MST Transit-Oriented Development (TOD) Planning Study

MST Board Meeting
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Presented by:
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Agenda

1. Study overview
2. Background conditions
3. Outreach and implementation
Study Overview
Study Area
SURF! Busway & BRT Project

FTA Small Starts grant application

SURF! BRT Daily Ridership Estimates

- 2,300 trips (Base Year)
- 2,800 trips (2040)
Study Objectives

Increase transit ridership

- Strengthen Regional Collaboration
- Identify TOD Opportunity Areas & Best Practices
- Identify First/Last-Mile Access & TDM Strategies
- Compete for Grant Funding
Study Scope

1. **Background Conditions**
   - Five study areas along the SURF! corridor
   - Review land use and transportation plans
   - Identify opportunities and constraints

2. **Outreach**
   - Focus groups
   - Community meetings

3. **Project Implementation Strategy**
   - Identify TOD opportunity sites/zones
   - Identify transit access and TDM strategies
   - Estimate ridership and other transit benefits
   - Develop implementation actions and strategies
Background Conditions
Research Land Use & Transportation Plans
TOD Components

- Comfortable Walking Distance
- Increased Development Intensities
- Equitable Development & Economic Opportunity
- High-Quality Transit
- Integrated Neighborhoods
- Multimodal Access
- Public Spaces
TOD Examples

A – Independent Apartments. 600 Ortiz Avenue in Sand City, four-story building, 2.65 acres with 61 multifamily units (23 units per acre) over ground floor commercial.

B – Salinas Gateway Senior Apartments. 25 Lincoln Avenue in Salinas, four-story, 52-unit affordable senior apartment project on 0.54 acres (96 units per acre) with ground floor commercial and MST center.

C – Tannery Arts Center. 1010 River Street in Santa Cruz, 100 units of affordable live/work space and an arts complex with 28 studio spaces for artists and creative businesses on 8.3 acres.

D – Ocean Street Apartments. 350 Ocean Street in Santa Cruz, four-story 63-unit affordable apartments on 1.5 acres (42 units per acre) with ground floor retail.

Medium Density = 30-50 units per acre
High Density = 50-100+ units per acre
TOD Examples

**E – Mayfair Station (Phase I).** 11600 San Pablo Avenue in El Cerrito, six-story mixed-use building Avenue adjacent to the El Cerrito Del Norte BART station with 156 units and 8,900 square feet of ground floor commercial. The Phase 1 project covers approximately 1.15-acres (135 units per acre). Phase II of the project will include 69 units of below market rate housing on the remainder of the 1.57-acre site.

**F – Credence – Modern Condos.** 10300 San Pablo Avenue in El Cerrito, four-story residential development with 30 units and 2 live-work units on 0.57 acres (56 units per acre) with 33 parking spaces. No ground floor commercial space is provided.

**G – Monarch Inn Senior Housing (Proposed in King City).** 633 Broadway in King City, three-story residential development with 42 units (roughly 50 units per acre).

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**Medium Density** = 30-50 units per acre  
**High Density** = 50-100+ units per acre
Outreach & Implementation
Outreach Summary

CBO Focus Group
9 participants from 8 organizations

- Stressed first/last-mile connectivity
- Ease of use and understanding the system
- Enhancing safety and accessibility to transit
- Boosting awareness
- Need for flexibility with transit
- Support higher density development for affordability and to promote transit ridership
- Support incentives/TDM for transit usage
Outreach Summary

Developer/Architect One-on-One Interviews
3 developers

• Strong market conditions for housing, less so for commercial development
• Focus is shifting away from single-family to affordable multi-family
• Water, community resistance, and zoning are issues
• High costs and resulting rents make leading commercial spaces difficult
• Developers are using incentives such as SB 330 and density bonus
• Support TOD and improving the transit experience
• Need flexibility with what constitutes “mixed use” – alternatives to commercial on ground floor
Land Use and Transportation Analysis

Implementation Analysis

• Identify opportunity to increase ridership on SURF! beyond the 2,300 (Base) and 2,800 (2040) forecasts from the FTA grant
• Translate land use and TOD opportunities to MST ridership
• Identify transportation projects and TDM strategies that improve first/last-mile connectivity and incentivize mode shift
• Align strategies with General Plans, Housing Elements, and TAMC/AMBAG growth forecasts
Project Schedule

• Finalize the TOD opportunity sites and zones
• Develop first/last-mile transportation projects
• Develop MST ridership estimates and transit benefits
• Further TAC engagement in April
• Three community meetings in June
• Draft Plan in July
• Board Meetings in Fall 2023
Questions?

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