

PB2000-101733



Pilot Application of Land Use Criteria and Evaluation for New Start Transit Projects

Final Report

**TEXAS TRANSPORTATION INSTITUTE
THE TEXAS A&M UNIVERSITY SYSTEM
COLLEGE STATION, TEXAS**

**Sponsored by the
U.S. Department of Transportation
Federal Transit Administration**

**PILOT APPLICATION OF LAND USE CRITERIA AND EVALUATION
FOR NEW START TRANSIT PROJECTS**

Final Report

by

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Sponsored by the
U. S. Department of Transportation
Federal Transit Administration

December 1998

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1. Report No. FTA-98/		2. Government Accession No.		3. Recipient's Catalog No.	
4. Title and Subtitle PILOT APPLICATION OF LAND USE CRITERIA AND EVALUATION FOR NEW START TRANSIT PROJECTS				5. Report Date December 1998	
				6. Performing Organization Code	
7. Author(s) Patricia L. Bass and Robert Dunphy				8. Performing Organization Report No.	
9. Performing Organization Name and Address Texas Transportation Institute The Texas A&M University System College Station, Texas 77843-3135				10. Work Unit No. (TRAIS)	
				11. Contract or Grant No. TX-26-0007-01	
12. Sponsoring Agency Name and Address U.S. Department of Transportation Federal Transit Administration 400 7 th Street, S.W. Washington, D.C. 20590				13. Type of Report and Period Covered Final Report: July 1, 1994 - January 31, 1998	
				14. Sponsoring Agency Code	
15. Supplementary Notes Research performed in cooperation with the Federal Transit Administration, U.S. Department of transportation Research Study Title: Pilot Application of Land Use Criteria and Evaluation					
16. Abstract The Intermodal surface Transportation Act of 1991 revised the criteria by which new start and guideway extension transit projects are evaluated for discretionary capital funding to include land use policies and patterns. As a result of this requirement, the Federal Transit Administration developed evaluation criteria and an evaluation process for incorporating land use policies and conditions in the evaluation of new start projects. This report documents the pilot application of the land use criteria and evaluation process to nine projects across the U.S.					
17. Key Words Land Use Policy, Land Use Patterns, New Start Transit Projects, Transit Supportive Development, Transit Planning			18. Distribution Statement No restrictions. This document is available to the public through NTIS: National Technical Information Service 5285 Port Royal Road Springfield, Virginia 22161		
19. Security Classif.(of this report) Unclassified		20. Security Classif.(of this page) Unclassified		21. No. of Pages 110	22. Price

TABLE OF CONTENTS

Introduction and Background	1
Pilot Application Process.	3
Pilot Project Assessments	5
New Orleans Canal Street Line	5
DC-MD Metrorail to Largo Town Center	8
Kansas City Southtown Corridor	10
San Francisco Third Street Line Summary (Bayshore Corridor)	13
San Diego Mid-Coast Corridor	15
Miami North Corridor	17
Dallas North Central Light Rail Extension	19
Central Florida Light Rail	21
Portland South/North Light Rail Transit	23
Pilot Application Summary and Recommendation	25
Appendix A: Evaluation Tables	31
Exhibit 1 - New Orleans Canal Street Line	33
Exhibit 2 - DC-MD Metrorail	41
Exhibit 3 - Kansas City	49
Exhibit 4 - San Francisco MUNI	57
Exhibit 5 - San Diego Mid-Coast Corridor	65
Exhibit 6 - Miami North Corridor	72
Exhibit 7 - Dallas	80
Exhibit 8 - Orlando I-4 Light Rail Line	89
Exhibit 9 - Portland South/North	97

LIST OF TABLES

Table 1	Land Use Information Requested For Pilot Application	2
Table 2	Canal Street Line Summary Evaluation	7
Table 3	DC-MD Largo Extension Summary Evaluation	9
Table 4	Kansas City Southtown Light Rail Summary Evaluation	12
Table 5	San Francisco Third Street Line Summary Evaluation	14
Table 6	San Diego Mid-Coast Line Summary Evaluation	16
Table 7	Miami North Corridor Summary Evaluation	18
Table 8	Dallas North Central Light Rail Extension Summary Evaluation	20
Table 9	Orlando I-4 Light Rail Line Summary Evaluation	22
Table 10	Portland South/North Corridor Summary Evaluation	24
Table 11	Guidance on Corridor and Station Area Policy Information.	27
Table 12	Guidance on Current and Forecast Development Patterns Information.	28
Table 13	Guidance on Development and Planning Processes.	29
Table 14	Guidance on Implementation of Policies in the Corridor and Station Areas.	30

LIST OF FIGURES

Figure 1 Sample Table Format For Summary of Information 4

PILOT APPLICATION OF LAND USE CRITERIA AND EVALUATION FOR NEW START TRANSIT PROJECTS

INTRODUCTION AND BACKGROUND

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) revised the criteria by which new start and guideway extension transit projects are evaluated for discretionary capital funding to include land use policies and patterns. Specifically, Section 5309 (e) (3) (c) of the Act states that the Secretary of Transportation shall "identify and consider mass transportation supportive land use policies and future patterns." As a result of this requirement, the Federal Transit Administration (FTA) initiated development of evaluation criteria and a process for incorporating land use policies and conditions into the project summaries presented in the annual *Report on Funding Levels and Allocations of Funds for Transit New Starts*.

Development of the land use evaluation criteria and process was accomplished in two phases. In the first phase, draft evaluation criteria and a rating system were developed based on a review of significant literature and approximately 20 interviews with national and local experts in transit operations, real estate/development and consulting. An initial test evaluation using the criteria and rating system was conducted with the assistance of four area transportation agencies; Baltimore, Atlanta, Portland, and San Jose. The results of this initial test were used in conjunction with comments from a panel of transit professionals to refine the criteria and rating system.

In September 1994, the criteria and rating system were published as a portion of the FTA Policy Paper, *Revised Measures for Assessing Major Investments*. This paper presented the revised criteria for evaluating new start fixed guideway transit projects on mobility, environmental benefits/impacts, cost-effectiveness, operating efficiency, and funding requirements as well as the newly developed land use planning and policy criteria.

As a result of comments received on this paper, FTA further revised the criteria and process for assessing land use policies and patterns for new start guideway projects. Six measures were selected to be used in rating existing and future land use policies and patterns: 1) existing land use; 2) containment of sprawl; 3) transit supportive corridor policies; 4) supportive zoning regulations near transit stations; 5) tools available to implement land use policies; and, 6) the performance of land use. The evaluation process is designed to focus on the intent, commitment, and displayed ability of an area to promote land use supportive of transit oriented development. Further, while the evaluation criteria will remain the same, the evaluation process will vary depending on whether the project is in preliminary engineering or final design. Projects in preliminary engineering will be evaluated based on existing transit oriented corridor and station area plans, policies and planning/development processes. Or, if such plans and policies are non-existent, projects will be evaluated based on area efforts that are currently underway to adopt transit oriented plans, policies and processes. In final design, the evaluation process will be used to assist FTA in the decision to award a Full Funding Grant Agreement. Thus, the assessment of projects in final design will place greater emphasis on station area efforts and specific programs underway to implement policies and plans.

TABLE 1
Land Use Information Requested
For Pilot Application

Land Use Planning/Policy Area	Specific Information Requested
Corridor and/or Station Area Policies	<ul style="list-style-type: none"> • Identify policies encouraging transit friendly and transit oriented development. • Identify any growth management policies. • Identify policies governing parking management for employment locations/centers. • Identify methods for promotion of mixed land use and high density land use. • Identify promotion of pedestrian friendly design.
Current and Forecast Development Patterns in the Corridor	<ul style="list-style-type: none"> • Identify existing high transit trip generators along the project corridor. • Provide the share of jobs located in the CBD and employment centers served by the project and the employment density within the corridor. • Identify existing and planned pedestrian friendly development. • Describe the existing and planned land use mix. • Describe the planned density and market trends for suburban and urban development.
Development and Planning Processes	<ul style="list-style-type: none"> • Describe the process for development of corridor and station area plans. • Describe the process for public and private sector involvement in corridor and station area development planning. • Identify the short range and long term development targets for the corridor. • Describe the organizational participation in the economic development and planning process.
Implementation of Policies in the Corridor and Station Areas	<ul style="list-style-type: none"> • Describe recently accomplished or efforts now underway to alter comprehensive plans, zoning ordinances, parking policies and/or pedestrian planning to support transit within the corridor and station areas. • List and describe corridor and/or station area development proposals received. • Identify joint development organizations, transportation management associations, improvement districts, tax abatement programs or downtown management districts active within the corridor. • Provide an indication of the level of jurisdictional endorsement for corridor and station area plans.

To test the revised evaluation process, FTA conducted a pilot application and assessment of the land use criteria and rating system between September and December 1996. The pilot assessment process, results and recommendations are discussed in the following sections.

PILOT APPLICATION PROCESS

Eleven projects were recommended by FTA for the pilot application of the land use evaluation. Projects anticipated to be in either the preliminary engineering or final design stage of development by fiscal year 1998 were identified and the area transit agency and Metropolitan Planning Organization were sent letters inviting their participation. The eleven projects selected for participation included:

- Dallas North Central Light Rail Line
- Kansas City Southtown Light Rail Line
- New Orleans Canal Street Light Rail Line
- Northern New Jersey Newark/Elizabeth Rail Link
- Portland South/North Corridor
- Washington, D.C. Metrorail to Largo Town Center
- Miami East/West Corridor
- Miami North 27th Corridor
- San Francisco Bayshore
- San Diego Mid Coast Corridor
- Orlando I-4 Light Rail Line

Of the eleven projects identified, ten agencies representing nine projects ultimately participated in the pilot assessment. The two projects listed above not participating in the pilot assessment were the New Jersey Newark/Elizabeth Rail Link and the Miami East/West Corridor.

Participating transit agencies were asked to provide information relative to four land use planning and policy areas: 1) corridor policies to support transit oriented development; 2) current and forecast corridor land use patterns; 3) development and planning processes in the corridor and station area; and, 4) implementation of policies at the corridor level. Within each of the four planning and policy areas agencies were requested to provide specific information related to the six measures identified in the new start guidelines. The information requested is specified in Table 1. The new start justification criteria which the information requested supports is also provided in Table 1. No standard format was designated for submission of the land use, policy and planning information. Agencies were allowed to furnish the data and material they felt provided the background and supporting documentation for corridor and station area plans, designs, and policies; current and/or future development, population and employment patterns; the area development planning processes; and, implementation of area policies and plans.

A table format was developed for use in summarizing the information received for each project and to assist in the evaluation process. Two tables (formatted as a front and back) were developed for each of the four land use assessment areas. Figure 1 shows the table for corridor and station area policies. The front page of the table was used to summarize the information

submitted and provide a rating for each of the identified criteria or measures. The back page of the table was developed to provide an area in which additional information relative to the rating could be outlined. Evaluations were based on the information provided for each project relative to the stage, preliminary engineering or final design, of project development. If no information or insufficient information was submitted for a specific criteria a notation was made on the table. Where insufficient information was provided, a low rating was given. An overall project rating was developed by FTA staff during a pilot assessment review meeting held in January 1997.

FIGURE 1
Sample Table Format For Summary of Information

Criteria: Corridor and Station Area Policies

	Project	Agency
Measure	Assessment Summary	
Transit Friendly/ Oriented Development		
Growth Management		
Parking Management		
Mixed and/or High Density Land Use		
Pedestrian Friendly Design		

Criteria: Corridor and Station Area Policies

	Project	Agency
Measure	Additional Information Relative to Rating	
Transit Friendly/ Oriented Development		
Growth Management		
Parking Management		
Mixed and/or High Density Land Use		
Pedestrian Friendly Design		

PILOT PROJECT ASSESSMENTS

This section presents a brief description of each of the participating projects and pilot application results. A summary tables for the four land use review areas are provided with a discussion of the type of information received and its impact on the review process and ultimate rating for the project. For some projects, specific suggestions for improvement are also provided. Copies of the complete summary evaluation tables for each participating project are provided in the Appendix.

New Orleans Canal Street Line

The proposed New Orleans Canal Street Line will be located within the median of Canal Street and extend from the Mississippi River to the Cemeteries, a distance of 3.7 miles. The locally preferred alternative also includes a 1.2 mile spur which runs along Carrollton Avenue from Canal Street to Orleans Avenue. The primary goal of the project is to provide additional transportation into and within downtown New Orleans and the historic French Quarter. The proposed alignment will provide service to numerous hotels, major retailers, several major office buildings, and a number of major tourist/leisure attractions.

Both the City Planning Commission of New Orleans and the Regional Transit Authority submitted letters which addressed some of the information requested in the four categories of land use policy, plans and processes. Supplemental information such as sections of the Draft Environmental Impact Statement, three reports, *The Economic Importance of Downtown New Orleans*, *New Orleans Downtown Development District Downtown User Profile Study*, and *Acres of Diamonds: Opportunities on Canal Street*, and a number of copies of the Downtown Development District monthly newspaper were also submitted. While there did not seem to be any overt areas of non-response, some information was not comprehensively addressed and it was somewhat difficult to locate specific information that might be in the supplemental reports.

Table 2 provides the ratings for each of the land use evaluation criteria for the New Orleans Canal Street Line. The complete evaluation tables for the project are provided as Exhibit 1 in the Appendix. As described in the section on the pilot assessment process, the tables indicate a tentative rating for each of the specific criteria. The overall project rating developed for the Canal Street Line was medium to low.

As indicated by Table 2, New Orleans received a low rating on a number of measures. Typical land use controls and site plan review processes are used in New Orleans to regulate land use, density and parking within the Canal Street corridor. The city has adopted a number of policies in their plan *New Century New Orleans* to support transit within downtown including maximum parking allowances for developments, provision for mixed use high density development, and encouragement of pedestrian and transit oriented design. The proposed alignment, which runs within the Canal Street median through an already developed CBD and fringe area corridor, offers limited opportunities for short term corridor and station area development. Efforts to promote public/private joint development at the Cemeteries terminal of the line are underway, but the location appears to limit the potential for development.

The ratings for this project considered the type of transit facility planned, the proposed median location, the general goal of the project, and the existing nature of the corridor and CBD in general. However, the area appears to be lacking in terms of policies and planning efforts to support transit oriented development. Specific areas that might be considered to improve the overall rating in the future include:

- Implementation of specific policies and plans that provide for and promote transit oriented development. For example, the use of transit overlay zoning within the corridor and/or at station areas to allow for development at much higher densities than other areas.
- Implementation of growth management policies that will help focus future growth within the corridor and/or downtown area.
- Submission of clear data to describe existing and future population densities and future employment densities within the corridor.

TABLE 2
Canal Street Line Summary Evaluation

Criteria	Measure	Rating
Corridor and Station Area Policies	Transit Friendly/ Oriented Development	Low
	Growth Management	Low
	Parking Management	Medium
	Mixed and/or High Density Land Use	Medium
	Pedestrian Friendly Design	Medium
Current and Forecast Development Patterns	High Transit Trip Generators Within Corridor	High
	CBD and Employment Center Jobs/ Employment Density	Low
	Pedestrian Friendly Design	Low
	Current and Forecast Land Use Mix	Medium
	Planned Density and Market Trends	Medium
Development and Planning Processes	Corridor and Station Area Development Plans	Low
	Public Participation in Corridor and Station Area	Low
	Short and Long Range Development Targets in Corridor	Low
	Organizational Participation in Economic Development and Planning	Medium
Implementation of Policies in Corridor and Station Area	Current/Anticipated Changes to Plans, Zoning, Parking Policies and Pedestrian Planning	Low
	Development Proposals Received	Low
	Joint Development, Transportation Management Assoc., Improvement Districts, Tax Abatement Programs, Downtown Assoc.	Medium
	Level Of Jurisdictional Endorsement for Corridor and Station Area Plans	Medium
Overall Project Rating - Medium Low		

DC-MD Metrorail to Largo Town Center

The proposed alignment for the DC-MD Largo Metrorail Extension was established 20 years ago and since that time appropriate land use development plans and policies have been incorporated into adopted local, regional and state plans. More recently, Prince George's County has developed the Countywide Growth Policy and a Strategic Economic Development Plan, which are intended to further concentrate future growth to centers that are served by transit and major highways and to encourage economic development within these areas. Numerous transit station area and corridor policies and processes have been adopted to provide for land uses to support transit. Mixed land use and high density development is promoted through the use of Prince George's County Transit District Overlay Zoning (TZOTs). These overlay districts also provide for station area joint development, station design policies, and air-rights development. Prince George's County has a formal planning process for developing current area master plans for the Landover and Largo areas. The *Landover Plan* fully supports mixed use development around the Summerfield Station and provides for residential densities of 10 to 20 dwelling units per acre. In the Largo Plan, the Largo Town Center Major Activity Center, which surrounds the Largo Town Center Station, provides for mixed land uses with high density residential development (10 to 48 dwelling units per acre) and extensive employment, retail and commercial development. Transit use is also being encouraged and supported through the provision of parking at both the Summerfield and Largo stations, the use of adopted guidelines for pedestrian friendly design, and the special accommodation of walk-on transit patrons.

A clear and concise summary of information addressing each criteria was submitted by Maryland Mass Transit Administration (MTA) for the DC- MD Largo extension. Specific policies were outlined, current and forecast development patterns were provided, planning processes were described and implementation of the plans and support of the policies demonstrated. No supporting material was provided along with the summary other than several maps showing the general alignment and station locations. Additional information that would have been beneficial in the review and evaluation process were maps showing the showing the existing and proposed development and layout of the parking and pedestrian access for each station.

Table 3 provides the summary evaluation tables for the DC-MD Largo extension. The plans and policies outlined are indicative of a strong cooperative effort to support the use of transit through land use and development plans and policies and growth management. A high rating was given for almost every individual measure. The overall rating for the project was high. The complete evaluation tables for the project are given in Exhibit 2 in the Appendix.

TABLE 3
DC-MD Largo Extension Summary Evaluation

Criteria	Measure	Rating
Corridor and Station Area Policies	Transit Friendly/ Oriented Development	High
	Growth Management	High
	Parking Management	Medium
	Mixed and/or High Density Land Use	High
	Pedestrian Friendly Design	High
Current and Forecast Development Patterns	High Transit Trip Generators Within Corridor	High
	CBD and Employment Center Jobs/ Employment Density	High
	Pedestrian Friendly Design	High
	Current and Forecast Land Use Mix	High
	Planned Density and Market Trends	High
Development and Planning Processes	Corridor and Station Area Development Plans	High
	Public Participation in Corridor and Station Area	High
	Short and Long Range Development Targets in Corridor	High
	Organizational Participation in Economic Development and Planning	High
Implementation of Policies in Corridor and Station Area	Current/Anticipated Changes to Plans, Zoning, Parking Policies and Pedestrian Planning	High
	Development Proposals Received	High
	Joint Development, Transportation Management Assoc., Improvement Districts, Tax Abatement Programs, Downtown Assoc.	High
	Level Of Jurisdictional Endorsement for Corridor and Station Area Plans	High
Overall Project Rating - High		

Kansas City Southtown Corridor

The Kansas City Area Transportation Authority (KCATA) completed an major investment study (MIS) for the proposed Southtown corridor in 1995. As a result of that study, the KCATA Board adopted a 15.2 mile light rail project as the preferred alternative. The project would extend from the riverfront and downtown Kansas City south to the Country Club Plaza and to 85th Street and Homes Road. An eastern line which would run from Country Club Plaza to Watkins Drive and south to 75th Street is also a part of the project. The project is to be built in phases with the first phase consisting of a 5.6 mile line extending from the River Market to 51st Street.

The Southtown Corridor encompasses an area that includes the highest densities and greatest number of activity centers within the Kansas City metropolitan area. The Central Business District, the Crown Center and Country Club Plaza activity centers, and major housing developments are all within the planned light rail corridor. Currently Kansas City does not have specific policies or plans related to development within their proposed light rail corridors. However, the city has recognized the need for such policies and plans. As part of the planning effort for the development of a light rail system, Kansas City funded a study, *Light Rail Transit Development Corridors Analysis*. This study recommended a series of public policies and actions to support light rail related development including creation of transit impact zones around stations to encourage investment, creation of transit overlay zoning districts, an update of city plans in light rail corridors to reflect transit related land use and development initiatives, and implementation of development initiatives within light rail corridors.

KCATA submitted a variety of material in response to the information requested for the pilot application including the major investment study report, *The Southtown Corridor Transit Study*, a copy of *The Policy Plan*, Phase 1 of the Kansas City Strategic and Comprehensive Plan, a report entitled *Light Rail Transit Development Corridors Analysis*, and a Light Rail Task Force Report from the Chamber of Commerce. The information provided for this project made it very difficult to conduct a reasonable assessment. It appears from the material submitted that transit supportive plans, policies and processes are not currently in place, and, thus, the overall ratings are low. It should be noted, however, that the area is in the process of identifying the plans and policies needed to support the proposed transit line and the redevelopment of the corridor area.

Table 4 provides the summary tables for the Southtown Corridor light rail project. It is understood that at the time of the pilot assessment the project was in the early stage of preliminary engineering. Furthermore, it is apparent that the area is pursuing adoption of land use supportive transit policies and plans. However, the lack of existing corridor and station area policies and plans to promote transit supportive development, in combination with insufficient information for some measures, resulted in a low rating for most specific measures and an overall rating of medium low. In order to improve the overall rating in future evaluations agencies should consider addressing the following areas:

- Adoption of corridor and station area plans and policies which promote transit supportive land use. Including provision for mixed use and high density land uses around stations.
- Adoption of an area growth management or other policies which assist in focusing future growth within the proposed corridor. Current projections indicate a decline in the future employment within the CBD. Policies which may assist in reversing that trend should be considered.
- Adoption of parking management policies with the CBD and corridor.

TABLE 4
Kansas City Southtown Light Rail Summary Evaluation

Criteria	Measure	Rating
Corridor and Station Area Policies	Transit Friendly/ Oriented Development	Low
	Growth Management	Low
	Parking Management	Low
	Mixed and/or High Density Land Use	Low
	Pedestrian Friendly Design	Low
Current and Forecast Development Patterns	High Transit Trip Generators Within Corridor	Medium
	CBD and Employment Center Jobs/ Employment Density	Medium Low
	Pedestrian Friendly Design	Low
	Current and Forecast Land Use Mix	Low
	Planned Density and Market Trends	Low
Development and Planning Processes	Corridor and Station Area Development Plans	Low
	Public Participation in Corridor and Station Area	Medium
	Short and Long Range Development Targets in Corridor	Low
	Organizational Participation in Economic Development and Planning	Medium
Implementation of Policies in Corridor and Station Area	Current/Anticipated Changes to Plans, Zoning, Parking Policies and Pedestrian Planning	Low Medium
	Development Proposals Received	Low
	Joint Development, Transportation Management Assoc., Improvement Districts, Tax Abatement Programs, Downtown Assoc.	Low
	Level Of Jurisdictional Endorsement for Corridor and Station Area Plans	Medium
Overall Rating - Medium Low		

San Francisco Third Street Line Summary (Bayshore Corridor)

The San Francisco Municipal Railway Third Street Light Rail Project will connect the communities in the southeast section of San Francisco with the downtown area (and possibly Chinatown to the north). The project has two primary goals (1) to provide improved transit connections between the communities in the southeastern part of the city and the downtown / Chinatown area, and (2) to help support the economic and physical revitalization of the commercial district (Bayview - Hunters Point) along Third Street. Consistent with these two goals, the project involves concurrent transportation and revitalization planning processes along the corridor, incorporating the transportation improvements as a key infrastructure element of the revitalization effort. The Third Street Rail Project is closely coordinated with and complementary to San Francisco's extensive existing land use policies and programs as reflected in the San Francisco General Plan and Planning Code.

The project has screened and reduced alternatives to one build alternative with several alternate downtown terminal design options. Project development and environmental documentation was initiated in August 1996.

Explicit and thorough responses to each of the pilot questions / topic areas were provided. Additional supporting material was also provided, including a copy of Metropolitan Transportation Commission (MTC) Resolution 1876 which addresses new rail starts and extensions, and project information (background, strategy and status) via a dedicated web site which is part of the public participation / outreach program. The material received provided the information needed to evaluate the project relative to each of the identified measures.

The summary evaluation for San Francisco's Third Street Line is provided in Table 5. As shown, the project received a high rating on each individual measure and an overall project rating of high. This project is clearly a continuation of San Francisco's aggressive pro-transit and pro-pedestrian philosophy. The full summary evaluation table for San Francisco's Third Street Line are shown in Exhibit 4 in the Appendix.

TABLE 5
San Francisco Third Street Line Summary Evaluation

Criteria	Measure	Rating
Corridor and Station Area Policies	Transit Friendly/ Oriented Development	High
	Growth Management	High
	Parking Management	High
	Mixed and/or High Density Land Use	High
	Pedestrian Friendly Design	High
Current and Forecast Development Patterns	High Transit Trip Generators Within Corridor	High
	CBD and Employment Center Jobs/ Employment Density	High
	Pedestrian Friendly Design	High
	Current and Forecast Land Use Mix	High
	Planned Density and Market Trends	High
Development and Planning Processes	Corridor and Station Area Development Plans	High
	Public Participation in Corridor and Station Area	High
	Short and Long Range Development Targets in Corridor	High
	Organizational Participation in Economic Development and Planning	High
Implementation of Policies in Corridor and Station Area	Current/Anticipated Changes to Plans, Zoning, Parking Policies and Pedestrian Planning	High
	Development Proposals Received	N/A
	Joint Development, Transportation Management Assoc., Improvement Districts, Tax Abatement Programs, Downtown Assoc.	High
	Level Of Jurisdictional Endorsement for Corridor and Station Area Plans	High
Overall Project Rating - High		

San Diego Mid-Coast Corridor

The San Diego Mid-Coast Corridor project covers the coastal area from Old Town (in San Diego) to North Universal City. The corridor is well positioned to take advantage of transit improvements and related land use and development opportunities. The project consists of a proposed extension of the existing light rail transit system along a 10.7 mile section of this corridor extending from Old Town to North University City and including nine stations. The project is accompanied by a range of economic development activities at the community level including, but not limited to, the implementation of various land use policies and programs. An MIS has been completed and the locally preferred alternative selected.

A wide range of materials were provided in addition to responses to the specific pilot program questions / topic areas. These additional materials included copies of Metropolitan Transit Development Board policies and procedures, an MTDB fact sheet, corridor employment data, a list of corridor trip generators, demographic data for the corridor, a catalog of existing land uses, and a listing of planned land uses. Copies of the San Diego transit oriented development guidelines and the MTDB transit design guidelines were also provided. Printed documents were supported with a series of maps showing the location and distribution of major trip generators, existing and future land uses and other information.

There were no areas of overt non-response, however the entire Mid-Corridor Project seems to rely heavily on the voluntary cooperation of the independent communities along the corridor. Only very general discussion of the area's history of cooperation and coordination is provided. Additional discussion on this aspect of the project would provide a more complete picture of the likely ultimate success of the project.

The summary evaluation for the Mid-Coast Line is shown in Table 6 and the complete evaluation tables are given as Exhibit 5 in the Appendix. As noted, the project rated medium for most of the specific measures. The ratings reflect the historical, relatively high commitment to the automobile as reflected in existing land use as well as the somewhat limited scope of measures and plans described in the material provided. San Diego and the San Diego Association of Governments have adopted policies and guidelines to promote transit supportive development of station area plans. The overall rating for the project was medium high. Areas in which improvement might be considered include the adoption of stricter parking management policies, promoting implementation of the growth management strategy by the local governments, strengthening other transit supportive policies, plans and design guidelines.

TABLE 6
San Diego Mid-Coast Line Summary Evaluation

Criteria	Measure	Rating
Corridor and Station Area Policies	Transit Friendly/ Oriented Development	Medium
	Growth Management	Medium
	Parking Management	Low
	Mixed and/or High Density Land Use	Medium
	Pedestrian Friendly Design	Medium
Current and Forecast Development Patterns	High Transit Trip Generators Within Corridor	High
	CBD and Employment Center Jobs/ Employment Density	High
	Pedestrian Friendly Design	Medium
	Current and Forecast Land Use Mix	Medium
	Planned Density and Market Trends	Medium
Development and Planning Processes	Corridor and Station Area Development Plans	High
	Public Participation in Corridor and Station Area	Low
	Short and Long Range Development Targets in Corridor	Medium
	Organizational Participation in Economic Development and Planning	Medium
Implementation of Policies in Corridor and Station Area	Current/Anticipated Changes to Plans, Zoning, Parking Policies and Pedestrian Planning	Medium
	Development Proposals Received	Low
	Joint Development, Transportation Management Assoc., Improvement Districts, Tax Abatement Programs, Downtown Assoc.	Low
	Level Of Jurisdictional Endorsement for Corridor and Station Area Plans	Medium
Overall Project Rating - Medium High		

Miami North Corridor

Metro-Dade Transit Agency is evaluating two options for transportation improvements along a 9.5 mile section of NW 27th Avenue. Alternatives being considered include a heavy rail line on an aerial structure located either in the median or along side of NW 27th Avenue. The project corridor extends from NW 62nd Street north to the Dade/Broward County line at NW 215th Street. The corridor contains major regional sports facilities such as Joe Robbie Stadium and Calder Race Course, Opa-locka Airport, a county park and several industrial and office complexes.

The information submitted by Metro-Dade Transit for the pilot assessment included the *Social, Economic and Environmental Impacts and Mitigation Report* completed as part of the project Alternatives Analysis Study and a copy of the Mass Transit Element of the Dade County Transportation Plan. This material was reviewed in an effort to identify relevant land use policies, plans and developments needed to conduct the pilot assessment. However, the material submitted did not provide adequate information for an evaluation to be conducted. No information regarding corridor and station area policies promoting transit supportive development, growth management, parking management, mixed and high density land uses or pedestrian friendly design was submitted. The review of the land use information in the *Social, Economic and Environmental Impacts and Mitigation Report* provided some information regarding current development patterns and population and employment within the corridor. However, it was not possible, to determine future corridor population and employment densities from the information in the report, and the future land use plan indicates that future development patterns and densities are to remain similar to existing. No information was available regarding development and planning processes nor implementation of policies.

Table 7 shows that the Miami North Corridor Project received a low rating on almost every measure in the pilot application for project land use evaluation. However, for a number of measures, the low ratings are a result of insufficient information. Thus, it was determined that without additional information for each of the measures no fair overall rating could be provided at this time. The complete summary evaluation tables for the Miami North Corridor are given in Exhibit 6 in the Appendix.

TABLE 7
Miami North Corridor Summary Evaluation

Criteria	Measure	Rating
Corridor and Station Area Policies	Transit Friendly/ Oriented Development	Low
	Growth Management	Low
	Parking Management	Low
	Mixed and/or High Density Land Use	Low
	Pedestrian Friendly Design	Low
Current and Forecast Development Patterns	High Transit Trip Generators Within Corridor	Medium
	CBD and Employment Center Jobs/ Employment Density	Low
	Pedestrian Friendly Design	Low
	Current and Forecast Land Use Mix	Low
	Planned Density and Market Trends	Low
Development and Planning Processes	Corridor and Station Area Development Plans	Low
	Public Participation in Corridor and Station Area	Low
	Short and Long Range Development Targets in Corridor	Low
	Organizational Participation in Economic Development and Planning	Low
Implementation of Policies in Corridor and Station Area	Current/Anticipated Changes to Plans, Zoning, Parking Policies and Pedestrian Planning	Low
	Development Proposals Received	Low
	Joint Development, Transportation Management Assoc., Improvement Districts, Tax Abatement Programs, Downtown Assoc.	Low
	Level Of Jurisdictional Endorsement for Corridor and Station Area Plans	Low
Overall Project Rating - Not Applicable due to insufficient information		

Dallas North Central Light Rail Extension

The proposed North Central extension of Dallas' light rail starter line extends 12.3 miles north and east from the interim terminus station at Park Lane, through the city of Richardson, to a transit center in Plano. The first phase opened in June of 1996, and a six mile extension along the North Central Expressway last December. The proposed extension is intended to increase people moving capacity in the corridor, because of limits to increasing the capacity of existing freeways and arterials.

This corridor contains the highest population levels and, second highest employment of any corridor in the study area. In addition, it also contains major high density employment centers, such as Presbyterian Hospital, Texas Instruments, and others. Projections indicate a modest 10% growth in study corridor population, from 382,000 in 1990 to 421,000 by the year 2010. Employment growth is expected to be much more significant, a 54% gain from a 1990 estimate of 238,000. While the numbers sound good for transit, however, there is no indication in the materials supplied that there will be significant numbers of jobs within an easy walk to encourage out commuting from the central city. Even for workers willing to walk from transit to the six activity centers identified within about a 10 minute walk, the sprawling, auto oriented nature of the complexes will make the walk difficult and inconvenient. Four stations are indicated as good commuter markets, meaning they offer sufficient parking to attract commuters who will drive to the stations, rather than walk.

The current outlook for focusing development near transit appears poor, with no specific formal policies of DART or local governments to address the corridor and station area planning policies. Transit oriented plans are still in the talking stage in Plano and Richardson. In Dallas, land use issues must focus on redevelopment, an area acknowledged as much more sensitive. There appear to be no active joint development prospects.

The summary evaluation in Table 8, shows generally low ratings, and a low overall project evaluation. Specific information on the areas within a convenient walk of stations - current and forecast jobs, population, and activity centers - may increase selected ratings. To improve the ratings in future evaluations, local agencies might consider the following suggestions:

- Adoption of plans for station areas in Dallas, Richardson, and Plano which concentrate corridor development near stations and provide good walking access.
- Identification of priority joint development prospects along the corridor, possibly one each in Dallas, Richardson, and Plano, to add near term focus to the local plan updates.
- Estimates of transit dependent workers living in Dallas who might work in this corridor, and specifically targeted transit improvements to serve them.

TABLE 8
Dallas North Central Light Rail Extension Summary Evaluation

Criteria	Measure	Rating
Corridor and Station Area Policies	Transit Friendly/ Oriented Development	Low
	Growth Management	Low
	Parking Management	Low
	Mixed and/or High Density Land Use	Low
	Pedestrian Friendly Design	Low
Current and Forecast Development Patterns	High Transit Trip Generators Within Corridor	Medium
	CBD and Employment Center Jobs/ Employment Density	Medium
	Pedestrian Friendly Design	Low
	Current and Forecast Land Use Mix	Low
	Planned Density and Market Trends	Low
Development and Planning Processes	Corridor and Station Area Development Plans	Low
	Public Participation in Corridor and Station Area	High
	Short and Long Range Development Targets in Corridor	Low
	Organizational Participation in Economic Development and Planning	Low
Implementation of Policies in Corridor and Station Area	Current/Anticipated Changes to Plans, Zoning, Parking Policies and Pedestrian Planning	Low
	Development Proposals Received	Low
	Joint Development, Transportation Management Assoc., Improvement Districts, Tax Abatement Programs, Downtown Assoc.	Low
	Level Of Jurisdictional Endorsement for Corridor and Station Area Plans	Low
Overall Project Rating - Low		

Central Florida Light Rail

The initial corridor proposed by the Central Florida Regional Transit Agency follows a route beginning near the new town of Celebration south of Walt Disney World , running northeast along I-4 to downtown Orlando, then generally north to Sanford, near the Volusia County line. Alternative alignments are being studied along both I-4 and the nearby CXS right of way. The corridor contains eight of the region's twelve activity centers , which are expected to be the major focus of future growth. These include tourist attractions such as the Walt Disney World and International Drive Resorts, and downtown Orlando, with region serving jobs, shopping, and entertainment. A concise summary of information linked to the criteria was provided by the Central Florida Regional Transit Agency, along with mapped data and additional background reports.

In 1990, this corridor contained a small share of regional population, and almost half of regional employment, with extraordinary levels of development expected. This high growth level offers an excellent opportunity for focusing a significant share near the proposed transit system, although the reports provided indicated that there are not yet numerical objectives for concentration of travel in activity centers. This information would be useful in the next evaluation, and would complement the land use analysis that was conducted for each of the proposed stations. In addition, information on pedestrian plans and improvements for the station areas would show that the plans were having an impact, for example in the Orlando Central Business District and the International Drive Resort Area.

The summary evaluation in Table 9 gives ratings generally in the medium range, with an overall project rating of medium. Future evaluations should demonstrate the continued implementation of the good planning practices shown in the material provided.

TABLE 9
Orlando I-4 Light Rail Line Summary Evaluation

Criteria	Measure	Rating
Corridor and Station Area Policies	Transit Friendly/ Oriented Development	High
	Growth Management	Medium
	Parking Management	Medium
	Mixed and/or High Density Land Use	Medium
	Pedestrian Friendly Design	Medium
Current and Forecast Development Patterns	High Transit Trip Generators Within Corridor	Medium
	CBD and Employment Center Jobs/ Employment Density	Medium
	Pedestrian Friendly Design	N/A
	Current and Forecast Land Use Mix	N/A
	Planned Density and Market Trends	Medium
Development and Planning Processes	Corridor and Station Area Development Plans	Medium
	Public Participation in Corridor and Station Area	Low
	Short and Long Range Development Targets in Corridor	Medium
	Organizational Participation in Economic Development and Planning	High
Implementation of Policies in Corridor and Station Area	Current/Anticipated Changes to Plans, Zoning, Parking Policies and Pedestrian Planning	Medium
	Development Proposals Received	High
	Joint Development, Transportation Management Assoc., Improvement Districts, Tax Abatement Programs, Downtown Assoc.	Low
	Level Of Jurisdictional Endorsement for Corridor and Station Area Plans	Medium
Overall Project Rating - Medium		

Portland South/North Light Rail Transit

The South/North Corridor project in Portland, Oregon is the second light rail corridor planned for implementation, complementing the Eastside / Westside corridor opened in 1981 on the East with the first Western extension planned to open in 1998. Stage 1 of this corridor extends from downtown Portland south to Clackamas County. It offers another major corridor serving downtown Portland. The materials submitted by Portland Metro and Tri-Met included four brief background reports, a useful summary paper directed to the land use criteria, and a partial list of other relevant documents.

The corridor appears to have both market support and policy support for a transit line. The southern travel shed of this line serves primarily Clackamas County, which anticipates a 57% growth in households. The primary anchor is downtown Portland, where employment growth is also expected to be strong, and with a number of major attractors in downtown Portland as well as Clackamas County. Specific opportunities listed for in-town residential development in Portland were 5000 units planned for the river district, a new plan adopted for the area between downtown Portland and the Columbia River, and the initiation of an extensive planning effort for a large area in Southeast Portland. The city of Milwaukee is updating plans for the Milwaukee Regional Center and Clackamas County is developing a new plan for the Clackamas Town Center. No information was provided on development targets for the corridor, development proposals, or economic development planning. Once this information is available, the ratings for those measures can be completed.

These local planning efforts are supported by strong regional backing for planning and transit, led by a regional government with legally enforceable authority over local plans and an adopted Urban Growth Boundary intended to limit the spread of urbanization and encourage higher densities. The Region 2040 plan to be adopted in 1997, calls for focusing growth on transit, reducing the size of single family lots, and expanding transit. Another unique regulatory policy to encourage transit in Portland's is the Transportation Planning Rule adopted by the Oregon Land Conservation and Development Commission in 1991, which regional reductions in per capita driving and parking spaces over 20 years. In addition to planning regulations, there are a number of instances of direct public participation in development projects. Examples include the Pioneer Place project, where the Portland Development Commission took the lead, the \$25 million fund to subsidize housing called for in Portland's plans, the City of Portland's approval of \$100 million in tax increment funds to support inner city urban renewal, (of which there are three active districts along the South/North line), and Tri-Met's active involvement in such projects as the Gresham Central apartments.

The summary evaluation in Table 10 gives Portland a high rating, the highest of those submitted. Future evaluations should report on the continued local and regional support for transit supportive land use policies as expressed through the adoption of local plan revisions to support the Region 2040 plan.

TABLE 10
Portland South/North Corridor Summary Evaluation

Criteria	Measure	Rating
Corridor and Station Area Policies	Transit Friendly/ Oriented Development	High
	Growth Management	High
	Parking Management	High
	Mixed and/or High Density Land Use	High
	Pedestrian Friendly Design	High
Current and Forecast Development Patterns	High Transit Trip Generators Within Corridor	Medium
	CBD and Employment Center Jobs/ Employment Density	High
	Pedestrian Friendly Design	High
	Current and Forecast Land Use Mix	High
	Planned Density and Market Trends	High
Development and Planning Processes	Corridor and Station Area Development Plans	High
	Public Participation in Corridor and Station Area	High
	Short and Long Range Development Targets in Corridor	N/A
	Organizational Participation in Economic Development and Planning	N/A
Implementation of Policies in Corridor and Station Area	Current/Anticipated Changes to Plans, Zoning, Parking Policies and Pedestrian Planning	High
	Development Proposals Received	N/A
	Joint Development, Transportation Management Assoc., Improvement Districts, Tax Abatement Programs, Downtown Assoc.	High
	Level Of Jurisdictional Endorsement for Corridor and Station Area Plans	High
Overall Project Rating - High		

PILOT APPLICATION SUMMARY AND RECOMMENDATIONS

The purpose of conducting the pilot application was to appraise the proposed land use measures and evaluation process in order to identify remaining issues prior to initiating the review as part of FTA's annual new start and guideway extension project assessment. The objective in performing the pilot land use evaluations was not to compare projects to each other. Rather, it was to assess an area's land use policies and commitment to the support of those policies relevant to the Federal Transit Administration's interest in local land use. With this in mind, the following observations and recommendations provide an overview of the process and findings.

- In the future, agencies should provide a summary of the information that responds directly to the criteria, written for someone not intimately familiar with the area. For the pilot assessment, participating projects were asked to provide information documenting the land use plans, policies, current and forecast development patterns, planning and development processes and implementation of plans and policies within the project corridor. As indicated by the individual summaries for the projects, the information submitted varied considerably with regard to type of material and level of detail. Several of the agencies submitted information which provided a clear and concise summary of the land use plans, policies and processes in place or currently under consideration. For other projects, the material submitted required considerable time to read and to attempt to gather the salient information for the evaluation. For one project, it was virtually impossible to make a reasonable assessment. Copies of reports or other materials should be provided only as supporting documentation of specific plans and policies, not as the response itself. Additionally, maps illustrating the project location, corridor and station area land use and densities, and other pertinent information would be most helpful in making the overall assessment. Guidance on the types of information and possible format for submitting the information is provided for each of the four land use/planning areas in Tables 11 through 14.
- Based on the information provided, the land use and development plans and policies in place for the DC-MD Largo Extension, the San Francisco Third Street Line, and the Portland South/North Line are clearly superior to the other six projects. It is apparent that these areas have been and are continuing to aggressively pursue land use and development to support the planned transit facilities. This observation, that the transit supportive plans and policies in the Washington/Maryland, San Francisco, and Portland areas are much stronger than the others reviewed, raises an important point in the assessment process. That is, how can land use criteria for new start projects in areas with no strong transit or planning tradition be equitably compared with those having a history of fixed guideway transit and/or a tradition of regional planning?

For example, the San Diego Mid Coast project appears to involve a higher level of risk in terms of ultimate success (i.e. ridership, auto trips diverted, and long term land use impacts) since it is a new rail corridor, but the potential pay-off in terms of changing travel behavior and land use may be as great or greater than that of other areas where

fixed guideway transit is more fully established. Likewise, with the appropriate plans and policies in place, the Southtown project in Kansas City could result in significant benefits with regard to changing land use patterns and travel behavior. As a result, it may be beneficial to consider in the assessment process the transit or planning “history” of the project area, the exact nature and ultimate goal of the proposed project, as well as the stage of project development.

- Another concern with the process is improving the consistency between reviewers. Consideration of the other factors mentioned above (area’s transit history, nature and goal of the project, and stage of development) would assist in providing consistency. Requiring the information to be submitted in a more standard format and providing special training for FTA staff may also help establish such consistency.
- The information requested provides a good initial assessment of the current and planned land use and development plans and policies relative to the each project. However, there seemed to be some overlap with regard to the information requested in each category. While the project areas with strong transit oriented policies and processes already in place were better able to discern the differences between the major categories of information requested, there still was repetition in the responses given. As a result, there was some effort required to determine the appropriate information for each category. A clearer definition of the information desired could assist in resolving this.
- Another concern relative to the overall process is that once the existence of this assessment procedure is known and the evaluation process is understood, some agencies will learn the “correct” answers for each of the issues. In effect, comparisons may become more about how well an agency can present the requisite information rather than about the information itself. This places a greater burden on reviewers to make sure the ratings accurately and objectively reflect the conditions, plans and policies. Good communication between reviewers and FTA regional office staff may help in correct interpretation of what are ultimately professional judgements.

TABLE 11
Guidance on Corridor and Station Area Policy Information

The purpose of the information requested in this land use planning/policy area is to exhibit the local and regional plans, policies, design guidelines, and ordinances that provide for and promote land use that fosters the use of the transit project. If regional and corridor/station area plans and/or policies are not in currently in place then that should simply be noted. Plans and/or policies that are currently being considered for adoption can be noted, but should be listed under the category “Implementation of Policies in the Corridor and Station Areas.”

Information Requested	Guidance on Types of Plans/Policies Supporting New Start Land Use Criteria
Policies Encouraging Transit Friendly and Transit Oriented Development	<ul style="list-style-type: none"> • List and summarize or provide copies of county, city and/or regional adopted plans and policies which promote land use and development to support the use of transit. Examples of such policies include: general policy statements which support transit as the primary mode of transportation within the corridor; policies/plans which provide for mixed use and high density development with in the corridor and station area; policies which support and promote the use of transit; policies which support changes to the zoning within the corridor and station areas; and, design guidelines for transit oriented development.
Growth Management Policies	<ul style="list-style-type: none"> • Regional, city or county comprehensive growth management laws, ordinances, agreements, or plans. • Comprehensive plans or capital improvement plans which give priority to infill development, provide for opportunities for high density redevelopment, limit opportunity for low density suburban development.
Parking Management	<ul style="list-style-type: none"> • Policies providing for reduction in parking requirements for development near stations or in employment centers served by transit. • Policies establishing maximum allowable parking for new development in areas served by transit. • Ordinances establishing mandatory minimum cost for parking in areas served by transit. • Parking tax.
Promotion of Mixed Land Use and High Density Land Use	<ul style="list-style-type: none"> • Policies which give priority development review to mixed and/or high density plans in transit corridors/station areas. • Methods providing joint development at stations. • Transit overlay zoning. • Policies providing for tax incentives for mixed and/or high density development in transit corridors or station areas. • Methods providing local assistance in land acquisition for redevelopment in station areas. • Policies promote allow for vertical zoning within corridor.
Promotion of Pedestrian Friendly Design	<ul style="list-style-type: none"> • Requirements for sidewalks for new development within corridors and stations areas. • Development of pedestrian friendly design guidelines. • Street design guidelines that provide preferential treatment for pedestrians within the corridor.

TABLE 12
Guidance on Current and Forecast Development Patterns Information

The purpose of this information is to provide a description of the existing and forecast land use and development patterns and densities within the project corridor and station areas. Information on the current and forecast population and employment densities, existing and planned land use mix and current and anticipated market trends will provide an indication of how much change and/or progress needs to occur and a general idea of the timeframe required to achieve population and employment densities and land use patterns supportive of the project.

Information Requested	Guidance on Types of Plans/Policies Supporting New Start Land Use Criteria
Existing High Transit Trip Generators Along Project Corridor	<ul style="list-style-type: none"> • Maps showing location of existing and anticipated high transit trip generators within corridor and station area. • Maps showing location of existing and anticipated high density residential development within corridor and station areas. • Provide policies, plans or zoning ordinances which support the anticipated future high transit trip generators.
Share of Jobs Located In CBD and Employment Centers Served by Project and Employment Density Within Corridor	<ul style="list-style-type: none"> • Provide existing and forecast percentage of regional or city jobs for each identified employment center served by the project. • Maps giving existing and forecast employment density at stations and within the corridor. • Provide policies, plans and or zoning ordinances which support the forecast densities.
Existing and Planned Pedestrian Friendly Development	<ul style="list-style-type: none"> • List and describe existing and planned pedestrian friendly development. This might include pedestrian plans, adopted pedestrian design guidelines, policies/ordinances which require accommodation of pedestrians, new or planned developments that have included pedestrian friendly designs.
Existing and Planned Land Use Mix	<ul style="list-style-type: none"> • Maps showing existing and planned land use. • Maps of existing and anticipated future zoning at stations and within the corridor. • List and description of existing or approved plans for mixed use development within corridor or station areas.
Planned Density and Market Trends for Suburban and Urban Development	<ul style="list-style-type: none"> • Maps showing existing and planned employment and residential densities at stations and within the corridor. • List and describe existing and planned high density developments, residential and employment, in the corridor or station areas. • For areas with existing transit describe development market trends in other corridors and station areas.

TABLE 13
Guidance on Development and Planning Processes

The purpose of the information requested in this area is to determine the level of involvement in developing corridor and station area plans/policies and support by citizens, land owners, and members of the development community for those plans/policies. A description of market trends and short and long term development targets may also provide an indication for the likely success and timeframe for development of transit oriented land use within the corridor and station area.

Information Requested	Guidance on Types of Plans/Policies Supporting New Start Land Use Criteria
Process For Development of Corridor and Station Area Plans	<ul style="list-style-type: none"> • Describe the current process for developing corridor and station area land use and development plans. • Identify key agencies involved and their responsibilities. • Identify plan and development review process for station area and corridor.
Process For Public and Private Sector Involvement in Corridor and Station Area Planning	<ul style="list-style-type: none"> • Identify opportunities for involvement of citizens, property owners, real estate professionals and developers in the plan development process. • Identify community and/or agency outreach efforts to enlist participation by citizens, property owners, developers in the process.
Short Range and Long Term Development Targets For the Corridor	<ul style="list-style-type: none"> • Identify any new development, with approved plans or under construction. • Identify and plans for redevelopment within the corridor or station area. • Identify and economic development revitalization strategies for station areas or within corridor. This could include established goals or stated priorities for increasing business, retail or entertainment activities or redeveloping/revitalizing existing neighborhoods within the corridor or station areas.
Organizational Participation in the Economic Development and Planning Process	<ul style="list-style-type: none"> • List any organizations and describe the type of involvement in the planning and/or economic development process within corridor or station areas. This could include chambers of commerce, professional development groups, business groups, citizen coalitions, etc.

TABLE 14
Guidance on Implementation of Policies in the Corridor and Station Areas

The information requested in this area is designed to provide an indication of the stage each local area is in regarding implementation of plans, policies, guidelines, or ordinances which support transit oriented development in association with the new start project. Areas which have a history of transit oriented land use and development in association with existing fixed guideway transit projects are anticipated to have the general policies and tools in place to support transit oriented development. Areas without existing fixed guideway projects are expected to illustrate progress in their efforts to adopt policies and plans to support transit oriented development and to provide an indication of the level of commitment to such policies and plans by local jurisdictions.

Information Requested	Guidance on Types of Plans/Policies Supporting New Start Land Use Criteria
Recently Accomplished or Efforts Underway To Amend Comprehensive Plans, Zoning Ordinances, Parking Policies and/or Pedestrian Planning To Support Transit Within Corridor	<ul style="list-style-type: none"> • List recent amendments to the comprehensive plan that support transit oriented development within the corridor or station area. • List zoning changes supporting transit oriented development within the corridor or station area. • Provide copies of amended plans, ordinances, design guidelines that support transit oriented development within corridor or station areas.
Station Area Proposals Received	<ul style="list-style-type: none"> • List and describe station area development proposals approved or recently received.
Joint Development Organizations, Transportation Management Associations, Improvement Districts, Tax Abatement Programs or Downtown Associations	<ul style="list-style-type: none"> • List organizations in support of transit development and provide examples of how they are promoting transit supportive development. • List programs in place that promote or provide incentives for transit oriented development such as tax abatement programs, tax increment financing, special loan programs, property acquisition assistance programs. Provide examples of how these have been used to support transit oriented development.
Indicate the Level of Jurisdictional Endorsement for Corridor and Station Area Plans	<ul style="list-style-type: none"> • Provide examples of inter-local agreements, resolutions, letters of endorsement from county, city, state agencies and local business/development community.

APPENDIX A: EVALUATION TABLES

Exhibit 1

Criteria: Corridor and Station Area Policies

Project **Canal Street Line** Agency **RTA**

Measure	Assessment Summary	Rating
Transit Friendly/ Oriented Development	<i>New Century New Orleans</i> plan has policy to reduce auto congestion through the use of land use planning that strengthens transit. No other specific policy related to transit supportive development noted.	Low
Growth Management	None noted.	Low
Parking Management	Have established maximum parking allowances for downtown development. Have strategy to implement park-and-ride facilities.	Med.
Mixed and/or High Density Land Use	Current zoning ordinance allows for dense development within CBD. The densities were not provided. Current zoning allows for mixed use development.	Med.
Pedestrian Friendly Design	Have a strategy to provide continued sidewalk improvements and to integrate these with transit stations.	Med.

Exhibit 1

Criteria: Corridor and Station Area Policies

Project **Canal Street Line** Agency **RTA**

Measure	Additional Information Relative to Rating
Transit Friendly/ Oriented Development	Specific policies for station and/or corridor were not noted in information provided. However, current plans and zoning provide for mixed use and higher densities. Overall not much opportunity for station area development due to lack of vacant property and location of facility within median. But could consider policies in support of future redevelopment.
Growth Management	None noted.
Parking Management	Maximum parking allowances in CBD, but also are promoting a strategy in cooperation with Downtown Development District to make curbside parking easier to use.
Mixed and/or High Density Land Use	Current mixed use and higher densities within corridor supportive of proposed improvement although not ideal.
Pedestrian Friendly Design	Encouraging, but could be better.

Exhibit 1

Criteria: Current and Forecast Development Patterns

Project **Canal Street Line** Agency **RTA**

Measure	Assessment Summary	Rating
High Transit Trip Generators Within Corridor	Major retail land uses along Canal Street. Major hotels, entertainment/leisure activities, office buildings, and government facilities as well. Fringe CBD part of line will serve schools and community college.	High
CBD and Employment Center Jobs/ Employment Density	153 employees/acre in CBD. 46% of CBD employment within Canal Street corridor. Outer section of line has 8 employees/acre. No forecasts provided.	Low
Pedestrian Friendly Design	No changes noted.	Low
Current and Forecast Land Use Mix	Current mixed use/ higher densities. Planned future is similar to existing.	Med.
Planned Density and Market Trends	No changes noted in densities or market trends.	Med.

Exhibit 1

Criteria: Current and Forecast Development Patterns

Project Canal Street Line Agency RTA

Measure	Additional Information Relative to Rating
High Transit Trip Generators Within Corridor	Probably adequate considering the type of facility and tourist business.
CBD and Employment Center Jobs/ Employment Density	
Pedestrian Friendly Design	Location in median is not pedestrian friendly. Policies for design changes could improve on this.
Current and Forecast Land Use Mix	Probably adequate for type of facility, but policies to promote higher densities more supportive could be adopted.
Planned Density and Market Trends	Policies to support changes in development patterns could promote trend in area development.

Exhibit 1

Criteria: Development and Planning Processes

Project **Canal Street Line** Agency **RTA**

Measure	Assessment Summary	Rating
Corridor and Station Area Development Plans	At Cemeteries Terminal (outer CBD end) are plans to lease 1.5 acres and consolidate transit transfers in area to one off street location. These plans may accommodate small businesses supported by transit passengers. These plans are in the formative stage.	Low
Public Participation in Corridor and Station Area	Appears that process for public participation is through the usual means of City Planning Commission and City Council.	Low
Short and Long Range Development Targets in Corridor	Short range plans call for infill and redevelopment. Harrah's Casino and Audubon Insectarium are under construction or planned. No long term plans noted.	Low
Organizational Participation in Economic Development and Planning	Downtown Development District and historic preservation agencies are active and in place.	Med.

Exhibit 1

Criteria: Development and Planning Processes

Project **Canal Street Line** Agency **RTA**

Measure	Additional Information Relative to Rating
Corridor and Station Area Development Plans	Could initiate planning process specifically designed to address the issues related to fixed guideway transit.
Public Participation in Corridor and Station Area	Agency appears to have misunderstood the question based on the response given. Comments and rating are "assumed" based on other information found in response.
Short and Long Range Development Targets in Corridor	No specific transit related development targets noted in material submitted.
Organizational Participation in Economic Development and Planning	Organizations are in place to support economic planning and development.

Exhibit 1

Criteria: Implementation of Policies in the Corridor and Station Area

Project Canal Street Line Agency RTA

Measure	Assessment Summary	Rating
Current/Anticipated Changes to Plans, Zoning, Parking Policies and Pedestrian Planning	No specific changes to zoning, plans noted. The city in cooperation with the Downtown Development District is working to make curbside parking within the CBD easier to use.	Low
Development Proposals Received	Harrah's Casino - under construction. Insectarium in planning stage. Reuse of Maison Blanche Building under consideration.	Low
Joint Development, Transportation Management Assoc., Improvement Districts, Tax Abatement Programs, Downtown Assoc.	Downtown Development District.	Med.
Level Of Jurisdictional Endorsement for Corridor and Station Area Plans	Full support of proposed line and above developments by city and Downtown Development District. No mention of support for Cemeteries station plans.	Med.

Exhibit 1

Criteria: Implementation of Policies in the Corridor and Station Area

Project **Canal Street Line** Agency **RTA**

Measure	Additional Information Relative to Rating
Current/Anticipated Changes to Plans, Zoning, Parking Policies and Pedestrian Planning	Attempt to improve use of curbside parking is not necessary supportive for transit line. Area could consider policies to support future redevelopment of the area to improve transit use.
Development Proposals Received	None of the mentioned development proposals are specifically related to the transit improvement.
Joint Development Org., Transportation Management Assoc., Improvement Districts, Tax Abatement Programs, Downtown Assoc.	No organizations specific to the transit improvement.
Level Of Jurisdictional Endorsement for Corridor and Station Area Plans	Agencies appear to be in full support of the transit line, but no information on support of station at terminal.

Exhibit 2

Criteria: Corridor and Station Area Policies

Project **DC-MD Largo Extension** Agency **WMATA & MTA**

Measure	Assessment Summary	Rating
Transit Friendly/ Oriented Development	Area plans for high density mixed use surrounding stations at Summerfield & Largo - includes high density residential, office, retail, commercial and entertainment. Policy promoting joint development in place. Transit Overlay Zoning in place. Air rights development policy in place.	High
Growth Management	State of Maryland policy to discourage sprawl, encourage use of transit and joint development. 1000 Friends of Maryland coalition to focus growth, discourage sprawl. Prince George's County proposed land use and growth management policy.	High
Parking Management	WMATA is considering parking policies to enhance station parking. District of Columbia has 12% parking tax in place.	Med.
Mixed and/or High Density Land Use	Transit Overlay Zoning promotes mixed high density land uses around stations. Policies for joint development support mixed high density land use. Area plans for stations/corridors provide for mixed use higher density development.	High
Pedestrian Friendly Design	Prince George's County Master Plan guidelines provides policies to promote safe, visually pleasing pedestrian access; provide pedestrian trails between employment areas, activity centers and residential areas; pedestrian connections across parking areas. WMATA to provide enhanced access for walk-on transit patrons. Maryland's Bicycle and Pedestrian Access 2000 - provides plans, designs and other features to encourage walking and bicycling.	High

Exhibit 2

Criteria: Corridor and Station Area Policies

Project **DC-MD Largo Extension** Agency **WMATA & MTA**

Measure	Additional Information Relative to Rating
Transit Friendly/ Oriented Development	Transit agencies and local, regional and state jurisdictions appear to be cooperating in an effort to promote land uses and densities supportive of transit.
Growth Management	Growth management policies and efforts in place.
Parking Management	Efforts underway.
Mixed and/or High Density Land Use	Both current and planned.
Pedestrian Friendly Design	Policies in place.

Exhibit 2

Criteria: Current and Forecast Development Patterns

Project DC-MD Largo Extension Agency WMATA & MTA

Measure	Assessment Summary	Rating
High Transit Trip Generators Within Corridor	Largo Station will include USAir Arena, Largo Town Center, Inglewood Business Park, Commerce Park, Woodlands, 1500 dwelling units at the station and existing surrounding residential communities and growth areas. Summerfield Station includes proposed mixed use development including Redskins NFL Stadium, Jericho Baptist Church/School, higher density residential development of 1240 dwelling units.	High
CBD and Employment Center Jobs/ Employment Density	Anticipated increase of 175% in employment (from 4700 to 13,000 jobs) within the area between 1990 and 2020. Approx. 42% of work trips in corridor travel to Washington, DC. Two new major generators in the Washington CBD, MCI Center and DC Convention Center are located above existing Metrorail stations.	High
Pedestrian Friendly Design	WMATA policy to include pedestrian malls at future stations. Largo Station design will include pedestrian access to all elements of the station including pedestrian connections with trail access between stations, employment and residential areas. Largo Town Center includes pedestrian promenade across the park-and-ride facility. Summerfield to include hike and bike trails and 10 ft. sidewalks to link surrounding communities with station.	High
Current and Forecast Land Use Mix	Summerfield and Largo station areas have planned mix of high density residential, retail, commercial, office and entertainment facilities. In Largo station area some of the planned residential units and a large retail complex are completed. Shared development potential exists at Largo for 70 acres of land adjacent to the station.	High
Planned Density and Market Trends	Summerfield planned densities are: residential - 3.8 to 5.8 du/acre in the community and 10 to 20 du/acre around the station; commercial - 0.2 to 0.68 FAR. Largo planned densities are: residential - 10- 48 du/acre. An approved office development adjacent to Largo Town Center provides 1.4 million sq. ft. on 75 acres.	High

43

Exhibit 2

Criteria: Current and Forecast Development Patterns

Project **DC - MD Largo Extension** Agency **WMATA & MTA**

Measure	Additional Information Relative to Rating
High Transit Trip Generators Within Corridor	Some in place and others planned.
CBD and Employment Center Jobs/ Employment Density	Good employment in area and strong percentage traveling to Washington CBD.
Pedestrian Friendly Design	Policies in place.
Current and Forecast Land Use Mix	Planned mix of high density land use and development has been initiated.
Planned Density and Market Trends	Plans appear to be supportive of market trends in area.

Exhibit 2

Criteria: Development and Planning Processes

Project DC-MD Largo Extension Agency WMATA & MTA

Measure	Assessment Summary	Rating
Corridor and Station Area Development Plans	Prince George’s County has formal planning process for the development of current area master plans for the Landover and Largo areas. This process is also used in development of small area sector plans around Metrorail stations. Sector planning is underway for the Addison Road Station. The County has initiated Growth Policy and Economic Development Plans intended to focus growth in areas served by existing transit and highway infrastructure. County’s Transit Overlay Zone facilitates denser development around stations. Have initiated process of negotiating shared parking with USAir Arena.	High
Public Participation in Corridor and Station Area	County planning process requires public participation including citizens and property owners. MTA and WMATA have public hearing process incorporated into their planning process. MTA and WMATA also employ public agency outreach and information techniques which have been used throughout planning for this extension including newsletters, briefings with officials and community meetings, meetings with business groups and private developers.	High
Short and Long Range Development Targets in Corridor	The zoning, land use plans and financial incentives to promote development supportive of the rail extension are in place. The County’s Growth Policy is intended to further promote and concentrate future development in corridors with transit or existing highway.	High
Organizational Participation in Economic Development and Planning	WMATA’s Office of Business Planning Development is promoting market-driven initiatives, including coordination of transportation and land use, and developing implementation strategies for the land use and development within the extension corridor. WMATA and MTA are cooperating in promoting transit/pedestrian friendly design, parking management, and mixed high density land uses.	High

Exhibit 2

Criteria: Development and Planning Processes

Project **DC-MD Largo Extension** Agency **WMATA & MTA**

Measure	Additional Information Relative to Rating
Corridor and Station Area Development Plans	Planning process is well organized and coordinated.
Public Participation in Corridor and Station Area	Good public participation processes in place within agencies.
Short and Long Range Development Targets in Corridor	Strategic and reasonable.
Organizational Participation in Economic Development and Planning	Good coordinated effort.

Exhibit 2

Criteria: Implementation of Policies in the Corridor and Station Area

Project **DC-MD Largo Extension** Agency **WMATA & MTA**

Measure	Assessment Summary	Rating
Current/Anticipated Changes to Plans, Zoning, Parking Policies and Pedestrian Planning	Summerfield and Largo stations incorporate WMATA’s second generation transit station design that anticipates joint and/or adjacent development. If a Transit Overlay Zone is applied to either station area, the zoning and related policies will change to accommodate the specific TDOZ. Prince George’s County has initiated a Sector Plan for the Addison Road Station area. A small area plan may be initiated for the Largo Station area.	High
Development Proposals Received	Plan revision for the Largo Town Center based on anticipated Metrorail extension. This involves an increase in intensity for the Largo Corporate Square office component up to 1.4 million sq. ft. Norair 92 acre zoning has been approved to include 465 dwelling units and 184,000 sq. ft. of commercial development.	High
Joint Development Org., Transportation Management Assoc., Improvement Districts, Tax Abatement Programs, Downtown Assoc.	Existing programs that can be applied to the station area include Enterprise Zones, Expedited Development Permitting, Revitalization Loan Program, Redevelopment/Revitalization Tax Credits. WMATA has used and been successful with many joint development projects.	High
Level Of Jurisdictional Endorsement for Corridor and Station Area Plans	Metrorail extension is a top priority with Maryland’s Governor. Extension is supported by Prince George’s County, Maryland National Capital Park and Planning Commission, the Metropolitan Washington Council of Government and the Maryland DOT. Project is included in the County’s Master Plan, the Landover and Largo planning areas and MWCOG’s Long Range Transportation Plan.	High

Exhibit 2

Criteria: Implementation of Policies in the Corridor and Station Area

Project **DC-MD Largo Extension** Agency **WMATA & MTA**

Measure	Additional Information Relative to Rating
Current/Anticipated Changes to Plans, Zoning, Parking Policies and Pedestrian Planning	Plans, zoning and parking policies in place.
Development Proposals Received	Proposals received are supportive of plans.
Joint Development Org., Transportation Management Assoc., Improvement Districts, Tax Abatement Programs, Downtown Assoc.	Range of available programs.
Level Of Jurisdictional Endorsement for Corridor and Station Area Plans	Strong support from all levels of government.

Exhibit 3

Criteria: Corridor and Station Area Policies

Project Southtown Corridor Agency Kansas City Area Transp. Authority

Measure	Assessment Summary	Rating
Transit Friendly/ Oriented Development	No existing station or corridor area policies related to transit oriented development were cited.	Low
Growth Management	No specific growth management policies mentioned. A policy associated with transportation is intended to "focus development in priority areas". Also noted an implementation strategy to focus highest density growth, development and redevelopment at existing activity centers.	Low
Parking Management	No parking management policies.	Low
Mixed and/or High Density Land Use	No mention of specific mixed and/or high density land use policies for support of transit stations/corridors.	Low
Pedestrian Friendly Design	No mention of pedestrian friendly design guidelines for transit corridors and/or stations.	Low

Exhibit 3

Criteria: Corridor and Station Area Policies

Project Southtown Corridor Agency Kansas City Area Transp. Authority

Measure	Additional Information Relative to Rating
Transit Friendly/ Oriented Development	The material submitted noted that specific transit corridor and/or station areas policies are not currently in place. However, a copy of a report was provided which recommended a number of transit supportive policies that should be implemented to fully support the proposed improvement. Similarly, a study completed by the area Chamber of Commerce noted that supportive land use and development plans and policies are needed to support the transit and redevelopment efforts. Overall the area appears to be headed in the right direction regarding implementation of policies to support the planned light rail line.
Growth Management	
Parking Management	
Mixed and/or High Density Land Use	
Pedestrian Friendly Design	

Exhibit 3

Criteria: Current and Forecast Development Patterns

Project **Southtown Corridor** Agency **Kansas City Area Transp. Authority**

Measure	Assessment Summary	Rating
High Transit Trip Generators Within Corridor	The corridor encompasses an area with the highest densities and greatest number of activity centers within the Kansas City metropolitan area including the Central Business District, the Crown Center and Country Club Plaza activity centers, and major housing developments.	Med.
CBD and Employment Center Jobs/ Employment Density	1990 employment within corridor is 256,900 (approx. 31% of the region's employment). Projected 2010 employment is 266,100 (approx. 27% of region's employment). 1990 CBD employment - 51,000; 1990 Crown Center employment = 13,000; 1990 Country Club Plaza employment = 10,000; 1990 UMKC/Rockhurst College employment/students = 8,000/15,000. Overall density within corridor estimated to be between 250 and 1100 employees per acre.	Med. To Low
Pedestrian Friendly Design	A policy to promote pedestrian linkages within neighborhoods was noted, but nothing specifically related to the proposed improvement.	Low
Current and Forecast Land Use Mix	Sufficient information was not provided.	Low
Planned Density and Market Trends	Information not provided.	Low

Exhibit 3

Criteria: Current and Forecast Development Patterns

Project Southtown Corridor Agency Kansas City Area Transp. Authority

Measure	Additional Information Relative to Rating
High Transit Trip Generators Within Corridor	Existing generators and development may not be adequate to support light rail, but appears to provide a strong base for promoting future dense development within the corridor.
CBD and Employment Center Jobs/ Employment Density	Increase in employment densities needed to support transit. This is recognized by the city and is a proposed implementation strategy in their Plan.
Pedestrian Friendly Design	
Current and Forecast Land Use Mix	
Planned Density and Market Trends	

Exhibit 3

Criteria: Development and Planning Processes

Project Southtown Corridor Agency Kansas City Area Transp. Authority

Measure	Assessment Summary	Rating
Corridor and Station Area Development Plans	Have initiated process to plan for development priorities in areas surrounding stations. Nothing is currently in place.	Low
Public Participation in Corridor and Station Area	Have provided for adequate public participation through the MIS process.	Med.
Short and Long Range Development Targets in Corridor	No specific targets were noted.	Low
Organizational Participation in Economic Development and Planning	Appear to have targeted a number of organizations in the MIS phase of project development as well as continued economic development efforts for the urban core area.	Med.

Exhibit 3

Criteria: Development and Planning Processes

Project Southtown Corridor Agency Kansas City Area Transp. Authority

Measure	Additional Information Relative to Rating
Corridor and Station Area Development Plans	Process not yet initiated.
Public Participation in Corridor and Station Area	
Short and Long Range Development Targets in Corridor	
Organizational Participation in Economic Development and Planning	

Exhibit 3

Criteria: Implementation of Policies in the Corridor and Station Area

Project Southtown Corridor Agency Kansas City Area Transp. Authority

Measure	Assessment Summary	Rating
Current/Anticipated Changes to Plans, Zoning, Parking Policies and Pedestrian Planning	Anticipated plans to change zoning to provide for mixed high density land uses within transit corridors. Noted implementation strategy to focus growth and target investment incentives in existing activity centers.	Low to Med.
Development Proposals Received	None noted in submission.	Low
Joint Development Org., Transportation Management Assoc., Improvement Districts, Tax Abatement Programs, Downtown Assoc.	None found in material submitted.	Low
Level Of Jurisdictional Endorsement for Corridor and Station Area Plans	Plans completed to date appear to have adequate support, pending implementation of recommended policies and strategies associated with the proposed transit line.	Med.

Exhibit 3

Criteria: Implementation of Policies in the Corridor and Station Area

Project Southtown Corridor Agency Kansas City Area Transp. Authority

Measure	Additional Information Relative to Rating
Current/Anticipated Changes to Plans, Zoning, Parking Policies and Pedestrian Planning	No changes yet implemented.
Development Proposals Received	
Joint Development Org., Transportation Management Assoc., Improvement Districts, Tax Abatement Programs, Downtown Assoc.	
Level Of Jurisdictional Endorsement for Corridor and Station Area Plans	Further detail on local, regional and state support would assist in this rating.

Exhibit 4

Criteria: Corridor and Station Area Policies

Project **Third Street Line** Agency **San Francisco Muni**

Measure	Assessment Summary	Rating
Transit Friendly/ Oriented Development	Active and long standing commitment to transit oriented development reflected in SF General Plan and Planning Code.	High
Growth Management	Special neighborhood commercial districts, vertically zoned neighborhood commercial districts, etc.	High
Parking Management	Planning Code places absolute limits on number of parking spaces. Short term parking given higher priority than long term.	High
Mixed and/or High Density Land Use	Planning Code encourages mixed use development of housing and small scale retail in neighborhood commercial districts (by reduced parking requirements).	High
Pedestrian Friendly Design	General Plan designates a citywide pedestrian network of pedestrian friendly streets. Policies also promote the preservation of historic street amenities (e.g., street lights) and building frontages.	High

Exhibit 4

Criteria: Corridor and Station Area Policies

Project Third Street Line Agency San Francisco Muni

Measure	Additional Information Relative to Rating
Transit Friendly/ Oriented Development	
Growth Management	
Parking Management	
Mixed and/or High Density Land Use	
Pedestrian Friendly Design	

Exhibit 4

Criteria: Current and Forecast Development Patterns

Project Third Street Line Agency San Francisco Muni

Measure	Assessment Summary	Rating
High Transit Trip Generators Within Corridor	Proposed corridor serves a number of existing and planned communities of various land use and demographic characteristics. Transit generators include connection to Chinatown from Vistacion Valley for elderly Asian population, access to CBD for professional residents of Bayview-Hunters Point, connection to planned mixed use residential Mission Bay development.	High
CBD and Employment Center Jobs/ Employment Density	Proposed project serves employment centers along bay front and eastern part of CBD (with easy access to central CBD using existing transit service).	High
Pedestrian Friendly Design	Planning regulations encourage pedestrian oriented design citywide.	High
Current and Forecast Land Use Mix	Numerous mixed use neighborhoods / neighborhood commercial districts. Light industrial along east side of city / Bayshore.	High
Planned Density and Market Trends	Medium to high density projected based on current planning regulations and existing development.	High

Exhibit 4

Criteria: Current and Forecast Development Patterns

Project **Third Street Line** Agency **San Francisco Muni**

Measure	Additional Information Relative to Rating
High Transit Trip Generators Within Corridor	
CBD and Employment Center Jobs/ Employment Density	
Pedestrian Friendly Design	
Current and Forecast Land Use Mix	
Planned Density and Market Trends	

Exhibit 4

Criteria: Development and Planning Processes

Project **Third Street Line** Agency **San Francisco Muni**

Measure	Assessment Summary	Rating
Corridor and Station Area Development Plans	All corridor and station area development plans conform to the General Plan and Planning Code. Specific plans include a “signature” transit station identifying the Third Street commercial district.	High
Public Participation in Corridor and Station Area	Many communities in the corridor are within Redevelopment project areas or Redevelopment survey areas where the Redevelopment Agency is working directly with community members to implement existing plans or develop new revitalization plans. A project web site is available at http://thecity.sfsu.edu/~thirdst .	High
Short and Long Range Development Targets in Corridor	In addition to transit service improvements the project is seen as an opportunity to create an economic revitalization strategy for the corridor. Development targets in the corridor include attracting and retaining viable businesses, increasing retail spending, addressing merchant parking needs, improving public safety, and retaining and supporting neighborhood businesses during construction.	High
Organizational Participation in Economic Development and Planning	Participation by various citizen and business organizations is planned. These are led by the South Bayshore Community Development Corporation (SBCDC) and involve forming a Project Area Committee based on a series of meeting with local organizations.	High

Exhibit 4

Criteria: Development and Planning Processes

Project **Third Street Line** Agency **San Francisco Muni**

Measure	Additional Information Relative to Rating
Corridor and Station Area Development Plans	
Public Participation in Corridor and Station Area	
Short and Long Range Development Targets in Corridor	
Organizational Participation in Economic Development and Planning	

Exhibit 4

Criteria: Implementation of Policies in the Corridor and Station Area

Project **Third Street Line** Agency **San Francisco Muni**

Measure	Assessment Summary	Rating
Current/Anticipated Changes to Plans, Zoning, Parking Policies and Pedestrian Planning	Specific policies to facilitate the development of transit supportive land use along Third Street were adopted as part of the South Bayshore Area Plan and incorporated in the San Francisco General Plan in 1995.	High
Development Proposals Received	No information provided on specific development proposals.	NA
Joint Development Org., Transportation Management Assoc., Improvement Districts, Tax Abatement Programs, Downtown Assoc.	South Bayshore Community Development Corporation (SBCDC), Project Area Committee (PAC), San Francisco Redevelopment Agency. Vistacion Valley, Bayview-Hunters Point, and South of Market area are all federal enterprise communities.	High
Level of Jurisdictional Endorsement for Corridor and Station Area Plans	The proposed rail line will be constructed and operated entirely within the city and county of San Francisco. The San Francisco Public Transportation Commission (PTC) will approve options and sanction the final locally preferred alternative. The San Francisco Board of Supervisors has designated this corridor as the priority new rail corridor to receive local sales tax funds.	High

Exhibit 4

Criteria: Implementation of Policies in the Corridor and Station Area

Project Third Street Line Agency San Francisco Muni

Measure	Additional Information Relative to Rating
Current/Anticipated Changes to Plans, Zoning, Parking Policies and Pedestrian Planning	
Development Proposals Received	
Joint Development Org., Transportation Management Assoc., Improvement Districts, Tax Abatement Programs, Downtown Assoc.	
Level Of Jurisdictional Endorsement for Corridor and Station Area Plans	

Exhibit 5

Criteria: Corridor and Station Area Policies

Project Mid-Coast Corridor Agency San Diego MTDB

Measure	Assessment Summary	Rating
Transit Friendly/ Oriented Development	Various manuals, videos, guidelines, and statements of joint development policy provided by MTDB to potential developers. Additional detail beyond what is in the general plan is contained in community plan policies (e.g., Linda Vista, Clairemont Mesa, Pacific Beach, La Jolla, and University).	Med
Growth Management	General plan encourages urban revitalization, development of self-contained new communities, and the further development of the light rail system for region commuting. Regional growth management strategy approved by San Diego Association of Governments (SANDAG). Implementation however is up to cities and county.	Med.
Parking Management	Recent improvement in air quality rating for San Diego resulted in repeal of the parking element in the citywide TDM plan. Proposed citywide regulations allow reduction of parking required for projects near transit.	Low
Mixed and/or High Density Land Use	Revisions to the city zoning code are being proposed to encourage the implementation of transit oriented development guidelines.	Med.
Pedestrian Friendly Design	Pedestrian design guidelines included in the MTDB manual. Pedestrian guidelines also implied in transit oriented elements of community plans.	Med.

Exhibit 5

Criteria: Corridor and Station Area Policies

Project Mid-Coast Corridor Agency San Diego MTDB

Measure	Additional Information Relative to Rating
Transit Friendly/ Oriented Development	
Growth Management	
Parking Management	
Mixed and/or High Density Land Use	
Pedestrian Friendly Design	

Exhibit 5

Criteria: Current and Forecast Development Patterns

Project **Mid-Coast Corridor** Agency **San Diego MTDB**

Measure	Assessment Summary	Rating
High Transit Trip Generators Within Corridor	Major trip generators with high transit trip potential identified within corridor (private employers > 500, office buildings > 2,500 sq ft, industrial parks > 100,000 sq ft, shopping centers, colleges & universities, and other activity centers).	High
CBD and Employment Center Jobs/ Employment Density	Corridor employment density for 1990 and 2015 provided showing clusters of employment along proposed alignment. High incremental growth around key stations. Total employment estimates and projections also shown for Centre City and Mission Valley communities.	High
Pedestrian Friendly Design	Included in Community Plans, as well as in General Plan.	Med.
Current and Forecast Land Use Mix	Residential density estimates and forecasts shown for corridor showing an increase of some 32,560 units between 1990 and 2015 (exclusive of group quarters).	Med.
Planned Density and Market Trends	Based on community plans.	Med.

Exhibit 5

Criteria: Current and Forecast Development Patterns

Project Mid-Coast Corridor Agency San Diego MTDB

Measure	Additional Information Relative to Rating
High Transit Trip Generators Within Corridor	
CBD and Employment Center Jobs/ Employment Density	
Pedestrian Friendly Design	
Current and Forecast Land Use Mix	
Planned Density and Market Trends	

Exhibit 5

Criteria: Development and Planning Processes

Project **Mid-Coast Corridor** Agency **San Diego MTDB**

Measure	Assessment Summary	Rating
Corridor and Station Area Development Plans	Extensive rail system development plan with detailed description of station areas. Development plans appear to be in place.	High
Public Participation in Corridor and Station Area	Public participation within the MIS / AA framework.	Low
Short and Long Range Development Targets in Corridor	Determined by community plans.	Med.
Organizational Participation in Economic Development and Planning	Specific citywide outreach efforts include business expansion and retention program, office of small business, neighborhood revitalization, and office of trade and technology. Corridor specific efforts in Linda Vista, Morena District, Old Town, Pacific Beach, La Jolla, and Clairemont.	Med.

Exhibit 5

Criteria: Development and Planning Processes

Project Mid-Coast Corridor Agency San Diego MTDB

Measure	Additional Information Relative to Rating
Corridor and Station Area Development Plans	
Public Participation in Corridor and Station Area	
Short and Long Range Development Targets in Corridor	
Organizational Participation in Economic Development and Planning	

Exhibit 5

Criteria: Implementation of Policies in the Corridor and Station Area

Project Mid-Coast Corridor Agency San Diego MTDB

Measure	Assessment Summary	Rating
Current/Anticipated Changes to Plans, Zoning, Parking Policies and Pedestrian Planning	Various community plan updates underway. Also comprehensive land development and zoning code update, and street design manual in support of other guidelines is being updated.	Med.
Development Proposals Received	Specific development proposals received from each community planning area. Proposals modest to minor, based on brief descriptions.	Low
Joint Development Org., Transportation Management Assoc., Improvement Districts, Tax Abatement Programs, Downtown Assoc.	San Diego TMA to expand to include northern communities.	Low
Level of Jurisdictional Endorsement for Corridor and Station Area Plans	MTDB has not prepared station plans, instead they influence and guide the community plans and private station area plans.	Med.

Exhibit 5

Criteria: Implementation of Policies in the Corridor and Station Area

Project Mid-Coast Corridor

Agency San Diego MTDB

Measure	Additional Information Relative to Rating
Current/Anticipated Changes to Plans, Zoning, Parking Policies and Pedestrian Planning	
Development Proposals Received	
Joint Development Org., Transportation Management Assoc., Improvement Districts, Tax Abatement Programs, Downtown Assoc.	
Level of Jurisdictional Endorsement for Corridor and Station Area Plans	

Exhibit 6

Criteria: Corridor and Station Area Policies

Project **North Corridor** Agency **Miami-Dade Transit**

Measure	Assessment Summary	Rating
Transit Friendly/ Oriented Development	No station or corridor transit development policies noted in material.	Low
Growth Management	The State of Florida does have a growth management policy related to planning and an area's urban development boundary. However, this was not related to the proposed improvement in anyway in material sent.	Low
Parking Management	No parking management policies noted in material provided.	Low
Mixed and/or High Density Land Use	No specific plans for mixed and/or high density land use within station and/or corridor provided.	Low
Pedestrian Friendly Design	No note of provisions for pedestrian friendly design.	Low

Exhibit 6

Criteria: Corridor and Station Area Policies

Project North Corridor Agency Miami-Dade Transit

Measure	Additional Information Relative to Rating
Transit Friendly/ Oriented Development	The only material provided for reference in this assessment was the Social, Economic and Environmental Impacts and Mitigation report performed as part of the Major Investment Study.
Growth Management	Low rating due to insufficient material to relate growth management to promotion of transit supportive land uses.
Parking Management	None mentioned.
Mixed and/or High Density Land Use	None mentioned.
Pedestrian Friendly Design	None mentioned.

Exhibit 6

Criteria: Current and Forecast Development Patterns

Project North Corridor Agency Miami-Dade Transit

Measure	Assessment Summary	Rating
High Transit Trip Generators Within Corridor	A number of high transit trip generators are within the corridor including North Shore Medical Center, Miami/Dade Community College, Opa-locka Airport, Joe Robbie Stadium, Calder Race Course, and numerous manufactures with 200 to 600 employees each. No future high transit trip generators mentioned.	Med.
CBD and Employment Center Jobs/ Employment Density	1990 Employment within corridor 117,450. No current or future estimates of employment density provided. No future employment projections provided.	Low
Pedestrian Friendly Design	No future changes mentioned relative to promotion of pedestrian friendly design.	Low
Current and Forecast Land Use Mix	Current general land use mix within corridor is 44% residential (41% single family residential), 7% commercial/office, 7% industrial, 14% transportation/communications/utilities (high due to airport), and 12% undeveloped. Future land use plan indicates this mix should remain similar.	Low
Planned Density and Market Trends	Future land use plan indicates planned densities to remain similar to existing. No mention of changing market trends within corridor.	Low

Exhibit 6

Criteria: Current and Forecast Development Patterns

Project North Corridor Agency Miami-Dade Transit

Measure	Additional Information Relative to Rating
High Transit Trip Generators Within Corridor	Insufficient material was provided to make an adequate assessment. However, there are a number of potential high trip generators within the corridor although specific locations were not identified for most.
CBD and Employment Center Jobs/ Employment Density	Need additional information.
Pedestrian Friendly Design	No mention of this in information.
Current and Forecast Land Use Mix	Low rating based on high percentage of low density residential land use within corridor and no plans for change based on future land use map.
Planned Density and Market Trends	No mention of change to planned densities in corridor.

Exhibit 6

Criteria: Development and Planning Processes

Project **North Corridor** Agency **Miami-Dade Transit**

Measure	Assessment Summary	Rating
Corridor and Station Area Development Plans	No information on development and planning process for corridor and/or station areas.	Low
Public Participation in Corridor and Station Area	No specific information provided.	Low
Short and Long Range Development Targets in Corridor	Short range target development of commercial/office development in vacant land adjacent to Airport.	Low
Organizational Participation in Economic Development and Planning	No specific process for participation provided.	Low

Exhibit 6

Criteria: Development and Planning Processes

Project North Corridor Agency Miami-Dade Transit

Measure	Additional Information Relative to Rating
Corridor and Station Area Development Plans	Insufficient information provided to make a reasonable assessment which resulted in a low rating.
Public Participation in Corridor and Station Area	See above.
Short and Long Range Development Targets in Corridor	See above.
Organizational Participation in Economic Development and Planning	See above.

Exhibit 6

Criteria: Implementation of Policies in the Corridor and Station Area

Project North Corridor Agency Miami-Dade Transit

Measure	Assessment Summary	Rating
Current/Anticipated Changes to Plans, Zoning, Parking Policies and Pedestrian Planning	Based on the current and future land use maps no changes are anticipated for zoning. No mention of changes to policies for parking or pedestrian planning in information provided.	Low
Development Proposals Received	None mentioned.	Low
Joint Development Org., Transportation Management Assoc., Improvement Districts, Tax Abatement Programs, Downtown Assoc.	None mentioned.	Low
Level Of Jurisdictional Endorsement for Corridor and Station Area Plans	None mentioned.	Low

Exhibit 6

Criteria: Implementation of Policies in the Corridor and Station Area

Project North Corridor Agency Miami-Dade Transit

Measure	Additional Information Relative to Rating
Current/Anticipated Changes to Plans, Zoning, Parking Policies and Pedestrian Planning	Insufficient information was provided to make an adequate assessment.
Development Proposals Received	See above.
Joint Development Org., Transportation Management Assoc., Improvement Districts, Tax Abatement Programs, Downtown Assoc.	See above.
Level Of Jurisdictional Endorsement for Corridor and Station Area Plans	See above.

Exhibit 7

Criteria: Corridor and Station Area Policies

Project North Central LRT Ext. Agency DART

Measure	Assessment Summary	Rating
Transit Friendly/Oriented Development	No specific formal policies. DART opened discussions with Plano and Richardson, both of which examining future land use potential. New development in Dallas will generally be redevelopment, which is a sensitive issue, and therefore much more difficult to accomplish.	Low
Growth Management	No Formal policies. Comprehensive plans recognize the existence of transit, and reports indicate some planned development levels cannot be served by existing highway system without transit, but no more specific policies have been developed.	Low
Parking Management	Nothing indicated.	Low
Mixed and/or High Density Land Use	Comprehensive plans recognize the existence of transit, do not aggressively promote mixed land uses and high density development in station areas.	Low
Pedestrian Friendly Design	Nothing indicated.	Low

Exhibit 7

Criteria: Corridor and Station Area Policies

Project **North Central LRT Ext.** Agency **DART**

Measure	Additional Information Relative to Rating
Transit Friendly/Oriented Development	
Growth Management	
Parking Management	
Mixed and/or High Density Land Use	
Pedestrian Friendly Design	

Exhibit 7

Criteria: Current and Forecast Development Patterns

Project **North Central LRT Ext.** Agency **DART**

Measure	Assessment Summary	Rating
High Transit Trip Generators Within Corridor	Several stations located to serve major generators, including Presbyterian Hosp, and Texas Instruments.	Med.
CBD and Employment Center Jobs/ Employment Density	This is the highest employment corridor in the region, including the downtown and suburban centers north of CBD. Employment growth of 54% is anticipated.	Med.
Pedestrian Friendly Design	No further policies indicated.	Low
Current and Forecast Land Use Mix	This is the second highest population corridor in the region, with 382,000 population.	Low (for growth potential)
Planned Density and Market Trends	Dallas Growth Policy plan acknowledges areas of higher density development appropriate near some stations - "growth nodes" - but not for others, especially residential neighborhoods. For the corridor, modest 10% gain, 39,000 people, is expected by the year 2010	Low

Exhibit 7

Criteria: Current and Forecast Development Patterns

Project **North Central LRT Ext.** Agency **DART**

Measure	Additional Information Relative to Rating
High Transit Trip Generators Within Corridor	
CBD and Employment Center Jobs/ Employment Density	
Pedestrian Friendly Design	
Current and Forecast Land Use Mix	
Planned Density and Market Trends	

Exhibit 7

Criteria: Development and Planning Processes

Project **Dallas North Central LRT Ext.** Agency **DART**

Measure	Assessment Summary	Rating
Corridor and Station Area Development Plans	Each city is now beginning to address station area plans, now that station sites selected.	Low
Public Participation in Corridor and Station Area	DART has held several public meetings and three formal hearings, a requirement before Board approves a station location.	High
Short and Long Range Development Targets in Corridor	Still in planning phase.	Low
Organizational Participation in Economic Development and Planning	None indicated.	Low

Exhibit 7

Criteria: Development and Planning Processes

Project **Dallas North Central LRT Ext.** Agency **DART**

Measure	Additional Information Relative to Rating
Corridor and Station Area Development Plans	
Public Participation in Corridor and Station Area	
Short and Long Range Development Targets in Corridor	
Organizational Participation in Economic Development and Planning	

Exhibit 7

Criteria: Implementation of Policies in the Corridor and Station Area

Project **Dallas North Central LRT Ext.** Agency **DART**

Measure	Assessment Summary	Rating
Current/Anticipated Changes to Plans, Zoning, Parking Policies and Pedestrian Planning	Early discussions, no major changes.	Low
Development Proposals Received	DART is working with developers at two locations on the existing system, and but there is only a possibility indicated along this route so far.	Low
Joint Dev Org., Transportation Management Assoc., Improvement Districts, Tax Abatement Programs, Downtown Assoc.	None indicated.	Low
Level of Jurisdictional Endorsement for Corridor and Station Area Plans	Nothing yet.	Low

Exhibit 7

Criteria: Implementation of Policies in the Corridor and Station Area

Project **Dallas North Central LRT Ext.** Agency **DART**

Measure	Additional Information Relative to Rating
Current/Anticipated Changes to Plans, Zoning, Parking Policies and Pedestrian Planning	
Development Proposals Received	
Joint Development Org., Transportation Management Assoc., Improvement Districts, Tax Abatement Programs, Downtown Assoc.	
Level Of Jurisdictional Endorsement for Corridor and Station Area Plans	

Exhibit 8

Criteria: Corridor and Station Area Policies

Project Orlando I-4 Light Rail Agency Central Florida RTA

Measure	Assessment Summary	Rating
Transit Friendly/Oriented Development	Comprehensive plans for Orange and Seminole Counties, Orlando and 7 suburban cities have been amended to include transit facilities and transit - friendly goals, objectives, and policies.	High
Growth Management	Florida has a dazzling array of planning regulations pertaining to local and regional agencies. Foremost among these is the Local Government Planning and Land Regulation Act, which requires jurisdictions' plans to be consistent with adjacent communities, regional plans, State agency (including DOT) plans, and the State Comprehensive Plan. Jurisdictions are required to show that infrastructure, including traffic and transportation, meets adopted Levels of Service be provided concurrently with planned growth. Regional plans emphasize compact growth in established urban areas and activity centers.	Med.
Parking Management	A consideration in station selection. Orlando CBD parking policies include limits on the amount of downtown parking, a pricing and enforcement program, and payment in-lieu-of-parking to develop peripheral parking.	Med.
Mixed and/or High Density Land Use	Station selection criteria for RTA include minimum residential densities of 15 to 40 d.u./net acre and non-residential FAR's of 0.5 - 1.0 + 2.0 with structured parking.	Med.
Pedestrian Friendly Design	The regional long range transportation plan calls for a system of interconnected bicycle lanes, trails, and sidewalks joining activity and transit centers. New road projects will include bicycle/pedestrian facilities. Orlando CBD master plan supports transit through streetscape improvements for pedestrians. A master plan for the International Drive area emphasizes pedestrian improvements.	Med.

Exhibit 8

Criteria: Corridor and Station Area Policies

Project Orlando I-4 Light Rail Agency Central Florida RTA

Measure	Additional Information Relative to Rating
Transit Friendly/Oriented Development	
Growth Management	
Parking Management	
Mixed and/or High Density Land Use	
Pedestrian Friendly Design	

Exhibit 8

Criteria: Current and Forecast Development Patterns

Project Orlando I-4 Light Rail Agency Central Florida RTA

Measure	Assessment Summary	Rating
High Transit Trip Generators Within Corridor	Eight of the region’s twelve activity centers are located in the corridor, including the tourist attractions of Walt Disney World and International Drive.	Med.
CBD and Employment Center Jobs/ Employment	In 1990, the corridor contained 14% of the region’s population and 44% of employment. Forecasts indicate a growth of 273,000 jobs, 100,000 new hotel rooms, and 101,000 additional residents. Much of this will be in activity centers, which are forecast to increase their share of attracted trips from 52% in 1990 to 57% in 2010.	Med.
Pedestrian Friendly Design	A number of new growth areas are emphasizing pedestrian design, such as the International Drive study indicated above. This has a special appeal for many of the region’s tourists. Future evaluations should report on any steps taken toward implementation.	N/A
Current and Forecast Land Use Mix	Mixes of uses is being emphasized, although data was not reported for stations or corridor.	N/A
Planned Density and Market Trends	There are areas of significant density, now and in the future, many of them served by the project.	Med.

Exhibit 8

Criteria: Current and Forecast Development Patterns

Project Orlando I-4 Light Rail Agency Central Florida RTA

Measure	Additional Information Relative to Rating
High Transit Trip Generators Within Corridor	
CBD and Employment Center Jobs/ Employment Density	
Pedestrian Friendly Design	
Current and Forecast Land Use Mix	
Planned Density and Market Trends	

Exhibit 8

Criteria: Development and Planning Processes

Project **Orlando I-4 Light Rail** Agency **Central Florida RTA**

Measure	Assessment Summary	Rating
Corridor and Station Area Development Plans	As indicated above, many of the comprehensive plans have already been modified.	Med.
Public Participation in Corridor and Station Area	Included as part of MIS/DEIS.	Low
Short and Long Range Development Targets in Corridor	LYNX expects to adopt a Corridor Development Plan, and specific station area components.	Med.
Organizational Participation in Economic Development and Planning	Corridor planning teams will include businesses and economic development officials. The corridor plan for the International Drive segment has resulted in potential partners to fund one quarter of capital cost.	High

Exhibit 8

Criteria: Development and Planning Processes

Project **Orlando I-4 Light Rail** Agency **Central Florida RTA**

Measure	Additional Information Relative to Rating
Corridor and Station Area Development Plans	
Public Participation in Corridor and Station Area	
Short and Long Range Development Targets in Corridor	
Organizational Participation in Economic Development and Planning	

Exhibit 8

Criteria: Implementation of Policies in the Corridor and Station Area

Project **Orlando I-4 Light Rail** Agency **Central Florida RTA**

Measure	Assessment Summary	Rating
Current/Anticipated Changes to Plans, Zoning, Parking Policies and	A complete review of local ordinances has been carried out, with significant changes indicated as a result of the project.	Med.
Development Proposals Received	Early in process, although Universal Studios has integrated an LRT station into its expansion plans.	High
Joint Dev Org., Transportation Management Assoc., Improvement Districts, Tax Abatement Programs, Downtown Assoc.	Agency plans to work with all , but none specifically mentioned.	Low
Level of Jurisdictional Endorsement for Corridor and Station Area Plans	Many jurisdictions appear to have supported the current stage of project development with supporting plans.	Med.

Exhibit 8

Criteria: Implementation of Policies in the Corridor and Station Area

Project **Orlando I-4 Light Rail** Agency **Central Florida RTA**

Measure	Additional Information Relative to Rating
Current/Anticipated Changes to Plans, Zoning, Parking Policies and Pedestrian Planning	
Development Proposals Received	
Joint Development Org., Transportation Management Assoc., Improvement Districts, Tax Abatement Programs, Downtown Assoc.	
Level Of Jurisdictional Endorsement for Corridor and Station Area Plans	

Exhibit 9

Criteria: Corridor and Station Area Policies

Project **South-North LRT** Agency **Metro, Tri-Met**

Measure	Assessment Summary	Rating
Transit Friendly/Oriented Development	Metro, the elected regional government, is adopting a 2040 Growth Concept, which focused on the creation of ten mixed use “regional centers” which would be patterned to be transit supportive, town centers and main streets , all well served by transit.	High
Growth Management	The Region 2040 plan to be adopted in 1997, calls for focusing growth on transit, reducing the size of single family lots, and expanding transit. It is expected that 2/3rds of jobs and 40% of households would be in existing centers and along corridors served by bus and rail. It also calls for minimal expansion of the Urban Growth Boundary, the state Transportation Planning Rule.	High
Parking Management	The Transportation Planning Rule adopted by the Oregon Land Conservation and Development Commission in 1991, requires cities and counties to change subdivision and development ordinances to facilitate a 10% reduction in parking spaces per capita. Local governments in the South - North Corridor have 24 months to change local codes for parking.	High
Mixed and/or High Density Land Use	Mixed use centers in the corridor, in addition to downtown Portland, include Milwaukie and the Clackmas Town Center. The revised local codes will require densities of 60 persons per acre in those centers.	High
Pedestrian Friendly Design	Plans call for transit and pedestrian oriented communities. In addition, the Transportation Planning Rule requires changes in site design to promote pedestrian access.	High

Exhibit 9

Criteria: Corridor and Station Area Policies

Project South-North LRT Agency Metro, Tri-Met

Measure	Additional Information Relative to Rating
Transit Friendly/Oriented Development	All the local governments in the corridor have voted to support the Urban Growth Management Functional Plan. They now have 24 months to change local codes to allow higher densities for Regional Centers in Milwaukee and Clackamas Town Center, maximum parking ratios, and minimum residential densities.
Growth Management	
Parking Management	
Mixed and/or High Density Land Use	
Pedestrian Friendly Design	

Exhibit 9

Criteria: Current and Forecast Development Patterns

Project **South-North LRT** Agency **Metro, Tri-Met**

Measure	Assessment Summary	Rating
High Transit Trip Generators Within Corridor	In addition to the two regional centers, Milwaukie CBD and the Clackamas Town Center, the corridor includes the Milwaukie Industrial area, the Oregon Museum of Science and Industry, and a major development opportunity in the North Macadam District. There are several major Generators in and near downtown Portland, the anchor of this corridor.	Med.
CBD and Employment Center Jobs/ Employment Density	Employment in downtown Portland, is expected to grow significantly, going from 148,000 employees in 1995 to 210,000 by 2010. Densities in the two regional centers are expected to reach 60 employees per acre.	High
Pedestrian Friendly Design	The 2040 plan calls for transit oriented design, which means not only higher density, but also grid street systems to facilitate walking.	High
Current and Forecast Land Use Mix	The plan calls for a mix of uses in the various centers.	High
Planned Density and Market Trends	Historically, 13% of all multi-family rental units have had densities of at least 23 units per acre. By 1995, this had grown to 44%, and between 1995 and 2015, the expectation is that 74% of multi-family units will be greater than this density. Since 1990, the share of small lot single family has increased from 19% to 54%, and average lot size has fallen almost in half since the 1980's.	High

Exhibit 9

Criteria: Current and Forecast Development Patterns

Project South-North LRT Agency Metro, Tri-Met

Measure	Additional Information Relative to Rating
High Transit Trip Generators Within Corridor	
CBD and Employment Center Jobs/ Employment Density	
Pedestrian Friendly Design	
Current and Forecast Land Use Mix	
Planned Density and Market Trends	

Exhibit 9

Criteria: Development and Planning Processes

Project South-North LRT Agency Metro, Tri-Met

Measure	Assessment Summary	Rating
Corridor and Station Area Development Plans	Portland's plans have already been revised, and those of other local governments in the corridor are required to be within 24 months. Station Area Plans, which take the form of amendments to comprehensive plans, were adopted in Portland, Gresham, and Multnomah County in the 1980's to support the Eastside MAX line. Interim station area guidelines were adopted to guide development for communities along the Eastside rail stations in the early 1990's, and Station Area Plans are now being developed. Similar plans are expected along the South-North line.	High
Public Participation in Corridor and Station Area	Metro's Region 2040 plan conducted extensive surveys of citizens, and held many large and small group meetings to work out the vision.	High
Short and Long Range Development Targets in Corridor	Clackamas County, which includes the majority of the corridor, anticipates a 57% growth in households, and a 72% growth in employment. No information was included on specific targets in the corridor.	N/A
Organizational Participation in Economic Development and Planning	Not mentioned in submittal.	N/A

Exhibit 9

Criteria: Development and Planning Processes

Project **South-North LRT** Agency **Metro, Tri-Met**

Measure	Additional Information Relative to Rating
Corridor and Station Area Development Plans	
Public Participation in Corridor and Station Area	
Short and Long Range Development Targets in Corridor	
Organizational Participation in Economic Development and Planning	

Exhibit 9

Criteria: Implementation of Policies in the Corridor and Station Area

Project South-North LRT Agency Metro, Tri-Met

Measure	Assessment Summary	Rating
Current/Anticipated Changes to Plans, Zoning, Parking Policies and Pedestrian Planning	The city of Milwaukee is updating plans for their Regional Center and Clackamas County is developing a new plan for the Clackamas Town Center. Portland has initiated planning for the Southeast, to implement the 2040 Plan Concept and LRT plans, as well as adopting a new Comprehensive Land Use plan for the area between downtown Portland and the Columbia river specifically identifying the two alternative rail alignments under study.	High
Development Proposals Received	No specific development proposals indicated at this early stage in the planning process.	N/A
Joint Dev Org., Transportation Management Assoc., Improvement Districts, Tax Abatement Programs, Downtown Assoc.	There are a number of instances of direct public participation in development projects. Examples include the Pioneer Place project, where the Portland Development Commission took the lead, the \$25 million fund to subsidize housing called for in Portland's plans, the City of Portland's approval of \$100 million in tax increment funds to support inner city urban renewal, (of which there are three active districts along the South/North line), and Tri-Met's active involvement in such projects as the Gresham Central apartments. Development along the transit oriented model, initially planned under an FTA Livable Communities Grant, has begun at Sunnyside Village near the Clackamas Town Center.	High
Level of Jurisdictional Endorsement for Corridor and Station Area Plans	All local governments in the South-North corridor have voted to support Metro's Urban Growth Management Functional Plan. As indicated earlier, all jurisdictions in corridor must revise plans to reflect the transit oriented development goals, a process which has already begun.	High

Exhibit 9

Criteria: Implementation of Policies in the Corridor and Station Area

Project South-North LRT Agency Metro, Tri-Met

Measure	Additional Information Relative to Rating
Current/Anticipated Changes to Plans, Zoning, Parking Policies and Pedestrian Planning	
Development Proposals Received	
Joint Development Org., Transportation Management Assoc., Improvement Districts, Tax Abatement Programs, Downtown Assoc.	
Level Of Jurisdictional Endorsement for Corridor and Station Area Plans	