



Land Use Alternatives within Past and Current TPB Scenario Studies

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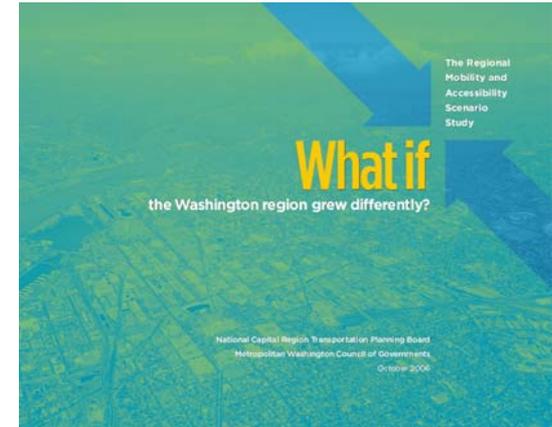
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RMAS Scenario Study



Began in 2001 with
5 transportation/land use scenarios



Conclusion

“We can make a positive impact by locating housing and jobs closer together, approving development closer to transit stations, and expanding our network of public transit lines to support regional activity centers.”

-Michael Knapp, Montgomery County

RMAS Assumptions: Shifts in projected growth, 2010-2030

1. More Households

+ 216,000 households to the core and inner suburbs



2. Households In

↔ 84,000 households from the outer suburbs to the core and inner suburbs



3. Jobs Out

↔ 82,000 jobs from the core and inner suburbs to the outer suburbs



4. Region Undivided

↔ 114,000 jobs and 57,000 households from the west to the east

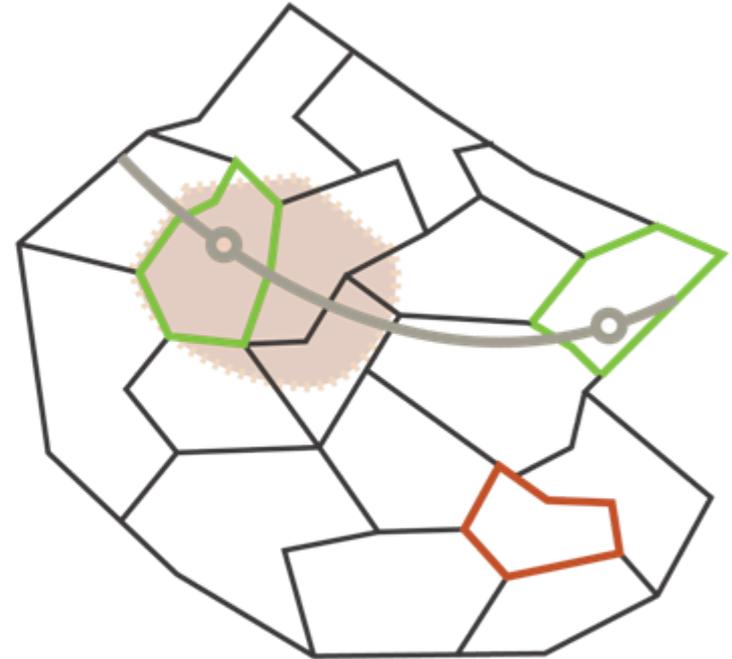


5. TOD

↔ 150,000 jobs and 125,000 households concentrated around transit stations



Where do shifts come from and go to?

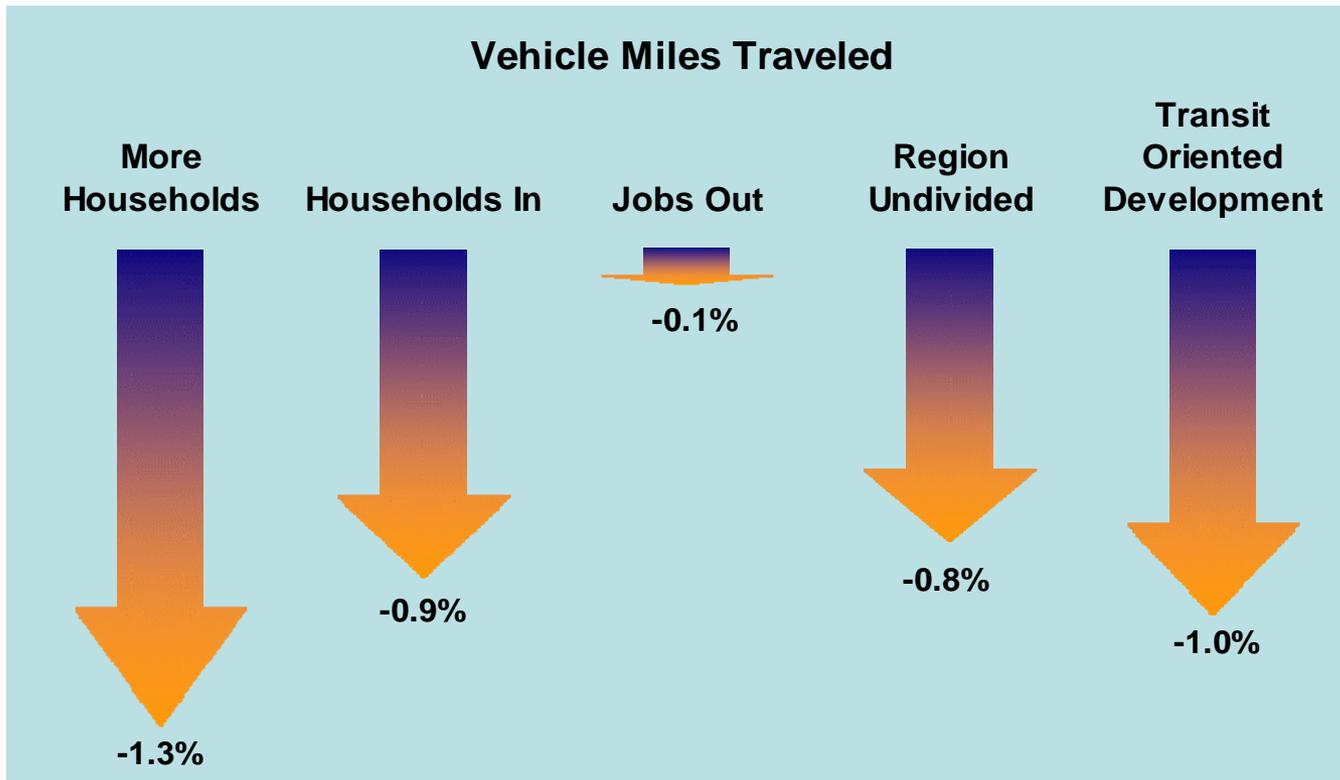


- Receiving Zones
- Donor Zones
- Transit Station
- ★ Activity Center

RMAS Results



Limited regional impacts



Why? Are the growth shifts not aggressive enough?

Why Limited Impacts?



Limited applicability (only 4% of growth moved), but...

Strategies are very **effective, where applied.**

Example 1 Local Impacts from “Households In” Scenario for 5,200 Households Shifted from Gainesville to Tysons Corner

Travel Mode	Change in Travel by Shifted Households	Total Percent Change
SOV Trips	-2,400	-34%
HOV2+ Trips	-800	-89%
Transit Trips	1,600	533%
Walk/Bike Trips	2,400	1200%
Household VMT	-180,500	-62%

Large Local Impacts



Example 2: Local Impacts for “Households In” Scenario for 5,200 Households Shifted from **Gainesville to U Street/Shaw Area**

Travel Mode	Change in Travel by Shifted Households	Total Percent Change
SOV Trips	-5,500	-79%
HOV2+ Trips	-900	-100%
Transit Trips	4,000	1333%
Walk/Bike Trips	2,500	1250%
Household VMT	-223,900	-84%

The Current Study



Two new scenarios:

What Would it Take?

Starts with COG regional CO₂ goals and assesses what scales and combinations of interventions will be necessary to achieve the goal for the transportation sector.

CLRP Aspirations

Draws on past studies and public outreach to provide an ambitious yet attainable vision of land use and transportation for the 2010 CLRP update and to eventually serve as an unconstrained long range plan.

The Starting Point for the CLRP Aspirations Scenario

Goals

1. The TPB Vision

“Economically strong regional activity centers with a mix of jobs, housing, services, and recreation in a walkable environment”

“A web of multi-modal transportation connections which provide convenient access”

“A user-friendly, seamless system”

“Reduction of per capita VMT ”

What Ifs

2. RMAS: Moving Jobs and Housing Closer Together



3. TPB Value Pricing Study: Pricing is politically possible and can provide capacity and revenue for transit



Moving Forward from What Ifs to How To--Achieving the TPB Vision

Achieving Regional Goals through a Land Use Strategy

“Economically strong regional activity centers with a mix of jobs, housing, services, and recreation in a walkable environment”

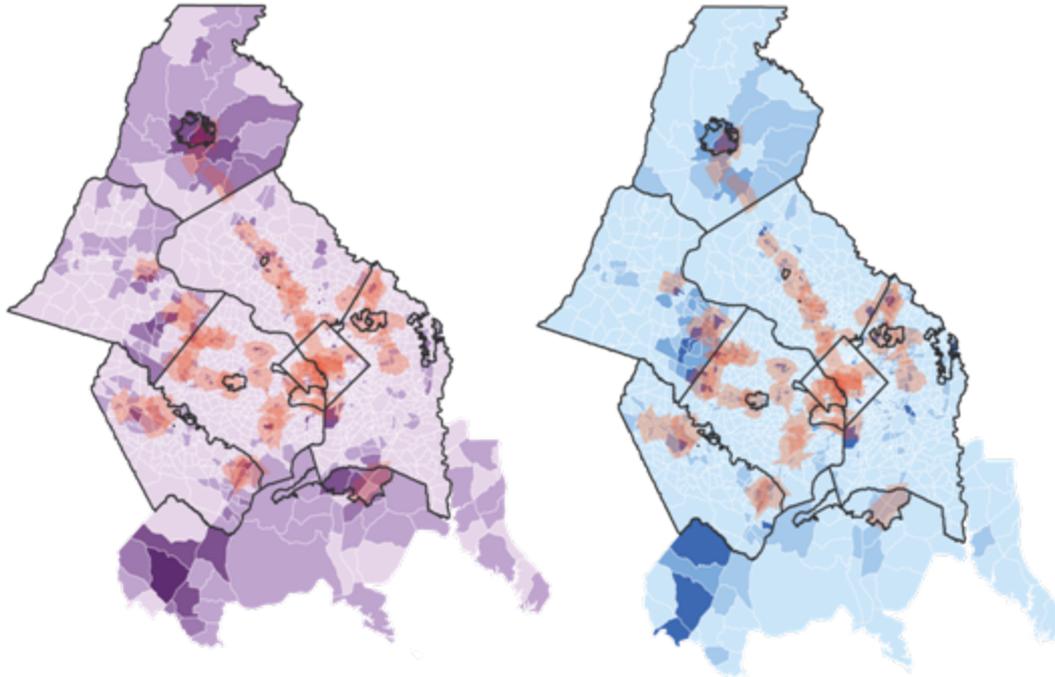
“Reduction of per capita VMT ”

New Growth is not Projected to be Concentrated in Regional Activity Centers

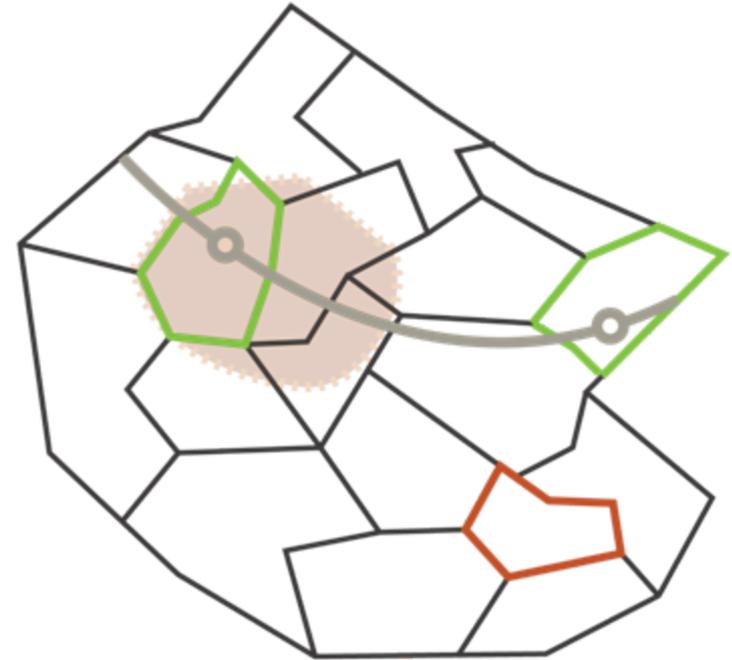
Households

2015-2030

Employment



Strategic Land Use Growth Shifts



- Receiving Zones
- Donor Zones
- Transit Station
- Activity Center

Goals and “Rules” for Land Use Shifts

Transit Supportive Density

High enough densities in activity centers to support different levels of mass transit

Walkable Density

Regional Models

Rosslyn-Ballston Corridor
Old Town Alexandria

Mixed Use

Jobs/Housing balance for the region, jurisdictions and activity centers

Move Only New Growth

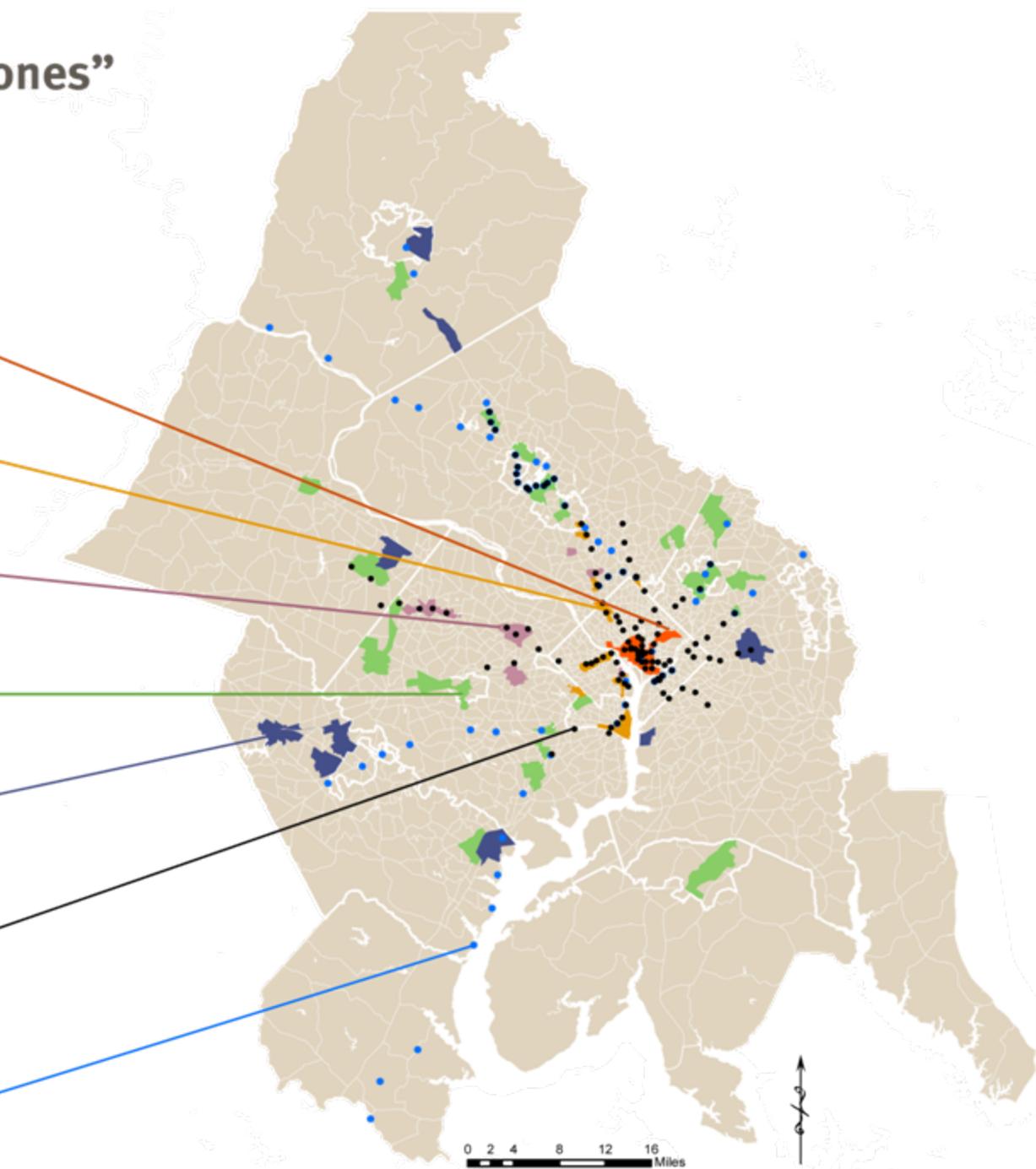
Shifts from **2015-2030**

Existing Character and Planned Development

Varying land use goals

7 Types of "Receiving Zones" (Goals for 2030)

- 1. DC Core**
20 du/acre
3 jobs/household
- 2. Mixed Use Center**
10 du/acre
2 jobs/household
- 3. Employment Center**
8 du/acre
2 jobs/household
- 4. Suburban Employment Center**
6 du/acre
2 jobs/household
- 5. Emerging Employment Center**
3 du/acre
1.6 jobs/household
- 6. Metrorail or Transitway Station**
(not in Activity Center)
7 du/acre
1.6 jobs/household
- 7. Commuter Rail Station**
(not in Activity Center)
3 du/acre 1/2 mile around station
1.6 jobs/household



Supportive Transit Network



A regional network of BRT operating mostly on the priced lanes is also proposed to provide high-quality transit service to nearly all activity centers in the region.

Additional transit service provided by CLRP and RMAS projects.

Next Steps



Review on land use from Planning Directors

Have approval on current process

Recently provided TAZ level growth alternatives for review