APPENDIX C: LCI Study Deliverables for New LCI Study Areas or 10-year updates

The LCI study should result in a plan that specifically addresses the following areas:

1. Efficiency/feasibility of land uses and mix appropriate for future growth including new and/or revised land use regulations needed to complete the development program.
2. Transportation demand reduction measures.
3. Internal mobility requirements – traffic calming, pedestrian circulation, transit circulation, bicycle circulation, safety and security of all modes.
4. Mixed-income housing, job/housing match and social issues.
5. Continuity of local streets in study area and development of a network of minor roads.
6. Need/identification of future transit circulation systems.
7. Connectivity of transportation system to other centers.
8. Community organization, management, promotion, and economic restructuring to ensure implementation.
9. Stakeholder participation/support.
10. Public and private investment policy.

A summary document must be prepared at the end of the planning study and contain at a minimum the following:

- A description of the study process and methodology, data gathering techniques and findings, and general study outcomes.
- A description of the public participation process used to achieve a community-supported program of activity center improvements.
- A description demonstrating how the study addressed each of the required 10 study deliverables enumerated above.
- Maps and other graphic depictions to support the plan that includes, but not limited to, overall study area, existing land use, future land use, existing transportation facilities, proposed transportation improvements, and typical cross-sections.
- A market or fiscal feasibility analysis that supports the plan recommendations and ensures the proposed plan is realistic. For Local Centers and Corridors, this does not necessarily need to be separate market analysis and strategy, but more of a market "test" or "check" of the plan recommendations.
- An implementation strategy that describes the organizational structure and process that will be used to ensure the action plan items described below are implemented. Focus should be given to collaboration opportunities with other organizations and strategies to ensure continued support from local elected officials, citizens and businesses. This section should also discuss an evaluation and feedback process that will be used to monitor plan implementation and update the action plan as needed, but at least every five years.
- A 5-year schedule of actions that are planned in the study area to implement the study goals, programs, projects. Schedules should include start date, completion date, cost estimate and responsible party. This schedule should include specific actions that implement the findings (including the need for supplemental studies) from each of the 10 study components, including but not limited to:

- A 5-year prioritized description of transportation improvement projects, actions, and policies that will support the study area goals. Project scopes should include detailed descriptions and cost estimates. Sponsor will also be required to identify two transportation projects to be pre-qualified for LCI transportation project funding eligibility;
- Housing should be given specific and clear emphasis by developing a description of housing strategies, particularly for affordable and mixed income housing developments, that support a job-housing match, aging in place, and efficient utilization of transportation facilities in the study area; and,
- A description of the changes necessary within the comprehensive plan, zoning ordinance, development regulations or other locally adopted plans to support study actions, including a committed schedule for adopting such changes.

In addition, a population and employment data section shall be included as part of the LCI study summary. This section shall contain a comparison of development under current conditions and development under the proposed LCI plan. The data in this section shall contain, at a minimum, current and 25-year projection figures (in five-year increments) for the following areas:

Housing Data
- Number of existing housing units and population
- Number of anticipated housing units and population
- Distribution of proposed housing units by type

Employment Data
- Number of existing jobs
- Number of anticipated jobs
- Square feet of future non-residential development

Additional Corridor Study Requirements:
Corridor plans will seek to create efficiency in the transportation system through land use changes and create a readiness for transit, bicycle and pedestrian activities. To support this, and in addition to meeting the requirements delineated above for all centers, applicable to the LCI centers and/or UGPM centers along the corridor, corridor studies must also include the following:
- Pedestrian and bicycle facility inventory
- A strategy to implement Complete Streets, including the development of potential typical cross section and layout alternatives to accommodate bicycles, pedestrians, and transit (where served).
- Access Management Plan
- Analysis supporting land use changes and its impact of transportation facilities capacity
- Proposed typical corridor ROW cross-section and concept plan
- Consideration of the impact on adjacent routes resulting from proposed changes to the primary corridor

Additional Station Area Study Requirements:
Transit station area plans will seek to maximize the potential of existing or proposed major transit facilities to support the creation of walkable transit-oriented centers and increase transit ridership. To support this, and in addition to meeting the requirements delineated above for all centers, transit station area studies must also include the following:
– Pedestrian facility inventory within a 0.5 mile of the station and bicycle facility inventory within 3 miles of transit station

- Analysis of bicycle access and parking needs at the station site
- Analysis of existing and future vehicular parking needs, with special attention to transit-compatible parking management practices including pricing, shared parking, carshare programs or other parking strategies that are compatible with Transit Oriented Development (TOD).
- Strategies to meet the target number of housing units within ½-mile of the station based on the character of that station location.