



Joint Policy Committee

Minutes of the Meeting of February 25, 2005 Held at 10:00 AM in the Auditorium, MetroCenter, Oakland

Attendance:

ABAG Members:

Dave Cortese
Mark Green
Scott Haggerty, Ch.
Rose Jacobs Gibson
Steve Rabinowitsh
Gwen Regalia

BAAQMD Members:

Chris Daly
Mark DeSaulnier
Erin Garner
Patrick Kwok
Pamela Torliatt
Gayle Uilkema

MTC Members:

Bill Dodd
Steve Kinsey
Sue Lempert
John McLemore
John Rubin
Jim Spering
Shelia Young

ABAG Staff:

Gillian Adams
Henry Gardner
Patricia Jones
Janet McBride

BAAQMD Staff:

Jack Broadbent
Jean Roggenkamp

MTC Staff:

James Corless
Steve Heminger
Doug Kimsey

Other:

Wendy Alfsen, BAWCC
Stuart Cohen, TALC
Linda Craig, League of Women Voters
Duane DeWitt
Jean Finney, Caltrans, District 4
Tony Fisher, NUMMI
Seth Kaplan, Supervisor Nate Miley's Office
Andy Katz, Sierra Club
Rachel Kraqi, TALC
Sherman Lewis, Hayward Area Planning
Association
Steve Lowe, WOCA/MISC
Peter Lydon, SPUR
Tom Margro, BART
Val Menotti, BART
Kate O'Hara, Greenbelt Alliance
Geeta Rao, NPH
Leslie Stewart, Bay Area Monitor
Rick Wiederhorn, Port of Oakland

JPC Staff:

Ted Droettboom

1. Welcome and Opening Remarks

The chair opened the meeting with a welcome. Members introduced themselves.

2. Approval of Joint Policy Committee Meeting Minutes of January 28, 2005

The minutes of the previous meeting were approved.

3. MTC Transit-Oriented Development (TOD) Progress Report

For the benefit of new JPC members, James Corless summarized the draft MTC TOD policy, which would condition regional investment in Resolution 3434 transit projects on transit-supportive local land use policies. The policy proposes corridor performance measures to determine the level of support and suggests that corridor working groups develop corridor land-use strategies that extend across jurisdictions. Within the context of these strategies, local governments would develop station area plans with MTC financial support.

Mr. Corless then described progress since the draft policy was released late last year. Meetings have been held with a number of local jurisdictions, CMAs and interest groups. Concerns identified through the consultation process include:

- The perceived lack of market readiness to pursue higher densities at some outlying locations and the potential requirement for land banking until the market is ready;
- The inappropriateness of some uses, particularly big-box retail, at station locations;
- The incompatibility of new uses with existing uses in some station development areas, particularly issues of industrial-residential interface;
- The distribution and balance of housing and jobs (Housing is a preferred use because of the present housing shortage, but people also need jobs and should be able to travel to them via transit);
- The need to increase public understanding of TOD principles and benefits so there is greater buy-in to the idea.

Case studies are underway to test TOD principles on five Resolution 3434 projects: e-BART, SMART, Water Transit, the Dumbarton rail crossing, and BART to San Jose.

In discussion, JPC members and members of the public echoed and elaborated on the concerns listed above and identified some additional considerations:

- We may need to differentiate housing-rich stations from job-rich stations;
- The match between the types of housing provided and types of jobs provided is important—we have not made the link if we are only planning for service jobs and luxury housing;
- We need to think of station areas holistically, not just as numerical quotas but as well-designed, quality, walkable places and as vital neighborhoods;
- TOD needs to be closely linked to the entire set of smart-growth principles and objectives and to the smart-growth vision;
- Recognizing that one size does not fit all, we need to work from a menu of station area types, also modifying the recipes to fit unique locations;
- However, there are surely some uses which are clearly inappropriate at stations, which need to be explicitly identified and strongly discouraged;
- There is a direct link between TOD and economic development—if the region wants more jobs, then it will need to buy into TOD as the sane way of serving that job growth;
- It is most important that we do not squander our opportunities on uses that preclude later smart transit-oriented development—the market will eventually be there and planning is required to serve it when it arrives.

4. BART System Expansion and Station Area Development Policies

Tom Margro and Val Menotti described the development and content of BART's system expansion policies. Key principles include:

- An overriding concern for managing system operating costs with critical criteria being cost-effectiveness and particularly cost per new rider;
- Embracing TOD and smart growth;

- Recognizing that one size does not fit all, either in station types or transit technology;
- The possibility of incremental transit development, beginning with lighter technologies and moving to heavier technology as development and ridership merit;
- The use of ridership threshold factors based on technology;
- Sensitivity to station contexts;
- The use of corridor ridership development plans as the central instrument for meeting ridership thresholds and in turn financial objectives for the system.

5. Reserving Land for Distribution and Industrial Uses

MTC Planning Manager, Doug Kimsey, and consultant, Linda Hausrath, presented the results of a land-use study completed as part of MTC's larger consideration of goods-movement issues in the Bay Area. The study, documented in a report and a working paper, is available on the MTC web site at <http://www.mtc.ca.gov/planning/rgm/>. The PowerPoint presentation to the Joint Policy Committee is on the JPC website: <http://www.abag.ca.gov/jointpolicy/meetings.html>.

Discussion focused on the importance of bringing a consideration of industrial and distribution land uses into the regional smart-growth initiative. In the context of increasing competition for precious Bay Area land, key industrial/distribution locations may need to be designated and reserved to maintain the region's economic vitality and to help manage the transportation demands of the distribution sector. Close attention also needs to be paid to adjacency issues, particularly with residential neighborhoods. The same land-use and transportation efficiency principles required to guide residential and commercial growth are also appropriate in the planning and allocation of industrial and distribution land uses.

6. Other Business

There was none.

7. Public Comment

Public comment was offered relative to the scheduled agenda items and is incorporated in the summary of those items.

8. Correspondence

Correspondence, including over 2000 postcards, has been received about the draft TOD policy. To the extent feasible (which it is not for the post cards), correspondence (particularly letters) will be available for review on the JPC website.