public transit hubs and bus and rail corridors in the nine-county San Francisco Bay Area. The key goals of this program are to:

- (1) boost transit ridership,
- (2) increase transportation options for residents, employees and visitors within the station area
- (3) increase the housing supply within station areas, particularly affordable housing,
- (4) increase jobs in station areas and provide access to jobs elsewhere along transit corridors, and
- (5) locate key services and retail within station areas

Grantees successful in securing funding under Cycle Two of the Station Area Planning Program will enter into funding agreements with MTC. The overall program, however, will be jointly managed by both MTC and ABAG.

Who Can Apply?

Local governments (cities and counties) can apply for station area planning funding. Grants are awarded on a competitive basis within each of the two categories outlined below. Local governments must partner with the transit providers serving the station area and the relevant county congestion management agency in order to receive funding. Partnerships with local non-profit groups and community-based organizations are also strongly encouraged. In this FY07/08 cycle of Station Area Planning Program grants, applicants will be limited to:

- Station areas in the following transit extension projects identified under MTC's Resolution 3434 that do not currently meet MTC's TOD policy for minimum housing thresholds: (1) BART east Contra Costa rail extension (eBART); (2) BART downtown Fremont to San Jose/Santa Clara extension (SVRT); (3) Sonoma-Marin Rail corridor (SMART); (4) Dumbarton Rail corridor, and (5) potential terminals for ferry service expansion by the Water Transit Authority.
- Areas that have applied and been recommended as Priority Development Areas (PDAs) to the multi-agency FOCUS program.

Priority for this 07/08 cycle of funding will be given to station areas along the five Resolution 3434 corridors noted above.

How Much Funding is Available?

MTC has allocated \$7.5 million in planning grants for the Station Area Planning Program in FY2007-08 to fund station area plans. A minimum of \$100,000 and a maximum of \$750,000 is available per grant. A local match of 20 percent is required, but higher local matches will be looked on favorably as part of the evaluation criteria.

Eligible Planning Activities:

The Station Area Planning Program will provide financial support for planning processes that seek to increase transit ridership by maximizing the development potential around current or future transit

stations or corridors. Planning processes that have the greatest potential for resulting in real land use policy changes and new development will be the most competitive.

Specific plans—or an equivalent—are preferred due to the ability to conduct programmatic or project-level Environmental Impact Reports (EIRs) on the plan in order to facilitate the development process. Additional types of plans and processes are also eligible for program funding including, but not limited to, precise plans, transit overlay zoning, zoning amendments, environmental impact reports for recently completed specific plans, market analyses, and form-based codes. There must be a strong implementation component for any planning process funded under this program, including agreement by the local jurisdiction to formally adopt the completed Station Area Plan.

Focus of Planning Activities:

Station Area Plans funded under this program should address the Station Area Planning Principles outlined in MTC’s *Station Area Planning Manual*. At a minimum, plans should include all of the following components unless applicants can demonstrate existing policies or programs are in place that address any individual element:

- (1) a significant public outreach and community involvement process targeting traditionally under-served populations
- (2) a market demand analysis for housing, jobs and retail in the station area
- (3) the development of several detailed land use alternatives based in part on the results of the market demand analysis
- (4) a parking demand analysis to assess parking demand and management strategies appropriate for a station area – both at the station and for surrounding commercial and residential properties
- (5) a station access and connectivity plan
- (6) a housing strategy that promotes housing that will be affordable to low-income residents and attempts to minimize the displacement of existing residents
- (7) an accessibility plan for people with disabilities that ensures fully accessible transit stations, accessible paths of travel between the stations and surrounding areas, and visitable and habitable housing units where feasible
- (8) an infrastructure development and financing plan
- (9) pedestrian-friendly design standards for streets, buildings and open space
- (10) an implementation plan to ensure that the Station Area Plan will be adopted and all necessary supporting policies, zoning, and programs will be updated.

More details on each of these planning elements can be found in the Station Area Planning Program application and in the *Station Area Planning Manual*.

Station Area Plans must be completed within 18-30 months from completion of the funding agreement with the applicant.

Evaluation Criteria & Application Process

PART ONE: SCREENING CRITERIA

- (a) Station Area is part of a transit corridor identified in Resolution 3434 or has been accepted as a Priority Development Area under the FOCUS program.
- (b) Applicant is partnering with relevant local transit providers serving station area.
- (c) Application is complete and responsive

PART TWO: EVALUATION CRITERIA

1. Project Impact

- (a) Potential for Station Area Plan to boost transit ridership, increase transportation options, increase the housing supply within the station area, particularly affordable housing, increase employment in the station area and provide access to jobs elsewhere along the transit corridor, and locate key services and retail within the station area.
- (b) Potential for Station Area Plan to meet or exceed Placetype guidelines proposed in the *Station Area Planning Manual*.

2. Existing Policies

- (a) Jurisdiction has demonstrated a commitment to providing more housing and transportation choices. This commitment is largely demonstrated through existing policies, including innovative parking policies, transportation demand management strategies, existing citywide affordable housing policies such as inclusionary zoning, supportive general plan policies, etc.

3. Planning Process

- (a) Potential for Station Area Plan to address Station Area Planning Principles in MTC's *Station Area Planning Manual*. Narrative includes strategic approach to the Planning Elements described in Section 6 of the application. If Planning Elements will not be included in plan, applicant has demonstrated that policies, programs or analyses already exist that satisfy the intent of each element.

4. Local Commitment

- (a) Planning process is ready to go and will proceed shortly after approval of station area planning grant.
- (b) Demonstration of community support for planning process (public involvement to date, letters of support, etc.).
- (c) Local developers and major property owners are supportive and will be part of the proposed planning process
- (d) Resolution from City Council supporting application or supporting area as a Priority Development Area under the FOCUS program.
- (e) Local match amount as percentage of total Station Area Plan budget.

5. Implementation

- (a) Plan is intended for adoption by City Council or Board of Supervisors and will result in tangible policy changes including a general plan amendment and zoning changes if necessary.
- (b) Jurisdiction has plans to ensure that development proposals conform to both the plan and community expectations

PART THREE: APPLICATION PROCESS

Step 1: A Call for Applications is issued in November 2007. Applications are due February 15, 2008.

Step 2: Applicants are evaluated using the criteria outlined above. The applications will be evaluated by representatives of ABAG, BCDC, MTC, the Bay Area Air Quality Management District and other stakeholders. Station Area Plans in the five Resolution 3434 corridors noted above will receive priority for the FY07-08 cycle of funding, though Priority Development Areas are encouraged to submit applications and strong candidates will likely be funded given the available pool of funding. Staff reserve the right to screen applications from further review by the evaluation panel if the proposals are incomplete or non-responsive to key elements of the program.

Step 3: Based on the final recommendations of the evaluation team, and funding availability of the overall program, MTC's Executive Director will make a final funding recommendation to the Commission in April 2008.

Step 4: Following the Commission's approval, grant recipients will enter into a funding agreement with MTC and proceed. Station Area Plans must be completed within 18-30 months from execution of the funding agreement.

Applications for funding under the Station Area Planning Program must be submitted in electronic format only. Submission instructions will be posted on the websites of MTC and ABAG in December 2007.