

**Summary of Requirements for MTC’s Transit-Oriented Communities (TOC) Policy**

<b>Residential and Office Density</b>	<b>Output</b>
1. Average MIN – Residential	Number
2. Average MAX – Residential	Number
3. Average MIN – Office	Number
4. Average MAX – Office	Number

Notes:

- Requirements vary by Transit Tier.
- Adopting maximum densities is optional.
- Residential density requirements are reduced for small jurisdictions (30,000 residents or fewer).

<b>Housing/Commercial Policies</b>	<b>Output</b>
1. At Least 2 Production Policies	Policy Names
2. At Least 2 Preservation Policies	Policy Names
3. At Least 2 Protection Policies	Policy Names
4. At Least 1 Commercial Stabilization Policy	Policy Names

Notes:

- Jurisdictions can choose policies from a menu of options.
- For options that require funding, the amount is tiered based on jurisdiction’s lower-income RHNA.
- Jurisdictions have the option to form a collaborative for policy implementation.



Parking Management	Output
1. Auto MIN – Residential	Number
2. Auto MAX – Residential	Number
3. Auto MIN – Commercial	Number
4. Auto MAX – Commercial	Number
5. Bicycle MIN – Residential	Yes/No
6. Bicycle MIN – Office	Yes/No
7. Allow Unbundled Parking	Yes/No
8. Allow Shared Parking	Yes/No
9. Parking Management Policy	Policy Name

*Notes:*

- For #1 to #4, requirements vary by Transit Tier.
- For #1 to #4, requirements can be met with a parking district.
- For #1 and #3, State law already prohibits parking minimums for most development projects.
- For #9, jurisdictions can choose from a menu options.

Station Access & Circulation	Output
1. Compliant Complete Streets Policy	Yes/No
2. Prioritize or Implement Active Transportation and/or CBTP Projects	Yes/No
3. Compliant Access Gap Analysis	Yes/No
4. Compliant Mobility Hub Plan/Project/Application	Yes/No

*Notes:*

- For #1, compliant Complete Streets Policy already required for OBAG.
- For #2, #3, and #4, variety of local plans/documents accepted to demonstrate compliance.

