

# **Historical Foundation for Greater Washington 2050**

**David Robertson**

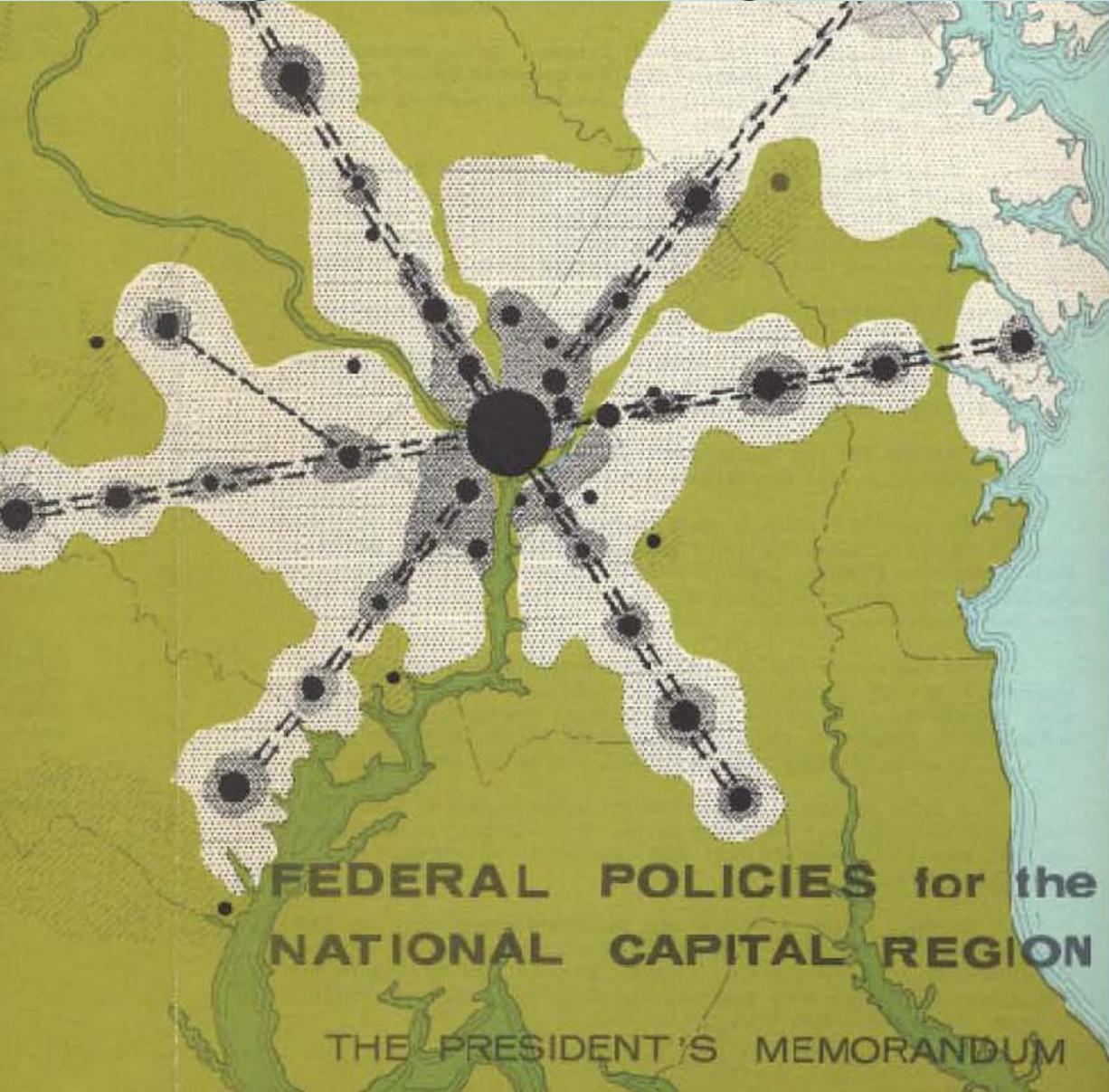
**Executive Director**

**Metropolitan Washington Council of Governments**

**February 21, 2008**



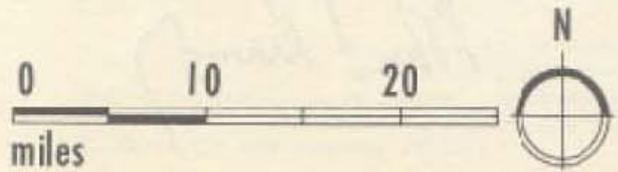
# First Regional Plan: Wedges & Corridors.



## THE RADIAL CORRIDOR PLAN

- new town center
- urbanized area
- sub-center
- controlled open space
- main communication lines

NATIONAL CAPITAL REGION



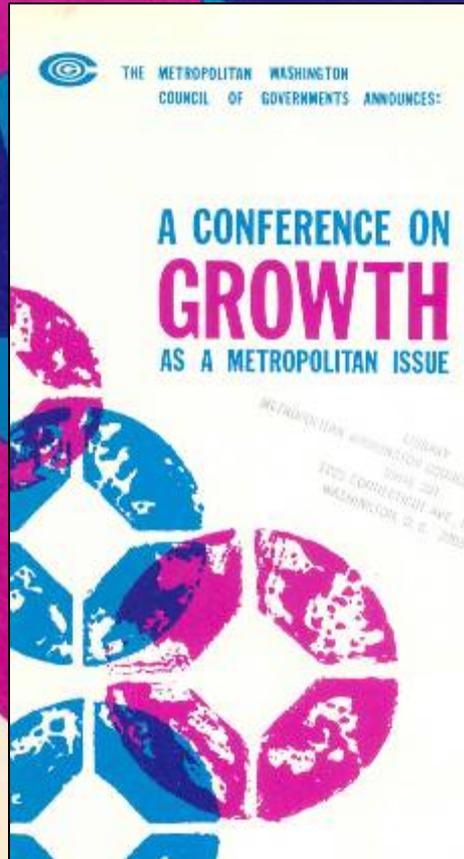
**FEDERAL POLICIES** for the  
**NATIONAL CAPITAL REGION**

THE PRESIDENT'S MEMORANDUM

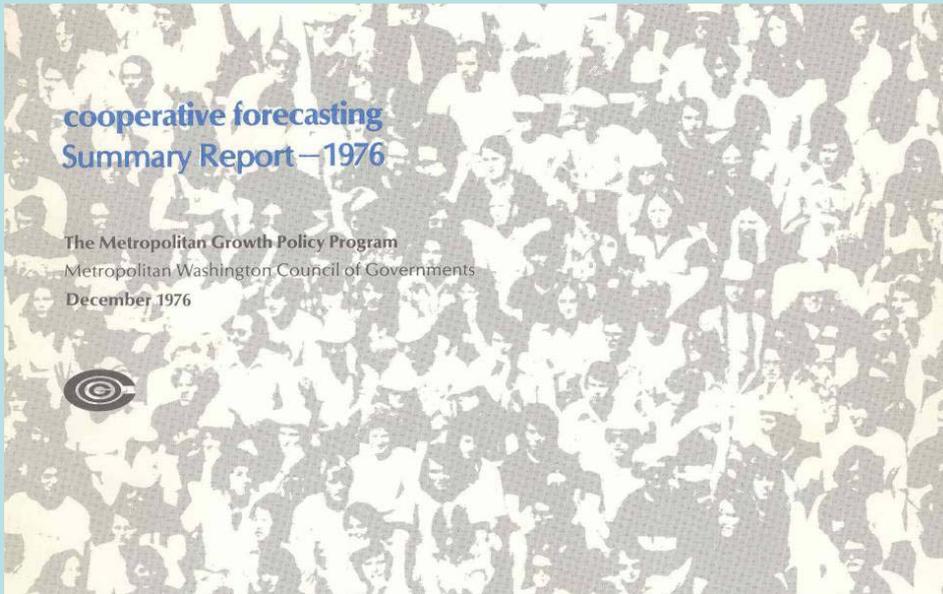
prepared by NATIONAL CAPITAL PLANNING COMMISSION  
NATIONAL CAPITAL REGIONAL PLANNING BOARD

**In the early 70s, COG advocated for more comprehensive regional planning.**

RE - EXAMINATION  
OF THE YEAR  
**2000**  
POLICIES PLAN  
Volume



# COG established the Cooperative Forecasting Program in 1975 to develop consistent local and regional growth forecasts



## cooperative forecasting Summary Report—1976

The Metropolitan Growth Policy Program  
Metropolitan Washington Council of Governments  
December 1976



## Growth Trends to 2030: Cooperative Forecasting in the Washington Region

Fall 2007

Membership of the  
Metropolitan Washington Council of Governments



Local governments in the Washington region have worked cooperatively for many years to develop region-wide and neighborhood level forecasts of employment, population, and households. Through this effort, a consistent set of local and regional forecasts is developed for use in program and facilities planning throughout the region.

The Cooperative Forecasting Program, established in 1975 and administered by the Metropolitan Washington Council of Governments (COG), enables local, regional, and federal agencies to coordinate planning using common assumptions about future growth and development in the region. Each series of forecasts, or a "Round," provides land use activity forecasts of employment, population, and households by five-year increments. Each round covers a period of 20 to 30 years.

The Cooperative Forecasting process provides data necessary for regional planning activities including analyzing the effects of growth and developing policy responses to regional issues. In addition, the forecasts are used to determine the demand for public facilities including schools, parks, medical facilities, roads, stores, and services.



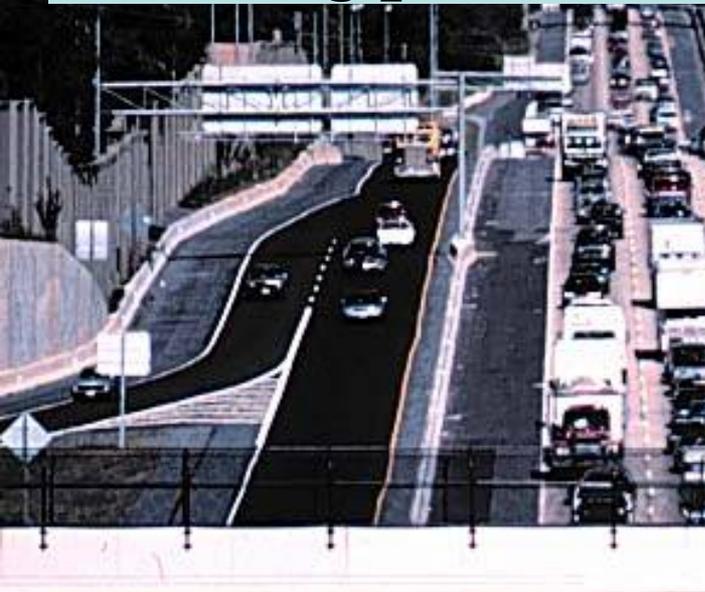
### Process

The Cooperative Forecasts is a multi-stage, "top-down/bottom-up" process undertaken by COG's Planning Directors Technical Advisory Committee and the Cooperative Forecasting and Data Subcommittee that employs both a regional econometric model and local jurisdictional forecasts. The model projects employment, population, and households for the metropolitan Washington area based on national economic trends and local demographic factors. The model is based on the 1983 definition of the Metropolitan Statistical Area (MSA) that includes the COG member jurisdictions, as well as Calvert, Charles, and Stafford counties.

Concurrently, local jurisdictions develop independent projections of population, households, and employment based on pipeline development, market conditions, planned transportation improvements, and adopted land use plans and zoning, taking into account the preliminary regional projections.

The Cooperative Forecasting and Data Subcommittee, which is comprised of local government planners, economists, and demographers, reviews and reconciles the two sets of projections.

# COG and the National Capital Region Transportation Planning Board (TPB) launch the most extensive visioning process in the region's history in the early '90s



The 1990s  
and Beyond:  
Critical Choices for the  
Washington Metropolitan Region

A Regional Conference  
on Growth  
and Transportation

PROCEEDINGS

Sponsored by the  
Metropolitan Washington Council of Governments  
and the  
Transportation Planning Board

November 15, 1989  
Washington, D.C.

JOINT TASK FORCE ON  
GROWTH AND TRANSPORTATION

The 1990s  
and Beyond:  
Critical Choices for the  
Washington Metropolitan Region

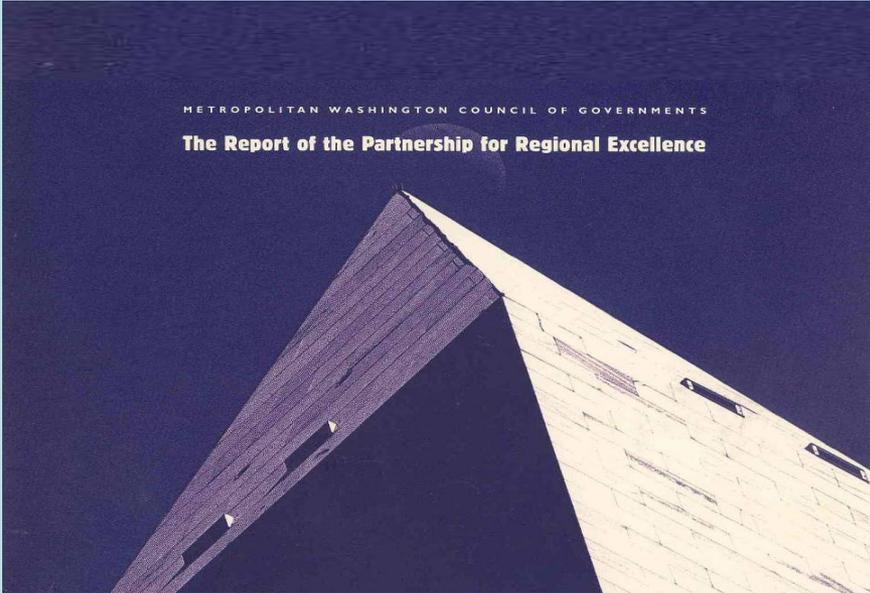
1990

Metropolitan Washington Council of Governments  
National Capital Region Transportation Planning Board

# **COG initiated the Partnership for Regional Excellence in 1992**

## **200 members**

- 1/3 public officials
- 1/3 private sector representatives
- 1/3 civic leaders



METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS  
**The Report of the Partnership for Regional Excellence**

## **The Partnership conducts a series of town meetings and recommends:**

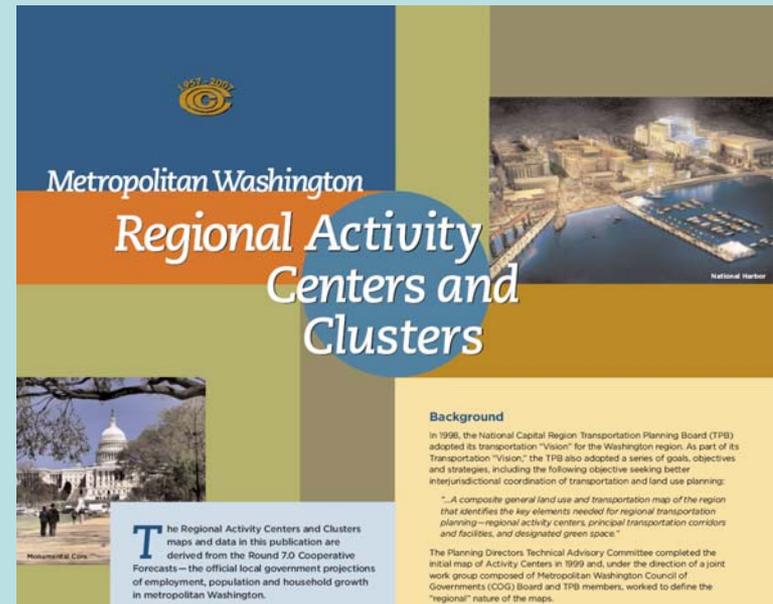
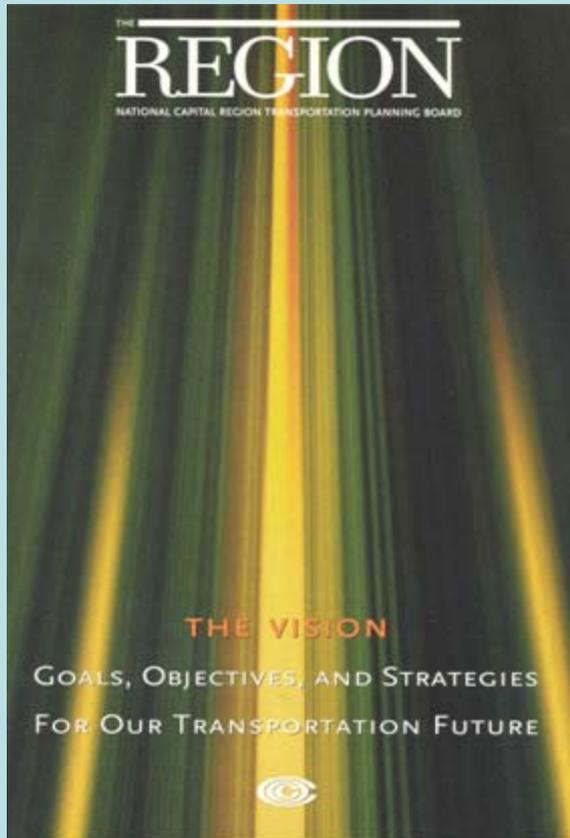
- better integration of transportation, land use, and environmental planning;
- quality of life initiatives like affordable housing, safer neighborhoods and good schools; and
- working together to maintain a strong regional economy

# In 1998, the National Capital Region Transportation Planning Board (TPB) adopted its Vision

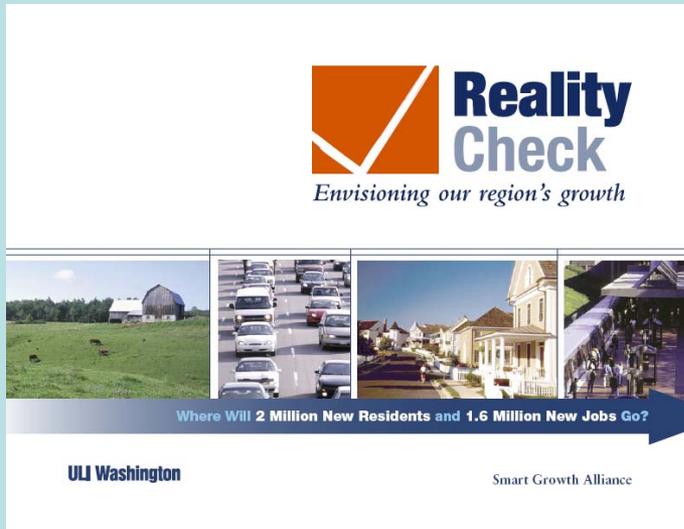
**“The transportation system will provide reasonable access at reasonable cost to everyone...”**

**“...include a healthy regional core and dynamic regional activity centers...”**

**“...achieve better inter-jurisdictional coordination of transportation and land use planning...”**

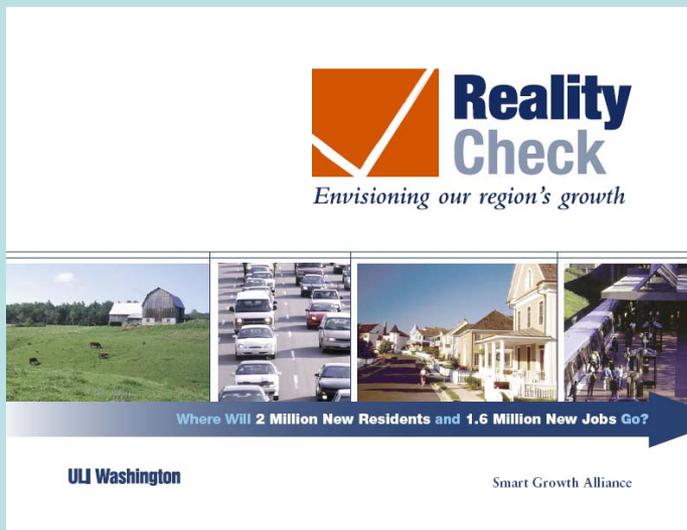


# Reality Check on Growth



- February 2005 – ULI Washington, Washington Smart Growth Alliance, COG and others co-sponsor 1-day event
- 300 Participants - 1/3 Government, 1/3 Business, 1/3 Civic
- COG's Cooperative Forecasts of jobs, people and housing were the baseline growth assumptions
- Participants “re-allocated” 1.6 million jobs and 2 million people to COG's Regional Activity Centers and other locations using LEGOs to represent jobs and housing

# Common Principles Identified by Participants at Reality Check



- Preserve and Protect open space
- Focus development near transit stations
- Maintain jobs-housing balance
- Concentrate development along transportation corridors
- Concentrate development around existing town centers
- Create mixed use nodes
- Develop east side of region
- Offer more housing choices

# Greater Washington Board of Trade Potomac Conference 2006 Winter Meeting

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- Topic: “A Conversation About Our Region’s Future” follow on to February 2005 Reality Check
- 145 Leaders from private, non-profit and public sectors
- Overview of lessons learned from other regions who are implementing visioning programs
- Reviewed Greater Washington growth projections and implications including federal perspective



## **IF WE HAD A VISION:**

**“What would you expect will be different in 5, 10, 20 or 50 years if we had a visioning process?”**

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- Improved transportation/mobility
- Regional balance (in housing, jobs and schools)
- Improved environmental quality
- Better regional land use planning



JULY 2006

## Envision Greater Washington

Moving Our Region Forward. Together. Now.



RECOMMENDATIONS TO THE:

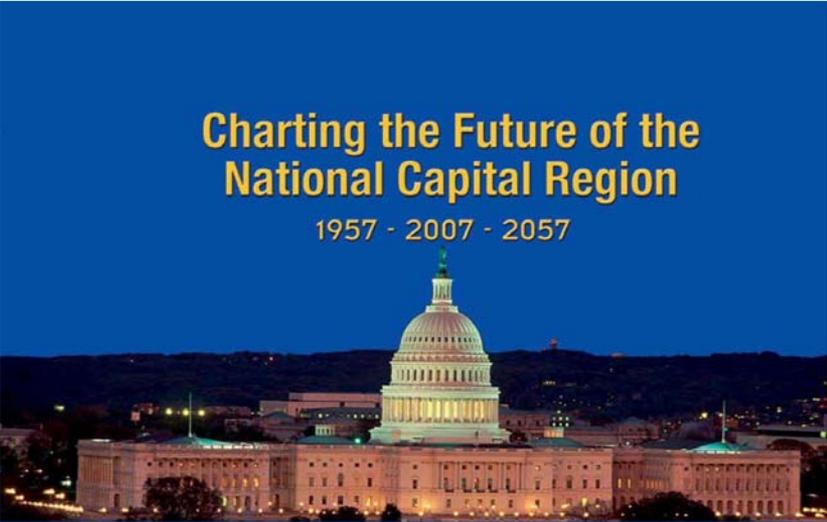
Metropolitan Washington Council of Governments | Greater Washington Board of Trade | Community Foundation for the National Capital Region

**2006 - COG, the Board of Trade and the Community Foundation convened to make recommendations on a proposal to launch a regional visioning campaign, known as Envision Greater Washington.**

### **Issues Raised include:**

- Traffic congestion
- High housing prices
- Loss of open space
- Maintaining quality of life
- Better schools
- Economic opportunities

# In May 2007, COG held a 50<sup>th</sup> Anniversary “Futures Forum”



MAY 30, 2007



## GROWTH AND CHANGE

Dr. Stephen Fuller, Director, Center for Regional Analysis, George Mason University



In 2057, this house could be worth \$14 million.

In 2057, the National Capital Region will have 9.9 million residents, 8.8 million jobs, and a \$1.7 trillion economy. In 1957, the region was the nation's 9<sup>th</sup> largest economy and ranked 10<sup>th</sup> in population. Today, it is the 4<sup>th</sup> largest economy and ranks 7<sup>th</sup> in population. In 1957, Philadelphia, Pittsburgh, Boston, Detroit, San Francisco and Oakland were bigger than the National Capital Region in terms of economic activity, but their economies were based in manufacturing. While manufacturing declined over the last half century [nationally], the

## PLANNING ON A MEGAPOLITAN SCALE

Dr. Robert Lang, Director, Metropolitan Institute, Virginia Tech



Improved transportation connections, such as high speed rail, will help slower-growing areas unite with the larger megapolitan region.

A megapolitan is an area consisting of metropolitan regions that have merged together. The U.S. Census has redone the nation's geography by developing a model known as a combined statistical area. Washington and Baltimore were grouped together as a test. Because these regions have enough commuters overlapping, their economies have joined together. The growth of these megapolitan regions is a trend that can be found across the nation. Boston and Providence have already run into each other. The same

## TALE OF TWO FUTURES: ENERGY, ENVIRONMENT, AND LAND USE

Harriet Tregoning, Director, District of Columbia Office of Planning

Area leaders have an exciting opportunity to reshape the region in the next several decades. They will determine which future vision predominates – a region that spreads out over more land or concentrates around transit and pedestrian-oriented development. The National Capital Region has some of the most successful urban centers in the nation as well as some of the most extensive sprawl. The



In the future, regional leaders will need to figure out on the supply side how to move quickly to alternative energy sources.

# Greater Washington 2050

## April 2007

- COG Board briefed on “Envision Greater Washington”
- Board adopts Resolution R34-07, charging Metropolitan Development Policy Committee (MDPC) with identifying alternatives to address the issues raised by EGW

## September

- MDPC briefs COG Board on *Greater Washington 2050* – an action-oriented, multi-sector initiative to be housed at COG
- COG Board adopts Resolution R62-07 approving *Greater Washington 2050* concept and directs MDPC to develop work program, governance structure and budget by December

# **Proposed Work Program for Greater Washington 2050**

**Hon. Sharon Bulova**

**Chair, Greater Washington 2050**

**Vice Chair, Fairfax County Board of Supervisors**

**February 21, 2008**



# Greater Washington 2050

## December 2007

- COG Board approves the proposed work program, budget and governance structure for *Greater Washington 2050*.

## January 2008

- The COG Board invites active participation from representatives of the public sector, and business, civic and environmental advocacy organizations.

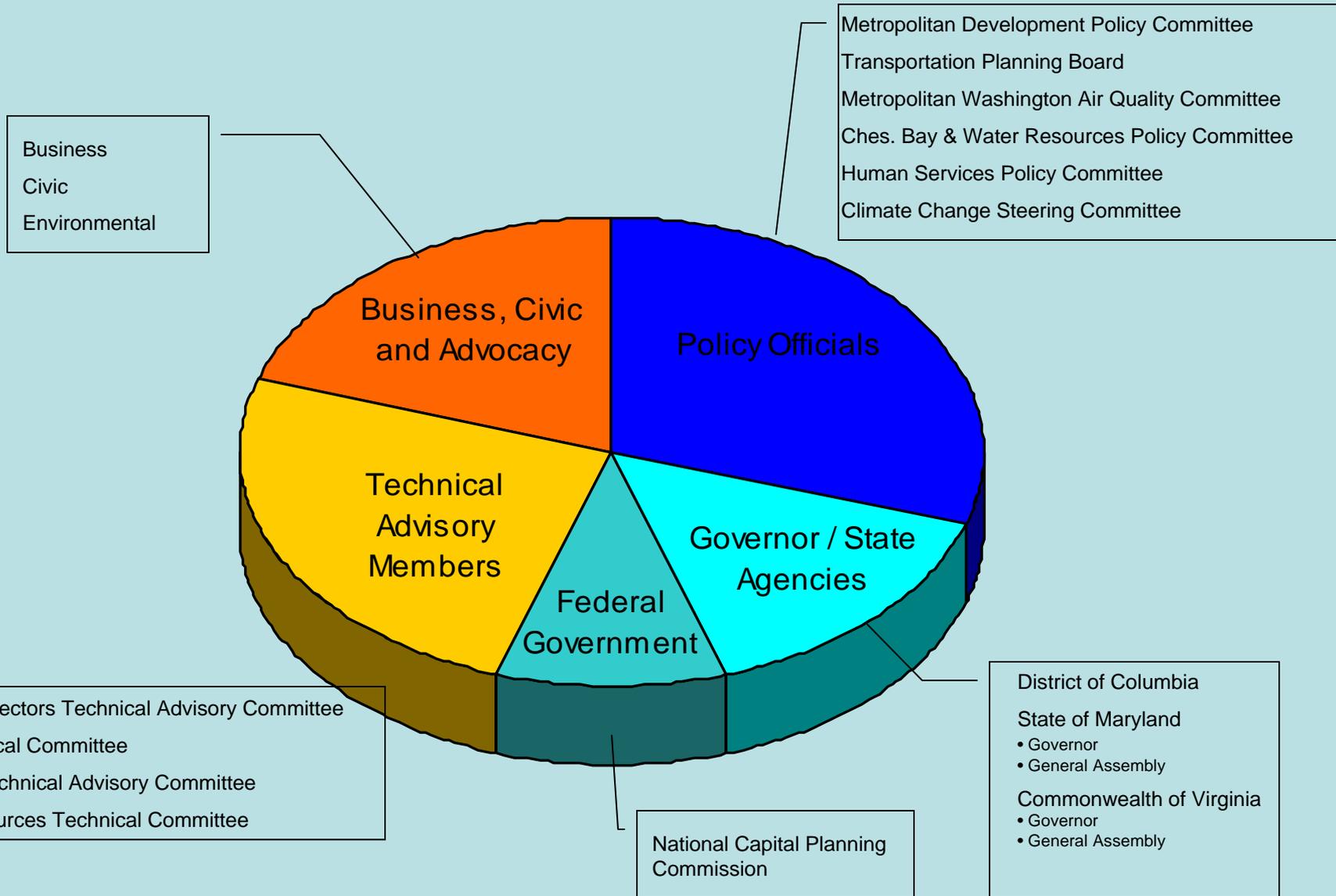
## February 2008

- First meeting of *Greater Washington 2050 Coalition*.

## July 2009

- Final meeting and recommended outcomes of *Greater Washington 2050 Coalition*.

# Greater Washington 2050 Coalition



# Greater Washington 2050

Establish a *Greater Washington 2050 Coalition* with broad public, business and civic participation to:

- oversee the initiative for 18 months
- develop a *Greater Washington 2050 Compact*



## *MILE HIGH COMPACT*

*THIS AGREEMENT is made and entered into this 10<sup>th</sup> day of August 2000, pursuant to Article XIV, Section 18(2)(a) of the Constitution of Colorado and Section 29-1-203 of the Colorado Revised Statutes, by and among the cities and towns of the State of Colorado, and the counties of Colorado, bodies politic organized under and existing by virtue of the laws of the State of Colorado.*

- I. WHEREAS, the Cities and Counties recognize that growth and development decisions can impact neighboring jurisdictions and the region; and*
- II. WHEREAS, Metro Vision 2020, collaboratively created by DRCOG members, business, environmental and neighborhood leaders; provides a regional framework for local decisions on growth and development within the Denver Regional Council of Governments' (DRCOG) region; and*
- III. WHEREAS, the Cities and Counties are willing to make a commitment to the accommodation and encouragement of planned growth and development, to the orderly extension of urban services, to the enhancement of the quality of life, to the protection of the environment, and to the promotion of the economic viability of their respective communities and the region; and*
- IV. WHEREAS, the Cities and Counties support planned growth and development to maximize efficiency through coordination among jurisdictions, provide for the orderly extension and integration of urban services, promote the economic vitality of the Cities and Counties and enhance the quality of life of its residents; and*
- V. WHEREAS, the Cities and Counties have Comprehensive/Master Plans that provide for the development within their respective jurisdictions; and they recognize the need to have consistent and coordinated comprehensive plans and master plans in order to provide for the orderly growth and development of the region; and*
- VI. WHEREAS, the Cities and Counties desire to voluntarily and collaboratively set forth the principles defined herein that illustrate their commitment to address the nature and location of growth within their individual and overlapping jurisdictions and the region as a whole.*

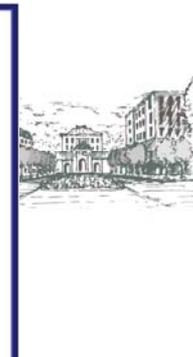
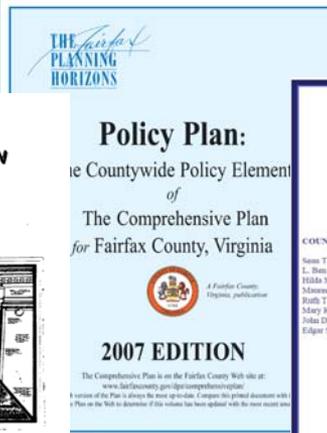
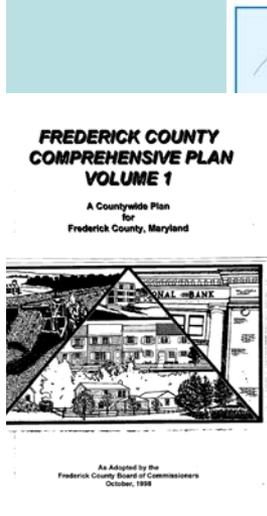
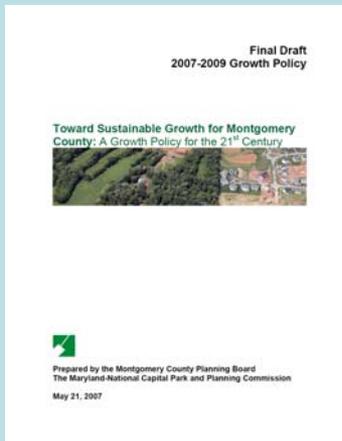
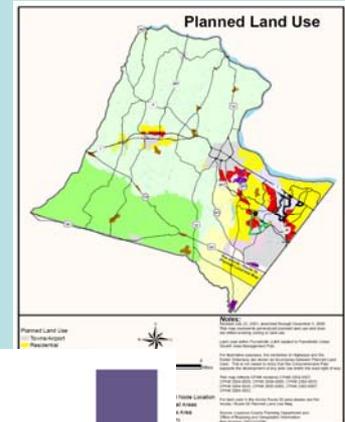
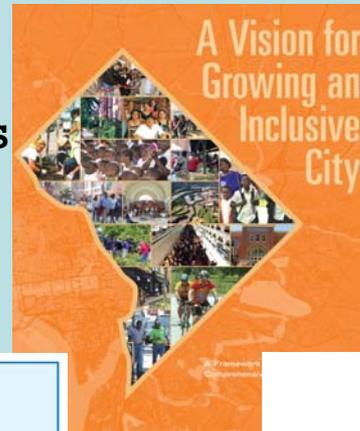
*NOW, THEREFORE, in consideration of the mutual promises and covenants contained herein, the undersigned Cities and Counties (hereinafter referred to as we) agree as follows:*

- 1. Metro Vision 2020. We acknowledge that Metro Vision 2020 is the comprehensive guide for the development of the region. Moreover, we agree that Metro Vision 2020 is a dynamic document that reflects changes in the region.*
- 2. Comprehensive/Master Plan. We acknowledge that comprehensive/master plans are critical tools in translating the community's vision into more specific goals, policies and programs to manage their long-range growth consistent with the communities' and the region's vision. We agree to develop and approve comprehensive/master Plans for each of our respective communities and to update these plans on a regular basis, as determined by each jurisdiction.*
- 3. Comprehensive/Master Plan Principles. We recognize that there are certain fundamental principles that guide the development of a comprehensive/master plan. We agree to rely on the following principles in developing or amending our comprehensive/master Plans:*

# Greater Washington 2050

Review and synthesize existing goals, plans and “visions” to guide elements of the *Compact*, including:

- land use
- economic growth
- environmental quality
- transportation
- affordable housing
- population and demographics
- health
- climate and energy

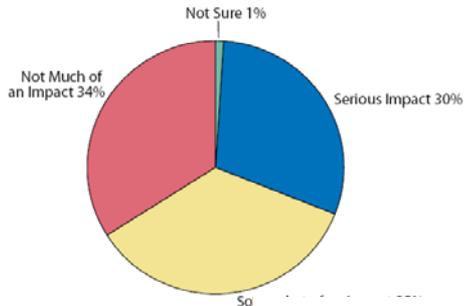


# Greater Washington 2050

Commission a survey to determine attitudes about growth and quality of life issues in the Washington region, as an additional tool to develop the *Greater Washington 2050 Compact*

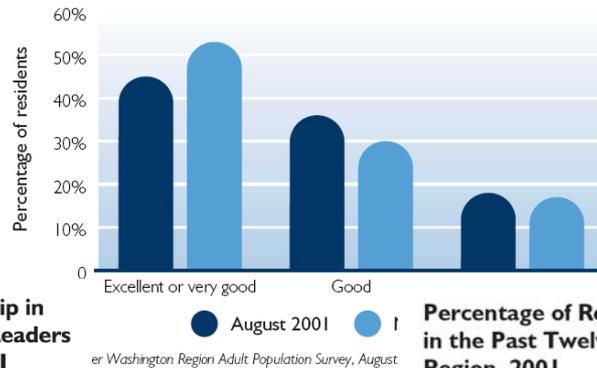


Percentage of Residents in the Greater Washington Region Who Say Traffic Congestion Impacts Their Quality of Life



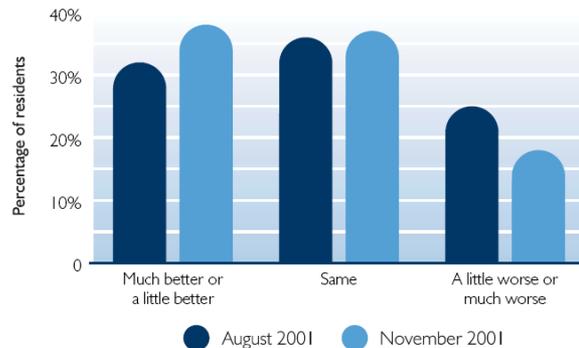
Source: Greater Washington Region Adult Population Survey

Rating the Greater Washington Region as a Place to Live: August 2001 and November 2001



Source: Greater Washington Region Adult Population Survey, August

Rating the Effectiveness of the Region's Leadership in Addressing Regional Problems, Compared with Leaders in Other Areas, August 2001 and November 2001



Source: Greater Washington Region Adult Population Survey, August 2001 and November 2001

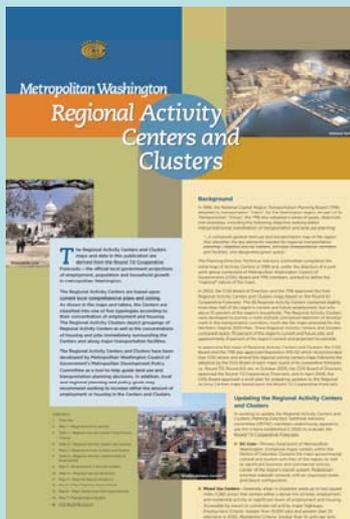
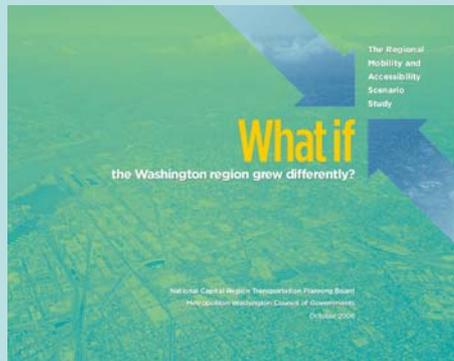
Percentage of Residents Who Have Volunteered in the Past Twelve Months in the Greater Washington Region, 2001



Source: Greater Washington Region Adult Population Survey, August 2001

# Greater Washington 2050

Define other quantitative and qualitative measures – *water quality, air quality, affordable housing, etc.* – to assess the effectiveness of the TPB Regional Mobility and Accessibility Study growth scenarios



## Jobs Out & Households In Scenarios

What if people lived closer to their jobs?

**The Challenge:**  
The length of the average commute is growing as housing continues to boom in outer jurisdictions while jobs remain concentrated in the region's core and inner suburbs.

- The Scenarios:**
- "Jobs Out" shifts 82,000 new jobs (11% of forecast growth) to outer jurisdictions.
  - "Households In" shifts 84,000 new households (23% of the forecast growth between 2010 and 2030) to inner jurisdictions.
  - Transit networks (beyond what is currently assumed to be planned and funded) were tailored to both scenarios (thick lines on the maps).



## Region Undivided Scenario

What if there were more development on the eastern side of the region?

**The Challenge:**  
People on the eastern side of the region are commuting long distances to jobs in the west due to uneven development patterns.



- The Scenario:**
- Shifts 57,000 new households (16% of forecast growth) and 114,000 new jobs (15% of forecast growth) from west to east (red areas on the map).

## Transit-Oriented Development Scenario

What if more people lived and worked closer to transit?

**The Challenge:**  
70% of new jobs and 80% of new housing in the recent decades will not be located in "transit station areas" (half mile from rail, quarter mile from bus).

- The Scenario:**
- Locates 125,000 new households (35% of forecast growth) and 150,000 new jobs (19% of forecast growth) closer to transit stations—within a half-mile radius (represented by red areas on the map).



## More Households Scenario

What if more people who work here lived here?

**The Challenge:**  
New housing is not keeping up with job growth. Many commuters are living outside the immediate region—as far away as West Virginia and Pennsylvania.



- The Scenario:**
- Adds 216,000 new households beyond the number in current land use plans. The households would be added in or close to regional activity centers to balance forecast job growth (represented by red areas on the map).

# Greater Washington 2050

## Commit to the *Greater Washington 2050 Compact*, including basic tenets of:

- long-range planning of at least 40 years
- timely implementation of the goals
- creative financing of public infrastructure and enhanced governmental services to achieve the goals
- development of inter-jurisdictional projects and agreements where necessary to achieve the goals



# Greater Washington 2050

## Devise metrics to assess progress in achieving the goals of the *Compact*.



Part 11: Development Pattern Element  
Approved General Plan

### Objectives

This General Plan makes a clear distinction between the character of the Developed Tier and that of the Developing Tier and the Rural Tier. Within the Developed and Developing Tiers, a policy overlay for Centers and Corridors focuses on specific areas where more intense development is encouraged to take advantage of public investments in transportation facilities. Although there will be some overlap, the history of each Tier, and the opportunities for the future in each Tier, require different orientations and strategies.

This General Plan establishes objectives or benchmark measures that will be used to gauge the success of its implementation. Table 1 summarizes the county's objectives and their relationship to each of the Tiers, the Centers and the Corridors. The sections that follow describe the county's policies and strategies to achieve these objectives.

This General Plan establishes objectives or benchmark measures that will be used to gauge the success of its implementation.

Table 1: General Plan Objectives

Objectives	Tiers			Centers and Corridors
	Developed	Developing	Rural	
<b>Development Pattern</b>				
Capture a designated percentage of the county's dwelling unit growth by 2025 within each Tier.	>33%	<66%	<1%	
Capture a designated percentage of each Tier's housing growth by 2025 in Centers or Corridors.	>50%	>20%		
Incorporate appropriate pedestrian, bicycle and mass transit-oriented features in all new development within Centers and Corridors.				●
Protect a countywide average of 1,500 acres per year of agricultural, strategic forest, or other sensitive lands through the use of the Rural Legacy Program, county-funded acquisitions, and other conservation programs.	●	●	●	
<b>Environmental Infrastructure</b>				
Protect, preserve, enhance and/or restore designated green infrastructure components by 2025.	●	●	●	●
Protect and enhance water quality in watersheds by at a minimum, maintaining the 2001 condition ratings of all watersheds countywide.	●	●	●	●
Meet or exceed the following forest and tree cover goals within each Tier and countywide by 2025.	26%	38%	60%	

Objectives	Tiers			Centers and Corridors
	Developed	Developing	Rural	
Promote an awareness of environmental issues related to land use through the provision of environmental education and/or stewardship programs.	●	●	●	●
<b>Transportation Systems</b>				
Increase average automobile occupancy by 25 percent by 2025.	●	●	●	●
Reduce average commuter vehicle miles traveled countywide by 25 percent by 2025.	●	●	●	●
Increase the proportion of transit trips by 25 percent by 2025.	●	●		●
Reduce private automobile dependency particularly for single-occupant vehicle (SOV) trips.	●	●	●	●
Site and plan new development and revitalization to generate transit ridership that helps achieve the cost recovery targets established by the county Five-Year Transit Master Plan (TMP).	●	●		●
Increase public funding of transportation infrastructure in the Developed Tier.	●			
Increase public funding and attract and encourage more private funding of transportation infrastructure in Developing Tier Centers and Corridors.				●
Encourage and increase the proportion of private sector funding of needed transportation infrastructure in the Developing and Rural Tiers outside of Centers and Corridors.		●	●	
Incorporate appropriate pedestrian, bicycle and transit-oriented design (TOD) and transit-supporting design (TSD) features in all new development within Centers and Corridors.				●
Plan new development to help achieve the objectives of the Countywide Trails Plan and Equestrian Addendum.	●	●	●	●
Ensure funding to achieve the objectives of the Trails Plan and State Priority List.	●	●	●	●
Increase trails funding by one percent of the total county transportation budget (excluding developer funding). Give priority to trails that function as transportation facilities or as links to other transportation facilities.	●	●	●	●

# Greater Washington 2050

**Develop a Communications Plan to disseminate the understanding of the work of the Coalition and the *Compact*, including enhanced outreach on the RMA5 alternative growth scenarios.**

**Engage adjacent regions to collaborate on a bold 21st century investment plan to address:**

- *environmental quality*
- *energy efficiency*
- *climate change*
- *sprawling development*
- *transportation challenges*

# **Discussion of other elements of the Greater Washington 2050 Work Plan and Initiative**

**Gerrit Knapp**

**Professor and Director**

**National Center for Smart Growth**

**University of Maryland**

**February 21, 2008**



# Greater Washington 2050



- What would you want the Washington region to look like in 50 years?
- What do you think are our best opportunities for change?
- What do you want to achieve through this initiative? What would “success” look like?
- Does the proposed GW 2050 work plan support those goals or address those issues? How could it be enhanced?
- What can you contribute to this process?