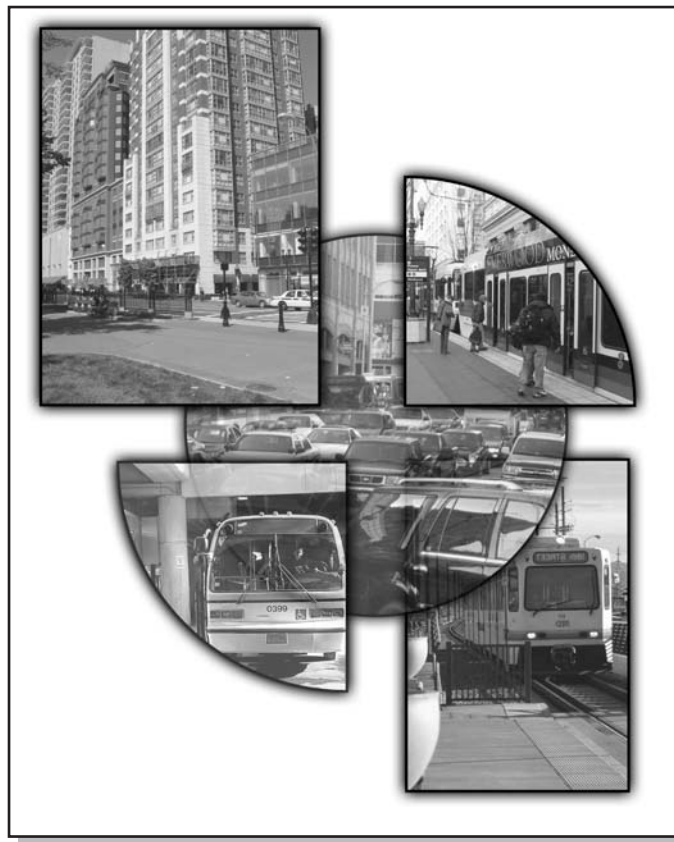




FTA

United States Department of Transportation
Federal Transit Administration

Guidelines and Standards for Assessing Transit-Supportive Land Use



Federal Transit Administration
Office of Planning

May 2004

**GUIDELINES AND STANDARDS
FOR ASSESSING TRANSIT-SUPPORTIVE
LAND USE**

**FEDERAL TRANSIT ADMINISTRATION
OFFICE OF PLANNING
MAY 2004**

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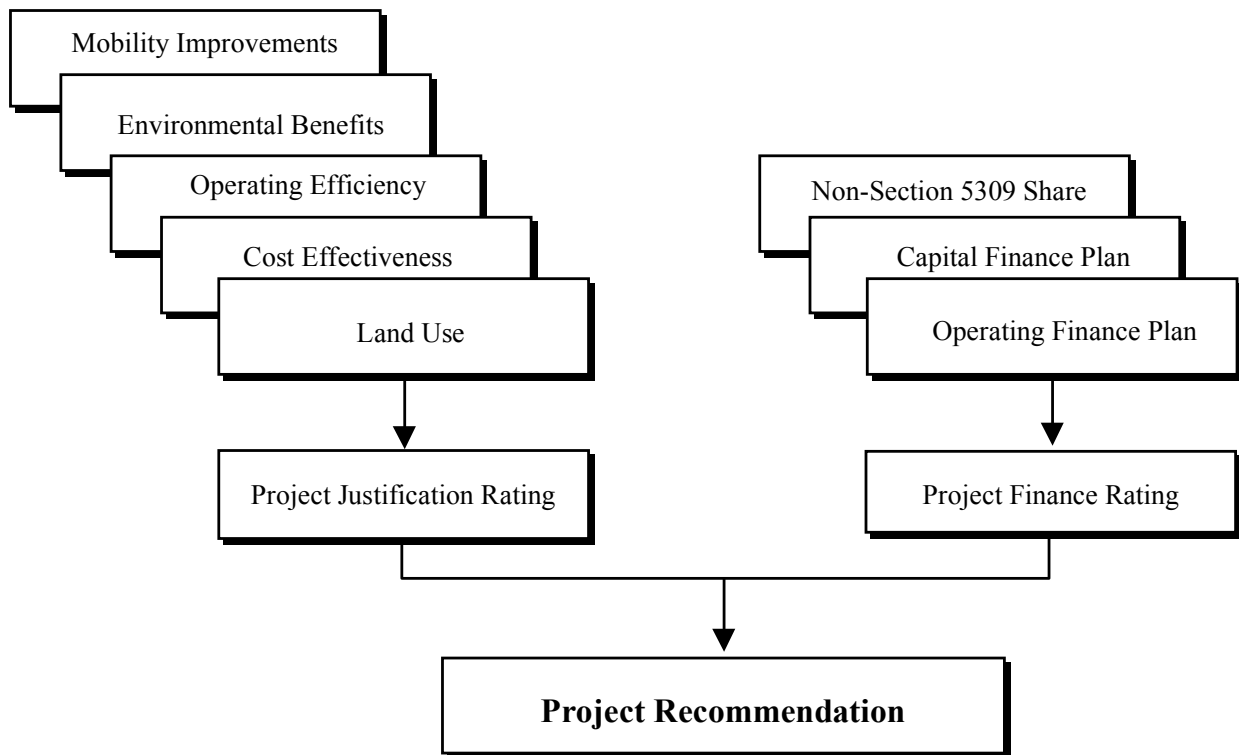
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1. INTRODUCTION AND PURPOSE

In order to prepare recommendations to Congress for the New Starts budget each fiscal year, the U.S. Federal Transit Administration (FTA) undertakes a formal evaluation of all projects applying for New Starts funding. FTA's project recommendation is based on ratings for two main assessment criteria – project justification and financial commitment.

Figure 1. FTA Approach to New Starts Evaluation and Rating



Five criteria contribute to the development of the project justification rating:

- Mobility Improvements;
- Environmental Benefits;
- Operating Efficiencies;
- Cost-Effectiveness; and
- Transit-Supportive Land Use.

The Transit-Supportive Land Use criterion was incorporated as a formal criterion in 1997 for the development of the Fiscal Year (FY) 1999 New Starts Report to Congress. The process

described here reflects the evolution of the process of evaluating and rating the Transit-Supportive Land Use criterion after several years of experience.

In order to generate a rating for the Transit-Supportive Land Use criterion, the FTA solicits the assistance of designated contractors. These designated contractors undertake two major types of activities in support of the Transit-Supportive Land Use criterion – 1) gathering and reviewing information from applicant agencies, and 2) developing summary reports for the FTA. This guidance document is intended to assist contractors by defining and describing activities to be undertaken by contractors and the documents to be prepared. Chapter 2 describes the roles and responsibilities of land use contractors, the conduct of the major activities to be undertaken by land use contractors, and the products and schedule for delivery of products. Chapter 3 describes in detail the basis of assessment for the Transit-Supportive Land Use criterion. Appendices that appear at the end of the report provide a model for reports to be developed by the land use assessment contractors.

2. THE TRANSIT-SUPPORTIVE LAND USE ASSESSMENT PROCESS

This chapter describes three major aspects of the land use assessment process: 1) the roles and responsibilities for land use contractors with respect to the FTA and the project sponsor agencies; 2) the major activities of the land use assessment contractors; and 3) the schedule of the overall land use assessment process.

2.1 Roles and Responsibilities in Assessing Transit-Supportive Land Use

The land use assessment process involves three primary parties – project sponsor agencies, the FTA, and land use assessment contractors.

2.1.1 Project Sponsor Agencies

Project sponsor agencies are expected to submit documentation pertaining to existing land use, transit-supportive plans and policies, performance and impacts of policies, and other land use considerations. The project sponsor agencies are provided with guidance that describes the types of materials that the FTA and land use contractors review to assign ratings for transit-supportive land use.¹ Project sponsor agencies are responsible for keeping up-to-date with the latest guidance documents and to provide information specified therein. This includes:

- A complete land use summary template;
- A table of quantitative data on land use characteristics; and
- Supporting documentation to substantiate statements made in the land use summary template.

The project sponsor agencies shall also serve as a resource to FTA staff and to land use contractors to clarify statements in the land use submission and to provide additional data and information as necessary.

2.1.2 Federal Transit Administration

The Federal Transit Administration is responsible for assigning final land use assessment ratings and for incorporating these ratings into a project justification rating and ultimately into an overall project recommendation. Staff at several levels within the FTA participate in the land use assessment process:

- Regional offices – Staff at regional offices provide the primary point of contact with the project sponsor agencies and provide guidance to these agencies during the application process. The regional offices also provide local knowledge of applicant projects to staff at FTA headquarters.

¹ *Reporting Instructions for the Section 5309 New Starts Criteria*. Federal Transit Administration Office of Planning, July 2001.

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- Office of Planning – Staff within the FTA Office of Planning coordinate the land use assessment process as part of their coordination of the New Starts evaluation process. Individual staff within the Office of Planning are assigned to coordinate assessments of specific projects, generally by region. These staff receive land use materials from and provide additional guidance to project sponsor agencies. Based on its own analyses and on information provided by land use assessment contractors and contractors supporting the assessment of other criteria, the Office of Planning also coordinates the development of the Annual New Starts Report to Congress.
 - Other FTA Offices – The FTA Offices of Budget and Policy and Program Management also participate in the assignment of ratings on transit-supportive land use based on summary reports prepared for the FTA by land use contractors.

2.1.3 Land Use Assessment Contractors

Land use assessment contractors are designated by the FTA to assist with the assessment of transit-supportive land use for specific New Starts projects. These contractors undertake two major activities: 1) gathering and reviewing information from applicant agencies and 2) developing summary reports for the FTA. In effect, the land use assessment contractors function as an extension of FTA staff, providing additional analytical resources for the FTA and assisting in the completion and development of critical FTA products related to the annual New Starts evaluation process.

A summary of roles and responsibilities of each party to the land use assessment process is provided in Table 1.

2.2 Major Tasks for Land Use Assessment Contractors

This section describes the two major activities to be undertaken by FTA's land use assessment contractors: 1) gathering and reviewing information provided by applicant agencies and 2) developing a series of summary reports for FTA staff.

2.2.1 Gathering and Reviewing Information

Land use assessment contractors hold the primary responsibility for gathering and reviewing information pertinent to the assessment of transit-supportive land use for New Starts projects. Contractors draw from three primary sources of information to complete an assessment:

- The land use submittal from the project sponsor agency;
- Correspondence and supplemental information from the project sponsor agency; and
- General sources of information.

2.2.1.1 Land Use Submittal

Each applicant to the New Starts program is asked by the FTA to provide a complete submittal for the evaluation of transit-supportive land use. This submittal includes three primary elements: 1) summary information, 2) supporting documentation, and 3) quantitative data.

Summary Information (Land Use Template)

The FTA provides a uniform template for the reporting of information related to transit-supportive land use. The template includes space for sponsor agencies to provide information related to seven different land use factors, each with associated supporting factors that address a specific aspect of transit-supportive land use. Sponsor agencies typically complete the template with narrative text to describe the project’s land use with respect to each supporting factor. Contractors should expect the narrative text to be brief and precise, but thorough, in providing explanatory statements, but not omit important information for the sake of brevity. Sponsor agencies are expected to provide references to documents that substantiate the descriptions of land use patterns and policies provided in the template. Ideally, project sponsors will provide actual documentation, rather than relying solely upon references to documents.

Table 1. Roles and Responsibilities in the Land Use Assessment Process

Roles and Responsibilities	Project Sponsor Agency	FTA	Land Use Assessment Contractor
Prepare and Compile Land Use Submission and Materials	X		
Receive Land Use Submission Materials			X
Conduct Initial Evaluation of Materials			X
Coordinate and Verify Information	X		X
Complete Preliminary Land Use Assessments and Develop Preliminary Ratings Recommendations			X
Discuss Land Use Assessments		X	X
Assign Final Land Use Ratings		X	
Prepare Draft Land Use Sections of Profile for the Annual Report on New Starts			X
Complete Project Profile for Annual Report on New Starts		X	
Complete Final Land Use Assessment Report			X
Incorporate Final Land Use Assessment Report into Annual New Starts Report		X	

In reviewing and evaluating the summary information provided by the project sponsors, the land use assessment contractor should examine the information critically. In particular:

-
- Contractors should expect project sponsors to explain how transit-supportive land use policies are or will be implemented, particularly when significant changes are anticipated, as well as the expected impact of these policies.
 - Contractors should compare existing conditions with those expected from planned implementation of a proposed projects.
 - Contractors should expect project sponsors to demonstrate the containment of sprawl through specific growth management and zoning policies.
 - Contractors should expect municipal and regional policies and plans to include transit-supportive provisions, both in general and with respect to the proposed project's specific station areas; and
 - Contractors should expect project sponsors to address parking policies and pricing strategies.

After careful review of the information submitted by project sponsors, the contractor can re-classify any information presented for one factor for use in evaluation of other factors, as appropriate. Consideration of information presented for other factors can also serve to reinforce or to refute claims made throughout the summary template.

Supporting Documentation

To assist in the assignment of accurate project ratings, FTA requests that agencies submit full or relevant portions of the following types of documentation to support the information requested for the transit-supportive land use criterion.

- Maps of the region, corridor, and station areas;
- Regional and local comprehensive land use and development plans;
- Regional and local economic development plans;
- Documentation of existing land use, employment, and transportation factors;
- Local zoning, development regulations, and policies;
- Public-private agreements, resolutions, statements;
- Station area development plans;
- Technical feasibility studies, manuals, and guidelines;
- Major investment study (MIS) materials and related documentation.
- Environmental impact statements; and
- Long-range transportation plans.

The land use assessment contractor should review these documents to verify references made in the summary template and to ascertain the degree of transit-supportiveness of the land development patterns in the area served by the proposed New Starts project. The documents should also be examined in order to determine the degree to which a particular region has articulated

transit-supportive plans and policies and to examine the ability of regions to implement transit-supportive development.

Quantitative Data

Data on demographic conditions of metropolitan areas, central business districts, corridors, and station areas help FTA understand market and development trends and give FTA a snapshot of existing development. Quantitative data requested from New Starts project sponsors include estimates of the existing population, housing units, employment, and land area within one-half mile of proposed stations in order to assess station area development patterns. Forecast year information should also be included for review. Land use assessment contractors shall review these data in the assessment of at least three of the land use factors – Existing Land Use, Growth Management, and Transit-Supportive Corridor Policies. Specific guidance is provided in Chapter 3.

2.2.1.2 Correspondence and Supplemental Information

It is often necessary to supplement the information supplied in the initial submission with additional consultation with the project sponsor agency. The information presented is not always complete. Information presented and claims made in the submission also may pose questions that require clarification or verification before completing the assessment. It is incumbent upon the land use assessment contractor to conduct due diligence, examining all arguments critically and requesting documentation to support certain assertions wherever such documentation may significantly affect the assessment of the project's transit-supportive land use.

While consultation with the project sponsor agency enables a more complete assessment, it also serves the additional purpose of providing feedback to the project sponsor agency on the types of policies under review and the types of information needed to support claims made. Often, project sponsor agencies are not aware of what local activities can be considered to be transit-supportive. A contractor taking the initiative to communicate with the project sponsor agency provides the opportunity to clarify the process for the project sponsor agency. Such communication can, in fact, provide cues to the project sponsor of the types of activities that can improve a project's transit-supportiveness.

The land use contractor remains in contact with the sponsor agency as the project evolves. Sponsor agencies often choose to forward additional information to the designated contractor in order to have all changes reflected in the land use assessment process. The contractor shall incorporate all new information, as appropriate, based on guidance from the FTA as to which date it would like to have reflected as the official date of assessment.

2.2.1.3 General Sources of Information

In addition to the information provided by the project sponsor agency, the land use assessment contractor can incorporate analyses of historical information and industry databases wherever appropriate. Historical information sources provide a more complete assessment of the full range of development activities that can be undertaken in a particular region. Industry databases represent widely used, objective sources of information for making comparisons across regions. For example, regional economic summaries provided in the Urban Land Institute Factbook can

provide an estimate of regional growth to compare with local forecasts. The ULI Factbook can also provide a consistent comparison of market trends across several regions.

2.2.2 Development of Reports

Once all information is gathered, the land use assessment contractor will be responsible for reporting the results of the assessment in the form of reports to the FTA. These reports inform the FTA's assignment of ratings for the transit-supportive land use criterion and form one piece of the official reports that FTA publishes as part of the New Starts process. The contractor must prepare four primary products:

- **Initial assessment of land use factors** – The initial assessment consists of a description and evaluation of the project sponsor's land use documentation and information, including sufficient detail to assist FTA in making an informed assessment of the project. This document includes preliminary recommendations for land use ratings.
- **Land use project profile text** – The profile text provides a brief description of the project's overall rating, existing land use, transit-supportive plans and policies, and performance of policies.
- **Final land use assessment** – The final land use assessment report is based on the text of the initial assessment. It incorporates the final land use ratings assigned by the FTA as well as any other revisions to the text identified by FTA.
- **Two-page summary** – The two-page land use rating summary includes summary information on the project and land use ratings, and is designed for inclusion in the annual land use summary report.

2.2.2.1 Initial Assessment of Land Use Factors

The contractor shall submit to FTA for review an initial assessment that includes preliminary recommendations for land use ratings for each factor, along with justification and pertinent comments. This product will be used by FTA staff to assign land use ratings for the project. The sections included in the initial and final assessment are described in Table 2. If due to time constraints the contractor is unable to submit a completed initial assessment by the deadline, Section C (Project Overview) and Section G (Recommendations for Improvement) can be submitted at a later date.

Appendix A contains a template for the initial assessment, which includes sample text. This template includes styles which can be applied to the various text items to achieve the proper formatting. The key styles used, all in Times New Roman font, include:

- **Heading 1** – Section headings: 14-point bold italic, centered, spacing 6-pt before and after;
- **Heading 2** – Section subheadings: 12-point bold, spacing 12-pt before, 6-pt after, all caps;
- **Body text** – All non-bullet text entered by contractors: 11-point, spacing 2-pt before and after;

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- **List bullet** – All bullet text entered by contractors, except for that in Section E (Detailed Assessment of Land Use Criteria): 11-point, indent hanging 0.25,” bulleted, spacing 2-pt before and after;
 - **List bullet 2** – All bullet text entered by contractors in the tables of Section E: 10-point, indent hanging 0.25,” bulleted, spacing 2-pt before and after; and
 - **List dash 1** – Dash text in the tables of Section E: 10-point, indent 0.26” hanging + 0.25” flush left, bulleted, spacing 2-pt before and after.

During the normal assessment cycle, the land use assessment contractor discusses the context of the initial assessment in a series of meetings with FTA staff. (If the assessment is prepared outside of the annual New Starts assessment schedule – for example, in the case of preliminary engineering or final design approvals – the FTA may arrange conference calls to confer with the contractor.) During this exchange, the contractor will clarify ideas presented in the report to the FTA and present an overall summary of the transit-supportive nature of land uses associated with the transit project. Where further clarification is desired, contractors will be asked to re-examine specific issues, refine the assessment, and adjust preliminary ratings when warranted. Once all analysis is complete, the FTA will assign ratings for each of the land use factors, land use categories, and for the overall land use rating.

2.2.2.2 Project Profile Text

This product is a concise statement, about one page in length, that explains and supports the transit-supportive land use ratings. The project profile highlights the most relevant aspects of land development and land development planning associated with each project. Material for the profile can be drawn from the initial land use assessment. The contractor’s draft text for the project profile will be edited by FTA staff and included in final project profiles accompanying preliminary engineering and final design approvals and in the Annual Report on New Starts. The land use text for the project profiles can also be incorporated as the *Summary and Conclusions* section of the final assessment report.

The text for the land use element of the project profile consists of three sections, as shown in Appendix B. The first section provides the final overall land use rating and a summary paragraph describing why the rating is justified. The second section contains one to two paragraphs of discussion on the Existing Land Use category. This section should include quantitative data such as station-area population and employment densities as well as total employment served by the project. The third section contains one to two paragraphs of discussion on the Plans and Policies category and the Performance and Impacts category. The project profile text should be written in 12-point Times New Roman font, with single-line spacing between paragraphs.

2.2.2.3 Final Land Use Assessment

The third product developed by land use assessment contractors for each assigned New Starts project is a final land use assessment summarizing the evaluation of the project. Final land use assessments are similar to the initial land use assessment. To prepare the final assessment, the material in the initial assessment is updated consistent with final ratings applied by FTA,

questions or comments by FTA on the initial assessment are addressed, and complete project information is added consistent with the New Starts Annual Report. FTA will review a draft of the final land use assessment prepared by the contractor and edit the assessment prior to final publication.

As part of the preparation of the final land use assessment, the land use assessment contractor shall also prepare a short bullet list of recommendations to improve the transit-supportive land use rating for each assigned project. These recommendations will be provided to the project sponsor agency, and also are used by FTA in preparing rating summaries after the Annual Report on New Starts is published. The types of recommendations can include:

- Providing additional information to substantiate claims made by the project sponsor agency;
- Suggesting additional local activities to improve transit-supportive land use; and
- Demonstrating continued progress on existing land use initiatives and development.

2.2.2.4 Two-Page Summary

The two-page summary is intended to provide a quick overview of each project and the rationale for its land use ratings for inclusion in the annual land use summary report. The summary should include about two-thirds of a page of project information in tabular format, including location, sponsor agency, review date, overall land use rating, system length, mode, number of stations, forecast ridership, estimated capital cost, and location in region. The remaining space should include “key findings” for each of the seven land use factors, consisting of one to three bullet points plus the rating for each factor. *It is critical that the key findings be concise in order to limit the length of each project summary to two pages.* A template for the two-page summaries is provided in Appendix C.

As for the land use assessment template, the two-page summary template includes styles that the contractors can apply for consistency. There are two key styles:

- **Table text** – Project information and “project summary” tables: 10-point Book Antiqua, spacing 10-pt before, 0-pt after.
- **Bullets in criteria text** – “Summary of key findings” table: 10-point Book Antiqua, spacing 2-pt before and after, 0.2” hanging indent, bulleted.

Table 2. Elements of the Land Use Assessment

Report Elements	Contents
Header	Project location and name in the format: [City], [ST]: [Project Name]
Title	Project name, location, lead agency.
A. Recommended Ratings and Changes (1-2 pp.)	
<i>Recommended Category Ratings</i>	Recommended ratings for the three land use categories
<i>Past Ratings and Current Recommended Factor Ratings</i>	Tabular summary of numerical ratings for seven factors from previous years and recommended ratings for current year.
<i>Reasons for Recommended Changes</i>	Description of reasons for recommending a change in factor rating (one or two sentences).
<i>Significant New Information Submitted</i>	Major items of new information received (e.g., aerial photographs of station areas) or significant local events (e.g., adoption of a comprehensive plan).
B. Summary of Key Findings (1-2 pp.)	A brief summary of each of the seven land use factors in bullet format.
C. Project Overview (1-2 pp.)	
<i>Project Description</i>	A short description of project elements, including length, location, technology, relation to adjacent uses, intended markets, phasing of infrastructure development, and envisioned operational plan.
<i>Corridor Description</i>	A description of general corridor land use conditions and the relationship of the corridor to the rest of the region.
<i>Description of Local Agencies</i>	A brief description of 1) all transportation agencies involved with implementation of the transportation project and 2) all agencies having some purview over land development and development planning in the corridor.
D. Quantitative Data Summary (1 pg.)	A summary in table format of key quantitative data items, including base and forecast year metropolitan area population and employment, CBD employment, and station area population, employment, and densities.
E. Detailed Assessment of Land Use Criteria (1-2 pp. per land use factor)	A table for each land use factor describing in bullet paragraphs significant information for each land use supporting factor.
F. Submission Information (1+ pp.)	
<i>Timeliness of Submission</i>	Identifies when the submission was received in relation to the deadline for application submittals, as well as reasons for delays. A “pass/fail” rating is assigned based on whether the submission met the deadline.
<i>Quality of Submission</i>	A description for each year of the completeness, clarity, etc., of submission materials, as well as a “rating” on a scale of 1 to 5 of the quality of the submission.
<i>List of Submission Materials</i>	A list of materials submitted in each year. Each stand-alone document should be identified by title and date. Consolidated materials (e.g., in a three-ring binder) need not be listed separately.
G. Recommendations for Improvement (1 pg.)	A list of ways in which applicants could potentially improve their rating for each factor.

2.3 Schedule

Throughout the year, FTA will assign each contractor several land use assessments of proposed New Starts projects. Most assessments are generally assigned during the fall as part of the project evaluation and rating process for the New Starts Annual Report. Assessments may also be assigned at other points throughout the year based on requests by project sponsors to initiate preliminary engineering or final design.

2.3.1 Ratings and Assessment for Annual Report

The products described in the preceding section must be produced and delivered according to tight schedules dictated by the publication of the New Starts Annual Report. Upon making an assignment of assessments to specific contractors, FTA will provide the contractors with a detailed schedule of all deliverables. FTA requests the submissions in the following order:

- Initial land use assessments and preliminary ratings;
- Land use text for project profiles;
- Final land use assessment incorporating final ratings assigned by the FTA and recommendations for improvement; and
- Two-page land use rating summary.

The land use assessment contractors shall provide these materials to the FTA in a schedule set by the FTA at the start of the annual New Starts evaluation process. The schedule presented in Figure 2 represents the general order of events and when they typically occur within the annual New Starts evaluation cycle

2.3.2 Ratings and Assessments for Preliminary Engineering and Final Design Requests

Requests to enter preliminary engineering or final design can occur at any time throughout the year. FTA has an obligation to complete these reviews in a timely manner. The schedule for the assessment products is as follows:

- Initial land use assessments, including preliminary ratings and land use text for project profiles, are due from the contractor six weeks after the contractor receives the submission.
- Final land use assessments, project recommendations, and two-page summaries are due from the contractors six weeks after the contractor receives FTA comments and ratings.

In some cases, administrative or Congressionally-mandated deadlines will require that products be delivered more quickly. For example, each year a “short list” of projects being considered for funding must be reviewed on an expedited schedule for presentation to FTA administration and the Office of Management and Budget.

Figure 2 Timeline of Activities for Transit-Supportive Land Use Assessment

TASK	Month											
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar			
Sponsor Agencies Prepare and Compile Land Use Submission Materials	◆											
Contractors Evaluate Submissions and Complete Initial Assessment of Factors		◆										
FTA Reviews Initial Land Use Assessments				◆								
Contractors Prepare Draft Land Use Sections of Profile for the Annual Report on New Starts				◆								
FTA Meets with Contractors to Discuss Transit-Supportive Land Use Ratings				◆								
FTA Assigns Final Land Use Ratings					◆							
FTA Provides Comments on Initial Assessments							◆					
Contractors Complete Draft of Final Land Use Assessments, Recommendations for Improvement, and Two-Page Summaries												

3. Guidelines and Standards for Evaluating Existing Land Use, Transit-Supportive Land Use Policies, and Future Patterns

3.1 Rating Process

All New Starts applicant projects are evaluated at two levels of information – land use categories and land use factors. Transit-supportive land use is evaluated within three overall categories: 1) existing land use, 2) transit-supportive plans and policies, and 3) performance and impacts of policies. Under each category are several factors that represent a specific aspect of each land use category. A total of seven land use factors are considered. Each of these factors also has associated “supporting factors” which are not rated but provide a basis for structuring the information for each factor. Table 3 summarizes the factors addressed within each land use rating category.

The rating assignment process follows a tiered approach:

- The strength of each supporting factor is assessed;
- Information on the supporting factors is used to generate a rating for each of the seven land use factors;
- Ratings for land use factors are considered collectively in order to assign ratings for each of the three major land use categories; and
- An overall transit-supportive land use rating is assigned.

In addition to the primary land use rating categories, FTA takes into consideration, but does not rate separately, an optional category: 4) other land use considerations. The demonstration of supportive “other factors” may incrementally influence the overall rating for the project.

In each step of this process, ratings are assigned on a five-point scale:

- 5 – High;
- 4 – Medium-high;
- 3 – Medium;
- 2 – Low-medium; and
- 1 – Low.

The overall land use rating for each project is assigned by FTA. While contractors provide recommendations for the land use factor and category ratings, final decisions on factor and category ratings are also made by FTA.

The remainder of this section describes the process for assigning ratings at each step in more detail.

Table 3. Land Use Rating Categories, Factors, and Supporting Factors

Land Use Rating Category and Associated Factors	Supporting Factors
I. EXISTING LAND USE	
a. Existing Land Use	<ul style="list-style-type: none"> • Existing corridor and station area development • Existing corridor and station area development character • Existing station area pedestrian facilities, including access for persons with disabilities • Existing corridor and station area parking supply
II. TRANSIT-SUPPORTIVE PLANS AND POLICIES	
a. Growth Management	<ul style="list-style-type: none"> • Concentration of development around established activity centers and regional transit • Land conservation and management
b. Transit-Supportive Corridor Policies	<ul style="list-style-type: none"> • Plans and policies to increase corridor and station area development • Plans and policies to enhance transit-friendly character of corridor and station area development • Plans to improve pedestrian facilities, including facilities for persons with disabilities • Parking policies
c. Supportive Zoning Regulations Near Transit Stations	<ul style="list-style-type: none"> • Zoning ordinances that support increased development density in transit station areas • Zoning ordinances that enhance transit-oriented character of station area development and pedestrian access • Zoning allowances for reduced parking and traffic mitigation
d. Tools to Implement Land Use Policies	<ul style="list-style-type: none"> • Outreach to government agencies and the community in support of land use planning • Regulatory and financial incentives to promote transit-supportive development • Efforts to engage the development community in station area planning and transit-supportive development
III. PERFORMANCE AND IMPACTS OF POLICIES	
a. Performance of Land Use Policies	<ul style="list-style-type: none"> • Demonstrated cases of development affected by transit-supportive policies • Station area development proposals and status
b. Potential Impact of Transit Investment on Regional Land Use	<ul style="list-style-type: none"> • Adaptability of station area land for development • Corridor economic environment
IV. OTHER LAND USE CONSIDERATIONS (Optional)	
Exceptional Examples	<ul style="list-style-type: none"> • Historic, environmental, community preservation, etc.

Supporting Factor Assessments – FTA contractors first assess information provided by project sponsors for each of the land use supporting factors. The approach to assessing each supporting factor is discussed in more detail in Sections 3.2 through 3.6. The contractors describe key information for each supporting factor in the form of bullet paragraphs, as shown in the assessment template in Appendix A.

Factor Assessments – Contractors then assign a rating for each factor based on the strength of its supporting factors. Table 4 presents a description of conditions corresponding to high, medium, and low ratings for each factor. Medium-high and low-medium ratings may be assigned for intermediate conditions between these three rating levels. The text should clearly explain the rationale for the recommended rating; e.g., a “high” rating should be supported by outstanding examples of transit-supportive land use practice.

The rating process accounts for the proposed project’s stage of development. For some factors, FTA applies a different standard to projects entering or in preliminary engineering (PE) than to projects in final design. The standards reflect the fact that for projects in PE, local agencies may only be in the initial stages of inventorying station area land uses and policies and identifying regulatory changes and incentives necessary to complement a major transit capital investment. As a project advances into the final design stage, local agencies should demonstrate substantial progress on developing and adopting the required regulatory changes and incentives necessary to promote transit-supportive land use patterns in the transit corridor and station areas.

When significant differences in characteristics exist across proposed station areas for a project, an “average” rating should be assigned that considers the relative contribution of each station area. For example, a project with strongly transit-supportive existing land use in half its station areas and low-density development in the other half of its station areas would be assigned a “medium” rating.

Land Use Category Ratings – Based on the assessments for each factor, the contractor recommends ratings for the land use categories. This category rating provides a consolidated picture of how each project performs in these three primary areas of performance. Category I, existing land use, contains only one factor. For Category II, which contains four factors, the overall category rating should be roughly the average of the individual factor ratings within that category. The rating for Category III should be based approximately two-thirds “Performance of Policies” and one-third on “Potential Impacts on Regional Land Use.”

Overall Land Use Rating – To arrive at an overall land use rating, FTA reviews the information submitted for each factor and evaluates the ratings of the three primary rating categories cumulatively. FTA places one-third the weight of the overall rating on Category I (Existing Land Use), one-third on Category II (Plans and Policies), and one-third on Category III (Performance and Impacts). Significant “other factors” may also have an incremental effect on the overall land use rating for the project.

Projects that receive high overall land use ratings generally demonstrate one or a combination of two qualities. First, the project may exhibit existing land use characteristics, including high population and employment densities and a pedestrian-friendly environment, that are strongly supportive of a major transit capital investment. Second, the project may exhibit the potential for

significant impact on land use patterns through the presence of land use plans and policies, available land for development, and demonstrated performance of policies showing a strong likelihood that future development will occur in a transit-supportive pattern.

The remainder of this section provides guidance to contractors for assigning ratings for the supporting factors and factors. Table 3-9 in the Reporting Instructions for the Section 5309 New Starts Criteria lists the land use documentation and information that should be available for draft and final land use assessments.

3.2 Existing Land Use

The Existing Land Use category has one factor: Existing Land Use, with four supporting factors:

- Existing corridor and station area development;
- Existing corridor and station area development character;
- Existing station area pedestrian facilities, including access for persons with disabilities; and
- Existing corridor and station area parking supply

In general, local agencies are not expected to generate additional analyses, documents, or quantitative data addressing land use issues in order to satisfy reporting requirements for this category. In most instances, contractors will be able to rely on readily available materials that have been prepared in conjunction with other studies and analyses.

In developing a rating for the Existing Land Use factor, contractors should place most of the weight on quantitative measures, including station area population and employment densities as well as total employment served by the system. Poor pedestrian accessibility may reduce the rating, as it reduces the effective amount of population and employment directly served by the system. Otherwise, the presence of high trip generators, a pedestrian-accessible and friendly station area environment, and limited availability of parking should all serve to support the rating for this factor but should not be the primary consideration.

3.2.1 Existing Land Use

3.2.1.1 Existing Corridor and Station Area Development

This supporting factor is intended to measure the *quantity of development* in the corridor and especially in station areas. When rating this factor, primary consideration should be given to the amount of population, households, and employment within a half-mile radius of each proposed station, and to total employment in the CBD. Consideration should also be given to the presence of other high trip generators in station areas, such as professional sports venues, airports, colleges or universities, regional medical centers, and major tourist attractions. Such uses may generate a significant amount of trips not captured in the population or employment numbers alone. A rough guide to counting a use as a “major trip generator” is that it is capable of generating at least 5,000 to 10,000 non-employee trips (e.g., students, patients, visitors, travelers) in a single day, and that these trips have significant potential to be taken by transit.

To ensure that ratings are assigned in a consistent manner across projects, Table 5 provides benchmarks to assist contractors in assigning existing land use ratings as well as other ratings that rely heavily on quantitative data. Benchmarks are provided for the average population density across all station areas, as well as for the total employment served by the project. (Total employment rather than average employment density is used as a benchmark because in most cities, employment is highly concentrated in a few station areas, i.e., the central business district.) The ratings assigned for the Existing Land Use factor should roughly correspond to the rating levels associated with population and employment, with consideration given to other high trip generators, station-area environment, and parking availability. The benchmarks provided in Table 5 are intended as a rough guide rather than a hard-and-fast decision rule.

3.2.1.2 Existing Station Area Development Character

This supporting factor is intended to reflect the extent to which the character of existing development within a half-mile radius of proposed stations not only facilitates but encourages transit use. *Site and urban design characteristics* represent one key element of this factor. To achieve a “medium-high” or “high” rating, development should exhibit features such as human-scale facades with short building setbacks; entrances oriented towards streets, sidewalks, and other public areas; street furniture, trees, and other pedestrian amenities; roads that are narrow enough to be crossed easily, with low to moderate traffic speeds; and continuous development with an absence of large tracts of vacant land or parking lots.

A second key characteristic is a fine-grained *mix of uses*. A project that has a number of station areas with retail and professional service uses proximate to office and residential development, allowing people to run errands by foot or in conjunction with a transit trip, may warrant higher ratings.

The character of the station area environment is best assessed through a review of ground level or aerial photographs, as well as station area maps showing public right-of-ways and building footprints. Narrative descriptions by project sponsors can also help in assessing this factor.

3.2.1.3 Existing Station Area Pedestrian Facilities, including Access for Persons with Disabilities

This supporting factor focuses specifically on station area pedestrian access. Contractors should examine the extent to which pedestrian access routes throughout the station area are direct rather than circuitous. Examples of other aspects of the pedestrian environment that warrant higher ratings include continuous sidewalks, the presence of clearly marked pedestrian crossings at intersections and other appropriate locations, and the presence of signalized crossings, if necessary. Project sponsors should document the presence of curb cuts, wheelchair ramps, and other facilities necessary to ensure access throughout the station area by persons with disabilities, consistent with provisions of the Americans with Disabilities Act (ADA).

3.2.1.4 Existing Corridor and Station Area Parking Supply

Data on existing parking supply are most likely to be available for the CBD and other major employment centers, although local agencies may also have conducted parking inventories for other station areas. This information is not required to be provided but is requested from project sponsors to the extent that it is readily available. Key elements include the number of parking

spaces per employee; where this parking is provided (e.g., in the core of the CBD versus located on the fringe with a circulator system); and the cost of parking, as measured in typical daily costs in the CBD core. Parking may also be reported in terms of spaces per square footage of commercial development and/or per dwelling unit. “Benchmark” values for parking supply and costs are provided in Table 5.

Contractors should also qualitatively review and evaluate the amount of land dedicated to parking within one-half mile of proposed stations, using aerial photos or maps as available. A large amount of land dedicated to parking suggests an ample supply of parking, and should result in a lower rating for this factor.

3.3 Transit-Supportive Plans and Policies

The FTA evaluates several factors related to land use plans and policies that apply to potential area and corridor development. The contractor shall evaluate the following factors related to transit-supportive plans and policies:

- Growth management;
- Transit-supportive corridor policies;
- Supportive zoning regulations near transit stations; and
- Tools to implement land use policies.

The ratings for each factor are consolidated into an overall category rating for transit-supportive plans and policies. The category rating is roughly based on an average of the four factor ratings within this category.

3.3.1 Growth Management

The rating for this factor is based on ratings for two supporting factors:

- Concentration of development around established activity centers and regional transit; and
- Land conservation and management.

3.3.1.1 Concentration of Development around Established Activity Centers and Regional Transit

This supporting factor evaluates the extent to which 1) regional policies and agreements have been developed to concentrate development at transit-supportive densities within established activity centers and around regional transit, and 2) local comprehensive plans, zoning, and capital improvement programs throughout the region have been revised to support this objective. “Regional” policies are typically adopted by the regional planning agency and/or metropolitan planning organization (MPO), or established by state requirements (such as urban growth boundary requirements in Oregon). The extent of local jurisdictional acceptance of regional policies is a strong indicator of the potential success of such policies.

Regions that have not undertaken any regional growth management activities, or are just in the fledgling stages of discussion, may receive a “low” rating for this factor. A “low-medium” rating is appropriate for areas that have undertaken more extensive growth management discussions and/or adopted regional agreements that are not enforceable through regulatory or fiscal mechanisms. A “medium” rating acknowledges the presence of weak to moderate regulatory or fiscal incentives covering the entire region as well as the presence in some (but not the majority of) local jurisdictions of local policies, comprehensive plans, and zoning to concentrate development in transit station areas and/or service areas. A “medium-high” or “high” rating is appropriate for areas with stronger incentives for compliance with regional growth management objectives as well as broader adoption of local plans consistent with these objectives. Examples of policies that may warrant a “medium-high” or “high” rating include:

- Policies implemented by state and/or regional agencies that restrict the provision of infrastructure (transportation, utility, or otherwise) outside of designated growth areas;
- Comprehensive plans adopted in most major jurisdictions in the region to concentrate higher densities of development in existing or proposed transit station areas. Widespread adoption of “smart growth”-type zoning codes that specify pedestrian-friendly design in new developments; and
- Evidence of the successful implementation of such policies.

3.3.1.2 Land Conservation and Management

The key elements of this factor are similar to those above: 1) adoption of regional policies and agreements, and 2) revision of local comprehensive plans, zoning, and capital improvement programs consistent with these agreements. The focus of policies relevant to this factor is to identify areas in which development should be limited and adopt implementation strategies. Reasons for limiting development in certain areas of the region may include preservation of open space, sensitive habitat, farmland, or areas of rural character; and as a complement to policies that work to concentrate development in areas served by transit.

Actions that reflect an area’s goals to manage growth may include: specific growth management policies, delineated growth management boundaries, incentives or mandates for land conservation and management, actual land conservation purchases or designations, transfer of development rights programs, actual transfers of development easements, and multi-jurisdictional coordination of policies. Rating guidelines are similar to those provided for the “concentration of development...” supporting factor.

3.3.2 Transit-Supportive Corridor Policies

The transit corridor planning process should include a significant component focusing on land use planning. Land use planning within the corridor planning process may include the assessment of existing land use conditions and opportunities, the identification of needed revisions to local comprehensive plans and capital improvement programs, and the development of other tools to enhance the transit-supportiveness of corridor and station area land use. The corridor land use planning process may involve three distinct steps:

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- **Conceptual plans** – Conceptual plans are based on an assessment of station area existing conditions and opportunities. They consider the potential placement and type of development; pedestrian facilities and linkages; and design concepts/guidelines for buildings and public spaces. These plans have no legal standing, but should include policy recommendations and implementation steps. The conceptual planning process should include a broad range of stakeholders, including local government, the general public, and developers, to ensure the greatest chances of implementation.
 - **Local plans** – This category of plans provides a local policy framework for development. Local plans may include local comprehensive plans, small area plans, and redevelopment plans; institutional master plans; and design guidelines. If local plans are not already transit-supportive, actions should be taken to revise them, ideally based on the outcome of the conceptual planning process.
 - **Capital improvement programs** – These are lists of specific capital improvement projects to be undertaken by state, regional, or local agencies to enhance the transit-supportiveness of the station area. Capital improvements may include features such as pedestrian linkages, accessibility improvements, or streetscape enhancements.

The rating for the transit-supportive corridor policies factor should take into consideration the stage of project development, as described in Table 4. Projects in final design would be expected to have made significant progress in revising local comprehensive plans and identifying needed capital improvements, while those in PE may still be in the stage of developing station area conceptual plans.

The supporting factors used to evaluate the transit-supportive corridor policies factor include:

- Plans and policies to increase corridor and station area development;
- Plans and policies to enhance transit-friendly character of corridor and station area development;
- Plans to improve pedestrian facilities, including facilities for persons with disabilities; and
- Parking policies.

3.3.2.1 Plans and Policies to Increase Corridor and Station Area Development

The contractor should evaluate the extent to which conceptual plans and local plans encourage development at transit-supportive densities in station areas. This factor can be assessed using similar benchmarks to the existing land use factor, except that planned densities are typically described in terms of square footage of development or residential dwelling units, rather than employment or population. Benchmarks for commercial floor area ratios (FAR) and residential dwelling units per acre that roughly correspond to each rating level are shown in Table 5. Other factors such as planned high trip generators should also be considered.

Quantitative data on planned residential and commercial station area densities should be given a significant amount of weight in rating the Transit-Supportive Corridor Policies factor. If station

area planning efforts are being undertaken, but are not resulting in transit-supportive development densities, they will have a relatively minor impact.

3.3.2.2 Plans and Policies to Enhance Transit-Friendly Character of Corridor and Station Area Development

Contractors should evaluate the nature of planned land use surrounding stations and along the corridor, and the quality of the pedestrian environment, as described in conceptual plans and local plans. The elements to look for in these plans are similar to those described under the existing land use factor. Examples include the land use mix, retail and housing availability, design of buildings (e.g., façades, windows, setbacks, height limits), and other characteristics that lend a “pedestrian-friendly” nature to the station area.

3.3.2.3 Plans to Improve Pedestrian Facilities, including Facilities for Persons with Disabilities

Contractors should look for conceptual plans, local plans, and capital improvement programs that include provisions for sidewalks, connected pedestrian paths, street crossings, and facilities for disabled travelers sufficient to ensure safe and direct pedestrian mobility and access throughout the station area. Adopted or proposed design guidelines should also be reviewed. These plans may need to address access across private property in cases where public rights-of-ways are not adequate to provide access. Project sponsors should document progress at achieving curb ramp transition plans and milestones required under CFR 35.150(d)(2).

3.3.2.4 Parking Policies

Relevant elements of plans related to parking, including requirements for developers, parking limits, parking cash-out programs, provisions for shared parking, and parking fees should be examined. Contractors may also consider if a local agency or municipal government works with local banks and development financing institutions to finance developments with lower than market-specified parking ratios. Planned parking ratios roughly corresponding with different rating levels are shown in Table 5.

3.3.3 Supportive Zoning Regulations near Transit Stations

Zoning regulations establish the framework for station area development. Existing and proposed zoning ordinances should be reviewed to assess allowable densities and types of uses, incentives to increase development in station areas, provisions to enhance transit-oriented character and pedestrian access, and provisions for reduced parking and traffic mitigation. In rating this factor, the greatest emphasis should be placed on residential and commercial densities allowed under current as well as proposed zoning regulations. As with the Existing Land Use factor, other elements of zoning – such as pedestrian-friendly design provisions and reduced parking ratios – should not by themselves be sufficient to achieve a “medium-high” or “high” rating, but can support such a rating if zoned densities also support it.

Strong existing zoning regulations in most or all station areas merit a “medium-high” or “high” rating regardless of the stage of project development. Sponsors of projects in the early stages of development may also obtain a “medium” or even “medium-high” rating if aggressive efforts are being made to revise existing zoning to increase its transit-supportiveness. In PE, it is expected

that conceptual plans and local plan revisions are being developed to provide the framework for future zoning changes. In final design, project sponsors should demonstrate that agreements are being made with local jurisdictions to revise zoning pending a full funding grant agreement (FFGA) for the transit project. It is understood that in some cases, zoning revisions may be contingent on executing an FFGA.

Project sponsors also may obtain a “medium” or “medium-high” rating by demonstrating the development of zoning “templates” such as station area overlay zones with the intention of applying these once an FFGA has been obtained.

Review of adopted or proposed zoning regulations should consider the following supporting factors:

3.3.3.1 Zoning Ordinances that Support Increased Development Density in Transit Station Areas

Contractors should examine ordinances and maps describing existing zoning regulations and planned changes that allow or encourage development at transit-supportive densities. Zoning incentives for increased development in station areas may include density bonuses, housing fund subsidies, relaxation of regulations, expedited zoning reviews, or other measures. A lack of zoning regulations or zoning regulations that do not restrict density or mixed uses should result in a positive assessment for this supporting factor.

The extent to which existing or planned zoning allows transit-supportive densities can be evaluated based on quantitative benchmarks. Benchmarks for commercial FARs and residential dwelling units per acre that roughly correspond to different levels of ratings are shown in Table 5.

3.3.3.2 Zoning Ordinances that Enhance Transit-Oriented Character of Station Area Development and Pedestrian Access

Ordinances may promote or enhance the transit-oriented character of an area by allowing mixed-use developments; addressing the placement of building footprints, pedestrian facilities, and façade treatments; or designating an area as a “compact” or “traditional” neighborhood with appropriate design regulations. These measures and others should be reflected in small area plans or architectural guidelines for the area. These documents should specify any pedestrian access and pedestrian-friendly design guidelines, and the mechanisms for the implementation and enforcement of these guidelines.

To achieve a “medium-high” or “high” rating, zoning should specify pedestrian-friendly design treatments and encourage mixed uses in most station areas. Existing zoning that predominantly requires “suburban” design features, such as large building setbacks and segregation of uses, should result in only a “low” or “low-medium” rating.

3.3.3.3 Zoning Allowances for Reduced Parking and Traffic Mitigation

Contractors should examine ordinances that specify minimum and/or maximum parking requirements for residential and commercial areas near stations. Elimination or reduction of minimum parking requirements, as well as establishment or reduction of maximum

requirements, are strategies that are considered transit-supportive and may lead to a higher rating. In addition, reductions in parking requirements for developments near transit stations may serve as an incentive to increase development near stations. Table 5 shows some ranges of parking requirements for commercial and residential development that roughly correspond to different rating levels.

3.3.4 Tools to Implement Land Use Policies

This factor is intended to assess the availability and effectiveness of tools for transit agencies and local jurisdictions to implement transit-supportive development. Supporting factors include:

- Outreach to and endorsement by public agencies, community organizations, and the general public in the development and planning process;
- Regulatory and financial incentives to promote transit-oriented development; and
- Efforts to involve the development community in supporting station area plans and transit-oriented development.

3.3.4.1 Outreach to Government Agencies and the Community in Support of Land Use Planning

This supporting factor focuses on outreach to groups that affect comprehensive planning, zoning, and other public sector policies that set the framework for development. An effective outreach program is critical not only to educate people about transit-supportive land use characteristics, but to increase the chance of adoption and implementation of supportive comprehensive plans and zoning regulations. Contractors should review promotion and outreach activities by the transit agency, local governments, and regional agencies in support of station area planning, development, and growth management. Contractors should also review the extent of public involvement in station area planning activities. Projects that have received a “medium-high” or “high” rating for this factor in the past have demonstrated a strong outreach and public involvement program that focuses on involving local stakeholders in planning not only for the transit system but for surrounding land use patterns as well.

Support for coordinating land use planning with transit investments from the public sector may be present in local government agreements, resolutions, or letters of endorsement from government agencies. Additionally, private sector participants such as local action groups, professional development groups, citizen coalitions, local Chambers of Commerce, and others may produce public outreach materials and brochures in support of transit-oriented development practices.

3.3.4.2 Regulatory and Financial Incentives to Promote Transit-Supportive Development

Incentives for transit-supportive development near stations or in corridors may come in many forms, including:

- Density bonuses;
- Streamlined processing of development applications;

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- Reduced or waived zoning requirements for traffic mitigation fees and in-kind contributions;
 - Financial programs such as tax increment financing zones, tax abatement, or transit-oriented loan support; and
 - Other economic development and revitalization strategies.

Project sponsors receiving a “medium-high” or “high” rating for this factor should demonstrate an array of incentives appropriate to local market conditions and development needs. Furthermore, to the extent that such incentives have been previously available in the corridor or elsewhere in the region, project sponsors should provide evidence of actual use and effectiveness of the incentives.

3.3.4.3 Efforts to Engage the Development Community in Station Area Planning and Transit-Supportive Development

Public sector actions can set the framework for station area development but cannot, except for occasional public projects, directly achieve development. Outreach to the development community, including developers, property owners, and financial institutions, regarding characteristics of and opportunities for transit-supportive development is key. Outreach may take forms such as invitations to participate in public planning processes, one-on-one meetings, or other educational activities. Local agencies may also conduct transit-oriented market studies to assess the potential for and barriers to increased station area development.

Joint development is a particularly important strategy for promoting station area development. Some transit agencies, particularly those owning significant amounts of station area property, have been able to achieve a “medium-high” or “high” rating for the tools to implement land use policies factor based in part on the strength of their joint development program. Contractors should look for evidence that the transit agency has established or is planning to establish such a program, and that, if established, it has resulted in specific development proposals and projects in station areas.

3.4 Performance and Impacts of Policies

The factors for this rating category describe the effectiveness of regional and station area policies that support transit. The emphasis is on examples of policy implementation and the potential impacts of the policies, in conjunction with the transit investment, on future regional land use.

The two supporting factors evaluated for this factor are:

- Performance of land use policies, as measured through demonstrated cases of development affected by policies as well as station area development proposals; and
- Potential impacts of the transit investment on land use, based on land available for development and the corridor economic environment.

3.4.1 Performance of Land Use Policies

This factor evaluates the demonstrated success in achieving transit-supportive development patterns, through examples of actual and proposed development projects. Especially if a proposed New Starts project is the first recent fixed-guideway transit project in the region and the project is early in the development process, transit-supportive policies may not have been developed, or limited evidence may be available to judge the effects of such policies. Nevertheless, a “low” or “low-medium” rating should be assigned regardless of the stage of transit project or system development if specific transit-supportive policies have not been implemented and results have not been demonstrated. *A “medium” or higher rating should be assigned only if transit-supportive policies have been adopted in the region and their effects are already being demonstrated through the presence of transit-supportive development patterns.* The purpose of this rating approach is not to penalize projects in regions with no recent history of fixed-guideway transit investment, but rather to provide a consistent and uniform measurement scale by which to benchmark progress across projects. This factor may be given more weight in the assignment of an overall land use rating for projects in regions with a prior recent history of fixed-guideway transit, in which mature transit-supportive land use policies would be expected.

The evaluation of performance of land use policies need not be limited to the specific transit corridor being evaluated. Some metropolitan areas have implemented regional or local transit-supportive plans and policies even in advance of constructing a transit system, thus setting the stage for future transit. Furthermore, the successful application of policies to facilitate “neotraditional” or “new urbanist” developments, regardless of their location in the region, is another indicator of the region’s potential success in applying transit-supportive policies specifically to the corridor being evaluated. If such policies have been adopted, reviewers should look for evidence on the extent to which new development is being constructed consistent with these policies, and what factors may be contributing to or limiting their effectiveness.

The performance of land use policies is evaluated based on the following two supporting factors:

3.4.1.1 Demonstrated Cases of Development Affected by Transit-Supportive Policies

Project sponsors should provide documentation of other recent projects that have been successfully developed consistent with transit-oriented design principles such as higher densities and pedestrian-friendly design characteristics. Examples may include projects that have taken place along other, existing transit routes; urban redevelopment or infill projects; and new developments designed around “new urbanism” principles. If transit-supportive policies exist but no evidence is available that they have had any impact, the rating for this factor should be a “low” or “low-medium.”

3.4.1.2 Station Area Development Proposals and Status

Project sponsors should describe development proposals and plans. The descriptions should at a minimum include the size, type of use, whether the development has been permitted, and the expected dates of construction start and completion. In the PE stage of project development, development proposals inconsistent with transit-supportive design principles should lead to a “low” rating. Even a small number of transit-supportive proposals, however, may justify a “medium” or “medium-high” rating. Evidence that developers are interested in transit-

supportive concepts, but waiting for greater certainty about the project before developing more specific project proposals, may also support a higher rating. In the final design stage, some proposals may be expected (possibly depending upon the certainty of local developers that the transit project will be completed), and a more significant amount of planned development may be required to justify a “medium-high” or “high” rating.

3.4.2 Potential Impact of Transit Investment on Regional Land Use

This factor addresses the potential impact of the proposed project on regional growth and development patterns. The intent of this factor is to assess the perceived likelihood of significant transit-supportive land use changes occurring, considering existing land use conditions, plans and policies in place or proposed, examples of the performance of policies, market conditions, and other factors that may influence development. The development potential in station areas should be assessed together with demonstrated development conditions and trends in the larger transportation corridor and region. The two supporting factors considered are:

- Adaptability of station area land for development; and
- Corridor economic conditions.

The overall rating for this factor is not a simple average of the assessments for the two supporting factors. Obtaining a “medium-high” or “high” rating should be contingent upon 1) significant land being available for new development or redevelopment at transit-supportive densities, 2) a favorable corridor economic environment, AND 3) transit-supportive plans and policies in place or proposed that are expected to facilitate significant changes.

A review of the potential impact of the investment should include:

3.4.2.1 Adaptability of Station Area Land for Development

The contractor should assess the amount of land near transit stations that is vacant or available for redevelopment, and the amount of development anticipated or permitted for these parcels (as measured in FAR or dwelling units per acre), based on existing zoning or actual proposals. A project serving a completely built-up, but low-density, area with little or no redevelopment potential would receive a “low” or “low-medium” rating for this factor. (A “low-medium” rating could be assigned if a project may help stabilize properties and fill vacancies, even if major projects are not anticipated.) A project serving significant amounts of vacant land would receive a “high” or “medium-high” rating, but only if the land is covered by zoning that allows transit-supportive densities. If existing or planned zoning is not transit-supportive, the rating for this factor should be no higher than a “low-medium” even if considerable vacant land is available. Built-up areas with already high density that allow for continued high density and the conversion of development sites to higher densities may be assigned “high” or “medium-high” ratings.

Another way to consider this supporting factor is in terms of *potential* station area population, employment, and densities at build-out. What is the total capacity for additional population and employment under current station area plans? How would the project rate on the Existing Land Use factor at build-out? To achieve significant changes in land use patterns from a regional

perspective, projected station area growth will need to be in the *thousands* of residents or jobs for a single station (rather than hundreds), or in the *tens of thousands* for an entire project.

3.4.2.2 Corridor Economic Environment

This factor considers the extent to which the real estate market will support transit-oriented development in the corridor, assuming that appropriate policies and zoning are in place and land is available for development. The contractor should generally consider the corridor or regional economic conditions and growth projections in the context of the project. This may be accomplished by locating major employment and activity centers in the region and their expected growth, and by comparing trends in population, employment, and other growth rates in the area or corridor with growth rates in the larger region. In addition, the contractor should consider market trends in corridors and areas with existing transit and assess regional market support for higher-density, pedestrian-friendly, and transit-oriented developments. Assessment of this factor will be assisted by any market studies that may have been performed by local agencies, as well as by reviewing the characteristics of existing development occurring elsewhere in the region.

3.5 Other Land Use Considerations

Optionally, agencies may submit additional information to be used in evaluating the project rating under a fourth rating category, other land use considerations. This factor includes unidentified or unusual circumstances, conditions, or constraints under which the transit agency operates that influence local and regional land use policies, plans, and implementation. Some specific examples may be unique topography, brownfields redevelopment, central city redevelopment, designation as a Federal Enterprise Zone/Empowerment Community, type and condition of market (e.g., resort, seasonal, etc.), intermodal connections, unique project purposes, exceptional examples of historical, environmental or community preservation and enhancements or other factors.

Table 4. Ratings Applied in Assessment of Land Use Criterion

I. EXISTING LAND USE							
a. Existing Land Use							
Phase of Project Development under Assessment	Land Use Assessment Ratings						
Preliminary Engineering and Final Design	<table border="1" style="width: 100%;"> <tr> <td style="width: 20%; text-align: center;">HIGH</td> <td>Current levels of population, employment, and other trip generators in station areas are sufficient to support a major transit investment. Most station areas are pedestrian-friendly and fully accessible.</td> </tr> <tr> <td style="text-align: center;">MEDIUM</td> <td>Current levels of population, employment, and other trip generators in station areas marginally support a major transit investment. Some station areas are pedestrian-friendly and accessible. Significant growth must be realized.</td> </tr> <tr> <td style="text-align: center;">LOW</td> <td>Current levels of population, employment, and other trip generators in station areas are inadequate to support a major transit investment. Station areas are not pedestrian-friendly.</td> </tr> </table>	HIGH	Current levels of population, employment, and other trip generators in station areas are sufficient to support a major transit investment. Most station areas are pedestrian-friendly and fully accessible.	MEDIUM	Current levels of population, employment, and other trip generators in station areas marginally support a major transit investment. Some station areas are pedestrian-friendly and accessible. Significant growth must be realized.	LOW	Current levels of population, employment, and other trip generators in station areas are inadequate to support a major transit investment. Station areas are not pedestrian-friendly.
	HIGH	Current levels of population, employment, and other trip generators in station areas are sufficient to support a major transit investment. Most station areas are pedestrian-friendly and fully accessible.					
	MEDIUM	Current levels of population, employment, and other trip generators in station areas marginally support a major transit investment. Some station areas are pedestrian-friendly and accessible. Significant growth must be realized.					
	LOW	Current levels of population, employment, and other trip generators in station areas are inadequate to support a major transit investment. Station areas are not pedestrian-friendly.					
<p>Ratings based on assessment of the following:</p> <ul style="list-style-type: none"> • Existing corridor and station area development; • Existing corridor and station area development character; • Existing station area pedestrian facilities, including access for persons with disabilities; and • Existing corridor and station area parking supply. 							

Table 4. Ratings Applied in Assessment of Land Use Criterion (continued)

II. TRANSIT-SUPPORTIVE PLANS AND POLICIES		
a. Growth Management		
Phase of Project Development under Assessment	Land Use Assessment Ratings	
Preliminary Engineering and Final Design	HIGH	Adopted and enforceable growth management and land conservation policies are in place throughout the region. Existing and planned densities and market trends in the region and corridor are strongly compatible with transit.
	MEDIUM	Significant progress has been made toward implementing growth management and land conservation policies. Strong policies may be adopted in some jurisdictions but not others, or only moderately enforceable policies (e.g., incentive-based) may be adopted regionwide. Existing and/or planned densities and market trends are moderately compatible with transit.
	LOW	Limited consideration has been given to implementing growth management and land conservation policies; adopted policies may be weak and apply to only a limited area. Existing and/or planned densities and market trends are minimally or not supportive of transit.
	Ratings based on assessment of the following: <ul style="list-style-type: none"> • Concentration of development around established activity centers and regional transit; and • Land conservation and management. 	

Table 4. Ratings Applied in Assessment of Land Use Criterion (continued)

II. TRANSIT-SUPPORTIVE PLANS AND POLICIES		
b. Transit-Supportive Corridor Policies		
Phase of Project Development under Assessment	Land Use Assessment Ratings	
Preliminary Engineering	HIGH	Conceptual plans for the corridor and station areas have been developed. Discussions have been undertaken with local jurisdictions about revising comprehensive plans. Land use patterns proposed in conceptual plans for station areas (or in existing comprehensive plans and institutional master plans throughout the corridor) are strongly supportive of a major transit investment.
	MEDIUM	Conceptual plans for the corridor and station areas are being developed. Discussions have been undertaken with local jurisdictions about revising comprehensive plans. Land use patterns proposed in conceptual plans for station areas (or existing in local comprehensive plans and institutional master plans) are at least moderately supportive of a major transit investment.
	LOW	Limited progress, to date, has been made toward developing station area conceptual plans or working with local jurisdictions to revise comprehensive plans. Existing station area land uses identified in local comprehensive plans are marginally or not transit-supportive.

Table 4. Ratings Applied in Assessment of Land Use Criterion (continued)

II. TRANSIT-SUPPORTIVE PLANS AND POLICIES							
b. Transit-Supportive Corridor Policies (continued)							
Phase of Project Development under Assessment	Land Use Assessment Ratings						
Final Design	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20%; text-align: center; vertical-align: top;">HIGH</td> <td>Conceptual plans for the corridor and station areas have been developed. Local jurisdictions have adopted or drafted revisions to comprehensive and/or small area plans in most or all station areas. Land use patterns proposed in conceptual plans and local and institutional plan revisions are strongly supportive of a major transit investment.</td> </tr> <tr> <td style="text-align: center; vertical-align: top;">MEDIUM</td> <td>Conceptual plans for the corridor and station areas have been developed. Local jurisdictions have initiated the process of revising comprehensive and/or small area plans. Land use patterns proposed in conceptual plans and local and institutional plan revisions are at least moderately supportive of a major transit investment.</td> </tr> <tr> <td style="text-align: center; vertical-align: top;">LOW</td> <td>Limited progress, to date, has been made toward developing station area conceptual plans or revising local comprehensive or small area plans. Existing station area land uses identified in local comprehensive plans are marginally or not transit-supportive.</td> </tr> </table>	HIGH	Conceptual plans for the corridor and station areas have been developed. Local jurisdictions have adopted or drafted revisions to comprehensive and/or small area plans in most or all station areas. Land use patterns proposed in conceptual plans and local and institutional plan revisions are strongly supportive of a major transit investment.	MEDIUM	Conceptual plans for the corridor and station areas have been developed. Local jurisdictions have initiated the process of revising comprehensive and/or small area plans. Land use patterns proposed in conceptual plans and local and institutional plan revisions are at least moderately supportive of a major transit investment.	LOW	Limited progress, to date, has been made toward developing station area conceptual plans or revising local comprehensive or small area plans. Existing station area land uses identified in local comprehensive plans are marginally or not transit-supportive.
	HIGH	Conceptual plans for the corridor and station areas have been developed. Local jurisdictions have adopted or drafted revisions to comprehensive and/or small area plans in most or all station areas. Land use patterns proposed in conceptual plans and local and institutional plan revisions are strongly supportive of a major transit investment.					
	MEDIUM	Conceptual plans for the corridor and station areas have been developed. Local jurisdictions have initiated the process of revising comprehensive and/or small area plans. Land use patterns proposed in conceptual plans and local and institutional plan revisions are at least moderately supportive of a major transit investment.					
	LOW	Limited progress, to date, has been made toward developing station area conceptual plans or revising local comprehensive or small area plans. Existing station area land uses identified in local comprehensive plans are marginally or not transit-supportive.					
<p>Ratings based on assessment of the following:</p> <ul style="list-style-type: none"> • Plans and policies to increase corridor and station area development; • Plans and policies to enhance transit-friendly character of corridor and station area development. • Plans to improve pedestrian facilities, including facilities for persons with disabilities; and • Parking policies. 							

Table 4. Ratings Applied in Assessment of Land Use Criterion (continued)

II. TRANSIT-SUPPORTIVE PLANS AND POLICIES		
c. Supportive Zoning Regulations Near Transit Stations		
Phase of Project Development under Assessment	Land Use Assessment Ratings	
Preliminary Engineering	HIGH	A conceptual planning process is underway to recommend zoning changes for station areas. Conceptual plans and policies for station areas are recommending transit-supportive densities and design characteristics. Local jurisdictions have committed to examining and changing zoning regulations where necessary. Alternatively, a “high” rating can be assigned if existing zoning in most or all transit station areas is already strongly transit-supportive.
	MEDIUM	A conceptual planning process is underway to recommend zoning changes for station areas. Local jurisdictions are in the process of committing to examining and changing zoning regulations where necessary. Alternatively, a “medium” rating can be assigned if existing zoning in most or all transit station areas is already moderately transit-supportive.
	LOW	Limited consideration has been given to preparing station area plans and related zoning. Existing station area zoning is marginally or not transit-supportive.

Table 4. Ratings Applied in Assessment of Land Use Criterion (continued)

II. TRANSIT-SUPPORTIVE PLANS AND POLICIES		
c. Supportive Zoning Regulations Near Transit Stations (continued)		
Phase of Project Development under Assessment	Land Use Assessment Ratings	
Final Design	HIGH	Local jurisdictions have adopted zoning changes that strongly support a major transit investment in most or all transit station areas.
	MEDIUM	Local jurisdictions are in the process of adopting zoning changes that moderately or strongly support a major transit investment in most or all transit station areas. Alternatively: strongly transit-supportive zoning has been adopted in some station areas but not in others.
	LOW	No more than initial efforts have begun to prepare station area plans and related zoning. Existing station area zoning is marginally or not transit-supportive.
	Ratings based on assessment of the following: <ul style="list-style-type: none"> • Zoning ordinances that support increased development density in transit station areas; • Zoning ordinances that enhance transit-oriented character of station area development and pedestrian access; and • Zoning allowances for reduced parking and traffic mitigation. 	

Table 4. Ratings Applied in Assessment of Land Use Criterion (continued)

II. TRANSIT-SUPPORTIVE PLANS AND POLICIES		
d. Tools to Implement Land Use Policies		
Phase of Project Development under Assessment	Land Use Assessment Ratings	
Preliminary Engineering	HIGH	Transit agencies and/or regional agencies are working proactively with local jurisdictions, developers, and the public to promote transit-supportive land use planning and station area development. Local agencies are making recommendations for effective regulatory and financial incentives to promote transit-oriented development. Capital improvement programs are being developed that support station area land use plans and leverage the Federal investment in the proposed major transit corridor.
	MEDIUM	Transit agencies and/or regional agencies have conducted some outreach to promote transit-supportive land use planning and station area development. Agencies are investigating regulatory and financial incentives to promote transit-oriented development. Capital improvements are being identified that support station area land use plans and leverage the Federal investment in the proposed major transit corridor.
	LOW	Limited effort has been made to reach out to jurisdictions, developers, or the public to promote transit-supportive land use planning; to identify regulatory and financial incentives to promote development; or to identify capital improvements.

Table 4. Ratings Applied in Assessment of Land Use Criterion (continued)

II. TRANSIT-SUPPORTIVE PLANS AND POLICIES	
d. Tools to Implement Land Use Policies (continued)	
Phase of Project Development under Assessment	Land Use Assessment Ratings
Final Design	<p>HIGH</p> <p>Transit agencies and/or regional agencies are working proactively with local jurisdictions, developers, and the public to promote transit-supportive land use planning and station area development. The transit agency has established a joint development program and identified development opportunities. Agencies have adopted effective regulatory and financial incentives to promote transit-oriented development. Public and private capital improvements are being programmed in the corridor and station areas which implement the local land use policies and which leverage the Federal investment in the proposed major transit investment corridor.</p>
	<p>MEDIUM</p> <p>Transit agencies and/or regional agencies have conducted some outreach to promote transit-supportive land use planning and station area development. Regulatory and financial incentives to promote transit-oriented development are being developed, or have been adopted but are only moderately effective. Capital improvements are being identified that support station area land use plans and leverage the Federal investment in the proposed major transit corridor.</p>
	<p>LOW</p> <p>Limited effort has been made to reach out to jurisdictions, developers, or the public to promote transit-supportive land use planning; to identify regulatory and financial incentives to promote development; or to identify capital improvements.</p>
	<p>Ratings based on assessment of the following:</p> <ul style="list-style-type: none"> • Outreach to government agencies and the community in support of land use planning; • Regulatory and financial incentives to promote transit-supportive development. • Efforts to engage the development community in station area planning and transit-supportive development.

Table 4. Ratings Applied in Assessment of Land Use Criterion (continued)

III. PERFORMANCE AND IMPACTS OF LAND USE POLICIES		
a. Performance of Land Use Policies		
Phase of Project Development under Assessment	Land Use Assessment Ratings	
Preliminary Engineering	HIGH	Transit-supportive housing and employment development is occurring in the corridor. Significant amounts of transit-supportive development have occurred in other, existing transit corridors and station areas in the region.
	MEDIUM	Station locations have not been established with finality, and therefore development would not be expected. Moderate amounts of transit-supportive housing and employment development have occurred in other, existing transit corridors and station areas in the region.
	LOW	Other, existing transit corridors and station areas in the region lack significant examples of transit-supportive housing and employment development.
Final Design	HIGH	A significant number of development proposals are being received for transit-supportive housing and employment in station areas. Significant amounts of transit-supportive development have occurred in other, existing transit corridors and station areas in the region.
	MEDIUM	Some development proposals are being received for transit-supportive housing and employment in station areas. Moderate amounts of transit-supportive development have occurred in other, existing transit corridors and station areas in the region.
	LOW	A limited number of proposals for transit-supportive housing and employment development in the corridor are being received. Other, existing transit corridors and station areas in the region lack significant examples of transit-supportive housing and employment development.
	Ratings based on assessment of the following: <ul style="list-style-type: none"> • Demonstrated cases of development affected by transit-oriented policies; and • Station area development proposals and status. 	

Table 4. Ratings Applied in Assessment of Land Use Criterion (continued)

III. PERFORMANCE AND IMPACTS OF LAND USE POLICIES		
b. Potential Impact of Transit Project on Regional Land Use		
Phase of Project Development under Assessment	Land Use Assessment Ratings	
Preliminary Engineering and Final Design	HIGH	A significant amount of land in station areas is available for new development or redevelopment at transit-supportive densities. Local plans, policies, and development programs, as well as real estate market conditions, strongly support such development.
	MEDIUM	A moderate amount of land in station areas is available for new development or redevelopment at transit-supportive densities. Local plans, policies, and development programs, as well as real estate market conditions, moderately support such development.
	LOW	Only a modest amount of land in station areas is available for new development or redevelopment. Local plans, policies, and development programs, as well as real estate market conditions, provide marginal support for new development in station areas.
	Ratings based on assessment of the following: <ul style="list-style-type: none"> • Adaptability of station area land for development; and • Corridor economic environment. 	

Table 4. Ratings Applied in Assessment of Land Use Criterion (continued)

IV. OTHER LAND USE CONSIDERATIONS	
Phase of Project Development under Assessment	Land Use Assessment Ratings
Preliminary Engineering and Final Design	This factor is not rated directly. However, significant “other factors” may have an incremental effect on the overall land use rating for the project.
	<p>Other factors include unidentified or unusual circumstances, conditions, or constraints under which the transit agency operates and which influence local and regional land use policies, plans, and implementation. These may include considerations such as:</p> <ul style="list-style-type: none"> • Unique topography • Brownfields redevelopment • Central city redevelopment • Designation as a Federal Enterprise Zone/Empowerment Community • Type and condition of market (e.g., resort, seasonal, etc.) • Intermodal connections • Unique project purpose • Exceptional examples of historical, environmental or community preservation and enhancements • Other factors

Table 5. Quantitative Element Rating Guide¹

Rating	Existing Land Use						Corridor Policies and Station Area Zoning					
	Station Area Development			Parking Supply			Station Area Development			Parking Supply		
	Emp. served by system ²	Avg. pop. density (persons/sq. mi.)	CBD typical cost/day ³	CBD spaces per employee ⁴	CBD comm. FAR ⁵	Other comm. FAR ⁶	Residential DU/acre	CBD spaces per 1,000 sq. ft.	Other spaces per 1,000 sq. ft.			
High (5)	< 250,000	> 15,000	> \$16	< 0.2	> 10.0	> 2.5	> 25	< 1	< 1.5			
Medium-High (4)	175,000 – 250,000	10,000 – 15,000	\$12 – 16	0.2 – 0.3	8.0 – 10.0	1.75 – 2.5	15 – 25	1 – 1.75	1.5 – 2.25			
Medium (3)	125,000 – 175,000	6,667 – 10,000	\$8 – 12	0.3 – 0.4	6.0 – 8.0	1.0 – 1.75	10 – 15	1.75 – 2.5	2.25 – 3.0			
Low-Medium (2)	75,000 – 125,000	3,333 – 6,667	\$4 – 8	0.4 – 0.5	4.0 – 6.0	0.5 – 1.0	5 – 10	2.5 – 3.25	3.0 – 3.75			
Low (1)	< 75,000	< 3,333	< \$4	> 0.5	< 4.0	< 0.5	< 5	> 3.25	> 3.75			

¹ This table is intended as a rough guide for assigning land use ratings for factors in which quantitative data are given primary consideration. The ranges shown were developed based on an analysis of land use characteristics and assigned ratings for New Starts projects rated for Fiscal Years 1999 through 2002. Measures of parking supply are the most commonly reported measures but may not be available for every project.

² Entire line with a no-transfer ride from the New Starts project stations (including the CBD), even if the New Starts project is an extension not located in CBD.

³ CBD core (not fringe parking).

⁴ Average across CBD.

⁵ CBD core area.

⁶ Elsewhere in corridor (typical for commercial districts).

Appendix A

Template for Land Use Assessment

RAVENSWOOD LINE EXPANSION	
Project Location:	Chicago, IL
Lead Agency:	Chicago Transit Authority
Project Status:	Final Design
<i>Date entered PE:</i>	<i>December 1998</i>
<i>Date entered Final Design:</i>	<i>January 2001</i>

A. RECOMMENDED RATINGS AND CHANGES

RECOMMENDED CATEGORY RATINGS

Existing Land Use – High

Plans and Policies – High

Performance and Impacts – High

FACTOR RATINGS (PAST AND CURRENT RECOMMENDED)

	Existing Land Use	Plans and Policies				Performance and Impacts	
		Growth Management	Corridor Policies	Zoning Regs.	Tools to Implement	Performance of Policies	Potential Impact
FY 2001	5	3	4	4	4	3	
FY 2002	5	3	4	4	4	3	
FY 2003	5	2	4	5	4	4	2
Change	-	- 1	-	+ 1	-	+ 1	

REASONS FOR RECOMMENDED CHANGES

Factor	Comments
Existing Land Use	No changes are recommended.
Growth Management	The rating for this factor was reduced to “medium-low” compared to the “medium” previously assigned for containment of sprawl. The medium rating was previously assigned because the project serves an entirely urban corridor (thus helping to “contain sprawl”), an issue which is now considered under Factor 7. Regional growth management policies rate a “medium-low” at best. Updated information was provided with respect to ongoing regional planning efforts.
Transit-Supportive Corridor Policies	No changes are recommended.

Zoning Regulations	The rating for this factor is recommended to be a “high” primarily based on the high densities that appear to be provided under existing zoning and the minimal parking requirements. Additional information was provided on parking requirements. Also, the City of Chicago will be updating its zoning ordinance in the near future.
Tools to Implement Land Use Plans	No changes are recommended.
Performance of Land Use Policies	The recommended rating for this factor was increased to “medium-high.” primarily because of the examples of new development or rehabilitation in the corridor that are in keeping with the scale of existing development and transit-supportive design principles. Also, major redevelopment projects are underway north of downtown.
Potential Impact of Transit Investment on Land Use	This is a new factor.

SIGNIFICANT NEW INFORMATION SUBMITTED

Factor	Comments
General Project Information	
Existing Land Use	
Growth Management	Updated information was provided with respect to ongoing regional planning efforts.
Transit-Supportive Corridor Policies	
Zoning Regulations	Additional information was provided on parking requirements. Also, the City of Chicago will be updating its zoning ordinance in the near future.
Tools to Implement Land Use Plans	
Performance of Land Use Policies	Additional information was provided on redevelopment and rehabilitation projects in station areas, including major redevelopment projects underway north of downtown.
Potential Impact of Transit Investment on Regional Land Use	

B. SUMMARY OF KEY FINDINGS
I. EXISTING LAND USE
<p>a. Existing Land Use</p> <ul style="list-style-type: none"> The project serves densely developed neighborhoods that originally developed around the rapid transit line. Existing development is highly urban in character, with a fine-grained mix of uses. Parking is limited to on-street or small surface lots in most station areas. The Chicago CBD contains a high level of employment and is highly transit-accessible.
II. TRANSIT-SUPPORTIVE PLANS AND POLICIES
<p>a. Growth Management</p> <ul style="list-style-type: none"> Regional growth management policies have not been adopted. However, initiatives have been undertaken by public agencies, citizen groups, and the business community to address regional growth issues and coordinate transportation and land use. The regional planning agency is undertaking a multi-year effort to develop a comprehensive plan for the region.
<p>b. Transit-Supportive Corridor Policies</p> <ul style="list-style-type: none"> Project-specific station area plans are not being developed, since there is little land available for development. Design guidelines have been developed by the City of Chicago and by CTA in support of transit-oriented and pedestrian-friendly development. CTA has undertaken initiatives to improve pedestrian and bicycle access to stations. Parking policies for downtown Chicago include a “transit-first” orientation and strategic management and placement of parking supply.
<p>c. Supportive Zoning Regulations Near Transit Stations</p> <ul style="list-style-type: none"> Existing zoning ordinances appear to permit development at densities that are generally transit-supportive and allow a fine-grained mix of uses. The City of Chicago has adopted design guidelines in recent years to improve the pedestrian-friendliness of neighborhood commercial districts. The City of Chicago will undertake a comprehensive overhaul of its zoning ordinance in the near future. Zoning in support of transit will be a key part of this process. Zoning bonuses are available in the CBD for the provision of pedestrian amenities and transit connections. Parking requirements in the CBD are minimal and allow reductions for direct connections to transit stations.
<p>d. Tools to Implement Land Use Policies</p> <ul style="list-style-type: none"> The City of Chicago has developed a broad array of programs to encourage reinvestment and redevelopment of existing urban neighborhoods, many of which apply to the Ravenswood Corridor. The Regional Transportation Authority (RTA) and CTA have developed guidelines and conducted outreach activities in support of transit-oriented development. CTA will participate in the upcoming rezoning process.

III. PERFORMANCE AND IMPACTS OF POLICIES**a. Performance of Land Use Policies**

- Some significant redevelopment projects are occurring just north of downtown. In other corridor neighborhoods, however, there is little opportunity for large-scale redevelopment. Where opportunities do exist, new development or rehabilitation in station area neighborhoods appears to be in keeping with the current scale of development and transit-supportive design principles.

b. Potential Impact of Transit Investment on Regional Land Use

- The Ravenswood expansion project may help to facilitate urban population growth by increasing transit capacity in an already desirable area where transit service is heavily used. The overall impact on land use from a regional perspective, however, is likely to be small, as the corridor is largely built-out and opportunities for additional development are incremental.

C. PROJECT OVERVIEW

PROJECT DESCRIPTION

This project would increase the capacity of the Chicago Transit Authority's (CTA) Ravenswood or Brown Line, which serves neighborhoods to the north and northwest of the Chicago CBD. The line was initially opened in 1896 and was completed in 1902. The project will reconstruct stations to increase station capacity to accommodate eight-car rather than six-car trains. This will allow the Ravenswood Line to serve an increasing ridership base.

CORRIDOR DESCRIPTION

The Ravenswood Line serves the Chicago CBD, a very densely developed urban center with high total employment. North of the CBD, the Brown (Ravenswood) Line operates in conjunction with the Red Line and the Purple Line (express) for eight stations. Directly north of the CBD is a former industrial/warehousing district with an increasing concentration of galleries, art studios, and entertainment uses. Continuing north, a mix of moderate-to-high-density commercial, institutional, and residential uses can be found. Most commercial and residential development is between two and four stories, but numerous high-rise apartment buildings are located to the east of the corridor, near the Lake Michigan waterfront. Other noteworthy areas and institutions include DePaul University and the historic Armitage retail corridor. The streetscape is for the most part highly pedestrian-friendly.

After the Belmont Station, the Brown Line turns west, then north, then west again to exclusively serve 11 stations in the Ravenswood neighborhood on Chicago's north side. Densities are somewhat more moderate but are still strongly urban, and all neighborhoods are on a grid street pattern. Housing stock includes two- to four-story walkups as well as single- and two-family houses on 25' x 125' lots. Mixed-use retail and residential buildings commonly front on arterials. There are few surface parking lots, and commercial districts rely primarily on on-street parking.

DESCRIPTION OF LOCAL AGENCIES

The Ravenswood Line is owned and operated by the Chicago Transit Authority (CTA), which operates buses and rail transit in the City of Chicago and nearby suburbs. The Regional Transit Authority (RTA) has financial and budget oversight of CTA, Pace (suburban buses), and Metra (commuter trains), and conducts transit planning for the region as a whole.

The City of Chicago has planning and zoning authority over the entire corridor. The Chicago Area Transportation Study (CATS) is the designated MPO for the region, while the Northeastern Illinois Planning Commission (NIPC) is the official comprehensive planning agency for the six-county metropolitan area.

D. QUANTITATIVE DATA SUMMARY			
Data	Base Year 19 90	Forecast Year 20 20	Growth (%)
Metropolitan Area			
Total Population	3,113,545	3,396,069	9.1%
Total Employment	1,648,189	1,911,615	16.0%
Central Business District			
Total Employment	338,504	394,928	17%
Employment Density (employees/sq. mi.)	298,240	347,520	
Corridor			
Total Population	194,050	213,998	10%
Total Employment	88,862	95,701	8%
Total Land Area (Square Miles)	7.797		
Population Density (Persons per Square Mile)	24,888	27,446	
Employment Density (Jobs per Square Mile)	11,397	12,274	
All Station Areas			
Total Population	194,050	213,998	10%
Total Housing Units	77,620	85,599	10%
Total Employment	88,862	95,701	8%
Total Land Area (Square Miles)	7.797		
Population Density (Persons per Square Mile)	24,888	27,446	
Housing Unit Density (Units per Square Mile)	9,955	10,978	
Employment Density (Jobs per Square Mile)	11,397	12,274	

Area definitions and other notes (e.g., suspect data):

Metropolitan area = Chicago PMSA

Corridor is the same as station areas (1/2 mile radius)

<i>E. DETAILED ASSESSMENT OF LAND USE CRITERIA</i>	
I. EXISTING LAND USE	
a. EXISTING LAND USE	
	Rating: High
Existing corridor and station area development	<ul style="list-style-type: none"> The Ravenswood Line has been in operation for roughly 100 years, and serves neighborhoods that originally developed around the transit system. The corridor contains an estimated 89,000 jobs and 194,000 residents within a ½ mile radius of stations (not including the CBD). Densities are very high, averaging 11,400 jobs per square mile and 24,900 persons per square mile. The line serves a large, dense CBD with an estimated 339,000 jobs. Other major trip generators in the corridor include DePaul University (18,000 students) and three major hospitals.
Existing corridor and station area development character	<ul style="list-style-type: none"> Existing development along the entire line is highly urban in character. Mixed commercial, retail, and residential development on arterials – generally two to four stories in height in the inner portion of the corridor – is surrounded by dense residential neighborhoods characterized by multi-family and densely packed single-family housing. The inner stations (along the Brown/Red/Purple main line) also serve some high rise apartment buildings and specialty retail districts near the Lake Michigan waterfront. The street network is a grid pattern with complete sidewalks and pedestrian crossings. Building setbacks are minimal. There are a few industrial areas in the corridor.
Existing station area pedestrian facilities, including access for persons with disabilities	<ul style="list-style-type: none"> The street network is a grid pattern with complete sidewalks and pedestrian crossings. According to the documentation, the City of Chicago has an “aggressive policy to incorporate accessibility across all facilities and services.” Citywide, 250,000 locations have been identified for curb cuts and 90 percent of these have been completed to date.
Existing corridor and station area parking supply	<ul style="list-style-type: none"> Parking is limited to on-street or small surface lots in most station areas. Particularly in neighborhoods closer to the lakefront and downtown, CTA notes that residential permit parking is common in neighborhoods but that parking can be “very difficult” and that many residents choose not to own vehicles. There is minimal park-and-ride parking. The city completed a central-area parking inventory in 1997. Existing parking supply in the CBD is 0.14 spaces per employee. City and county parking taxes range up to \$3/day.

<i>E. DETAILED ASSESSMENT OF LAND USE CRITERIA</i>	
II. TRANSIT-SUPPORTIVE PLANS AND POLICIES	
a. GROWTH MANAGEMENT Rating: Low-Medium	
Concentration of development around established activity centers and regional transit	<ul style="list-style-type: none"> • The Chicago region has not adopted any policies or agreements related to growth management. However, initial outreach and education efforts are underway to discuss and build consensus on regional growth issues. • The Northeastern Illinois Planning Commission (NIPC) has initiated a project known as “Common Ground” to develop and advocate a Regional Growth Strategy for Chicago and Northeastern Illinois. Policies call for renewed growth and investment in disinvested areas, as well as cost-effective public investment and high standards of environmental protection in conjunction with new development or redevelopment. A major challenge of this effort is to work collaboratively with the myriad of governmental, private sector, civic, and other interests in the region to identify mutually beneficial actions. The timeline for this project includes visioning and goal setting in 2001 and 2002, and the development of a regional comprehensive plan in 2003 and 2004. • The Metropolitan Planning Council, a nonprofit, nonpartisan group of business and civic leaders, is leading a “Campaign for Sensible Growth,” a coalition of civic, business, and government leaders working cooperatively to “promote economic development while preserving open space, minimizing the need for costly new infrastructure, and improving community livability.” According to the MPC, public discussion and awareness of “smart growth” issues has increased substantially since 1997. • The City of Chicago has undertaken various initiatives to promote infill and redevelopment. These are identified under Factor II-d.
Land conservation and management	<ul style="list-style-type: none"> • As described above, there are no regional policies or agreements among local jurisdictions related to land conservation in support of growth management, although NIPC has initiated a project known as “Common Ground” to develop and advocate a Regional Growth Strategy for Chicago and Northeastern Illinois. • Chicago Wilderness is an umbrella organization dedicated to protecting and restoring natural communities of the Chicago region. It has defined a regional nature reserve comprising 200,000 acres of protected natural lands in the metropolitan region.
b. TRANSIT-SUPPORTIVE CORRIDOR POLICIES Rating: Medium - High	
Plans and policies to increase corridor and station area development	<ul style="list-style-type: none"> • Because this project involves rehabilitation of an existing transit line with significant amounts of station area development already in place, project-specific station area plans are not being developed. The City of Chicago, however, has a number of programs to encourage reinvestment and redevelopment of existing urban neighborhoods. Many of these programs are applicable to parts of or the entire Ravenswood Corridor. The city’s programs are described in more detail under Factor II-d, “Tools to Implement Land Use Policies.” • RTA and CTA have also undertaken actions to promote transit-oriented development in general. These are also described under Factor II-d.

<i>E. DETAILED ASSESSMENT OF LAND USE CRITERIA</i>	
Plans and policies to enhance transit-friendly character of corridor and station area development	<ul style="list-style-type: none"> • The Chicago Planning Commission has adopted Design Guidelines for Neighborhood Commercial Districts to improve the function, operation, and design of neighborhood commercial strips. The guidelines include recommendations and design standards aimed at increasing pedestrian-friendliness within the constraints of the environment. The city recently adopted a Strip-Mall Ordinance that subjects strip malls to city design review and approval. • CTA's <i>Guidelines for Transit-Supportive Development</i> has been adopted by the Planning Commission. This document is used as a site planning tool guiding transit-supportive development. Recommendations are included for residential neighborhoods, commercial streets, large retail centers, community redevelopment areas, and major destinations. • The city has obtained funding to increase the amount of secure bicycle parking at CTA and Metra stations. The city is also working to improve the network of bicycle facilities, which could provide improved access for transit users.
Plans to improve pedestrian facilities, including facilities for persons with disabilities	<ul style="list-style-type: none"> • CTA's 2000 – 2004 Capital Improvement Program includes \$16 million to improve rail station entrances and their immediate surroundings, including station appearance, intermodal connections, and pedestrian access. Ravenswood stations are included in this program. The Ravenswood Line expansion program will include provisions for accessibility at all stations, including direct and convenient access to connecting bus lines. • The City of Chicago has proactively addressed issues of access for persons with disabilities, including making accessibility a permanent part of the building permit application process, funding a home modification program to improve housing accessibility, constructing curb cuts at 250,000 locations citywide (of which 90 percent are complete), and undertaking education and outreach programs on accessibility issues.
Parking policies	<ul style="list-style-type: none"> • Chicago's Downtown Parking Policies (adopted 1989) call for striking a balance between the need for off-street parking and the creation of a "healthful, people-oriented downtown." Recommendations include maintaining a "transit first" orientation in transportation planning; providing close-in, short-term parking serving visitors and shoppers; permitting non-accessory and major accessory facilities only in strategically located "zones of accessibility" (outside of the inner CBD core area; and codifying siting and design guidelines to minimize the impact of parking facilities. • Design guidelines and policies (noted above) emphasize site layout and landscaping to minimize the visual impact of parking on the urban environment.

<i>E. DETAILED ASSESSMENT OF LAND USE CRITERIA</i>	
c. SUPPORTIVE ZONING NEAR TRANSIT STATIONS	
Rating: High	
Zoning ordinances that support increased development density in transit station areas	<ul style="list-style-type: none"> • The city is undertaking a rewrite and overhaul of the Chicago Zoning Ordinance. A policy statement from the Mayor’s office regarding the rewrite calls for land use patterns to support the city’s investment in mass transit, including grouping housing, services, and employment near transit nodes. • Existing Chicago zoning ordinances permit transit-supportive commercial and residential densities in the corridor. Commercial districts generally permit floor area ratios (FARs) of up to 2.2. Most residential districts permit both single-family and multi-family uses with a minimum lot size of 900 square feet per dwelling unit, e.g., a maximum of 48 units per acre net of public rights-of-way. Based on station area population figures, actual residential neighborhood densities are probably on the order of 25 to 30 units per acre. In the Chicago CBD, FARs of up to 12 to 16 are permitted. • There are some manufacturing districts in the vicinity of some stations.
Zoning ordinances that enhance transit-oriented character of station area development and pedestrian access	<ul style="list-style-type: none"> • While development in the more dense and central areas of Chicago has historically been pedestrian-oriented, in recent decades commercial development (particularly along arterials) has been increasingly “strip-style” and auto-oriented in design. It appears that in the 1990s the city has taken steps to address this through adoption of its Design Guidelines for Neighborhood Commercial Districts and Strip Mall Ordinance (see Factor II-b). The City of Chicago has also adopted a Landscaping Ordinance that requires planting of trees in rights-of-way and screening of vehicular use areas for most projects. • Mixed-use buildings (e.g., residential over retail) are common and continue to be permitted in commercial areas. Density bonuses are provided downtown for transit station improvements, sidewalk widening, and pedestrian way improvements. • The city’s rewrite and overhaul of the Chicago Zoning Ordinance is expected to address design standards to enliven the streetscape in high-density residential areas and to encourage the construction of buildings that are more attractive and inviting for pedestrians.
Zoning allowances for reduced parking and traffic mitigation	<ul style="list-style-type: none"> • Parking requirements in the CBD range up to one space per 2,500 square feet for all floor area over 700,000 square feet (increments of floor area up to this amount have lower parking requirements, e.g., no parking is required for the first 140,000 square feet of floor area). • Chicago zoning ordinances provide bonuses of reduced parking requirements and increased FARs for direct connections to transit, open space, and arcades. These bonuses can be applied in the CBD and in other Planned Development areas.

<i>E. DETAILED ASSESSMENT OF LAND USE CRITERIA</i>	
d. TOOLS TO IMPLEMENT LAND USE POLICIES	
Rating: Medium - High	
Outreach to government agencies and the community in support of land use planning	<ul style="list-style-type: none"> • Given that the existing corridor is heavily developed, most of the public outreach has focused on station planning to achieve the goals of platform extension and accessibility, while minimizing impacts on existing residential and commercial properties. • CTA and RTA have in recent years engaged in the promotion and support of transit-oriented development (TOD) principles and activities as well as regional growth management strategies. RTA has undertaken outreach activities to promote transit-oriented development, through workshops, seminars, and publications. RTA's Transit Review Checklist guides public agencies, municipalities, and developers through the process of identifying and developing transit-oriented development opportunities. CTA has developed Guidelines for Transit-Supportive Development. • CTA is actively involved in the process of rewriting the city's zoning ordinance and is working for transit-supportive changes.
Regulatory and financial incentives to promote transit-supportive development	<ul style="list-style-type: none"> • Tools available through the City of Chicago to promote increased development in station areas include tax increment financing districts, a Brownfields cleanup program, and an Industrial Corridors Program to plan and implement improvements. These programs have been applied in various locations in the Ravenswood Corridor. Tools to promote transit-supportive design include design review authority and a "Model Block Improvement" program that funds street, sidewalk, and infrastructure improvements. The city has also prepared demonstrative transit-oriented development plans for stations along the Green Line. The city has a Location Efficient Mortgage program to provide financial incentives for homebuyers in areas served by transit. • The Ravenswood Line expansion project passes through a Federal Empowerment Zone and a state-designated Enterprise Zone, which provide various tax incentives for business location and expansion in these zones.
Efforts to engage the development community in station area planning and transit-supportive development	<ul style="list-style-type: none"> • CTA's Guidelines for Transit-Supportive Development were based on focus groups with developers of commercial, residential, and office projects, thereby incorporating input from the development community. RTA actively promotes research, education, and implementation of transit-oriented development projects and policies. • Since the corridor neighborhoods are built-out, there are few immediate opportunities for development in station areas. CTA is working with developers at two stations on other CTA transit lines where development opportunities are available.

<i>E. DETAILED ASSESSMENT OF LAND USE CRITERIA</i>	
III. PERFORMANCE AND IMPACTS OF POLICIES	
a. PERFORMANCE OF LAND USE POLICIES Rating: Medium - High	
Demonstrated cases of developments affected by transit-oriented policies	<ul style="list-style-type: none"> • There has been a substantial amount of population growth occurring recently in the Ravenswood Line corridor, although largely in existing structures. New development in station areas has been limited by a lack of developable land. • Photographs were provided of new development or rehabilitation in station area neighborhoods that is in keeping with the current scale of development and transit-supportive design principles. • A study was conducted recently showing a positive effect on property values of proximity to CTA stations.
Station area development proposals and status	<ul style="list-style-type: none"> • In the Chicago Station area just north of downtown, approximately 2,500 dwelling units, 265 hotel rooms, and 17,000 sq. ft. of retail space are approved or under construction. • Redevelopment of the Cabrini-Green public housing project is underway, north of downtown Chicago (near Sedgwick Station). The 100-acre, \$1 billion plan has completed a new library, commercial development, parks, and the first phase of new mixed-income housing. • Two projects totaling about 100 dwelling units and a small amount of retail space are underway in two other station areas. • CTA does not own land in station areas except for the right-of-way for transit operations. CTA plans to expand in-station retail areas at four Ravenswood stations.
b. POTENTIAL IMPACT OF TRANSIT INVESTMENT ON REGIONAL LAND USE Rating: Low - Medium	
Adaptability of station area land for development	<ul style="list-style-type: none"> • Due to the established, built-up character of the corridor, existing vacant parcels are small and scattered. On average, only 1.2 percent of land in station areas is vacant. The majority of activity will occur as small parcel rehabilitations, conversions, or redevelopments.
Corridor economic environment	<ul style="list-style-type: none"> • Regional forecasts indicate a 10 percent increase in population in the corridor by 2020. The Ravenswood community – including roughly half of the Brown Line – is a fast-growing area, and ridership has increased by 30 percent over the past five years. By increasing transit capacity, this project is potentially supportive of development trends in this area. • Overall regional growth between 1970 and 1990 was slow, but was accompanied by a substantial decentralization of both population and employment. Population loss since 1990 has continued in Chicago and many inner-ring suburbs, although it has slowed and a number of areas of the city have recently seen increases in both residential and commercial development. A recent study indicated a significant increase in younger, higher-income professionals locating in certain station areas on the CTA system. • Between now and 2020, the regional rate of growth is expected to increase significantly; the six-county metropolitan area is forecast to grow by 25 percent and 37 percent in population and employment, respectively, over this period.

<i>E. DETAILED ASSESSMENT OF LAND USE CRITERIA</i>	
IV. OTHER FACTORS (OPTIONAL)	
Other factors not otherwise identified	<ul style="list-style-type: none"> • Since 1979, ridership has increased by 36 percent, and the Ravenswood Line now provides approximately 104,000 rides on a typical weekday. The line is near capacity and trains operate at crush loads during peak periods. CTA expects ridership demand to continue to increase, based on population forecasts. • Eight stations are eligible for listing on the National Register of Historic Places, and historic elements of these stations will be incorporated into the design of new facilities.

<i>F. SUBMISSION INFORMATION</i>

TIMELINESS OF SUBMISSION

FY	Description	Rating (Pass/Fail)
2003	The submission was received 10/23/2001, 7 days after the deadline. CTA was not aware of changes to the land use template this year until we contacted them on October 3 rd . After this contact, they were responsive in providing updated information.	Fail

QUALITY OF SUBMISSION

FY	Description	Rating (1 – 5)
2001	The CTA's submission was generally well organized and comprehensive. Documentation of existing land use was particularly impressive, with a brief summary, ground-level and aerial photographs, land use and zoning maps, and quantitative data provided for each station area. Supporting documentation for plans and policies was generally sufficient but not overwhelming. The submittal could have benefited from a narrative that better addressed some points, for example, current development activities and trends in the corridor.	4+
2002	No new information was submitted.	--
2003	Additional useful information was provided relating to new activities/information within the past two years and also addressing the new factors in this year's reporting template. Combined with the information submitted for FY 2001 this is a very thorough submission.	5

LIST OF SUBMISSION MATERIALS

FY	Materials Submitted
2001	<ol style="list-style-type: none"> 1. 2020 Regional Transportation Plan, Chicago Area Transportation Study, 1998. 2. 3-ring binder containing the following information: 3. Template 6.1 with references to supporting documents 4. Park-n-Ride User Census 5. Public Parking Facilities: Chicago Central Area 6. CTA & The Planning Process 7. Design Guidelines for Neighborhood Commercial Districts 8. Guidelines for Transit-Supportive Development 9. Downtown Parking Policies 10. Strip-Mall Ordinance 11. Tax Increment Financing Districts 12. Empowerment Zone Program 13. Enterprise Zone Program 14. Policy Statement on Regional Growth Strategy 15. Campaign for Sensible Growth

	<ol style="list-style-type: none"> 16. Business Leaders for Transportation 17. Chicago Brownfields Initiative 18. Industrial Corridors Program 19. Metropolitan Planning Council Annual Report 20. Bike 2000 Plan 21. Chicago Department of Transportation Bicycle Web Page 22. Streets for Cycling 23. Beyond the Bike 2000 Plan 24. Bicycle & Pedestrian Planning in Northeastern Illinois 25. Chicago Department of Transportation 26. Chicago Zoning Ordinance
2003	<ol style="list-style-type: none"> 1. Cover letter 2. Project description template 3. Land use reporting template with reference to previously submitted and new documentation 4. Pedestrian Character of the Ravenswood Corridor (CTA) 5. Bike and Ride Executive Summary, Oct. 9, 2001 6. Common Ground (web site printout) 7. A Call to Rewrite the Chicago Zoning Ordinance (web site printout, City of Chicago Office of the Mayor) 8. Metropolitan Planning Council (2 web site printouts) 9. Chicagoland Chamber of Commerce: Transportation Infrastructure Committee (web site printout) 10. The New Citizen Transportation Plan (web site printout) 11. City of Chicago, Department of Planning & Development, CitySpace program (web site printout) 12. Chicago Zoning Ordinance – Guide to the Location of Industries (web site printout) 13. Chicago Zoning – Article 11.11 on Planned Developments (web site printout) 14. City of Chicago – Zoning News on Downtown Zoning Bonus System (web site printout) 15. Ravenswood Corridor Development and Zoning Profile (CTA) 16. Project Master Plan Executive Summary for Front Door Program (CTA, April 2001) 17. Remarks by the Director of the Mayor’s Office for People with Disabilities (web site printout, Oct. 2000) 18. Excerpt from SOW on Ravenswood Addison Station (August 2001) 19. City of Chicago, Department of Planning & Development, Façade Rebate Program (web site printout) 20. Socioeconomic data for the region and Brown Line (10/12/01) 21. Memo re: Ridership Projection for 2002 (CTA, 9/24/01) 22. Percent of general land uses by ½ mile station radius (CTA, 10/19/01) 23. Total employment at Medical Center and O’Hare 24. Parking Allowances by Zoning Classification 25. Chicago Wilderness (web site printout) 26. Location Efficient Mortgage information 27. Station area aerial photographs (CTA) 28. Station area property footprints (CTA)

G. RECOMMENDATIONS FOR IMPROVEMENT	
Factor	Potential Strategies to Improve Land Use Rating
Existing Land Use	<ul style="list-style-type: none"> No recommendations.
Growth Management	<ul style="list-style-type: none"> Demonstrate the development of a regional growth strategy that includes policies to concentrate development in areas served by transit. Demonstrate support among local jurisdictions for developing and adopting tools to implement such policies.
Transit-Supportive Corridor Policies	<ul style="list-style-type: none"> Describe any outcomes of the demonstration TOD plans prepared for Green Line stations.
Zoning Regulations	<ul style="list-style-type: none"> Demonstrate that revisions to the city's zoning ordinance incorporate recommendations to group housing, services, and employment near transit nodes and address design standards in high-density residential areas.
Tools to Implement Land Use Plans	<ul style="list-style-type: none"> Identify any specific applications in the Ravenswood Corridor of city programs and incentives such as TIF districts, exercise of design review authority, Brownfields cleanup, the Industrial Corridors Program, Enterprise Zone, and/or the Location Efficient Mortgage program. Alternatively, identify cases in which these tools have been effectively applied in other transit corridors.
Performance of Land Use Policies	<ul style="list-style-type: none"> Identify any specific applications of the city's Design Guidelines for Neighborhood Commercial Districts, its Strip-Mall Ordinance, or the CTA's Guidelines for Transit-Supportive Development. Continue to provide examples of new or rehabilitated development in station areas.
Potential Impact of Transit Investment on Regional Land Use	<ul style="list-style-type: none"> Given the built-up nature of the corridor, it appears that the largest potential "land use" impact is through the rehabilitation and reuse of existing structures. To provide evidence of this impact it would be helpful to provide information on housing unit vacancy rates in the corridor and any recent changes in these rates. Information on commercial vacancy rates and trends would also be helpful if available.

Appendix B

Text for Project Profile (Examples)

San Fernando Valley East-West Transit Corridor
Los Angeles, California
November 2001

Preliminary Engineering

The *Medium* rating reflects the moderately strong population densities in the busway corridor, and acknowledges provisions in city of Los Angeles plans and policies to focus development in regional centers served by the corridor, as well as to improve the mix of uses and pedestrian accessibility of new development.

Existing Conditions: The proposed 14-mile busway does not directly serve a CBD, but it does provide indirect service to the Los Angeles CBD through its connection with the Metro Red Line at its eastern terminus in North Hollywood. Employment in the corridor totals 58,000, of which over 17,000 is concentrated in Warner Center, at the western terminus of the line. Average population density in station areas is relatively high, averaging 8,900 persons per square mile. While much of the housing in the corridor is single-family, three- to four-story multi-family housing tends to be clustered along major arterials and near proposed station areas. There are some low-density industrial parks that are gradually being replaced by higher density retail and office development. Pedestrian accessibility in the corridor varies from proposed station site to proposed station site, but is generally good. The street system is a grid network and connectivity is good, but the arterial streets are typically wide and are heavily congested. There are several high-density commercial centers, however, much of the corridor contains auto-oriented retail plazas and office development along commercial strips.

Future Plans, Policies, and Performance: Los Angeles County is projected to grow by 33 percent in population and 40 percent in employment between 1994 and 2020. The Los Angeles General Plan Framework designates existing activity centers – of which there are four in the corridor – as focal points for future growth, while protecting other areas from up-zoning. The city's policies also call for concentrating growth within one-quarter mile of transit stations and creating a pedestrian-oriented environment in these areas. Recommended densities in "major bus centers" range from 20 to 40 dwelling units per acre and 2:1 to 3:1 commercial floor area ratio (FAR). Community plans covering the corridor recognize the potential for additional commercial, residential, and mixed-use development in transit station areas, but also emphasize appropriate buffering and transition to existing single-family neighborhoods. The city's zoning codes include "pedestrian-oriented districts" and "mixed-use districts" consistent with the general plan; these districts would be applied to many of the busway station areas. The City also anticipates developing new street standards for "pedestrian priority segments." The general plan, as well as specific plans for the corridor, allow for a phased reduction in parking requirements as development increases and transit service is improved.

Ravenswood Line Expansion Project
Chicago, Illinois
November 2001

Final Design

The *High* rating reflects high population and employment levels and the strong transit-accessible environment that characterizes the Ravenswood corridor and the Chicago central business district (CBD).

Existing Conditions: The Ravenswood (Brown) Line has been in operation for nearly 100 years and serves neighborhoods that originally developed around the transit system. The corridor contains an estimated 89,000 jobs and 194,000 residents within a half-mile radius of stations (not including the CBD). Population densities are very high, averaging 24,900 persons per square mile. The line serves a dense CBD with an estimated 339,000 jobs. Other major trip generators in the corridor include DePaul University (18,000 students) and three major hospitals. Existing development along the entire line is highly urban in character. Mixed commercial, retail, and residential development on arterials – generally two to four stories in height in the inner portion of the corridor – is surrounded by dense residential neighborhoods characterized by multi-family and densely packed single-family housing. The inner stations along the Ravenswood Line also serve some high-rise apartment buildings and specialty retail districts. Existing Chicago zoning ordinances permit transit-supportive commercial and residential densities in the corridor. Examples of new development or rehabilitation conform to the scale of existing development and transit-supportive design principles.

Future Plans, Policies, and Performance: In the year 2020, total population and employment within the Ravenswood Corridor is projected to increase to 214,000 and 95,700, respectively. CTA, along with the state of Illinois, is engaged in the promotion and support of transit-oriented development principles and activities as well as regional growth management strategies. Chicago has a number of policies and programs to support urban redevelopment and transit-supportive development. The City has designated a number of tax increment financing (TIF) districts to finance improvements in dilapidated areas and stimulate reinvestment. There are a number of TIF districts in proximity to existing Ravenswood Line stations. In addition, the City has created an Industrial Corridors Program to plan and implement improvements to Chicago's 22 industrial corridors to increase the area's competitiveness. One of these corridors is adjacent to three existing Ravenswood Line stations. The Metropolitan Planning Council, a non-profit, non-partisan group of business and civic leaders, including the Chicagoland Chamber of Commerce and Business Leaders for Transportation, is leading a "Campaign for Sensible Growth" to promote economic and community development in established neighborhoods.

The city of Chicago has aggressive parking policies in place to support transit in the Ravenswood Corridor. Zoning allows higher densities with reduced parking requirements in relation to transit facilities. In the downtown's central core, no non-accessory parking is permitted. Moreover, the Chicago Zoning Code provides bonuses in reduced parking requirements and increased floor area ratios for direct connections to transit, open space, setbacks, and arcades.

Appendix C

Template for Two-Page Summary

RAVENSWOOD LINE EXPANSION FY 2003 LAND USE ASSESSMENT	
Project Location:	Chicago, Illinois
Lead Agency:	Chicago Transit Authority (CTA)
Review Date:	November 2001
FTA Land Use Rating:	High

<i>PROJECT SUMMARY</i>	
Project Status:	Preliminary Engineering
Mode:	Heavy Rail
Length:	9.3 miles (14.9 kilometers)
Number of Stations:	19
Total Estimated Capital Cost:	\$476.0 million (\$YOE)
2020 Ridership Forecast:	68,000 (average weekday)
Location in Region:	Extends north and then west from the Chicago CBD, within the City of Chicago.

<i>SUMMARY OF KEY FINDINGS</i>	FTA Rating
<p>1. Existing Land Use</p> <ul style="list-style-type: none"> • The project serves densely developed neighborhoods that originally developed around the rapid transit line. Existing development is highly urban in character, with a fine-grained mix of uses. Parking is limited to on-street or small surface lots in most station areas. • Employment and access to transit are both high in the Chicago CBD. 	High
<p>2a. Growth Management</p> <ul style="list-style-type: none"> • Regional growth management policies have not been adopted. However, initiatives have been undertaken by public agencies, citizen groups, and the business community to address regional growth issues and coordinate transportation and land use. The regional planning agency is undertaking a multi-year effort to develop a comprehensive plan for the region. 	Medium

SUMMARY OF KEY FINDINGS (continued)	FTA Rating
<p>2b. Transit-Supportive Corridor Policies</p> <ul style="list-style-type: none"> • Project-specific station area plans are not being developed, since there is little land available for development. The City of Chicago, however, has a number of programs to encourage reinvestment and redevelopment of existing urban neighborhoods such as the Ravenswood Corridor. • The City of Chicago and CTA have developed guidelines in support of transit-oriented and pedestrian-friendly development. CTA has undertaken initiatives to improve pedestrian and bicycle access to stations. • Parking policies for downtown Chicago include a “transit-first” orientation. 	Medium-High
<p>2c. Supportive Zoning Regulations Near Transit Stations</p> <ul style="list-style-type: none"> • Existing zoning ordinances appear to permit development at densities that are generally transit-supportive and allow a fine-grained mix of uses. The City of Chicago has adopted design guidelines in recent years to improve the pedestrian-friendliness of neighborhood commercial districts. • The City of Chicago will undertake a comprehensive overhaul of its zoning ordinance, including zoning in support of transit, in the near future. • Zoning bonuses are available in the CBD for the provision of pedestrian amenities and transit connections. Parking requirements in the CBD are minimal and allow reductions for direct connections to transit stations. 	High
<p>2d. Tools to Implement Land Use Policies</p> <ul style="list-style-type: none"> • The City of Chicago has developed a broad array of programs to encourage reinvestment and redevelopment of existing urban neighborhoods, many of which apply to the Ravenswood Corridor. • The Regional Transportation Authority (RTA) and CTA have developed guidelines and conducted outreach activities in support of transit-oriented development. CTA will participate in the upcoming rezoning process. 	Medium-High
<p>3a. Performance of Land Use Policies</p> <ul style="list-style-type: none"> • Some significant redevelopment projects are occurring just north of downtown. In other corridor neighborhoods, however, there is little opportunity for large-scale redevelopment. Where opportunities do exist, new development or rehabilitation in station area neighborhoods appears to be in keeping with the current scale of development and transit-supportive design principles. 	Medium-High
<p>3b. Potential Impact of Transit Investment on Regional Land Use</p> <ul style="list-style-type: none"> • The Ravenswood expansion project may help to facilitate urban population growth by increasing transit capacity in an already desirable area where transit service is heavily used. The overall impact on land use from a regional perspective, however, is likely to be small, as the corridor is largely built-out and opportunities for additional development are incremental. 	Low-Medium