



## MEMORANDUM

**TO:** TPB Technical Committee  
**FROM:** Timothy Canan, Transportation Planning Data and Research Program Director  
**SUBJECT:** Transit-Oriented Communities: High-Capacity Transit Station Areas  
**DATE:** February 28, 2020

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At the January 8, 2020 COG Board of Directors meeting and the January 15, 2020 TPB meeting, staff briefed members of the boards on potential activities that could be undertaken by COG and TPB staff to further support member jurisdictions' efforts to enhance housing and transportation connectivity in areas served by transit. These activities are part of an effort to identify opportunities to help the region reach its housing targets, support the development of transit-oriented communities (TOCs), and advance the region's long-range transportation plan, Visualize 2045. The adoption of regional housing targets aligns with and advances the Transportation Planning Board's (TPB) aspirational initiative, "Bring Jobs and Housing Closer Together," which seeks to optimize the region's complex land use and transportation system in a manner that will favorably address traffic congestion and support increased accessibility as well as housing availability and affordability throughout the region.

The proposed activities align with ongoing work of COG and TPB and focus on analyzing land use and transportation interactions in areas served by High-Capacity Transit (HCT), which is defined as Metrorail; commuter rail (MARC and VRE); light rail (e.g., Purple line); and Bus Rapid Transit (BRT)/Street Cars. To accomplish this, staff will conduct several analyses that will result in a series of products grouped into three distinct phases, or milestones:

1. Identify and Classify High Capacity Transit (HCT) Station Areas
2. Summarize Population, Households, and Employment in HCT Station Areas
3. Examine Transportation Connectivity in HCT Station Areas – Alternative Modes

At the February 12, 2020 COG Board of Directors meeting, staff presented the first of these products, a GIS-based interactive tool that identifies the HCT Station Areas anticipated in the region by 2030, including the type of transit service offered, and classifies them according to various geographic groupings. As stated during the January COG Board briefing:

*"The purpose of this tool will be to build understanding of HCT Station Areas and their geographic distribution and presence throughout the region. Such a tool can help focus the discussion and efforts to examine potential projects, programs, and policies that promote the development of successful TOCs within each jurisdiction. The tool can also overlay two other types of geographically-focused areas the region uses to inform its planning and programming actions: Regional Activity Centers and Equity Emphasis Areas—census tracts with higher concentrations of low-income and minority residents. Specifically, the HCT Station Area tool can identify which HCT Station Areas are contained within a Regional Activity Center and/or in an Equity Emphasis Area. This knowledge can help inform both housing and transportation investment discussions and decisions."*

Figure 1 on page 3 identifies the location of the 225 HCT Station Areas anticipated in the region by 2030. The subsequent Table 1 summarizes the number of HCT Station Areas by the following geographic classifications:

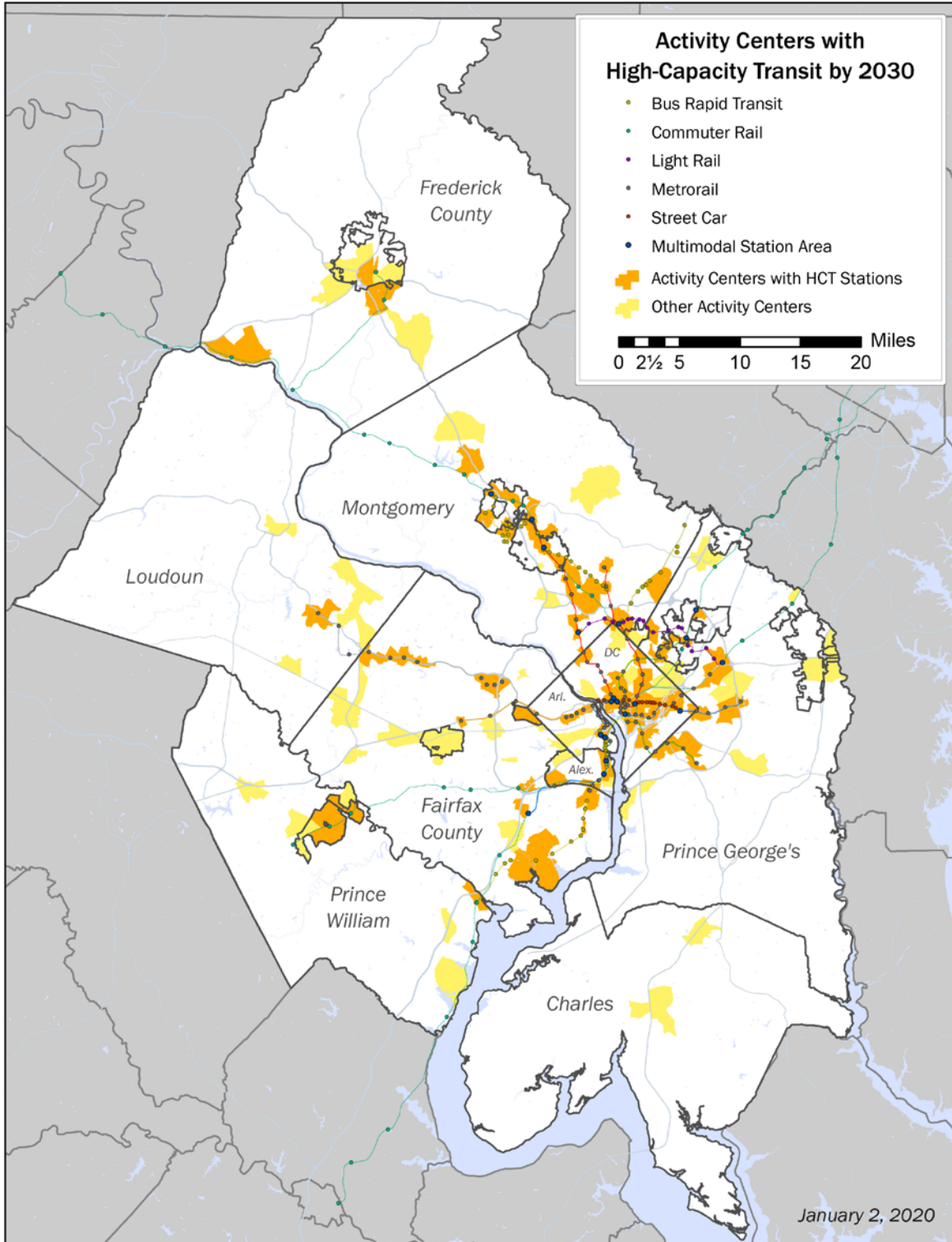
- District of Columbia, Suburban Maryland, and Northern Virginia
- Regional core, inner suburbs, and outer suburbs<sup>1</sup>
- Regional Activity Centers
- Equity Emphasis Areas

Staff will present the *High Capacity Transit in the National Capital Region Web Map* to the Technical Committee at its March meeting and demonstrate how it can be used to identify the stations areas within each of these classifications throughout the region. The map is accessible at the following location: <https://www.mwcog.org/maps/map-listing/hct-map-tool/>. This web map will be hosted on the COG website and accessible by COG and TPB members, Technical Committee and Subcommittee members, state and local planning agency staffs, and members of the public. The interactive tool will be scalable, enabling expansion and enhancements over time in response to input received from stakeholders and in accordance with the system's technical capabilities.

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<sup>1</sup> Regional core: District of Columbia, Arlington County, City of Alexandria  
Inner Suburbs: Fairfax, Montgomery, and Prince George's Counties, Cities of Fairfax and Falls Church  
Outer Suburbs: Charles, Frederick, Prince William, and Loudoun Counties, Cities of Manassas, Manassas Park

Figure 1: High Capacity Transit Station Areas in the National Capital Region, 2030



**Table 1: High Capacity Transit Station Areas in the National Capital Region, 2030  
Jurisdictional Summaries**

	Total	In Regional Activity Centers	In Equity Emphasis Areas	Inner Core	Inner Suburbs	Outer Suburbs
<b>District of Columbia</b>	54	52	24	54		
<b>Suburban Maryland</b>						
Charles County						
Frederick County	4	3	3			4
Montgomery County	59	42	27		59	
Prince George's County	29	18	20		29	
<i>Maryland Subtotal</i>	92	63	50		88	4
<b>Northern Virginia</b>						
Arlington County	18	17		18		
City of Alexandria*	23	22	6	23		
Fairfax County*	29	18	6		29	
City of Fairfax						
City of Falls Church						
Loudoun County	3	2				3
City of Manassas	1	1				1
City of Manassas Park	1	1				1
Prince William County	5	2				5
<i>Virginia Subtotal*</i>	79	62	12	41	29	10
<b>Total*</b>	<b>225</b>	<b>177</b>	<b>86</b>	<b>95</b>	<b>117</b>	<b>14</b>

\*The Van Dorn Station is assigned to both the City of Alexandria and Fairfax County, but is not counted twice in the total and subtotals.

# TRANSIT-ORIENTED COMMUNITIES

## HIGH-CAPACITY TRANSIT STATION AREA INTERACTIVE MAP

Timothy Canan, AICP  
TPB Planning Data and Research Program Director

TPB Technical Committee  
March 6, 2020

Agenda Item 6



## Optimize and Balance Land Use initiative

- More housing in the region  
Identify ways to develop more housing in the region to provide workers to meet forecast regional job growth
- Optimize and coordinate transit investments and land use  
Identify ways to increase jobs and housing around underutilized transit stations and Activity Centers with high-capacity transit
- Balance future growth in jobs and housing regionwide  
Achieve a better balanced distribution of future growth in jobs and housing between the eastern and western portions of the region

# Regional Housing Targets

- Adopted by the COG Board of Directors in September 2019:
  - **Amount** – At least 320,000 new housing units needed between 2020 and 2030 to accommodate employment forecasts (75,000 more than in current forecasts)
  - **Location** – 75% should be in Activity Centers or near High-Capacity Transit
  - **Affordability** – 75% should be affordable to low- and middle-income households
- Developed in conjunction with COG'S Housing Strategy Group, the Planning Directors Technical Advisory Committee (PDTAC), and the Housing Directors Advisory Committee (HDAC)

## Why?

- By 2045, the number of jobs are forecasts to increase faster than the number households
  - This will result in more commute trips originating from outside the region and increase the demand for housing within the region
- The Regional Housing Targets advance the *Visualize 2045* Aspirational Initiative, “Bring Jobs and Housing Closer Together”
  - Seek to address these challenges by optimizing the region’s complex land use and transportation system to favorably address traffic congestion and support increased accessibility

# Transit-Oriented Communities

- COG Board Chairman, Derrick Davis, identified Transit-Oriented Communities (TOCs) as a focus of the Board of Directors during 2020
- TPB Chair, Kelly Russell, identified TOCs as a focus of the TPB during 2020
- COG and TPB staff identified a series of TOC-supportive work activities and products that can be undertaken by COG and TPB staff to help member jurisdictions' efforts to enhance housing and transportation connectivity in areas served by transit
  - Help reach regional housing targets
  - Support development of TOCs
  - Advance Aspirational Initiatives of *Visualize 2045*



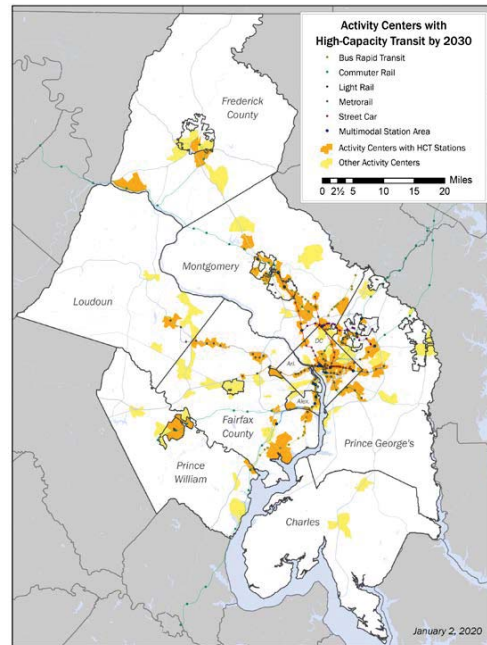
# TOC Activities

1. **Identify and Classify High Capacity Transit (HCT) Station Areas**
2. Summarize Population, Households, and Employment in HCT Station Areas
3. Examine Transportation Connectivity in HCT Station Areas – Alternative Modes
  - a. Walkshed analysis
  - b. “Micromobility” shed analysis
  - c. “Micro-transit” shed analysis



# Identify and Classify High Capacity Transit (HCT) Station Areas

- GIS-based interactive web map that identifies the HCT Station Areas anticipated in the region by 2030
- Build understanding of HCT Station Areas and their locations in the region
- Focus discussion and efforts to examine projects, programs, and policies that promote development of successful TOCs
- Expandable to include remaining TOC activities



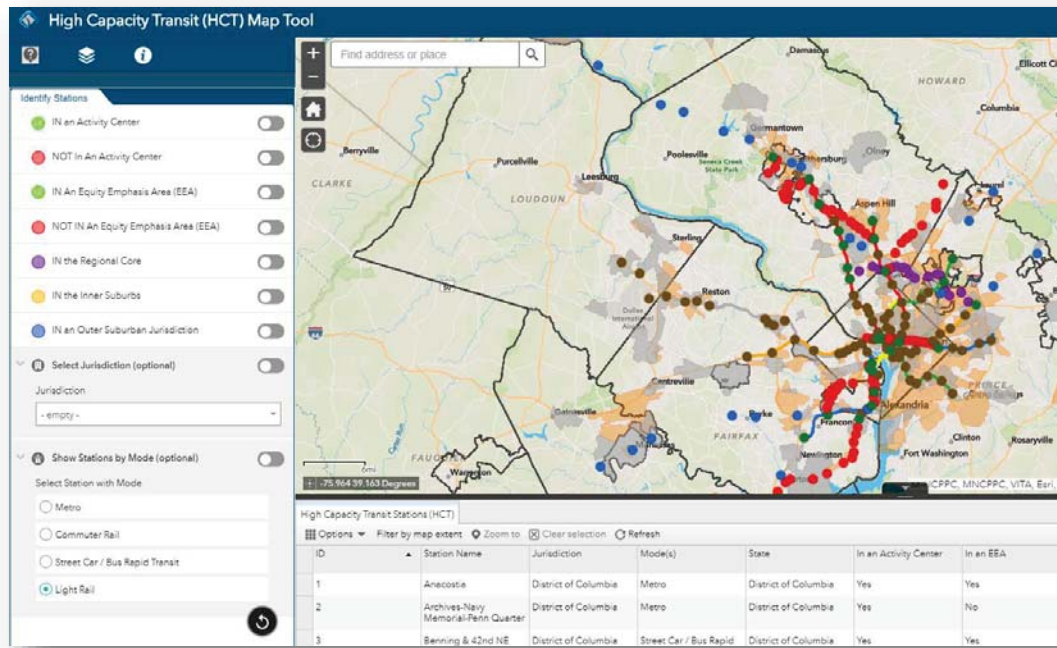
## Who can use it?

- Elected officials and policy makers
- Local land use and transportation planners
- State DOT and regional transit planners
- Interested members of the public



# How do I access the web map?

<https://www.mwcog.org/maps/map-listing/hct-map-tool/>



## Questions

## **Timothy Canan, AICP**

TPB Planning Data and Research Program Director  
(202) 962-3280  
[tcanan@mwkog.org](mailto:tcanan@mwkog.org)

[mwkog.org/tpb](http://mwkog.org/tpb)

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Metropolitan Washington Council of Governments  
777 North Capitol Street NE, Suite 300  
Washington, DC 20002



National Capital Region  
**Transportation Planning Board**