

Assembly Bill No. 1320

CHAPTER 42

An act to amend Sections 65460.1, 65460.2, and 65460.4 of the Government Code, relating to transit village plans.

[Approved by Governor May 19, 2004. Filed with
Secretary of State May 20, 2004.]

LEGISLATIVE COUNSEL'S DIGEST

AB 1320, Dutra. Transit village plan: design.

The Transit Village Development Planning Act of 1994 authorizes a city or county to prepare a transit village plan for a transit village development district that includes all land within not less than $\frac{1}{4}$ mile of the exterior boundary of the parcel on which is located a rail transit station and addresses specified characteristics, including all of the demonstrable public benefits that are specified.

This bill would instead require the transit village plan to include all land within not less than $\frac{1}{4}$ mile of the exterior boundary of the parcel on which is located a transit station that would be defined by the bill to mean a rail station, ferry terminal, bus hub, or bus transfer station. It would also require the plan to include any 5 of the specified demonstrable public benefits. The bill would also define several terms for purposes of the act.

The people of the State of California do enact as follows:

SECTION 1. Section 65460.1 of the Government Code is amended to read:

65460.1. (a) The Legislature hereby finds and declares all of the following:

(1) Federal, state, and local governments in California are investing in new and expanded rail transit systems in areas throughout the state, including Los Angeles County, the San Francisco Bay area, San Diego County, Santa Clara County, and Sacramento County.

(2) This public investment in rail transit is unrivaled in the state's history and represents well over ten billion dollars (\$10,000,000,000) in planned investment alone.

(3) Recent studies of transit ridership in California indicate that persons who live within a quarter-mile radius of rail transit stations utilize the transit system in far greater numbers than does the general public living elsewhere.



(4) The use of transit by persons living near rail transit stations is particularly important given the decline of transit ridership in California between 1980 and 1990. Transit's share of commute trips dropped in all California metropolitan areas—greater Los Angeles: 5.4 percent to 4.8 percent; San Francisco Bay area: 11.9 percent to 10.0 percent; San Diego: 3.7 percent to 3.6 percent; Sacramento: 3.7 percent to 2.5 percent.

(5) Only a few rail transit stations in California have any concentration of housing proximate to the station.

(6) Interest in clustering housing and commercial development around rail transit stations, called transit villages, has gained momentum in recent years.

(b) For purposes of this article, the following definitions shall apply:

(1) "Bus hub" means an intersection of three or more bus routes, with a minimum route headway of 10 minutes during peak hours.

(2) "District" means a transit village development district as defined in Section 65460.4.

(3) "Peak hours" means the time between 7 a.m. to 10 a.m., inclusive, and 3 p.m. to 7 p.m., inclusive, Monday through Friday.

(4) "Transit station" means a rail or light-rail station, ferry terminal, bus hub, or bus transfer station.

SEC. 2. Section 65460.2 of the Government Code is amended to read:

65460.2. A city or county may prepare a transit village plan for a transit village development district that addresses the following characteristics:

(a) A neighborhood centered around a transit station that is planned and designed so that residents, workers, shoppers, and others find it convenient and attractive to patronize transit.

(b) A mix of housing types, including apartments, within not more than a quarter mile of the exterior boundary of the parcel on which the transit station is located.

(c) Other land uses, including a retail district oriented to the transit station and civic uses, including day care centers and libraries.

(d) Pedestrian and bicycle access to the transit station, with attractively designed and landscaped pathways.

(e) A transit system that should encourage and facilitate intermodal service, and access by modes other than single occupant vehicles.

(f) Demonstrable public benefits beyond the increase in transit usage, including any five of the following:

(1) Relief of traffic congestion.

(2) Improved air quality.

(3) Increased transit revenue yields.

(4) Increased stock of affordable housing.



- (5) Redevelopment of depressed and marginal inner-city neighborhoods.
- (6) Live-travel options for transit-needy groups.
- (7) Promotion of infill development and preservation of natural resources.
- (8) Promotion of a safe, attractive, pedestrian-friendly environment around transit stations.
- (9) Reduction of the need for additional travel by providing for the sale of goods and services at transit stations.
- (10) Promotion of job opportunities.
- (11) Improved cost-effectiveness through the use of the existing infrastructure.
- (12) Increased sales and property tax revenue.
- (13) Reduction in energy consumption.
- (g) Sites where a density bonus of at least 25 percent may be granted pursuant to specified performance standards.
- (h) Other provisions that may be necessary, based on the report prepared pursuant to subdivision (b) of former Section 14045, as enacted by Section 3 of Chapter 1304 of the Statutes of 1990.

SEC. 3. Section 65460.4 of the Government Code is amended to read:

65460.4. A transit village development district shall include all land within not more than a quarter mile of the exterior boundary of the parcel on which is located a transit station designated by the legislative body of a city, county, or city and county that has jurisdiction over the station area.

