

# **National Capital Region Transportation Planning Board**

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## **MEMORANDUM**

**TO:** TPB Technical Committee

**FROM:** Ronald F. Kirby  
Director of Transportation Planning

**SUBJECT:** Transportation/Land Use Linkages Inventory and “Gap Analysis”

**DATE:** September 1, 2006

Over the past several months, members of the TPB and its committees have discussed a potential new regional program to encourage certain transportation/land use linkage activities throughout the region, based on programs underway in other metropolitan areas such as San Francisco, Atlanta, and Philadelphia. The program would involve funding planning studies or small-scale capital projects selected in accordance with criteria that reflect the transportation and land use goals and objectives contained in the TPB Vision, which was unanimously approved by TPB member jurisdictions in 1998.

Fundamental to the discussion of this potential new transportation/land use program is the question of the “value added” of such a regional initiative over and above the ongoing efforts of TPB member jurisdictions at both local and state levels. Clearly substantial progress is already being made throughout the area in linking transportation and land use through both planning activities and capital projects – what can a regional effort add? In addition to this “value added” question are questions concerning the sources of funding for such a program, and the procedures for selection of projects and distribution of funds.

To help provide TPB and committee members with the information they need to answer these questions, TPB staff have conducted a review of the activities and projects already underway at local and state levels that are seen as working toward the goals and objectives of the TPB vision (Item B attached to this memorandum), and prepared a preliminary “gap analysis” assessing the potential benefits or “value added” of a regional initiative (Item A attached). It is hoped that this information will inform future discussions as well as serve as a general resource for TPB members.

## **Item A –The Potential Benefits of a Regional Transportation/Land Use Initiative in the Washington Region**

In a series of presentations to the TPB and several of its committees over recent months, TPB staff has outlined a potential new regional initiative to better link transportation and land use planning, based on programs underway in other metropolitan areas around the country including San Francisco, Atlanta, and Philadelphia. Such an initiative would involve allocating a regional pot of money to fund a limited number of small-scale capital projects and/or planning activities. A special selection process would be created to evaluate applicant projects against a set of criteria based in part on the TPB Vision and additional guidance resulting from the ongoing Regional Mobility and Accessibility Study. Funding contributed by each jurisdiction could only be allocated to projects within that jurisdiction, though project selection would be coordinated regionally.

The following list of potential benefits is based on the experience of other metropolitan areas that have instituted similar programs (through interviews with MPO staff in those areas), insights derived from conducting an overview of local and state-level activity in this region, and a review of analyses of regional challenges and strategies conducted by others, including the Urban Land Institute and the Transit Cooperative Research Program of the Transportation Research Board.

*A regional initiative to link transportation and land use by funding selected projects could . . .*

**Sustain focus on regional needs and challenges.** Ultimately the success of all area jurisdictions is at least somewhat dependent upon the overall vitality of the region, in which the efficient function of the regional transportation network plays a great role. Putting in place an application process to select projects based on regional criteria keeps consideration of regional goals at the forefront of transportation decision-making. This also emphasizes the significance that small-scale projects can have for regional goals if they are designed and implemented with such goals in mind. Such experience has been reported by other MPOs that administer these programs.

**Facilitate the sharing of experiences and best practices region-wide.** Part of the process of administering such a program would be (and has been in other regions) the tracking of selected projects and gathering of information about strategies used. This information would then be reported back and available as a resource for others in the region, both as a repository of effective strategies and generally as a catalog of similar activity throughout the region.

**Provide localities with additional tools for accomplishing already-planned projects more quickly and effectively.** Such a program could include funding for specialized technical assistance to support the implementation of chosen projects, especially with respect to community involvement and visualization strategies. Programs developed by some other MPOs (MTC, SCAG) have included these types of services, whose value to local jurisdictions expands over time as a regional knowledge base is built.

**Provide opportunities to give more consideration and study to transportation and land use issues outside the immediate area of a development site.** The ability to look at far-reaching impacts of land development and address choke points that might be created or exacerbated is becoming more crucial to project success and coming to be expected by the public. Such a program could allow for an extra step of planning and analysis that may not otherwise take place, potentially alleviating “NIMBY” concerns about new development.

**Allow for more public involvement at earlier stages of the planning process for land development and corresponding transportation improvements.** The experience in other regions indicates that such programs allow for more effective public involvement processes for neighborhood-level transportation improvements, leading to more frequent project success and increased public satisfaction. This can also help build public support for development plans by incorporating area residents into a local “visioning” process, and address potential challenges before project plans are presented. Other MPOs also indicated that their programs responded to the perception that while planning efforts for smaller scale transportation projects are often the most difficult tasks for which to obtain funding, such efforts have perhaps the biggest return for the funding expended.

**Produce opportunities on an individual project basis to pool resources from multiple sources for maximum effect, and potentially leverage additional funding.** Raising the profile of selected projects through a regional process could attract and involve multiple stakeholders, and provide opportunities for creative funding packages. An example of this synergism was the combined package of private, DC government, and federal funds that was put together for building the New York Avenue Metro station and associated improvements.

## **Item B – The Regional Context of Linking Transportation and Land Use: An Inventory of State and Local Initiatives and Activity**

The following is an inventory of state and local initiatives that link land use and transportation planning or demonstrate activities that further regional transportation and land use goals. They accomplish this through targeted investment in neighborhood-level transportation infrastructure or targeted facilitation of land use patterns that reduce auto travel. This list was derived from various sources, including feedback from TPB Technical Committee members since this topic was introduced in April 2006, information available on state and local government websites, and in limited instances direct correspondence with planning and transportation professionals. It is not intended to be exhaustive, but instead to present an overview of the initiatives and structures that various jurisdictions have in place and recent public and private sector activities that have resulted. In the interest of time, TPB-member independent cities have not been included in the overview to date, with the exception of the City of Alexandria.

### **District of Columbia**

- The District’s **Great Streets Program** involves Transportation and Planning Departments in planning comprehensive improvements to notable corridors. “The Great Streets Initiative unites infrastructure investments “between the curbs” with economic development support “behind the curb” to reposition corridors to become vibrant and unique community centers that meet the needs of local residents, visitors, workers and entrepreneurs.”
  - In late July, DDOT held “an intensive four-day community workshop with area residents, merchants and property owners to discuss and review streetscape design options on **Pennsylvania Avenue east of the Anacostia River**. Part of the Mayor's Great Streets program, DDOT has committed over \$14 million for a make-over of the corridor's public spaces including sidewalks, lighting, landscaping, public art, open spaces, and the street itself. By dramatically improving the physical environment and function of the corridor, the Great Street's investment aims to also significantly improve the economic environment for residents, businesses and property owners.”
  - **H Street NE Corridor Transportation Study** – “The Study will focus on ways to improve transit, pedestrian facilities, parking, and reduce vehicular impacts on the corridor. It will also lay the groundwork for improvements to the streetscape along H Street, including the sidewalks, lighting, trees and other elements.” Study goals and objectives include “laying the groundwork for future transportation investments”, and “supporting the development of the Corridor into a more vibrant commercial and residential neighborhood by improving transportation throughout the Corridor.”
  - Additional target corridors can be viewed here: [ddot.dc.gov/ddot/cwp/view,a,1249,q,637542.asp](http://ddot.dc.gov/ddot/cwp/view,a,1249,q,637542.asp).
- Other Area Studies linking transportation improvements with land use goals include:
  - **Adams Morgan/18th Street Transportation and Parking Study** – “The purpose of the study is to examine existing and future transportation conditions in the study area and to determine short-term and long-term transportation management and streetscape improvements to reduce traffic congestion,

especially during peak morning and evening travel hours; during weekends, especially Friday, Saturday and Sunday evenings; improve traffic and pedestrian safety; examine potential transportation impact from the various planned development; improve connections between residents, employees, shoppers, and restaurant patrons and the mass transit, and protect surrounding residential streets from traffic impacts.”

- **Anacostia Transit Area Strategic Investment and Development Plan** – “Over \$150 million in public investment and several million more of private investment has been committed for various projects in the Anacostia neighborhood and neighboring communities. The Office of Planning, in cooperation with local residents, property owners, and other stakeholders, completed the Anacostia Transit Area Strategic Investment Plan to guide this investment in ways that revitalize the Anacostia neighborhood and address the needs and vision of local residents and businesses.”
- **Upper Wisconsin Ave Corridor Study - Strategic Framework Plan** – “The purpose of the plan is to provide a strategy for guiding redevelopment opportunities, encouraging a better mix of retail uses, creating a sense of place, and preserving the existing assets along Wisconsin Avenue. To that end, the Framework Plan policy recommendations are organized under four primary themes: managing growth, protecting neighborhoods, encouraging a greater retail mix, and creating an attractive streetscape and improved public realm.”
- Several more studies of a similar nature ongoing across the District.  
**Neighborhood and Revitalization Plans** (some of which contain major transportation components) can be viewed here:  
[planning.dc.gov/planning/cwp/view,a,1285,q,571098,planningNav,|32341|.asp](http://planning.dc.gov/planning/cwp/view,a,1285,q,571098,planningNav,|32341|.asp);  
**Area and Corridor Transportation Studies** (some of which contain major land use components) can be viewed here:  
[ddot.dc.gov/ddot/cwp/view,a,1249,q,561095,ddotNav,|32399|.asp](http://ddot.dc.gov/ddot/cwp/view,a,1249,q,561095,ddotNav,|32399|.asp).
- **Transportation Enhancement Funding Projects**
  - About \$2 million available for FY 2007, typically funds the type of project identified by the above studies. Program criteria (federal) are listed here:  
[ddot.dc.gov/ddot/cwp/view,a,1246,q,560234.asp](http://ddot.dc.gov/ddot/cwp/view,a,1246,q,560234.asp).
- See the Prince William County section for information about a ULI report on TOD.

## State of Maryland

- The **2004 Maryland Transportation Plan** cites “process improvements to facilitate transit-oriented development in Baltimore and Washington metropolitan regions.”
- MDOT administers **Transportation Enhancements** funding for the entire state.
- The state also administers the **Access Management Program** – “Access management is the coordination of land use and access to a highway. The goal is to develop plans that will allow for economic growth and rational development while maintaining or improving safety and mobility along an existing roadway. This can be a powerful tool to direct development and preserve agricultural properties along a corridor. In designated development areas, access management can increase the capacity of a corridor to

accommodate development. In rural areas access management can minimize development pressure associated with highways in areas where development is not planned.”

- The *BRAC Transportation Action Plan* is a collaborative effort by MDOT with the Maryland State Highway Administration (SHA), Maryland Transit Administration (MTA), Maryland Aviation Administration (MAA) Motor Vehicle Administration (MVA), Maryland Transportation Authority (MdTA), Department of Business and Economic Development (DBED) and Maryland Department of Planning (MDP).
- The **1997 Smart Growth Initiative** led to adoption of statewide smart growth principles, creation of the **Office of Smart Growth (OSG)**, and establishment of “priority funding areas”; the **Priority Places Strategy** later unveiled by Gov. Ehrlich directed completion of a **Development Capacity Study**.
  - Site specific OSG activities have included the **Greenbelt Metro Development** – “A major mixed-use development has been proposed for the Greenbelt Metrorail station area, consisting of retail, office and housing situated on a 3000-space WMATA parking lot and adjacent land. When initial community and environmental concerns about the scale and design of the project threatened its ability to move forward, OSG worked with the developer to revise its designs to make the project less auto intensive and more pedestrian oriented. This involvement has helped bring about a significant improvement in the design. OSG is also attempting to open dialogue between the County and local community about better connections between the station and neighborhoods.”
  - A **Smart Growth Scorecard** was created to be used in evaluating projects and contains transportation criteria.
  - As part of the Smart Growth Initiative, MDOT did an **assessment of opportunities for transit-oriented development** and approached various local jurisdictions offering transportation planning assistance. Most involvement has taken place in Prince George’s County, including work on a comprehensive opportunities/needs assessment for the County (detailed below in the Prince George’s County section).
- The **State Sidewalk Retrofit Program** provides local jurisdictions with a 50% match toward construction of new sidewalks along state highways.

## Charles County, MD

- The county **Transportation Network Strategy** has as a guiding principle the “coordination of transportation planning with land use planning as described in the **1997 Charles Comprehensive Plan and Subarea Land Use Plans**” which includes consideration of “priority funding areas” as mandated by the State of Maryland Smart Growth Initiative.
- The **Bryans Road-Indian Head Sub-Area Plan (2001)** calls for a mixed-use town center around a significant intersection in the St. Charles Urbanized Area. Different parts of the town center are planned with either a “retail emphasis” or an “employment/residential emphasis”. The new Charles County Connector will link the town center with eastern parts of the county including Waldorf and U.S. 301.
- The **Waldorf Sub-Area Plan** also calls for a mixed-use town center area, and the county’s preferred alternative for improvements to U.S. 301 through the area seeks to avoid making the highway a barrier and maintain connections for local business traffic as

well as cyclists and pedestrians. It includes streetscape designs for major thoroughfares, as well as planning for future density around proposed rail stations including the acquisition of land for future station areas.

- “Waldorf is Southern Maryland’s premier commercial center, but traffic problems, a lack of sense of place, and the growth of other centers could drain economic activity away from Waldorf and limit its future potential preeminent position. The Plan addresses land use, sense of place, traffic and related issues to achieve a vision for maintaining Waldorf as *the* center for Southern Maryland; more than a place to work and shop, a place for people to reside, build, and celebrate their community.” – Waldorf Sub-Area Plan

### Frederick County, MD

- The County Department of Highways and Transportation, within the Department of Public Works, is currently working together with the Department of Planning and Zoning in the development of a **Comprehensive Transportation Plan**.
- The County has recently developed **Transit Oriented Design Guidelines**, which “seek to integrate land use, zoning, and transportation planning elements to promote higher density, mixed use development that is easily accessible by various modes of transportation.” Guidelines pertain to pedestrian and bicycle accessibility, transit orientation of the street network, mix and density of land use, and details about site design.
- The **Walkersville Region Plan** “takes a comprehensive look at the region’s land uses, community facilities, environmental and cultural features and transportation infrastructure and discusses each in the context of the next twenty years,” and incorporates the TOD Guidelines.
- The **City of Frederick** tested two alternative growth scenarios as part of its **2004 Comprehensive Plan Update**. The scenarios include land use breakdowns and concentrations as well as transportation indicators and needs.

### Montgomery County, MD

- The **Go Montgomery!** Transportation Plan includes policy goals such as promoting jobs-housing proximity by encouraging mixed-use development, affordable housing, and pedestrian links to retail. It also strives to create safe environments for walking and biking and integrate pedestrian safety and accessibility in all public projects.
  - Over a ten year period, the plan allocates \$1 billion in local funds to transportation projects, including \$4 for three new transit centers, \$16 million to make all bus stops accessible with sidewalks, \$15 million to construct or upgrade eight pedestrian facilities, \$25 million to enhance pedestrian and bicycle access to rail stations, and \$16 million to construct or upgrade three multi-use trails.
- The county department of planning and the Maryland-National Capital Park and Planning Commission (M-NCPPC) are currently developing a **new strategy document concentrating on “centers and boulevards”** – in particular focusing on the redevelopment of outdated strip commercial development in the county. A draft summary report can be found here:  
[www.goprincegeorgescounty.com/Government/AgencyIndex/DPW&T/lci-landscape.asp](http://www.goprincegeorgescounty.com/Government/AgencyIndex/DPW&T/lci-landscape.asp).

- The County has been improving bikeway connections and pedestrian access in the **Bethesda Central Business District** to increase the employment capacity of the area. Intersection improvements are underway, with the first completed in December 2004 at Montgomery Lane and Woodmont Avenue.
- Improvements continue to be made as part of the **Silver Spring Transit Center**. The December 2004 Environmental Assessment states: “As a transportation hub with the potential for substantial new housing, office, and retail development, Silver Spring is poised to take advantage of the State’s commitment to enhanced transit opportunities. The Project’s transit-oriented/joint development will encourage people to live, work, shop and entertain themselves in downtown Silver Spring. The Project will allow residents and visitors access to on-site retail, office, hotel and residential uses without the need for an automobile; supply upgraded and additional open space, and provide a new Transit Center and transit-oriented/joint development that integrates into the fabric of downtown Silver Spring.” The accompanying recent redevelopment of downtown Silver Spring has been cited by ULI in discussion of the “Ten Principles of Reinventing America’s Suburban Business Districts.”
- The recently adopted Shady Grove Sector Plan (January 2006) focused on transit-oriented and pedestrian-friendly redevelopment in the area around the Metro station. M-NCPPC is developing an Implementation Plan that will ensure that public infrastructure improvements will be coordinated with private development. This Plan will be prepared in coordination with other County agencies and will be presented to the Council for approval. The Sector Plan ([www.mc-mncppc.org/shadygrove/index.shtm](http://www.mc-mncppc.org/shadygrove/index.shtm)):
  - Features a mix of residential, office, retail and commercial development concentrated at the Metro station with parks, recreation and other community serving uses.
  - Strengthens the existing Derwood community by providing compatible development, better access to the Metro station, increased recreation and park opportunities and new public facilities including a library and an elementary school.
  - Supports technology uses along the Shady Grove Technology Corridor.
  - Achieves between 5,400 and 6,340 new residential units and approximately 7,000 new jobs within the planning area.
  - Provides a variety of housing choices with affordable and work-force housing.
  - Creates a new street network in the Metro Neighborhoods that improves access to the Metro Station and expands bikeways and the trail system serving the community.
  - Emphasizes transit use by requiring new development to mitigate vehicular trips.
  - Creates a series of open spaces, urban and public parks, and streetscapes with ground level retail/commercial uses that accommodate pedestrians and encourage street life.
  - Stages new development to ensure timely provision of public facilities such as schools, parks and transportation improvements.
- M-NCPPC has similar planning efforts underway for various other areas, details about which can be found here: [www.mc-mncppc.org/community/index.shtm](http://www.mc-mncppc.org/community/index.shtm)
- A renegotiated agreement with WMATA regarding the **Twinbrook** station area was finalized in early 2006, substantially increasing the density of the mixed-use project

## Prince George’s County, MD

- In May 2003, a team including MDOT (which provided substantial funding for the project), the Governor’s Office of Smart Growth, the City of Hyattsville, WMATA, and the M-NCPPC Planning Department completed a **Transit-Oriented Development**

**Strategy for the West Hyattsville Metro.** This study served as a pilot for a county-wide strategic plan for TOD (see below). TOD policy objectives identified by the state and the county include:

- Identification of market-based TOD development scenarios.
  - Ability of existing TDOZ and other regulations to respond to market realities.
  - Community reaction to market-based TOD development scenarios.
  - Developer assessment of market-based TOD development scenarios.
  - Identification of funding/financial gaps to address through public-private partnerships.
  - Information about the marketability of TOD within Prince George's County.
- The **West Hyattsville Metro Transit District Development Plan** was recently updated to incorporate the recommendations of the 2003 strategy document, in an effort that included the same team of stakeholders. WMATA has selected a developer and a conceptual site plan for the area has been submitted for review.
  - Parallel to the release of the West Hyattsville study, the M-NCPPC, together with the county planning department, completed a **Strategic Framework for Transit-Oriented Development in Prince George's County**. The framework is a countywide planning document for attracting TOD to the county as a means of achieving development goals and objectives contained in the 2002 General Plan. The framework discussed the history and employment of TOD, including other jurisdictions' best practices and lessons learned elsewhere in the metropolitan region and the United States. It identified opportunities, challenges, and policymaking issues associated with employing TOD planning in Prince George's County. The framework provided criteria for evaluating the TOD potential of 15 Metrorail and 2 stand-alone MARC (commuter rail) stations in the county and included descriptions of those station areas. It also provided the TOD plan and development concept and strategy for the West Hyattsville Metrorail station area as a case study, and it made planning, community outreach, procedural and interagency and intergovernmental coordination recommendations for attracting transit-oriented development to the county. The final version of the framework, published in early 2004, can be found here: [www.mncppc.org/cpd/strategicplantod.htm](http://www.mncppc.org/cpd/strategicplantod.htm).
  - In 2004, the development of a **New Carrollton TOD Strategy** was initiated, also supported by MDOT. Consultant services were used to conduct a planning and design charrette to analyze the market, economic and project feasibility of various development options; and propose specific concepts and a preferred development strategy for the New Carrollton station area. The study was coordinated with:
    - The 2004 Washington Metropolitan Area Transit Authority (WMATA) solicitation for joint development proposals for WMATA-owned parcels at New Carrollton
    - The Maryland Department of Transportation (MDOT) planning, design and engineering project for the Bi-County Transitway (formerly the Purple Line), for which New Carrollton is the interim Prince George's County terminal
    - The MD 450-Annapolis Road Corridor Study
  - TOD plans are also underway at the **Morgan Boulevard** station, where an agreement with WMATA was signed for a multi-use complex in late 2005, and the **Prince George's Plaza** station, where the first area TOD broke ground in late 2005.
  - The County Executive's Office sponsors the **Livable Communities Initiative**, which was launched in April 2003. The goal of the initiative is to "create communities that promote and support sound principles for economic development, environmental improvement, educational growth, and safe clean streets so that residents have an

attractive place to live, work, plan and in which they have a sense of pride.” To date, seventy-eight (78) projects have included aesthetic improvements to gateways into the county, medians, intersections and streetscapes. These projects have received positive response from citizens and communities. Another sixteen (16) projects are scheduled for completion during this fiscal year, a list of which can be found here:

[www.goprincegeorgescounty.com/Government/AgencyIndex/DPW&T/lci-landscape.asp](http://www.goprincegeorgescounty.com/Government/AgencyIndex/DPW&T/lci-landscape.asp).

- The County formed a **Livable Communities Initiative Task Force**, comprised of over 50 professional representatives from numerous State and County government agencies, non-profit organizations, community/civic organizations, business groups, schools and public safety agencies and institutions. There are eight sub-groups in the Task Force, which include Code Enforcement, Education and Public Relations, Citizen Involvement, Business Community, Municipalities, Infrastructure, Roadside Debris Management and Health and Human Services. Each sub-group is tasked with developing and recommending work plans involving residents, businesses, private and public employees, and the community in the continuing development and implementation of the Livable Communities Initiative. The task force developed a **Strategic Plan for Developing Sustainable Livable Communities** that describes each sub-committee's responsibility and their short (12 month) and long (more than 1 year) term recommendations to reach the goals necessary to create more livable communities.
- See the Prince William County section for information about a ULI report on TOD.

## State of Virginia

- Suballocates **Transportation Enhancements, Congestion Mitigation and Air Quality (CMAQ)**, and **Surface Transportation Planning (STP)** funds to the Northern Virginia Transportation Authority for distribution in the region.

### *Northern Virginia*

- The Northern Virginia Transportation Coordinating Council (predecessor of the NVTCA) produced in March 2001 the **Alternative Transportation and Land Use Activity Strategies (ATLAS) Study**. The study provided a context of state and local-level initiatives and presented a series of strategies that could be used to implement further efforts to link transportation and land use.
- The **TransAction 2030 Northern Virginia Transportation Plan** includes a mix of bus, rail, ride-sharing, highway and bike/pedestrian improvement projects, and incorporates a method of multi-modal corridor analysis that highlights issues of design compatibility with alternative modes.

## City of Alexandria, VA

- Associated with intense redevelopment in the area known as **Potomac Yard**, the city is exploring options in conjunction with Arlington County to improve transit service and accessibility in a corridor between the Pentagon and Braddock Road Metro stations to support new growth and reduce congestion along U.S. 1/Jefferson Davis Hwy. The central portion of the corridor is occupied by Potomac Yard, a 368-acre former rail yard that is being redeveloped with a mix of office, residential, and retail uses. Build-out of Potomac Yard over the next 10 years will result in approximately 4.4 million square feet of new office space, 3,000 new residential units, 1,200 new hotel rooms, and 270,000

square feet of new retail space. At the southern end of the corridor, at the edge of Old Town Alexandria, there is active redevelopment of several sites for residential and retail uses. As a response to the large numbers of new residents and office workers expected in the corridor, Arlington County and the City of Alexandria asked the Virginia Department of Rail and Public Transportation (DRPT) to undertake a transit alternatives analysis that would explore options to improve transit service. The results of that study were published in 2003. In the two years since the completion of the Crystal City/Potomac Yard Corridor Transit Alternatives Analysis (AA), the pace of development in the corridor has increased. The purpose of the **Crystal City/Potomac Yard Transit Implementation Strategy** was designed to provide an interim service that will serve the corridor until a higher capacity service can be put in place. Transit improvements instituted under this strategy are meant to provide a high level of transit service without precluding the eventual implementation of Streetcar, Bus Rapid Transit, or the construction of an infill Metrorail station in the corridor. Under this strategy, transit improvements will be phased to coincide with development, so that service can meet the growing demand.

- City planners and consultants completed in 2003 the **Eisenhower East Small Area Plan**. The plan lays out a “transit-focused neighborhood that will include a variety of natural and urban open spaces and parks, a balance of jobs and housing, and a retail/entertainment center.” In 2003, the site featured suburban-style development with two large office buildings and a multiplex movie theater set back from the street and surrounded by surface parking. Implementation of the plan has already resulted in ground-level commercial uses wrapped around the existing buildings and streetscape improvements that have created a more pedestrian-friendly environment. Additional buildings including office, retail, and residential space are currently under construction, all within a half mile of the Eisenhower Avenue Metro station. The Alexandria Planning Commission approved design guidelines for the development in March 2006.
  - The Carlyle area sits adjacent to Eisenhower East and has already seen mixed-use, pedestrian-friendly redevelopment catalyzed by relocation of the Patent and Trademark Office to the area.
- City planners have been working with a developer to design a concept for the redevelopment of **Landmark Mall**, an aging, suburban shopping center. The plan calls for the preservation of the mall’s anchor stores and constructing around them “Landmark Village”, a town-center-style commercial area with a traditional urban street grid and including residential units.

## Arlington County, VA

- Arlington county “gives a high priority to those projects that minimize vehicle-miles traveled by taking advantage of compatible land use and transportation investments. Projects in the Rosslyn-Ballston corridor, in Shirlington, and along Columbia Pike reflect this philosophy.” (Ashby)
- The **Ballston-MU Metro Station Access Improvement Project** features multiple sources of funding, cooperation of multiple stakeholders, and multi-modal improvements. The project includes adding a pedestrian passageway under a major street, and construction of new elevators and escalators to access the station, including some that serve a new development. Funding sources include CMAQ, RSTP, and Transportation

Enhancements Program funding, along with local and district bonds and a significant developer contribution.

- The **WALKArlington** program includes projects to improve pedestrian safety and accessibility in key locations throughout the county. Projects include intersection “bulb-outs” or curb extensions, accessible ramps, enhanced crosswalks, and decorative raised intersections.
- Recent **Sector Plan revisions**, which emphasize pedestrian needs and further mixed-use redevelopment, include updates to the **Virginia Square Sector Plan** and the **Clarendon Sector Plan**.
- The **Columbia Pike Initiative** promotes the reinvention of South Arlington’s “Main Street” as a center of pedestrian activity and targeted redevelopment. Planning efforts have included plans for light-rail service with corresponding nodes of activity, and the development of a “form-based code” regulating redevelopment along the corridor. A form-based code specifies a set of “rules” governing acceptable building types and their placement relative to the street and sidewalk. The needs of the pedestrian are a driving force behind the specified urban “form.” Sidewalk widths and distances across streets at intersections are being looked at. Some other approaches being considered are ways of reducing the speed of vehicular traffic and providing landscaping and on-street parking to increase pedestrian levels of comfort. The Arlington County Board adopted the Columbia Pike Revitalization Plan in 2002 and the Columbia Pike Form-Based Code in 2003, and created the Columbia Pike Implementation Team in 2004. Many properties along the corridor are now under contract with redevelopment planning underway within the established parameters. The latest news about activity along the corridor can be found here: [www.columbiapikepartnership.com](http://www.columbiapikepartnership.com).
- In 2005/early 2006, the Arlington County Board decided to proceed to final design and construction of the **Shirlington Bus Transfer Station**. The new station will be located at the intersection of South Randolph and 31<sup>st</sup> Streets and will include a climate-controlled waiting area with customer seating and restrooms as well as protected outdoor seating. The station should encourage transit trips to and from a densely developed area of the county not directly served by Metrorail.
- See the section on the City of Alexandria for information about **Crystal City/Potomac Yard**.

## Fairfax County, VA

- A **Transit-Oriented Development Committee** was formed within the County Planning Commission in response to direction by the Board of Supervisors to provide a more refined, standardized definition and set of principles for transit-oriented development in Fairfax County. The County is seeking to define what TOD should mean for a more suburban jurisdiction with transit stations in more suburban settings. The committee has held several informational meetings featuring presentations by regional TOD experts and discussions open to citizen participation. The committee plans to evaluate the variety of information it receives and will work toward developing an amendment to the Policy Plan volume of the Comprehensive Plan, which guides all development in Fairfax County.
- In July 2004, the county put plan amendment proposals in Tysons Corner on hold and initiated a **Tysons Corner Special Study** to evaluate the area's transportation system and

review Tysons Corner rail related Plan recommendations. Since the scope of the study requires public involvement at several stages, in March 2005, the Board of Supervisors established a task force (officially called the Coordinating Committee) to work with staff during the special study and to help coordinate public outreach and public input. In May 2005, the Task Force's role was clarified and its membership was expanded by the Board of Supervisors to include a diverse mix of stakeholders from the community, businesses and major employers, as well as representatives from each Supervisory District, the Fairfax County Chamber of Commerce, TYTRAN, and area neighborhoods. The Tysons Land Use Task Force's mission is to formulate Plan revisions that will: promote mixed use, facilitate transit-oriented development, enhance pedestrian connections throughout Tysons, increase the residential component of the density mix, improve the functionality of the area, and provide for amenities and aesthetics such as public spaces, art, and parks. The next step for the Task Force is to engage the help of a preeminent urban design/planning firm to determine what Tysons Corner should look like in the future with the planned Metro Rail Stations. More information on the study can be found here: [www.fairfaxcounty.gov/dpz/tysonscorner/](http://www.fairfaxcounty.gov/dpz/tysonscorner/).

- **Lorton/Laurel Hill** – the county has released a Request for Proposals (RFP) to adaptively reuse a portion of the former Lorton prison located in what is now known as Laurel Hill. The RFP seeks qualified private developers to join in a public/private effort to develop the former 80-acre Lorton complex area through the adaptive reuse of existing buildings and new infill building construction. This follows work by a citizen task force in collaboration with county planning staff that completed an amendment to the county's Comprehensive Plan and an initial reuse plan that was a condition for transfer of the property from the federal government (it was a prison for D.C.). A second task force issued recommendations for adaptive reuse planning to guide the development of a site masterplan, and the county has created a three-person Project Advisory Committee to ensure implementation according to the recommendations.
- Assisted by the Urban Land Institute, the county is studying the **Springfield** area, including a May 2006 report on market conditions, transportation, planning and design, development strategies, and implementation. The focus is on maintaining the viability of the area as a commercial center and ensuring that infrastructure can accommodate pending office and residential growth. Ideas presented for transportation improvements include new bridges, circulation pattern changes, additional bus/shuttle services, and Metro station access improvements.
- An agreement was signed between the county and WMATA in May 2005 for a **mixed-use development at the Dunn Loring Metro station**, to include about 700 condominium units and substantial retail space.
- The county also worked with WMATA in 2005 to create a timely **capital improvement program for the Vienna station** in order to enhance access and facilities for pedestrians, bicycles, buses, and automobiles. The program includes the roadway and transit improvements proposed by MetrWest, the transit-oriented development south of the station.

## Loudoun County, VA

- In late 2004, the Loudoun County Board of Supervisors endorsed the formation of a **Route 50 Task Force** to gain input and recommendations on key issues affecting the

Route 50 corridor. The Route 50 is viewed as potentially a unique gateway corridor or “heritage highway” within the southern portion of the County. Among other issues, the task force focused on identifying transportation improvements necessary for attaining this vision, recognizing the context of existing land uses and pressure for development. The final report of the Route 50 Task Force was presented to the Board of Supervisors for consideration in July 2005. On October 18, 2005, the Board voted to move forward with policy changes necessary to implement the Route 50 Task Force's recommendations as a priority item, including work on proposed amendments to the General Plan and the Countywide Transportation Plan. The Route 50 Task Force report is available here: [www.loudoun.gov/bos/route50/report/index.htm](http://www.loudoun.gov/bos/route50/report/index.htm).

- The **Leesburg Town Plan** includes many objectives “intended to integrate and mix land uses in appropriate locations to reduce traffic problems” and “the transportation element stresses coordination among local, county, state, and regional transportation agencies to ensure successful implementation of the transportation objectives.” The plan expresses a desire to be able to implement context-sensitive transportation improvements that encourage alternative modes, facilitate desired patterns of new growth, and preserve the historical character of the town. The plan is available online here: [http://inetdocs.loudoun.gov/planning/docs/plans/\\_leesburgtownpla\\_/index.htm](http://inetdocs.loudoun.gov/planning/docs/plans/_leesburgtownpla_/index.htm).
- The **One Loudoun** development is taking shape as part of the **Broad Run Community Plan** process. Broad Run District Supervisor and COG Board member Lori Waters initiated this process in Spring 2005, with the Community Plan to be drafted based on public input and to address the possibility of establishing a mixed-use “town center” district. The One Loudoun development may essentially become the town center area. The Washington Smart Growth Alliance has recognized One Loudoun as a “Smart Growth Project” based on its planned characteristics, describing the project as “differing from much of the conventional development in Loudoun County,” in that “different uses will be integrated to encourage walking and a vibrant street life.” The development is also to include the Dulles World Trade Center complex. A rezoning proposal to facilitate the development is currently in a work session of the Loudoun County Planning Commission.
- The county has also encouraged concentrated, mixed-use development around the planned Metro station at Dulles Greenway and Route 772, with the **Moorefield Station and Loudoun Station** developments. One observer of the development activity stated in 2003, “Nobody has ever planned for mass transit, mixed use, and high density of this size in Loudoun.” From the Moorefield Station development website: “The development of the Moorefield Station plan will be phased as mass transit comes to Loudoun County. The site will include 12 acres dedicated immediately for use as a transit station, first for bus rapid transit and later for rail. Rail near a Transit Oriented Development establishes a central focus in the community and creates opportunity for non-vehicular trips.”

### Prince William County, VA

- The county Board of Supervisors in November 2003 approved “**Potomac Communities**”, a revitalization plan for the Route 1 corridor. The plan consists of recommendations to encourage the redevelopment of strip commercial and the development of employment opportunities and higher density residential uses. Plan elements include a North Woodbridge Urban Mixed Use Zoning Plan. The overall plan is based on a report by the Urban Land Institute (ULI), which was contracted to examine

the full economic potential of the corridor. Projects recommended within the report include: designs and identification of gateway entrance features and selected retail nodes, proposals for east/west intersecting road upgrades, designs for a Eco-Tourism program, identification and provision of land and buildings for new economic development prospects, and development of promotional material. Information about the plan and its implementation can be found here:

[www.pwcgov.org/default.aspx?topic=040035001140001750](http://www.pwcgov.org/default.aspx?topic=040035001140001750).

- In the late 1990s, the county encouraged modifications of the existing zoning code to create a mixed-use, pedestrian-oriented town center now known as **Belmont Bay** in the Woodbridge area east of Route 1. Groundbreaking took place in 2000 and the development has been extremely successful, boasting strong appreciation in home prices over the past four years.
- County officials recently approved plans for **Rippon Center**, a project to be constructed adjacent to VRE's Rippon Station located just south of Woodbridge. Rippon Center will include 550 high-rise condominiums, 250,000 square feet of office space and 27,000 square feet of retail space. In its conception, the project extends to commuter rail stations the trend toward high density, mixed-use, pedestrian-friendly developments that have grown around many of the area's Metro stops.
- Planning professionals from the governments of Prince William and Prince George's Counties and the District of Columbia participated in a 2003 study by the Urban Land Institute called Barriers and Incentives to Transit-Oriented Development, which identified progress and remaining challenges faced by the three jurisdictions in encouraging TOD.