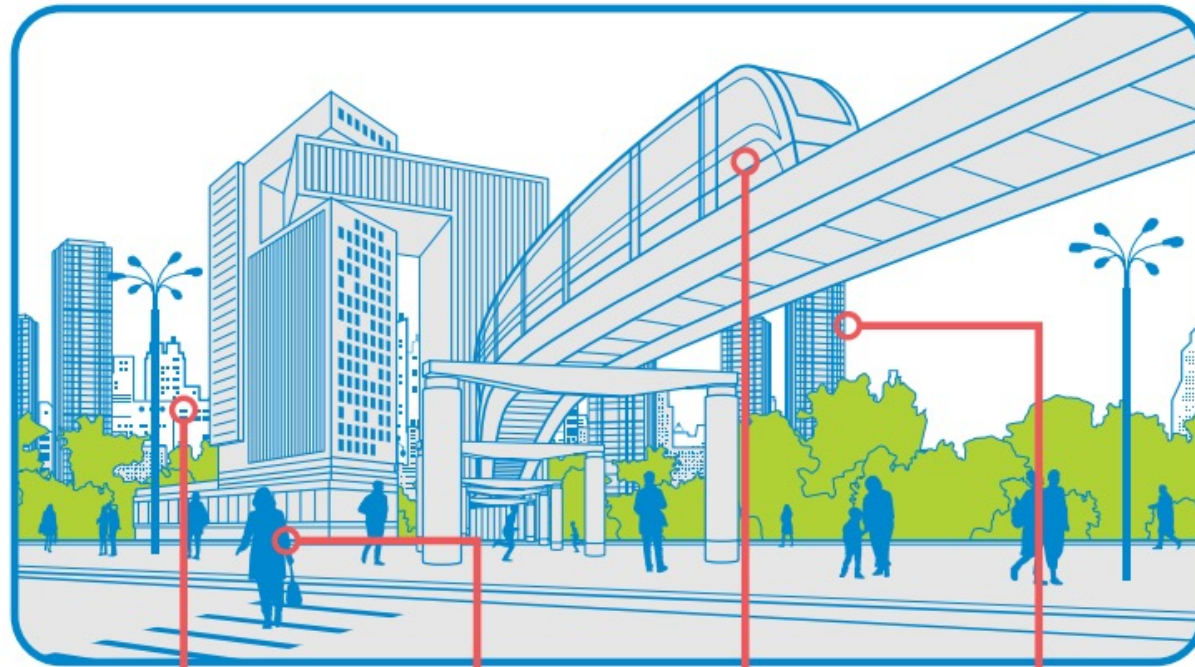


TRANSIT-ORIENTED COMMUNITIES IN METROPOLITAN WASHINGTON

Timothy Canan, AICP
Planning Data and Research Program Director

COG Board of Directors
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Transit-Oriented Communities



**Housing
affordable at all
income levels
and family
sizes**

**Expanding
opportunity by
co-locating
housing, jobs,
and amenities**

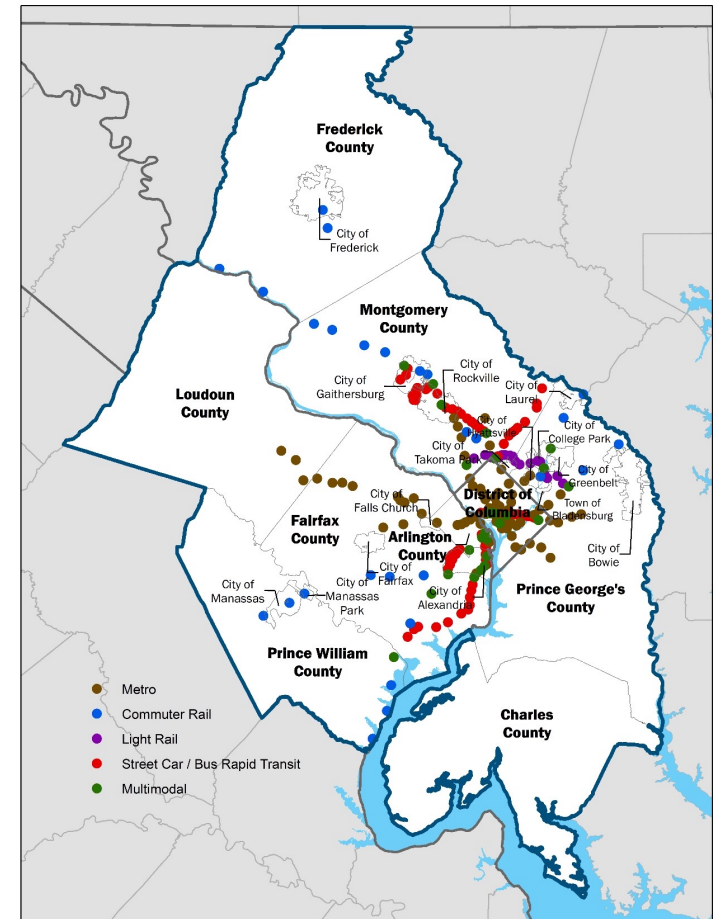
**Affordable,
environmentally
friendly travel
options**

**Housing, office
options that use
less energy**



High-Capacity Transit Station Areas (HCTs)

- 225 HCT station areas in place by 2030.
- Locations around Metrorail, Commuter Rail, Light Rail, Bus Rapid Transit (BRT), and Streetcar.
- Access improvements in areas served by HCT promote and catalyze the development of healthy TOCs throughout the region.



HCTs by Jurisdiction and Mode

JURISDICTION	Total	Commuter Rail	Light Rail	Metro Rail	Multi System	Streetcar/ BRT
City of Alexandria	21			1	4	16
Arlington County	19			8	3	8
City of College Park	5		3		2	
District of Columbia	55			34	6	15
Fairfax County	29	4		11	3	11
Frederick County	3	3				
City of Frederick	1	1				
City of Gaithersburg	6	1			1	4
City of Greenbelt	1				1	
City of Laurel	1	1				
Loudoun County	3				3	
City of Manassas	1	1				
City of Manassas Park	1	1				
Montgomery County	46	7	8	5	4	22
Prince George's County	23	4	6	12	1	
Prince William County	5	4			1	
City of Rockville	7	1			1	5
City of Takoma Park	1		1			
Regional Total*	225	27	17	75	26	80

* The Greenbelt, Takoma/Langley Transit Center and Van Dorn HCTs are located on jurisdictional boundaries. The Greenbelt HCT is in the cities of Greenbelt and College Park, Takoma/Langley Transit Center HCT is in the City of Takoma Park and Prince George's County and Van Dorn Street HCT is in the City of Alexandria and Fairfax County. These stations appear in their respective jurisdictional totals but are not double counted in the regional totals. (Updated January 3, 2022)



HCTs a Key Regional Planning Concept

- Established by COG Board in 2021—(Resolution R46-2021).
- HCTs should be prioritized for special consideration in land use and transportation planning to equitably achieve housing, accessibility, transportation, and climate change goals.
- Local governments should:
 - Commit to provide safe and convenient walk, bike, and microtransit access to HCTs.
 - Commit to completing the National Capital Trail Network to connect communities in and around HCTs.
 - Strongly consider adopting local resolutions committing to optimizing access improvements to HCTs.

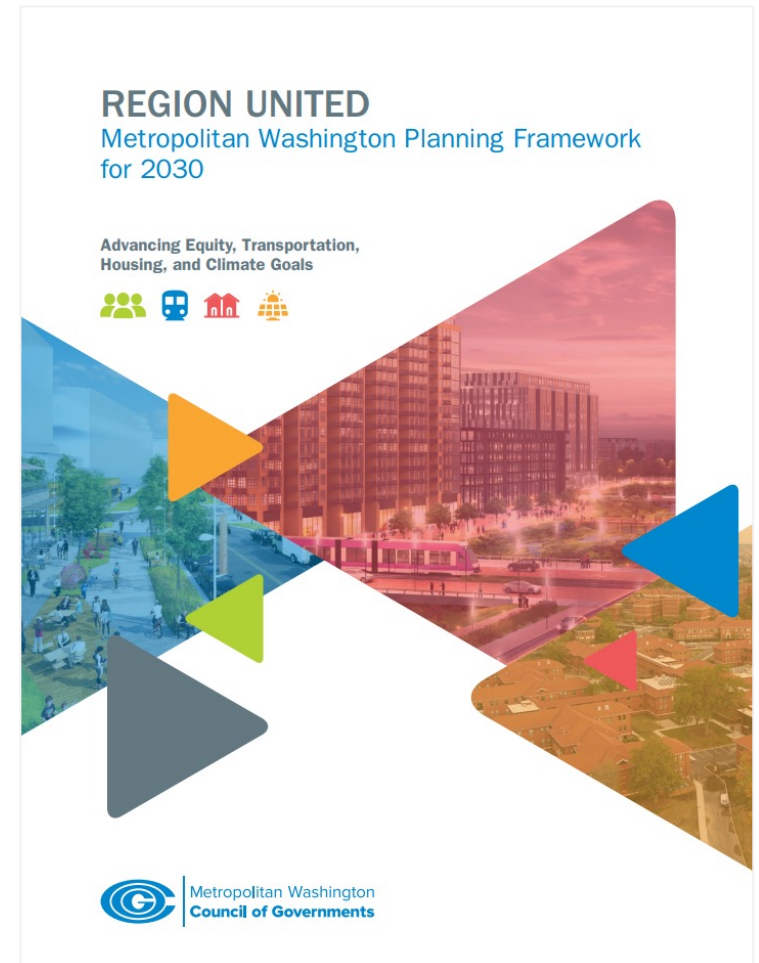
Opportunity with HCTs

- Improvements in areas served by HCTs promote and catalyze development of TOCs.
 - Improve resident access to transit and jobs.
 - Employer access to talent.
- Make TOCs more desirable locations to live, work, and play through mixed-use development.



Region United

- Planning priorities for the next decade related to equity, transit and land use, housing, and climate.
- Mixed-use, mixed-income TOCs have potential to advance all priorities in the framework.



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