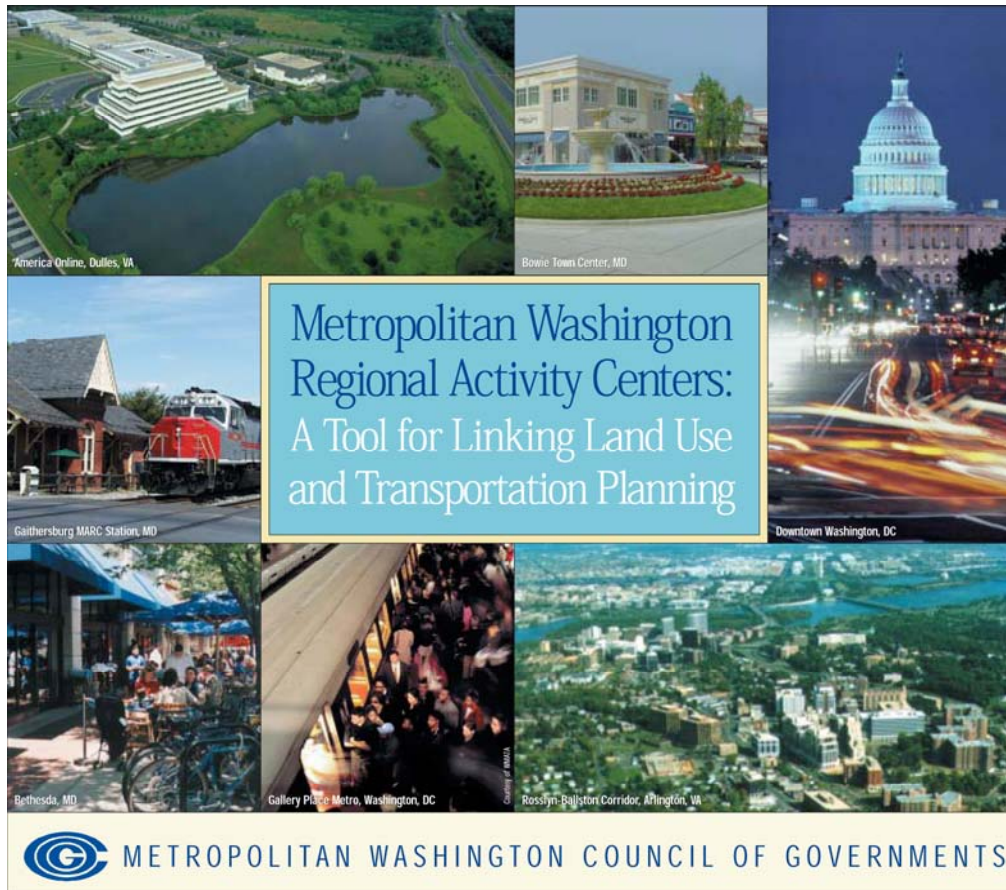


# Updating the Maps of Regional Activity Centers and Clusters



**COG Board of Directors Meeting  
April 12, 2006**

# Presentation Outline

- Development of the Regional Activity Centers and Clusters maps
- Significant Findings and Applications of the Centers and Clusters
- Proposed Schedule for Update



# National Capital Region Transportation Planning Board Vision

*“In the 21st Century, the Washington metropolitan region remains a vibrant world capital, with a transportation system that provides efficient movement of people and goods. This system promotes the region's economy and environmental quality, and operates in an attractive and safe setting--it is a system that serves everyone. The system is fiscally sustainable, promotes areas of concentrated growth, manages both demand and capacity, employs the best technology, and joins rail, roadway, bus, air, water, pedestrian and bicycle facilities into a fully interconnected network.”*

**...(2) Better coordination of transportation and land use planning, including the creation of a composite regional map that identifies and integrates a system of regional transportation corridors and facilities, the regional core, regional activity centers, and "green space," and which will serve as the basis for future transportation planning and funding priorities**



*TPB Vision Action Agenda, Goal 2*

# Regional Activity Center Typologies and Criteria

**DC Core** – Primary focal point of Metropolitan Washington. Comprises major centers within the District of Columbia. Contains the major governmental, cultural and tourism activities of the region, as well as significant business and commercial activity. Center of the region’s transit system. Pedestrian oriented sidewalk network with an organized street grid/block configuration.

**Mixed Use Centers** – Generally urban in character, areas up to two square miles (1,280 acres) that contain either a dense mix of retail, employment, and residential activity or significant levels of employment and housing. Accessible by transit or commuter rail and by major highways. *Employment Criteria: Greater than 15,000 jobs and greater than 25 jobs per acre in 2025. Residential Criteria: Greater than 10 units per acre.*

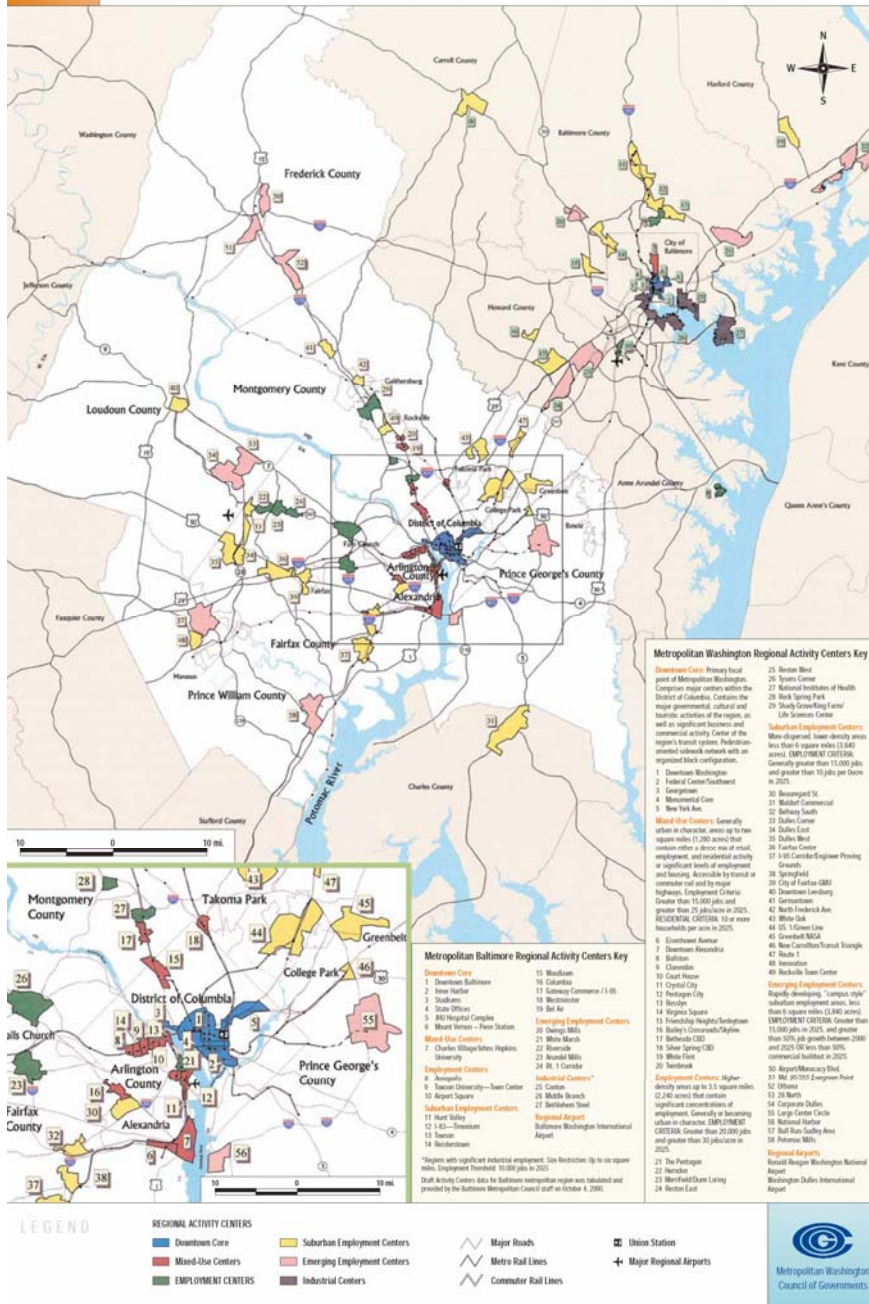
**Employment Centers** – Higher-density areas up to 3.5 square miles (2,240 acres) that contain significant concentrations of employment. Generally urban or becoming more urban in character. *Employment Criteria: Greater than 20,000 jobs and greater than 30 jobs per acre in 2025.*

**Suburban Employment Centers** – More-dispersed, lower-density areas, less than 6 square miles (3,840 acres). *Employment Criteria: Greater than 15,000 jobs and greater than 10 jobs per acre in 2025.*

**Emerging Employment Centers** – Rapidly developing “campus-style” suburban employment areas less than 6 square miles (3,840 acres) in total area. *Employment Criteria: Greater than 15,000 jobs in 2025, and greater than 50 percent job growth between 2000 and 2025 OR less than 50 percent commercial buildout in 2025.*



# Regional Activity Centers



## Regional Activity Centers Findings

### Regional Activity Centers (58)

Contain slightly more than half of the region's current and future employment, and slightly more than 10 percent of the region's current and future households

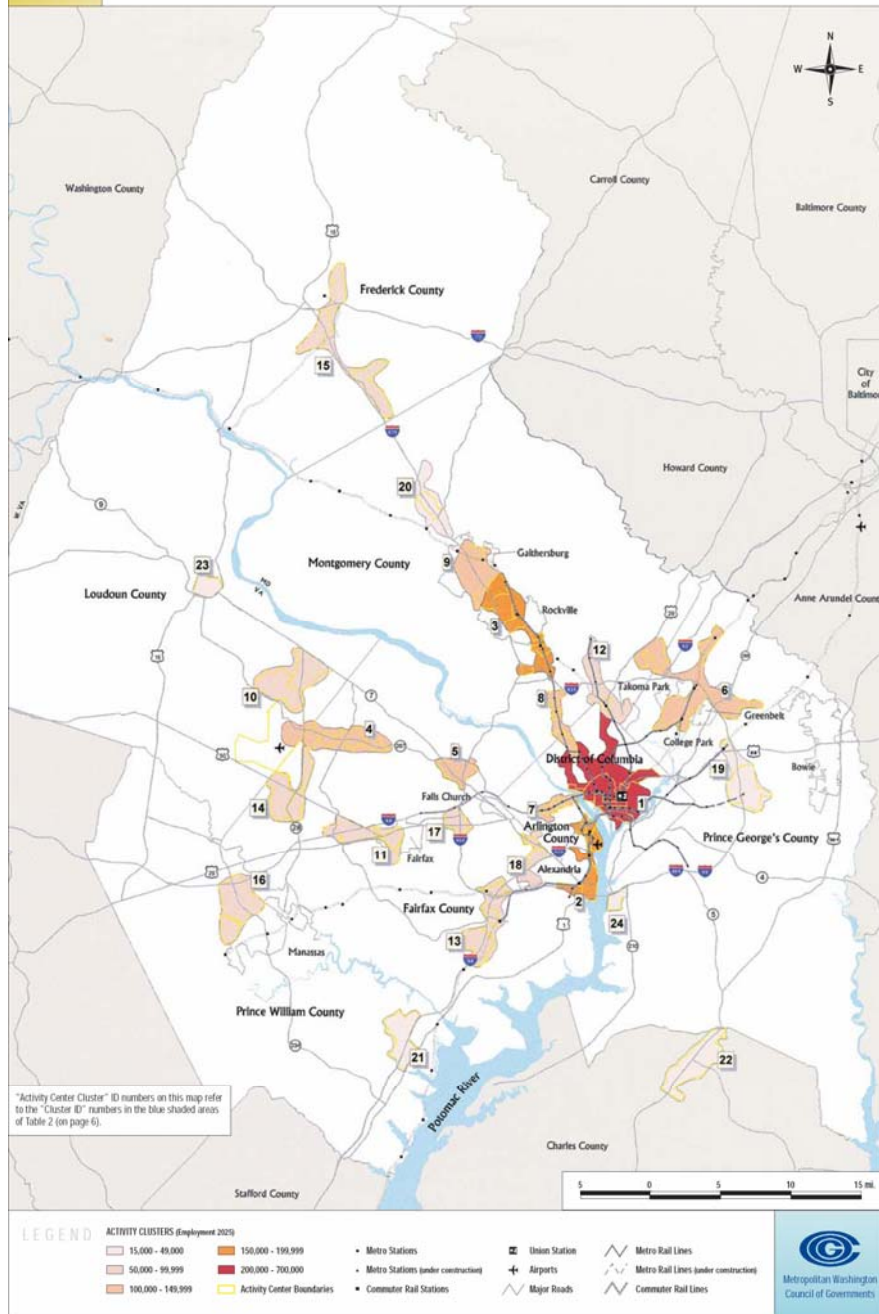
Boundaries created directly from local government plans, they comprise approximately 4 percent of the region's land area

# Regional Activity Clusters

**Developed based upon the recognition that:**

- Except for the “Mixed-Use Centers”, most of the Regional Activity Centers were primarily commercial employment centers
- The PDTAC believed that the Regional Activity Centers by themselves were too narrowly defined and excluded large concentrations of housing located immediately adjacent to these employment areas
- The PDTAC defined “Clusters” to better represent regional concentrations of housing and employment located in close proximity to one another along major transportation corridors
  - e.g., Rosslyn-Ballston, Bethesda/Friendship Heights, Greenbelt/College Park, I-270, I-95 and the Dulles Corridor





## Regional Activity Clusters Findings

### Regional Activity Clusters (24)

Aggregations of several adjacent Activity Centers located along major transportation routes, they comprise approximately 13 percent of the region's land area

Include concentrations of housing and employment in TAZs immediately surrounding the Activity Centers

Contain approximately 70 percent of the region's current and future employment and approximately 31 percent of current and future households

# Applications of Regional Activity Centers and Clusters

- **TPB Regional Mobility and Accessibility Study -**
  - Activity Clusters guided the allocation of future household and job growth for the 5 alternative land use scenarios
- **Development of COG’s Round 7.0 Cooperative Forecasts**
  - To address the imbalance between forecast jobs and households in the initial Round 7.0 Forecasts, PDTAC and MDPC members added nearly 120,000 additional households in 2030 - 2/3 of the additional households assumed under the “More Households” scenario
- **TPB Activity Cluster Analysis of the Constrained Long-Range Plan**
  - Activity Clusters used to identify how transportation projects / proposals support the regional core and regional activity centers, as stated in Goal 2, Strategy 4 of the TPB Vision:
    - “...Give high priority to regional planning and funding for transportation facilities that serve the regional core and regional activity centers, including expanded rail service and transit centers where passengers can switch easily from one transportation mode to another.”





# Applications of Regional Activity Centers and Clusters

- **Reality Check on Growth Event**
  - Participants directed to use COG's Activity Centers and Clusters as priority areas for allocating household and job growth
- **Cooperative Forecast Analysis**
  - Employment, population and household growth tabulated in Activity Clusters for each Cooperative Forecast update
- **COG Annual Commercial Construction Indicators Report**
  - Annual summary of number of projects, square footage, estimated construction cost for Activity Clusters
- **WMATA Regional Activity Centers Demonstration Report**
  - Activity Centers analyzed to demonstrate how low-cost transit improvements and demand management policies could offer alternatives to single-occupant vehicles and increase mobility in Centers



# Updating the Regional Activity Centers and Clusters

## ***COG Board Resolution R13-02 ...***

- 1. The COG Board of Directors accepts the 6 maps and associated data depicting regional activity centers, which are based on COG's Round 6.2 cooperative forecasts.*
- 2. The 6 maps supplement the cooperative forecasting program and depict major regional activity centers on which the TPB's transportation planning and programming will in part be based. The 6 maps are descriptive of regional activity centers and transportation corridors and facilities.*
- 3. The 6 maps, like the cooperative forecasting program, shall acknowledge and respect each local jurisdiction's authority to determine its own future pursuant to powers, which are accorded to local government by state and federal law.*
- 4. The 6 maps and accompanying information have been developed for use by local jurisdictions, the TPB, and other regional bodies to encourage mixed-use development and to significantly increase the percentage of jobs and households that are found in regional activity centers.*
- 5. COG shall review and amend the regional activity centers maps following the adoption by the COG Board of each major round of its cooperative forecasts, approximately every three years consistent with the TPB's transportation planning cycle, and assess progress in resolve number 4, above.*



# Updating the Regional Activity Centers and Clusters

## Fall 2005

- Round 7.0 Cooperative Forecasts Approved by COG Board
- MDPC and PDTAC discuss need to update the Activity Centers Maps
  - *MDPC agrees with PDTAC recommendation that existing / approved criteria be applied to new Cooperative Forecasts*
  - *MDPC and PDTAC agree on the need for both “Centers” and “Clusters”*

## February 2006

- PDTAC members recommend deferring approval of Round 7.0 updates until 2007, primarily due to uncertainties concerning BRAC employment impacts

## March – July 2006

- PDTAC members meet to refine and approve updates to the Regional Activity Centers and Clusters maps

## April 2006

- COG Board of Directors briefed on Round 7 Regional Activity Centers and Clusters project and proposed schedule for review and approval



# Updating the Regional Activity Centers and Clusters

## **July 2006**

- Metropolitan Development Policy Committee (MDPC) briefed on status of draft Round 7 Regional Activity Centers and Clusters maps

## **September 2006**

- MDPC acts on Round 7 Regional Activity Centers and Clusters maps

## **October 2006**

- COG Board and TPB act on Round 7 Regional Activity Centers and Clusters

