

**RCA Reston 2020 Statement  
Need for Comparative Testing of TOD Scenarios  
Reston Task Force Meeting  
July 26, 2011**

Good evening.

As the Task Force moves forward with considering a development scenario for traffic analysis by the County's Department of Transportation, RCA Reston 2020 would like to bring the Task Force's attention to the alternative scenario it presented in its recent paper, "Reston TOD Planning: More Balance, Less Density Needed."

Reston's stations areas suffer from a massive 14:1 jobs:housing imbalance, largely because of the rules preventing residential development in most of the station areas under the old RCIG covenants. The current Task Force scenario for development over the next 20 years does little to correct that imbalance. We believe it is urgent to begin the demanding process of bringing balance into these areas, a process that will take decades to complete, or it will never occur.

Reston 2020 has developed and presented to the Task Force a proposal built around the GMU forecasts that is similar in approach to the ones that the Task Force and its Steering Committee have been considering. Its key difference is it puts a [heavy emphasis on residential construction in the TOD areas over the next two decades combined with an effective guidance and zoning requirement that induces more residential development.](#)

The proposal is based on more than a quarter-century of study of the performance of transit station area development that shows that ["high performing" TOD areas have at least equal populations of residents and workers and, indeed, more residents than workers tends to lead to even better performance.](#)

By ["high performing,"](#) we mean TOD areas in which public transit use (specifically Metrorail in Reston) reaches more than 40% for both residents and workers in each TOD area. Aside from contributing to the success of Metrorail, this balance

reduces congestion, air pollution, transportation infrastructure costs, and other community benefits.

Specifically, Reston 2020's proposal calls for achieving at least a two-thirds reduction in the current 7:1 worker: resident population imbalance in Reston's TOD areas. It proposes accomplishing this by accepting GMU's high demand forecasts for space and adding 50% to the residential portion of that proposal, its "GMU High plus 50% Residential" proposal. If achieved, it would reduce the current 14:1 jobs:housing ratio to 5:1, a major step on the way to a "high performing" TOD jobs:housing balance.

From a testing perspective, using the Reston 2020 scenario would provide an opportunity for the County to use its own methods to assess the traffic impact of such an approach on Reston's future congestion. We believe that the test would show that a major improvement in the balance of residents and employees in Reston's TOD areas would result in much less congestion growth than the DPZ alternative.