

**Assumptions behind the Version 1 Land Use Component of the CLRP Aspirations Scenario**  
**July 1, 2008**

In an effort to expand the Regional Mobility and Accessibility Study, a new scenario study has been started. One of the two new scenarios in this study is the CLRP Aspirations Scenario, which is intended to provide a realistic, but ambitious vision for the long range transportation plan. It will draw from the strategies explored in the RMAS scenarios, including the variably priced lanes scenarios, and other possible strategies.

The first step in developing this scenario is the creation of an initial land use component, which as a starting point combines the greatest land use changes from the past RMAS scenarios. Therefore, land use shifts that occurred in the past five land use/transportation scenarios were evaluated for inclusion in the new CLRP Aspirations scenario. The maximum shifts for each TAZ (either an employment/housing gain or loss) across all five previous scenarios were taken as the default shift for consideration in this scenario. Please refer to the attached memorandum to the PDTAC from May 16, 2008 for more information on the technical components of this process.

Specific information on these shifts for each jurisdiction, including maps of the shifts and TAZ-level spreadsheets, are available on the web at:  
[http://www.mwcog.org/planning/committee/committee/documents.asp?COMMITTEE\\_ID=35](http://www.mwcog.org/planning/committee/committee/documents.asp?COMMITTEE_ID=35)

This starting point for the land use component was created using only assumptions made by the PDTAC in the past RMAS study and in the development of the activity centers. For instance, this initial version of the scenario adheres to past principles of where growth would be directed to and from. In the previous scenarios specific TAZs were identified as “receiving” zones based on proximity to transit or location within an activity cluster. These receiving zones represented areas where post-2010 growth would primarily be directed. All other zones were designated as “donor” zones from which projected growth could be shifted to a “receiving” zone.

The following is a listing of specific assumptions made in the development of the past RMAS scenarios and the activity centers, which has been central in TPB scenario development.

**Background on Activity Centers:**

Activity centers are based on local land use plans and are not limited to aggregations of COG/TPB traffic zones.

The PDTAC initially identified more than 180 “regional” and “local” activity centers that together contained nearly 80 percent of the region’s employment and approximately 20 percent of the region’s households.

Those 180 centers were pared down to identify only those centers that are regionally significant and also fit into specific typologies:

- DC Core
- Mixed Use Centers (up to 2 sq miles): >15,000 jobs and >25 jobs/acre in 2025; >10 units/acre
- Employment Centers (up to 3.5 sq miles): >20,000 jobs and >30 jobs/ acre in 2025
- Suburban Employment Centers (up to 6 sq miles): >15,000 jobs and >10 jobs/ acre in 2025
- Emerging Employment Centers (up to 6 sq miles): >15,000 jobs and >50% job growth between 2000 and 2025 or <50% commercial buildout in 2025

There are now 58 Regional Activity Centers that contain slightly more than half of the region's current and future employment, but only about 10 percent of the region's households.

The full report on activity centers is available on the web:

<http://www.mwcog.org/uploads/pub-documents/Blta20031126183601.pdf>

### **Background on RMAS Assumptions:**

All of the land-use scenarios shifted growth into “regional activity centers,” which were designated in 2002 through a joint process at COG and the TPB. Activity centers are intended to have “a mix of jobs, housing and services in a walkable environment.”

Challenges underlying the land use shifts:

1. People are living further away from their jobs
2. More and more people who work in the region don't actually live here
3. People on the eastern side of the region are forced to commute long distances to jobs in the west
4. The land around public transit is underutilized

The following five scenarios were developed to address the above challenges:

1. More Households
  - a. 216,000 households were added to the core and inner suburban jurisdictions, which is a 38% increase over projected 2010-2030 growth. 231,000 households would have been necessary to create a balanced jobs-to-households ratio of 1.6, where it is assumed that each household in the region would have an average of 1.5 workers and 10% of these workers would be employed at more than one job. However, District, Arlington and Fairfax County were not able to accommodate the extra growth.
  - b. PDTAC agreed that these additional households were to be allocated to regional activity clusters, transit centers, and other areas where the

respective Planning Director believed that this higher household growth increment could be logically accommodated in a concentrated fashion. Further, it was recognized that this allocation of additional household growth would not necessarily be based on existing planning and zoning and would in some instances likely exceed it.

- c. Outer jurisdictions already had a much lower jobs-to-households ratio than the core and inner suburbs and thus did not receive any growth.

## 2. Households In

- a. Goal: to reduce average commuting distances by re-allocating forecast household growth to bring all jurisdictions in the region closer to a 1.6 jobs-to-households ratio.
- b. Assumed that more of the region's 2010 to 2030 household growth could be placed closer to employment centers in core and inner suburban jurisdictions in order for more workers to live closer to their jobs.
- c. This scenario assumed a shift of 84,000 households (27% of total 2010-2030 growth) from Prince William, Frederick, Charles, Calvert, and Stafford counties to jurisdictions projected to have a larger jobs-to-households ratio than the region as a whole (District of Columbia, Arlington County, City of Alexandria, and Fairfax County).
- d. This scenario also assumed that this shift in household growth would be from areas outside of regional activity clusters to regional activity clusters and other areas of concentrated employment growth in the core and inner suburbs.

## 3. Jobs Out

- a. Goal: to reduce average commuting distances by re-allocating forecast job growth from the core area to outer suburban jurisdictions in order to bring the jobs-to-households ratio closer to 1.6 in each jurisdiction.
- b. Assumed a shift of 82,000 jobs (12% of 2010-2030 growth) from core area jurisdictions (the District, Arlington, and Alexandria) to outer suburban jurisdictions (Prince William, Frederick, Charles, Calvert, and Stafford counties)
- c. It was also assumed in this scenario that this shift in job growth to the outer suburbs would be concentrated in regional activity clusters within these outer suburban jurisdictions.

## 4. Region Undivided

- a. Forecast 2010-2030 job growth outside of regional activity clusters in the western portion of the region was reallocated to regional activity clusters, transit centers, and other areas in the eastern portion of the region where it was believed that this additional job growth increment could be accommodated.
- b. Assumed a shift of 114,000 jobs (18% of total 2010-2030 growth) from the western to eastern portions of the region in the 2010 to 2030 time period
- c. For each eastern jurisdiction, the amount of job growth reallocated was proportional to the total number of jobs forecast for the eastern portion of the region in 2030

- d. Assumed a household growth increment of 57,000 households (13% of total 2010-2030 growth) from the western to the eastern portion of the region
  - e. The assumed job and household growth shifts from the west to east were designed to achieve equivalent jobs-to-households ratios in both western and eastern jurisdictions.
5. Transit-Oriented Development
- a. Assumed a shift, to the maximum extent possible, of forecast 2010-2030 job and household growth to areas within ½ mile of current or planned Metrorail stations, commuter rail stations or other current or potential transit centers.
  - b. The growth shifted into these transit areas came from non-transit areas outside of regional activity clusters.
  - c. Assumed shifts of 150,000 jobs (24% of total 2010-2030 household growth) and 125,000 households (33% of total 2010-2030 household growth)
  - d. Most of these assumed job and household shifts occurred within each jurisdiction, but some growth was shifted between jurisdictions in cases where some jurisdictions could not logically accommodate all of its 2010 to 2030 growth within its transit areas and other jurisdictions had the capacity to accommodate more than its forecast 2010 to 2030 growth in its current and planned transit areas.

A full RMAS technical report detailing the results and assumptions is available on the web:

<http://www.mwcog.org/uploads/committee-documents/oVhcXF420061018110814.pdf>