

GSA Location Policy

Delivered to:

*Metropolitan Washington Council of Governments
Planning Directors' Meeting*

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GSA Location Policy

- Local/regional planning and economic development goals
- Promote existing infrastructure and resources
- Establish a clear preference for access to transit
- Focus sustainability goals and protection of the natural environment

Past Process

1. Jurisdictions establish CBAs
2. Agencies submit transactional delineated areas
3. GSA reviews submitted delineated areas for compliance w/ law, location policies, competition
4. GSA and agencies conclude

New Proposed Process

1. Confer with jurisdictions to establish CBAs
 - Compare to location policy
2. Propose program delineated areas, where appropriate
3. Transaction
 - Begin w/ program delineated areas
 - Agency's mission requirements
 - Develop transactional delineated area

Process in Washington Metro Area

Establish central business area(s)

1. Individual discussions w/ jurisdictions
2. Activity Centers as a starting point
 - Provide regional consistency
 - Activity Centers \cong CBAs
 - Assess level of alignment
 - After basic agreement, work w/ jurisdictions

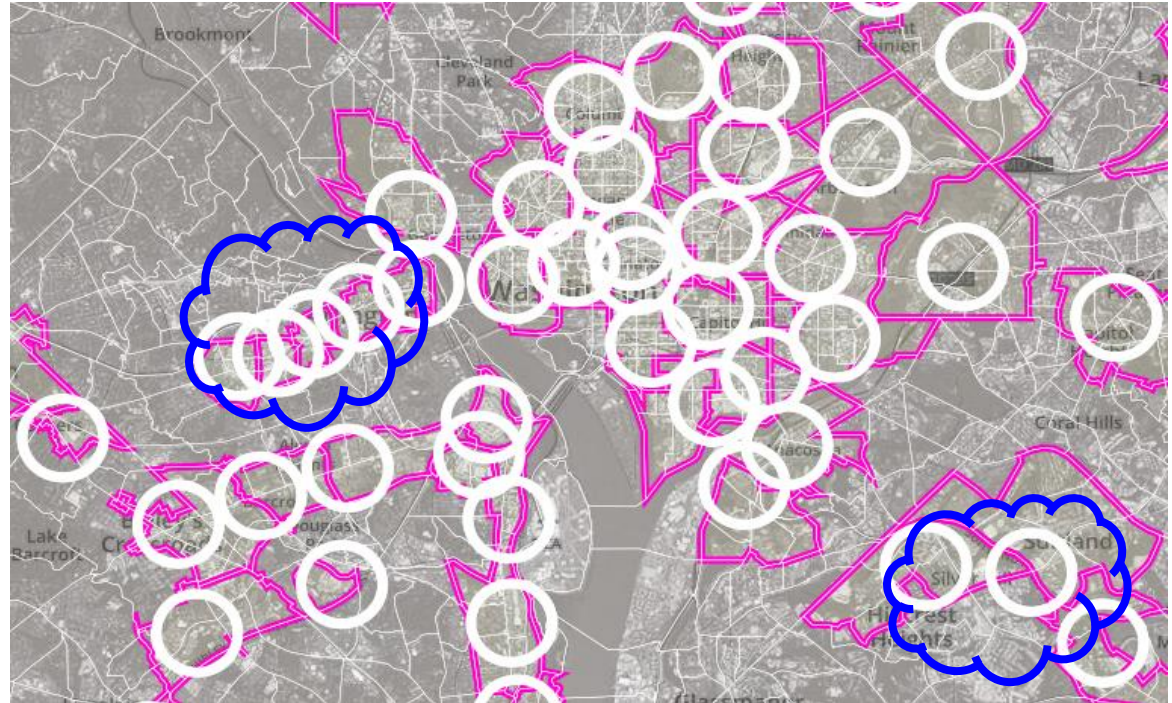
What's your CBA?

Circles = AC's

TAZ's

Clusters?

Other
Approaches?



Working w/ COG

1. Complete assessment of Activity Centers
 - Comparing AC & TAZ “attributes” to GSA location drivers
 - Test a limited set of jurisdictions/sub-markets
 - Use SLC tool
2. Communicate via CAO, planning, economic, private and others

After final agreement on ACs as a base













1. Confer w/ each jurisdiction:
 - Local planning/economic development objectives
2. Conclude on CBA designations
3. GSA considers use of CBA as program delineated area
4. Work w/ jurisdictions on transactions, including use of:
 - Program delineated area, and/or
 - Agency mission-driven changes

Questions?

TAZ/Activity Center Data

- <50% contain a MetroRail station
- Leasing within:
 - Over 90% - DC, Charles, Prince William, Alexandria, Arlington
 - Over 70% - Fairfax, Prince George's, Montgomery
 - Less than 70% - Loudoun & Fredrick

Alignment with Activity Centers

MW COG		GSA	
Activity Center Criteria		Location Policy	SLC Tool
Core Attributes	Local Planning		
	Person Density		
Additional Attributes (2 of 4)	Intersection Density		
	Transit Capacity		
	Mixed Use		
	Housing and Transportation Cost		

Smart Location Calculator (SLC)

- Developed in partnership with EPA
- Analyzes the effect of a location on commute:
 - Accessibility to transit
 - Vehicle miles traveled
 - GHG emissions associated with commute
- It is a tool, not the determining factor
 - Use to analyze proposed CBAs, delineated areas

D.C. 90% of leased space in CEA

