



Item #7

DATE June 2, 2021
TO GCTD Board of Directors
FROM Vanessa Rauschenberger, Director of Planning and Marketing
SUBJECT Consider Adopting a Transit Oriented Development (TOD) Policy

SUMMARY

GCTD is the steward of significant public investment which includes important real property assets. These real property assets can potentially be used to leverage the viability of the transit system and to add to its value to the community. Continuing expansion and maturation of the transit system, along with federal, regional, and local initiatives that direct and concentrate transit-oriented development and infill around transit facilities, enhances the overall transit system and benefits the community.

Transit-Oriented Development (TOD) is an approach to development that focuses land uses around a transit station, or within a transit corridor, in order to maximize access to frequent, high-quality transit and the benefits it provides. TOD is characterized by dense, compact development with a mix of uses in a pedestrian-oriented environment. The design, configuration, and mix of uses reinforce the use of public transportation and enhance the vitality of the area.

Promoting quality transit-oriented development adjacent to, or near the GCTD transit system can elevate the quality of life, attract additional riders, generate new opportunities to create direct and indirect revenue for GCTD, and encourage/support environmentally sustainable livable communities that are focused on transit accessibility. To accomplish this vision, staff is recommending that the Board of Directors Consider Establishing a Transit Oriented Development (TOD) Policy to provide policy direction and goals that can guide the District in the redevelopment of current (or future) District-owned real property assets. GCTD's Legal Counsel has reviewed and concurred with staff recommendation.

RECOMMENDATION

It is recommended that the Board of Directors Consider Adopting a Transit Oriented Development (TOD) Policy to guide the District in the redevelopment of current (or future) District-owned real property assets. GCTD's Legal Counsel has reviewed and concurred with staff recommendation.

General Manager's Concurrence

Steven P. Brown

Attached: Transit Oriented Development (TOD) Policy

GOLD COAST TRANSIT DISTRICT

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GOLD COAST TRANSIT DISTRICT (GCTD) TRANSIT ORIENTED DEVELOPMENT (TOD) POLICY

PURPOSE

GCTD is the steward of significant public investment which includes important real property assets. These real property assets can potentially be used to leverage the viability of the transit system, and to add to its value to the community. Continuing expansion and maturation of the transit system along with federal, regional and local initiatives that direct and concentrate transit-oriented development and infill around transit facilities, enhances the overall transit system and community.

GCTD is a public transit agency formed in 1973 (as a JPA1973-2013, District since 2013) that provides bus service in the western portion of Ventura County, California. GCTD's mission is to provide safe, responsive, convenient, efficient, and environmentally responsible public transportation that serves the diverse needs of our community. Gold Coast Transit District provides public fixed-route and paratransit service in the cities of Ojai, Oxnard, Port Hueneme, Ventura and the unincorporated areas of Ventura County.

GCTD seeks to work in close partnership with its service area cities (and adjacent unincorporated areas) to identify and implement Transit Oriented Development (TOD) opportunities which reflect service area jurisdictional land use priorities including housing, and other related goals and policies.

What is Transit Oriented Development (TOD)?

Transit-Oriented Development (TOD) is an approach to development that focuses land uses around a transit station, or within a transit corridor, in order to maximize access to frequent, high-quality transit and the benefits it provides. TOD is characterized by dense, compact development with a mix of uses in a pedestrian-oriented environment. The design, configuration, and mix of uses reinforce the use of public transportation and enhance the vitality of the area. TOD can expand walkability and livability within the GCTD service area by:

- Providing economic opportunity
- Increasing housing choices
- Expanding mobility options along transit corridors and at existing and future transit stations
- Providing a foundation to guide both public and private investment at transit stops, stations and along transit corridors.

The purpose of GCTD's Transit Oriented Development Policy is to provide policy guidelines for the planning and development of real estate assets in order to maximize their respective economic values through site appropriate development that also increases transit ridership, creates vibrant community assets and enhances the long-term life of GCTD's facilities. The goals of the Transit Oriented Development (TOD) Policy are set forth below. These goals shall inform the redevelopment of GCTD owned property or future redevelopment on GCTD owned property.

GOALS FOR DEVELOPMENT OF DISTRICT OWNED REAL PROPERTY

To encourage and successfully achieve transit-oriented development, where appropriate, that provides the highest and best use of each site, conforms to the regulations of the affected jurisdiction in which the site is located, the following policy goals shall guide the redevelopment of District-owned real property assets.

1. Development, construction and operation of mixed-income, or affordable residential rental communities that provide a variety of housing types for a broad spectrum of individuals and families.
2. Maximize GCTD ridership, utilizing and enhancing the use of existing GCTD services and stops within the member cities jurisdictions served by GCTD and surrounding unincorporated areas of Ventura County.
3. Where applicable, design a pedestrian-scale street network that enhances the sense of walkability in the area and encourages fewer automobile trips.
4. To the extent feasible, minimize automobile use and parking and promote car sharing, transit use, bicycling, and walking, including improvements to connect residential uses to adjacent commercial, recreational, and educational/institutional destinations.
5. To the extent feasible, provide multimodal transportation and circulation improvements, to generate connectivity with commercial, residential and educational/institutional destinations.
6. Design elements of the development to be adaptable to future transportation technologies.
7. Prioritize residential development projects that maximize the allowed residential density on a subject real property, and take advantage of local city/county jurisdictions' (and the State of California's) inclusionary housing and density bonus programs.
8. Provide a development that appropriately integrates with the surrounding community.
9. Incorporate public benefits including (for example, but not limited to) usable open space and recreation resources, and preservation of identified environmental resources, as feasible.
10. Incorporate design elements that are innovative, water efficient, and that maximize energy efficiency with the goal of zero net energy use.
11. Support the implementation of the region's land use and transportation vision to achieve quality of life, economic, and greenhouse gas reduction goals.

STRATEGIES

1. Promote TOD on and around District property, including contributions to efforts such as planning and development, community engagement, funding and financing strategies.
2. Increase Sustainable Transportation Choices using Best Practices in Land Use and Urban Design.

3. Prioritize and/or Encourage long-term ground leases, rather than the sale of real property assets, as the standard disposition strategy for development projects, except in cases where alternative approaches are required to achieve specific development objectives, or where other strategies would generate greater financial return or other benefits to the District.
4. Utilize a competitive developer/development solicitation process in the identification and selection of a developer entity for each specific real property asset.
5. Value Creation and Value Capture: Enhance the stability of GCTD's financial base by capturing the value of transit and reinvesting in the program to maximize TOD goals.
6. Review and update the Transit-Oriented Development Policy every 10 years, as applicable.

Adopted by GCTD Board of Directors

Date _____

Signature _____
Chair

Signature _____
General Manager