

**FTA Transit Supportive Land Use Criteria:
Station Area Self-Assessment**

Information Requested	Documentation Supporting Land Use Criterion	Land Use Assessment Ratings (High, Medium, Low)	Comments
I.EXISTING LAND USE			
Existing corridor and station area development (population, employment, high trip generators)	<ul style="list-style-type: none"> • Corridor and station area population, housing units, and employment (provide information in template form, • Listing and description of high trip generators (examples include colleges/universities, stadiums/arenas, hospitals/medical centers, shopping centers, performing arts centers, and other significant trip generators) 	•	•
Existing station area development character	<ul style="list-style-type: none"> • Description of character of existing land use mix and pedestrian environment in corridor and station areas • Station area maps with uses and building footprints shown • Ground-level or aerial photographs of station areas 	•	•
Existing station area pedestrian facilities, including access for persons with disabilities	<ul style="list-style-type: none"> • Station area maps identifying pedestrian facilities and access provisions for persons with disabilities • Documentation of achievement of curb ramp transition plans and milestones required under CFR 35.150(d)(2) 	•	•
Existing corridor and station area parking supply	<ul style="list-style-type: none"> • Existing parking spaces per square footage of commercial development and/or per dwelling unit • Parking spaces per employee in the CBD and/or other major employment centers • Land area within ½ mile of station devoted to parking • Average daily parking cost in the CBD and/or other areas 	•	•
II. TRANSIT SUPPORTIVE PLANS AND POLICIES			
a. Growth Management			
Concentration of development around established activity centers and regional transit	<ul style="list-style-type: none"> • Regional plans or policies that promote increased development, infill development, and redevelopment in established urban centers and activity centers, and/or limit development away from primary activity centers • Regional plans or policies to concentrate development around major transit facilities • Local comprehensive plans or capital improvement plans that give priority to infill development and/or provide for opportunities for high density redevelopment 	•	•
Land conservation and management	<ul style="list-style-type: none"> • Growth management plans (e.g. growth management areas, urban growth boundaries, agricultural preservation plans, open space preservation plans) with maps • Policies that allow for transfer of development rights from open space or agricultural land to urban areas 	•	•

Information Requested	Documentation Supporting Land Use Criterion	Land Use Assessment Ratings (High, Medium, Low)	Comments
II. TRANSIT SUPPORTIVE PLANS AND POLICIES (continued) b. Transit Supportive Corridor Policies			
Plans and policies to increase corridor and station area development	<ul style="list-style-type: none"> • Adopted city, county, and regional plans and policies and private sector plans and initiatives that promote development in the transit corridor and station areas; plans may include general plans, specific plans (subarea, station area, etc.), redevelopment project plans, or other district plans • Examples of transit supportive policies include: general policy statements in support of transit as a principal mode of transportation within the corridor; policies that support and promote the use of transit; policies/plans that provide for high density development within the corridor and station areas; and policies that support changes to zoning within the corridor and station areas 	•	•
Plans and policies to enhance transit-friendly character of station area development	<ul style="list-style-type: none"> • Elements of adopted city, county, and regional plans and policies that promote transit-friendly character of corridor and station area development • Policies to promote mixed-use projects • Policies to promote housing and transit-oriented retail • Policies that allow/promote vertical zoning within the corridor • Façade improvement programs • Funds to support transit-oriented plans • Private sector plans and initiatives consistent with the public plans and policies listed above 	•	•
Plans to develop pedestrian facilities and enhance disabled access	<ul style="list-style-type: none"> • Requirements and policies for sidewalks, connected street or walkway networks, and other pedestrian facility development plans for station areas • Capital improvement programs to enhance pedestrian-friendly design in station areas • Curb ramp transition plans and milestones required under CFR 35.150(d)(2), and other plans for retrofitting existing pedestrian infrastructure to accommodate persons with disabilities in station areas • Street design guidelines or manuals addressing pedestrian and transit-oriented street design (lighting, street furniture, sidewalk width, etc.) 	•	•
Parking policies (allowances for reductions in parking requirements and traffic mitigation requirements for development near station areas, plans for park-and-ride lots, parking management)	<ul style="list-style-type: none"> • Policies to reduce parking requirements or cap parking in station areas • Policies establishing maximum allowable parking for new development in areas served by transit • Shared parking allowances • Mandatory minimum cost for parking in areas served by transit • Parking taxes 	•	•

II. TRANSIT SUPPORTIVE PLANS AND POLICIES (continued)			
c. Supportive Zoning Regulations Near Transit Stations			
Zoning ordinances that support increased development density in transit station areas	<ul style="list-style-type: none"> • Ordinances and maps describing existing zoning (allowable uses and densities) • Recent changes to zoning ordinances to allow or encourage development with transit supportive densities and uses • Transit overlay zoning • Zoning incentives for increased development in station areas (density bonuses, housing fund subsidies, regulation relaxation, expedited zoning review, etc.) 	•	•
Zoning ordinances that enhance transit-oriented character of station area development and pedestrian access	<ul style="list-style-type: none"> • Zoning regulations that allow mixed-use development • Zoning regulations addressing placement of building footprints, pedestrian facilities, façade treatments, etc. • Architectural design guidelines and mechanisms for implementation/enforcement of these guidelines 	•	•
Zoning allowances for reduced parking	<ul style="list-style-type: none"> • Residential and commercial parking requirements (minimums and/or maximums) in station areas under existing zoning • Zoning ordinances providing reduced parking requirements for development near transit stations 	•	•
II. TRANSIT SUPPORTIVE PLANS AND POLICIES (continued)			
d. Tools to Implement Land Use Policies			
Outreach to government agencies and the community in support of land use planning	<ul style="list-style-type: none"> • Promotion and outreach activities by the transit agency, local jurisdictions, and/or regional agencies in support of station area planning, growth management, and transit-oriented development • Inter-local agreements, resolutions, or letters of endorsement from other government agencies in support of coordinating land use planning with transit investment • Actions of other groups, including Chambers of Commerce, professional development groups, citizen coalitions, as well as the private/commercial sector, in support of transit-oriented development practices • Public outreach materials and brochures 		
Regulatory and financial incentives to promote transit-supportive development	<ul style="list-style-type: none"> • Regulatory incentives (e.g., density bonuses, streamlined processing of development applications) for developments near transit • Zoning requirements for traffic mitigation (e.g., fees and in-kind contributions) and citations of how such requirements can be waived or reduced for locations near transit stations <p>Programs that promote or provide incentives for transit-oriented development such as tax increment financing zones, tax abatement programs, and transit-oriented loan support programs</p>	•	•

Efforts to engage the development community in station-area planning and transit-supportive development	<ul style="list-style-type: none"> • Outreach, education, and involvement activities targeted at the development community (including developers, property owners, and financial institutions) • Transit-oriented market studies • Joint development programs and proposals • Letters of endorsement or other indicators of support from the local development community 	•	•
Public involvement in corridor and station area planning	<ul style="list-style-type: none"> • Description of public involvement process, including corridor and station area land use planning activities • Description of the level of participation in land use planning activities and support for these activities by the general public and community groups • Public outreach materials and brochures 	•	•
III. PERFORMANCE AND IMPACTS OF LAND USE POLICIES			
a. Performance of Land Use Policies			
Demonstrated cases of developments affected by transit supportive policies	<ul style="list-style-type: none"> • Documentation of projects that have recently been built consistent with transit-oriented design principles (higher density, orientation toward street, provision of pedestrian access from transit, etc.) • Documentation of projects that incorporate a mix of uses or increased amounts of housing 		
Station area development proposals and status	<ul style="list-style-type: none"> • Descriptions and plans for new development, including joint development proposals, including size, types of uses, and expected dates of start of construction and completion 	•	•
III. PERFORMANCE AND IMPACTS OF LAND USE POLICIES (continued)			
b. Potential Impact of Transit Project on Regional Land Use			
Adaptability of station area land for development	<ul style="list-style-type: none"> • Description or inventory of land near transit stations that is vacant or available for redevelopment, and amount of development anticipated for these parcels • Projected timeline for development of station area properties • Amount of development allowed at station area build-out compared to existing amount of development 	•	•
Corridor economic environment	<ul style="list-style-type: none"> • Regional and corridor economic conditions and growth projections • Development market trends in existing corridors and station areas (for areas with existing transit) • Demonstrated market support for higher-density and transit/pedestrian-oriented development • Locations of major employment centers in the region, and expected growth in these centers • Projected population, employment, and growth rates in corridor or station areas compared to region 	•	•