

REPORT

**TPB Citizens Advisory Committee
June 15, 2005
Dennis Jaffe, CAC Chair**

The CAC's monthly meeting on June 9 included a briefing from the District of Columbia Office of Planning and a discussion of the TPB/COG response to the Department of Defense proposal for realigning and closing military bases.

***Briefing on Regional Transportation and Land Use Issues from the Perspective
District of Columbia Office of Planning***

Barry Miller of the DC Office of Planning briefed the CAC on the District's Comprehensive Plan update. He touched upon a number of land use issues that have clear regional implications.

In his presentation, Mr. Miller emphasized that the city must grow its housing and jobs base for a variety of economic, societal and environmental benefits. But, he said, the emphasis in the Comprehensive Plan was not for the District to simply grow, but to "grow inclusively." This means the District must work to retain the people who already live here, attract families, and maintain neighborhood character.

Mr. Miller described the District's concerns about the COG Cooperative Land Use Forecasts. He noted that the inner ring suburbs maintain they are approaching buildout around 2020, but they keep adding jobs after that. In comparison with the number of forecasted jobs in 2030, the region expects to have a housing deficit of nearly half a million. He noted some of the negative transportation implications of this jobs/housing imbalance, including increased congestion.

He noted that the District supposedly reached buildout in the 1950s, and yet the city has recently identified the capacity for a significant amount of new housing by promoting infill, developing new neighborhoods and restoring vacant housing. He said other jurisdictions might consider some of these approaches.

Don Edwards, CAC member and also a member of the D.C. Comprehensive Planning Team, followed Mr. Miller's presentation with a description of the outreach methods and objectives that have driven the planning process.

Questions and comments from CAC members included the following:

- How is the Comprehensive Plan dealing with concerns about gentrification? Mr. Miller said the plan has sought to focus on retaining D.C. residents, not in stopping gentrification. He noted that neighborhood revitalization should be a factor in helping people stay, not in driving them out.

- How will the plan provide the types of housing units and other services to attract families? Mr. Miller acknowledged that single biggest challenge for the plan is how to encourage families to stay in the District or to move here. He said participants in the planning process have raised concerns about schools, as well as the need for a sufficient variety of housing types.
- Is D.C. considering the use of form-based codes? Mr. Miller said that major zoning revisions are expected to follow the Comprehensive Plan approval. He said that planners are considering form-based codes for focused locations or corridors.
- A member emphasized the importance of bringing high quality jobs to the District.
- A member noted that parking is always a fear for people in neighborhoods that are moving toward higher densities. The demand to build parking garages and establish additional parking spaces can be enormous.
- A member suggested that the Regional Mobility and Accessibility Study should develop a scenario that would place a very large number of housing units in the ring of counties beyond the TPB jurisdictions.

Discussion of the TPB and COG Response to the Federal Military Base Realignment and Closure (BRAC) Proposal

Paul DesJardin of the COG staff described the COG/TPB work plan for analyzing the impacts of the proposed based closings and realignments. Mr. DesJardin said the first step in this fast-track analysis will be to quantify the number of relocations that would be likely to occur as a result of the proposals. The next step would be an analysis of transportation effects, in an analysis similar to that used for the Regional Mobility and Accessibility Study.

Bob Chase, Director of the Northern Virginia Transportation Alliance and former CAC member, came to the CAC meeting to describe his perspective on the proposal. He said the BRAC recommendations will be difficult to stop, and although the proposals themselves may or may not be the right thing to do, he believed their potential impacts were being exaggerated. He noted that only 20,000 jobs would be affected. Most places losing jobs will find new employers. Some people would be expected to have shorter commutes, he said.

Stewart Schwartz, Executive Director of the Coalition for Smarter Growth and CAC member, provided a contrasting point of view. He said the sprawl implications of this proposal would be significant, especially when considering the indirect effects. He said the federal government was unlikely to pay for the additional infrastructure costs that will result. Noting that some leaders have called for rail to Fort Belvoir or Fort Meade, Mr. Schwartz said such projects would be inefficient and a waste of money. He expressed further concerns that the Department of Defense proposals could influence other federal agencies to tighten their security standards, which would further damage efforts to develop high density, mixed use centers across the region.

Other Business

- Two CAC working groups had their initial meetings this past month. The Working Group on CLRP/TIP Information and Analysis discussed a number of steps to improve the quality and timeliness of the information and analysis that the TPB produces. The Working Group on the Regional Mobility and Accessibility Study will launch a series of outreach meetings in the fall that will include information on the qualitative and quantitative effects of various scenarios on a localized level.
- CAC Chair Dennis Jaffe received letters from the Virginia Department of Transportation and the Maryland Department of Transportation in response to Mr. Jaffe's April letter calling for a high-level meeting to move the CapCom project forward. TPB Chairman Mendelson wrote to Mr. Jaffe earlier in May. The respondents indicated that their agencies would attend a special TPB work session on CapCom on July that would be convened in response to Mr. Jaffe's request. No response has been received from the District of Columbia. Mr. Jaffe noted disappointment with this because of questions raised by DDOT Director Dan Tangherlini in late March and early April which prompted the CAC's call for the high-level meeting.

ATTENDANCE
CAC Meeting, June 9, 2005

CAC Members in Attendance

1. Dennis Jaffe, Chair, DC
2. Ephrem Asebe, MD
3. Nathaniel Bryant, MD
4. Stephen Cerny, Vice Chair, VA
5. Don Edwards, DC
6. Harold Foster, DC
7. Jim Larsen, VA
8. Grace Malakoff, DC
9. Allen Muchnick, VA
10. Lee Schoenecker, DC
11. Stewart Schwartz, VA

CAC Members Not in Attendance

1. Steve Caflisch, MD
2. Mike LaJuene, VA
3. Kimberly Shiley, MD (resigned)
4. Emmet Tydings, Vice Chair, MD

CAC Alternates in Attendance

Merle Van Horne, DC

Staff/Others

Barry Miller, DC Office of Planning
 Julie Ruszczyk, VDOT
 Paul DesJardin, COG/HSPPS
 Ron Kirby, COG/DTP
 John Swanson, COG/DTP
 Glen Harvie