

Planning Innovations: Transit Oriented Development in the Bay Area

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Today

1. About SPUR
2. Regional Context
3. The Opportunity
4. Policy Changes



**SPUR brings people together
to address the most pressing
problems facing the cities of the
San Francisco Bay Area.**



SPUR'S Agenda for Change

Regional Planning

Concentrate growth inside existing cities.

Community Planning

Build great neighborhoods.

Housing

Make it affordable to live here.

Transportation

Give people better ways to get where they need to go.

Economic Development

Lay the foundations of economic prosperity — for everyone.

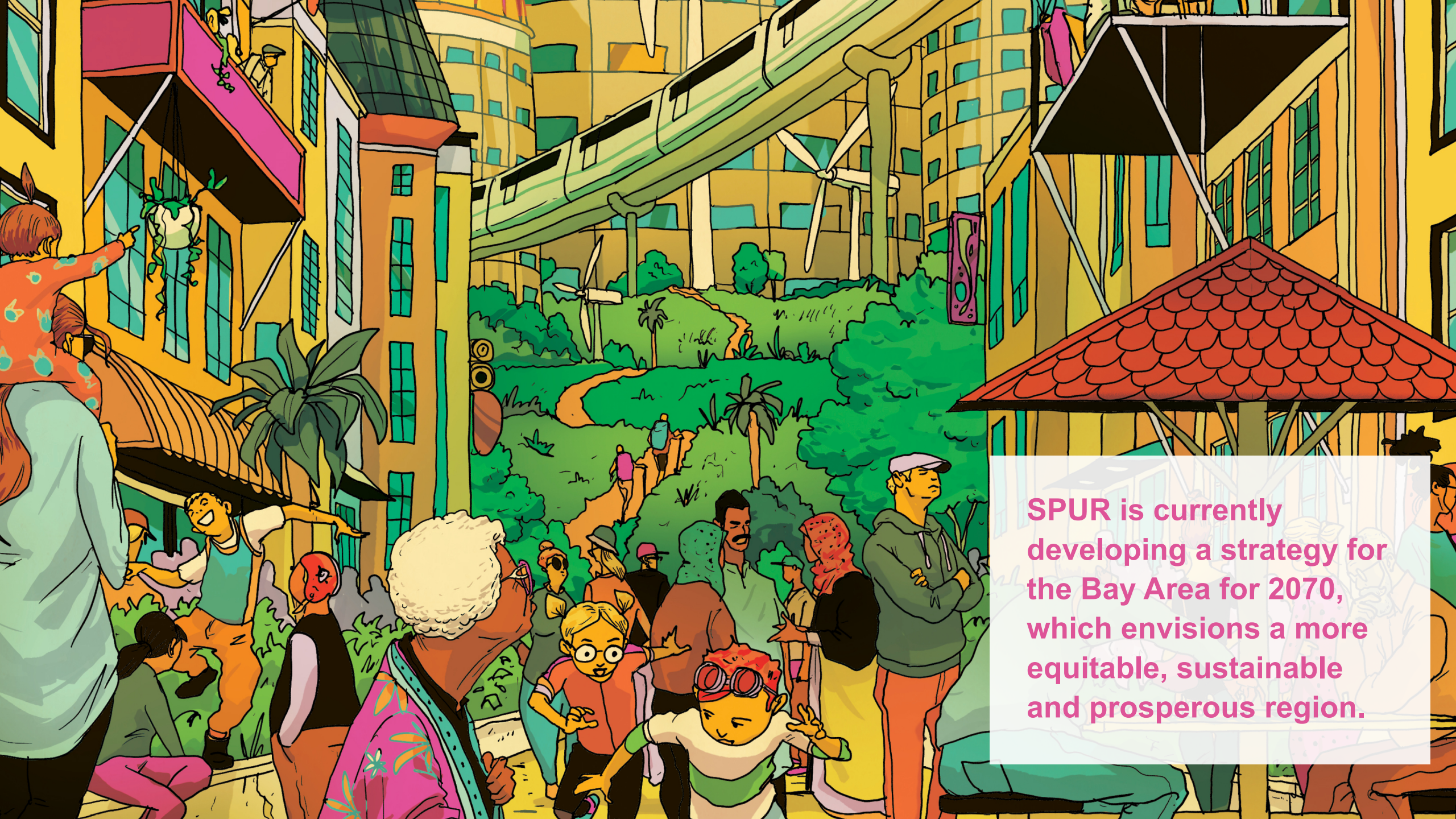
Sustainability + Resilience

Reduce our ecological footprint and make our cities resilient.

Good Government

Build the capacity of the public sector.





SPUR is currently developing a strategy for the Bay Area for 2070, which envisions a more equitable, sustainable and prosperous region.



Learn more about
what we do.
Become a member.

www.spur.org

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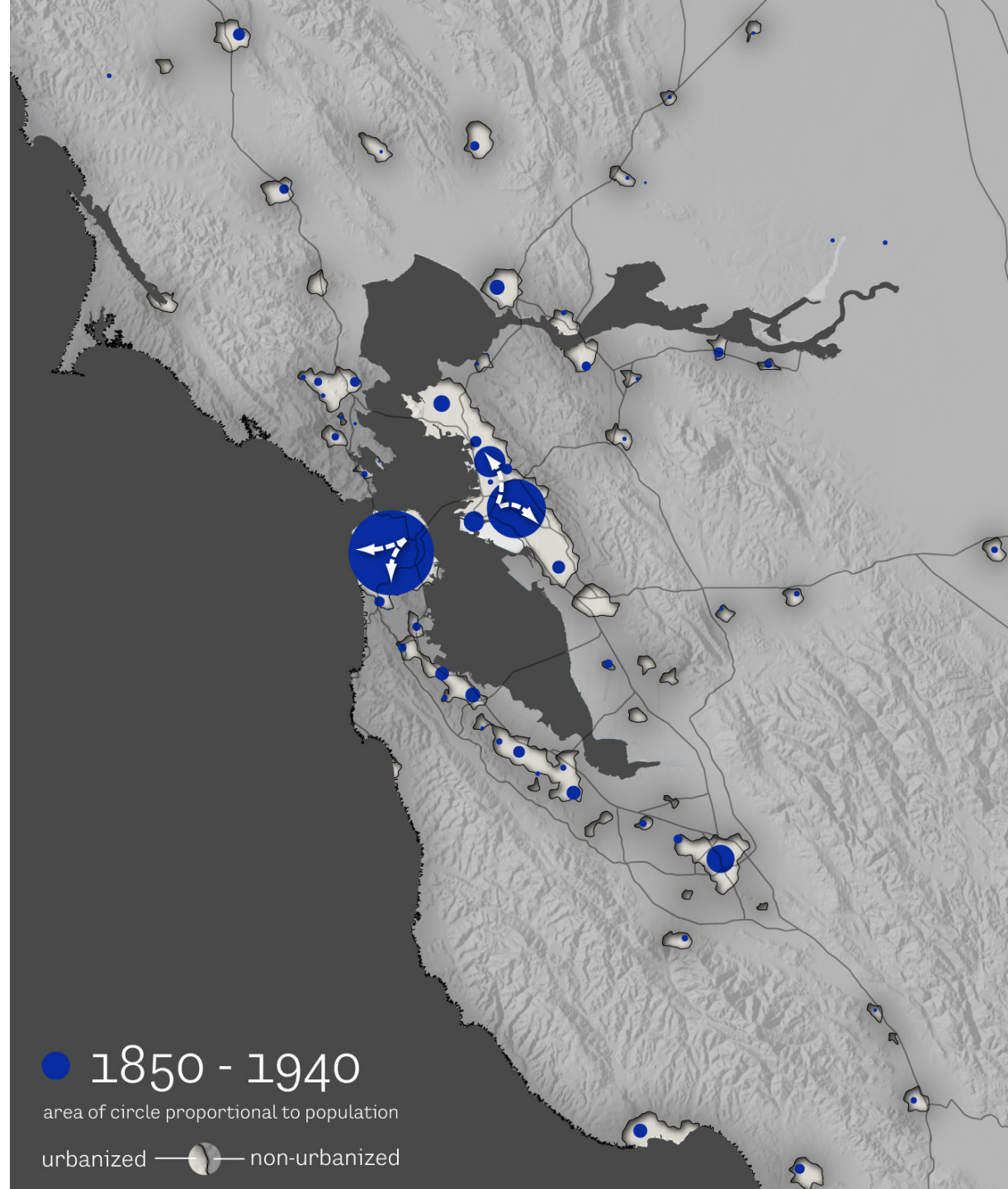


Regional Context: **Why the transportation system is strained**

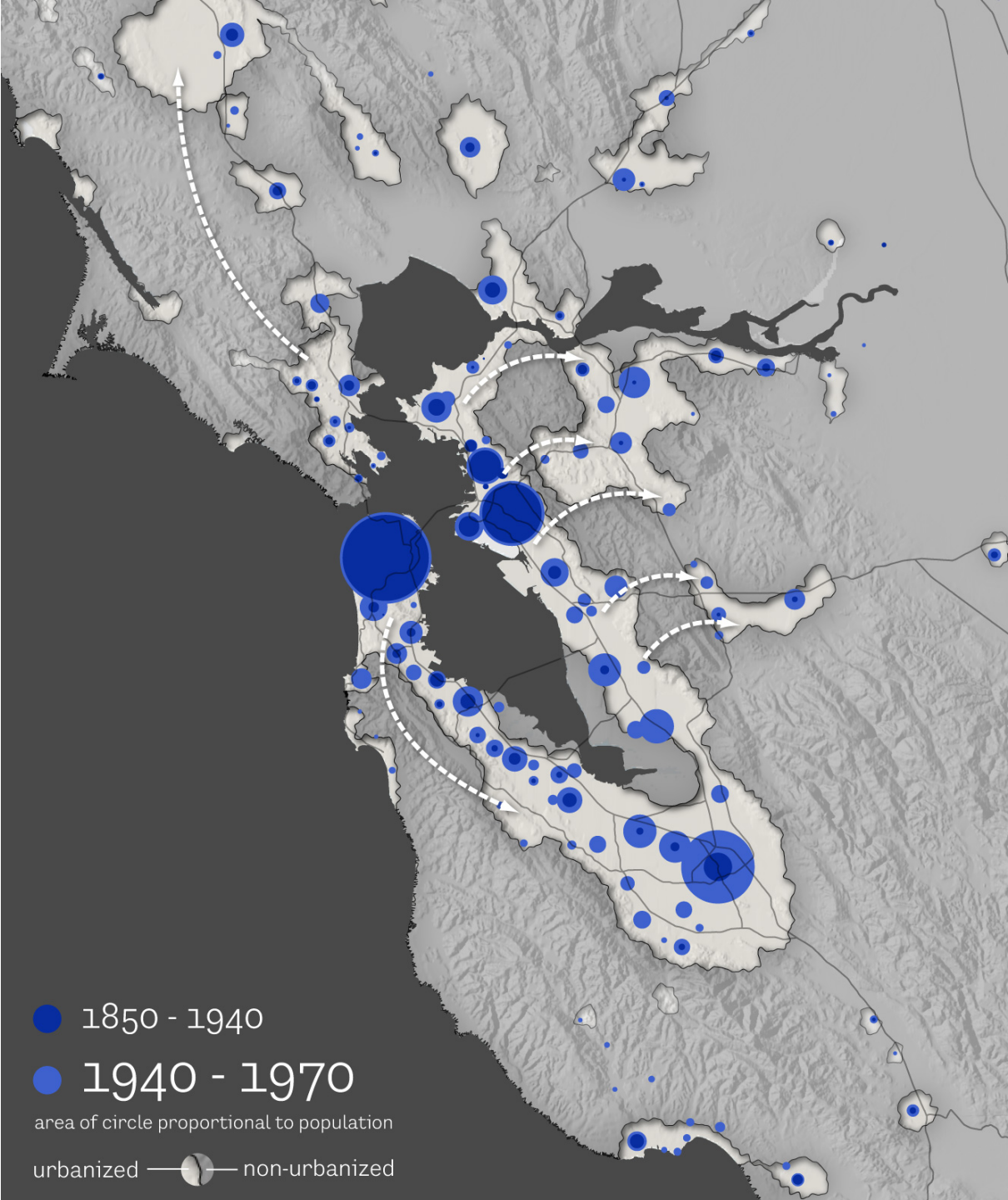


Transit did not shape growth as much as freeways.

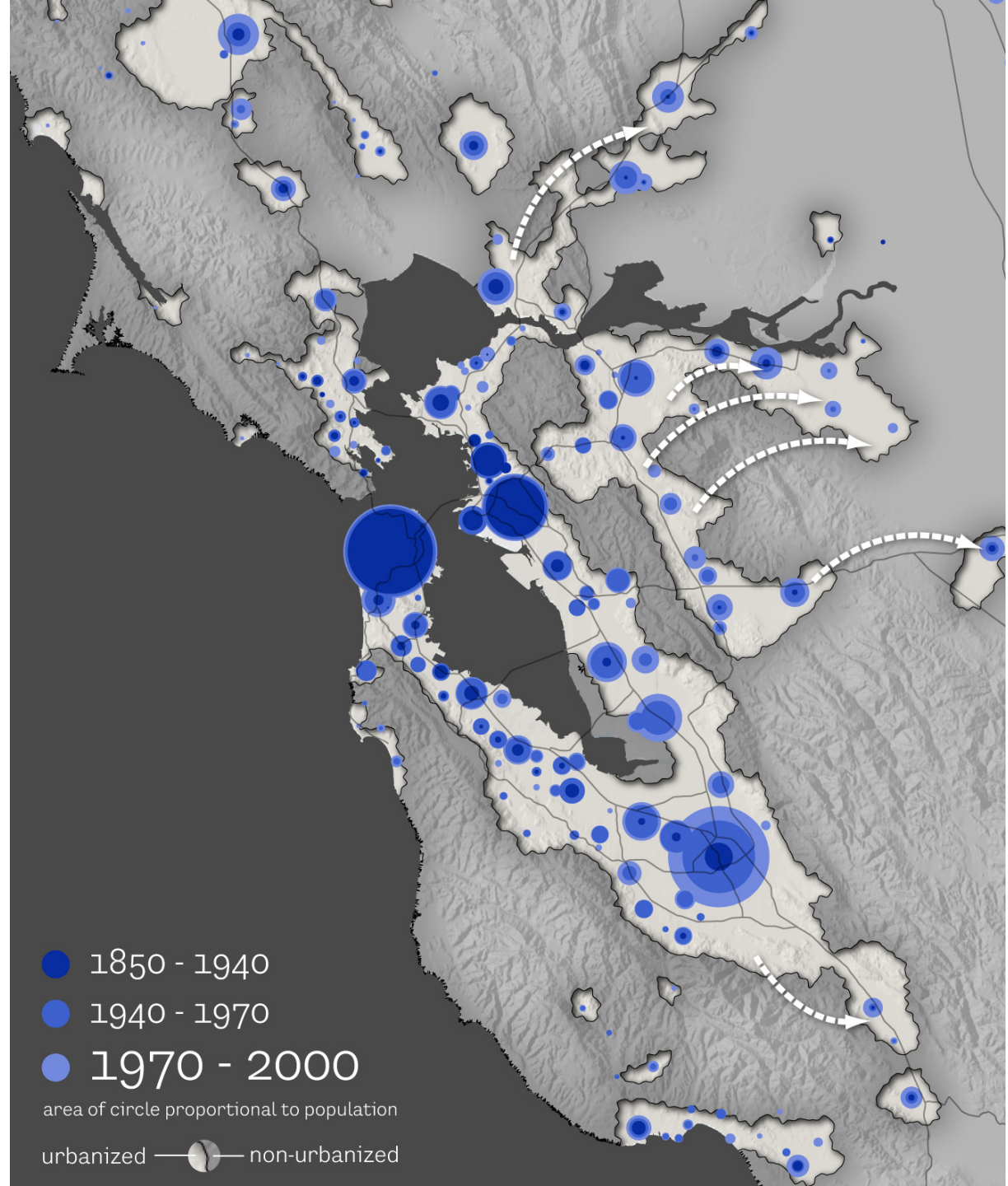
The region was primarily San Francisco and Oakland for the first 100 years after statehood.



In the post-WWII era, Bay Area suburbs moved south and east, as a result of discriminatory lending practices, housing policies and highway investments.



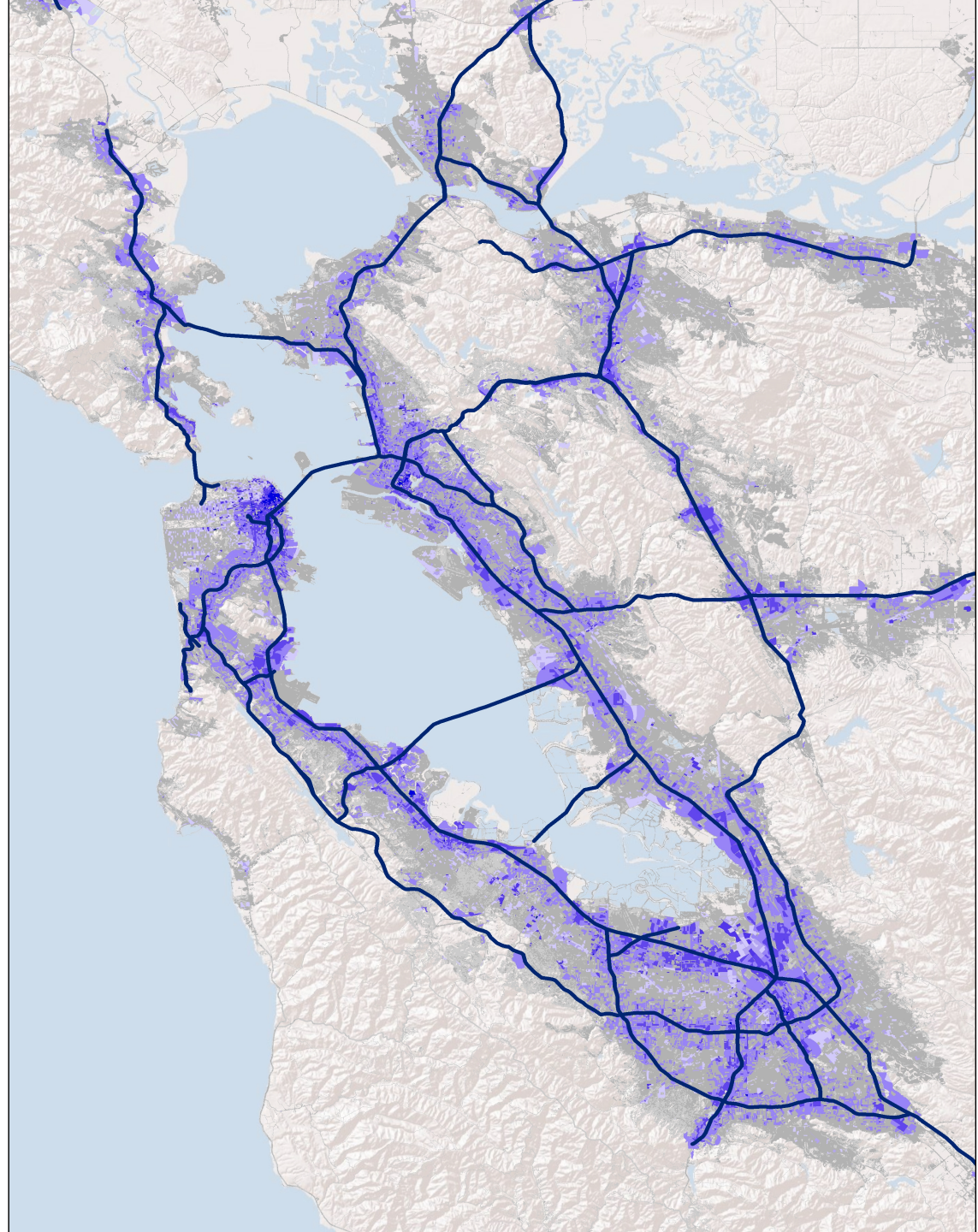
Since the 1970s, growth has continued further east as the existing communities around the Bay under-produced housing.



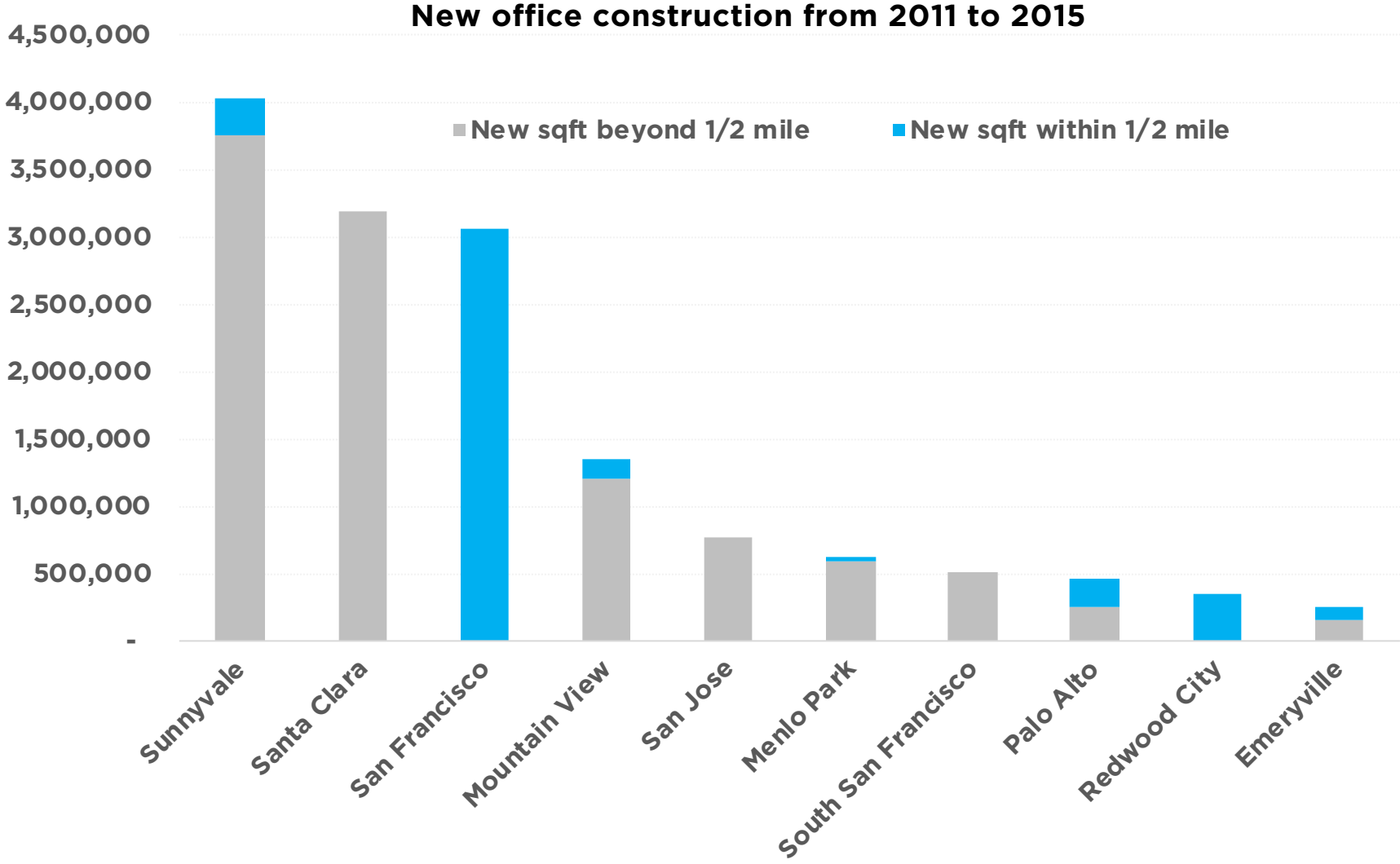
Jobs have located near highways, not transit.

77% of jobs regionally are located near freeways.

Only 23% of jobs are located near regional transit.



Even in the recent boom, most new office growth has been far from transit (except in SF)



We have had a lot of transit without development.

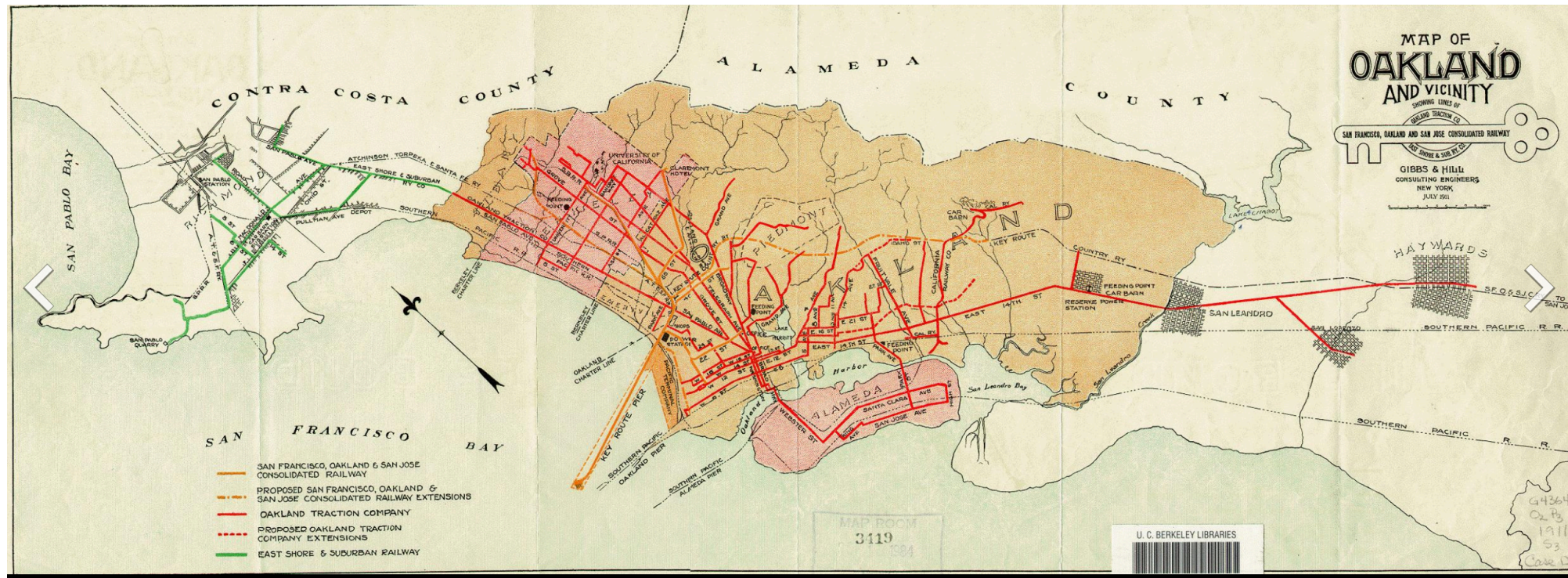


El Cerrito del Norte

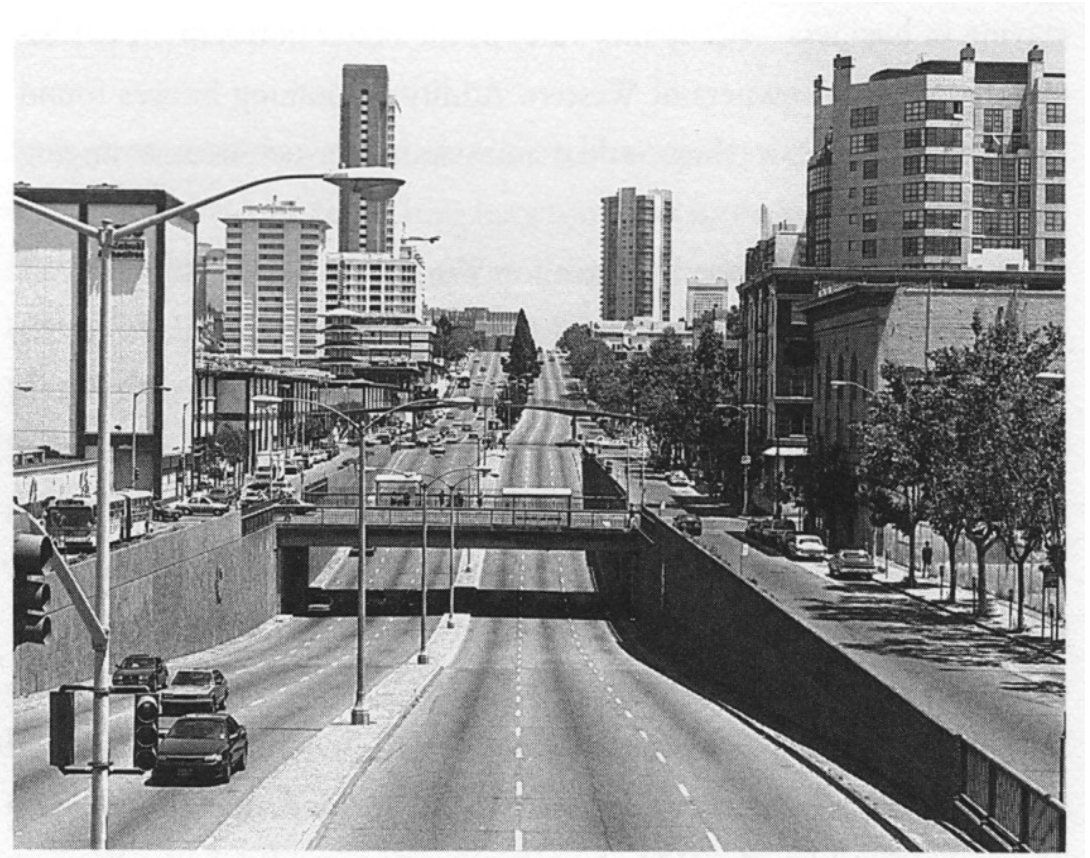


Union City

Transit systems were removed or spread too thin to offer attractive service.



Cities were (re)built for cars.



Geary St., San Francisco



The ~~Opportunity~~ Imperative: It's now or never.





PLANNED IMPROVEMENTS



A BOLD NEW VISION FOR CALTRAIN'S FUTURE



Policy Changes: **How can we capture the full potential of new transit investments?**

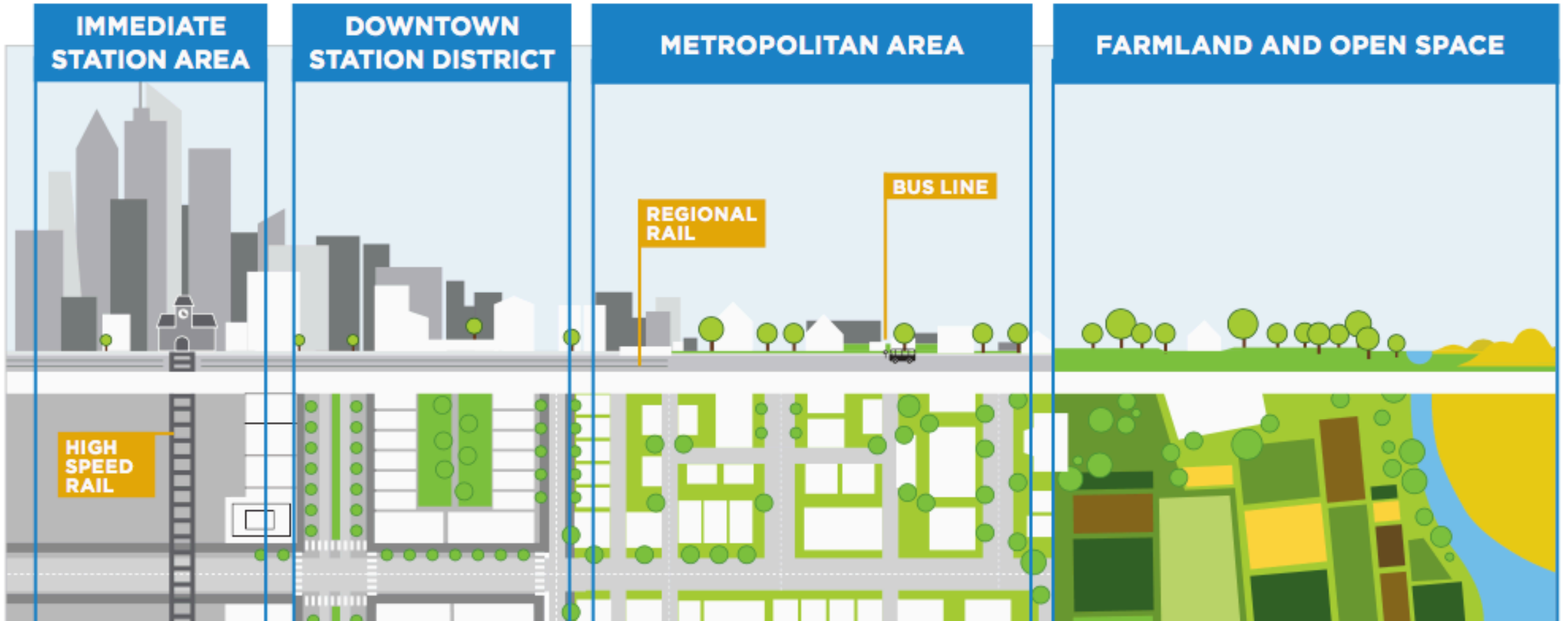


1. Upzone near transit.

Is **4 stories** near regional rail the right level of growth for a place that will have rail every 15-minutes or better all-day long?



The benefits of transit-oriented development can be felt in distinct ways across different parts of a region



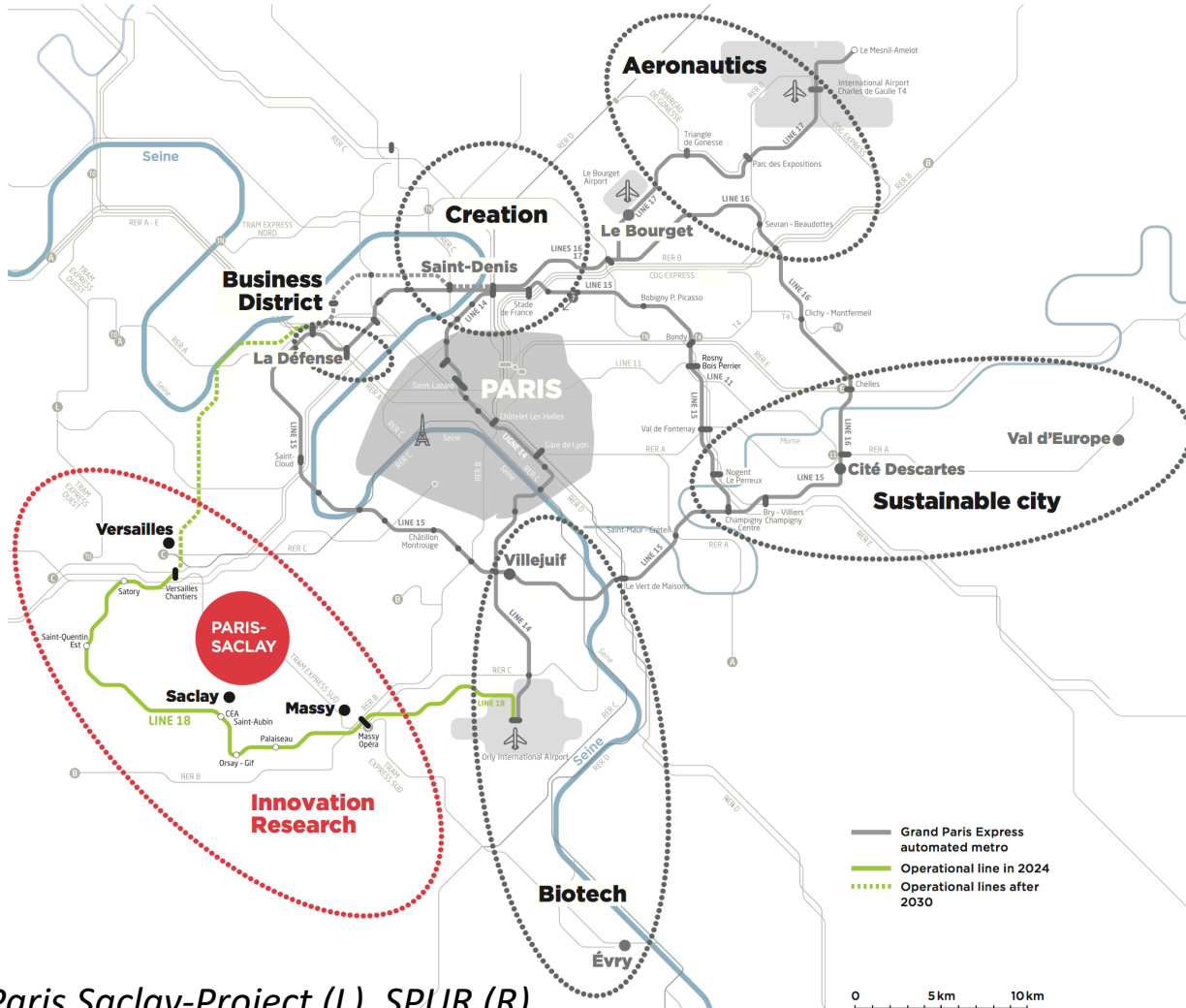
2. Cluster economic development near transit, especially rail.

1. Employment density near transit. ←
2. Population density near transit.
3. Availability of parking
4. Cost of parking.

2X

People are twice as likely to take transit if they work within $\frac{1}{4}$ mile of transit

Cluster economic development near transit, especially rail.



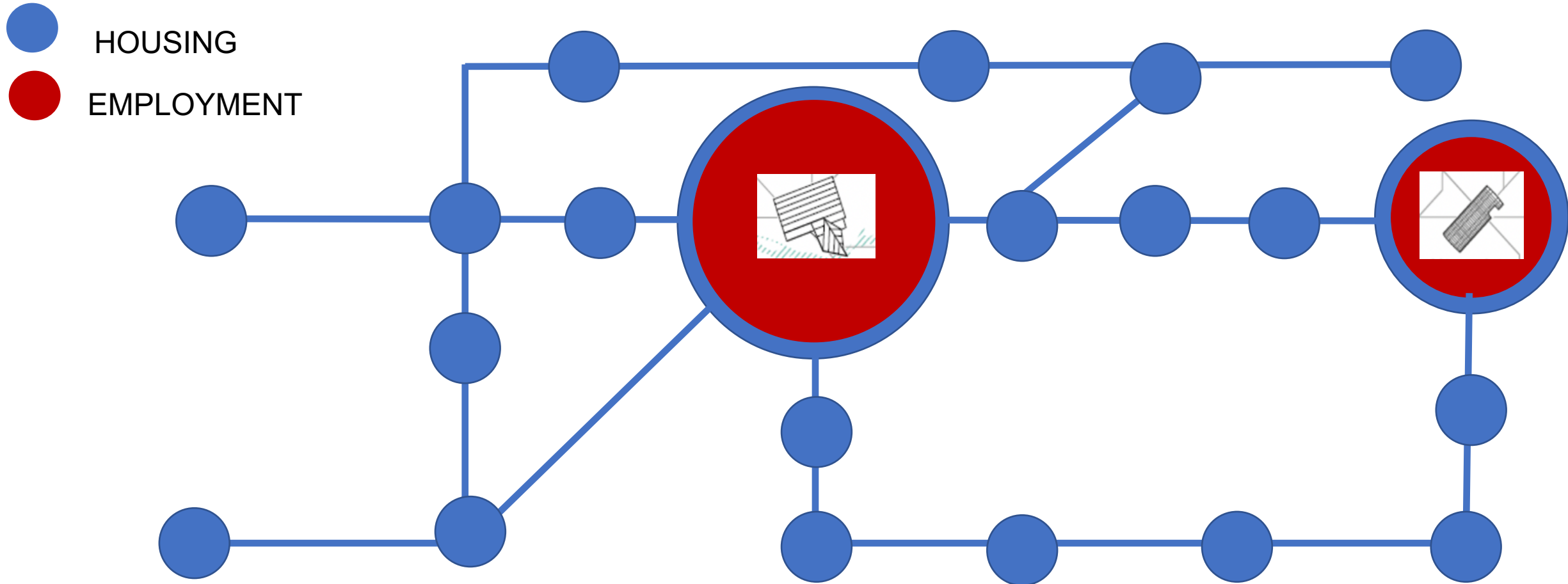
Paris Saclay-Project (L), SPUR (R)

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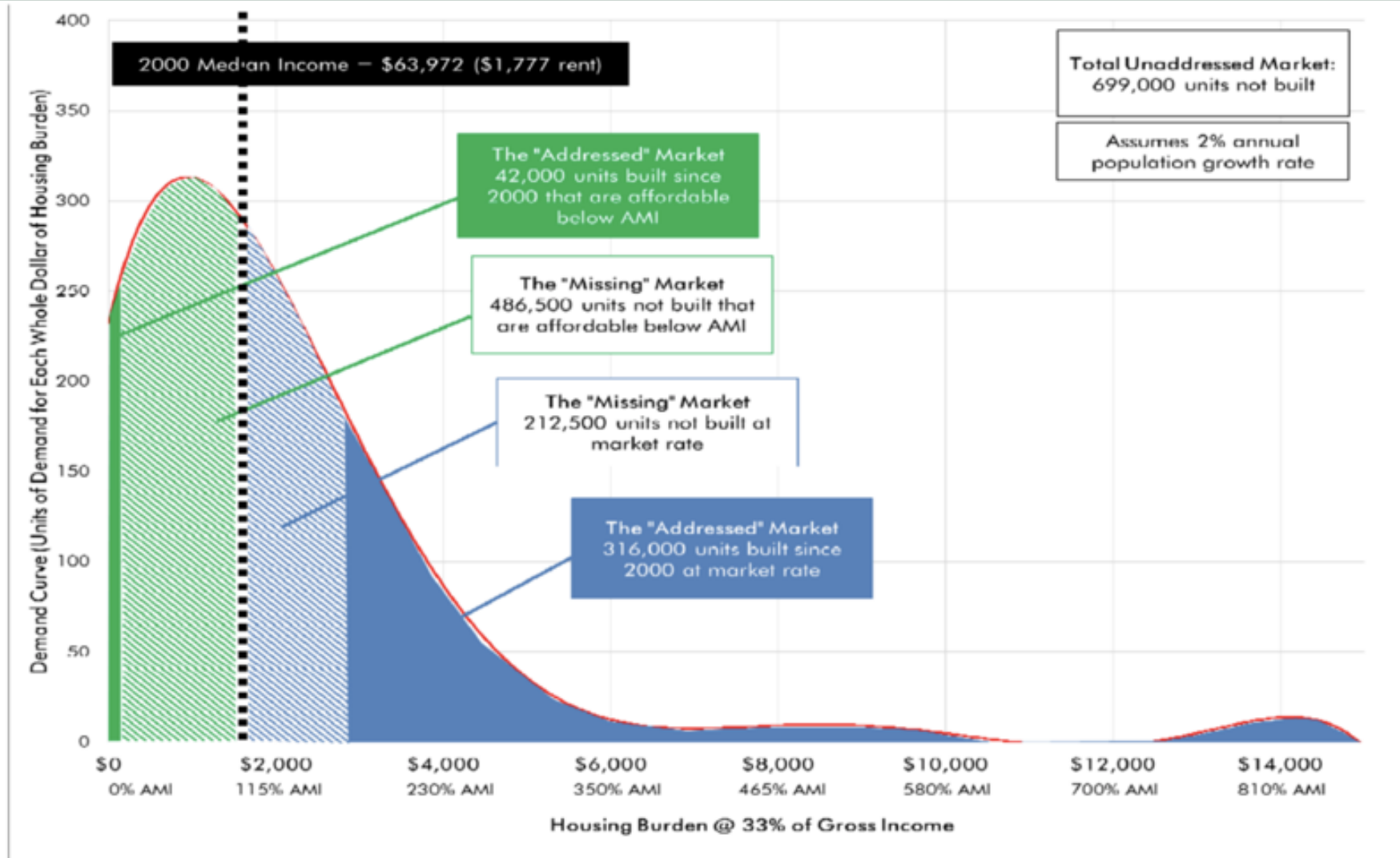
Moderate density apartments are **not** appropriate near rail, especially major hubs.

3. Put housing everywhere else, by right.



We underbuilt by 700,000 units.

Unbuilt Housing - Historical



4. Build and preserve affordable housing.



5. Protect renters from cost escalation.



Garland Plaza, MidPen Housing

6. Design buildings and streets for people.

Update Codes

- Ground Floor Uses and Form
- Site Access
- Parking
- Stormwater
- Fire

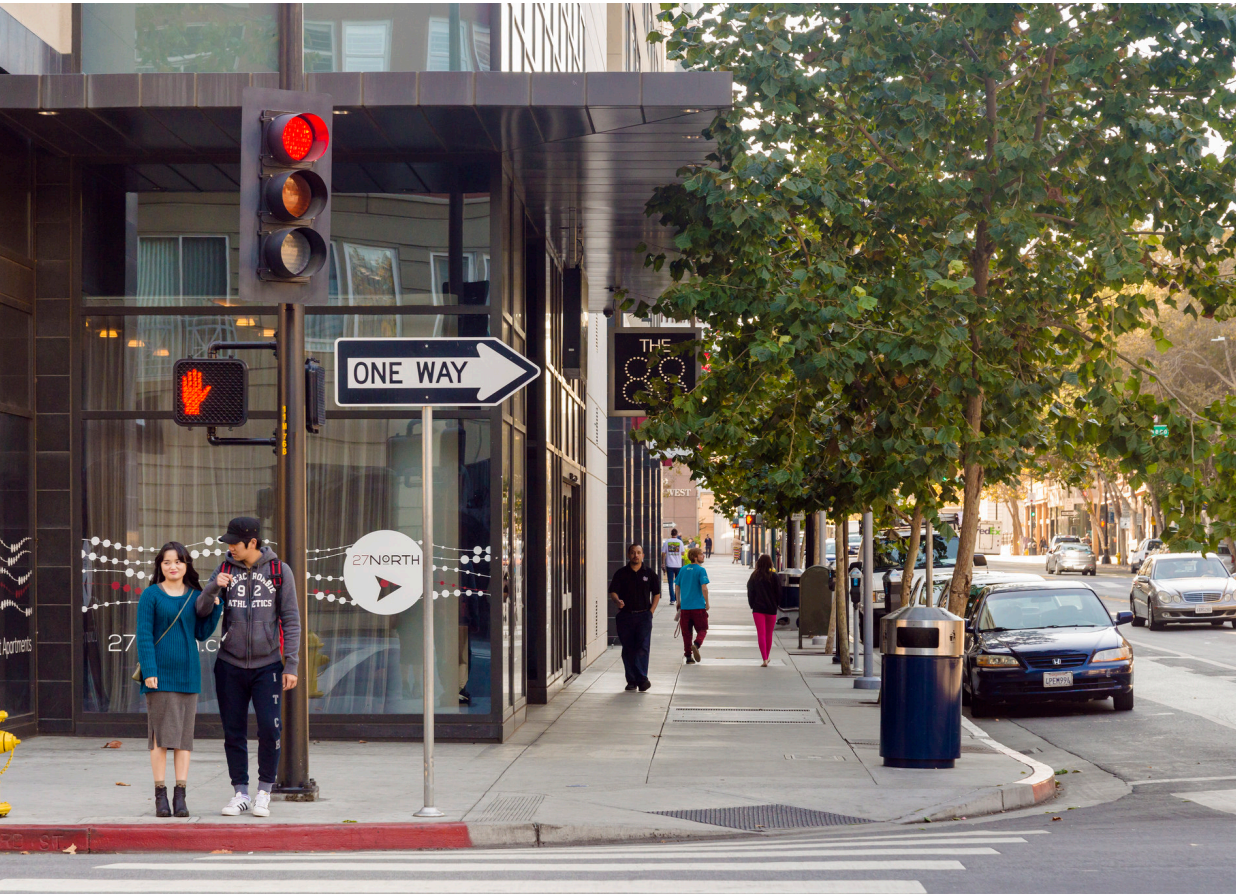
6. Design buildings and streets for people.

Ground Floor Uses and Form

Support active, walkable streets by establishing minimum standards for the treatment of ground floor frontages.

- Maximize active uses
- Generous height and depth for retail spaces
- Strong orientation toward the street
- Minimize blank walls and dead spaces
- Frequent entrances and openings
- Responsive to market conditions

6. Design buildings and streets for people.



6. Design buildings and streets for people.

Site Access

Encourage comfortable pedestrian access to buildings. Limit the impact of vehicular access on sidewalks and building frontages.

- Prominent, frequent and well-located pedestrian entrances;
- Limited number of curb cuts and driveways;
- Narrowest functional curb cuts and driveways;
- Minimum cost and design footprint of parking

6. Design buildings and streets for people.



7. Give cities the tools and powers they need to be bold in station areas.

- Ability for the city to act as a developer.
- Ability to acquire, assemble, hold (“bank”), re-parcelize, sell land.
- Upfront funding and low-cost financing.



8. Shift transportation choices.

- Improve access to stations for gentle modes.
- Reduce parking supply.
- Price parking.
- Make transit more frequent and easy-to-use.



Additional Resources

Beyond the Tracks

Harnessing High-Speed Rail

Cracking the Code

Designing at Ground Level

Future of Downtown San Jose

Room for More

www.designforwalkability.com

