

Urban Development Areas – Albemarle County

UDA Needs Profile: All UDAs

Albemarle County has two UDAs: the Pantops UDA located east of the Rivanna River and the City of Charlottesville, and Places 29 – South, located on U.S. 29 south of the Rivanna River.

Location Characteristics

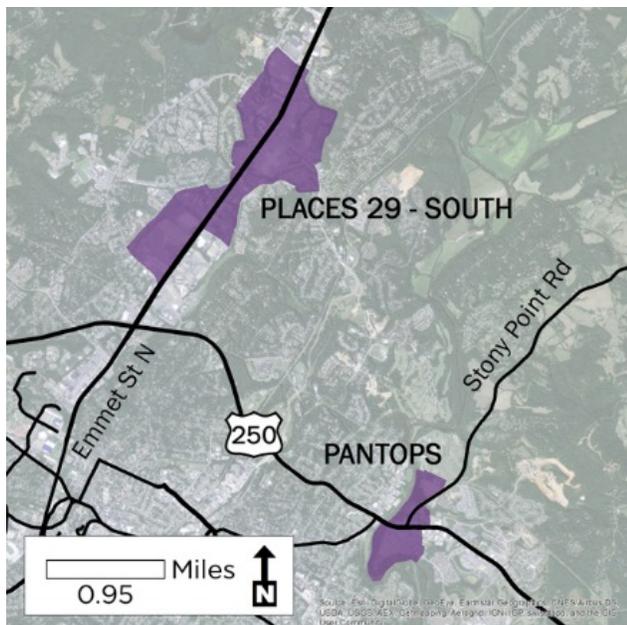
PDC – Thomas Jefferson Planning District Commission

UDA Size – 1.3 square miles

Year Designated – 2011

Comprehensive Plan Detail - Each of the Albemarle County UDAs – Pantops and Places 29 South – was previously established as a planning priority area, and has its own master plan. Albemarle County's UDAs are planned for high quality, mixed-use urban neighborhoods and employment centers that are walkable and adequately supported by services and facilities.

Geographic Location



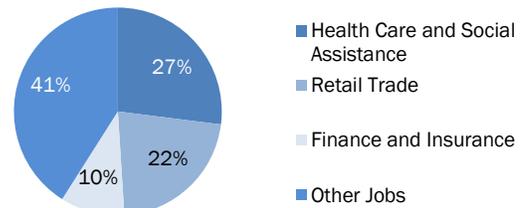
Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

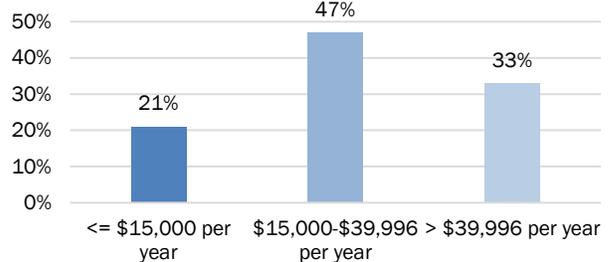
Total Population – 11,727 persons

Total Primary Jobs – 2,074 jobs

Jobs by Industry



Total Jobs by Earnings



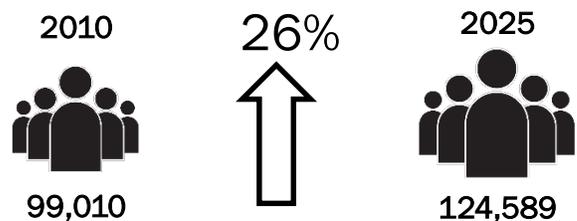
Jobs Within a 45 Minute Drive
14,470

Working Age Population Within a 45 Minute Drive
24,261

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

Jurisdiction Characteristics:

Population Growth (Source: Weldon Cooper Center)



Urban Development Areas – Albemarle County

Current Place Type - Small Town or Suburban Center



Planned Place Type - Large Town or Suburban Center



Refer to the DRPT Multimodal System Design Guidelines, Chapter 3, for more details.

Future Transportation Needs

Internal UDA Needs

High

- ✓ Transit Operations
- ✓ Transit Facilities
- ✓ Street Grid
- ✓ Intersection Design
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ Safety Features
- ✓ Traffic Calming

Moderate

- ✓ Roadway Operations
- ✓ Transit Frequency
- ✓ Transit Capacity /Access
- ✓ On-Street Parking Capacity
- ✓ Transit Frequency
- ✓ Signage/Wayfinding

External UDA Needs

High

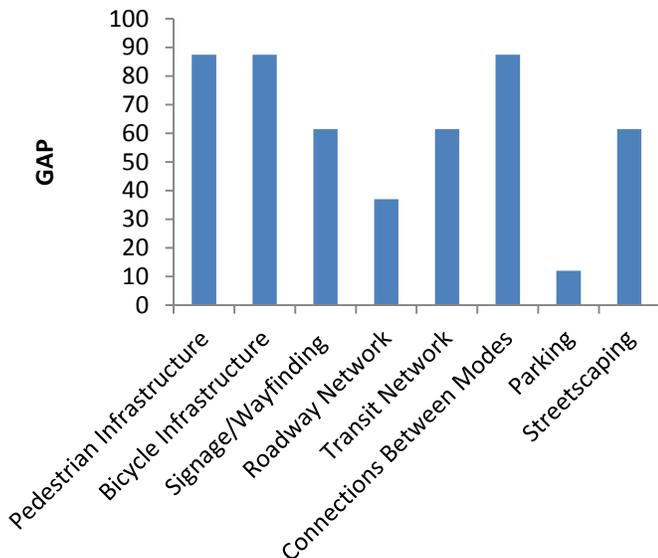
- ✓ Transit Operations
- ✓ Transit Capacity /Access
- ✓ Street Grid
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ Safety Features
- ✓ Complete Streets
- ✓ Intersection Design

Moderate

- ✓ Roadway Operations
- ✓ Transit Frequency
- ✓ Traffic Calming

Existing Internal Needs Gap (% shortfall)

Transportation system gap by need category (represents the gap to fully promote UDA)



Highest Rated Overall Needs within UDA

Localities ranked transportation needs within their UDAs (1 being the highest need, to 4 the lowest)



Safety for all users



Circulation and access beyond UDA



Friendly pedestrian bicycle environment

Urban Development Areas – Albemarle County

UDA Needs Profile - Pantops

The County of Albemarle designated DGAs adjacent to the City of Charlottesville in the Piedmont region of the Commonwealth. The Pantops UDA is located west of the Rivanna River.

Location Characteristics

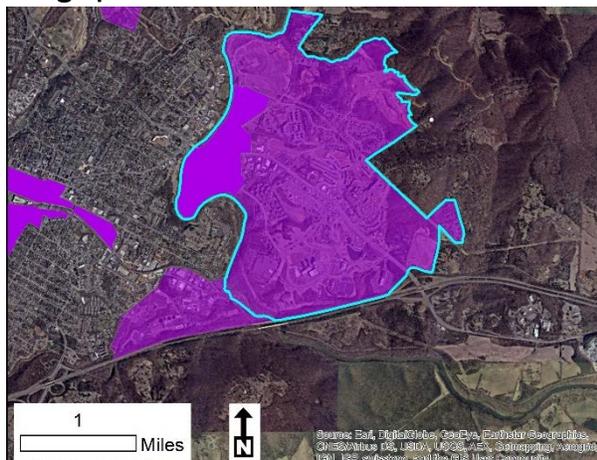
PDC – Thomas Jefferson Planning District Commission

UDA Size – 2.4 square miles

Year Designated – 2015

Comprehensive Plan Detail - As in all the Development Areas, the Neighborhood Model principles will be reflected in the UDAs. It is expected that state and local funding will be directed to UDAs where feasible. Although the County formally designated only two UDAs, all of the designated Development Areas meet the intent for UDAs. They are places for mixed-use, dense development that are anticipated to accommodate future residential and business growth.

Geographic Location



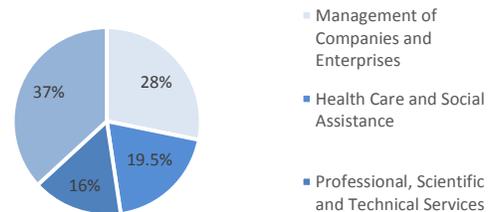
Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

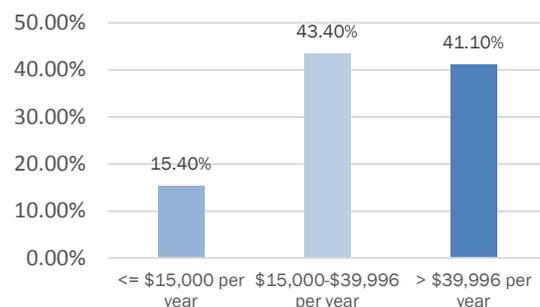
Total Population – 3,027 persons

Total Primary Jobs – 5,010 jobs

Jobs by Industry



Total Jobs by Earnings



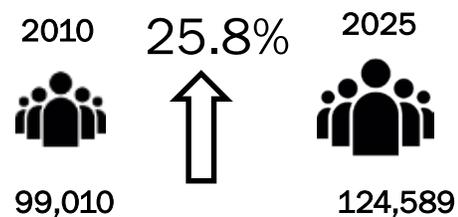
Jobs Within a 45 Minute Drive
31,671

Working Age Population Within a 45 Minute Drive
38,812

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

Jurisdiction Characteristics:

Population Growth (Source: Weldon Cooper Center)



Urban Development Areas – Albemarle County

Current Place Type - Medium Town

Planned Place Type – Medium Town



Refer to the DRPT Multimodal System Design Guidelines, Chapter 3, for more details.

Future Transportation Needs

Internal UDA Needs

High

- ✓ Roadway Capacity
- ✓ Street Grid
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets Improvements
- ✓ Intersection Design
- ✓ Improvements to the natural environment

Moderate

- ✓ Roadway Operations
- ✓ Transit Frequency
- ✓ Transit Capacity
- ✓ Traffic Calming Features
- ✓ Transit Facilities
- ✓ Safety Features
- ✓ Off-Street Parking

External UDA Needs

High

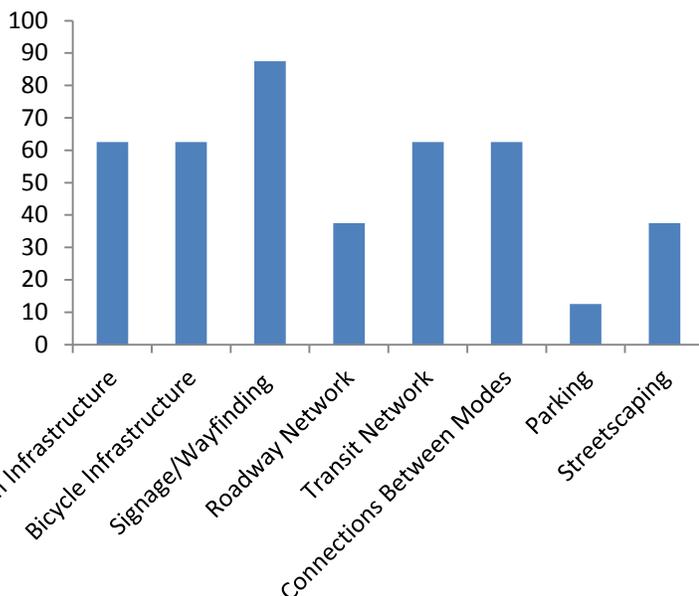
- ✓ Street Grid
- ✓ Bicycle Infrastructure
- ✓ Safety Features

Moderate

- ✓ Roadway Capacity
- ✓ Roadway Operations
- ✓ Transit Frequency
- ✓ Transit Operations
- ✓ Intersection Design
- ✓ Transit Capacity
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets Improvements
- ✓ Traffic Calming Features
- ✓ Improvements to the natural environment

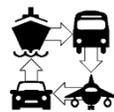
Existing Internal Needs Gap (% shortfall)

Transportation system gap by need category (represents the gap to fully promote UDA)



Highest Rated Overall Needs within UDA

Localities ranked transportation needs within their UDAs (1 being the highest need, to 4 the lowest)



Access to transportation networks beyond the UDA



Circulation and access within the UDA



Safety for all users



Friendly pedestrian and bicycle environment

Urban Development Areas – Albemarle County

UDA Needs Profile - Crozet

The County of Albemarle designated DGAs located adjacent to the City of Charlottesville in the Piedmont region of the Commonwealth. The town of Crozet is located north of route 64 and 21 miles east of Staunton.

Location Characteristics

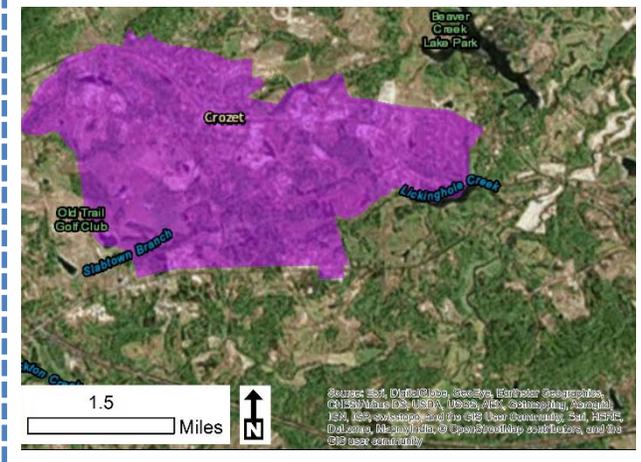
PDC – Thomas Jefferson Planning District Commission

UDA Size – 4.5 square miles

Year Designated – 2015

Comprehensive Plan Detail - As in all the Development Areas, the Neighborhood Model principles will be reflected in the UDAs. It is expected that state and local funding will be directed to UDAs where feasible. Although the County formally designated only two UDAs, all of the designated Development Areas meet the intent for UDAs. They are places for mixed-use, dense development that are anticipated to accommodate future residential and business growth.

Geographic Location



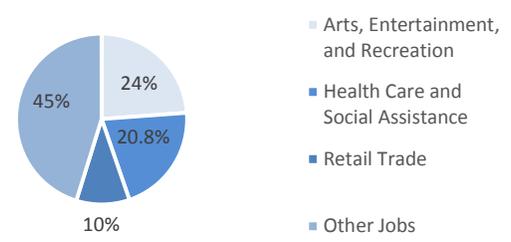
Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

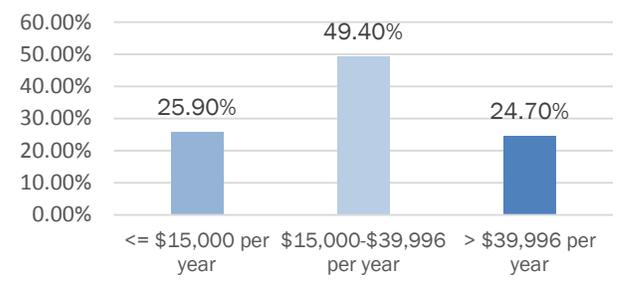
Total Population – 5, 565 persons

Total Primary Jobs – 672 jobs

Jobs by Industry



Total Jobs by Earnings



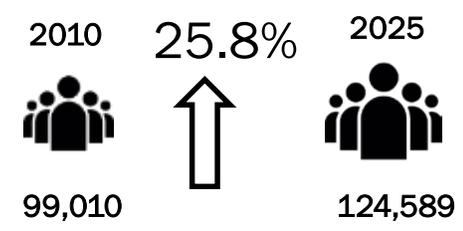
Jobs Within a 45 Minute Drive
12,983

Working Age Population Within a 45 Minute Drive
41,627

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

Jurisdiction Characteristics:

Population Growth (Source: Weldon Cooper Center)



Urban Development Areas – Albemarle County

Current Place Type - Small Town



Planned Place Type – Small Town



Refer to the DRPT Multimodal System Design Guidelines, Chapter 3, for more details.

Future Transportation Needs

Internal UDA Needs

High

- ✓ Roadway Capacity
- ✓ Street Grid
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets Improvements
- ✓ Intersection Design
- ✓ Improvements to the natural environment

Moderate

- ✓ Roadway Operations
- ✓ Transit Frequency
- ✓ Transit Capacity
- ✓ Traffic Calming Features
- ✓ Transit Facilities
- ✓ Safety Features
- ✓ Off-Street Parking

External UDA Needs

High

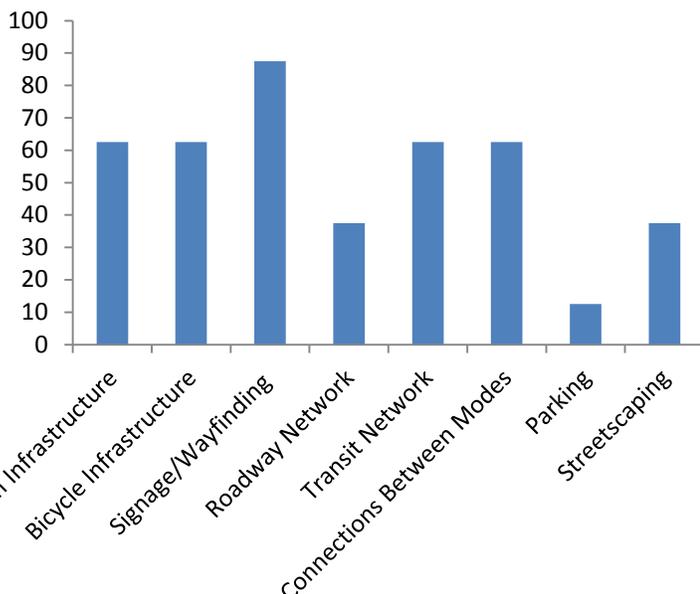
- ✓ Street Grid
- ✓ Bicycle Infrastructure
- ✓ Safety Features

Moderate

- ✓ Roadway Capacity
- ✓ Roadway Operations
- ✓ Transit Frequency
- ✓ Transit Operations
- ✓ Intersection Design
- ✓ Transit Capacity
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets Improvements
- ✓ Traffic Calming Features
- ✓ Improvements to the natural environment

Existing Internal Needs Gap (% shortfall)

Transportation system gap by need category (represents the gap to fully promote UDA)



Highest Rated Overall Needs within UDA

Localities ranked transportation needs within their UDAs (1 being the highest need, to 4 the lowest)



Access to transportation networks beyond the UDA



Circulation and access within the UDA



Safety for all users



Friendly pedestrian and bicycle environment

Urban Development Areas – Albemarle County

UDA Needs Profile - Rivanna

The County of Albemarle designated DGAs located adjacent to the City of Charlottesville in the Piedmont region of the Commonwealth. The town of Rivanna is located along the Rivanna river and south of route 64.

Location Characteristics

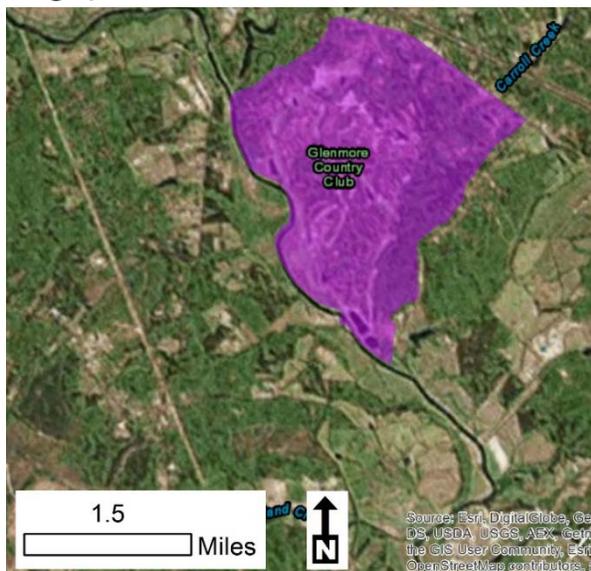
PDC – Thomas Jefferson Planning District Commission

UDA Size – 7.04 square miles

Year Designated – 2015

Comprehensive Plan Detail - As in all the Development Areas, the Neighborhood Model principles will be reflected in the UDAs. It is expected that state and local funding will be directed to UDAs where feasible. Although the County formally designated only two UDAs, all of the designated Development Areas meet the intent for UDAs. They are places for mixed-use, dense development that are anticipated to accommodate future residential and business growth.

Geographic Location

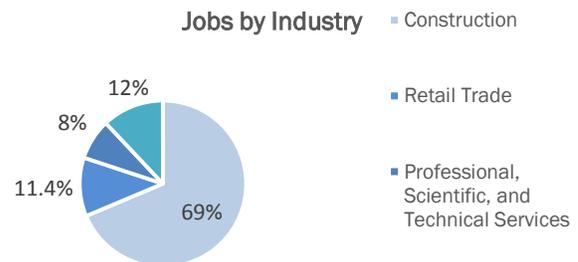


Socio-Economic Characteristics

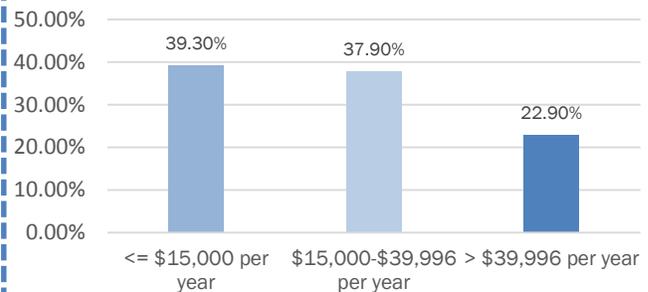
UDA Characteristics: (Source: LEHD, 2010)

Total Population – 1,860 persons

Total Primary Jobs – 140 jobs



Total Jobs by Earnings



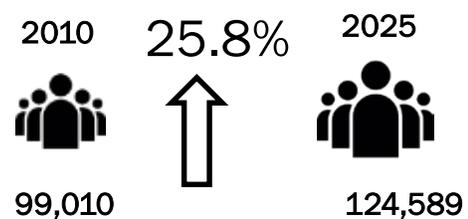
Jobs Within a 45 Minute Drive
13,533

Working Age Population Within a 45 Minute Drive
19,863

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

Jurisdiction Characteristics:

Population Growth (Source: [Weldon Cooper Center](#))



Urban Development Areas – Albemarle County

Current Place Type - Rural or Village Center

Planned Place Type – Rural or Village Center



Refer to the DRPT Multimodal System Design Guidelines, Chapter 3, for more details.

Future Transportation Needs

Internal UDA Needs

High

- ✓ Roadway Capacity
- ✓ Street Grid
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets Improvements
- ✓ Intersection Design
- ✓ Improvements to the natural environment

Moderate

- ✓ Roadway Operations
- ✓ Transit Frequency
- ✓ Transit Capacity
- ✓ Traffic Calming Features
- ✓ Transit Facilities
- ✓ Safety Features
- ✓ Off-Street Parking

External UDA Needs

High

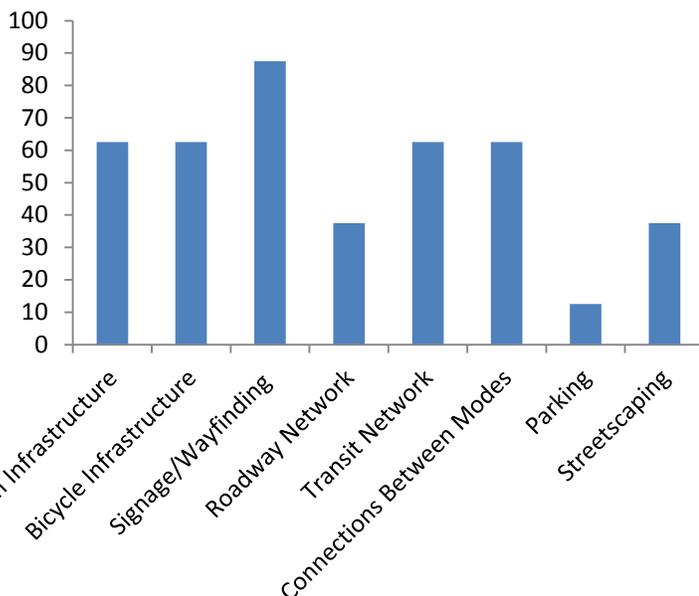
- ✓ Street Grid
- ✓ Bicycle Infrastructure
- ✓ Safety Features

Moderate

- ✓ Roadway Capacity
- ✓ Roadway Operations
- ✓ Transit Frequency
- ✓ Transit Operations
- ✓ Intersection Design
- ✓ Transit Capacity
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets Improvements
- ✓ Traffic Calming Features
- ✓ Improvements to the natural environment

Existing Internal Needs Gap (% shortfall)

Transportation system gap by need category (represents the gap to fully promote UDA)



Highest Rated Overall Needs within UDA

Localities ranked transportation needs within their UDAs (1 being the highest need, to 4 the lowest)



Access to transportation networks beyond the UDA



Circulation and access within the UDA



Safety for all users



Friendly pedestrian and bicycle environment

Urban Development Areas – Albemarle County

UDA Needs Profile – Neighborhood 1

The County of Albemarle designated DGAs located adjacent to the City of Charlottesville in the Piedmont region of the Commonwealth. Neighborhood 1 is located along route 29 and south of Hollymeade.

Location Characteristics

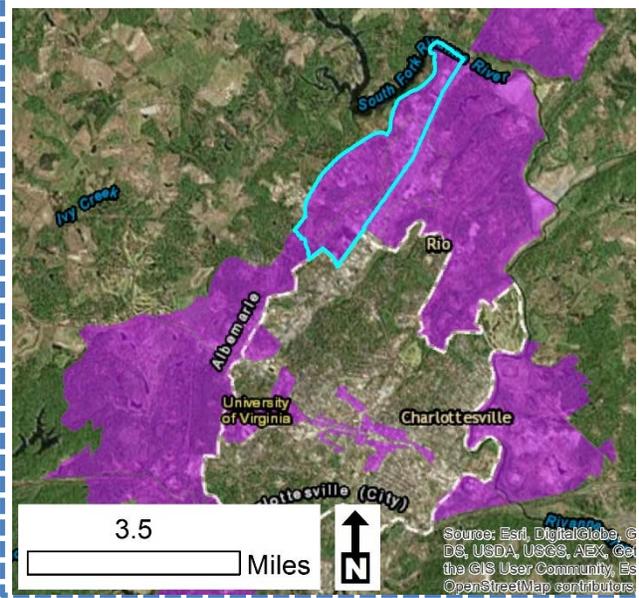
PDC – Thomas Jefferson Planning District Commission

UDA Size – 1.85 square miles

Year Designated – 2015

Comprehensive Plan Detail - As in all the Development Areas, the Neighborhood Model principles will be reflected in the UDAs. It is expected that state and local funding will be directed to UDAs where feasible. Although the County formally designated only two UDAs, all of the designated Development Areas meet the intent for UDAs. They are places for mixed-use, dense development that are anticipated to accommodate future residential and business growth.

Geographic Location

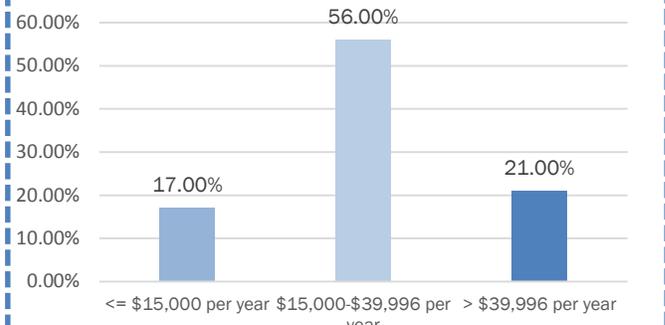
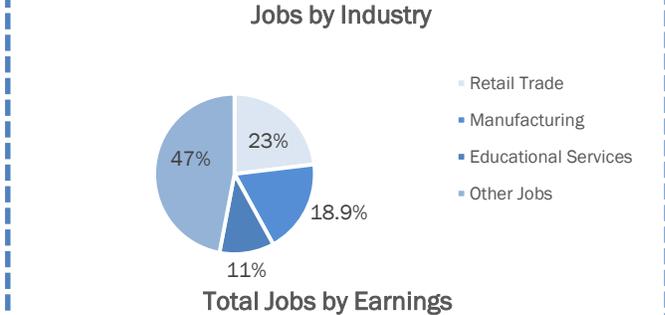


Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

Total Population – 9,625 persons

Total Primary Jobs – 8,271 jobs



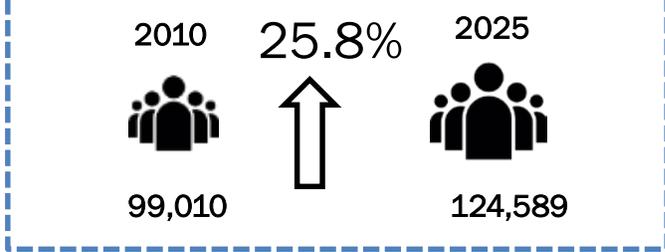
Jobs Within a 45 Minute Drive
64,268

Working Age Population Within a 45 Minute Drive
74,849

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

Jurisdiction Characteristics:

Population Growth (Source: [Weldon Cooper Center](#))



Urban Development Areas – Albemarle County

Current Place Type - Medium Town

Planned Place Type – Medium Town



Refer to the DRPT Multimodal System Design Guidelines, Chapter 3, for more details.

Future Transportation Needs

Internal UDA Needs

High

- ✓ Roadway Capacity
- ✓ Street Grid
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets Improvements
- ✓ Intersection Design
- ✓ Improvements to the natural environment

Moderate

- ✓ Roadway Operations
- ✓ Transit Frequency
- ✓ Transit Capacity
- ✓ Traffic Calming Features
- ✓ Transit Facilities
- ✓ Safety Features
- ✓ Off-Street Parking

External UDA Needs

High

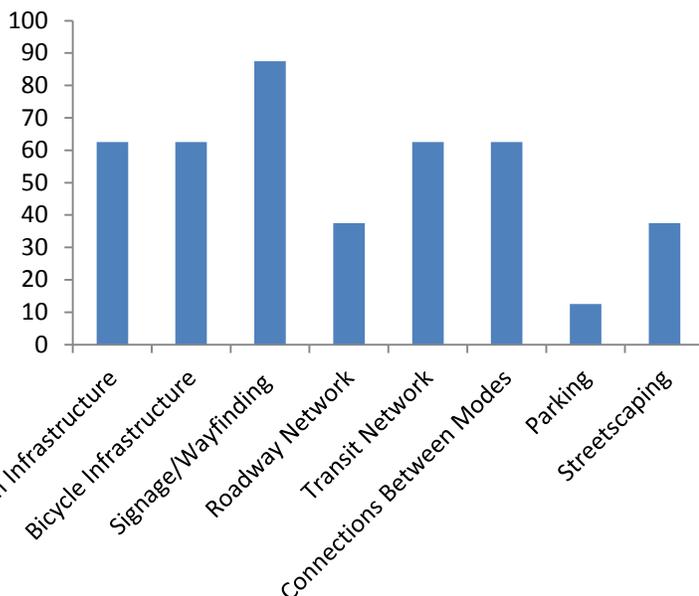
- ✓ Street Grid
- ✓ Bicycle Infrastructure
- ✓ Safety Features

Moderate

- ✓ Roadway Capacity
- ✓ Roadway Operations
- ✓ Transit Frequency
- ✓ Transit Operations
- ✓ Intersection Design
- ✓ Transit Capacity
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets Improvements
- ✓ Traffic Calming Features
- ✓ Improvements to the natural environment

Existing Internal Needs Gap (% shortfall)

Transportation system gap by need category (represents the gap to fully promote UDA)



Highest Rated Overall Needs within UDA

Localities ranked transportation needs within their UDAs (1 being the highest need, to 4 the lowest)



Access to transportation networks beyond the UDA



Circulation and access within the UDA



Safety for all users



Friendly pedestrian and bicycle environment

Urban Development Areas – Albemarle County

UDA Needs Profile – Neighborhood 2

The County of Albemarle designated DGAs located adjacent to the City of Charlottesville in the Piedmont region of the Commonwealth. Neighborhood 2 is located along route 29 and southeast of Hollymeade.

Location Characteristics

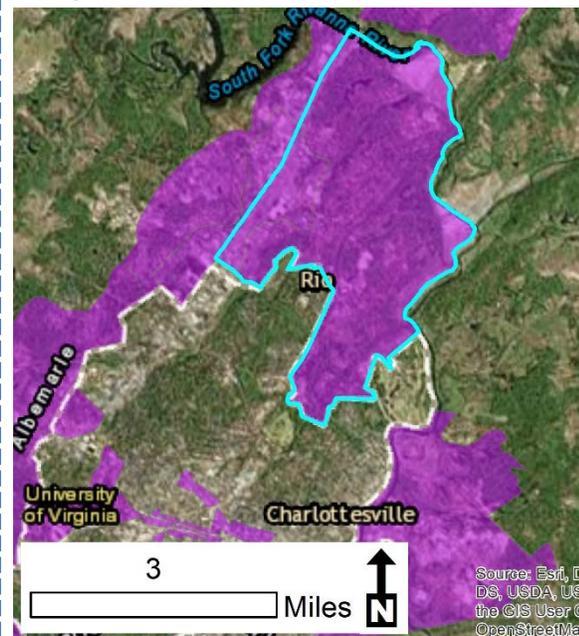
PDC – Thomas Jefferson Planning District Commission

UDA Size – 4.66 square miles

Year Designated – 2015

Comprehensive Plan Detail - As in all the Development Areas, the Neighborhood Model principles will be reflected in the UDAs. It is expected that state and local funding will be directed to UDAs where feasible. Although the County formally designated only two UDAs, all of the designated Development Areas meet the intent for UDAs. They are places for mixed-use, dense development that are anticipated to accommodate future residential and business growth.

Geographic Location

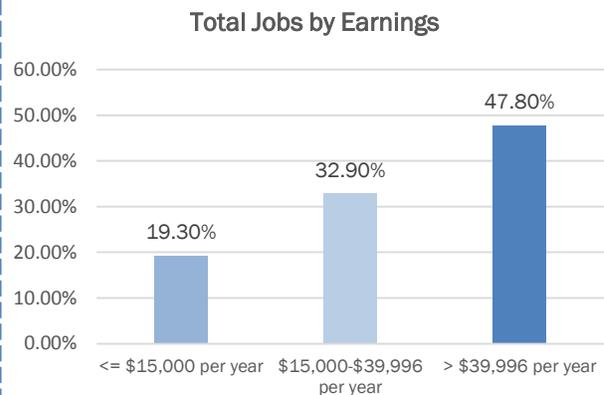
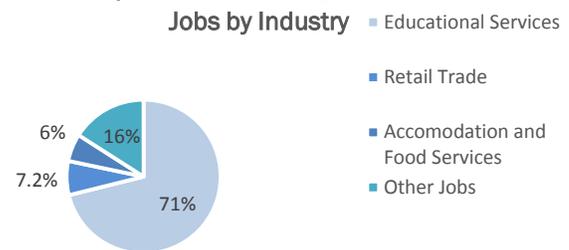


Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

Total Population – 10,220 persons

Total Primary Jobs – 12,299 jobs



Jobs Within a 45 Minute Drive
73,483

Working Age Population Within a 45 Minute Drive
91,072

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

Jurisdiction Characteristics:

Population Growth (Source: Weldon Cooper Center)



Urban Development Areas – Albemarle County

Current Place Type - Medium Town

Planned Place Type – Medium Town



Refer to the DRPT Multimodal System Design Guidelines, Chapter 3, for more details.

Future Transportation Needs

Internal UDA Needs

High

- ✓ Roadway Capacity
- ✓ Street Grid
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets Improvements
- ✓ Intersection Design
- ✓ Improvements to the natural environment

Moderate

- ✓ Roadway Operations
- ✓ Transit Frequency
- ✓ Transit Capacity
- ✓ Traffic Calming Features
- ✓ Transit Facilities
- ✓ Safety Features
- ✓ Off-Street Parking

External UDA Needs

High

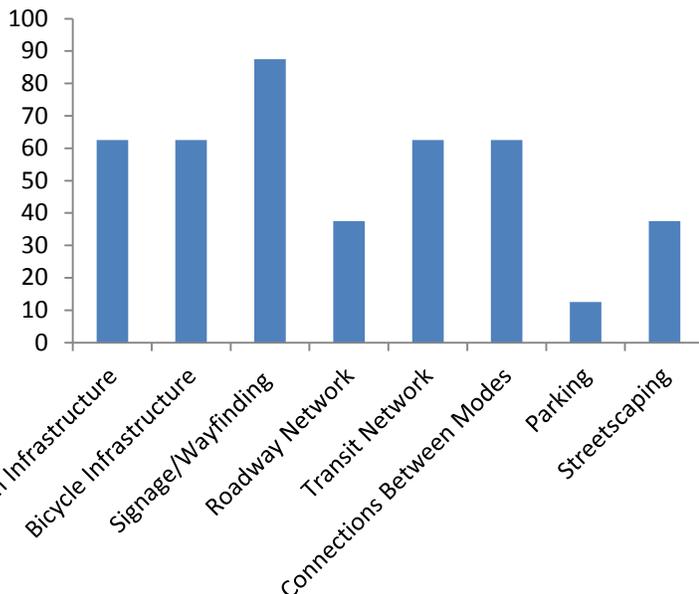
- ✓ Street Grid
- ✓ Bicycle Infrastructure
- ✓ Safety Features

Moderate

- ✓ Roadway Capacity
- ✓ Roadway Operations
- ✓ Transit Frequency
- ✓ Transit Operations
- ✓ Intersection Design
- ✓ Transit Capacity
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets Improvements
- ✓ Traffic Calming Features
- ✓ Improvements to the natural environment

Existing Internal Needs Gap (% shortfall)

Transportation system gap by need category (represents the gap to fully promote UDA)



Highest Rated Overall Needs within UDA

Localities ranked transportation needs within their UDAs (1 being the highest need, to 4 the lowest)



Access to transportation networks beyond the UDA



Circulation and access within the UDA



Safety for all users



Friendly pedestrian and bicycle environment

Urban Development Areas – Albemarle County

UDA Needs Profile – Southern and Western Neighborhoods

The County of Albemarle designated DGAs located adjacent to the City of Charlottesville in the Piedmont region of the Commonwealth. The Southern and Western Neighborhoods are bisected by route 64.

Location Characteristics

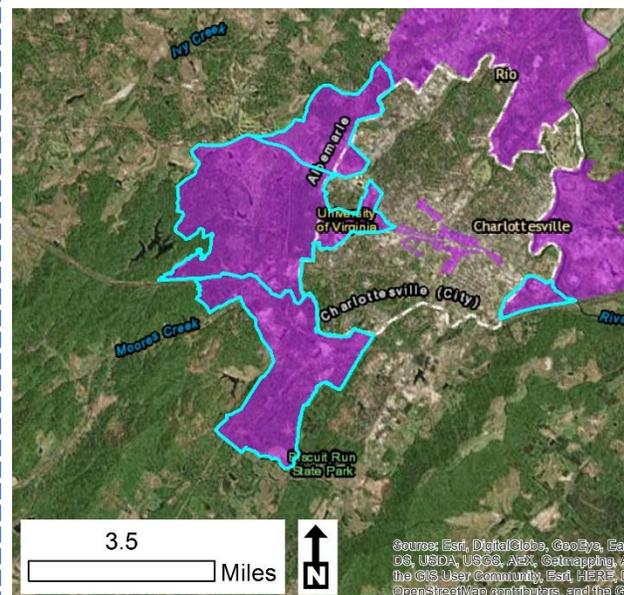
PDC – Thomas Jefferson Planning District Commission

UDA Size – 8.82 square miles

Year Designated – 2015

Comprehensive Plan Detail - As in all the Development Areas, the Neighborhood Model principles will be reflected in the UDAs. It is expected that state and local funding will be directed to UDAs where feasible. Although the County formally designated only two UDAs, all of the designated Development Areas meet the intent for UDAs. They are places for mixed-use, dense development that are anticipated to accommodate future residential and business growth.

Geographic Location



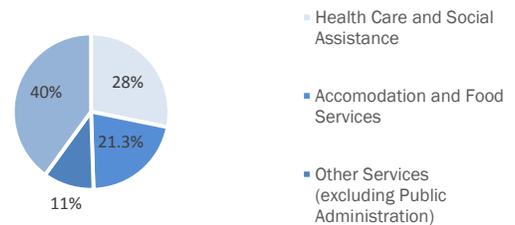
Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

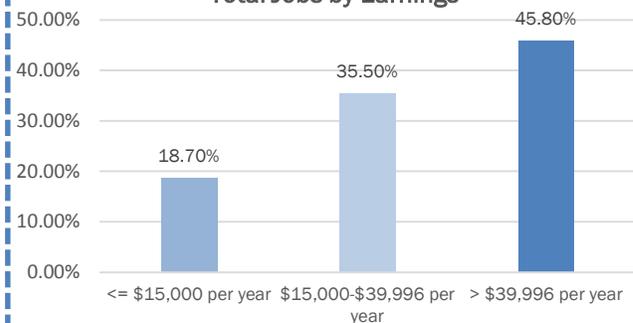
Total Population – 14,965 persons

Total Primary Jobs – 5,782 jobs

Jobs by Industry



Total Jobs by Earnings



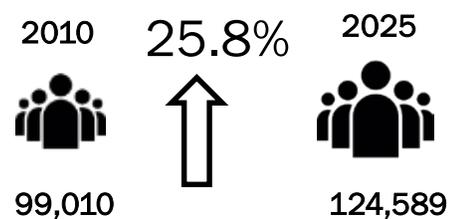
Jobs Within a 45 Minute Drive
32,285

Working Age Population Within a 45 Minute Drive
42,000

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

Jurisdiction Characteristics:

Population Growth (Source: Weldon Cooper Center)



Urban Development Areas – Albemarle County

Current Place Type - Medium Town

Planned Place Type – Medium Town



Refer to the DRPT Multimodal System Design Guidelines, Chapter 3, for more details.

Future Transportation Needs

Internal UDA Needs

High

- ✓ Roadway Capacity
- ✓ Street Grid
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets Improvements
- ✓ Intersection Design
- ✓ Improvements to the natural environment

Moderate

- ✓ Roadway Operations
- ✓ Transit Frequency
- ✓ Transit Capacity
- ✓ Traffic Calming Features
- ✓ Transit Facilities
- ✓ Safety Features
- ✓ Off-Street Parking

External UDA Needs

High

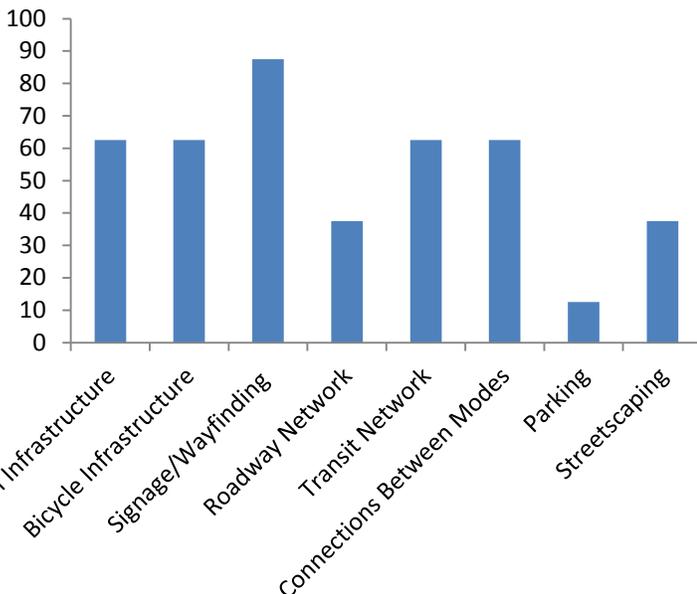
- ✓ Street Grid
- ✓ Bicycle Infrastructure
- ✓ Safety Features

Moderate

- ✓ Roadway Capacity
- ✓ Roadway Operations
- ✓ Transit Frequency
- ✓ Transit Operations
- ✓ Intersection Design
- ✓ Transit Capacity
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets Improvements
- ✓ Traffic Calming Features
- ✓ Improvements to the natural environment

Existing Internal Needs Gap (% shortfall)

Transportation system gap by need category (represents the gap to fully promote UDA)



Highest Rated Overall Needs within UDA

Localities ranked transportation needs within their UDAs (1 being the highest need, to 4 the lowest)



Access to transportation networks beyond the UDA



Circulation and access within the UDA



Safety for all users



Friendly pedestrian and bicycle environment

Urban Development Areas – Albemarle County

UDA Needs Profile – Piney Mountain

The County of Albemarle designated DGAs adjacent to the City of Charlottesville in the Piedmont region of the Commonwealth. The Piney Mountain DGA is located north of Hollymeade and bisected by route 29.

Location Characteristics

PDC – Thomas Jefferson Planning District Commission

UDA Size – 1.07 square miles

Year Designated – 2015

Comprehensive Plan Detail - As in all the Development Areas, the Neighborhood Model principles will be reflected in the UDAs. It is expected that state and local funding will be directed to UDAs where feasible. Although the County formally designated only two UDAs, all of the designated Development Areas meet the intent for UDAs. They are places for mixed-use, dense development that are anticipated to accommodate future residential and business growth.

Geographic Location

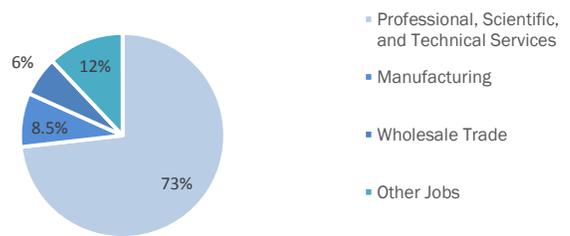


Socio-Economic Characteristics

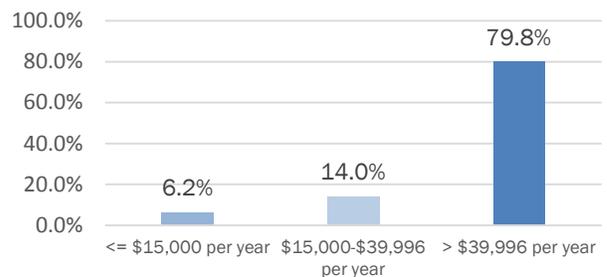
UDA Characteristics: (Source: LEHD, 2010)

Total Population – 1,130 persons

Total Primary Jobs – 129 jobs
Jobs by Industry



Total Jobs by Earnings



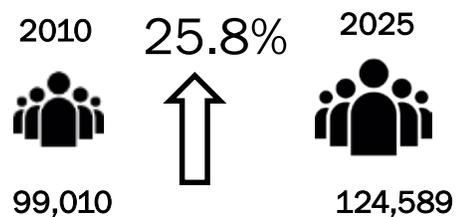
Jobs Within a 45 Minute Drive
14,702

Working Age Population Within a 45 Minute Drive
23,138

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

Jurisdiction Characteristics:

Population Growth (Source: Weldon Cooper Center)



Urban Development Areas – Albemarle County

Current Place Type - Small Town

Planned Place Type – Small Town



Refer to the DRPT Multimodal System Design Guidelines, Chapter 3, for more details.

Future Transportation Needs

Internal UDA Needs

High

- ✓ Roadway Capacity
- ✓ Street Grid
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets Improvements
- ✓ Intersection Design
- ✓ Improvements to the natural environment

Moderate

- ✓ Roadway Operations
- ✓ Transit Frequency
- ✓ Transit Capacity
- ✓ Traffic Calming Features
- ✓ Transit Facilities
- ✓ Safety Features
- ✓ Off-Street Parking

External UDA Needs

High

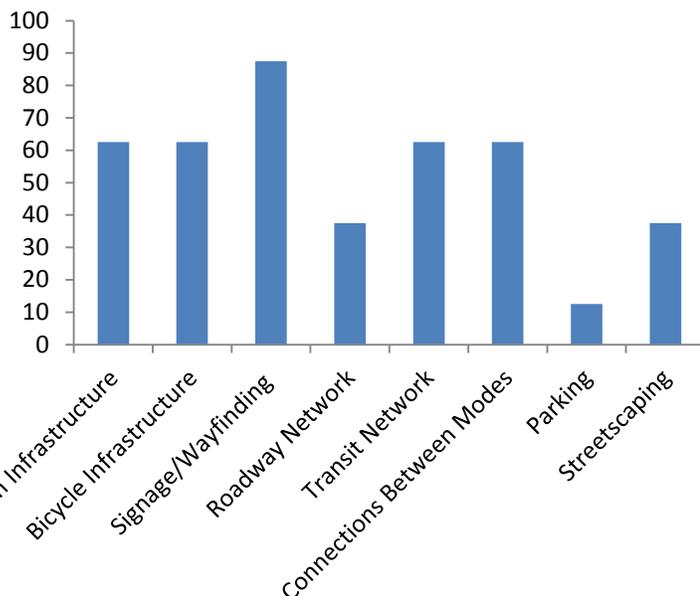
- ✓ Street Grid
- ✓ Bicycle Infrastructure
- ✓ Safety Features

Moderate

- ✓ Roadway Capacity
- ✓ Roadway Operations
- ✓ Transit Frequency
- ✓ Transit Operations
- ✓ Intersection Design
- ✓ Transit Capacity
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets Improvements
- ✓ Traffic Calming Features
- ✓ Improvements to the natural environment

Existing Internal Needs Gap (% shortfall)

Transportation system gap by need category (represents the gap to fully promote UDA)



Highest Rated Overall Needs within UDA

Localities ranked transportation needs within their UDAs (1 being the highest need, to 4 the lowest)



Access to transportation networks beyond the UDA



Circulation and access within the UDA



Safety for all users



Friendly pedestrian and bicycle environment

Urban Development Areas – Albemarle County

UDA Needs Profile - Hollymeade

The County of Albemarle designated DGAs adjacent to the City of Charlottesville in the Piedmont region of the Commonwealth. The Hollymeade DGA is located east of route 743.

Location Characteristics

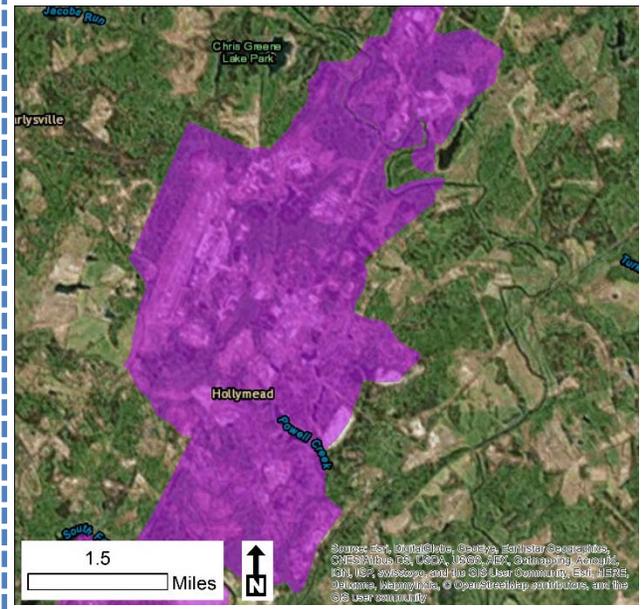
PDC – Thomas Jefferson Planning District Commission

UDA Size – 7.04 square miles

Year Designated – 2015

Comprehensive Plan Detail - As in all the Development Areas, the Neighborhood Model principles will be reflected in the UDAs. It is expected that state and local funding will be directed to UDAs where feasible. Although the County formally designated only two UDAs, all of the designated Development Areas meet the intent for UDAs. They are places for mixed-use, dense development that are anticipated to accommodate future residential and business growth.

Geographic Location

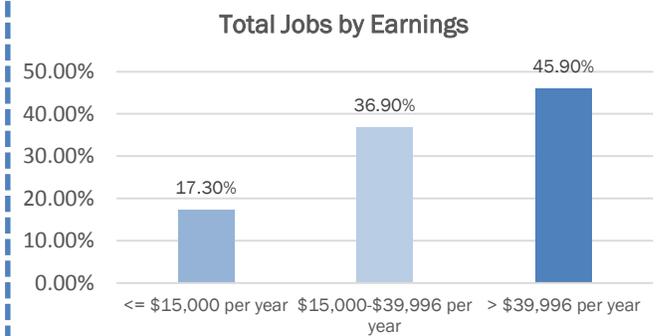
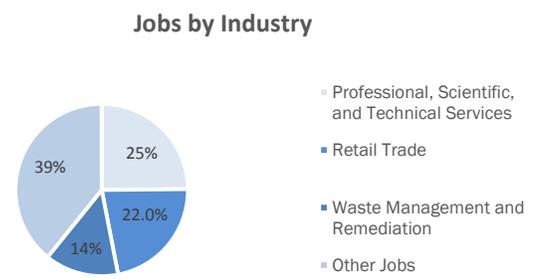


Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

Total Population – 7,690 persons

Total Primary Jobs – 3,447 jobs



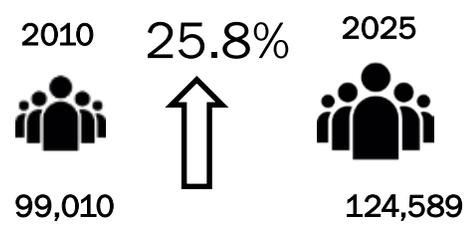
Jobs Within a 45 Minute Drive
23,690

Working Age Population Within a 45 Minute Drive
45,343

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

Jurisdiction Characteristics:

Population Growth (Source: Weldon Cooper Center)



Urban Development Areas – Albemarle County

Current Place Type - Small Town



Planned Place Type – Small Town



Refer to the DRPT Multimodal System Design Guidelines, Chapter 3, for more details.

Future Transportation Needs

Internal UDA Needs

High

- ✓ Roadway Capacity
- ✓ Street Grid
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets Improvements
- ✓ Intersection Design
- ✓ Improvements to the natural environment

Moderate

- ✓ Roadway Operations
- ✓ Transit Frequency
- ✓ Transit Capacity
- ✓ Traffic Calming Features
- ✓ Transit Facilities
- ✓ Safety Features
- ✓ Off-Street Parking

External UDA Needs

High

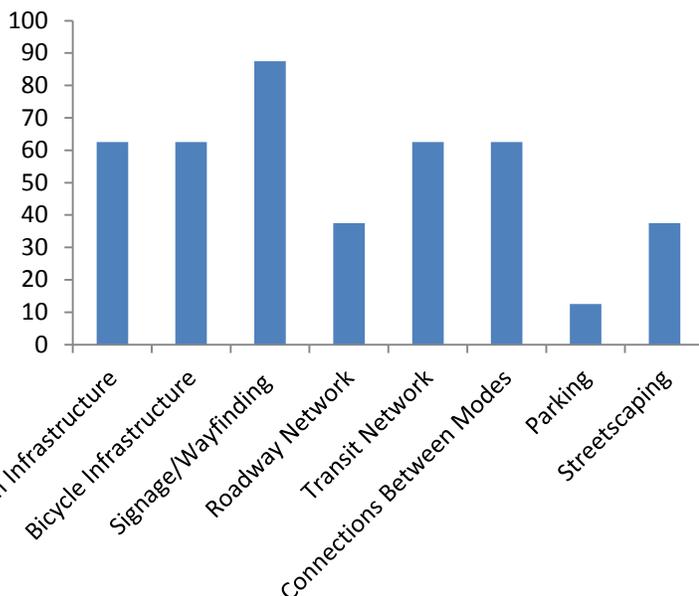
- ✓ Street Grid
- ✓ Bicycle Infrastructure
- ✓ Safety Features

Moderate

- ✓ Roadway Capacity
- ✓ Roadway Operations
- ✓ Transit Frequency
- ✓ Transit Operations
- ✓ Intersection Design
- ✓ Transit Capacity
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets Improvements
- ✓ Traffic Calming Features
- ✓ Improvements to the natural environment

Existing Internal Needs Gap (% shortfall)

Transportation system gap by need category (represents the gap to fully promote UDA)



Highest Rated Overall Needs within UDA

Localities ranked transportation needs within their UDAs (1 being the highest need, to 4 the lowest)



Access to transportation networks beyond the UDA



Circulation and access within the UDA



Safety for all users



Friendly pedestrian and bicycle environment

Urban Development Areas – Charlottesville City

UDA Needs Profile: Downtown Corridor UDA

The Downtown Corridor UDA is located between Downtown and Main Street in the City of Charlottesville, along the Rivanna River.

Location Characteristics

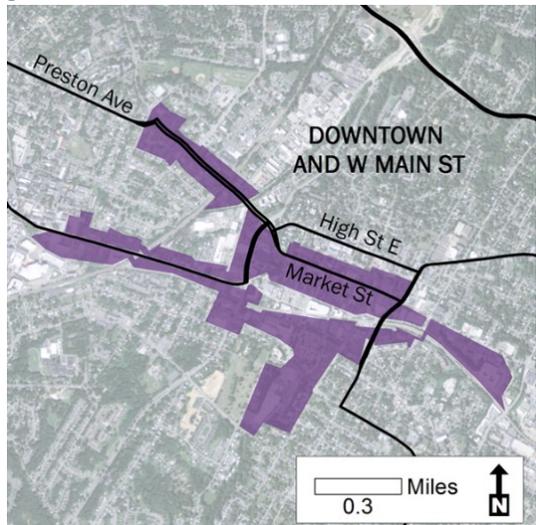
PDC – Thomas Jefferson Planning District Commission

UDA Size – 0.4 square miles

Year Designated – 2010

Comprehensive Plan Detail - The City of Charlottesville changed the designation of several mixed-use areas to UDAs, noting that more compact, dense development within the city's urban areas is better and more efficient than low density development. By identifying UDAs and confining urban development to those areas, the city will be able to determine where to direct special, intensive efforts at providing facilities and services. Charlottesville's UDAs were drawn primarily according to the existing development patterns, sewer facilities, and physical characteristics, and include Downtown Extended Corridor/West Main Street, Preston Avenue, and Cherry Avenue.

Geographic Location

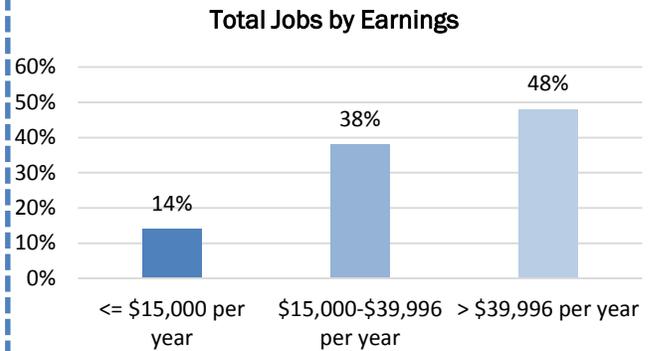
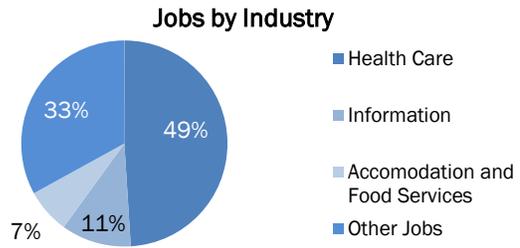


Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

Total Population – 2,400 persons

Total Primary Jobs – 10,992 jobs



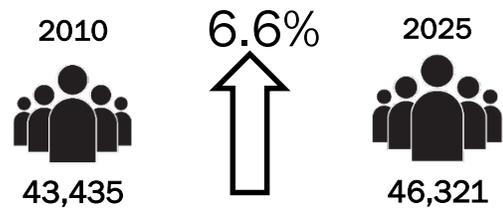
Jobs Within a 45 Minute Drive
33,946

Working Age Population Within a 45 Minute Drive
45,393

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

Jurisdiction Characteristics:

Population Growth (Source: [Weldon Cooper Center](#))



Urban Development Areas – Charlottesville City

Current Place Type - Large Town or Suburban Center



Planned Place Type - Urban Core



Refer to the DRPT Multimodal System Design Guidelines, Chapter 3, for more details.

Future Transportation Needs

Internal UDA Needs

High

- ✓ Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ Safety Features
- ✓ Off-Street Parking
- ✓ Improvements to Environment
- ✓ Intersection Design
- ✓ Traffic Calming

Moderate

- ✓ Transit Operations
- ✓ Off-Street Parking
- ✓ Intersection Design
- ✓ Signage/Wayfinding

External UDA Needs

High

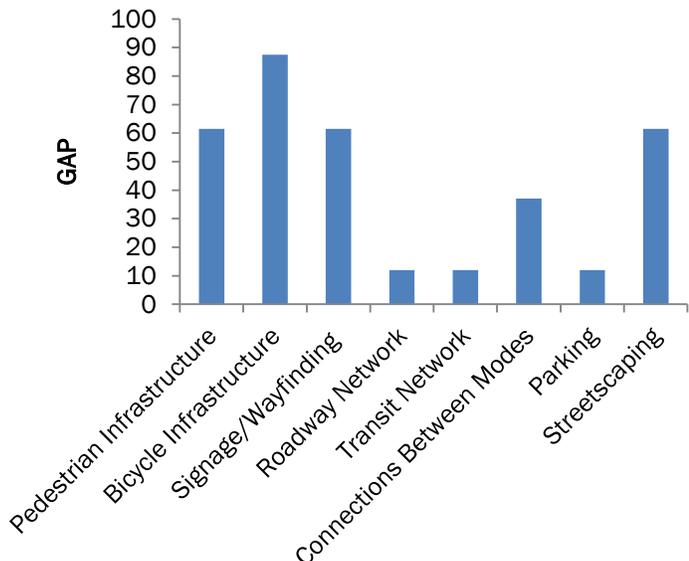
- ✓ Roadway Operations
- ✓ Transit Frequency
- ✓ Transit Capacity/Access
- ✓ Transit Facilities
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ Safety Features
- ✓ Improvements to Natural Environment

Moderate

- ✓ None listed

Existing Internal Needs Gap (% shortfall)

Transportation system gap by need category (represents the gap to fully promote UDA)

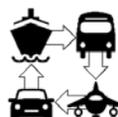


Highest Rated Overall Needs within UDA

Localities ranked transportation needs within their UDAs (1 being the highest need, to 4 the lowest)



Circulation and Access



Access to transportation networks beyond UDA

Urban Development Areas – Charlottesville City

UDA Needs Profile: Preston Avenue

Preston Avenue UDA is located within downtown Charlottesville, bounded by Route 250 to the West and Route 29 to the north.

Location Characteristics

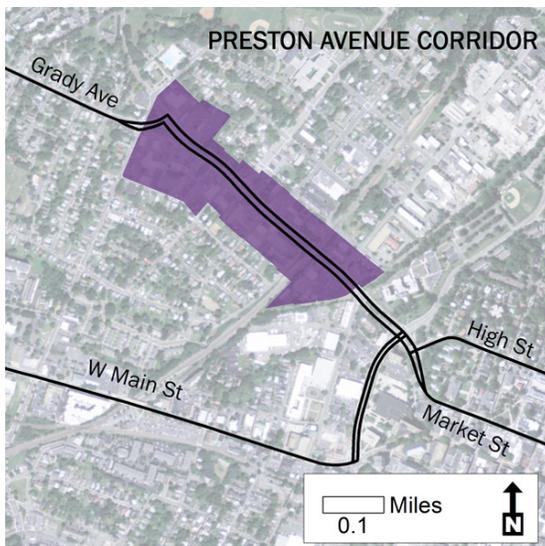
PDC – Thomas Jefferson Planning District Commission

UDA Size – 0.1 square miles

Year Designated – 2010

Comprehensive Plan Detail - The City of Charlottesville changed the designation of several mixed-use areas to UDAs, noting that more compact, dense development within the city's urban areas is better and more efficient than low density development; by identifying UDAs and confining urban development to those areas, the city will be able to determine where to direct special, intensive efforts at providing facilities and services. Charlottesville's UDAs were drawn primarily according to the existing development patterns, sewer facilities, and physical characteristics, and include Downtown Extended Corridor/West Main Street, Preston Avenue, and Cherry Avenue.

Geographic Location



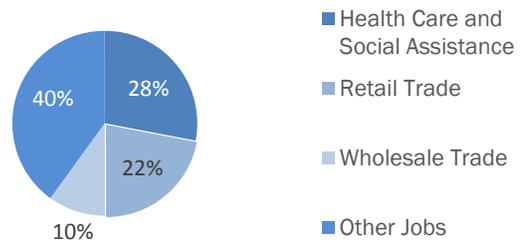
Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

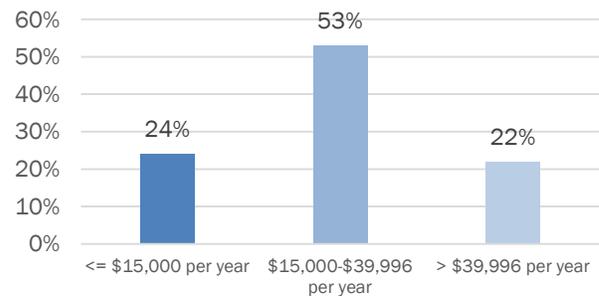
Total Population – 198 persons

Total Primary Jobs – 427 jobs

Jobs by Industry



Total Jobs by Earnings



Jobs Within a 45 Minute Drive

2,780

Working Age Population Within a 45 Minute Drive

44,614

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

Jurisdiction Characteristics:

Population Growth (Source: Weldon Cooper Center)



Urban Development Areas – Charlottesville City

Current Place Type - Small Town or Suburban Center



Planned Place Type - Large Town or Suburban Center



Refer to the DRPT Multimodal System Design Guidelines, Chapter 3, for more details.

Future Transportation Needs

Internal UDA Needs

High

- ✓ Bicycle Infrastructure
- ✓ Complete Streets
- ✓ Safety Features
- ✓ Improvements to Environment

Moderate

- ✓ Transit Operations
- ✓ Transit Facilities
- ✓ Signage/Wayfinding

External UDA Needs

High

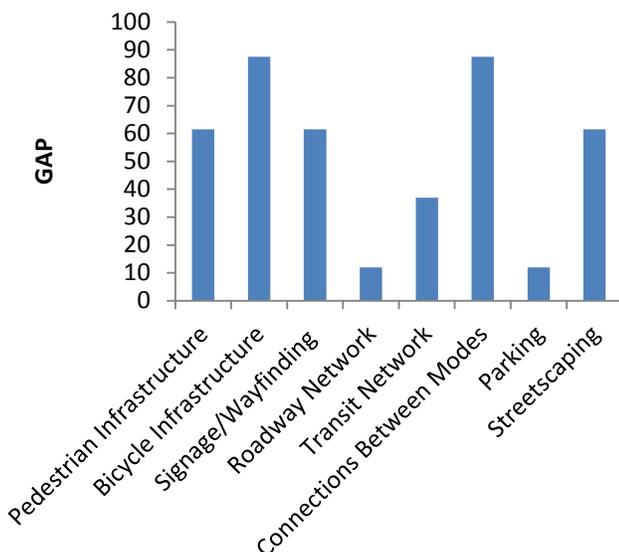
- ✓ Bicycle Infrastructure

Moderate

- ✓ None listed

Existing Internal Needs Gap (% shortfall)

Transportation system gap by need category (represents the gap to fully promote UDA)



Highest Rated Overall Needs within UDA

Localities ranked transportation needs within their UDAs (1 being the highest need, to 4 the lowest)



Circulation and access within the UDA



Access to transportation networks beyond the UDA

Urban Development Areas – Charlottesville City

UDA Needs Profile: Cherry Avenue

Cherry Avenue UDA is located within the City of Charlottesville, south of U.S. 29 and the Charlottesville Amtrak station.

Location Characteristics

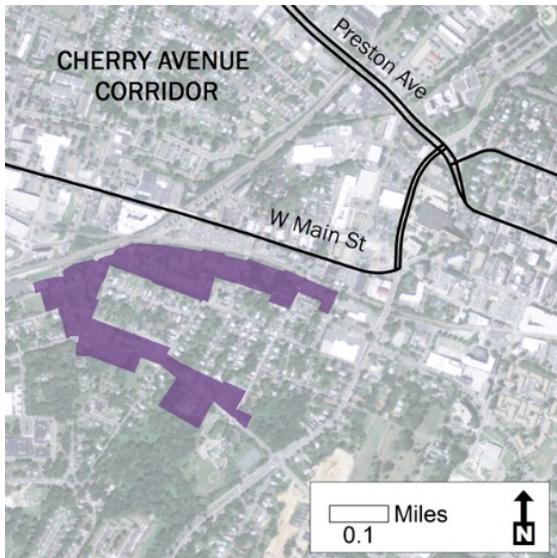
PDC – Thomas Jefferson Planning District Commission

UDA Size – 0.1 square miles

Year Designated – 2010

Comprehensive Plan Detail - The City of Charlottesville changed the designation of several mixed-use areas to UDAs, noting that more compact, dense development within the city's urban areas is better and more efficient than low density development; by identifying UDAs and confining urban development to those areas, the city will be able to determine where to direct special, intensive efforts at providing facilities and services. Charlottesville's UDAs were drawn primarily according to the existing development patterns, sewer facilities, and physical characteristics, and include Downtown Extended Corridor/West Main Street, Preston Avenue, and Cherry Avenue.

Geographic Location



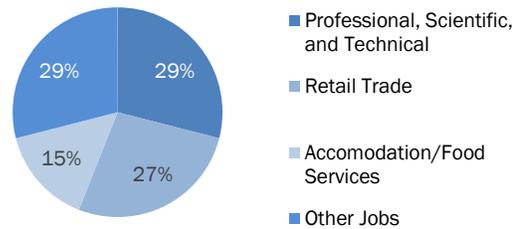
Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

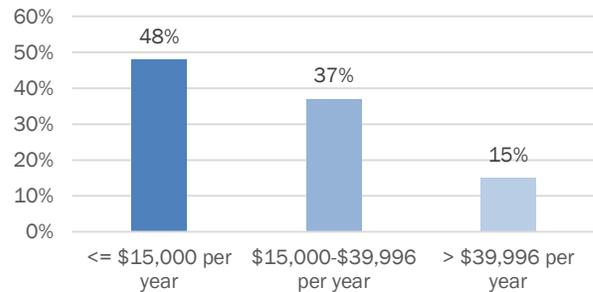
Total Population – 1,724 persons

Total Primary Jobs – 85 jobs

Jobs by Industry



Total Jobs by Earnings



Jobs Within a 45 Minute Drive

2,160

Working Age Population Within a 45 Minute Drive

47,307

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

Jurisdiction Characteristics:

Population Growth (Source: Weldon Cooper Center)



Urban Development Areas – Charlottesville City

Current Place Type - Small Town or Suburban Center



Planned Place Type - Large Town or Suburban Center



Refer to the DRPT Multimodal System Design Guidelines, Chapter 3, for more details.

Future Transportation Needs

Internal UDA Needs

High

- ✓ Bicycle Infrastructure
- ✓ Complete Streets
- ✓ Improvements to Environment

Moderate

- ✓ Transit Operations
- ✓ Transit Facilities
- ✓ Signage/Wayfinding

External UDA Needs

High

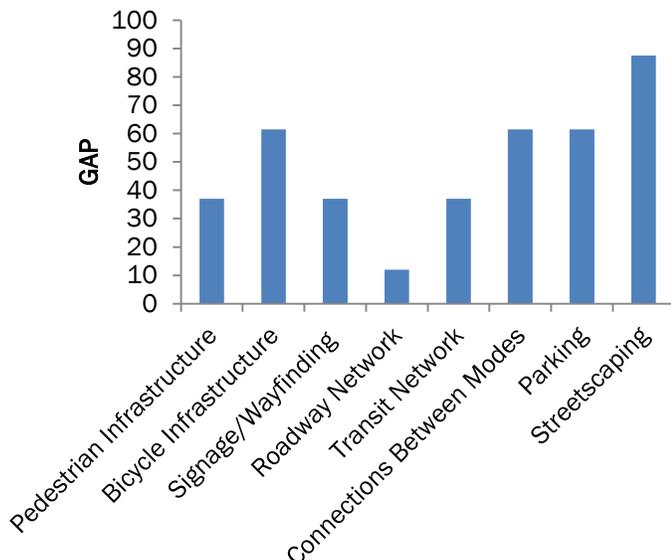
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ Improvements to Environment

Moderate

- ✓ None listed

Existing Internal Needs Gap (% shortfall)

Transportation system gap by need category (represents the gap to fully promote UDA)



Highest Rated Overall Needs within UDA

Localities ranked transportation needs within their UDAs (1 being the highest need, to 4 the lowest)



Circulation and access within the UDA



Access to transportation networks beyond the UDA

Urban Development Areas – Fauquier County

UDA Needs Profile: All UDAs

Fauquier County designated a total of nine designated growth areas (DGA). The designated growth areas are located in the northern part of Virginia, bounded by Route 66 to the north and bisected by Route 28.

Location Characteristics

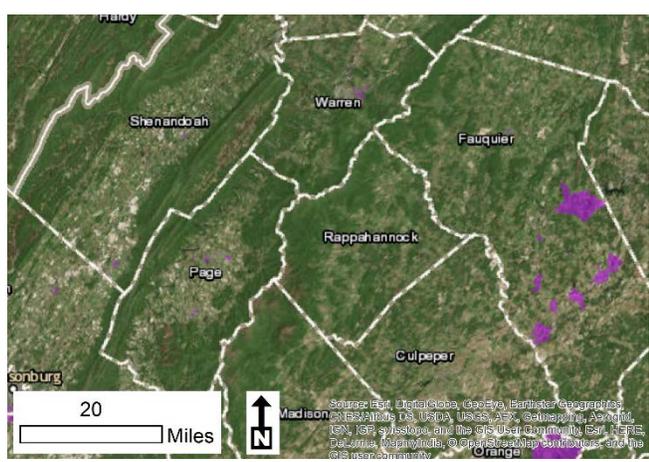
PDC – Rappahannock-Rapidan Regional Commission

UDA Size – 27.5 square miles

Year Designated – 2014

Comprehensive Plan Detail - The designation of Urban Development Areas is consistent with the land use plans for the town center core area of the Bealeton Service District and the downtown core (Main Street and Salem Avenue) of the Marshall Service District. Land uses within these two areas include mixed-use neighborhoods and a mix of housing types. The County’s Service Districts embrace a similar concept to the State’s UDAs by channeling growth and development into denser settlements and maximizing the efficiency of the public infrastructure. The County’s Service Districts are targeted areas for growth and development generally; however, their individual land use plans recommend a variety of densities that are appropriate for the specific districts in a Virginia Piedmont scale and pattern of development.

Geographic Location

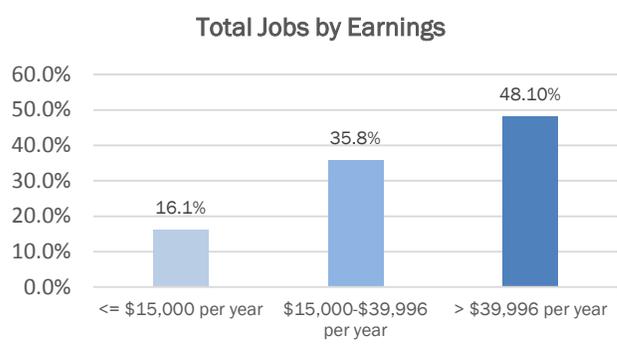
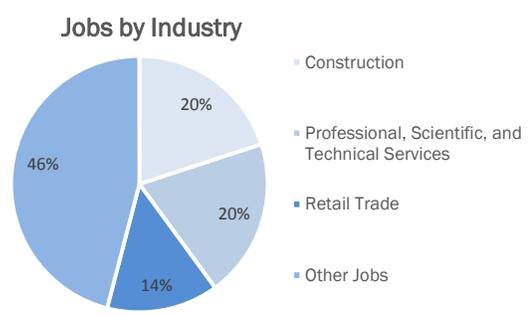


Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

Total Population – 28,103 persons

Total Primary Jobs – 2,664 jobs



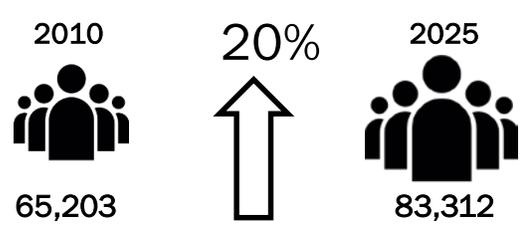
Jobs Within a 45 Minute Drive
26,398

Working Age Population Within a 45 Minute Drive
55,205

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

Jurisdiction Characteristics:

Population Growth (Source: Weldon Cooper Center)



Urban Development Areas – Fauquier County

Current Place Type - Small Town or Suburban Center



Planned Place Type - Small Town or Suburban Center



Refer to the DRPT Multimodal System Design Guidelines, Chapter 3, for more details.

Future Transportation Needs

Internal UDA Needs

High

- ✓ Pedestrian infrastructure
- ✓ Complete streets improvements

Moderate

- ✓ Street grid (better street connectivity)
- ✓ Bicycle infrastructure
- ✓ Safety features
- ✓ Intersection design improvements
- ✓ Signage/wayfinding
- ✓ Traffic calming features
- ✓ Improvements to the natural environment

External UDA Needs

High

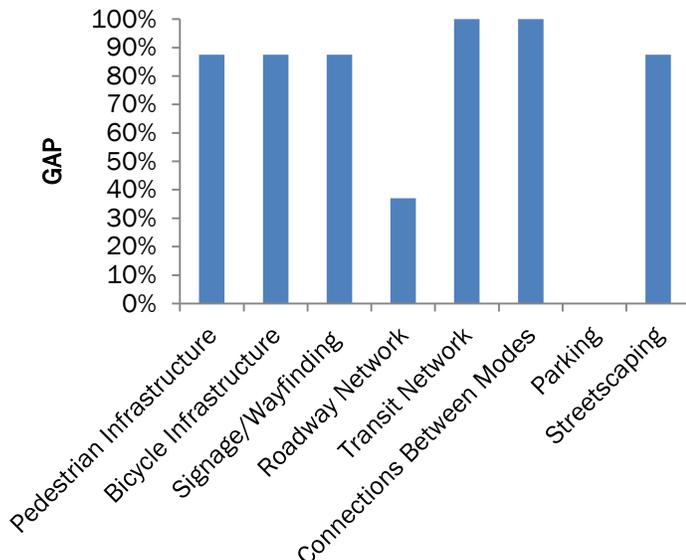
- ✓ Pedestrian infrastructure

Moderate

- ✓ Bicycle infrastructure
- ✓ Safety features
- ✓ Signage/wayfinding
- ✓ Improvements to the natural environment

Existing Internal Needs Gap (% shortfall)

Transportation system gap by need category (represents the gap to fully promote UDA)



Highest Rated Overall Needs within UDA

Localities ranked transportation needs within their UDAs (1 being the highest need, to 4 the lowest)



Safety for all users



Friendly pedestrian and bicycle environment

Urban Development Areas – Fluvanna County

UDA Needs Profile: Zion Crossroads

Fluvanna County contains a single UDA, located along the northern border of the county near I-64. The UDA serves as the gateway to Fluvanna County from I-64 via U.S. 15.

Location Characteristics

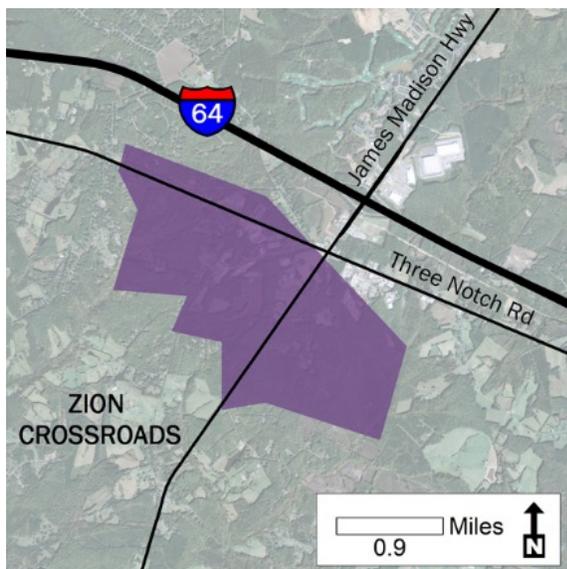
PDC – Thomas Jefferson Planning District Commission

UDA Size – 3.2 square miles

Year Designated – 2009

Comprehensive Plan Detail - Fluvanna County's 2009 Future Land Use Map designates Zion Crossroads as the County's Urban Development Area (UDA). This location was chosen because it correlates with the Zion Crossroads community planning area and the intersection of two existing major transportation networks. The County's strategy is very much in line with the intent and community development principles of UDAs: to encourage village-like development in select areas, while preserving the natural and agricultural character of outlying areas.

Geographic Location



Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

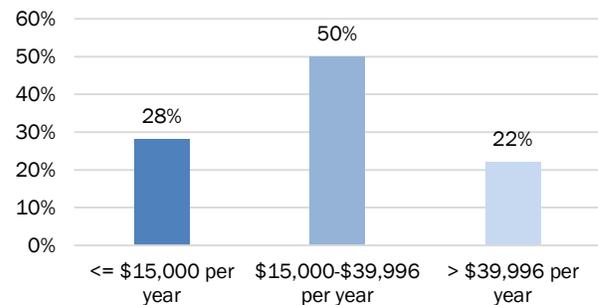
Total Population – 916 persons

Total Primary Jobs – 198 jobs

Jobs by Industry



Total Jobs by Earnings



Jobs Within a 45 Minute Drive

9,920

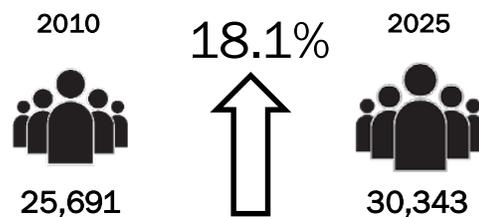
Working Age Population Within a 45 Minute Drive

1,650

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

Jurisdiction Characteristics:

Population Growth (Source: Weldon Cooper Center)



Urban Development Areas – Fluvanna County

Current Place Type - Rural or Village Center

Planned Place Type - Rural or Village Center



Refer to the DRPT Multimodal System Design Guidelines, Chapter 3, for more details.

Future Transportation Needs

Internal UDA Needs

External UDA Needs

High

- ✓ Roadway Operations
- ✓ Safety Features
- ✓ Intersection Design
- ✓ Signage/Wayfinding
- ✓ Traffic Calming
- ✓ Improvements to the Natural Environment

High

- ✓ Complete Streets
- ✓ Intersection Design
- ✓ Improvements to Natural Environment

Moderate

- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure

Moderate

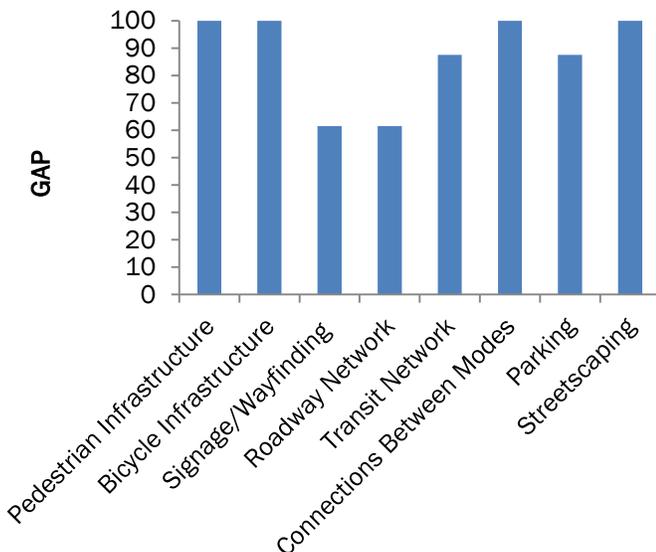
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure

Existing Internal Needs Gap (% shortfall)

Highest Rated Overall Needs within UDA

Transportation system gap by need category (represents the gap to fully promote UDA)

Localities ranked transportation needs within their UDAs (1 being the highest need, to 4 the lowest)



Circulation and access within the UDA



Friendly pedestrian and bicycle environment

Urban Development Areas – Fluvanna County

Current Place Type - Rural or Village Center



Planned Place Type - Rural or Village Center



Refer to the DRPT Multimodal System Design Guidelines, Chapter 3, for more details.

Future Transportation Needs

Internal UDA Needs

High

- ✓ None listed

Moderate

- ✓ Safety Features
- ✓ Intersection Design
- ✓ Improvements to the Natural Environment

External UDA Needs

High

- ✓ None listed

Moderate

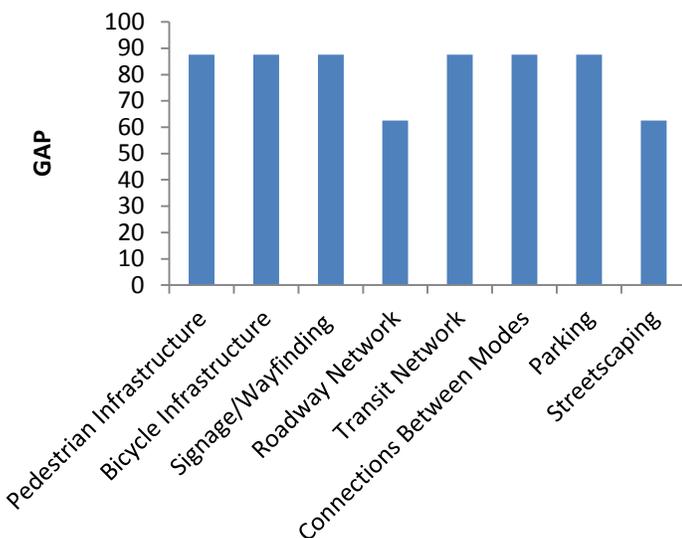
- ✓ None listed

Existing Internal Needs Gap (% shortfall)

Transportation system gap by need category (represents the gap to fully promote UDA)

Highest Rated Overall Needs within UDA

Localities ranked transportation needs within their UDAs (1 being the highest need, to 4 the lowest)



Safety for all users

Urban Development Areas – Fluvanna County

UDA Needs Profile: Scottsville

Fluvanna County’s 2009 Comprehensive Plan designates six Community Planning Areas (CPAs) within the County. The Scottsville CPA is the newest in the County, and has a historic nature that lends itself to neighborhood mixed-use development.

Location Characteristics

PDC- Thomas Jefferson Planning District Commission

UDA Size – 0.67 square miles

Year Designated – 2009

Comprehensive Plan Detail – The county’s newest community planning area, Scottsville is also a historic town that lends itself to well-planned neighborhood mixed-use development with some limited neighborhood residential on the periphery. All development should enhance the character of the area and reinforce the village-like atmosphere of the town. A mix of smaller-scale commercial businesses, and office and residential uses, forms a village-like neotraditional development or series of interconnected developments. Commercial and office structures do not exceed two stories, and residential density is up to four dwelling units per acre (4 du/ac). Density may be increased with incentives such as open space, affordable housing, or transfer of development rights, depending on the zoning district standards.

Geographic Location



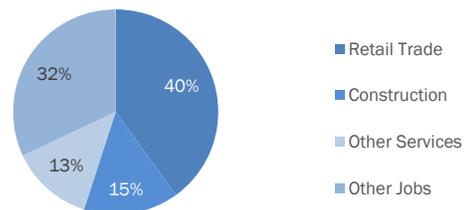
Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

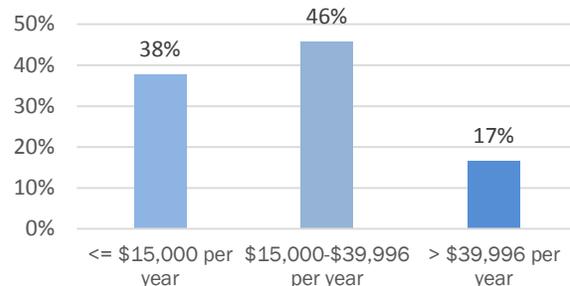
Total Population – 591 persons

Total Primary Jobs – 151 jobs

Jobs by Industry



Total Jobs by Earnings



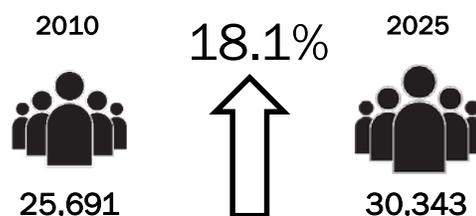
Jobs Within a 45 Minute Drive
6,204

Working Age Population Within a 45 Minute Drive
11,939

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

Jurisdiction Characteristics:

Population Growth (Source: Weldon Cooper Center)



Urban Development Areas – Fluvanna County

Current Place Type - Rural or Village Center



Planned Place Type - Rural or Village Center



Refer to the DRPT Multimodal System Design Guidelines, Chapter 3, for more details.

Future Transportation Needs

Internal UDA Needs

High

- ✓ None listed

Moderate

- ✓ Off-street parking
- ✓ Roadway operations
- ✓ Transit frequency
- ✓ Transit Operations
- ✓ Transit Capacity
- ✓ Transit Facilities
- ✓ Traffic Calming Features
- ✓ Improvements to the Natural Environment
- ✓ Street Grid
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ Safety Features
- ✓ On-Street Parking
- ✓ Off-Street Parking
- ✓ Intersection Design
- ✓ Signage/Wayfinding

External UDA Needs

High

- ✓ None listed

Moderate

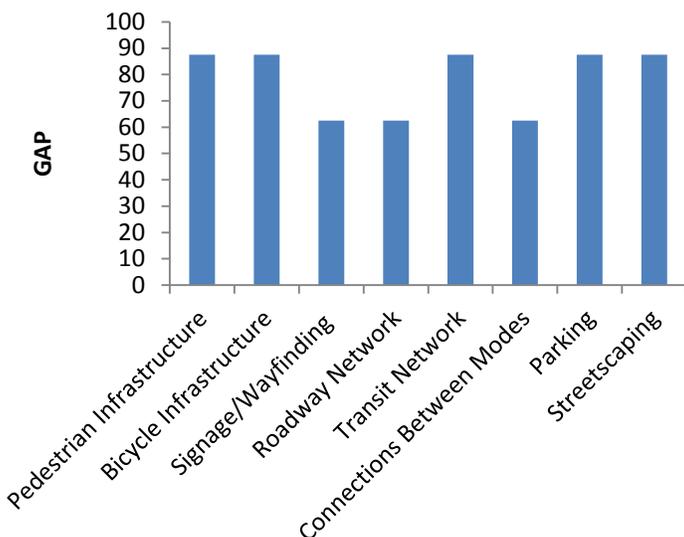
- ✓ Off-street parking
- ✓ Roadway operations
- ✓ Transit frequency
- ✓ Transit Operations
- ✓ Transit Capacity
- ✓ Transit Facilities
- ✓ Traffic Calming Features
- ✓ Improvements to the Natural Environment
- ✓ Street Grid
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ Safety Features
- ✓ On-Street Parking
- ✓ Off-Street Parking
- ✓ Intersection Design
- ✓ Signage/Wayfinding

Existing Internal Needs Gap (% shortfall)

Transportation system gap by need category (represents the gap to fully promote UDA)

Highest Rated Overall Needs within UDA

Localities ranked transportation needs within their UDAs (1 being the highest need, to 4 the lowest)



Circulation and access within the UDA

Urban Development Areas – Fluvanna County

UDA Needs Profile – Fork Union

Fluvanna County’s 2009 Comprehensive Plan designates six Community Planning Areas (CPAs) within the County. The Fork Union CPA is located in the southeastern center of the County, including the villages of West Bottom, Thessalonia, Cloverdale, Weber City, and Dixie.

Location Characteristics

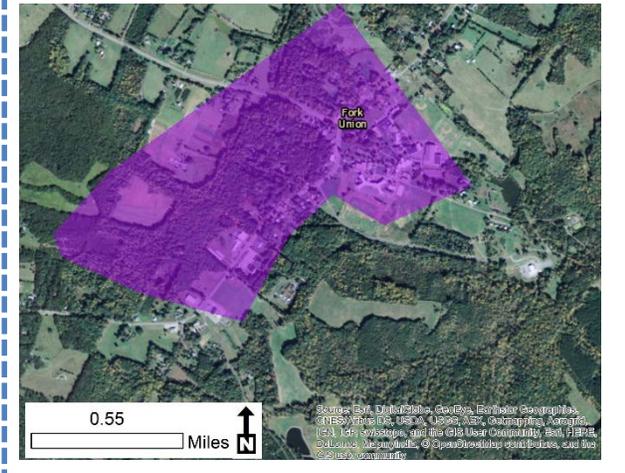
PDC- Thomas Jefferson Planning District Commission

UDA Size – 0.51 square miles

Year Designated – 2009

Comprehensive Plan Detail – Located in the southeastern center of Fluvanna County, the Fork Union CPA contains 3,366 residents. This includes the village of Fork Union as well as the surrounding areas such as West Bottom, Thessalonia, Cloverdale, Weber City, and Dixie. Fork Union is a designated growth area (established pursuant to the Code of Virginia, section §15.2-2223.1). This historic village area is home to the Fork Union Military Academy and has access to some of the academy’s recreational amenities and open space. The area should remain a village, and surrounding growth should be a mixture of uses and residential dwelling types that serve a variety of incomes

Geographic Location

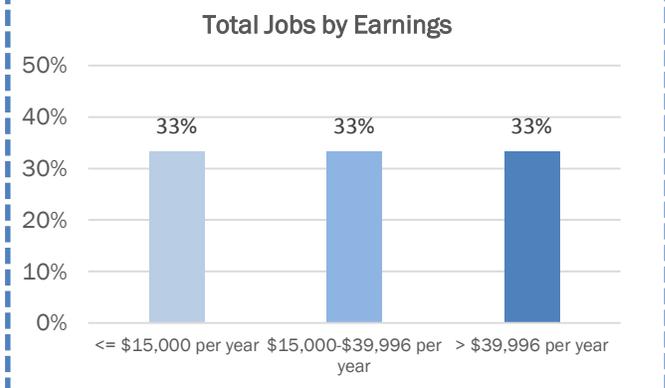
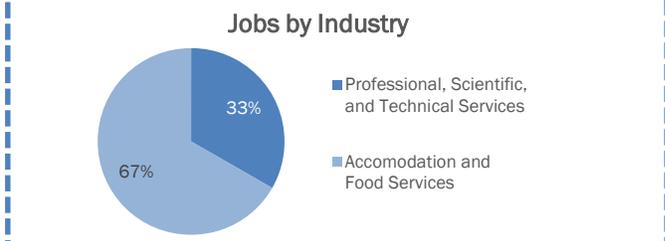


Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

Total Population – 741 persons

Total Primary Jobs – 3 jobs

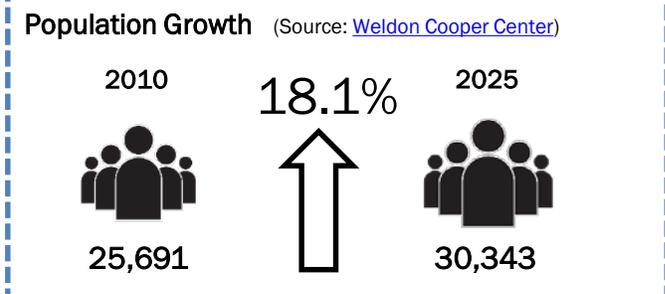


Jobs Within a 45 Minute Drive
5,468

Working Age Population Within a 45 Minute Drive
11,463

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

Jurisdiction Characteristics:



Urban Development Areas – Fluvanna County

Current Place Type - Rural or Village Center



Planned Place Type - Large Town or Suburban Center



Refer to the DRPT Multimodal System Design Guidelines, Chapter 3, for more details.

Future Transportation Needs

Internal UDA Needs

High

- ✓ None listed

Moderate

- ✓ Off-street parking
- ✓ Roadway operations
- ✓ Transit frequency
- ✓ Transit Operations
- ✓ Transit Capacity
- ✓ Transit Facilities
- ✓ Traffic Calming Features
- ✓ Improvements to the Natural Environment
- ✓ Street Grid
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ Safety Features
- ✓ On-Street Parking
- ✓ Off-Street Parking
- ✓ Intersection Design
- ✓ Signage/Wayfinding

External UDA Needs

High

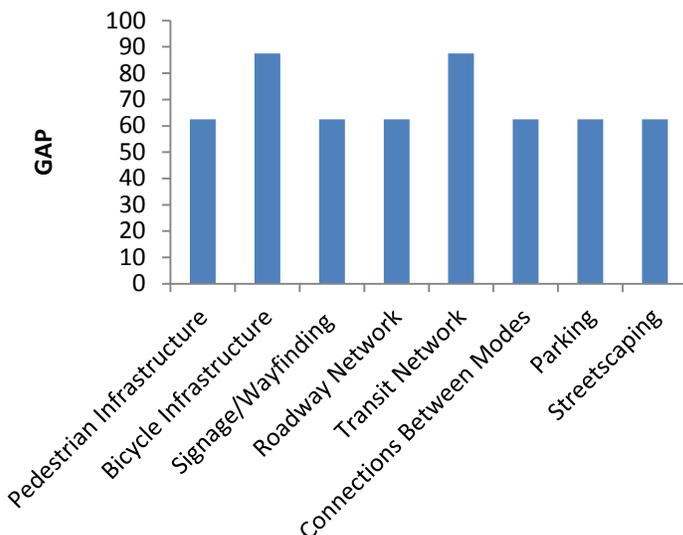
- ✓ None listed

Moderate

- ✓ Off-street parking
- ✓ Roadway operations
- ✓ Transit frequency
- ✓ Transit Operations
- ✓ Transit Capacity
- ✓ Transit Facilities
- ✓ Traffic Calming Features
- ✓ Improvements to the Natural Environment
- ✓ Street Grid
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Safety Features
- ✓ On-Street Parking
- ✓ Off-Street Parking
- ✓ Intersection Design
- ✓ Signage/Wayfinding

Existing Internal Needs Gap (% shortfall)

Transportation system gap by need category (represents the gap to fully promote UDA)



Highest Rated Overall Needs within UDA

Localities ranked transportation needs within their UDAs (1 being the highest need, to 4 the lowest)

None listed

Urban Development Areas – Fluvanna County

UDA Needs Profile – Palmyra

Fluvanna County’s 2009 Comprehensive Plan designates six Community Planning Areas (CPAs) within the County. The Palmyra CPA is the historic county seat, straddling Routes 15 and 53, and is intended to be developed as a neighborhood mixed-use area.

Location Characteristics

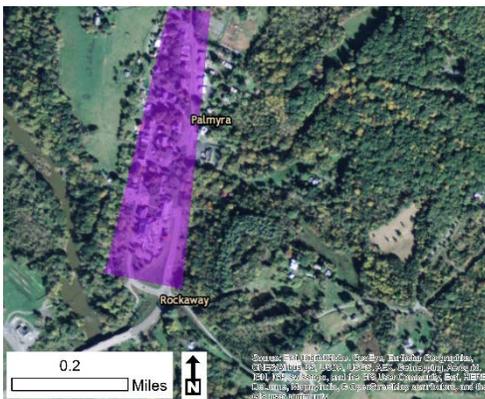
PDC- Thomas Jefferson Planning District Commission

UDA Size – 0.03 square miles

Year Designated – 2009

Comprehensive Plan Detail - Centrally located, Palmyra serves as the county seat and governmental center. The village has natural and social resources that form a village atmosphere. These include the historic courthouse, Old Stone Jail and Main Street residences and businesses, the county administrative offices and courthouse, and the businesses that front Routes 15 and 53. Palmyra is one of the county’s designated growth areas (established pursuant to the Code of Virginia, section §15.2-2223.1). Commercial and neighborhood streets, along with rural roads, make up the transportation network, along with sidewalks, trails, and bicycle lanes. Open space includes Pleasant Grove, neighborhood parks, and greenways, along with the town square.

Geographic Location

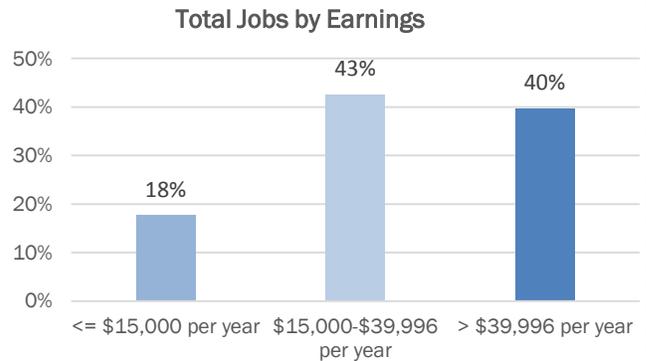
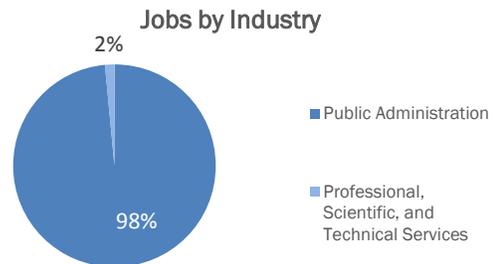


Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

Total Population – 73 persons

Total Primary Jobs – 204 jobs



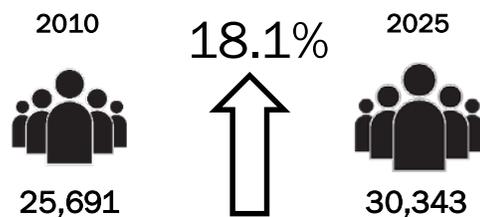
Jobs Within a 45 Minute Drive
8,017

Working Age Population Within a 45 Minute Drive
13,799

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

Jurisdiction Characteristics:

Population Growth (Source: Weldon Cooper Center)



Urban Development Areas – Fluvanna County

Current Place Type - Rural or Village Center



Planned Place Type - Rural or Village Center



Refer to the DRPT Multimodal System Design Guidelines, Chapter 3, for more details.

Future Transportation Needs

Internal UDA Needs

High

- ✓ None listed

Moderate

- ✓ Off-street parking
- ✓ Roadway operations
- ✓ Transit frequency
- ✓ Transit Operations
- ✓ Transit Capacity
- ✓ Transit Facilities
- ✓ Traffic Calming Features
- ✓ Improvements to the Natural Environment
- ✓ Street Grid
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ Safety Features
- ✓ On-Street Parking
- ✓ Off-Street Parking
- ✓ Intersection Design
- ✓ Signage/Wayfinding

External UDA Needs

High

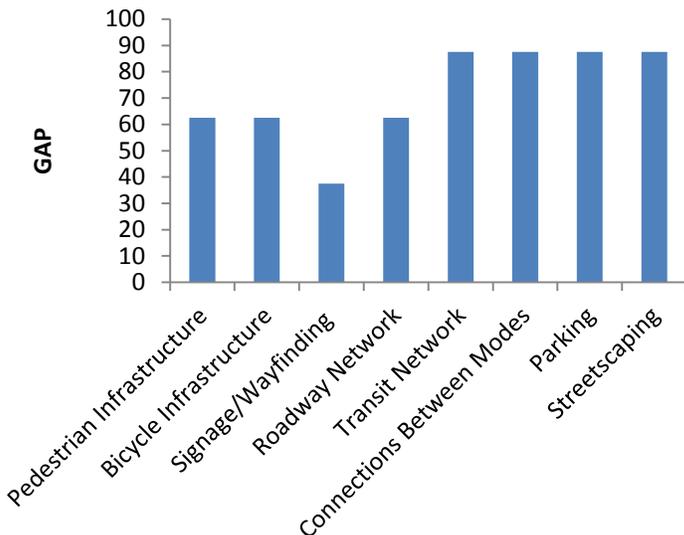
- ✓ Roadway Capacity
- ✓ Roadway Operations
- ✓ Street Grid
- ✓ Safety Features

Moderate

- ✓ Transit Operations
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ On-Street Parking
- ✓ Off-Street Parking
- ✓ Intersection Design
- ✓ Signage/Wayfinding
- ✓ Traffic Calming
- ✓ Improvements to the Natural Environment

Existing Internal Needs Gap (% shortfall)

Transportation system gap by need category (represents the gap to fully promote UDA)



Highest Rated Overall Needs within UDA

Localities ranked transportation needs within their UDAs (1 being the highest need, to 4 the lowest)



Circulation and access within the UDA

Urban Development Areas – Fluvanna County

UDA Needs Profile – Lake Monticello

Fluvanna County’s 2009 Comprehensive Plan designates six Community Planning Areas (CPAs) within the County. The Lake Monticello CPA has grown rapidly in recent years, located around the Lake Monticello private community, is intended to be developed as a neighborhood mixed-use area.

Location Characteristics

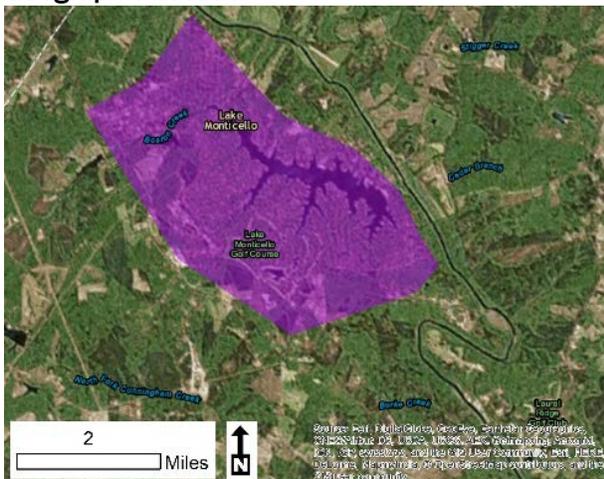
PDC- Thomas Jefferson Planning District Commission

UDA Size – 6.8 square miles

Year Designated – 2009

Comprehensive Plan Detail – Home to approximately half of the county’s residents, largely in the Lake Monticello community, this community planning area (established pursuant to the Code of Virginia, section §15.2-2223.1) lies adjacent to the municipal services of the Palmyra area. Surrounding growth should be a mixture of uses and residential dwelling types that serve a variety of incomes. Neighborhood mixed-use is needed to help offset the volume of single-family residential development in this community. Additional services and infrastructure are needed to accommodate more growth. Open space includes access to Pleasant Grove, neighborhood parks, and greenways.

Geographic Location

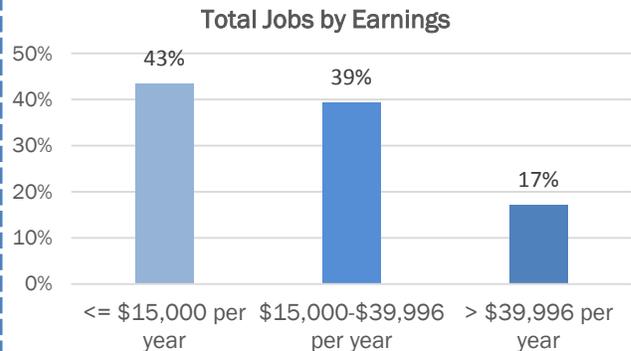
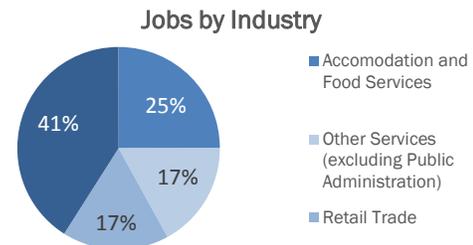


Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

Total Population – 10,331 persons

Total Primary Jobs – 578 jobs



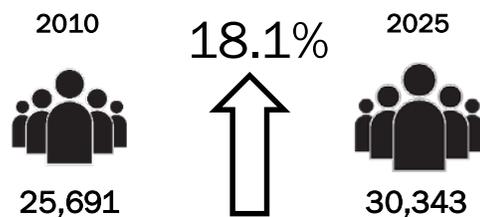
Jobs Within a 45 Minute Drive
15,822

Working Age Population Within a 45 Minute Drive
30,187

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

Jurisdiction Characteristics:

Population Growth (Source: Weldon Cooper Center)



Urban Development Areas – Fluvanna County

Current Place Type - Large Town or Suburban Center



Planned Place Type - Large Town or Suburban Center



Refer to the DRPT Multimodal System Design Guidelines, Chapter 3, for more details.

Future Transportation Needs

Internal UDA Needs

High

- ✓ Safety Features
- ✓ Intersection Design
- ✓ Signage/Wayfinding
- ✓ Traffic Calming Features

Moderate

- ✓ Roadway Capacity
- ✓ Roadway Operations
- ✓ Transit Frequency
- ✓ Transit Capacity
- ✓ Street Grid
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ On-Street Parking Capacity
- ✓ Off-Street Parking Capacity

External UDA Needs

High

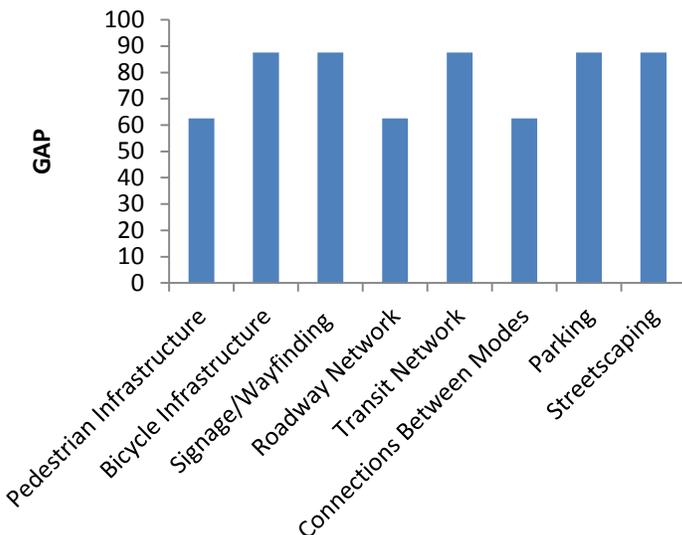
- ✓ Roadway Capacity
- ✓ Roadway Operations
- ✓ Transit Frequency
- ✓ Safety Features
- ✓ Improvements to the Natural Environment

Moderate

- ✓ Transit Operations
- ✓ Transit Capacity
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ On-Street Parking
- ✓ Off-Street Parking
- ✓ Intersection Design
- ✓ Signage/Wayfinding

Existing Internal Needs Gap (% shortfall)

Transportation system gap by need category (represents the gap to fully promote UDA)



Highest Rated Overall Needs within UDA

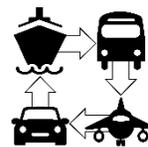
Localities ranked transportation needs within their UDAs (1 being the highest need, to 4 the lowest)



Friendly pedestrian and bicycle environment



Circulation and access within the UDA



Access to transportation networks beyond the UDA



Friendly pedestrian and bicycle environment



Transit enhancements

Urban Development Areas – Greene County

UDA Needs Profile

Greene County designated three Urban Development Areas (UDAs) in 2015; Corner Store Mixed Use Village Center, Ruckersville and Stanardsville Town Mixed Use Center. All three UDAs are located just north of Charlottesville, and situated along Route 29 and US 33, respectively.

Location Characteristics

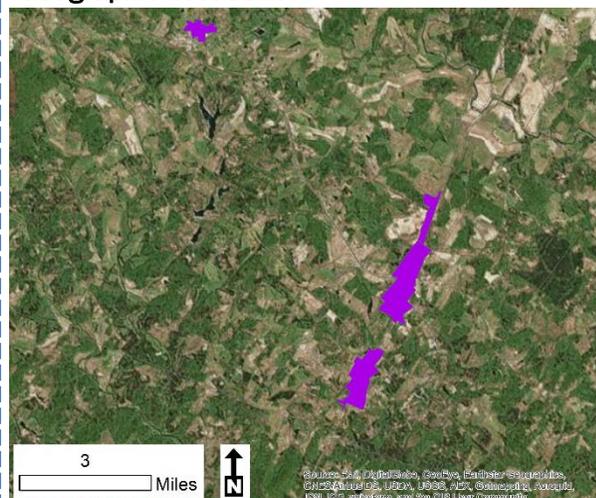
PDC – Thomas Jefferson PDC

UDA Size – 1.24 square miles

Year Designated – 2015

Comprehensive Plan Detail - The Code of Virginia 15.2-2223.1 states that “the comprehensive plan shall further incorporate principles of new urbanism and traditional neighborhood development.” Since Greene County expects to grow in population into the future, creating highly livable towns where people choose to live and shop must be part of any strategy for rural preservation. In this Comprehensive Plan, the Mixed Use Village/Town Centers and the Senior Residential districts together meet these basic guidelines for density and compactness.

Geographic Location

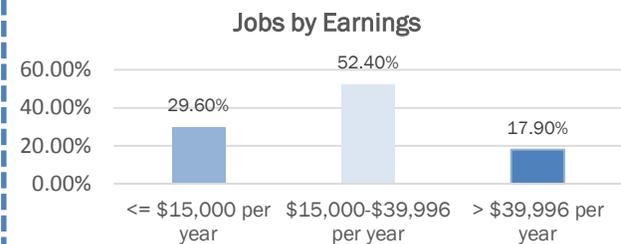
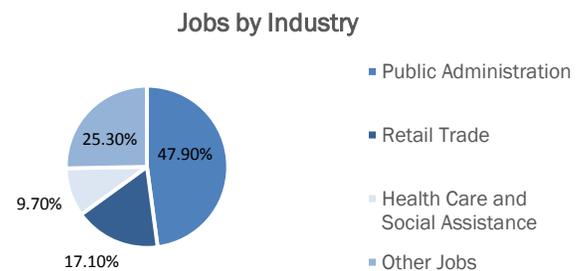


Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

Total Population – 4,406 persons

Total Primary Jobs – 351 jobs



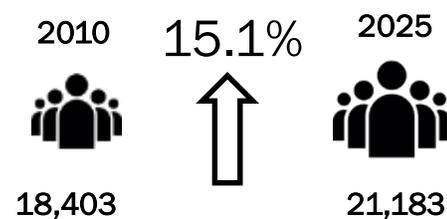
Jobs Within a 45 Minute Drive
33,388

Working Age Population Within a 45 Minute Drive
78,524

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

Jurisdiction Characteristics:

Population Growth (Source: Weldon Cooper Center)



Urban Development Areas – Greene County

Current Place Type - Large Town

Planned Place Type – Large Town



Refer to the DRPT Multimodal System Design Guidelines, Chapter 3, for more details.

Future Transportation Needs

Internal UDA Needs

High

- ✓ Roadway Capacity
- ✓ Roadway Operations
- ✓ Street Grid
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Safety Features
- ✓ Intersection Design
- ✓ Improvements to the natural environment

Moderate

- ✓ Complete Streets Improvements
- ✓ Signage/wayfinding
- ✓ Traffic Calming

External UDA Needs

High

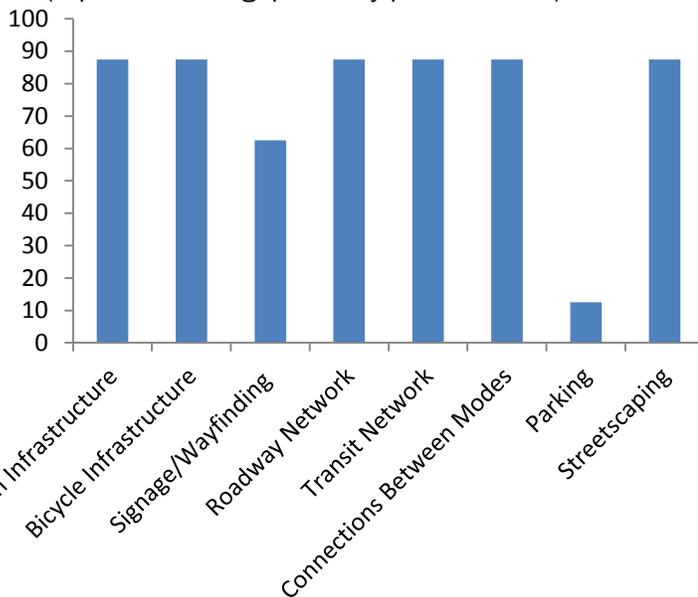
- ✓ Roadway Capacity
- ✓ Roadway Operations
- ✓ Street Grid
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Safety Features
- ✓ Intersection Design
- ✓ Improvements to the natural environment

Moderate

- ✓ Complete Streets
- ✓ Signage/Wayfinding
- ✓ Traffic Calming Features

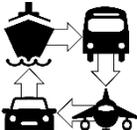
Existing Internal Needs Gap (% shortfall)

Transportation system gap by need category (represents the gap to fully promote UDA)



Highest Rated Overall Needs within UDA

Localities ranked transportation needs within their UDAs (1 being the highest need, to 4 the lowest)

-  Safety for all users
-  Circulation and access within the UDA
-  Access to transportation networks beyond the UDA

Urban Development Areas – Germanna-Wilderness Area

UDA Needs Profile

The County of Orange designated the Germanna-Wilderness Area as a designated growth area in September 2015. The Germanna-Wilderness Area is located in the eastern part of Orange County, VA, bounded on the northern and eastern sides by the Rapidian River and on the southern side by the Spotsylvania County corporate line.

Location Characteristics

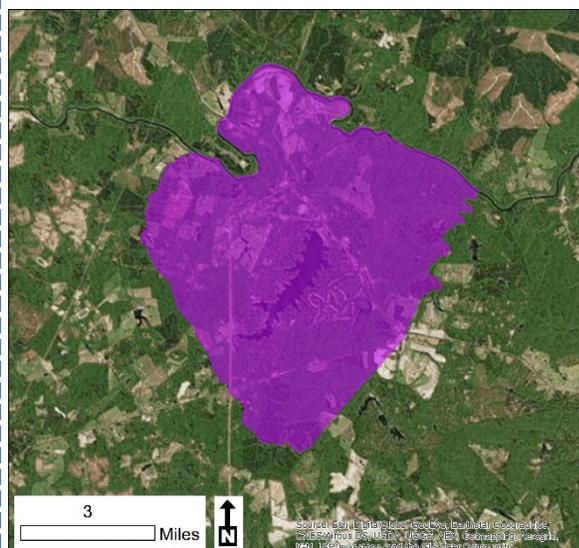
PDC – Rappahannock-Rapidan Regional Commission

UDA Size – 22.81 square miles

Year Designated – 2015

Comprehensive Plan Detail - In 2015 the Germanna-Wilderness Area Plan (GWAP) was developed to guide and coordinate future private-sector development in the area along with corresponding public-sector investment for infrastructure and services. As a designated growth area, the establishment of the GWA is to meet the intent of 15.2-2223.1 of the Code of Virginia.

Geographic Location



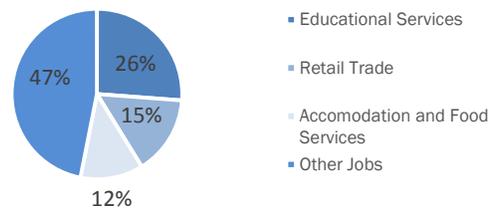
Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

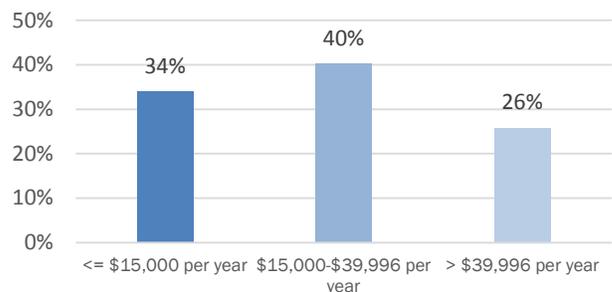
Total Population – 10,637 persons

Total Primary Jobs – 1,243 jobs

Jobs by Industry



Total Jobs by Earnings



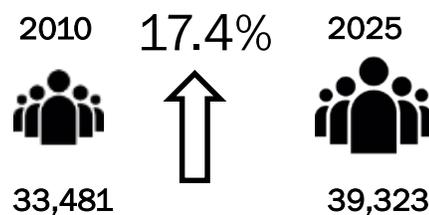
Jobs Within a 45 Minute Drive
23,242

Working Age Population Within a 45 Minute Drive
75,381

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

Jurisdiction Characteristics:

Population Growth (Source: Weldon Cooper Center)



Urban Development Areas – Germanna-Wilderness Area

Current Place Type – Small Town

Planned Place Type – Medium Town



Refer to the DRPT Multimodal System Design Guidelines, Chapter 3, for more details.

Future Transportation Needs

Internal UDA Needs

External UDA Needs

High

- ✓ Roadway Capacity

High

*The ability to travel efficiently to other larger labor markets from the Germanna-Wilderness Area, via personal transportation or transit, will be important.

Moderate

- ✓ Street Grid
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets Improvements
- ✓ Improvements to the natural environment

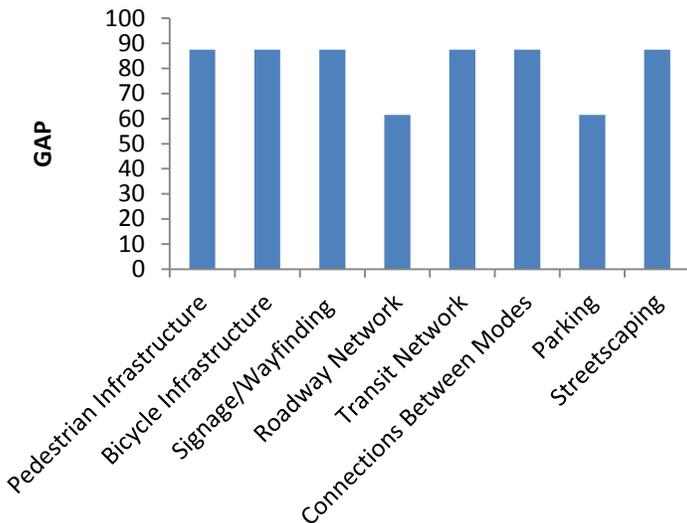
Moderate

Existing Internal Needs Gap (% shortfall)

Highest Rated Overall Needs within UDA

Transportation system gap by need category (represents the gap to fully promote UDA)

Localities ranked **transportation needs** within their UDAs (1 being the highest need, to 4 the lowest)



Access to transportation networks beyond the UDA



Transit Enhancements



Friendly pedestrian and bicycle environment



Safety for all users