



Valley Link TOD Policy

To support the regional goals of both San Joaquin County and the Bay Area, the Valley Link Board adopted a TOD policy on December 11, 2019 to support the advancement of transit-oriented development (TOD) in Valley Link station areas. The TOD policy identifies key policy objectives and strategies to:

- Develop and implement station area plans that meet or exceed a corridor-level threshold of 2,200 housing units within a half mile radius of stations.
- Develop station area plans that, at a minimum, define the land use plan for the area, zoning, design standards, parking policies and station access plans.

The TOD policy, along with the Board adopted Sustainability policy, presents strategies to create vibrant and livable station area communities within the proposed station environs. The advancement of transit-oriented development adjacent to stations will also further reduce Vehicle Miles Traveled (VMT) and greenhouse gas emissions (GHG) for the project.

Station area plans are currently under development at the Isabel, Downtown Tracy and River Islands stations.

The full Board adopted TOD policy can be seen on the following pages.

Valley Link TOD Policy

Adopted 12/11/19

Key elements of TOD policy:

- (a) Corridor-level thresholds to quantify appropriate minimum levels of development around transit stations along new corridors;
- (b) Local station area plans that address future land use changes, station access needs, circulation improvements, pedestrian-friendly design, and other key features in a transit-oriented development.

Corridor-Level Thresholds

The corridor-level housing thresholds are as follows:

- 2,200 housing units for commuter rail.
- Meeting the corridor level thresholds requires that within a half mile of all stations, a combination of existing land uses and planned land uses meets or exceeds the overall corridor threshold for housing;
- To be counted toward the threshold, planned land uses must be adopted through general plans, and the appropriate implementation processes must be put in place, such as zoning codes. Ideally, planned land uses will be formally adopted through a specific plan (or equivalent), zoning codes and general plan amendments along with an accompanying programmatic Environmental Impact Report (EIR) as part of the overall station area planning process. Minimum densities will be used in the calculations to assess achievement of the thresholds.
- An existing end station is included as part of the transit corridor for the purposes of calculating the corridor thresholds; optional stations will not be included in calculating the corridor thresholds.
- New below-market housing units will receive a 50 percent bonus toward meeting the corridor threshold (i.e. one planned below-market housing unit counts for 1.5 housing units for the purposes of meeting the corridor threshold. Below market for the purposes of this policy is affordable to 60% of area median income for rental units and 100% of area median income for owner-occupied units).

Station Area Plans

At a minimum, Station Area Plans will define both the land use plan for the area as well as the policies—zoning, design standards, parking policies, etc.—for implementation. The plans shall at a minimum include the following elements:

- Current and proposed land use by type of use and density within the half-mile radius, with a clear identification of the number of existing and planned housing units and jobs;
- Station access and circulation plans for motorized, non-motorized and transit access. The station area plan should clearly identify any barriers for pedestrian, bicycle and wheelchair access to the station from surrounding neighborhoods (e.g., freeways, railroad tracks, arterials with inadequate pedestrian crossings), and should propose

strategies that will remove these barriers and maximize the number of residents and employees that can access the station by these means. The station area and transit village public spaces shall be made accessible to persons with disabilities.

- Estimates of transit riders walking from the half mile station area to the transit station to use transit;
- Transit village design policies and standards, including mixed use developments and pedestrian-scaled block size, to promote the livability and walkability of the station area;
- TOD-oriented parking demand and parking requirements for station area land uses, including consideration of pricing and provisions for shared parking;
- Implementation plan for the station area plan, including local policies required for development per the plan, market demand for the proposed development, potential phasing of development and demand analysis for proposed development.