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**Introduction:** Last night Heidi presented the count of dwelling units and jobs according to Scenario G (see Slide 6 of [http://www.fairfaxcounty.gov/dpz/projects/reston/documents\\_reference/11-13-2012\\_scenario\\_g\\_map\\_dev\\_jobs-housing.pdf](http://www.fairfaxcounty.gov/dpz/projects/reston/documents_reference/11-13-2012_scenario_g_map_dev_jobs-housing.pdf)). The purpose of this report is to present an estimate of the effect of Scenario G on transportation needs.

**Summary:** Scenario G will (theoretically) reduce traffic to 94% of the present value; therefore, if no changes are made the transportation system, congestion will be slightly less than it currently is. The added development will not cause a need for toll-road crossings at South Lakes, Soapstone, Town Center Parkway, and Rock Hill Road.

To keep the number of dwelling units and jobs within the Scenario G limits, developers should be allowed to team. The team could have one developer providing mostly, if not all, of the commercial development while the other provides the residential. Because currently there are far more jobs than dwelling units, developing the residential units should be required either before or simultaneously with the commercial development, as was required at some stations in the Rosslyn-Ballston area via its Comprehensive Plan.

Developers might be unwilling to accept the reduction of the number of jobs from the 141,108 allowed by the present zoning to Scenario G’s 106,959 because developer profits might thereby be reduced. If the County allows for 141,108 jobs, but holds the number of dwelling units at the Scenario G value of 25,514, traffic will increase 25% (Column 6 of Exhibit 1). If the County increases the allowable number of dwelling units such that traffic is unchanged at 141,108 jobs, the number of dwelling units must increase to 35,198 dwelling units (Column 7 of Exhibit 1).

**Discussion:** As shown in Exhibit 1, Scenario G will (theoretically) reduce traffic to 94% of the present value. “Incremental Jobs/DU” is the change in number of jobs divided by the change in the number of dwelling units, relative to the existing numbers. The number of through commuters, those passing through the area but not living or working in the area, was taken as 33% of the total number of commuters<sup>1</sup>, per a May 10, 2010, presentation to the Reston Task Force by Leonard Wolfenstein. The number of local commuters was taken as the number of jobs minus 1.6 times the number of dwelling units, as if there are 1.6 local workers per dwelling unit.

	Current	Per zoning	Per Comp Plan	Scenario E	Scenario G	Jobs per zoning	Jobs per zoning, no traffic increase
Column	1	2	3	4	5	6	7
Dwelling units	5860	9187	14695	22599	25514	25514	35198
Jobs	82482	141108	129423	124644	106959	141108	129423
Jobs/DU	14.08	15.36	8.81	5.52	4.19	5.53	3.68
Incremental Jobs/DU	0.00	17.62	5.31	2.52	1.25	2.98	1.60
Local commuters	73106	126409	105911	88486	66137	100286	73106
Through commuters	36553	36553	36553	36553	36553	36553	36553
Total commuters	109659	162962	142464	125039	102690	136839	109659
Ratio	1.00	1.49	1.30	1.14	0.94	1.25	1.00

**Exhibit 1: Traffic Ratios for Various Development Scenarios**

<sup>1</sup> 037 Traffic with GMU Forecast.doc