

Four Draft Land Use Scenarios:

High Household Growth Scenario

Definition of Scenario:

Additional households beyond the Round 6.3 2030 forecasts would be added to the metropolitan Washington region from areas outside the region (i.e. jurisdictions in the Baltimore region, Pennsylvania, and West Virginia and in Virginia jurisdictions both west and south of Loudoun and Prince William Counties).

Rationale:

To examine the transportation impacts of reducing the forecast growth in long distance commuting trips to the Washington region from these external areas.

Assumptions:

- An additional 231,000 households will be added from these areas outside the region
- The assumed additional 231,000 households in this scenario would be sub-allocated to each jurisdiction within the region in direct proportion to each jurisdiction's share of Round 6.3 total regional household growth in the 2000 to 2030 time period.¹
- Each Planning Director will sub-allocate the jurisdiction's additional high household growth increment to regional activity clusters and/or other areas within their jurisdictions where the Planning Director believed that the additional household growth increment could be logically accommodated in a concentrated fashion. As much as possible, emphasis will be placed on adding growth in the Activity Clusters.

Questions to Resolve:

Questions surfaced from TPB on whether the defined "outside the region" makes sense. Baltimore County is considered outside the region, yet it is closer to the regional core than many other areas on the western portion of region. This needs to be re-examined.

¹ For example, Prince William County's Round 6.3 share of total regional household growth is 9.0%, thus under this high housing growth scenario an additional 20,800 households ($231,000 * .09 = 20,800$) would be sub-allocated to Prince William County and the total number of households assumed for Prince William County in 2030 would increase from 152,100 to 172,900.

Transit-Oriented Development Scenario

Definition of Scenario: Place all 2010 to 2030 household and employment growth in areas around current and planned Metrorail stations, commuter rail stations or other transit centers.

Rationale: To examine the transportation impacts of concentrating this future growth in areas around current and planned Metrorail stations, commuter rail stations or other transit centers.

Assumptions:

- Round 6.3 regional increment of household and employment growth forecast for the 2010 to 2030 period would be allocated to the maximum extent possible to areas within ½ mile of a current or planned Metrorail station, commuter rail station or other transit center.
- Attempt to accommodate growth in areas with capacity using the existing zoning; then conduct a second exercise where zoning is modified (by the Planning Directors) to accommodate additional growth.
- The development pattern within these station areas would include a mix of land uses in a pedestrian friendly environment that promoted easy access to the transit station and the mix of different activities located within the transit station area.
- Correspondingly, forecast 2010 to 2030 household and employment growth in areas outside transit station areas would be proportionately reduced by the amount of additional growth allocated to the transit station areas with available development capacity.
- This scenario does not assume any change in forecast regional household and employment totals. Future jobs and households will be shifted to those jurisdictions having transit stations with available development capacity and thus the assumed 2030 jurisdictional distribution of jobs and household in this scenario could be different from that in the Round 6.3 forecasts.

Questions to Resolve:

- Need to define “transit centers”
- Need to determine % of jobs and housing in each of the stations – is this defined by each jurisdiction?
- How are we defining what areas are “maxed out” -- will we use LOS standards at adjacent intersections?

Region Undivided Scenario

Definition of Scenario:

Shift all household and employment growth identified in the 6.3 cooperative forecasts and to areas and jurisdictions east of 16th Street, NW.

Rationale:

To determine transportation impacts of this shift in growth.

Assumptions:

- 2010-2030 household and employment growth would be shifted to areas east of 16th Street, NW.
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Questions to Resolve:

- Allocation of additional household and employment growth in areas east of 16th Street.
- Identify where growth is located within each jurisdiction that receives the additional growth.

Balanced Growth Scenario

Definition of Scenario:

Provide more housing opportunities in areas near major regional employment concentrations

Rationale:

To examine the transportation impacts of reducing average commuting distances by providing more housing opportunities closer to major regional employment concentrations inside the beltway and in improving to the extent possible the mix of job and housing opportunities within all regional activity clusters.

Assumptions:

- Round 6.3 regional increment of household growth forecast for the 2010 to 2030 period would be re-allocated near regional employment concentrations. Specifically, some of the 2010 to 2030 household growth forecast from areas outside the beltway would be to areas inside the beltway.
- Housholds would be shifted such that there are .667 new households assumed for each additional new job forecast in areas inside the beltway. (This proportion of new households to new jobs equates to a 1.5 jobs to household ratio).
- These new households would be sub-allocated to areas inside the beltway by jurisdiction in direct proportion to the number of 2010 to 2030 jobs forecast for these jurisdictions (i.e. DC, Arlington, Alexandria, Montgomery County – TAZs inside beltway, Prince George’s County – TAZs inside beltway, Fairfax County - TAZs inside beltway).

Correspondingly, forecast 2010-2030 household growth in areas outside beltway would be reduced in a fashion to minimize the imbalance in job and household growth (i.e. more of the forecast housing growth would be reduced in jurisdictions with the greatest number of excess households relative to their projected employment growth).

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- The suggested COG/Institute for Regional Excellence (IRE) analysis of regional light rail proposals will be examined within the context of this proposed land use scenario.²
- Increasing the assumed number of new households in areas inside the beltway and reducing the number of new households in areas outside the beltway would improve the jobs-housing balance in both parts of the region.

Questions to Resolve:

What is defined as a regional employment concentration?

Should each Planning Director examine the mix of housing and jobs within all activity centers within their jurisdiction, both inside and outside the beltway, and to suggest an assumed mix of jobs and households for this scenario that would improve the jobs-housing balance in these clusters? Forecast 2010 to 2030-household and employment growth would

² This is because additional transportation facilities, such as new light rail lines, may be required to support assumed increased concentrations of housing and employment in the regional core and other activity center clusters.

then be re-allocated within each jurisdiction to achieve the assumed mix of jobs and households for each activity cluster. Additionally, Planning Directors could also suggest as part of this scenario assumed increases in household and employment growth in “local” activity centers large enough for these centers to become “regional” centers based on established criteria.