

Region Forward
A Comprehensive Guide for Regional Planning and Measuring Progress

Region Forward
A Comprehensive Guide for Regional Planning and Measuring Progress in the 21st Century
Prepared by the Greater Washington 2050 Coalition

PLANNING EVOLUTION:

18th Century

20th Century

21st Century

2 million more people by 2050

WARNING
CO²

Building Blocks

1998
THE VISION
GOALS, OBJECTIVES, AND STRATEGIES
FOR OUR TRANSPORTATION FUTURE

2002

2005

2008
National Capital Region
Climate Change Report
Prepared by the Council on Environmental Quality for the
Department of Transportation
Approved November 12, 2008

Regional Goals:

Land Use Transportation Environment

Climate & Energy Economic Housing

Health Education Public Safety

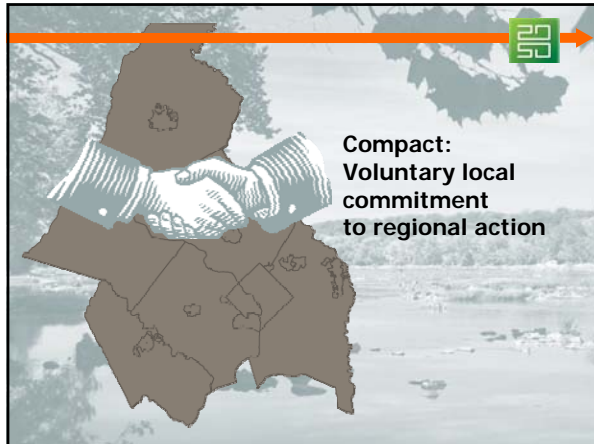
Sustainability

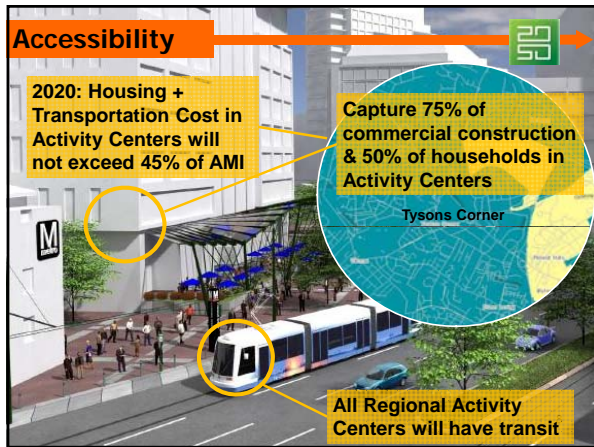
Livability

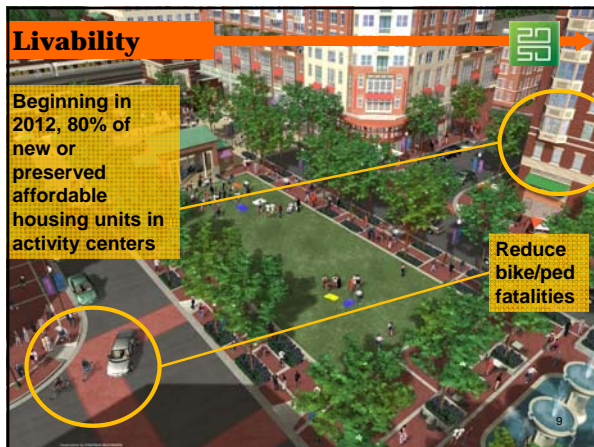
Accessibility


Prosperity

6



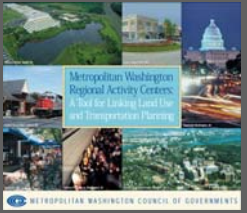







National Capital Region Transportation Planning Board Vision (1998)
Regional Activity Centers

**"... 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..."*



Metropolitan Washington Council of Governments




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.



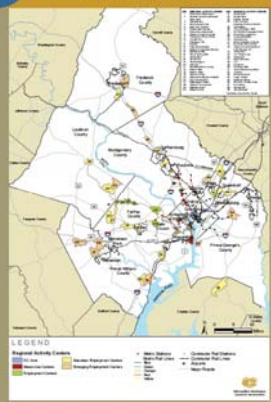
Map 1 Regional Activity Centers

Round 7 Regional Activity Centers Findings

Contain approximately 54 percent of the region's current and future employment, and slightly more than 13 percent of the region's current households and 16 percent of future households

Employment shares are comparable to those of previous Activity Centers

Household shares are significantly higher due to the more than 120,000 households that were added during Round 7 approval process



LEGEND

- Planned Activity Centers
- Existing Activity Centers
- Employment Centers
- Mixed Use Centers
- Suburban Employment Centers
- Emerging Employment Centers
- DC Core
- Green Space
- Transit Corridors
- Major Roadways
- Waterways
- Other

Region Forward Implementation...

Goals:

- Monitor Progress
- **Make more Strategic Place-Based Investments**
- Support New Regional Actions and Partnerships

Activity:

- Regional Progress Report
- **Regional Activity Centers / Complete Community Investment Typologies**
- Create an Implementation Coalition

Implementation Coalition



Regional Analysis Team

- Regional Progress Report

ACCESSIBILITY	
■	Transportation Investment Priorities (p13)
■	Smart Growth (p 10)
■	Housing Equity (p18)
■	Housing & Transportation Affordability (p16)
■	VMT (p12)
■	Bike and Pedestrian Infrastructure (p 13)
■	Activity Center Transit (p19)
■	Non-automotive Transportation (p19)
■	Linking Activity Centers (p14)

Complete Communities Team

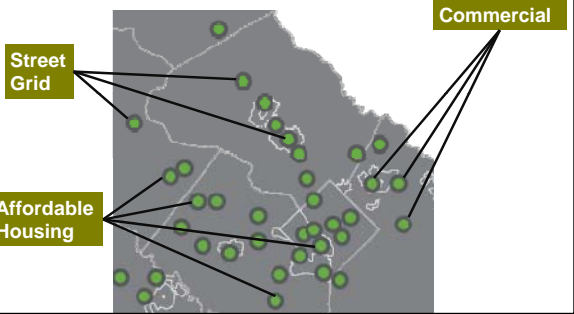


Step 1: Update the Regional Activity Center Map

Tyson's Regional Center				
Priority Attributes	Score	Weight	Total	Rank
Overall Score	80.000	1.000	80.000	1st
Mix of Uses	80.000	1.000	80.000	1st
Parks/Public Space	80.000	1.000	80.000	1st
Affordable Housing	80.000	1.000	80.000	1st
Total	320.000	4.000	1280.000	1st

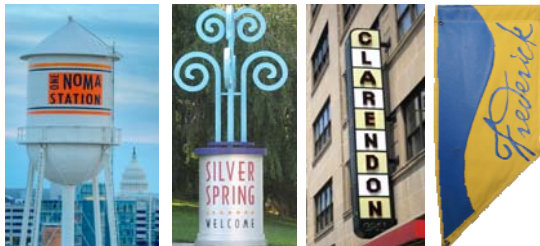
Step 2: Develop Investment Typologies to Create More Complete Communities

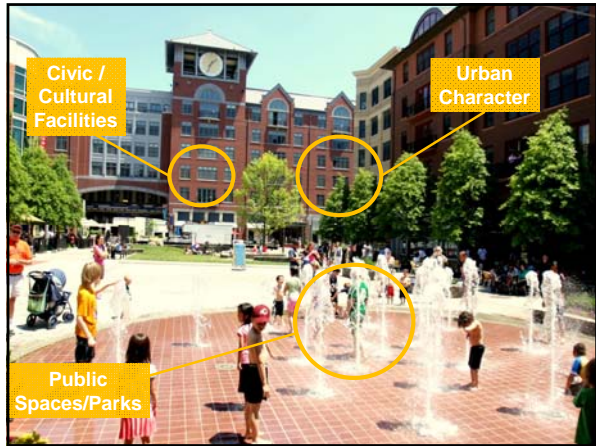
Understand Common Needs for all Regional Centers

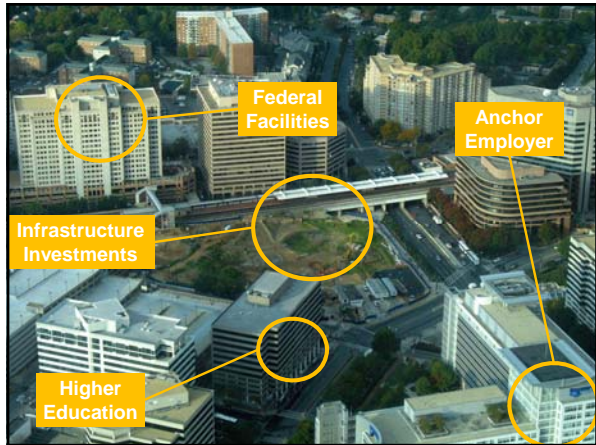


SUCCESSFUL REGIONAL ACTIVITY CENTER CASE STUDIES

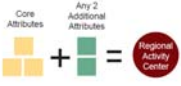
Which attributes make these places successful?











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.
- **Transportation Affordability:** In 2012, include areas where transportation costs represent no more than 20% of household area median income, as measured by the Center for Neighborhood Technology.
- **Density:** By 2040, have a persons per acre density (employment + population) that falls within the top two thirds of densities within the jurisdiction.

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 transit (e.g. Metrolink, commuter rail, or light rail), or have a planned transit station identified in the CLRP. (*Region Forward Target*)
- **Land Use Mix:** In 2012, have a locally-adopted land use plan/ordinance that encourages mixed-use development - including residential uses - through such features as a mixed-use designation, form-based codes, or overlay zoning.
- **Housing & Transportation Affordability:** In 2012, demonstrate combined housing and transportation costs of no more than 45% of regional median income, as measured by the H + T Index. (*Region Forward Target*)

Irvine-Minnesota Inventory

Density

Regional Center

Residential



Connectivity

Civic Cultural Amenities


Form

Commercial

Impact Team

Create Targeted Place-Based Initiatives to Advance the Vision

- Regional Housing Plan
- Workforce Development



Next Steps



 **Steven Pearlstein**
Columnist

As federal gray train ends for D.C. area's economy, it's time to plan ahead