

REGION FORWARD COALITION

# 2012 Activity Center Update Process

Transportation Planning Board Technical Committee  
July 6<sup>th</sup>, 2012



# Activity Centers 101

## Now – Technical and Policy Tool

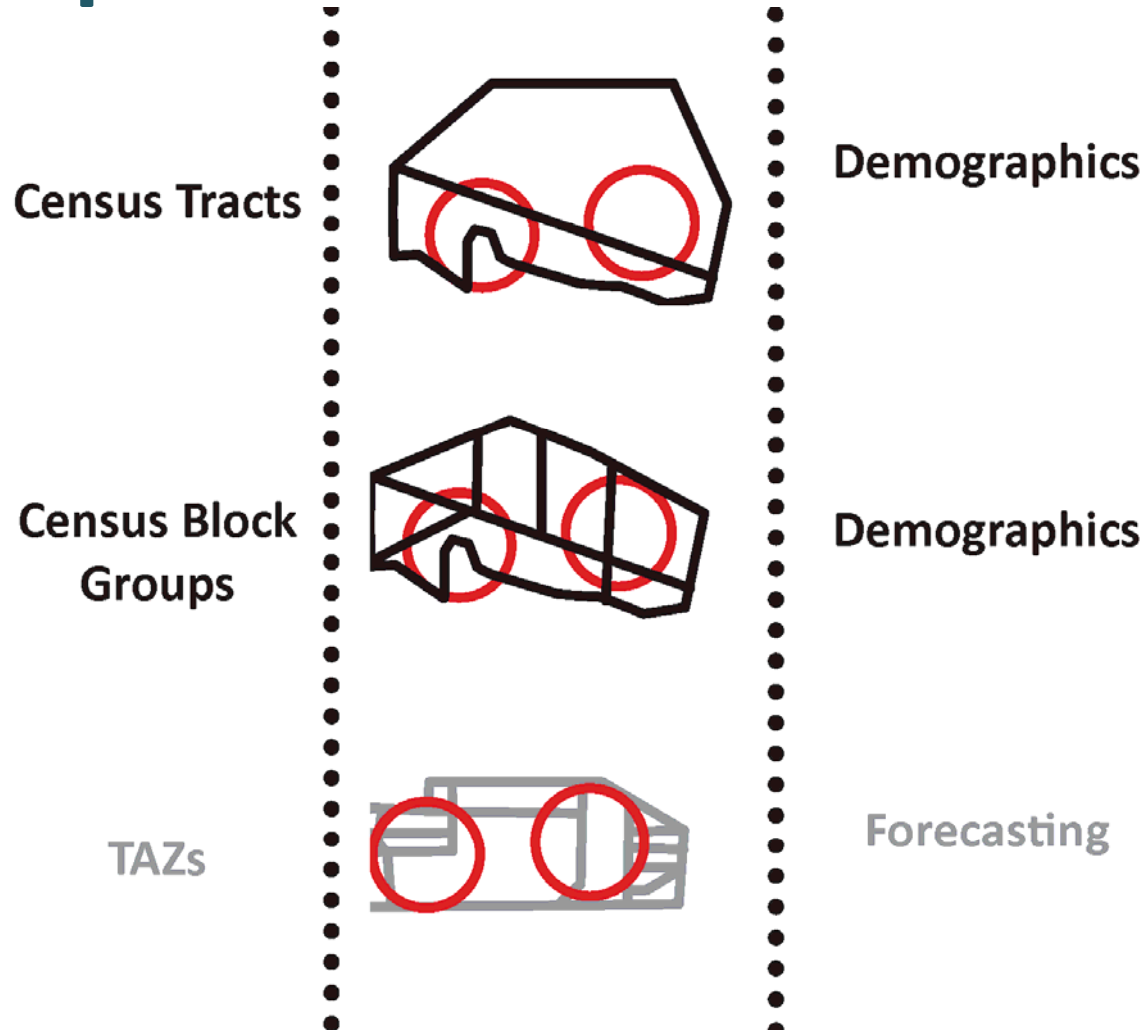
- Existing urban centers or priority growth areas
- Spatial component of Region Forward
- Decision tool for local governments, businesses, nonprofits, and other stakeholders to “*think regionally and act locally*”

# Step One (Policy): Identify Activity Centers

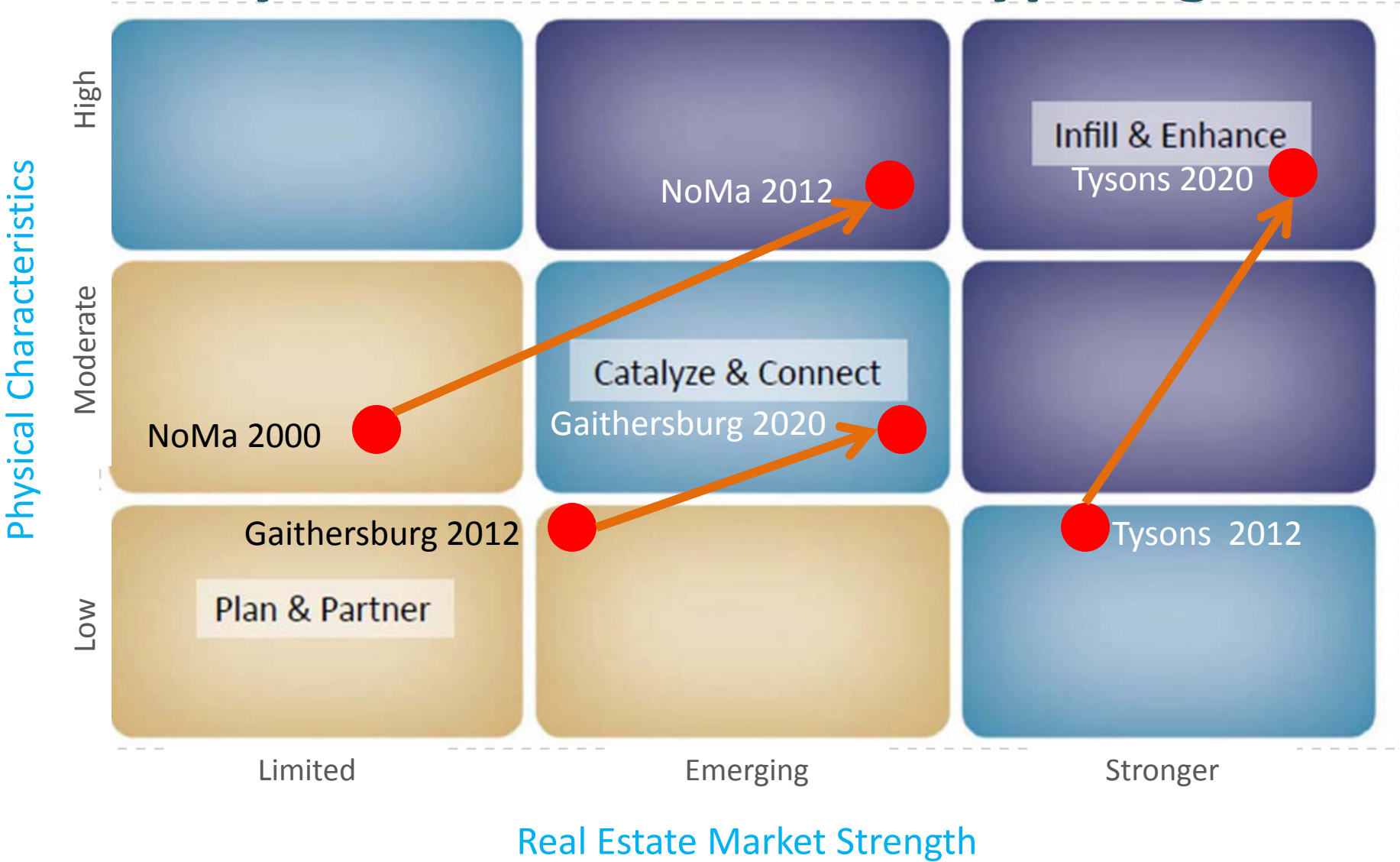
Progress to-date:

- Developed draft guidelines (attribute menu)
- Gathered input from Planning Directors Committee
- Analyzed local plans and results for each jurisdiction, and met one-on-one to present results and get feedback
- Developed draft Activity Centers map

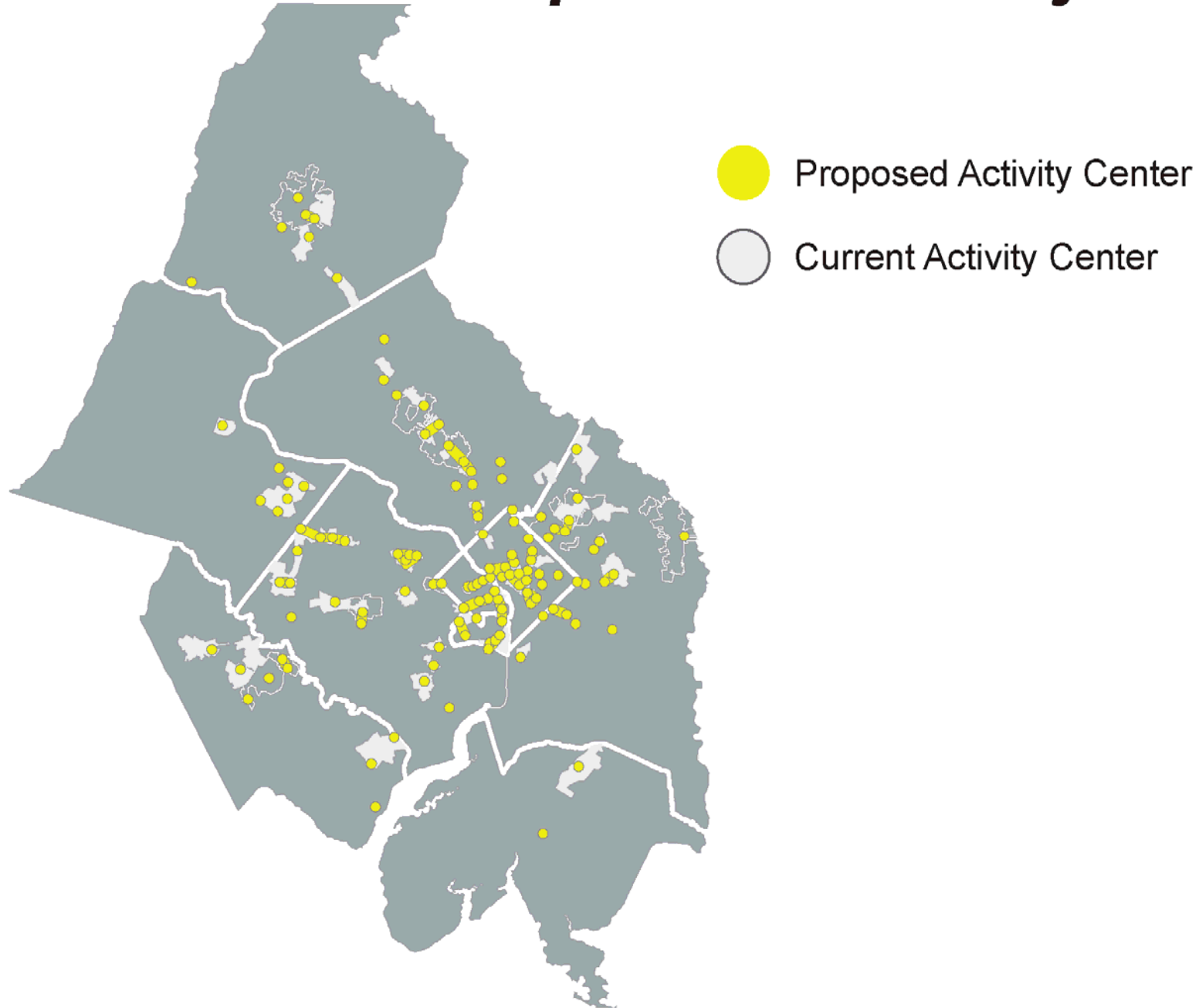
# Step Two (Technical): Develop Technical Boundaries



# Step Three (Implementation): Create Activity Center Investment Typologies



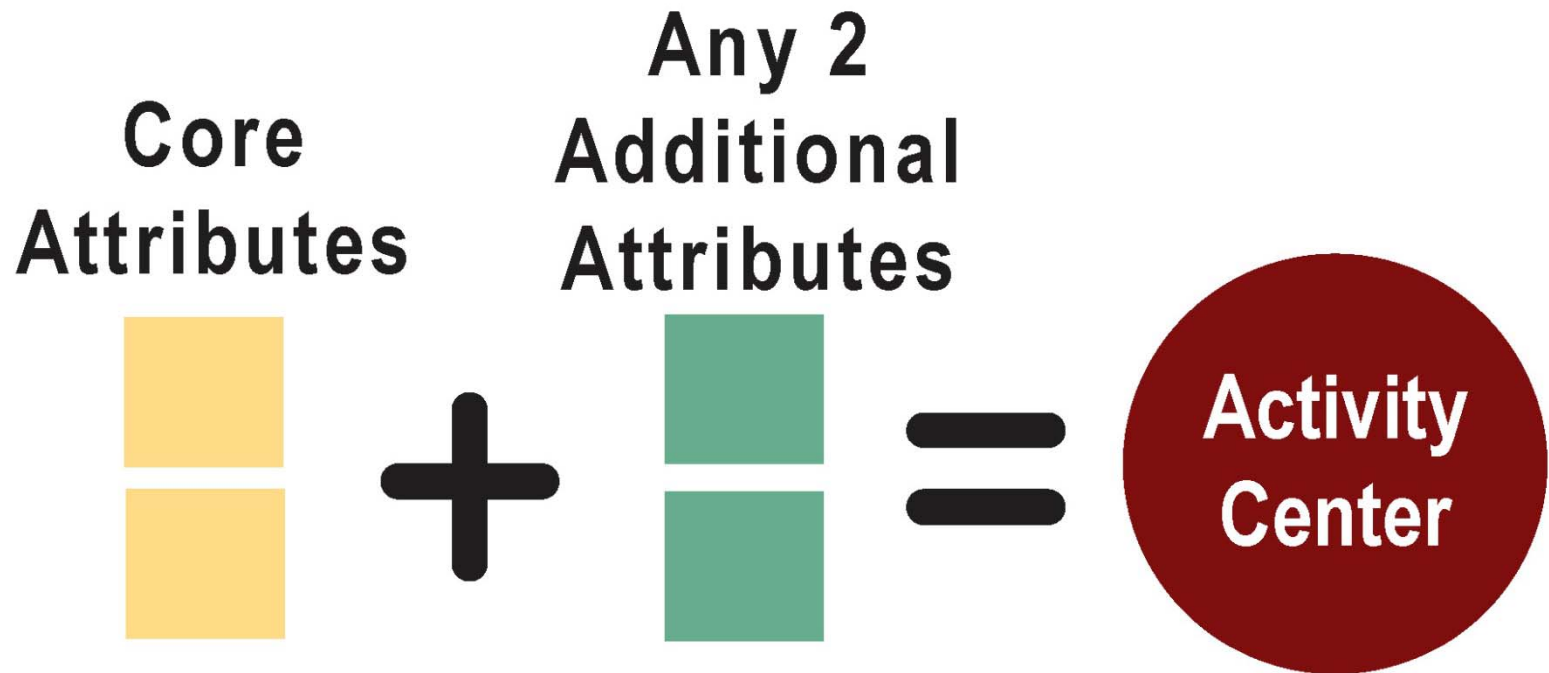
# ***Current & Proposed Activity Centers***



# Activity Center Identification



# Menu of Options to Identify Centers

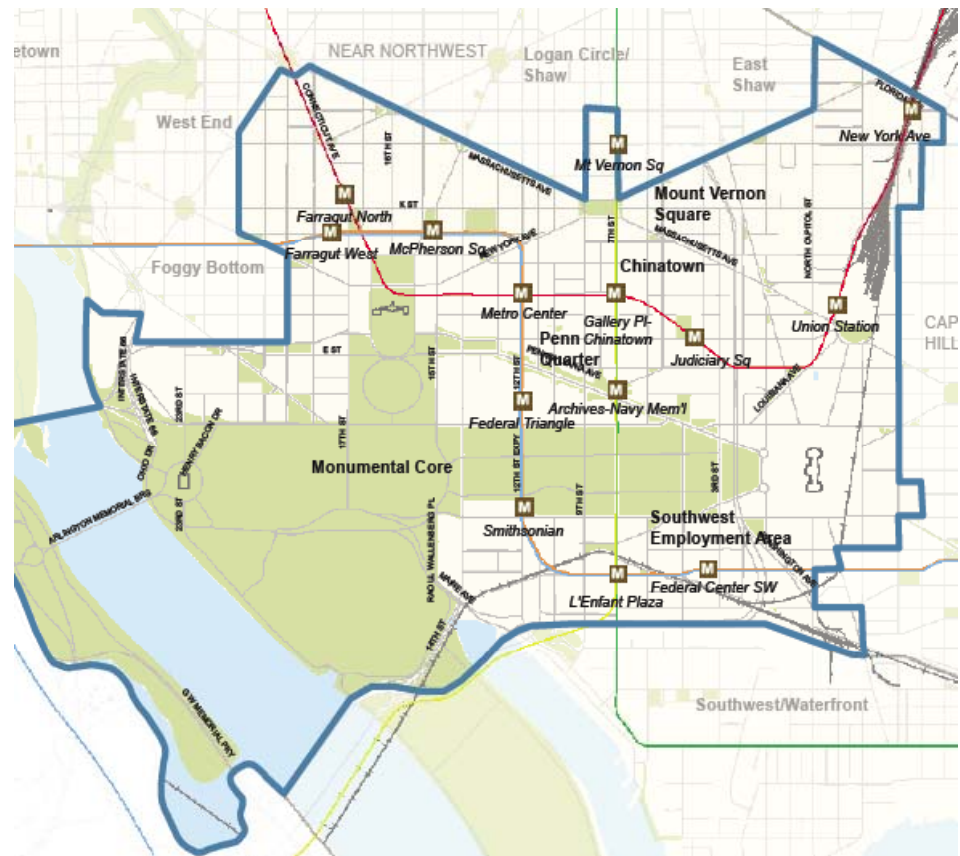
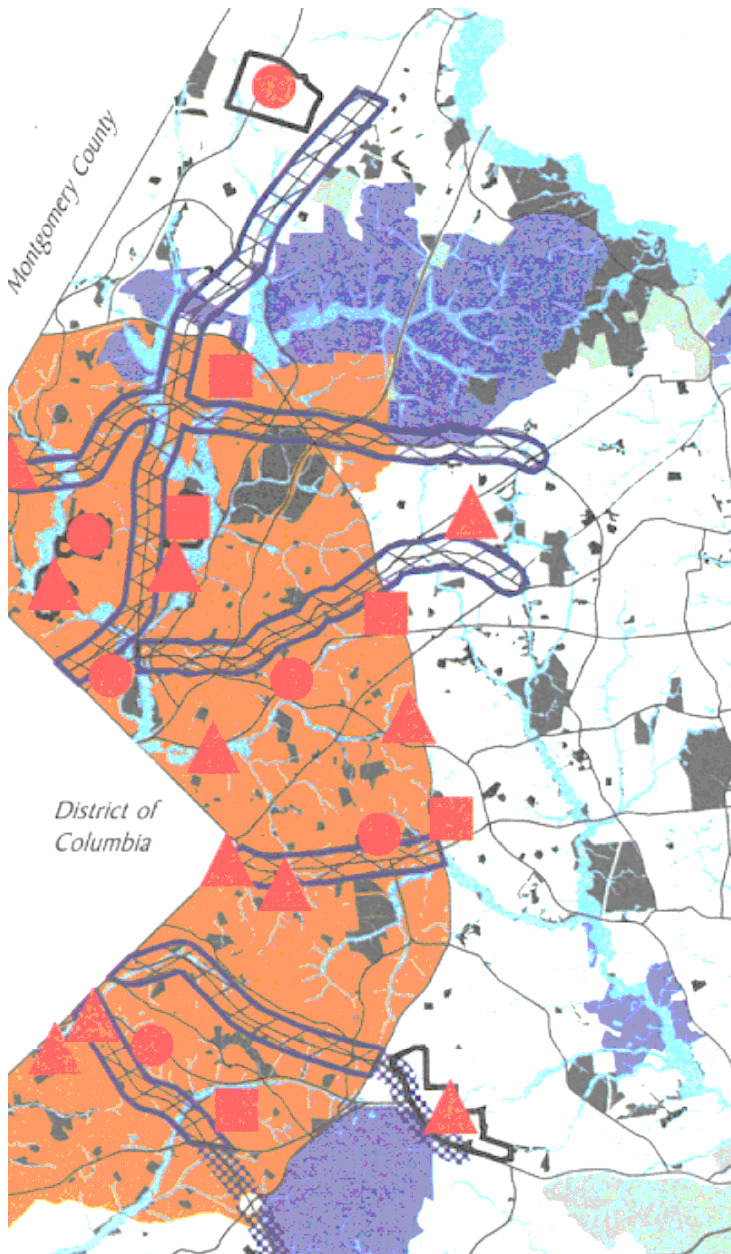


# ***Core Attributes*** *(required)*

- **Policy:** In 2012, the center or priority growth area should be designated in a jurisdiction's adopted comprehensive/general plan or other locally-adopted land use plan.
- **Density:** By 2040, have a persons per acre density (employment + population) that falls within the top one-half of densities within the jurisdiction.

# CORE: *Policy*

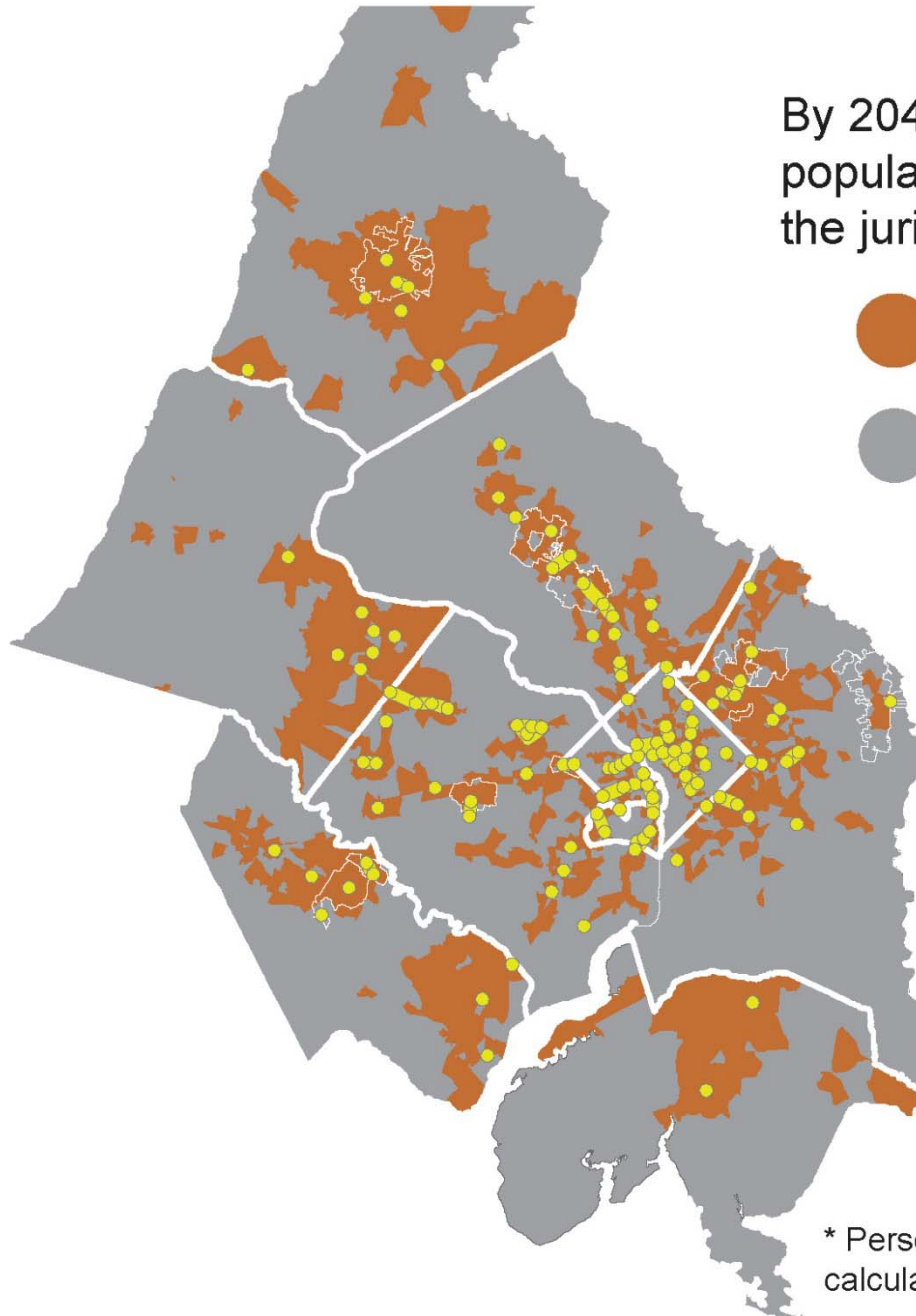
In 2012, the center or priority growth area should be designated in a jurisdiction's adopted comprehensive/general plan or other locally-adopted land use plan.



# CORE: *Density*

By 2040, have a persons density (employment + population) within the top one-half of densities in the jurisdiction.

- Top 1/2 of 2040 persons density\*
- Bottom 1/2 of 2040 persons density



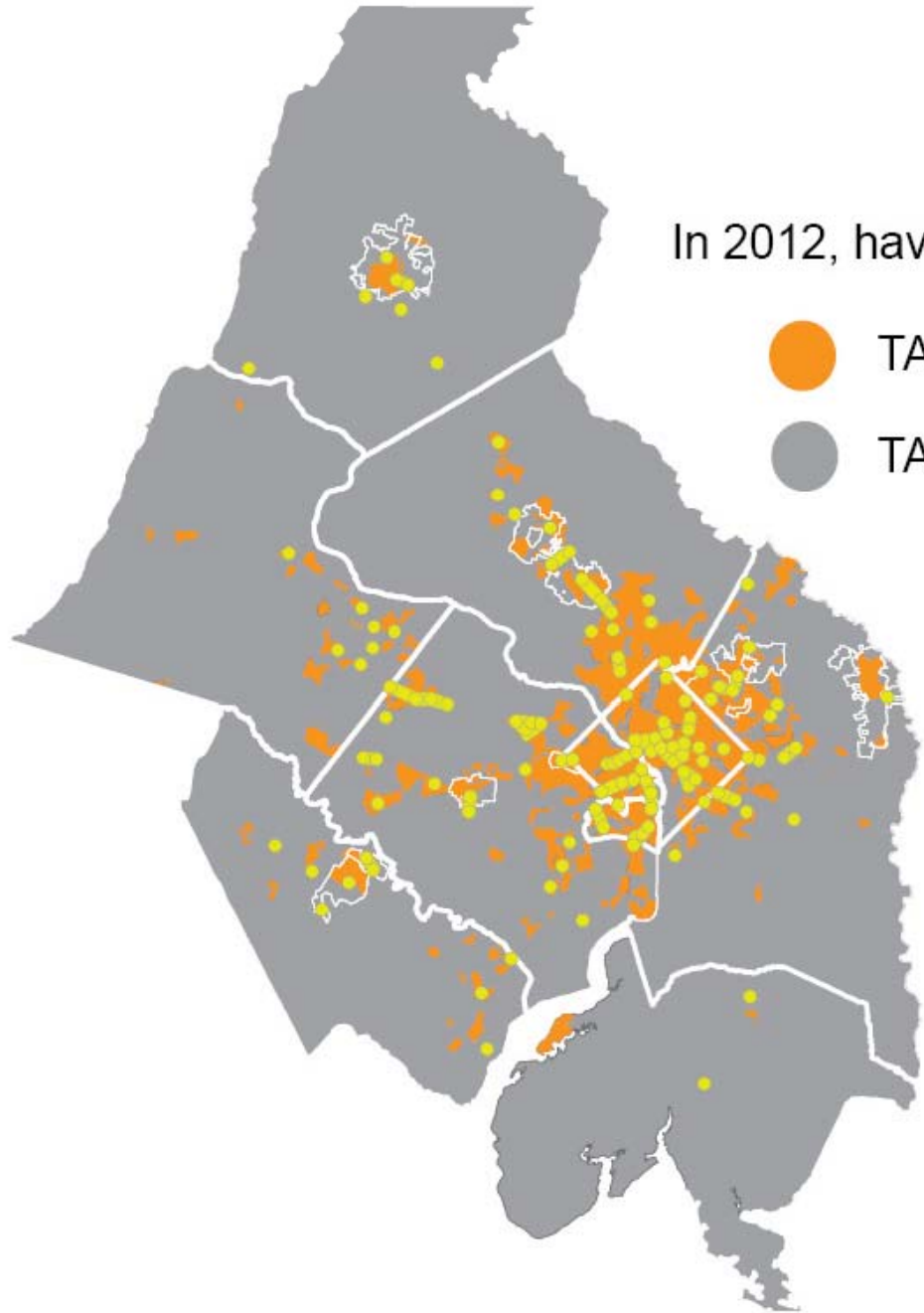
\* Persons Density = (2040 Population + 2040 employment) / acre, calculated for each county separately, Round 8 Cooperative Forecasts



# ***Additional Attributes*** (any 2 required)

- **Intersection Density:** In 2012, have at least 55 intersections per square mile.
- **Transit Capacity:** In 2012, have
  - existing high-capacity/performance transit (e.g. Metrorail, BRT, commuter rail, or light rail) OR
  - a planned transit station identified in the Financially Constrained Long-Range Transportation Plan (CLRP) OR
  - a planned transit station with dedicated local funding*(Region Forward Target)*
- **Land Use Mix:** In 2012, have a locally-adopted land use plan/ordinance that encourages mixed-use development (e.g. through a mixed-use designation, form-based codes, or overlay zoning).
- **Housing & Transportation Affordability:** Combined housing and transportation costs do not exceed 45% of regional median income, as measured by the H + T Index. *(Region Forward Target)*

# ADDITIONAL: *Intersection Density*



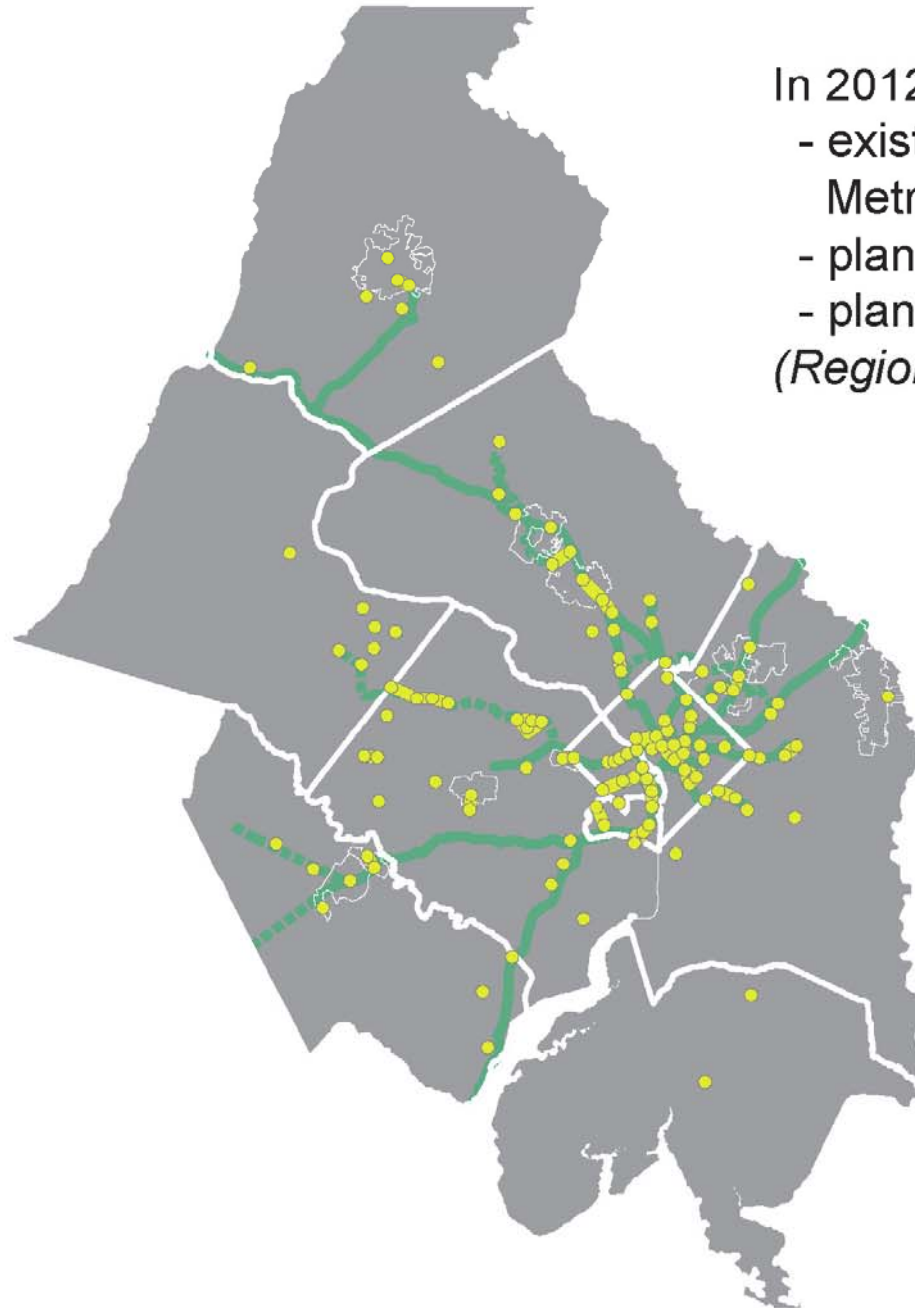
In 2012, have at least 55 intersections per square mile.

- TAZs with > 55 intersections per square mile
- TAZs with < 55 intersections per square mile

# ADDITIONAL: *Transit Capacity*

In 2012, have:

- existing high-capacity/performance transit (e.g. Metrorail, BRT, commuter rail, or light rail) *OR*
- planned transit identified in the CLRP *OR*
- planned transit with dedicated local funding  
(*Region Forward Target*)

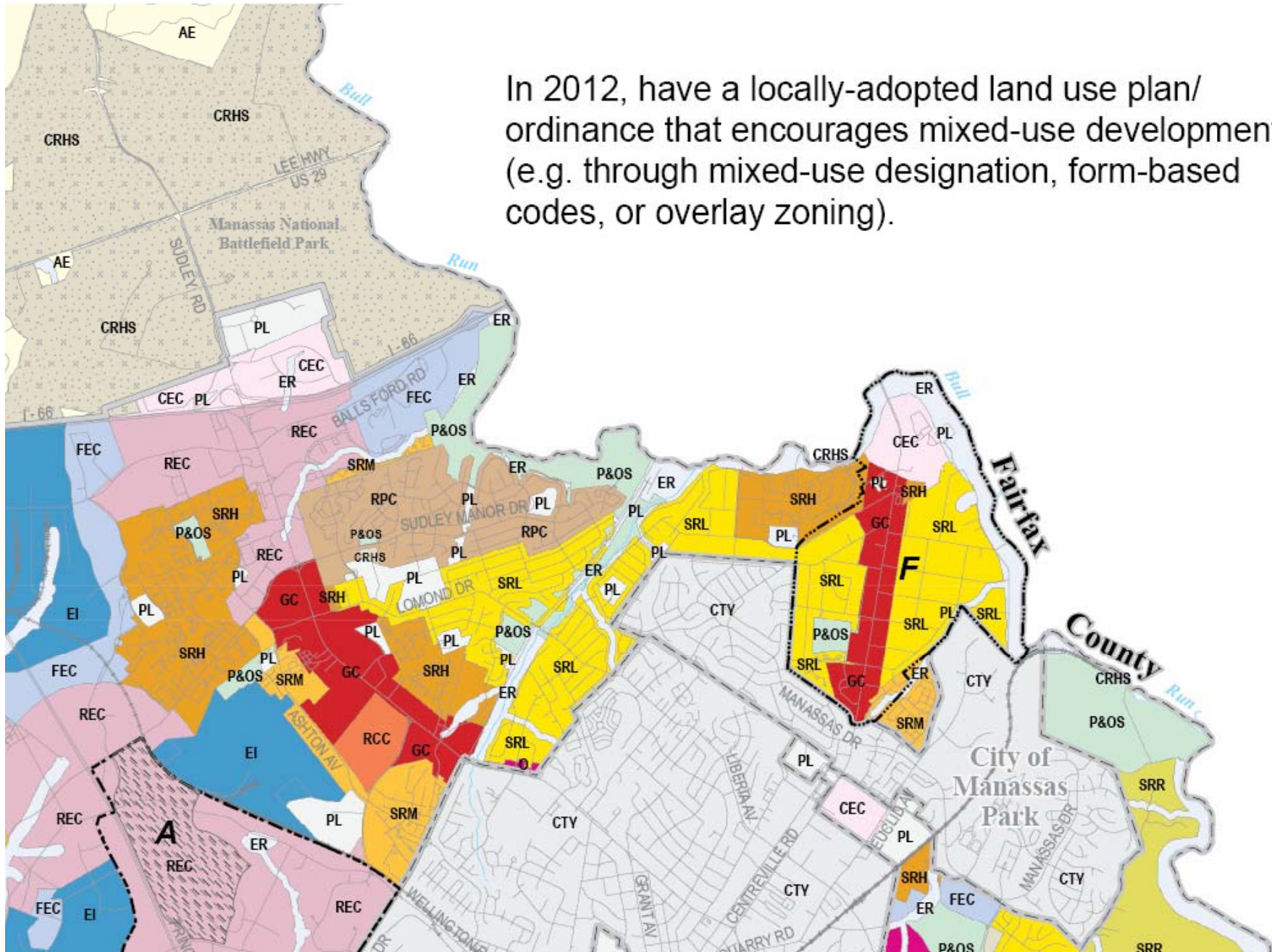


- High-capacity/performance transit network
- - - **Planned** high-capacity/performance transit network



# ADDITIONAL: *Land Use Mix*

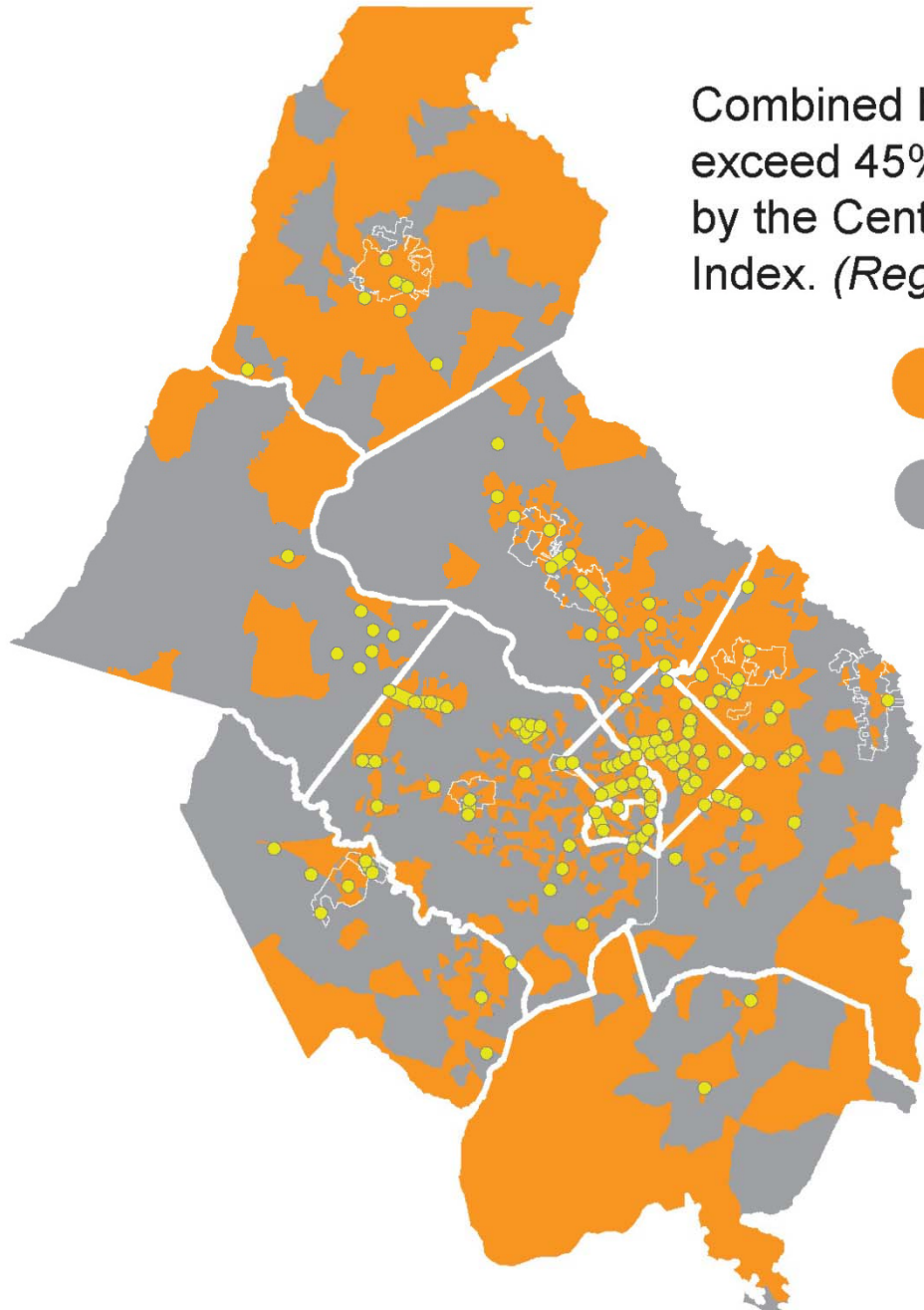
In 2012, have a locally-adopted land use plan/ ordinance that encourages mixed-use development (e.g. through mixed-use designation, form-based codes, or overlay zoning).





# ADDITIONAL: *H + T Affordability*

Combined housing and transportation costs do not exceed 45% of regional median income, as measured by the Center for Neighborhood Technology's H + T Index. (*Region Forward Target*)



- H + T costs < 45% AMI, 2009 CNT data
- H + T costs > 45% AMI, 2009 CNT data

# Outcomes and Applications

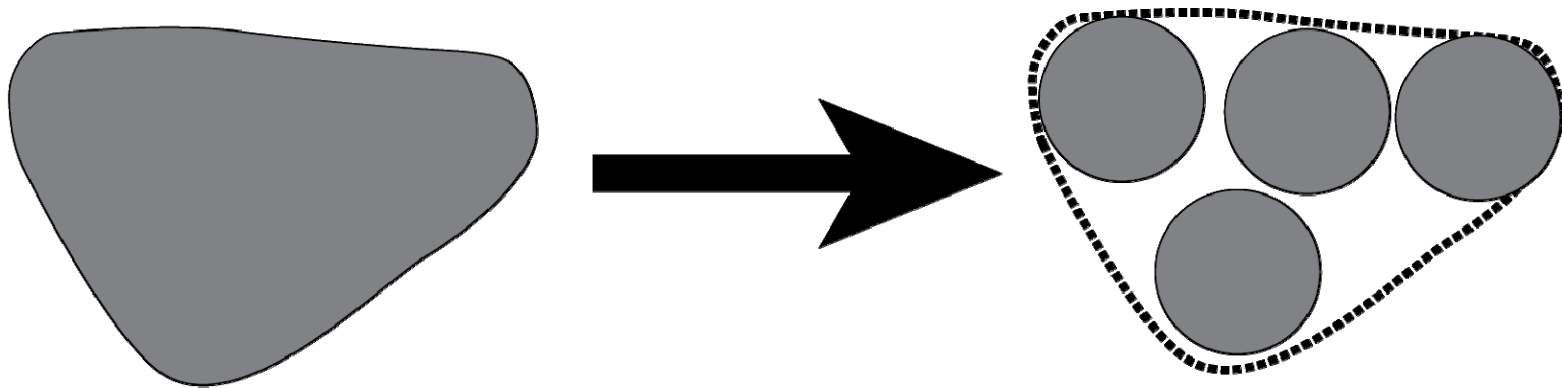
# Key Outcomes

- **Aligned with Local Planning**
  - Picks up places local governments have designated as significant
- **Aligned with *Region Forward* Elements**
  - Incorporates RF priorities in selection attributes *and* resulting centers
- **Aligned with Major Transportation Infrastructure**
  - Current and planned networks used in selection process

# Key Outcomes

## ➤ More, but Smaller Centers

- Current Centers: 59
- New Centers: 127 – occupy less land area than current centers



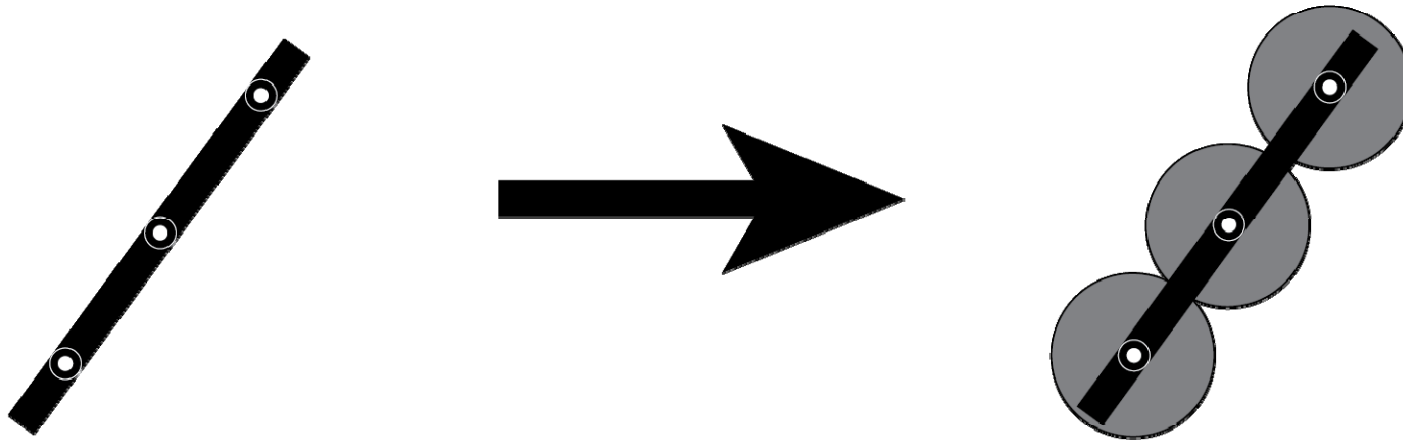
- Recognizes potential for diverse places to contribute to regional goals
- Understand the building blocks of larger regional places
- Better scale for implementing Complete Communities

# Key Outcomes

## ➤ Better Leverages Existing and Planned Infrastructure

Current Centers:

- Many transit stations were not in centers
- 50% of centers served by transit by 2040



New Centers:

- 70% of centers served by transit by 2040

# Key Activity Center Applications

Now:

- Technical: growth forecasts, transportation planning, air quality conformity

Future: Enhanced tool for implementing *Region Forward*

- Leverage existing investments & accommodate growth efficiently
- Coordinate economic development
- Inform transportation priorities process, affordable housing development, grantmaking programs

# Schedule

- June – July: COG & local staff develop **technical boundaries**
- July:
  - Planning Directors Technical Advisory Committee approval of **illustrative Activity Center Map**
  - Region Forward Coalition approval
  - Introduce Activity Centers to COG Board at retreat
- July – September: Outreach to city councils and county boards
- Sept/Oct:
  - COG Board approval of Activity Centers
  - Sept/Oct: Launch **typology work**

# Questions?

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