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Metropolitan Washington Council of Governments
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MEMORANDUM

October 7, 2003

To: Planning Directors' Technical Advisory Committee

From: Robert E. Griffiths,
Technical Services Director, COG/TPB

Subject: Finalization of Transit-Oriented Development Scenario

Consensus has been reached on four of the five alternative land use scenarios proposed for testing in the Regional Mobility and Accessibility Study. We now need to achieve final consensus on the fifth alternative land use scenario – the “Transit-Oriented Development” (TOD) scenario - and I believe we are almost there. There is only a residual of 2,500 households to be allocated at the regional level for this scenario. The regional employment growth increment has been fully allocated and there is no residual. If one or more jurisdiction believes it could accommodate some additional households in its identified TOD areas for this scenario that would really make my day!

I know it has been a while since we have discussed the jurisdictional land use assumptions for this scenario so below is a recap of where I believe we are with it. Also, a listing of this scenario's transit facility assumptions is attached to this memo. Before beginning the initial transportation modeling runs for this scenario, I want to make sure that everyone understands the assumptions for this scenario and that there are no remaining issues to be resolved. I would like to reach a decision on the allocation of the residual 2,500 households and receive a final sign-off on the land use assumptions for this scenario at the October 10th Planning Directors Technical Advisory Committee (PDTAC). Please let me know in advance of the PDTAC meeting if you believe there are any remaining issues that need to be addressed before signing off on the land use assumptions for this scenario.

2030 Land Use Assumptions for Transit-Oriented Development Scenario

District of Columbia – No net change in the number of DC households or jobs is assumed for this scenario. Approximately 10,600 households would be shifted to identified TOD areas in the District from DC Transportation Analysis Zones (TAZs) outside of these TOD areas. About 1,200 jobs would also be shifted to these TOD areas from other TAZs in the District as well.

Arlington & Alexandria – No net change or shifts in the number of households and jobs by TAZ is assumed for either Arlington County or the City of Alexandria in this scenario. Virtually all of Arlington’s and Alexandria’s future household and employment growth is already planned for TOD areas.

Montgomery County - No net change in the number of Montgomery County households or jobs is assumed for this scenario. Approximately 26,700 households would be shifted to identified TOD areas within Montgomery County from county TAZs outside of these TOD areas. A total of 33,500 jobs would also be shifted to these TOD areas from county TAZs outside these TOD areas.

Prince George’s County – A net increase of 9,500 households and 37,500 jobs would be assumed for Prince George’s County in this scenario. These additional households and jobs would be assumed for identified TOD areas within the county. Additionally, 36,700 households and 60,400 jobs from within Prince George’s County would also be shifted to these TOD areas from county TAZs outside of these TOD areas.

Fairfax County/Fairfax City/Falls Church – A net increase of 22,500 households would be assumed for Fairfax County in this scenario. These additional households would be assumed for identified TOD areas within the county. Additionally, another 18,100 households and 9,990 jobs would be shifted to these TOD areas from Fairfax County TAZs outside these TOD areas. No net change or shifts in the number of households and jobs by TAZ is assumed for either Fairfax City or Falls Church in this scenario.

Loudoun County – A net decrease of 7,100 households and 11,700 jobs would be assumed for Loudoun County in this scenario. These decreases would come from the TAZs in the County outside of Regional Activity Clusters that have limited future transit service planned, however, a future growth of approximately 3,000 households is still expected to occur in the County in areas outside of transit corridor nodes because of proffered rezonings already in place.

Prince William County/Manassas/Manassas Park - A net decrease of 7,300 households and 5,600 jobs would be assumed for Prince William County and the independent cities of Manassas and Manassas Park in this scenario. These decreases would come from county TAZs outside of Regional Activity Clusters that have limited future transit service planned. While overall there would be an assumed net decrease in future households and jobs for Prince William in this scenario, 2,700 households and 3,100 jobs would be shifted to identified TOD areas within Prince William County from county TAZs outside of these identified TOD areas.

Frederick County – A net decrease of 17,100 households and 20,300 jobs would be assumed for Frederick County in this scenario. These decreases would come from TAZs outside of Regional Activity Clusters that have limited future transit service planned.

Charles County - No net change in the number of Charles County households or jobs is assumed for this scenario. Approximately 2,700 households and 3,100 jobs would be shifted to identified TOD areas within the Charles County from county TAZs outside of these TOD areas.

Transit Facility Assumptions for Transit-Oriented Development Scenario

(Additional Transit Facilities beyond those already included in the CLRP)

District of Columbia – Four new 4 light rail lines: (1) Silver Spring to Anacostia Corridor, (2) Georgetown to Stadium-Armory, (3) Woodley Park to Stadium-Armory, (4) Anacostia Corridor / Minnesota Ave to National Harbor.

Arlington County - Two new transit facilities (1) Transitway along Route 1 Corridor from the Pentagon to the Braddock Road Metrorail Station in Alexandria, (2) Transitway from Pentagon/Pentagon City to Bailey's Crossroads along Columbia Pike with possible future extension of this Transitway along Leesburg Pike from Baileys Crossroads to Seven Corners.

City of Alexandria – Two new transit facilities (1) Transitway along Route 1 Corridor from the Braddock Road Metrorail Station to the Pentagon, (2) Rail extension across Woodrow Wilson Bridge from Eisenhower Avenue Metrorail Station to the Branch Avenue Metrorail Station via National Harbor.

Montgomery County – Two new transit facilities (1) I-270/Corridor Cities Transitway from Shady Grove to COMSAT, (2) Bi-County Transitway from Silver Spring to New Carrollton.

Prince Georges County – Four new transit facilities (1) Bi-County Transitway from New Carrollton to Silver Spring, (2) Rail extension across Woodrow Wilson Bridge from Branch Avenue Metrorail Station to Eisenhower Avenue Metrorail Station via National Harbor (3) Branch Ave (MD 5) Transitway from Branch Avenue to White Plains south of Waldorf in Charles County, (4) Light rail from National Harbor to Anacostia Corridor in DC.

Fairfax County – Three new transit facilities (1) I-66 Metrorail Extension from Vienna to Centreville, (2) Richmond Highway light rail line from Huntington to Lorton (3) Transitway from Bailey's Crossroads to Pentagon City/Pentagon.

Loudoun County - Enhanced local transit and feeder bus service serving the Dulles Rail Extension as well as residential and commercial centers within Loudoun County.

Prince William County – Two new transit facilities (1) Extension of rail service from Manassas to Haymarket area and (2) light rail line on Route 1 from Lorton in Fairfax County to Triangle/Quantico (Heritage Center) in Prince William with stops in Woodbridge, Dale City and North Dumfries.

Frederick County - Extensive feeder bus from City of Frederick and Urbana area to I-270/Corridor City Transitway station at COMSAT. Eventual extension of the I-270/ Corridor Cities Transitway to Frederick after 2030.

Charles County – Branch Ave (MD 5) Transitway from White Plains south of Waldorf to Branch Avenue Metrorail Station in Prince George's County.