



Urban Development Area (UDA) Process in Virginia: History & Requirements

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VDOT Coordinating Transportation & Land Use Forum

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Culpeper, Virginia



Office of
INTERMODAL
Planning and Investment

Today's Conversation

- Brief history and purpose of UDAs
- UDAs in the VTrans Multimodal Transportation Plan (VMTP)
- UDA Grants and Grantee Highlight



What is a UDA?

A UDA is defined as (Section §15.2-2223.1):

- Areas designated by a locality that **may be sufficient to meet projected residential and commercial growth** in the locality for an ensuing period of at least 10 but not more than 20 years.
- Where an urban development area in a county includes planned or existing rail transit, the planning horizon may be for an ensuing period of at least 10 but not more than 40 years.
- Areas that may be appropriate for development at a **density** on the developable acreage of at least four single-family residences, six townhouses, or 12 apartments, condominium units or cooperative units per acres and an authorized floor area ratio of at least 0.4 per acre for commercial development, or any combination thereof
- Urban development areas **shall** incorporate principles of **traditional neighborhood design (TND)**.



Purpose of UDAs

Why strategically plan for UDAs?

- **The problem:** Dispersed development patterns increase the financial burden of maintaining and expanding the transportation system.
- **The purpose:** Improve the future efficiency of the transportation system.
 - Compact development and traditional neighborhood design (TND) alleviate the transportation system impacts of low density/single use development
 - By locating residences and businesses closer together and in areas with existing infrastructure, new development requires less new system capacity and less overall maintenance
 - By mixing uses together, communities require shorter trips to access daily needs. More trips can be completed by walking and biking.





FROM THIS:

- Arterial “spines” carry all trips
- Typical 6-lane arterials needed
- Separated land uses = longer trips
- All trips by automobile
- “Bottlenecks” for emergency access
- Higher personal transportation costs
- More/wider roads = more public costs

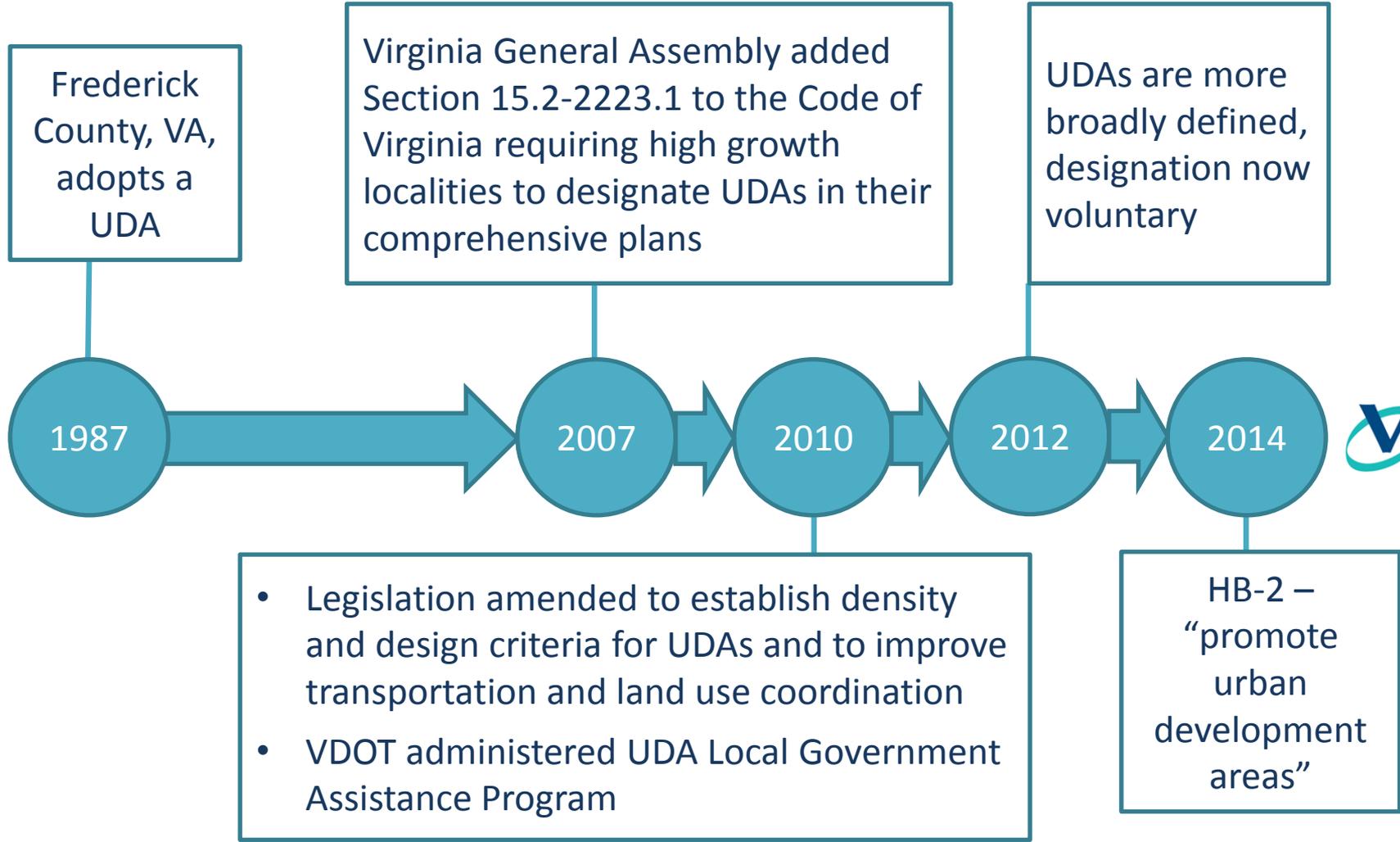
TO THIS:

- Distributed road network
- “spine” arterials free of local traffic
- Mixed uses = shorter trips
- ‘Communities,’ not ‘Subdivisions’
- Better routes for emergency access
- Bike/Pedest. options for short trips
- More cost efficient

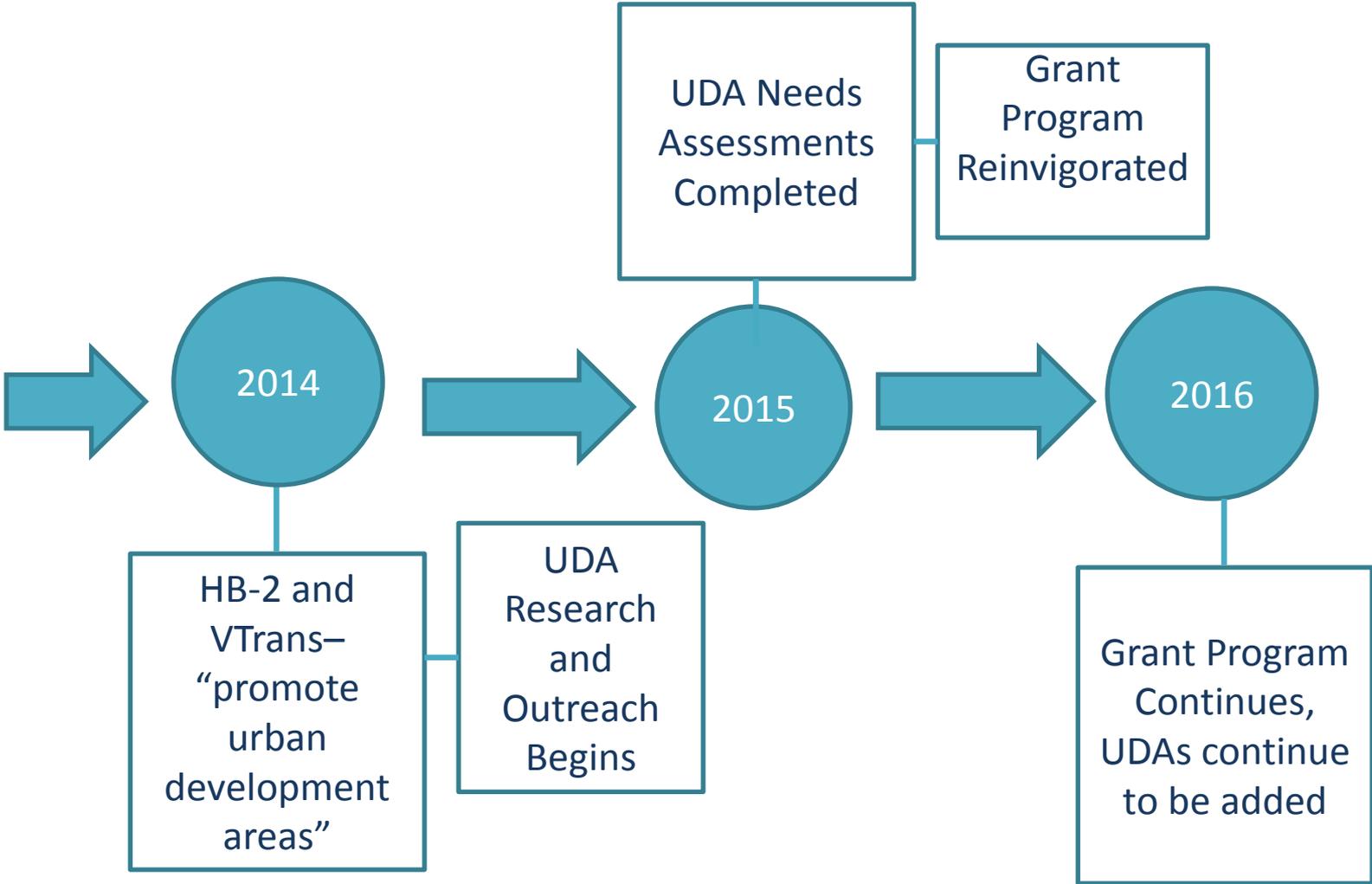
More Safety, Less \$\$, Better Quality of Life



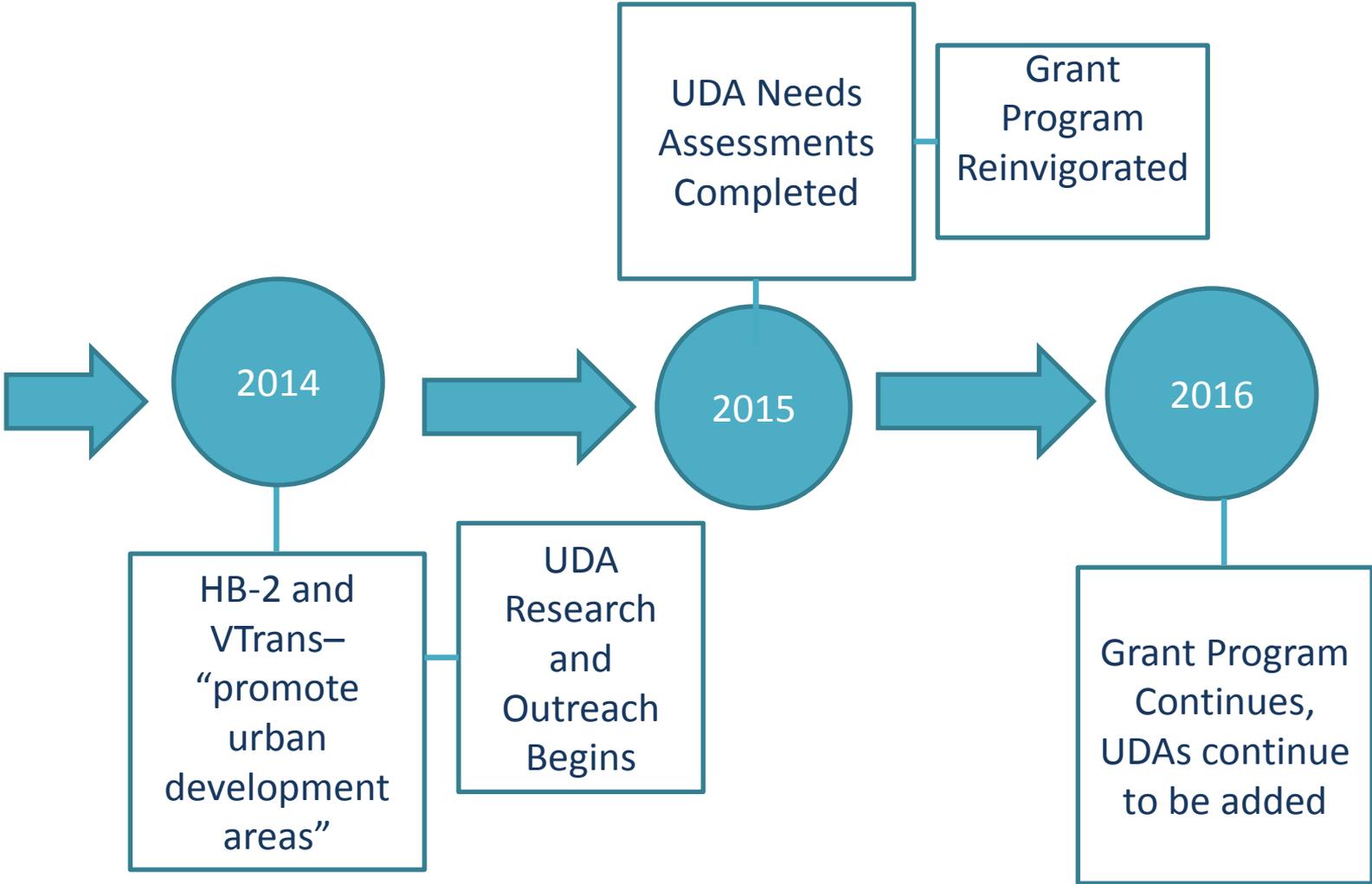
UDAs in Virginia Timeline



UDAs in Virginia *Timeline*



UDAs in Virginia *Timeline*



Evolution of UDAs

HB2 Project Prioritization

- **HB2** – Provided for the development of a prioritization process for projects funded by the CTB:
 - Candidate projects and strategies shall be screened by the CTB to determine whether they are consistent with the assessment of capacity needs for all:
 - Corridors of statewide significance
 - Regional networks, and
 - **Improvements to promote urban development areas** (established pursuant to § 15.2-2223.1, undertaken in the Statewide Transportation Plan in accordance with § 33.1-23.03)



UDAs in Virginia

2015 *Research Focus*

Needed to Understand:

- The extent of planning and designated UDAs
- Extent of other areas with similar characteristics
- How this list had significantly grown and diversified since the original 2007 legislation.

Needed to Produce:

- A single, current, consistent summary of UDAs and UDA-like areas
- A summary of their current planning status, diverse socioeconomic and transportation characteristics, and anticipated future conditions of these areas
- List of locations and attributes *before* asking about needs



UDAs in Virginia

2015 Research Process

Finding UDAs & Designated Growth Areas

- Recipients from 2010/2011 UDA Local Government Assistance Program
- Comprehensive plans for high-growth localities responding to DHCD's 2011 survey
- Top quartile localities in terms of Weldon Cooper Center population projections
- DRPT Statewide Transit and TDM Plan emerging localities
- Cities and towns with populations over 130,000
- Interview PDCs



UDAs in Virginia

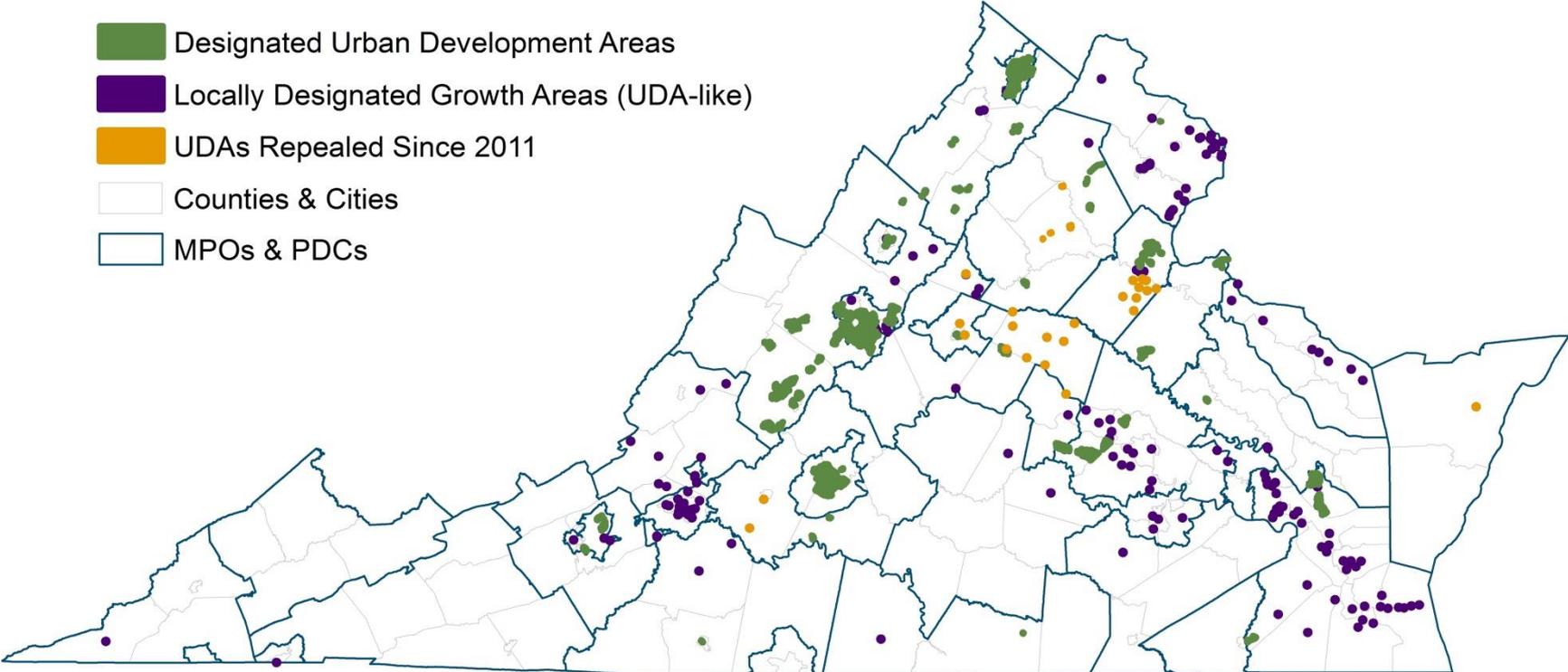
2015 Research Process

- **271 total UDA or UDA-like areas**
 - 77 of these areas were currently designated UDAs
 - 21 were areas that were designated as UDAs and had since been reclassified by localities since 2012
 - 173 UDA-like areas in comprehensive plans
- **Jurisdictions:** 15% towns, 21% cities, 64% counties
- **Size:** Average 3 sq.mi., range from 0.02 sq.mi. to 55 sq.mi.
- **Existing density:** More than half are less than 500 persons/sq.mi.
- **Location:** 60% in rural/exurban/suburban localities

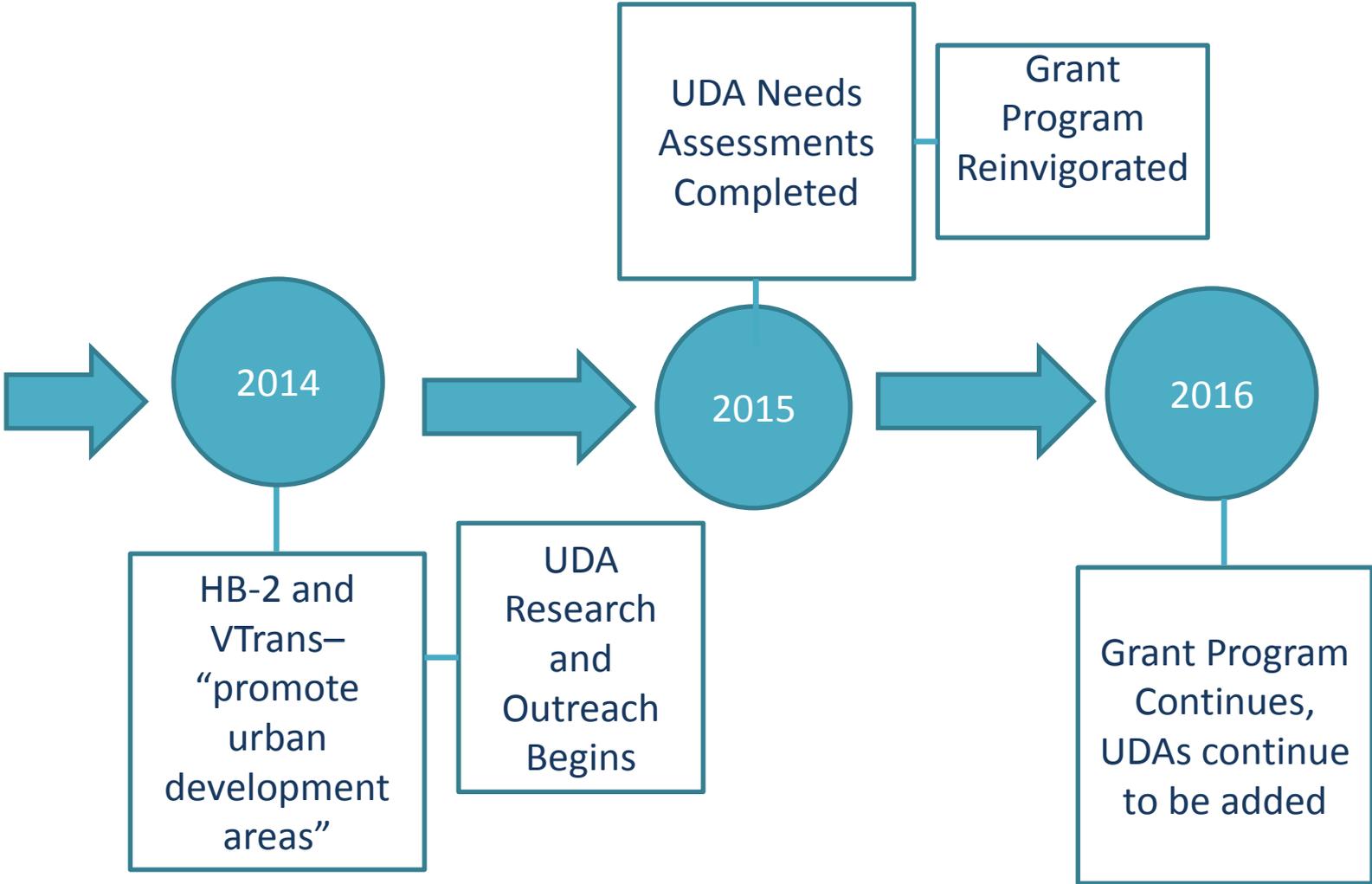


Initial Research Findings

- Designated Urban Development Areas
- Locally Designated Growth Areas (UDA-like)
- UDAs Repealed Since 2011
- Counties & Cities
- MPOs & PDCs

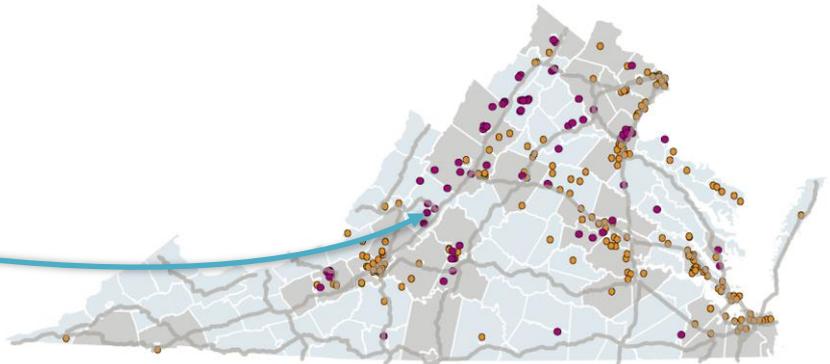
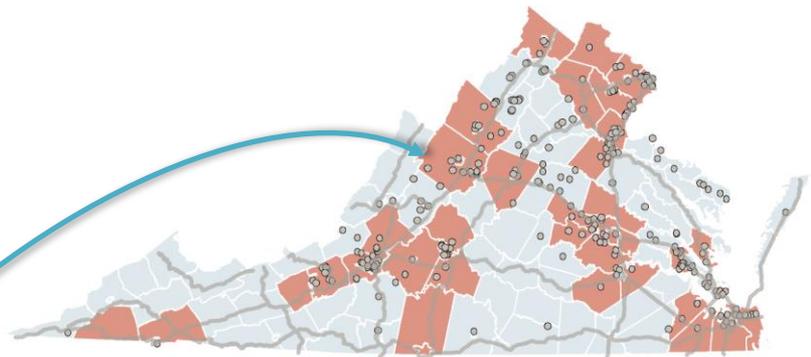
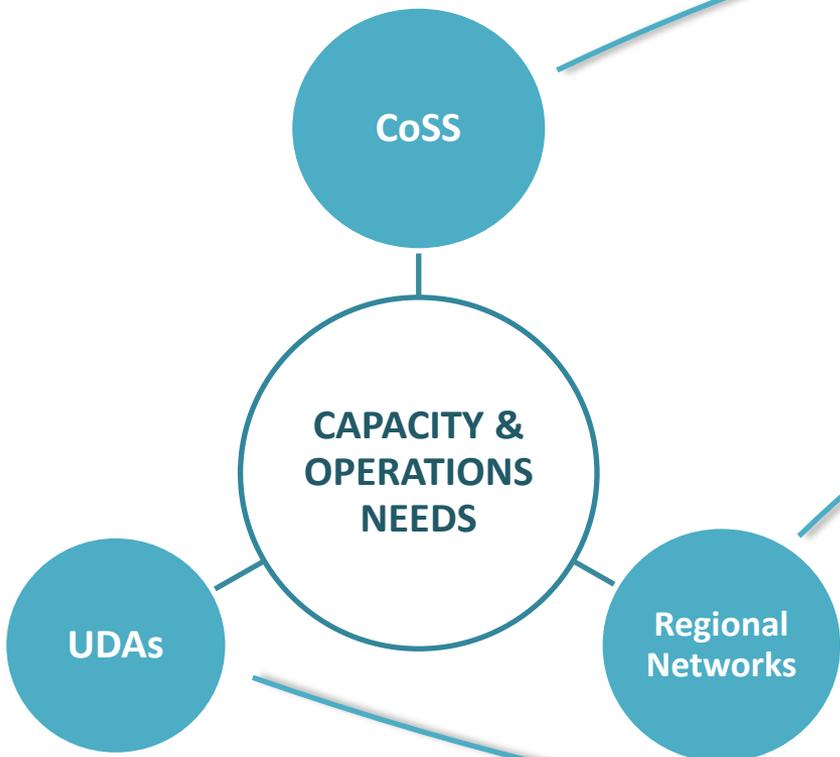


UDAs in Virginia *Timeline*



VMTP Needs Assessment

Three Scales:



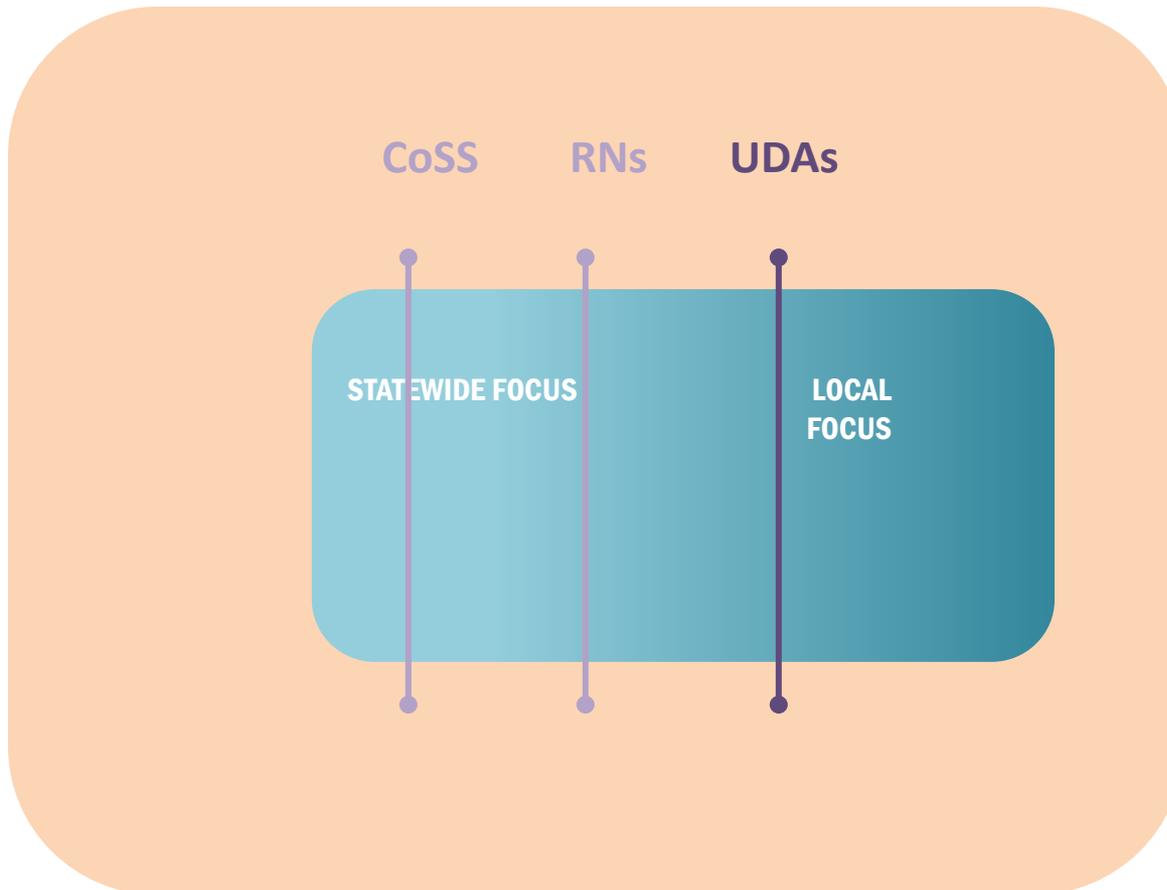
UDA Needs Assessment Guiding Principles

Focus on promoting growth consistent with intent of UDA legislation by assessing:

- Context sensitive multimodal transportation solutions
- Last-mile access to jobs and non-work attractions
- Bicycle and pedestrian circulation
- Safety
- Connections to local multimodal networks and regional transportation options
- LOCALLY Driven



UDA Guiding Principles



UDA NEEDS

Update on VTrans Multimodal Transportation Plan 2025 Needs Assessment

Urban Development Area – Zion Crossroads

UDA Profile – HIGHLIGHTS

Zion Crossroads is located at the junction of U.S. 250 and U.S. 15 in Fluvanna County – serving as a gateway to Fluvanna County from I-64.

Location Characteristics

PDC - Thomas Jefferson
UDA Size – 3.2 sq mi
Year Designated – 2009
Comprehensive Plan Detail – Development within Urban Development Areas should be based on the principles and features of Traditional Neighborhood Design (TND) in order to achieve transportation and other benefits over typical suburban development. These TND features support the overall land use goals for the Zion Crossroads UDA and Community Planning Area, by encouraging a village-scaled center at Zion Crossroads as a place for economic development.

Current Place Type - Rural or Village Center



Mixed Use Intensity = Low
 Activity Density (jobs + people / acre) = 1 – 10 / acre
 Typical Net Floor Area Ratio = 0.02 – 0.23

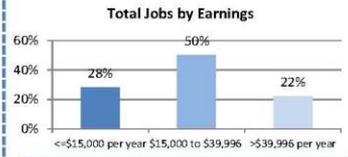
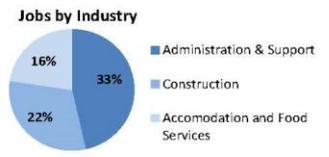
Planned Place Type – Medium Town Center



Mixed Use Intensity = Moderate
 Activity Density (jobs + people / acre) = 10 – 25 / acre
 Typical Net Floor Area Ratio = 0.23 – 0.57

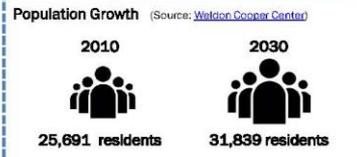
Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)
Total Population (Density) – 916 (104 ppsm)
Total Primary Jobs – 198



Jobs Within a 45 Minute Drive
 9,920
Working Age Population Within a 45 Minute Drive
 16,560
 (Source: EPA Smart Location Database (U.S. Census tract data))

Jurisdiction Characteristics:



Urban Development Area – Zion Crossroads

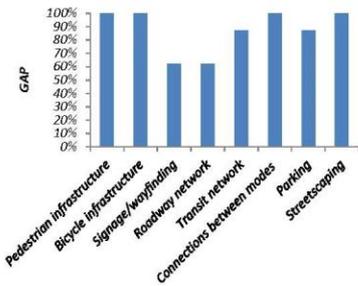
UDA Profile – HIGHLIGHTS

Future Transportation Needs

Internal UDA Needs		External UDA Needs	
High	Moderate	High	Moderate
<ul style="list-style-type: none"> Roadway Operations Safety Features Intersection improvements Intersection Design Signage Traffic Calming Environment Improvements 	<ul style="list-style-type: none"> Roadway Capacity Transit Frequency Transit Operations Transit Capacity Street Grid Bicycle Infrastructure 	<ul style="list-style-type: none"> Complete Streets Intersection improvements Intersection Design Environment Improvements 	<ul style="list-style-type: none"> Bicycle Infrastructure Pedestrian Infrastructure Signage Traffic calming

Existing Internal Needs Gap (% shortfall)

The chart below shows an estimate of the gap between transportation infrastructure in place today, and what is needed to support a fully developed UDA.



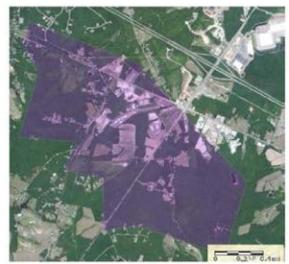
Highest Rated Overall Needs within UDA



Safety for all users



Access to transportation beyond the UDA



Ongoing UDA Needs Assessment

Urban Development Area – Zion Crossroads

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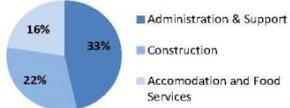
Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

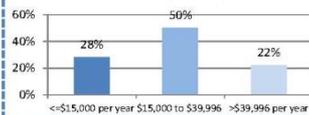
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Total Primary Jobs – 198

Jobs by Industry



Total Jobs by Earnings



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9,920

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(Source: EPA Smart Location Database (U.S. Census tract data))

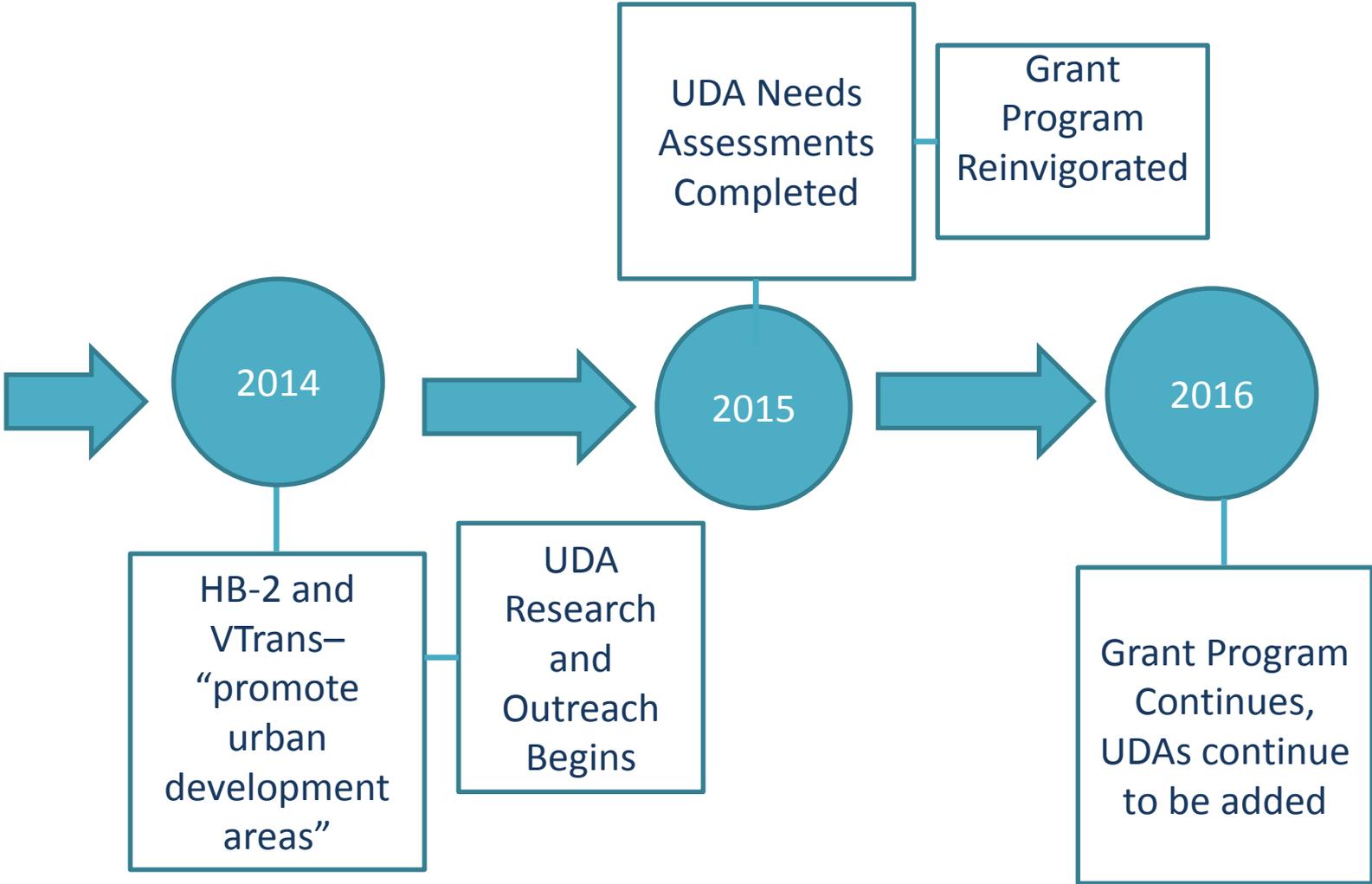
Jurisdiction Characteristics:

Population Growth (Source: Watson Cooper Center)



Needs Assessment Report – Statewide Data + 84 UDA Profiles Summaries

UDAs in Virginia *Timeline*



Evolution of UDAs

2015 and 2016 Grant Program

Goal: Promote economic development and quality of life, and promote the coordination between transportation and land use planning

Grant Program - Assistance available for localities interested in:

- Conducting planning to identify and designate newly identified UDAs,
- Updating plans for areas already designated as UDAs,
- Updating similarly designated growth area plans to meet the legislated characteristics of UDAs,
- Revising as appropriate applicable land use ordinances (including appropriate zoning classifications and subdivision ordinances) to incorporate the principles of traditional neighborhood design (see §15.2-2223.1 of the Code of Virginia),
- Assisting with public participation processes, and other related tasks.



2015 UDA Grant Projects

City of Salem

City of Norfolk

Town of Christiansburg

Town of Amherst Town of Vinton

City of Hampton

City of Hopewell

Town of Herndon

Town of Strasburg

Albemarle County



2016 UDA Grant Projects

Franklin County

Town of Warrenton

Botetourt

Salem #2



Salem UDA

Challenges and Opportunities facing Salem:

- Gateway/economic corridors in transition
- Public enthusiasm for strengthening downtown
- Current and future infrastructure needs



Project Schedule

Task 1:
Project Initiation and
Scoping

Task 2:
Analysis of UDA site
Models

Task 3:
UDA Designation and
Implementation

April-June 2015

July-August 2015

September-October 2015



Public Input

- Extensive Key Stakeholder Sessions
- Multiple Planning Commission meetings
- Public Open House

Enthusiastic Support for UDA Vision

GOALS

Strengthen Downtown

Promote Infill Development

Establish Multimodal Gateways

Alleviate Traffic



Multimodal Analysis

TRANSPORTATION NETWORK

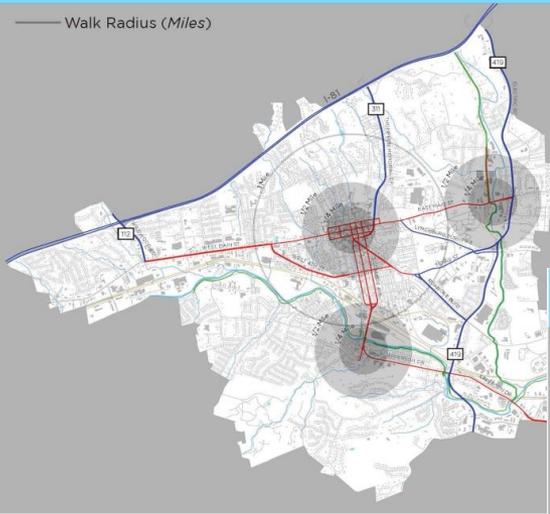
- Placemaking Streets
- Through Streets
- The Greenway



- Multimodal analysis based on DRPT System Design Guidelines
- Motorized + Non-motorized Networks
- Walkability Analysis

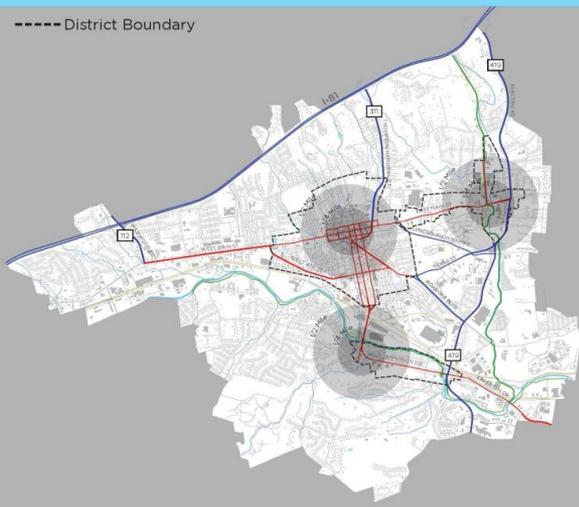
ACTIVITY NODES

— Walk Radius (Miles)



MULTIMODAL DISTRICTS

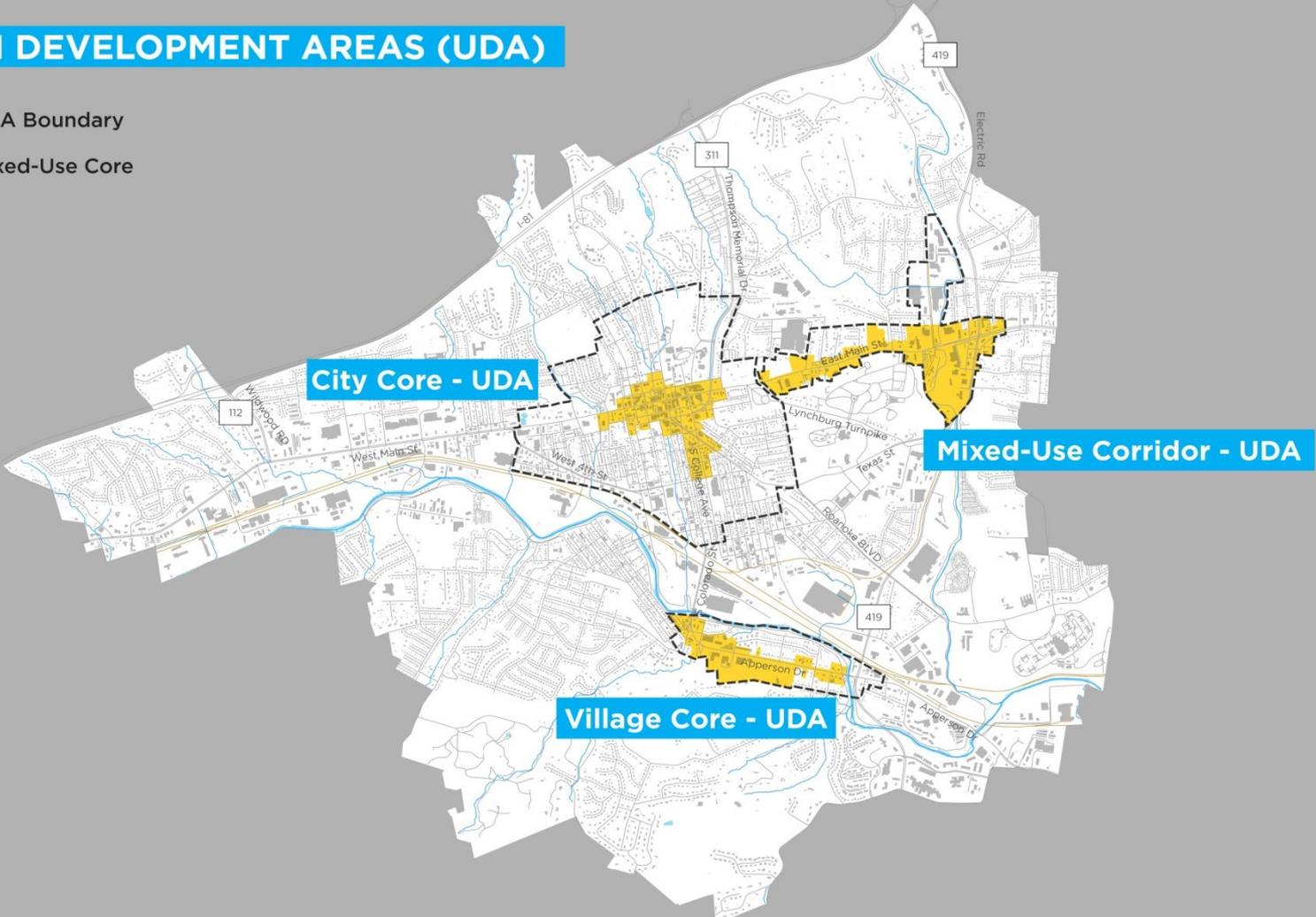
--- District Boundary



Urban Development Areas

URBAN DEVELOPMENT AREAS (UDA)

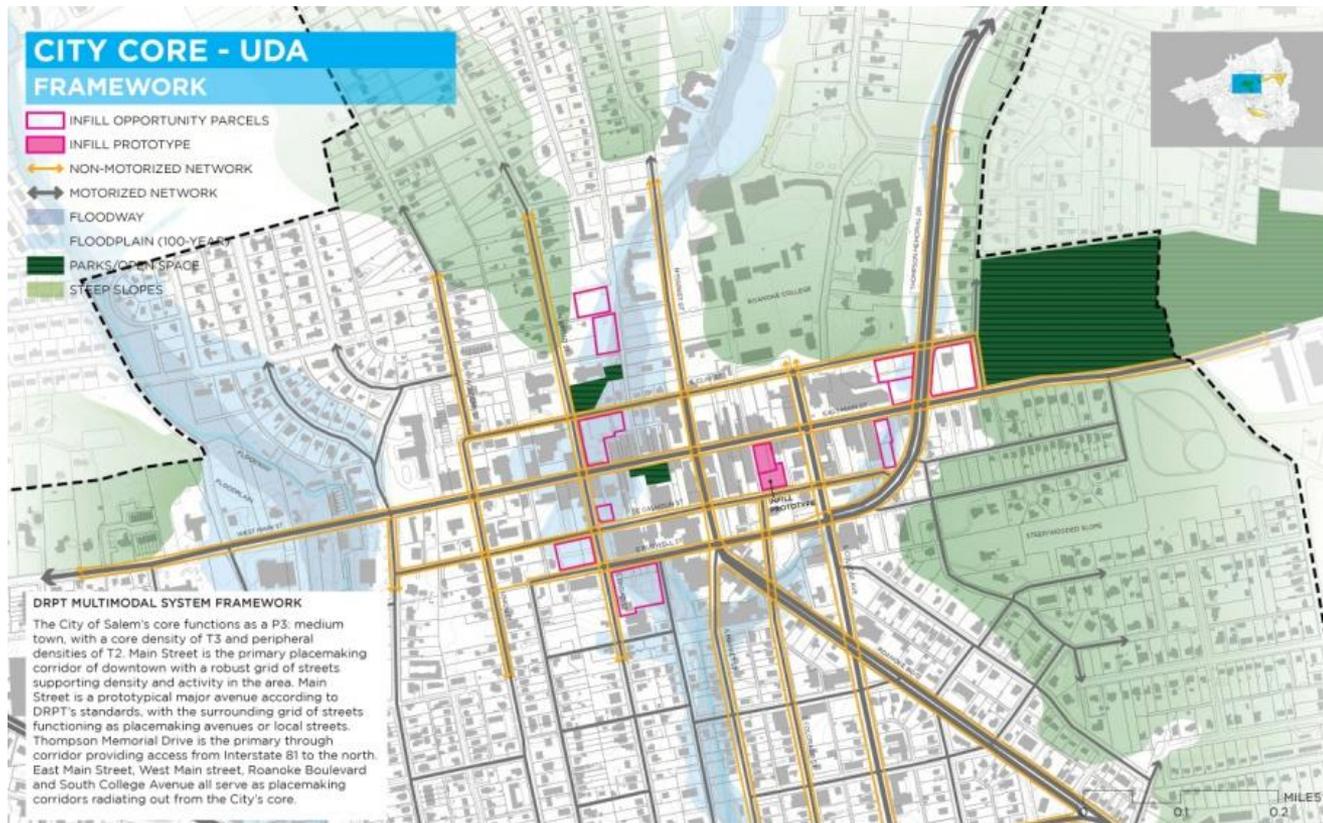
- UDA Boundary
- Mixed-Use Core



City Core UDA

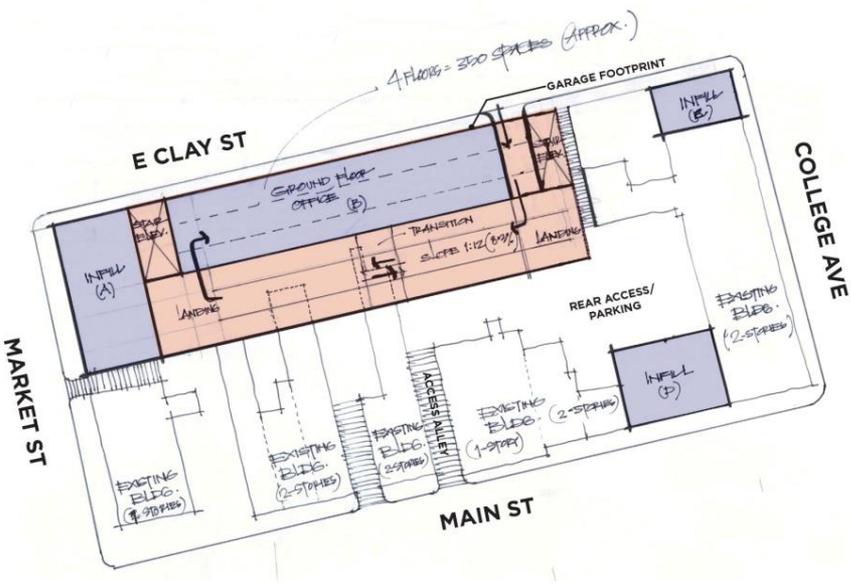
- Strengthen Downtown Core
- Centralize Parking (potential garage)
- Redevelop surface parking lots
- Infill Residential

Urban Design Framework

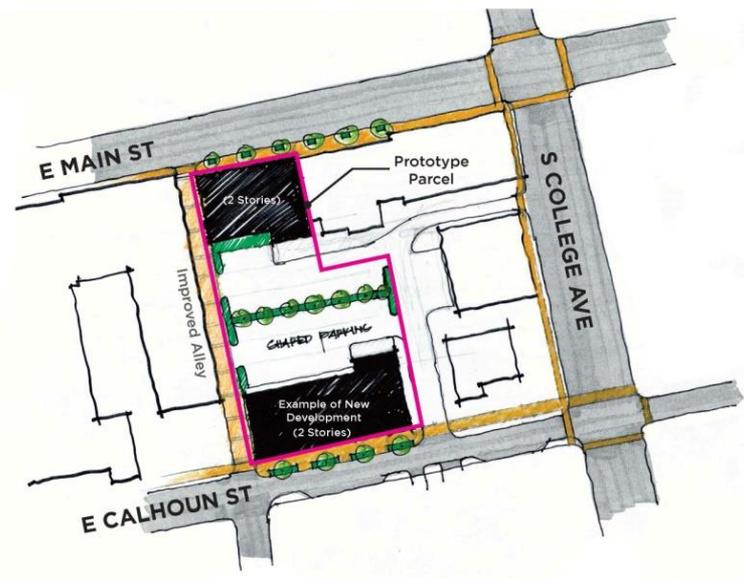


City Core UDA

Garage + Infill Concept



Infill Development Prototype



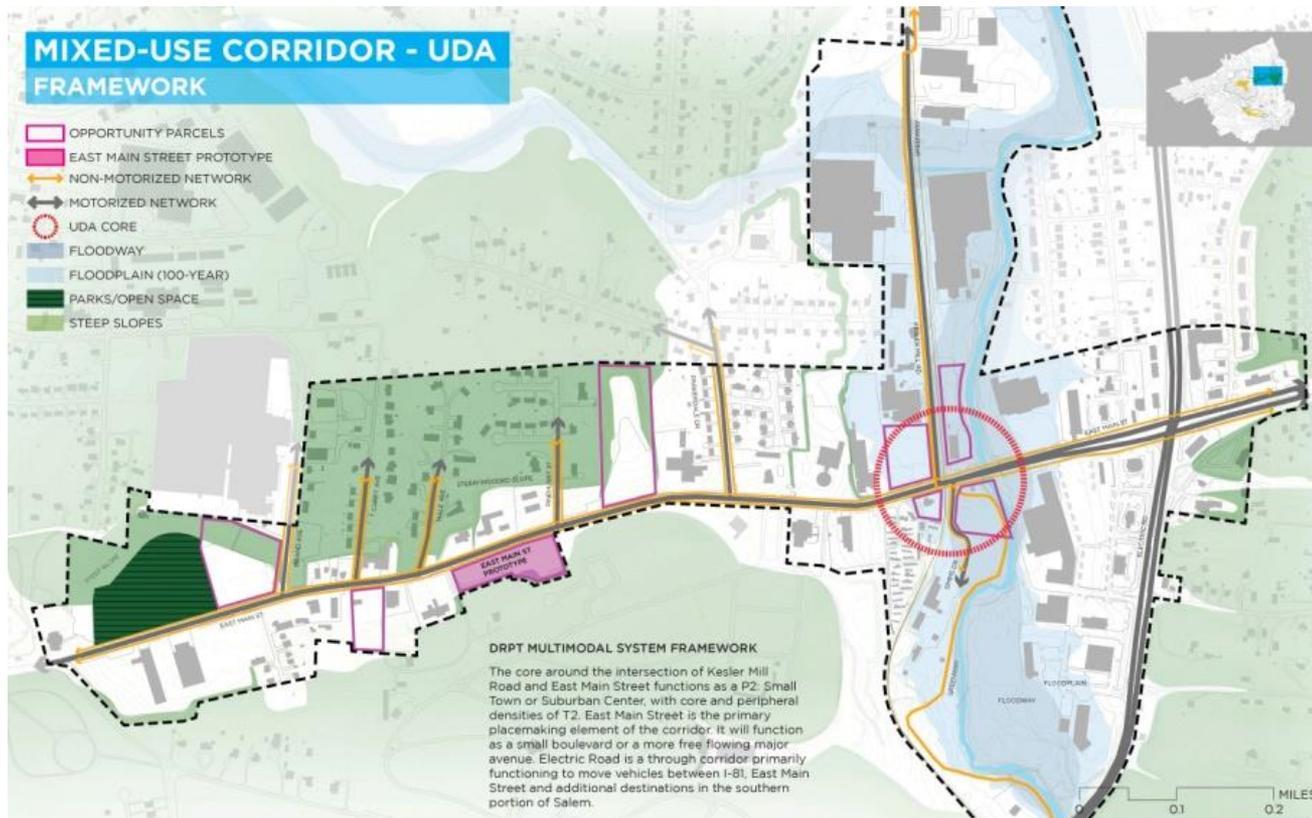
Precedents



Mixed-Use Corridor UDA

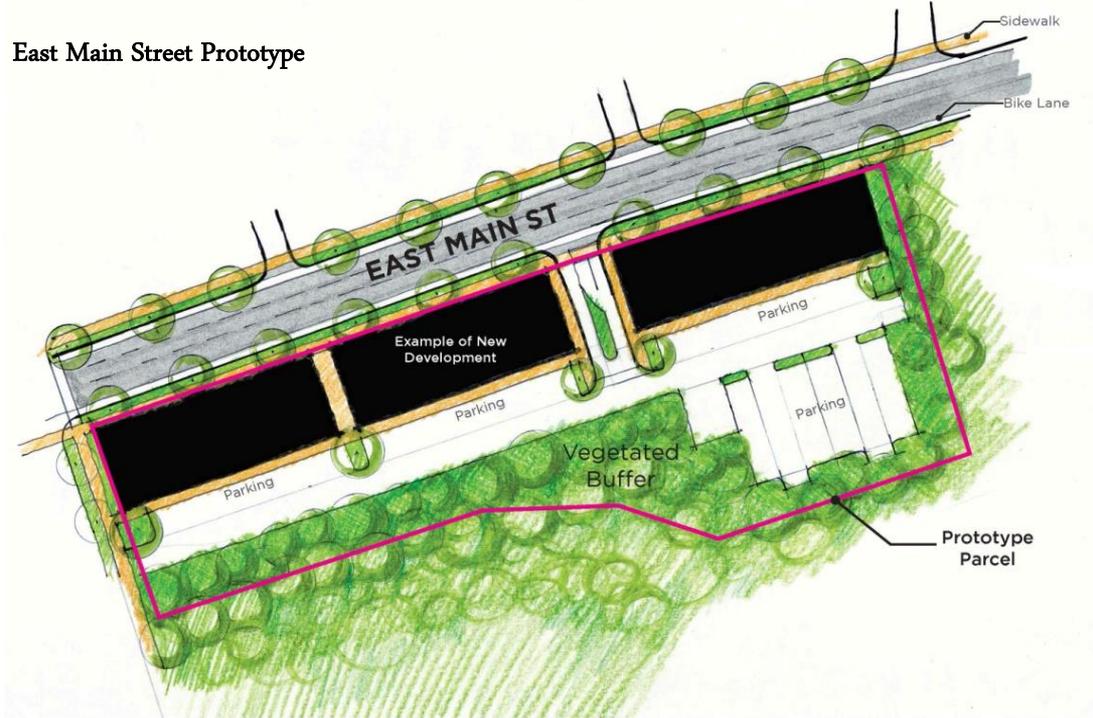
- Gateway to Downtown
- Aging auto-oriented commercial corridor
- Ongoing VDOT multimodal road improvement project
- Develop a future mix of uses throughout the corridor to tie to downtown

Urban Design Framework



Mixed-Use Corridor UDA

East Main Street Prototype



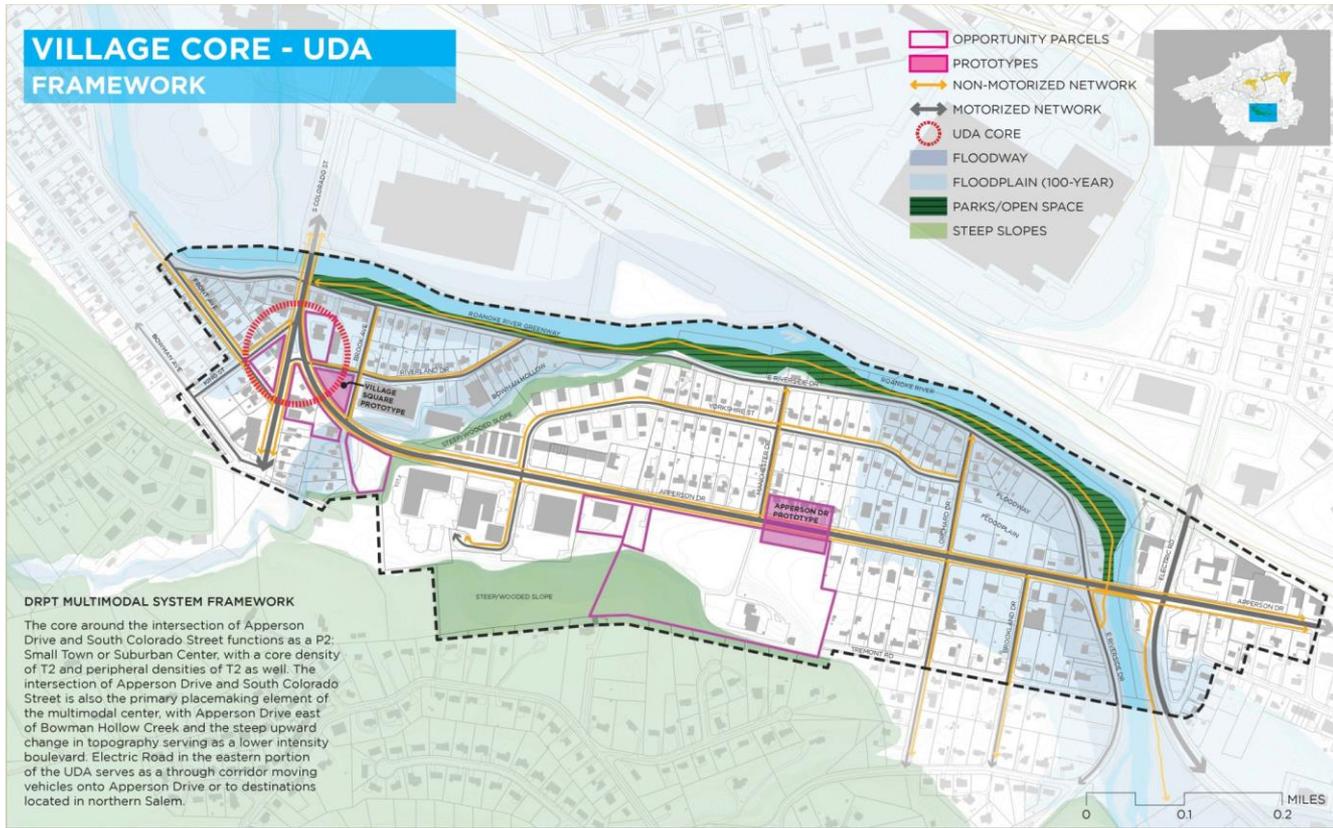
Precedents



Village Core UDA

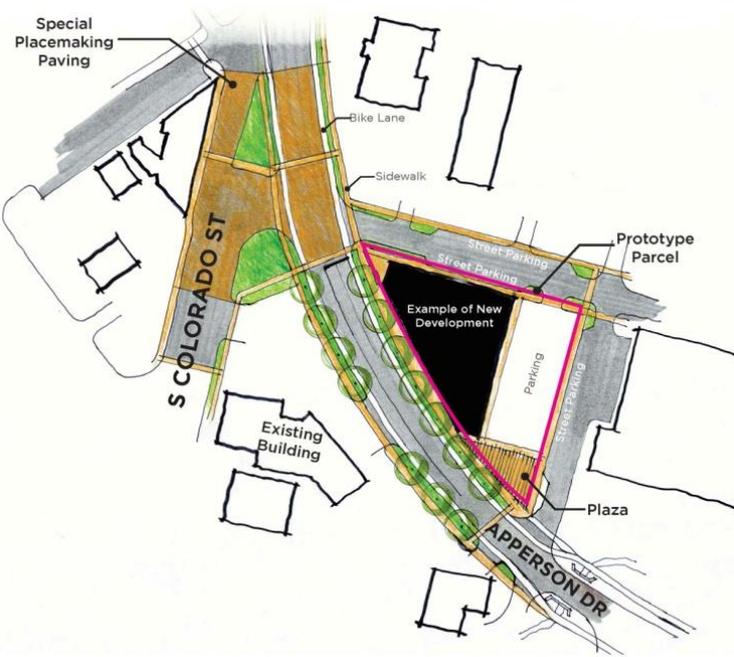
- Gateway to Downtown
- Village Center for south Salem
- Manage the transition of Apperson Drive from residential to commercial
- Develop multimodal connections to the Village Center and Downtown

Urban Design Framework

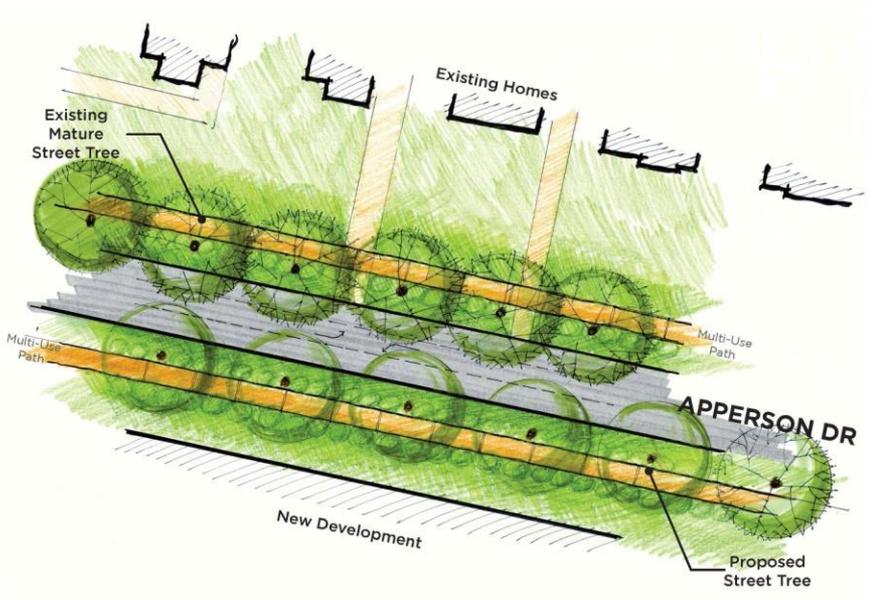


Village Core UDA

Village Center Prototype



Apperson Drive Prototype



Precedents



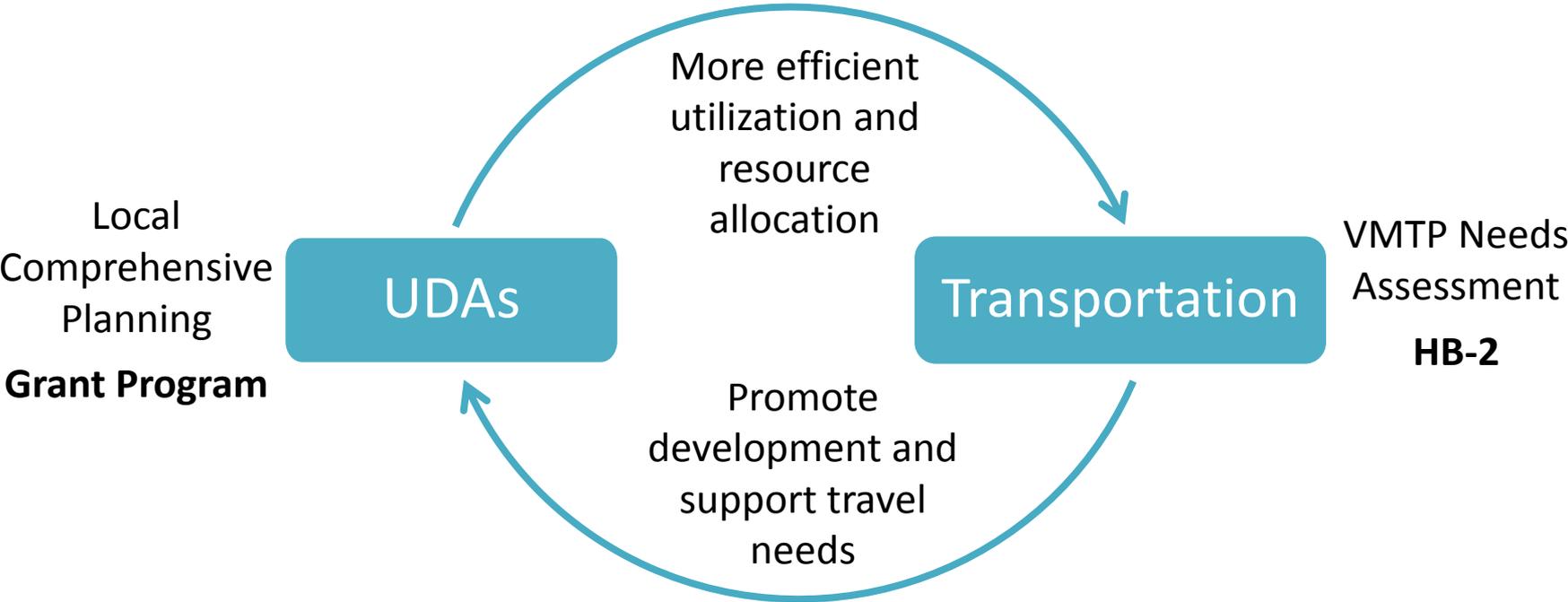
UDA Designation

- The City of Salem unanimously adopted the three Urban Development Area designations into their comprehensive plan on September 28, 2015



Evolution of UDAs

Transportation's Role in Promoting UDAs?



Thank You for Your Time
&
Apply for a UDA Grant Today!

J. Kelli Nash

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804 393 1867

