

	TOPIC	NOTES
1	Land Use	
<input type="checkbox"/>	Zoning and general plan	Apply the zoning and general plan land use categories for the study area jurisdiction(s) as well as those of the surrounding jurisdiction if possible. SCAG generalized land use data can be used as a substitute if data cannot be obtained from adjacent jurisdictions.
<input type="checkbox"/>	Existing land use	A visual survey using aerials or site visits is simple but will take time. Using county assessor codes, one can quickly obtain a consistent and comprehensive set of existing land use data for the corridor area as well as other jurisdictions. Assessor data generally has an error rate of 5 to 20% and should be confirmed with aerials or site visits.
2	Lots	
<input type="checkbox"/>	Average width and depth	Note the dimensions of each parcel individually if possible. Identify groups of parcels or segments of the corridor where lot dimensions are consistent. Generally, lots must be at least 130 feet deep to adequately accommodate commercial and multifamily uses. Do not hesitate to include parcels within the corridor study area just because they are single family homes.
<input type="checkbox"/>	Average size	Identify parcels that are nonconforming and note existing use, building or business condition, tax delinquency status, and adjacent uses to determine if consolidation potential exists.
<input type="checkbox"/>	Ownership patterns	Use assessor data to identify ownership patterns with a focus on publicly owned land and prolific landowners; indicate areas with potential for lot consolidation.
<input type="checkbox"/>	Intensity	Use assessor codes to identify building square footage or number of units and divide by lot area. Be sure to exclude from the building square footage data all areas coded for parking but accidentally included in building square footage column. This data can also be categorized by assessor use code and/or building dates to identify trends in certain land use categories or changes in intensity over time.
3	Demographics	
<input type="checkbox"/>	General demographics	The American Community Survey (ACS) has replaced the Census long form. ACS data for large cities and metro areas is available every year; data for smaller cities and counties is now being reported every year on a three-year average basis. Data for smaller areas like census tracts and block groups will be available (starting in 2010/11) on a five-year average basis. The ACS is a survey and has higher margins of error than the former data produced through the long form; however, the survey is updated more regularly.
<input type="checkbox"/>	Income	Map data on a block or block group level using Census data for corridor area and 1/3/5-mile radius.
<input type="checkbox"/>	Transit dependency	See Table H44 (Tenure by Vehicles Available) in the Census to identify the number of households who are completely dependent upon transit (zero cars available).
<input type="checkbox"/>	Age	Map 1990 and 2000 (and upcoming 2010) Census data by block or block group for corridor area and 1/3/5-mile radius to determine existing age patterns and trends.

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3	Demographics cont.	
<input type="checkbox"/>	Jobs	Summarize the types of jobs in the corridor area and a larger geographic unit (e.g., 1/3/5-mile radius, citywide, subregion). Note that jobs are often confused with occupations. Jobs reflect employment within a jurisdiction. An occupation (as reported in the Census) is the job of a resident of a jurisdiction who may or may not work in the same jurisdiction. Free data is obtained from the Census Bureau via http://lehdmap4.did.census.gov/themap4/ . Here you can obtain summary data and maps of where people live and work, the types of industries in a geographic area, wage categories.
<input type="checkbox"/>	Tenure/vacancy	Site surveys remain the best source of tenure and vacancy status. 2010 Census data will be available at the "Place" level around May 2011. Summary File 1 data will be available down to the block level around June–August 2011.
4	Access	
<input type="checkbox"/>	From residential	Corridors are most commonly surrounded by single and multifamily uses. Direct access to the corridor for pedestrians, bikes, and vehicles is often restricted or cut off. Identify where access is free or restricted and where new connection points are possible.
<input type="checkbox"/>	Between uses	Parcels were generally developed incrementally and individually, divided by walls for security and/or to prevent cross circulation. Identify where access between adjacent uses is free or restricted and where new connection points are possible.
5	Auto	
<input type="checkbox"/>	Average ROW width	Mark the ROW width for each segment of the corridor and note where it changes and why.
<input type="checkbox"/>	Average curb-to-curb width	Identify the number and dimensions of travel lanes, parking areas, turning lanes, bikeways, and medians—both at mid-block locations and intersections.
<input type="checkbox"/>	Level of service, ADT, and AM/PM peak flow	Obtain most recent traffic studies/traffic counts along corridor roadways and intersecting roadways. In addition to identifying the current level of service for vehicles, this data will enable you to determine the potential impact of changes to the corridor or surrounding roadways. Due to the economic recession, traffic data as old as 2005 could be considered relatively accurate for 2010 conditions. Peak flow information can inform where best to locate commercial uses. Retail uses will generally benefit from exposure to large ADT volumes, provided access is adequate.
<input type="checkbox"/>	Curb cuts	Identify the number of curb cuts along each block of the corridor. At 45 miles per hour, vehicles cover 66 feet per second; at 35 miles per hour, they cover about 50 feet per second. Each curb cut represents a potential point of conflict and can be measured in terms of time adjusted by the expected roadway speed.
<input type="checkbox"/>	Parking demand and supply	Measure on- and off-street parking availability along the curb, in single-use parking lots, and in central parking squares and/or structures. Measure demand by applying parking ratios to square footage of building in corridor. Identify parking that is free and paid, as well as areas that are known to be under or overparked.

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6	Transit	
<input type="checkbox"/>	Service Routes	Map all bus and rail service routes and stops within the corridor area and 1/3/5 mile radius (no need to identify bus stops beyond 1-mile radius). Identify bus/trolley connections to rail stations.
<input type="checkbox"/>	Headways	Obtain rush-hour and non-rush-hour headways to identify frequency of bus and rail service. Typical bus service along routes throughout much of southern California is 30 or 60 minutes. Headways of 15 to 20 minutes increase perception of transit as a reliable alternative to car use.
<input type="checkbox"/>	Ridership data	Obtain ridership data by route and stop such as average weekday/end passenger volume, annual ridership volume, ridership capacity, and boardings.
7	Pedestrians/Bicyclists	
<input type="checkbox"/>	Sidewalk width	Measure the average, minimum, and maximum sidewalk width throughout the corridor by block and/or segment. Include notes on presence of encroachments and parkway conditions (e.g., 10-foot sidewalk with 4x4-foot planters every 20 feet on-center). Indicate whether the sidewalk is curb adjacent or separated by a parkway. Sidewalks that encourage pedestrian activity are generally 10-20 feet in width (with periodic allowances for encroachments and parkways). Areas that omit sidewalks should also be identified and mapped (with a check on any capital improvement programs).
<input type="checkbox"/>	Bikeways	Map bike paths of all classes (I, II, and III) along with any other pathways (such as hiking paths or golf cart paths) within the corridor and within a 5-mile radius. Special attention should be paid to potential connections to schools and local and regional parks. Additionally, bike racks should be quantified and mapped.
<input type="checkbox"/>	Street trees	List the type and number of street trees within the corridor along with an indication as to whether the tree is a shade-producing and evergreen or deciduous.
<input type="checkbox"/>	Benches/seats	Identify the number and location of public benches and other sitting areas within the corridor area. Also identify outdoor eating areas, but distinguish them from general seating areas.
<input type="checkbox"/>	Street lights	Map and list the location, type, and height of street lights along the corridor, with a special focus on areas that are considered unsafe. Note additional lighting issues, such as night sky protection, to address unique issues along the corridor.