

Urban Development Areas – Caroline County

UDA Needs Profile: Carmel Church Station

Carmel Church is located adjacent to I-95 primarily between U.S. 1 and Route 652 and north of the North Anna River in Caroline County.

Location Characteristics

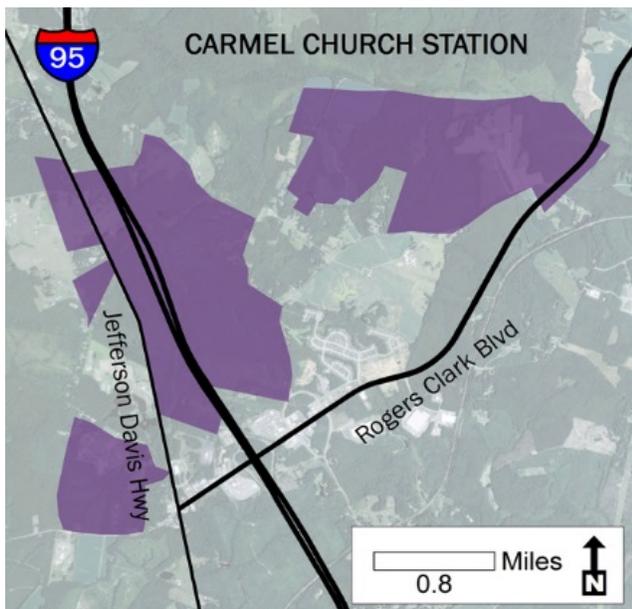
PDC – George Washington Regional Commission

UDA Size – 3.6 square miles

Year Designated – 2010

Comprehensive Plan Detail - In the Caroline County Comprehensive Plan (2010), Caroline County designates the areas defined as Planned Mixed Use (Village Core) in the Carmel Church Community Plan (2007) as a UDA. For the UDA, located between U.S. 1, VA-652, U.S. 207, and the North Anna River, the County foresees connected, self-sustaining communities that offer a mix of residential, commercial, and employment uses. The UDA design should fit with the County’s surrounding rural area, and incorporate cluster development, conservation, new urbanism, and traditional neighborhood development criteria.

Geographic Location



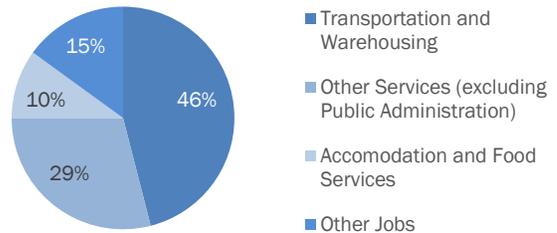
Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

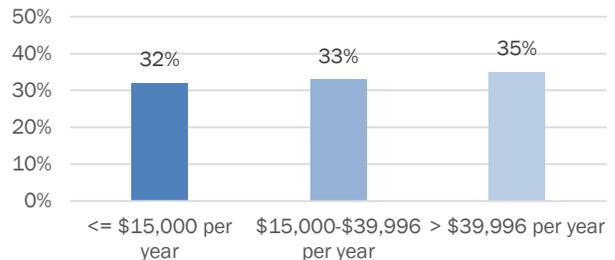
Total Population – 1,230 persons

Total Primary Jobs – 213 jobs

Jobs by Industry



Total Jobs by Earnings



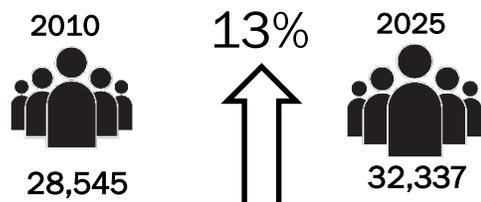
Jobs Within a 45 Minute Drive
13,627

Working Age Population Within a 45 Minute Drive
24,644

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

Jurisdiction Characteristics:

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



Urban Development Areas – Caroline County

Current Place Type - Undeveloped (Greenfield/Grayfield)

Planned Place Type - Urban Center



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

Future Transportation Needs

Internal UDA Needs

High

- ✓ Transit Frequency
- ✓ Transit Capacity/Access
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ On-Street Parking
- ✓ Off-Street Parking
- ✓ Improvements to Natural Environment

Moderate

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

External UDA Needs

High

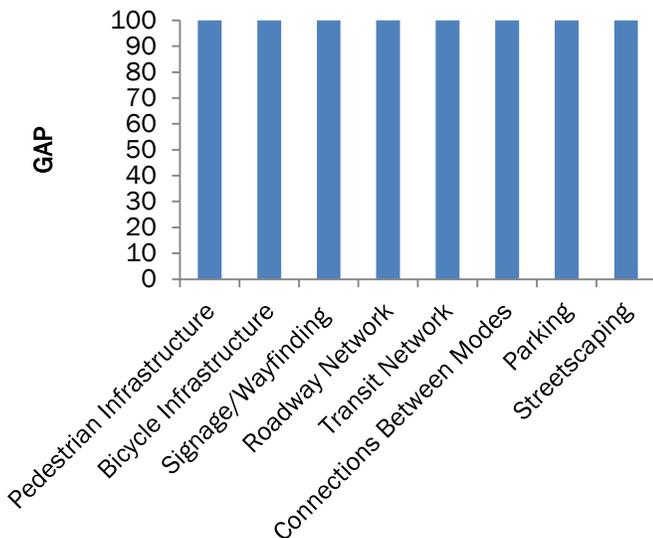
- ✓ Roadway Operations/Infrastructure
- ✓ Transit Operations
- ✓ Signage/Wayfinding

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
-  Friendly Pedestrian and Bicycle Environment

Urban Development Areas – Fredericksburg City

UDA Needs Profile: Fredericksburg City

The entire Fredericksburg city boundary is designated as a UDA.

Location Characteristics

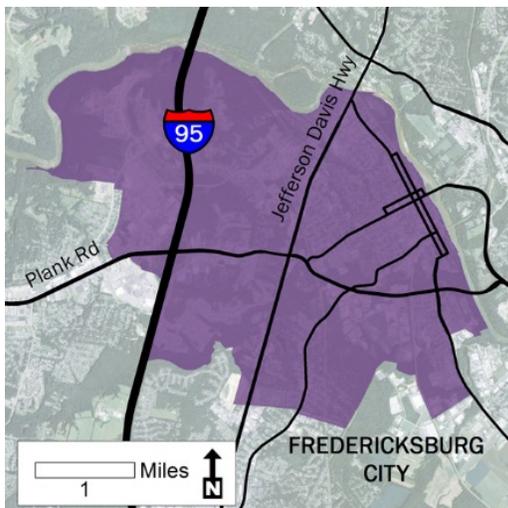
PDC – George Washington Regional Commission

UDA Size – 10.5 square miles

Year Designated – 2015

Comprehensive Plan Detail - The City of Fredericksburg's Comprehensive Plan Update draft (2015) defines UDAs as places where projected growth can be accommodated through traditional neighborhood design, strategic growth areas where development is in close proximity to transportation facilities, and where utilities are available. In keeping with its designation as a UDA, the City's Comprehensive Plan Update draft mentions and encourages the principles of traditional neighborhood design, which include: pedestrian friendly road design, interconnection of streets, connectivity or road and pedestrian networks, preservation of natural areas, mixed use neighborhoods, and affordable housing.

Geographic Location



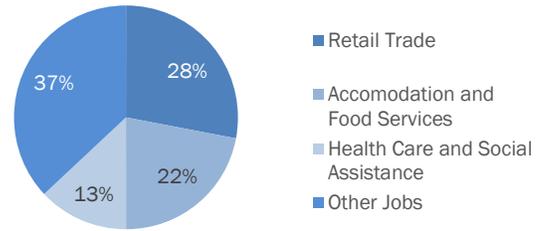
Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

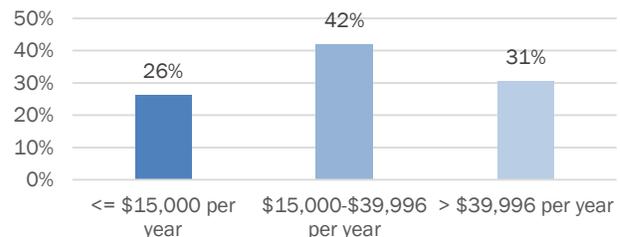
Total Population – 24,286 persons

Total Primary Jobs – 12,401 jobs

Jobs by Industry



Total Jobs by Earnings



Jobs Within a 45 Minute Drive

254,788

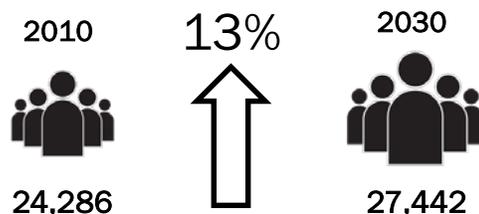
Working Age Population Within a 45 Minute Drive

1,199,333

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

Jurisdiction Characteristics:

Population Growth (Source: Weldon Cooper Center)



Urban Development Areas – Fredericksburg City

Current Place Type - Urban 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

- ✓ Roadway Capacity/Infrastructure Improvements
- ✓ Transit Frequency
- ✓ Transit Operations
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Signage/Wayfinding
- ✓ Improvements to the Natural Environment

Moderate

- ✓ Traffic Calming

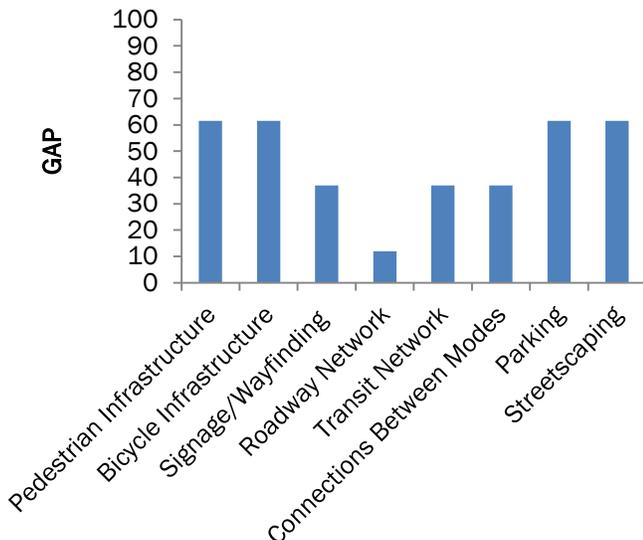
External UDA Needs

High

- ✓ Roadway Capacity/Infrastructure Improvements
- ✓ Roadway Operations
- ✓ Transit Frequency/Operations
- ✓ Transit Capacity/Access/Facilities/Amenities
- ✓ Street Grid
- ✓ Bicycle/Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ Safety Features
- ✓ Intersection Design
- ✓ 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)



Access to transportation networks beyond the UDA



Friendly pedestrian and bicycle environment

Urban Development Areas – Gloucester County

UDA Needs Profile: Hayes Village District

Gloucester Point/Hayes Village Development District is located at the southernmost end of Gloucester County along U.S. 17. It is a major population center and the most densely developed area of the County.

Location Characteristics

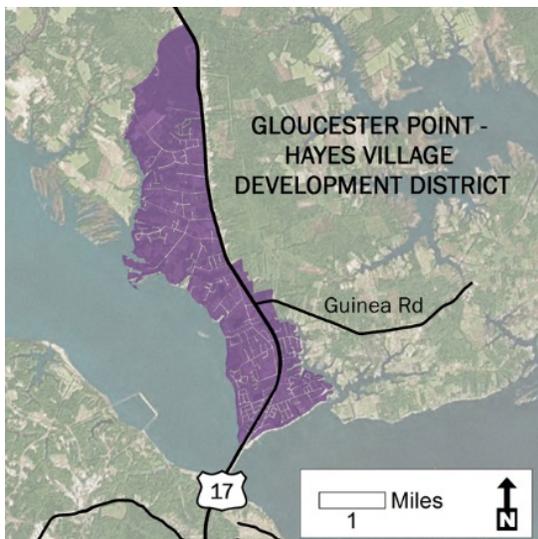
PDC – Hampton Roads Planning District Commission

UDA Size – 6.1 square miles

Year Designated – 2011

Comprehensive Plan Detail - The Gloucester Point/Hayes Village Development Area consists of two main areas: the core area/village center and the transitional area. The village center should incorporate a mix of uses that include commercial, civic, residential, and recreational land uses. The transitional area will also include a mix of commercial uses, but at a lower commercial density than in the core area. This region consists of two main areas: the core area/village center and the transitional area. According to the plan, the village center should incorporate a mix of uses that include commercial, civic, residential, and recreational land uses. The village core should also include at least one civic gathering space.

Geographic Location



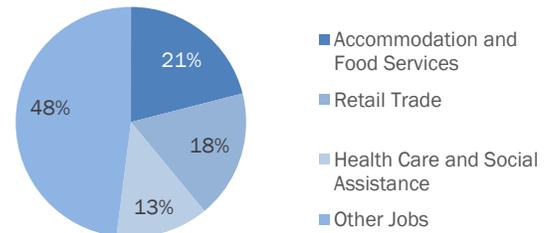
Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

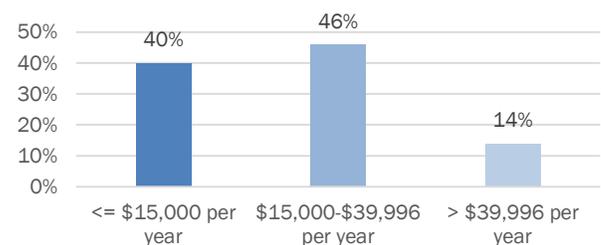
Total Population – 8,446 persons

Total Primary Jobs – 549 jobs

Jobs by Industry



Total Jobs by Earnings



Jobs Within a 45 Minute Drive

57,466

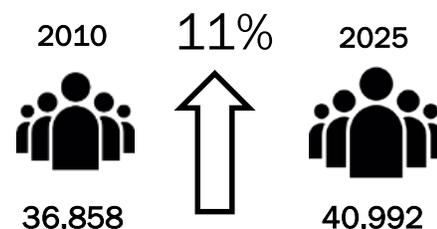
Working Age Population Within a 45 Minute Drive

170,042

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

Jurisdiction Characteristics:

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



Urban Development Areas – Gloucester County

Current Place Type - Small Town or Suburban Center



Planned Place Type - Medium Town or Suburban Center



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

Future Transportation Needs

Internal UDA Needs

High

- ✓ Street Grid
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ Safety Features, Signage/Wayfinding

Moderate

- ✓ Roadway Operations
- ✓ Intersection Design
- ✓ Traffic Calming
- ✓ Improvements to the Natural Environment

External UDA Needs

High

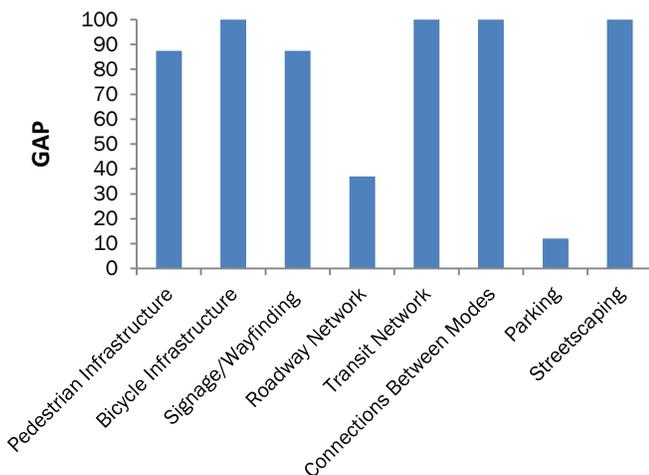
- ✓ Bicycle Infrastructure
- ✓ Intersection Design
- ✓ Signage/Wayfinding

Moderate

- ✓ Roadway Capacity/Infrastructure Improvements
- ✓ Roadway Operations
- ✓ Transit Operations
- ✓ Transit Capacity/Access
- ✓ Transit Facilities/Amenities
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ Safety Features
- ✓ Improvements to 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

Urban Development Areas – Gloucester County

UDA Needs Profile: Court House Village

Gloucester Court House Village Area includes development along the Main Street corridor, U.S. 17 Bypass on the west and south, and Route 14 to the east.

Location Characteristics

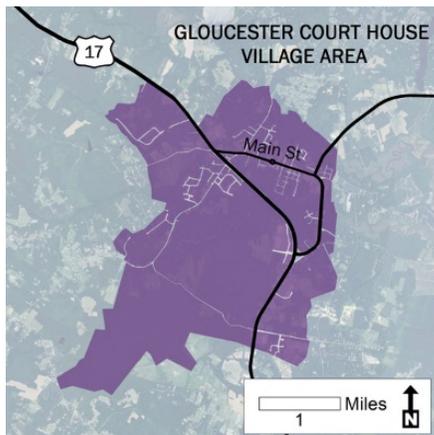
PDC – Hampton Roads Planning District Commission

UDA Size – 7.6 square miles

Year Designated – 2013

Comprehensive Plan Detail - The key goals of the vision for this region are to enhance the economic and social vitality of the Court House Village Sub-Area community while maintaining and enhancing its historic, small-town character, and walkable, mixed-use environment. Within the core of the Village (Main Street and contiguous), the County recommends promotion of carefully designed, human scale, infill development along and adjacent to Main Street. Adjacent to the core, the plan suggests a compact development pattern of mostly residential uses well connected to the core, with only incremental, small-scale and/or community centered commercial development. Finally, on the edge of the Village Sub-Planning Area, the County should maintain the current development district boundary for public water and sewer service.

Geographic Location



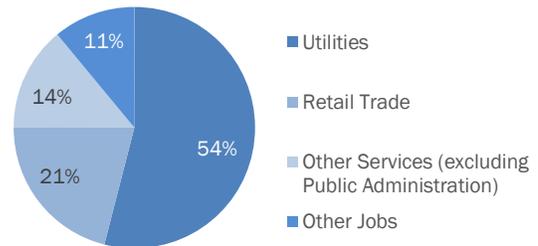
Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

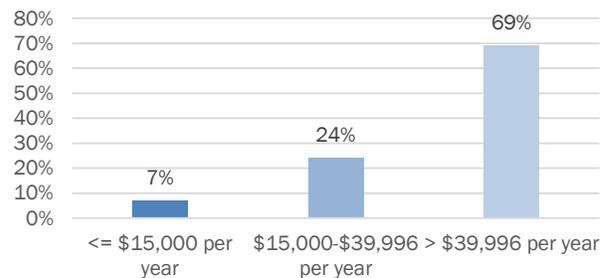
Total Population – 6,092 persons

Total Primary Jobs – 84 jobs

Jobs by Industry



Total Jobs by Earnings



Jobs Within a 45 Minute Drive

19,797

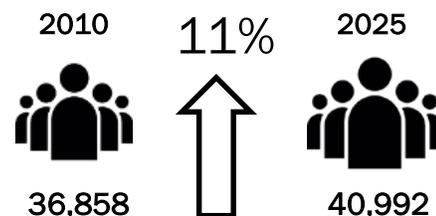
Working Age Population Within a 45 Minute Drive

39,607

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

Jurisdiction Characteristics:

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



Urban Development Areas – Gloucester 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

- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ Safety Features
- ✓ Intersection Design
- ✓ Signage/Wayfinding
- ✓ Traffic Calming
- ✓ Improvements to the Natural Environment

Moderate

- ✓ Roadway Operations
- ✓ Street Grid
- ✓ On-Street Parking Capacity

External UDA Needs

High

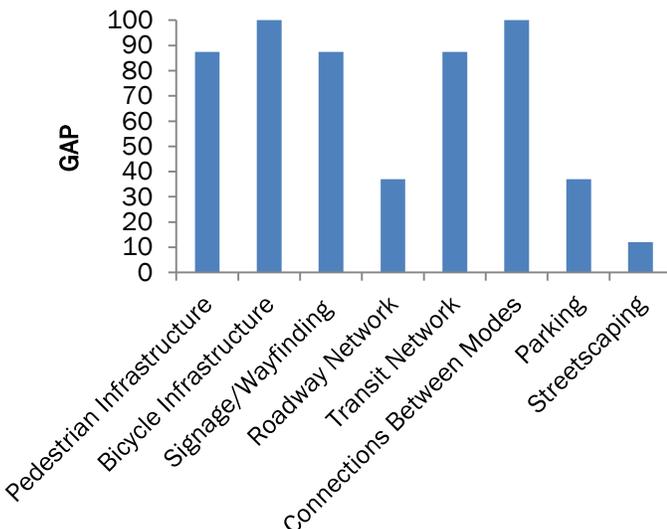
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ Signage/Wayfinding

Moderate

- ✓ Roadway Capacity
- ✓ Transit Operations
- ✓ Transit Capacity/Access
- ✓ Transit Facilities/Amenities
- ✓ Street Grid
- ✓ Intersection Design

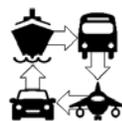
Existing Internal Needs Gap (% shortfall)

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

Urban Development Areas – King George County

UDA Needs Profile: Dahlgren Primary Settlement

Within King George County, there is only one UDA: the Dahlgren Primary Settlement. Dahlgren is a primary location for future residential development and community facilities, located on the peninsula formed by Machodoc Creek and the Potomac River.

Location Characteristics

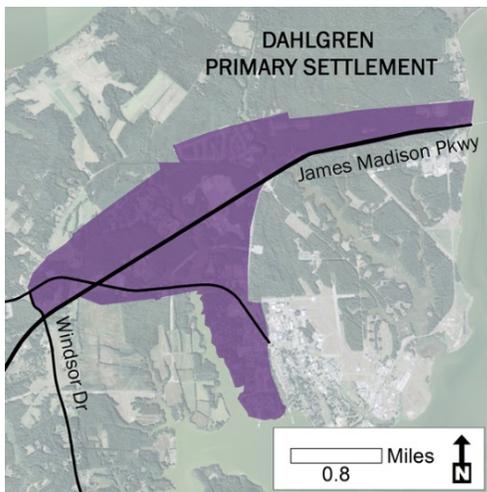
PDC – George Washington Regional Commission

UDA Size – 3.1 square miles

Year Designated – 2013

Comprehensive Plan Detail - The King George County Comprehensive Plan (2013) defines Primary Settlement Areas, one of two types of planning areas, as areas of the County served by public water and sewer systems. In the plan, the County encourages that the majority of residential and employment development be located in and around the Courthouse and the Dahlgren Primary Settlement Areas, each with a mix of land uses and densities. According to the plan, Dahlgren is one of the primary locations for future residential development and community facilities in the County, including the possibility for potential rezoning to more dense residential and mixed-use zoning districts. The proposed residential density for this area ranges from 1 dwelling unit per 1 to 5 acres in those areas without public utilities.

Geographic Location



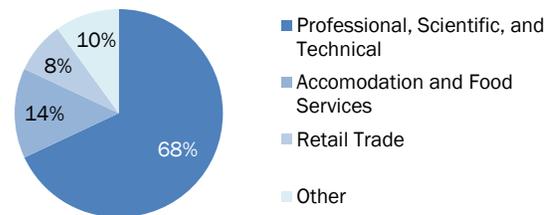
Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

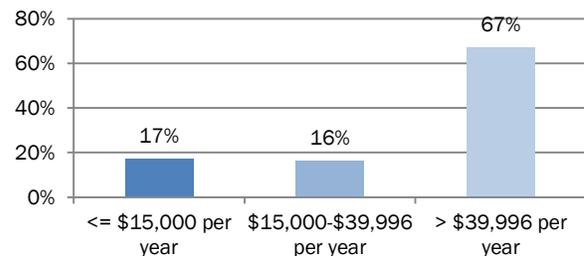
Total Population – 3,708 persons

Total Primary Jobs – 1,732 jobs

Jobs by Industry



Total Jobs by Earnings



Jobs Within a 45 Minute Drive

5,861

Working Age Population Within a 45 Minute Drive

12,608

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

Jurisdiction Characteristics:

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



Urban Development Areas – King George County

Current Place Type - Rural or Village 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

TBD based on coordination with locality

External UDA Needs

High

TBD based on coordination with locality

Existing Internal Needs Gap (% shortfall)

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

TBD based on coordination with locality

Highest Rated Overall Needs within UDA

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

TBD based on coordination with locality

Urban Development Areas – King William County

UDA Needs Profile: Central Garage

The only UDA in King William County, Central Garage, is located adjacent the Richmond-Tappahannock Highway (U.S. 360) and north of King William Road (Route 30).

Location Characteristics

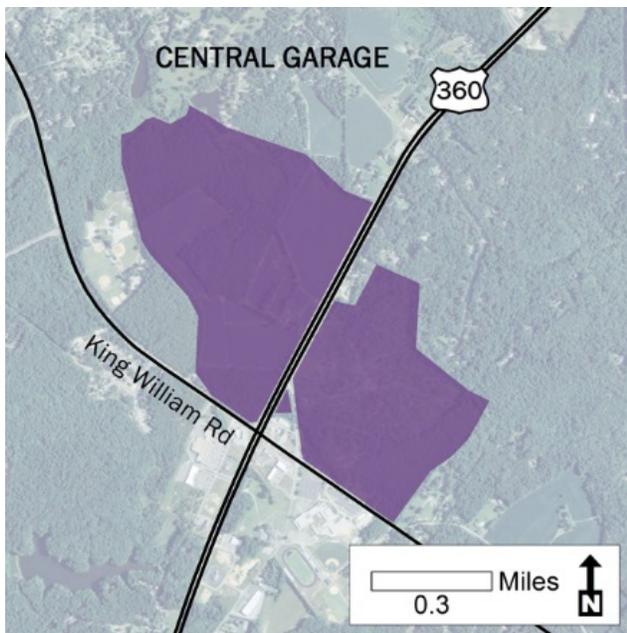
PDC – Middle Peninsula PDC

UDA Size – 0.5 square miles

Year Designated – 2012

Comprehensive Plan Detail - With access to Routes 30 and 360, existing public facilities, King William High School, and a concentration of existing development, Central Garage meets all of the criteria for carefully planned, more intense development than that which is desired in other areas of the County. In accordance with the State of Virginia's UDA requirements, Central Garage is slated to exemplify the principles of traditional neighborhood design, as well as infill development.

Geographic Location



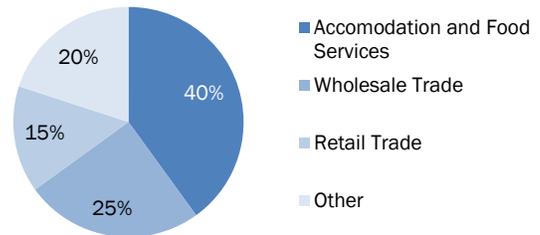
Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

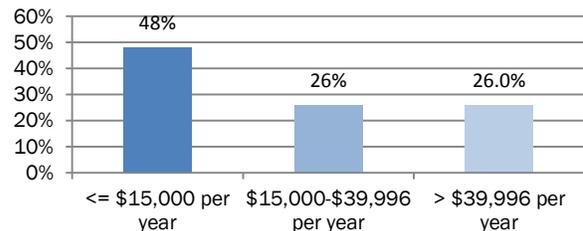
Total Population – 311 persons

Total Primary Jobs – 100 jobs

Jobs by Industry



Total Jobs by Earnings



Jobs Within a 45 Minute Drive

12,911

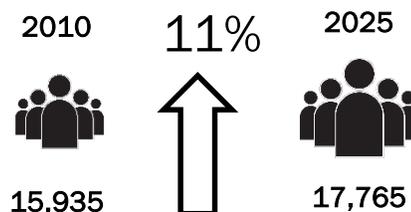
Working Age Population Within a 45 Minute Drive

19,617

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

Jurisdiction Characteristics:

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



Urban Development Areas – King William County

Current Place Type - Rural or Village 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

- ✓ Improvements to Natural Environment

Moderate

- ✓ Roadway Capacity/Infrastructure
- ✓ Roadway Operations
- ✓ Transit Frequency
- ✓ Transit Operations
- ✓ Transit Capacity/Access
- ✓ Transit Facilities/Amenities
- ✓ Street Grid
- ✓ Bicycle/Pedestrian Infrastructure
- ✓ Complete Streets

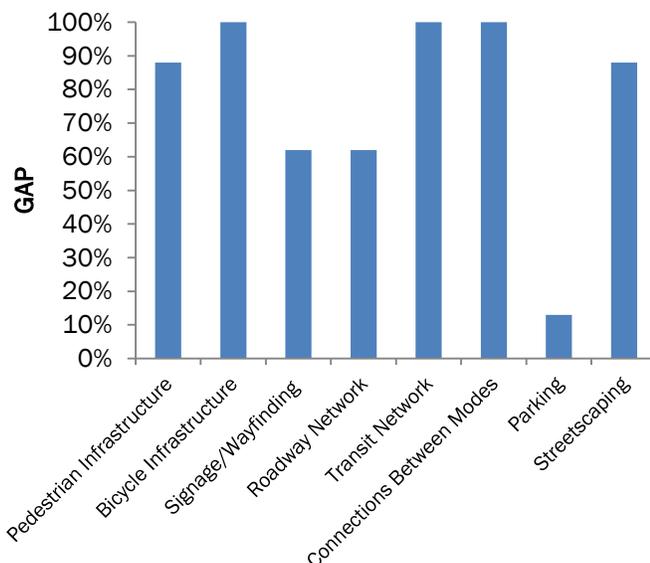
External UDA Needs

High

- ✓ Safety Features
- ✓ Intersection Design
- ✓ Traffic Calming

Existing Internal Needs Gap (% shortfall)

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

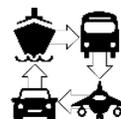


Highest Rated Overall Needs within UDA

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



Friendly pedestrian and bicycle environment



Access to transportation networks beyond the UDA

Urban Development Areas – Stafford County

UDA Needs Profile: Courthouse

Courthouse UDA is one of seven UDAs in Stafford County. The Courthouse UDA is located east of I-95 and bisected by U.S. 1.

Location Characteristics

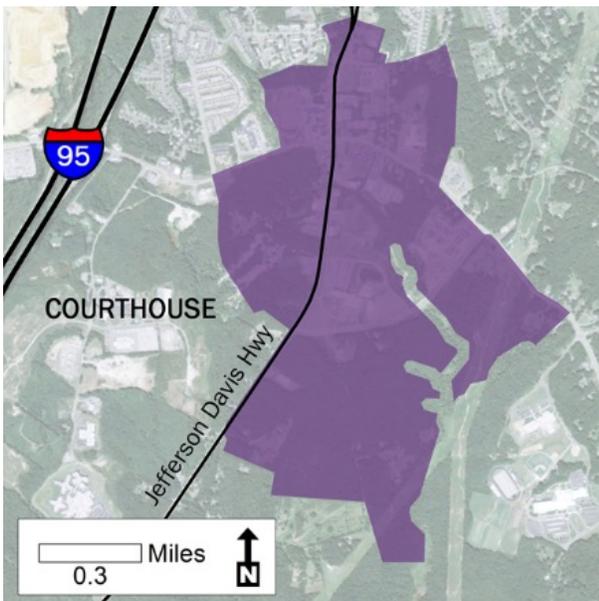
PDC – George Washington Regional Commission

UDA Size – 0.9 square miles

Year Designated – 2010

Comprehensive Plan Detail - The Courthouse UDA is planned to include 2,727,310 square feet of commercial development and 1,386 residential dwelling units. The roadway network in the Courthouse Area should be designed and developed to provide a hierarchical system of interconnected streets and recognize the dual purpose and functionality of Jefferson Davis Highway (U.S. 1). It is also recommended that the UDA include passive and active recreational uses, plazas and congregational spaces.

Geographic Location



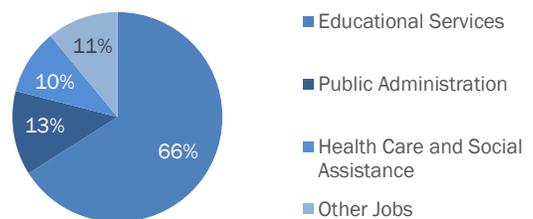
Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

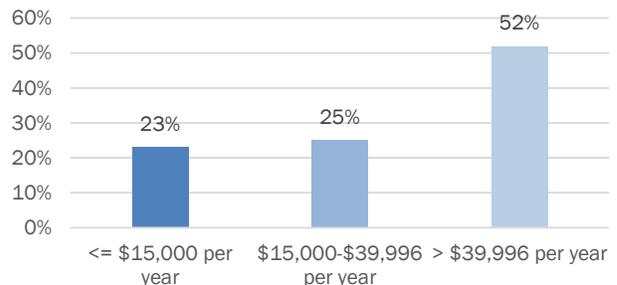
Total Population – 5,362 persons

Total Primary Jobs – 6,368 jobs

Jobs by Industry



Total Jobs by Earnings



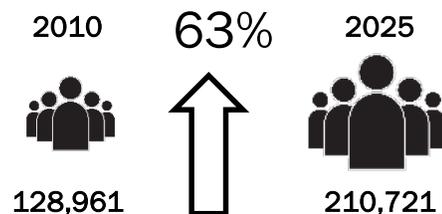
Jobs Within a 45 Minute Drive
29,726

Working Age Population Within a 45 Minute Drive
53,007

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

Jurisdiction Characteristics:

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



Urban Development Areas – Stafford 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 Frequency
- ✓ Transit capacity and access
- ✓ Street Grid
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Intersection Design

Moderate

- ✓ Roadway Capacity/Infrastructure Improvements
- ✓ Complete Streets
- ✓ Signage/Wayfinding
- ✓ Improvements to the natural environment

External UDA Needs

High

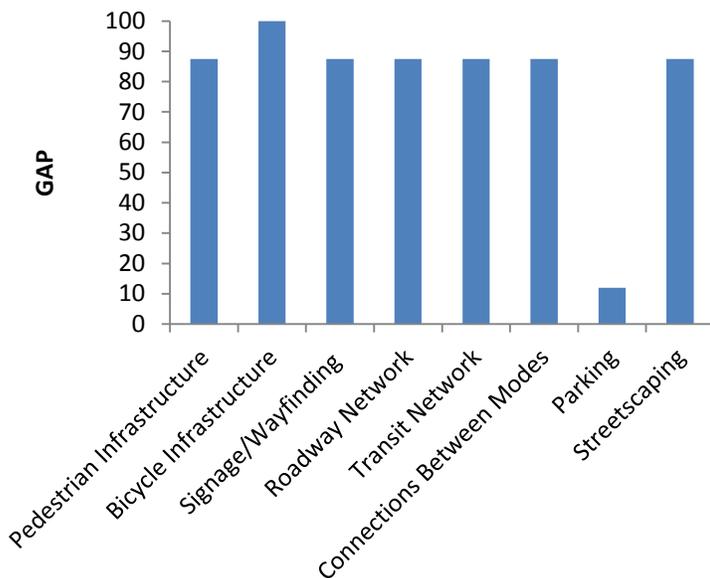
- ✓ Roadway Capacity
- ✓ Roadway Operations
- ✓ Transit Frequency
- ✓ Transit Operations
- ✓ Transit Capacity
- ✓ Street Grid
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ Intersection Design

Moderate

- ✓ Transit Facilities and amenities
- ✓ Signage/Wayfinding
- ✓ 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)



Circulation and Access



Friendly Pedestrian and Bicycle Environment



Transit Enhancements

Urban Development Areas – Stafford County

UDA Needs Profile: Southern Gateway

Southern Gateway is one of seven UDAs in Stafford County. Southern Gateway is centered around the interchange of I-95 and U.S. 17.

Location Characteristics

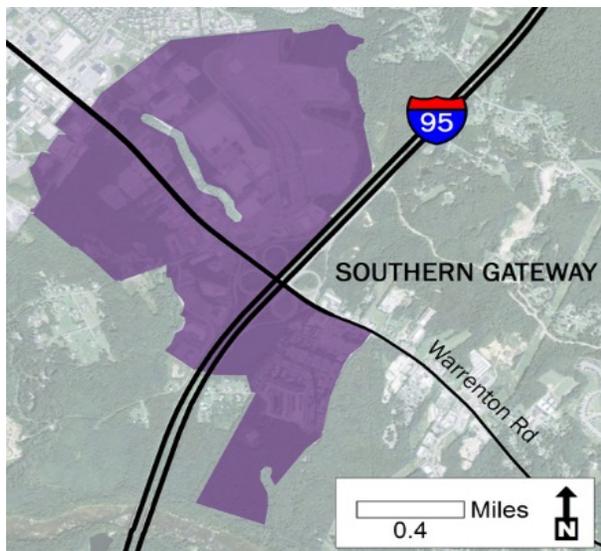
PDC – George Washington Regional Commission

UDA Size – 1.4 square miles

Year Designated – 2010

Comprehensive Plan Detail - The Southern Gateway UDA is planned to include 2,576 total dwelling units, including 938 condominiums and townhomes each, and 700 multi-family units on the Rappahannock Landing site. The roadway network in Southern Gateway should be designed and developed to provide a hierarchical system of interconnected streets and recognize the dual purpose and functionality of Warrenton Road (Route 17). It is also recommended that the UDA include passive and active recreational uses, plazas and congregational spaces. Finally, the UDA will warrant a new elementary school to meet new residential demand.

Geographic Location



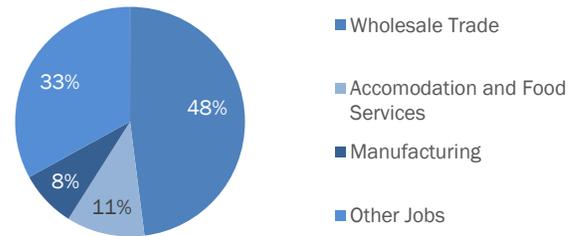
Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

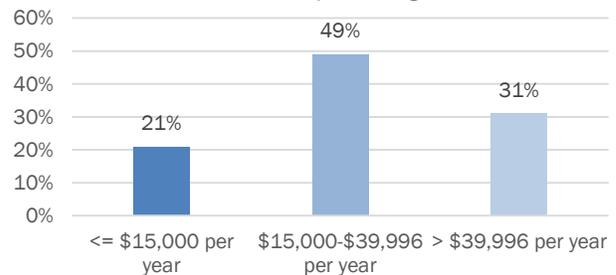
Total Population – 1,791 persons

Total Primary Jobs – 2,187 jobs

Jobs by Industry



Total Jobs by Earnings



Jobs Within a 45 Minute Drive

37,903

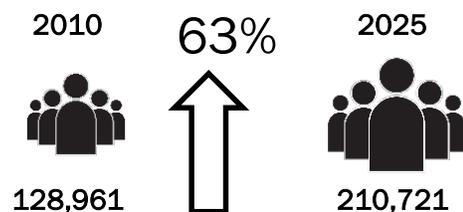
Working Age Population Within a 45 Minute Drive

73,078

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

Jurisdiction Characteristics:

Population Growth (Source: Weldon Cooper Center)



Urban Development Areas – Stafford 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 Frequency
- ✓ Transit capacity and access
- ✓ Street Grid
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Intersection Design

Moderate

- ✓ Roadway Capacity/Infrastructure Improvements
- ✓ Complete Streets
- ✓ Signage/Wayfinding
- ✓ Improvements to the natural environment

External UDA Needs

High

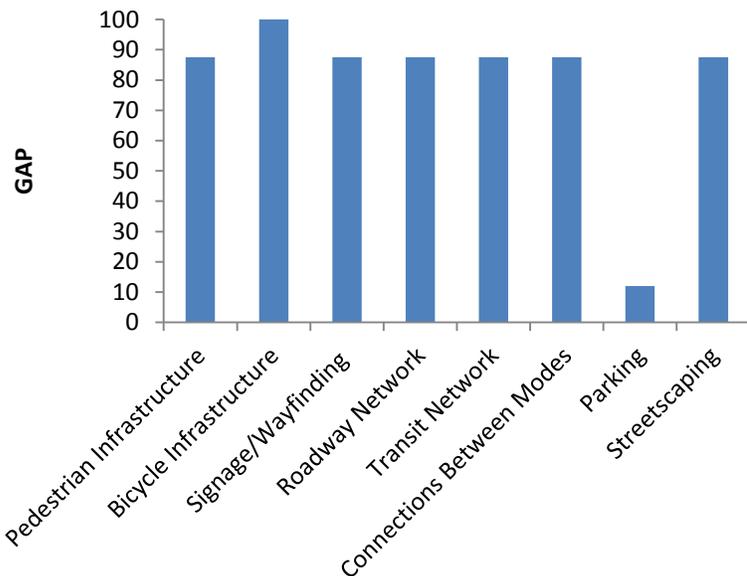
- ✓ Roadway Capacity
- ✓ Roadway Operations
- ✓ Transit Frequency
- ✓ Transit Operations
- ✓ Transit Capacity
- ✓ Street Grid
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ Intersection Design

Moderate

- ✓ Transit Facilities and amenities
- ✓ Signage/Wayfinding
- ✓ 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)



Circulation and Access



Friendly Pedestrian and Bicycle Environment



Transit Enhancements

Urban Development Areas – Stafford County

UDA Needs Profile: George Washington Village

George Washington Village is one of seven UDAs in Stafford County and is located west of I-95 in the area between Ramoth Church Rd. and Courthouse Rd.

Location Characteristics

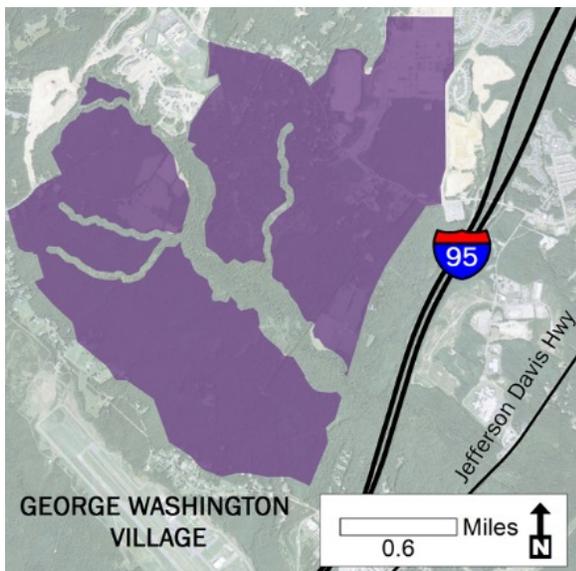
PDC – George Washington Regional Commission

UDA Size – 2.9 square miles

Year Designated – 2010

Comprehensive Plan Detail - The George Washington Village UDA will be centered around three nodes: GW Village North – Embrey Mill (a town center), GW Village South (a town center), and the GW Village Business Campus. Each of the town center UDAs is planned for a mix of commercial and residential land uses; the GW Village Business Campus is planned for a great deal of commercial office space. It is also recommended that the UDA include space for recreational uses, as well as new elementary and middle schools and two new fire and rescue stations.

Geographic Location



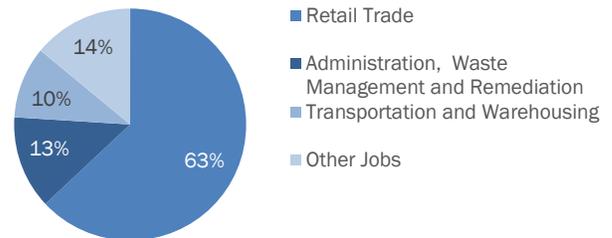
Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

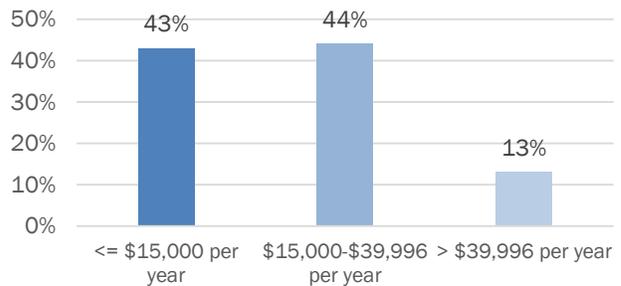
Total Population – 1,726 persons

Total Primary Jobs – 230 jobs

Jobs by Industry



Total Jobs by Earnings



Jobs Within a 45 Minute Drive

53,950

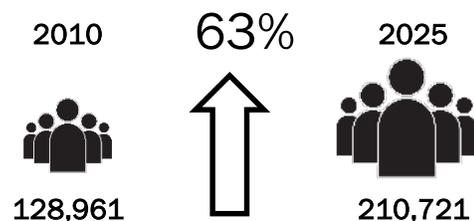
Working Age Population Within a 45 Minute Drive

84,907

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

Jurisdiction Characteristics:

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



Urban Development Areas – Stafford County

Current Place Type - Rural or Village Center



Planned Place Type - Medium 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 Frequency
- ✓ Transit capacity and access
- ✓ Street Grid
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Intersection Design

Moderate

- ✓ Roadway Capacity/Infrastructure Improvements
- ✓ Complete Streets
- ✓ Signage/Wayfinding
- ✓ Improvements to the natural environment

External UDA Needs

High

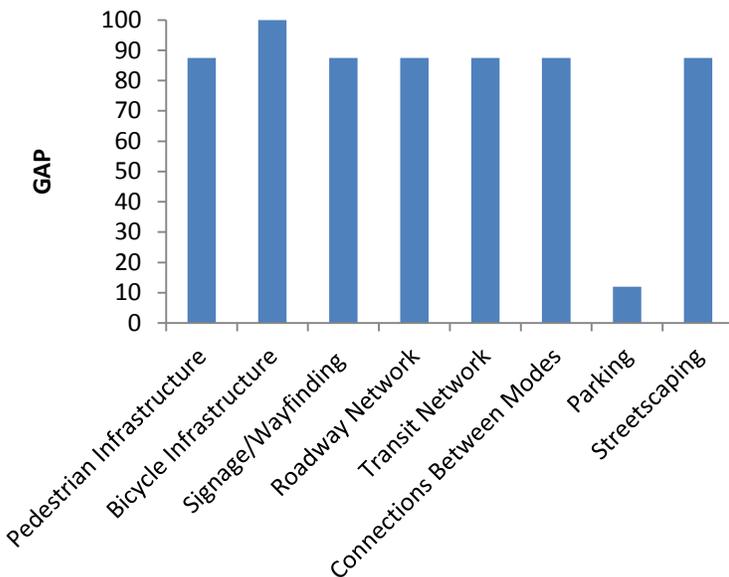
- ✓ Roadway Capacity
- ✓ Roadway Operations
- ✓ Transit Frequency
- ✓ Transit Operations
- ✓ Transit Capacity
- ✓ Street Grid
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ Intersection Design

Moderate

- ✓ Transit Facilities and amenities
- ✓ Signage/Wayfinding
- ✓ 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)



Circulation and Access



Friendly Pedestrian and Bicycle Environment



Transit Enhancements

Urban Development Areas – Stafford County

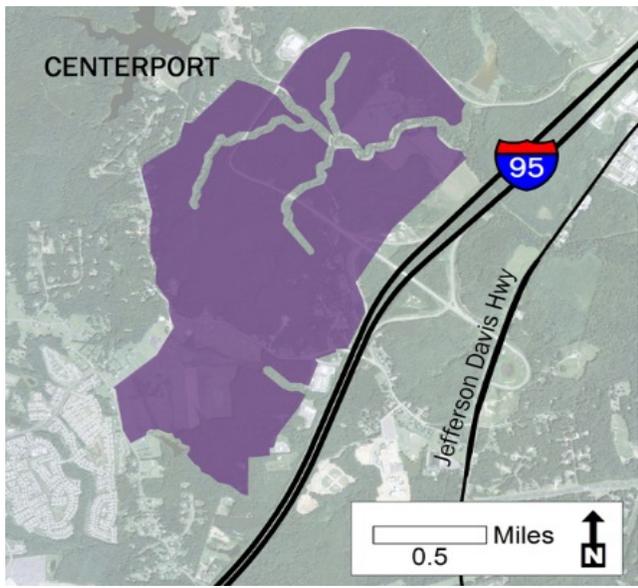
UDA Needs Profile: Centreport

Centerport is one of seven UDAs in Stafford County. Centreport is west of I-95, including areas adjacent to Centreport Parkway.

Location Characteristics

PDC – George Washington Regional Commission
UDA Size – 1.8 square miles
Year Designated – 2010
Comprehensive Plan Detail – The Centerport UDA will be a mixed use community consisting of approximately 3,770 dwelling units – including condominiums, townhouses, and single family homes – and 1,878,400 square feet of commercial retail and office space. The UDA is also planned for a new transit facility, indoor recreation center, several new schools, and a new fire and rescue station.

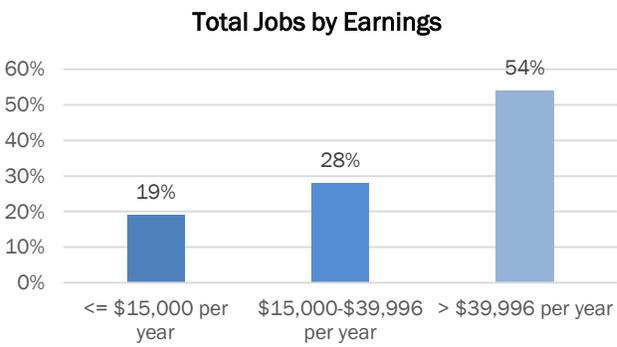
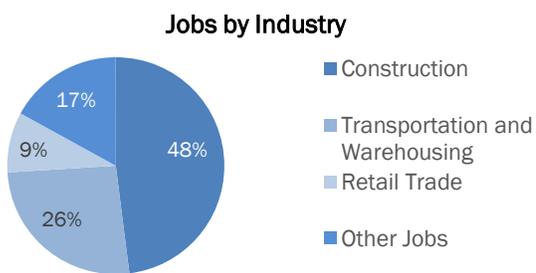
Geographic Location



Socio-Economic Characteristics

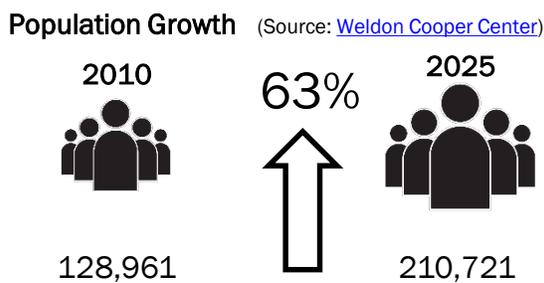
UDA Characteristics: (Source: LEHD, 2010)

Total Population – 1,875 persons
Total Primary Jobs – 229 jobs



Jobs Within a 45 Minute Drive
 28688
Working Age Population Within a 45 Minute Drive
 57208
 Source: EPA Smart Location Database (U.S. Census tract data)

Jurisdiction Characteristics:



Urban Development Areas – Stafford County

Current Place Type - Undeveloped (Greenfield/Grayfield)

Planned Place Type - Medium Town or Suburban Centre



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

Future Transportation Needs

Internal UDA Needs

High

- ✓ Transit Frequency
- ✓ Transit capacity and access
- ✓ Street Grid
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Intersection Design

Moderate

- ✓ Roadway Capacity/Infrastructure Improvements
- ✓ Complete Streets
- ✓ Signage/Wayfinding
- ✓ Improvements to the natural environment

External UDA Needs

High

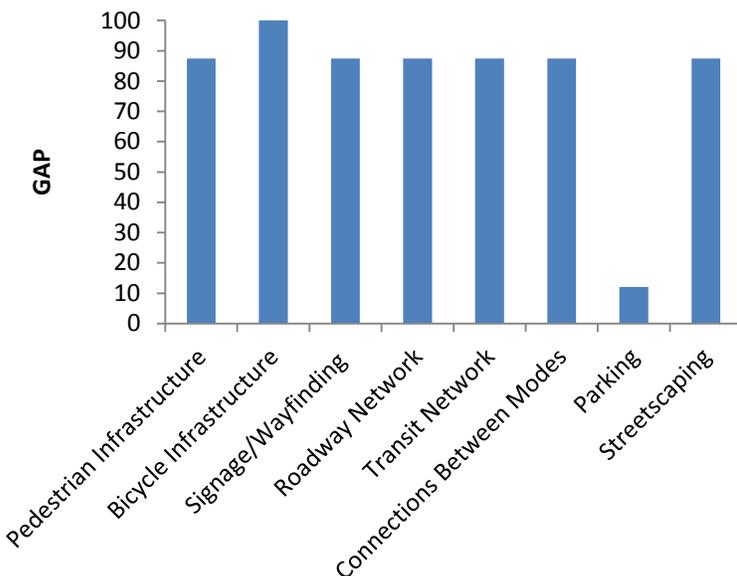
- ✓ Roadway Capacity
- ✓ Roadway Operations
- ✓ Transit Frequency
- ✓ Transit Operations
- ✓ Transit Capacity
- ✓ Street Grid
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ Intersection Design

Moderate

- ✓ Transit Facilities and amenities
- ✓ Signage/Wayfinding
- ✓ 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)



Circulation and Access



Friendly Pedestrian and Bicycle Environment



Transit Enhancements

Urban Development Areas – Stafford County

UDA Needs Profile: Leeland Town Station

Leeland Town Station is one of seven UDAs in Stafford County. The UDA is located east of U.S. 1 and Butler Road. Leeland Town features a mixed use community with easy access to the Virginia Railway Express Leeland Road Commuter Station.

Location Characteristics

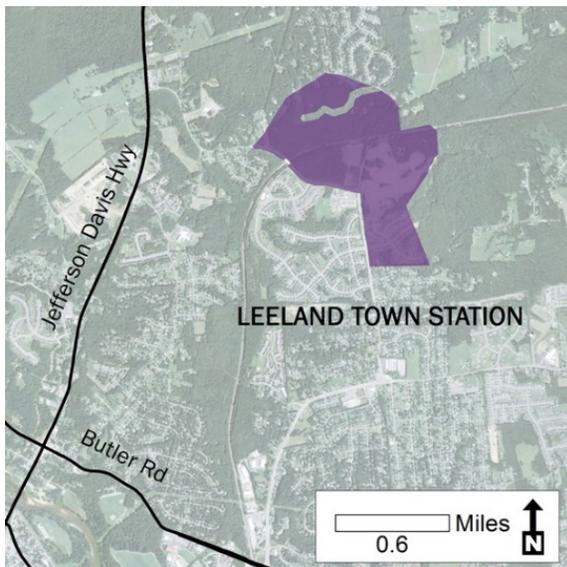
PDC – George Washington Regional Commission

UDA Size – 0.495 sq mi

Year Designated – 2010

Comprehensive Plan Detail - The Leeland Town Station UDA will be a mixed use community consisting of a mix of 750 condos and 50 townhomes with 1,500,000 square feet of commercial space. South of the core area would be a single-family neighborhood of 200 dwellings. The UDA is also planned for a new bus shelter at its VRE station, an indoor recreation facility, and a new fire and rescue station.

Geographic Location



Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

Total Population – 3,465 persons

Total Primary Jobs – Currently zero jobs per LEHD.

Jobs Within a 45 Minute Drive

25018

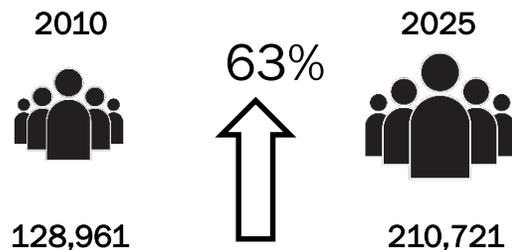
Working Age Population Within a 45 Minute Drive

52613

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

Jurisdiction Characteristics:

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



Urban Development Areas – Stafford County

Current Place Type - Rural or Village Center



Planned Place Type - Medium 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 Frequency
- ✓ Transit capacity and access
- ✓ Street Grid
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Intersection Design

Moderate

- ✓ Roadway Capacity/Infrastructure Improvements
- ✓ Complete Streets
- ✓ Signage/Wayfinding
- ✓ Improvements to the natural environment

External UDA Needs

High

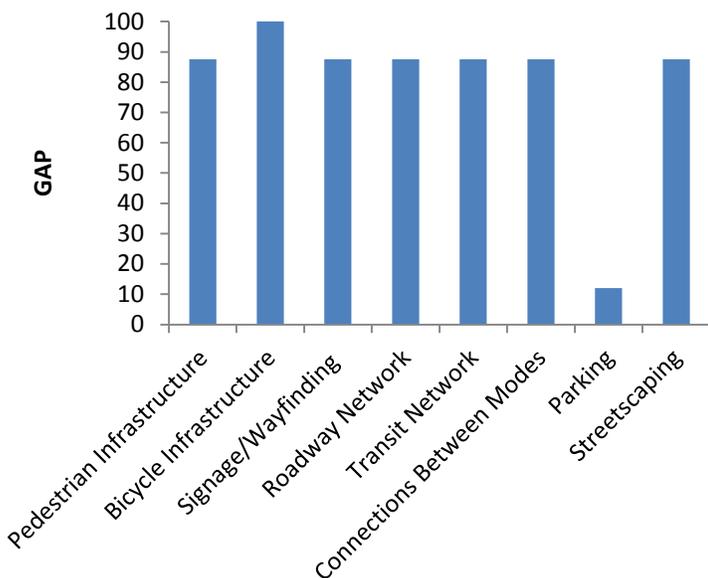
- ✓ Roadway Capacity
- ✓ Roadway Operations
- ✓ Transit Frequency
- ✓ Transit Operations
- ✓ Transit Capacity
- ✓ Street Grid
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ Intersection Design

Moderate

- ✓ Transit Facilities and amenities
- ✓ Signage/Wayfinding
- ✓ 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)



Circulation and Access



Friendly Pedestrian and Bicycle Environment



Transit Enhancements

Urban Development Areas – Stafford County

UDA Needs Profile: Brooke Station

Brooke Station is one of seven UDAs in Stafford County. The UDA is located east of U.S. 1 and I-95. Brooke Station features a mixed-use village with access to bus and rail at the Virginia Railway Express station.

Location Characteristics

PDC – George Washington Regional Commission
UDA Size – 0.3 square miles
Year Designated – 2010
Comprehensive Plan Detail - The Brooke Station UDA is a planned mixed-use, new urbanist village consisting of approximately 174,240 square feet of commercial space and 120 condominiums. 300 townhomes and 450 single-family dwelling units would surround the UDA. The UDA is also planned for a new bus stop shelter at its VRE station, new parkland, and an upgraded fire and rescue station.

Geographic Location



Socio-Economic Characteristics

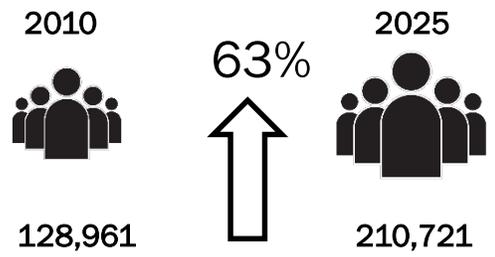
UDA Characteristics: (Source: LEHD, 2010)

Total Population – 1,522
Total Primary Jobs – Currently zero jobs per LEHD.

Jobs Within a 45 Minute Drive
 16,124
Working Age Population Within a 45 Minute Drive
 34,650
 Source: [EPA Smart Location Database](#) (U.S. Census tract data)

Jurisdiction Characteristics:

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



Urban Development Areas – Stafford 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

- ✓ Transit Frequency
- ✓ Transit capacity and access
- ✓ Street Grid
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Intersection Design

Moderate

- ✓ Roadway Capacity/Infrastructure Improvements
- ✓ Complete Streets
- ✓ Signage/Wayfinding
- ✓ Improvements to the Natural Environment

External UDA Needs

High

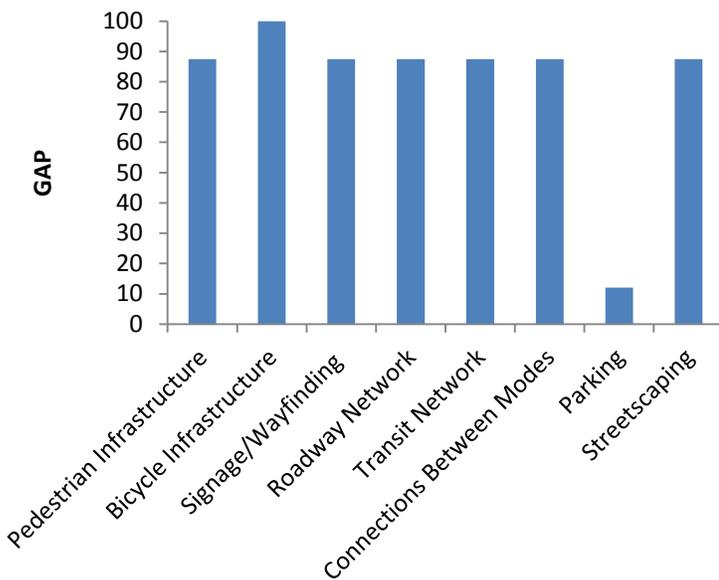
- ✓ Roadway Capacity
- ✓ Roadway Operations
- ✓ Transit Frequency
- ✓ Transit Operations
- ✓ Transit Capacity
- ✓ Street Grid
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ Intersection Design

Moderate

- ✓ Transit Facilities and amenities
- ✓ Signage/Wayfinding
- ✓ 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)



Circulation and Access



Friendly Pedestrian and Bicycle Environment



Transit Enhancements

Urban Development Areas – Stafford County

UDA Needs Profile: Eskimo Hill

Eskimo Hill is one of seven UDAs in Stafford County. The UDA is located east U.S. 1, 200 feet to the west of an existing Dominion Virginia power line easement, and on the south side of Eskimo Hill Road.

Location Characteristics

PDC – George Washington Regional Commission

UDA Size – 0.30 sq mi

Year Designated – 2010

Comprehensive Plan Detail - The Eskimo Hill will be a 200 acre mixed use community consisting of approximately 879 dwelling units and 588,000 square feet of commercial retail and office space in order to meet the density requirements for Urban Areas. The town center itself would be modeled using the principles of new urbanism with buildings three to four stories in height consisting of a mix of approximately 588,000 square feet of commercial space and 319 condos, and surrounded by 160 townhouses on 27 acres.

Geographic Location



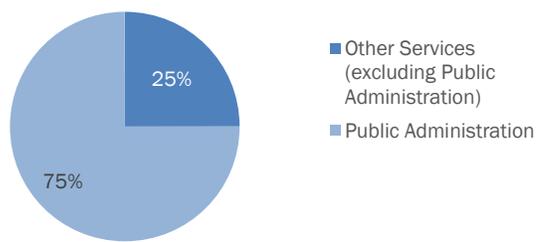
Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

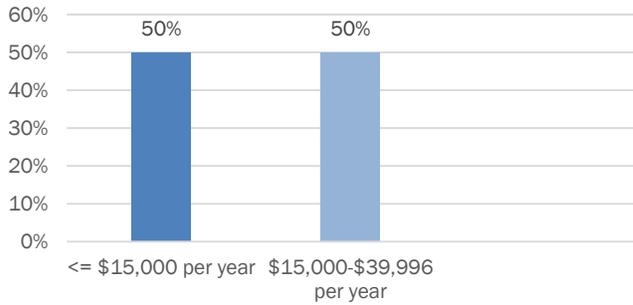
Total Population – 52

Total Primary Jobs – 4

Jobs by Industry



Total Jobs by Earnings



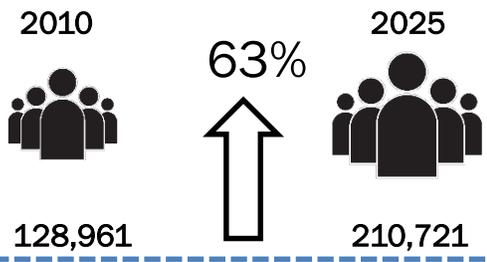
Jobs Within a 45 Minute Drive
28,688

Working Age Population Within a 45 Minute Drive
57,208

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

Jurisdiction Characteristics:

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



Urban Development Areas – Stafford County

Current Place Type - Undeveloped (Greenfield/Grayfield)

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

- ✓ Transit Frequency
- ✓ Transit capacity and access
- ✓ Street Grid
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Intersection Design

Moderate

- ✓ Roadway Capacity/Infrastructure Improvements
- ✓ Complete Streets
- ✓ Signage/Wayfinding
- ✓ Improvements to the natural environment

External UDA Needs

High

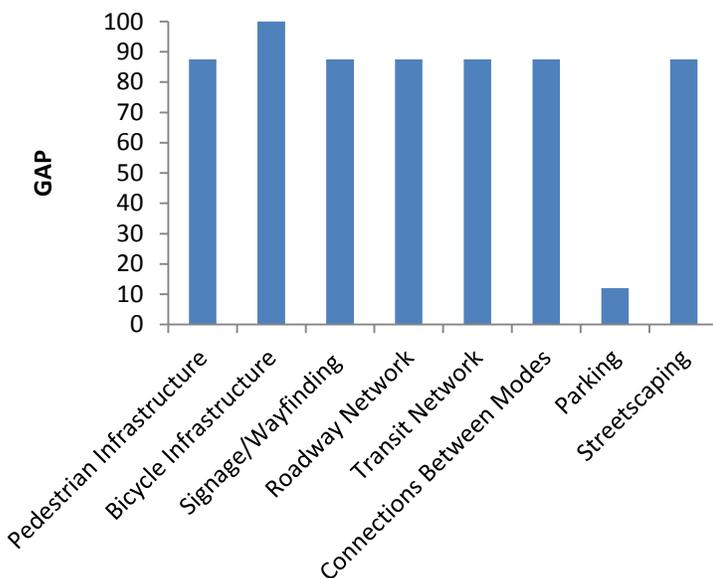
- ✓ Roadway Capacity
- ✓ Roadway Operations
- ✓ Transit Frequency
- ✓ Transit Operations
- ✓ Transit Capacity
- ✓ Street Grid
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ Intersection Design

Moderate

- ✓ Transit Facilities and amenities
- ✓ Signage/Wayfinding
- ✓ 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)



Circulation and Access



Friendly Pedestrian and Bicycle Environment



Transit Enhancements