Updated Land Use and Population Models: Including All of Wiehle Study Area

Presented at November 17, 2010
Wiehle Avenue Sub-committee Meeting

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Land Use and Population Model: Including All of Wiehle Study Area

The spreadsheet calculates the area and population for office, residential and retail/restaurant/hotel uses of the Wiehle Metro Station area. The acreages for each of the land units are derived from figures provided by Fairfax P&Z. The basic quantitative decisions for land use are the Office/Residential/Retail land use percentages and the FARs. In reviewing the results of a scenario, one must do a sanity check: for instance, ensuring that the result isn't less than what exists.

For calculating the number of dwelling units, residents, workers, etc., the parameters are provided on the "Graphs" worksheet. Changes made to these parameters will be reflected on all sheets. Changes to the land use percentages and FARs may be made on each sheet and apply only to that sheet. Changes to the Redevelopment Likelihood probability are also made on the Graphs worksheet.

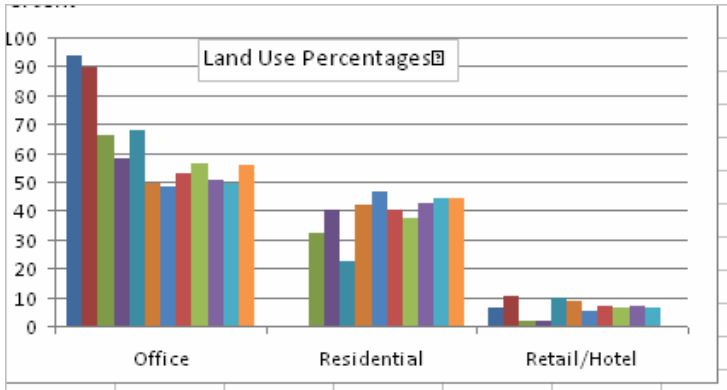
Transportation effects are provided in terms of the number of workers commuting into and out of the area, and the number of added car trips.

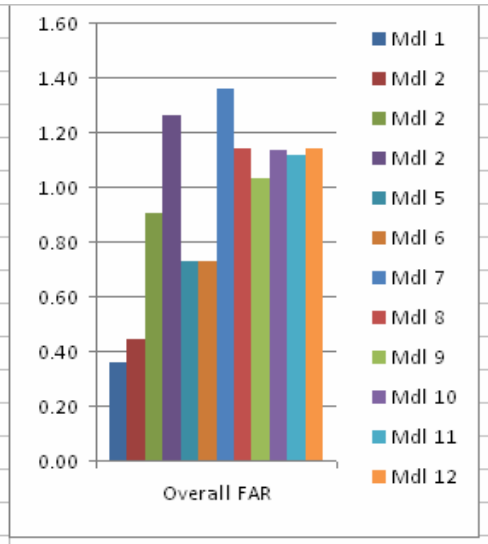
The "Graph" worksheet provides a graphic presentation of the key results of the various models. The graphs show the totals for columns on the referenced model (or sheet), e.g. percent of land allocated for office use, office use GFA, jobs, etc.

Many columns on the worksheets have been "hidden" to permit printing each sheet on a single page. The hidden columns include counts of population numbers (e.g. number of incoming workers).

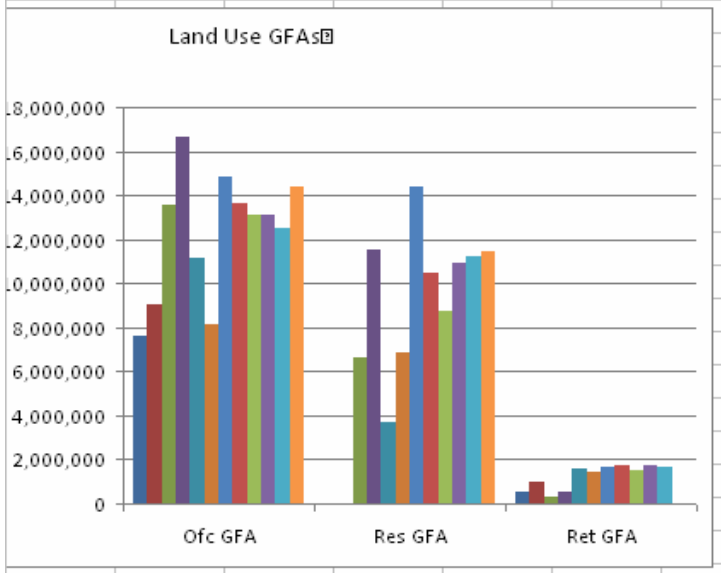
The number of car trips is calculated as:
(the number of workers commuting into Wiehle (the number of jobs minus the number of residents working locally)
plus the number of residents communting out of Wiehle)
the above sum times the percentage of commuters taking Metro
For the change in car trips from existing to projected, the current number of jobs is subtracted from the number of car trips (assumes that all current jobs represent car trips).

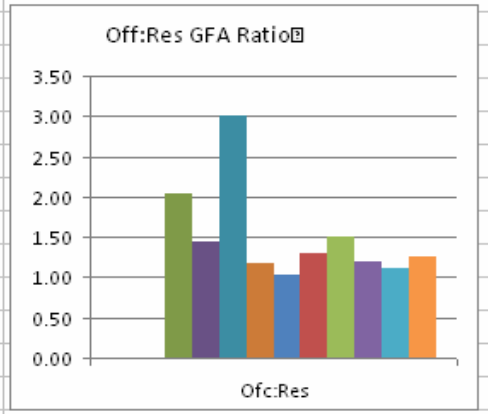
The column labeled "Redevelopment likelihood" on the Graphs worksheet provides the likely percentage of property that will be redeveloped within each subunit. The result is calculated as in the following example. If the likelihood is set at 70%, then GFA of 70% of the subunit are will be calculated at the "planned" FAR (that listed on the sheet for that model), and 30% of the subunit will be calculated at the "as-built" FAR given on the "Existing Conditions" worksheet (Mdl 1) for that subunit. The result is that 70% is fully developed and 30% remains as it is today. The "Apply Redevelopment Likelihood" question turns this calculation on or off. Redevelopment Likelihood does not apply to the Existing Conditions or Zoning worksheets (Mdl 1 and Mdl 2). A zero in the likelihood column results in the existing condition GFA.





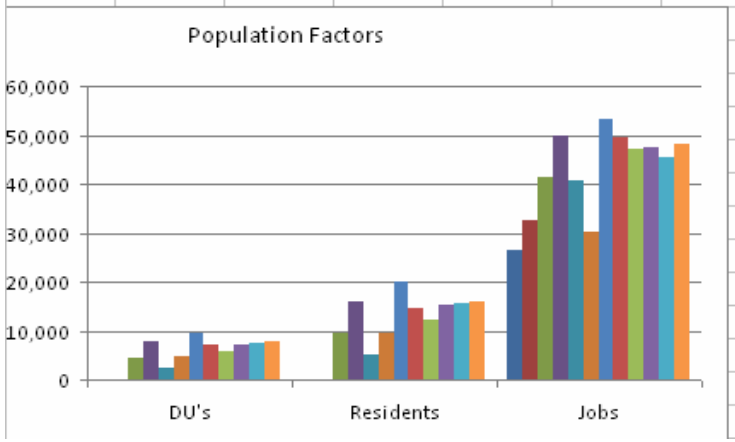
Model #	Name	Issues		
Model 1	Existing Conditions			
Model 2	Existing Zoning			
Mdl 3	GMU 2030 High	(Totals only)		
Mdl 4	GMU 2040 High	(Totals only)		
Model 5	CP: Min Residential	Existing		Zoning
Model 6	CP: Max Residential	Existing		Zoning
Model 7	Staff Alternative			
Model 8	Hypothetical A			
Model 9	Hypothetical B			
Model 10	Hypothetical C			
Model 11	Hypothetical D			
Model 12	Hypothetical E			

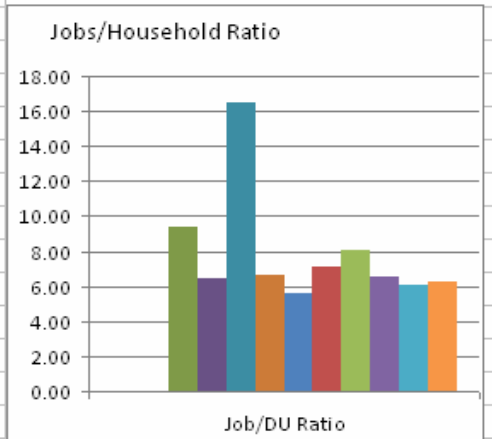


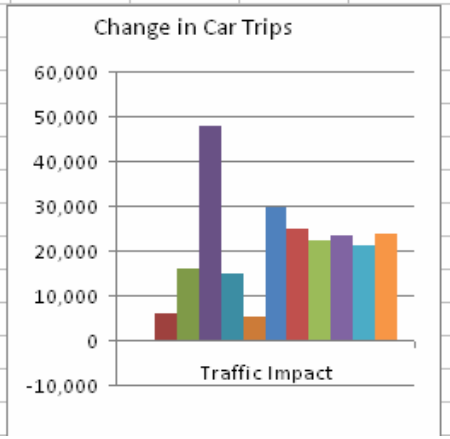


Workers per household	1.6
Residents per household	2.1
Local workers per household	0.4
Office SqFt / Worker	300
Retail SqFt/Worker	450
Hotel SqFt/Worker	750
Condo/Apt Area	1,500
Percent of Commuters Using Metro	40
Existing Jobs	26,712
Include G7 and I3? (Y / N)	Y
Apply Redevelopement Likelihood? (Y / N	N

	Redevelopement Likelihood
G1	100
G2	50
G3	70
G4	100
G5	100
G6	50
G7<1/2	50
G7>1/2	0
H1	50
H2	100
I1	100
I2	50
I3	0







Existing Conditions

	Percentage of Area				Square Footage				Space and Population Ratios			
Land Unit	Office	Resid'l	Retail	FAR	Office	Resid'l	Retail	Ofc:Res Ratio	DU's	Resid's	Local Jobs	Jobs/DU Ratio
G-1	76	0	24	0.25	471,722	0	148,965	N/A	0	0	1,903	N/A
G-2	89	0	11	0.37	317,955	0	39,298	N/A	0	0	1,147	N/A
G-3	84	0	16	0.36	435,956	0	83,039	N/A	0	0	1,638	N/A
G-4	76	0	24	0.28	316,295	0	99,882	N/A	0	0	1,276	N/A
G-5	100	0	0	0.45	162,075	0	0	N/A	0	0	540	N/A
G-6	100	0	0	0.32	282,332	0	0	N/A	0	0	941	N/A
G-7 <1/2	93	0	7	0.32	185,189	0	13,939	N/A	0	0	648	N/A
G-7>1/2	93	0	7	0.32	1,666,700	0	125,451	N/A	0	0	5,834	N/A
H-1	100	0	0	0.21	251,928	0	0	N/A	0	0	840	N/A
H-2	100	0	0	0.63	705,970	0	0	N/A	0	0	2,353	N/A
I-1	100	0	0	0.47	240,424	0	0	N/A	0	0	801	N/A
I-2	100	0	0	0.52	489,429	0	0	N/A	0	0	1,631	N/A
I-3	100	0	0	0.41	2,112,568	0	0	N/A	0	0	7,042	N/A
Totals	94%	0%	6%	0.36	7,638,543	0	510,574	N/A	0	0	26,596	N/A

Parameters	
Workers per household	1.6
Residents per household	2.1
Local workers per household*	0.4
Office SqFt / Worker	300
Retail SqFt/Worker	450
Hotel SqFt/Worker	750
Condo/Apt Area	1500
Percent of Commuters Using Met	40
Existing Jobs	26712

Metro Users	
Residents	0
Non-Residents	10,639
Total	10,639

Traffic Impact (Change in Car Trips)	
Resident workers walking	0
Resident workers driving	0
Non-res driving	26,596
Total driving	26,596
Currently driving	26,712
Increased traffic	-116

* Number of residents per household walking/biking to work

Existing Zoning

	Percentage of Area				Square Footage				Space and Population Ratios			
Land Unit	Office	Resid'l	Retail	FAR	Office	Resid'l	Retail	Ofc:Res Ratio	DU's	Resid's	Local Jobs	Jobs/DU Ratio
G-1	69	0	31	0.37	642,497	0	288,658	N/A	0	0	2,783	N/A
G-2	76	0	24	0.44	320,257	0	101,134	N/A	0	0	1,292	N/A
G-3	76	0	24	0.43	465,614	0	147,036	N/A	0	0	1,879	N/A
G-4	57	0	43	0.47	392,826	0	296,342	N/A	0	0	1,968	N/A
G-5	100	0	0	0.50	181,645	0	0	N/A	0	0	605	N/A
G-6	100	0	0	0.48	422,946	0	0	N/A	0	0	1,410	N/A
G-7 <1/2	93	0	7	0.42	241,467	0	18,175	N/A	0	0	845	N/A
G-7>1/2	93	0	7	0.42	2,173,203	0	163,574	N/A	0	0	7,608	N/A
H-1	100	0	0	0.33	398,222	0	0	N/A	0	0	1,327	N/A
H-2	100	0	0	0.66	740,205	0	0	N/A	0	0	2,467	N/A
I-1	100	0	0	0.47	240,424	0	0	N/A	0	0	801	N/A
I-2	100	0	0	0.55	511,045	0	0	N/A	0	0	1,703	N/A
I-3	100	0	0	0.45	2,335,151	0	0	N/A	0	0	7,784	N/A
Totals	90%	0%	10%	0.44	9,065,503	0	1,014,920	N/A	0	0	32,474	N/A

Parameters	
Workers per household	1.6
Residents per household	2.1
Local workers per household*	0.4
Office SqFt / Worker	300
Retail SqFt/Worker	450
Hotel SqFt/Worker	750
Condo/Apt Area	1,500
Percent of Commuters Using Met	40
Existing Jobs	26,712

* Number of residents per household walking/biking to work

Metro Users	
Residents	0
Non-Residents	12,989
Total	12,989

Traffic Impact (Change in Car Trips)	
Resident workers walking	0
Resident workers driving	0
Non-res driving	32,474
Total driving	32,474
Currently driving	26,712
Increased traffic	5,761

GMU 2030 High

	Percentage of Area				Square Footage				Space and Population Ratios			
Land Unit	Office	Resid'l	Retail	FAR	Office	Resid'l	Retail	Ofc:Res Ratio	DU's	Resid's	Local Jobs	Jobs/DU Ratio
G-1					0	0	0	N/A	0	0	0	N/A
G-2					0	0	0	N/A	0	0	0	N/A
G-3					0	0	0	N/A	0	0	0	N/A
G-4					0	0	0	N/A	0	0	0	N/A
G-5					0	0	0	N/A	0	0	0	N/A
G-6					0	0	0	N/A	0	0	0	N/A
G-7 <1/2					0	0	0	N/A	0	0	0	N/A
G-7>1/2					0	0	0	N/A	0	0	0	N/A
H-1					0	0	0	N/A	0	0	0	N/A
H-2					0	0	0	N/A	0	0	0	N/A
I-1					0	0	0	N/A	0	0	0	N/A
I-2					0	0	0	N/A	0	0	0	N/A
I-3					0	0	0	N/A	0	0	0	N/A
Totals	66%	32%	1%	0.90	13,562,000	6,623,000	298,000	2.05	4,400	9,500	41,200	9.36

GMU Forecast provides totals only

Parameters	
Workers per household	1.6
Residents per household	2.1
Local workers per household*	0.4
Office SqFt / Worker	300
Retail SqFt/Worker	450
Hotel SqFt/Worker	750
Condo/Apt Area	1,500
Percent of Commuters Using Metro	40
Existing Jobs	26,712
Redevelopment likelihood	N

* Number of residents per household walking/biking to work

Metro Users	
Residents	2,112
Non-Residents	15,776
Total	17,888

Traffic Impact (Change in Car Trips)	
Resident workers walking	1,760
Resident workers driving	3,168
Non-res driving	39,440
Total driving	42,608
Currently driving	26,712
Increased traffic	15,896

GMU 2040 High

	Percentage of Area				Square Footage				Space and Population Ratios			
Land Unit	Office	Resid'l	Retail	FAR	Office	Resid'l	Retail	Ofc:Res Ratio	DU's	Resid's	Local Jobs	Jobs/DU Ratio
G+1					0	0	0	N/A	0	0	0	N/A
G+2					0	0	0	N/A	0	0	0	N/A
G+3					0	0	0	N/A	0	0	0	N/A
G+4					0	0	0	N/A	0	0	0	N/A
G+5					0	0	0	N/A	0	0	0	N/A
G+6					0	0	0	N/A	0	0	0	N/A
G+7 <1/2					0	0	0	N/A	0	0	0	N/A
G+7>1/2					0	0	0	N/A	0	0	0	N/A
H+1					0	0	0	N/A	0	0	0	N/A
H+2					0	0	0	N/A	0	0	0	N/A
I+1					0	0	0	N/A	0	0	0	N/A
I+2					0	0	0	N/A	0	0	0	N/A
I+3					0	0	0	N/A	0	0	0	N/A
Totals	58%	40%	2%	1.26	16,617,000	11,512,000	501,000	1.44	7,700	16,100	49,700	6.45

GMU Forecast provides totals only

Parameters			
Workers per household	1.6		
Residents per household	2.1		
Local workers per household*	0.4		
Office SqFt / Worker	300		
Retail SqFt/Worker	450		
Hotel SqFt/Worker	750		
Condo/Apt Area	1,500		
Percent of Commuters Using Metro	40		
Existing Jobs	26,712		
Redevelopment likelihood	N		
* Number of residents per household walking/biking to work			

Metro Users	
Residents	6,160
Non+Residents	21,112
Total	27,272
Traffic Impact (Change in Car Trips)	
Resident workers walking	3,080
Resident workers driving	21,560
Non+res driving	52,780
Total driving	74,340
Currently driving	26,712
Increased traffic	47,628

CP: Min Residential

Comprehensive Plan

	Percentage of Area				Square Footage				Space and Population Ratios			
Land Unit	Office	Resid'l	Retail	FAR	Office	Resid'l	Retail	Ofc:Res Ratio	DU's	Resid's	Local Jobs	Jobs/DU Ratio
G-1	50	35	15	1.00	1,242,767	869,937	372,830	1.43	580	1,218	4,971	8.57
G-2	100	0	0	0.80	764,914	0	0	N/A	0	0	2,550	N/A
G-3	50	35	15	1.00	713,513	499,459	214,054	1.43	333	699	2,854	8.57
G-4	45	38	18	2.00	1,330,584	1,108,820	517,449	1.20	739	1,552	5,585	7.56
G-5	40	40	20	1.50	217,974	217,974	108,987	1.00	145	305	969	6.67
G-6	50	35	15	1.00	438,649	307,054	131,595	1.43	205	430	1,755	8.57
G-7 <1/2	100	0	0	0.80	495,713	0	0	N/A	0	0	1,652	N/A
G-7>1/2	100	0	0	0.50	2,788,385	0	0	N/A	0	0	9,295	N/A
H-1	50	35	15	0.75	447,252	313,077	134,176	1.43	209	438	1,789	8.57
H-2	55	38	8	0.63	388,284	264,739	52,948	1.47	176	371	1,412	8.00
I-1	50	35	15	0.75	189,976	132,983	56,993	1.43	89	186	760	8.57
I-2	100	0	0	0.35	327,941	0	0	N/A	0	0	1,093	N/A
I-3	100	0	0	0.35	1,821,897	0	0	N/A	0	0	6,073	N/A
					Existing							
Totals	68%	23%	10%	0.72	11,167,848	3,714,043	1,589,031	3.01	2,476	5,200	40,757	16.46
					Zoning							

Parameters	
Workers per household	1.6
Residents per household	2.1
Local workers per household*	0.4
Office SqFt / Worker	300
Retail SqFt/Worker	450
Hotel SqFt/Worker	750
Condo/Apt Area	1,500
Percent of Commuters Using Metro	40
Existing Jobs	26,712
Redevelopment likelihood	N

* Number of residents per household walking/biking to work

Metro Users	
Residents	1,188
Non-Residents	15,907
Total	17,095

Traffic Impact (Change in Car Trips)	
Resident workers wa	990
Resident workers dri	1,783
Non-res driving	39,767
Total driving	41,550
Currently driving	26,712
Increased traffic	14,837

CP: Max Residential

Comprehensive Plan

	Percentage of Area				Square Footage				Space and Population Ratios			
Land Unit	Office	Resid'l	Retail	FAR	Office	Resid'l	Retail	Ofc:Res Ratio	DU's	Resid's	Local Jobs	Jobs/DU Ratio
G-1	35	50	15	1.00	869,937	1,242,767	372,830	0.70	829	1,740	3,728	4.50
G-2	0	100	0	0.80	0	764,914	0	0.00	510	1,071	0	0.00
G-3	35	50	15	1.00	499,459	713,513	214,054	0.70	476	999	2,141	4.50
G-4	25	63	13	2.00	739,213	1,848,033	369,607	0.40	1,232	2,587	3,285	2.67
G-5	25	75	0	1.50	136,234	408,702	0	0.33	272	572	454	1.67
G-6	35	50	15	1.00	307,054	438,649	131,595	0.70	292	614	1,316	4.50
G-7 <1/2	60	20	20	0.80	297,428	99,143	99,143	3.00	66	139	1,212	18.33
G-7>1/2	100	0	0	0.50	2,788,385	0	0	N/A	0	0	9,295	N/A
H-1	35	50	15	0.75	313,077	447,252	134,176	0.70	298	626	1,342	4.50
H-2	30	58	13	0.63	211,791	405,933	88,246	0.52	271	568	902	3.33
I-1	35	50	15	0.75	132,983	189,976	56,993	0.70	127	266	570	4.50
I-2	0	100	0	0.35	0	327,941	0	0.00	219	459	0	0.00
I-3	100	0	0	0.35	1,821,897	0	0	N/A	0	0	6,073	N/A
					Existing							
Totals	49%	42%	9%	0.72	8,117,457	6,886,822	1,466,643	1.18	4,591	9,642	30,317	6.60
					Zoning							

Parameters	
Workers per household	1.6
Residents per household	2.1
Local workers per household*	0.4
Office SqFt / Worker	300
Retail SqFt/Worker	450
Hotel SqFt/Worker	750
Condo/Apt Area	1,500
Percent of Commuters Using Metro	40
Existing Jobs	26,712
Redevelopment likelihood	N

* Number of residents per household walking/biking to work

Metro Users	
Residents	2,204
Non-Residents	11,392
Total	13,596
Traffic Impact (Change in Car Trips)	
Resident workers walking	1,836
Resident workers driving	3,306
Non-res driving	28,481
Total driving	31,787
Currently driving	26,712
Increased traffic	5,074

Staff Alternative

(As interpreted)

	Percentage of Area				Square Footage				Space and Population Ratios			
Land Unit	Office	Resid'l	Retail	FAR	Office	Resid'l	Retail	Ofc:Res Ratio	DU's	Resid's	Local Jobs	Jobs/DU Ratio
G-1	20	75	5	2.00	994,213	3,728,300	248,553	0.27	2,486	5,220	3,866	1.56
G-2	50	45	5	1.00	478,071	430,264	47,807	1.11	287	602	1,700	5.93
G-3	45	50	5	2.00	1,284,323	1,427,026	142,703	0.90	951	1,998	4,598	4.83
G-4	50	40	10	3.00	2,217,640	1,774,112	443,528	1.25	1,183	2,484	8,378	7.08
G-5	40	50	10	3.00	435,948	544,936	108,987	0.80	363	763	1,695	4.67
G-6	30	65	5	3.00	789,569	1,710,732	131,595	0.46	1,140	2,395	2,924	2.56
G-7 <1/2	53	40	7	0.80	262,728	198,285	34,700	1.33	132	278	953	7.21
G-7>1/2	93	0	7	0.50	2,593,198	0	195,187	N/A	0	0	9,078	N/A
H-1	40	55	5	2.00	954,138	1,311,940	119,267	0.73	875	1,837	3,445	3.94
H-2	45	50	5	2.50	1,254,528	1,393,920	139,392	0.90	929	1,951	4,492	4.83
I-1	45	50	5	2.50	569,928	633,254	63,325	0.90	422	887	2,040	4.83
I-2	35	65	0	2.00	655,883	1,218,068	0	0.54	812	1,705	2,186	2.69
I-3	100	0	0	0.45	2,342,439	0	0	N/A	0	0	7,808	N/A
Totals	48%	47%	5%	1.36	14,832,606	14,370,836	1,675,044	1.03	9,581	20,119	53,164	5.55

Parameters	
Workers per household	1.6
Residents per household	2.1
Local workers per household*	0.4
Office SqFt / Worker	300
Retail SqFt/Worker	450
Hotel SqFt/Worker	750
Condo/Apt Area	1,500
Percent of Commuters Using Metro	40
Existing Jobs	26,712
Redevelopment likelihood	N

* Number of residents per household walking/biking to work

Metro Users	
Residents	4,599
Non-Residents	19,733
Total	24,332

Traffic Impact (Change in Car Trips)	
Resident workers walking	3,832
Resident workers driving	6,898
Non-res driving	49,332
Total driving	56,230
Currently driving	26,712
Increased traffic	29,518

Hypothetical A

(Steep wedding cake; northern lean.)

	Percentage of Area				Square Footage				Space and Population Ratios				
Land Unit	Office	Resid'l	Retail	FAR	Office	Resid'l	Retail	Ofc:Res Ratio	DU's	Resid's	Outgoing Work	Local Jobs	Jobs/DU Ratio
G-1	27	67	6	1.50	1,006,641	2,497,961	223,698	0.40	1,665	3,497	1,998	3,853	2.31
G-2	40	52	8	1.00	382,457	497,194	76,491	0.77	331	696	398	1,445	4.36
G-3	37	55	8	2.00	1,055,999	1,569,728	228,324	0.67	1,046	2,198	1,256	4,027	3.85
G-4	54	36	10	3.00	2,395,051	1,596,701	443,528	1.50	1,064	2,235	1,277	8,969	8.43
G-5	36	54	10	3.00	392,354	588,530	108,987	0.67	392	824	471	1,550	3.95
G-6	32	60	8	2.00	561,471	1,052,758	140,368	0.53	702	1,474	842	2,183	3.11
G-7 <1/2	35	55	10	1.20	260,249	408,963	74,357	0.64	273	573	327	1,033	3.79
G-7>1/2	95	0	5	0.42	2,225,131	0	117,112	N/A	0	0	0	7,677	N/A
H-1	70	30	4	0.50	417,435	178,901	23,853	2.33	119	250	143	1,444	12.11
H-2	54	39	7	2.50	1,505,434	1,087,258	195,149	1.38	725	1,522	870	5,452	7.52
I-1	45	49	6	2.50	569,928	620,588	75,990	0.92	414	869	496	2,069	5.00
I-2	55	40	5	1.00	515,337	374,790	46,849	1.38	250	525	300	1,822	7.29
I-3	100	0	0	0.45	2,342,439	0	0	N/A	0	0	0	7,808	N/A
											0		
Totals	53%	41%	7%	1.14	13,629,925	10,473,373	1,754,707	1.30	6,982	14,663	8,379	49,332	7.07

Parameters	
Workers per household	1.6
Residents per household	2.1
Local workers per household*	0.4
Office SqFt / Worker	300
Retail SqFt/Worker	450
Hotel SqFt/Worker	750
Condo/Apt Area	1,500
Percent of Commuters Using Metro	40
Existing Jobs	26,712
Redevelopment likelihood	N

* Number of residents per household walking/biking to work

Metro Users	
Residents	3,351
Non-Residents	18,616
Total	21,967

Traffic Impact (Change in Car Trips)	
Resident workers walking	2,793
Resident workers driving	5,027
Non-res driving	46,540
Total driving	51,567
Currently driving	26,712
Increased traffic	24,854

Hypothetical B

(Steeper cake; more northern)

	Percentage of Area				Square Footage				Space and Population Ratios			
Land Unit	Office	Resid'l	Retail	FAR	Office	Resid'l	Retail	Ofc:Res Ratio	DU's	Resid's	Local Jobs	Jobs/DU Ratio
G-1	27	67	6	1.25	838,868	2,081,634	186,415	0.40	1,388	2,914	3,210	2.31
G-2	47	47	6	1.00	449,387	449,387	57,369	1.00	300	629	1,625	5.43
G-3	36	56	8	1.50	770,594	1,198,702	171,243	0.64	799	1,678	2,949	3.69
G-4	54	36	10	3.00	2,395,051	1,596,701	443,528	1.50	1,064	2,235	8,969	8.43
G-5	36	54	10	3.00	392,354	588,530	108,987	0.67	392	824	1,550	3.95
G-6	35	60	5	1.50	460,582	789,569	65,797	0.58	526	1,105	1,681	3.19
G-7 <1/2	60	32	8	0.80	297,428	158,628	39,657	1.88	106	222	1,080	10.21
G-7>1/2	93	0	7	0.42	2,178,286	0	163,957	N/A	0	0	7,625	N/A
H-1	100	0	0	0.35	417,435	0	0	N/A	0	0	1,391	N/A
H-2	53	39	8	2.50	1,477,555	1,087,258	223,027	1.36	725	1,522	5,421	7.48
I-1	45	49	6	2.50	569,928	620,588	75,990	0.92	414	869	2,069	5.00
I-2	75	25	0	0.75	527,049	175,683	0	3.00	117	246	1,757	15.00
I-3	100	0	0	0.45	2,342,439	0	0	N/A	0	0	7,808	N/A
Totals	56%	37%	7%	1.03	13,116,954	8,746,679	1,535,971	1.50	5,831	12,245	47,136	8.08

Parameters	
Workers per household	1.6
Residents per household	2.1
Local workers per household*	0.4
Office SqFt / Worker	300
Retail SqFt/Worker	450
Hotel SqFt/Worker	750
Condo/Apt Area	1,500
Percent of Commuters Using Metro	40
Existing Jobs	26,712
Redevelopment likelihood	N

* Number of residents per household walking/biking to work

Metro Users	
Residents	2,799
Non-Residents	17,922
Total	20,721

Traffic Impact (Change in Car Trips)	
Resident workers walking	2,332
Resident workers driving	4,198
Non-res driving	44,804
Total driving	49,002
Currently driving	26,712
Increased traffic	22,290

Hypothetical C

(Steep cake; more residential)

	Percentage of Area				Square Footage				Space and Population Ratios			
Land Unit	Office	Resid'l	Retail	FAR	Office	Resid'l	Retail	Ofc:Res Ratio	DU's	Resid's	Local Jobs	Jobs/DU Ratio
G-1	27	67	6	1.50	1,006,641	2,497,961	223,698	0.40	1,665	3,497	3,853	2.31
G-2	44	50	6	0.90	378,632	430,264	51,632	0.88	287	602	1,377	4.80
G-3	32	60	8	2.00	913,296	1,712,431	228,324	0.53	1,142	2,397	3,552	3.11
G-4	50	40	10	3.00	2,217,640	1,774,112	443,528	1.25	1,183	2,484	8,378	7.08
G-5	30	60	10	3.00	326,961	653,923	108,987	0.50	436	915	1,332	3.06
G-6	32	60	8	2.00	561,471	1,052,758	140,368	0.53	702	1,474	2,183	3.11
G-7 <1/2	60	33	7	0.80	297,428	163,585	34,700	1.82	109	229	1,069	9.80
G-7>1/2	93	0	7	0.42	2,178,286	0	163,957	N/A	0	0	7,625	N/A
H-1	47	47	6	0.75	420,417	420,417	53,670	1.00	280	589	1,521	5.43
H-2	50	43	7	2.50	1,393,920	1,198,771	195,149	1.16	799	1,678	5,080	6.36
I-1	40	54	6	2.50	506,603	683,914	75,990	0.74	456	957	1,858	4.07
I-2	60	35	5	1.00	562,185	327,941	46,849	1.71	219	459	1,978	9.05
I-3	100	0	0	0.45	2,342,439	0	0	N/A	0	0	7,808	N/A
Totals	51%	42%	7%	1.13	13,105,920	10,916,077	1,766,852	1.20	7,277	15,283	47,613	6.54

Parameters	
Workers per household	1.6
Residents per household	2.1
Local workers per household*	0.4
Office SqFt / Worker	300
Retail SqFt/Worker	450
Hotel SqFt/Worker	750
Condo/Apt Area	1,500
Percent of Commuters Using Metro	40
Existing Jobs	26,712
Redevelopment likelihood	N

* Number of residents per household walking/biking to work

Metro Users	
Residents	3,493
Non-Residents	17,881
Total	21,374

Traffic Impact (Change in Car Trips)	
Resident workers walking	2,911
Resident workers driving	5,240
Non-res driving	44,702
Total driving	49,941
Currently driving	26,712
Increased traffic	23,229

Hypothetical D

(Lower peak density; more residential in G-1)

	Percentage of Area				Square Footage				Space and Population Ratios			
Land Unit	Office	Resid'l	Retail	FAR	Office	Resid'l	Retail	Ofc:Res Ratio	DU's	Resid's	Local Jobs	Jobs/DU Ratio
G-1	15	80	5	1.75	652,453	3,479,747	217,484	0.19	2,320	4,872	2,658	1.15
G-2	40	54	6	1.00	382,457	516,317	57,369	0.74	344	723	1,402	4.07
G-3	32	60	8	2.00	913,296	1,712,431	228,324	0.53	1,142	2,397	3,552	3.11
G-4	50	40	10	2.50	1,848,033	1,478,426	369,607	1.25	986	2,070	6,981	7.08
G-5	30	55	10	2.50	272,468	499,524	90,823	0.55	333	699	1,110	3.33
G-6	32	60	8	2.00	561,471	1,052,758	140,368	0.53	702	1,474	2,183	3.11
G-7 <1/2	40	55	5	1.00	247,856	340,803	30,982	0.73	227	477	895	3.94
G-7>1/2	95	0	5	0.42	2,225,131	0	117,112	N/A	0	0	7,677	N/A
H-1	70	25	5	0.50	417,435	149,084	29,817	2.80	99	209	1,458	14.67
H-2	55	35	10	2.50	1,533,312	975,744	278,784	1.57	650	1,366	5,731	8.81
I-1	45	50	5	2.50	569,928	633,254	63,325	0.90	422	887	2,040	4.83
I-2	55	40	5	1.00	515,337	374,790	46,849	1.38	250	525	1,822	7.29
I-3	100	0	0	0.45	2,342,439	0	0	N/A	0	0	7,808	N/A
Totals	49%	44%	7%	1.12	12,481,616	11,212,878	1,670,843	1.11	7,475	15,698	45,318	6.06

Parameters				
Workers per household	1.6		**Metro Users**	
Residents per household	2.1		Residents	3,588
Local workers per household*	0.4		Non-Residents	16,931
Office SqFt / Worker	300		Total	20,519
Retail SqFt/Worker	450			
Hotel SqFt/Worker	750		**Traffic Impact (Change in Car Trips)**	
Condo/Apt Area	1,500		Resident workers walking	2,990
Percent of Commuters Using Metro	40		Resident workers driving	5,382
Existing Jobs	26,712		Non-res driving	42,328
Redevelopment likelihood	N		Total driving	47,710
* Number of residents per household walking/biking to work			Currently driving	26,712
			Increased traffic	20,998

Hypothetical E

G1 30:70, rest 50:50 except G7, I2 and I3

	Percentage of Area				Square Footage				Space and Population Ratios			
Land Unit	Office	Resid'l	Retail	FAR	Office	Resid'l	Retail	Ofc:Res Ratio	DU's	Resid's	Local Jobs	Jobs/DU Ratio
G-1	30	70	0	1.50	1,118,490	2,609,810	0	0.43	1,740	3,654	3,728	2.14
G-2	50	50	0	0.90	430,264	430,264	0	1.00	287	602	1,434	5.00
G-3	50	50	0	2.00	1,427,026	1,427,026	0	1.00	951	1,998	4,757	5.00
G-4	50	50	0	3.00	2,217,640	2,217,640	0	1.00	1,478	3,105	7,392	5.00
G-5	50	50	0	3.00	544,936	544,936	0	1.00	363	763	1,816	5.00
G-6	50	50	0	2.00	877,298	877,298	0	1.00	585	1,228	2,924	5.00
G-7 <1/2	50	50	0	0.80	247,856	247,856	0	1.00	165	347	826	5.00
G-7>1/2	95	10	0	0.42	2,225,131	234,224	0	9.50	156	328	7,417	47.50
H-1	50	50	0	0.75	447,252	447,252	0	1.00	298	626	1,491	5.00
H-2	50	50	0	2.50	1,393,920	1,393,920	0	1.00	929	1,951	4,646	5.00
I-1	50	50	0	2.50	633,254	633,254	0	1.00	422	887	2,111	5.00
I-2	55	45	0	1.00	515,337	421,639	0	1.22	281	590	1,718	6.11
I-3	100	0	0	0.45	2,342,439	0	0	N/A	0	0	7,808	N/A
Totals	56%	44%	0%	1.14	14,420,842	11,485,119	0	1.26	7,657	16,079	48,069	6.28

Parameters	
Workers per household	1.6
Residents per household	2.1
Local workers per household*	0.4
Office SqFt / Worker	300
Retail SqFt/Worker	450
Hotel SqFt/Worker	750
Condo/Apt Area	1,500
Percent of Commuters Using Metro	40
Existing Jobs	26,712
Redevelopment likelihood	N

* Number of residents per household walking/biking to work

Metro Users	
Residents	3,675
Non-Residents	18,003
Total	21,678

Traffic Impact (Change in Car Trips)	
Resident workers walking	3,063
Resident workers driving	5,513
Non-res driving	45,007
Total driving	50,520
Currently driving	26,712
Increased traffic	23,807