

Urban Development Areas – James City County

UDA Needs Profile: Anderson’s Corner

James City County has designated 11 UDAs within its boundaries, and the Anderson’s Corner Mixed Use Area is located along Routes 60 and 30, home to agricultural vistas as well as the Whitehall Tavern, a notable historic site in the County.

Location Characteristics

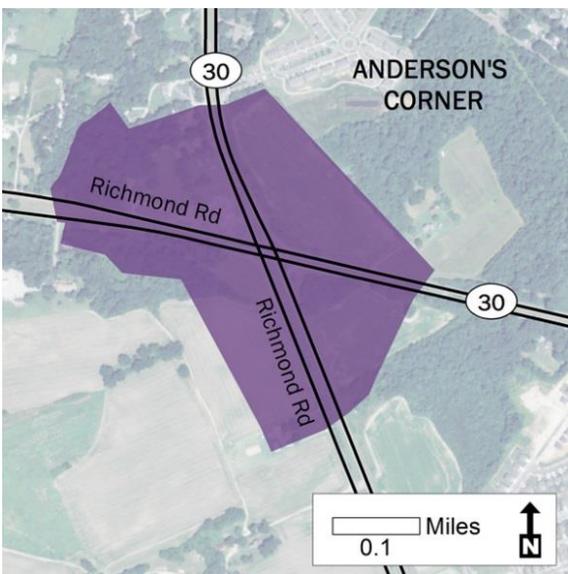
PDC – Hampton Roads PDC

UDA Size – 0.1 square miles

Year Designated – 2011

Comprehensive Plan Detail - The James City County Comprehensive Plan (2009) designates several "Mixed Use" areas, centers within the County's Primary Service Area (PSA) where high density development and diverse land uses should be promoted. A 2011 James City County resolution designated Mixed Use areas as Urban Development Areas (UDAs). For the Anderson's Corner Mixed Use area, future development should occur in a manner that maintains an appropriate historic setting for the Whitehall Tavern and preserves the rural, historic character of the area. Suggested principal include are a balance of office and commercial, with limited residential when integration into the community is possible.

Geographic Location

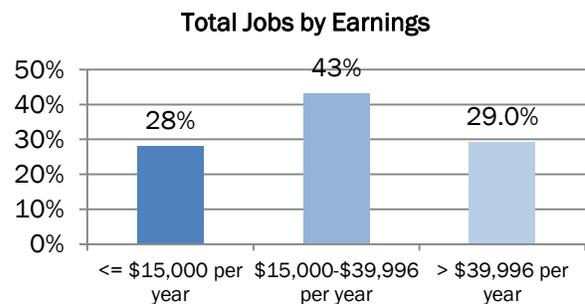
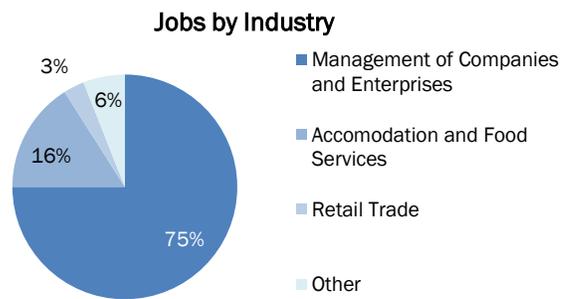


Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

Total Population – 436 persons

Total Primary Jobs – 128 jobs



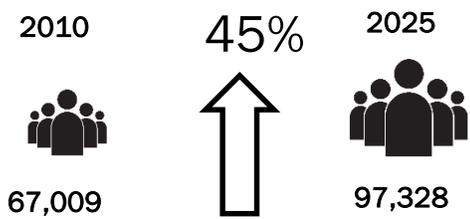
Jobs Within a 45 Minute Drive
23,621

Working Age Population Within a 45 Minute Drive
43,892

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

Jurisdiction Characteristics:

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



Urban Development Areas – James City 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 Capacity/Access
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure

Moderate

- ✓ Improvements to Natural Environment

External UDA Needs

High

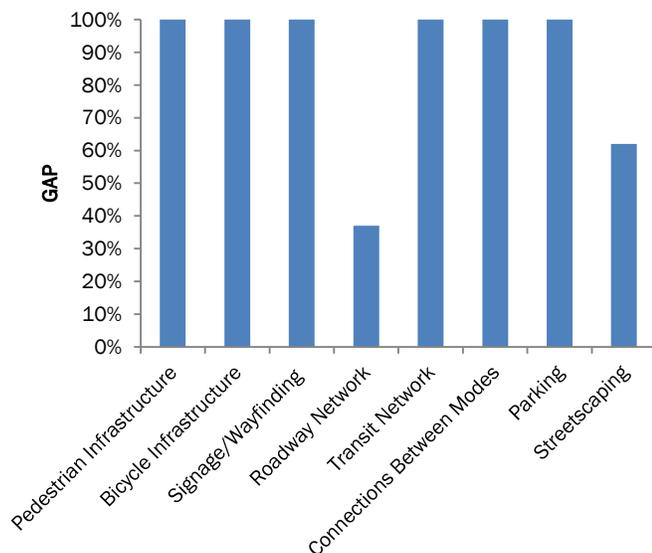
- ✓ Transit Capacity/Access
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure

Moderate

- ✓ Roadway Operations
- ✓ Intersection Design
- ✓ 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)



Transit Enhancements



Friendly Pedestrian and Bicycle Environment

Urban Development Areas – James City County

UDA Needs Profile: Croaker Interchange

James City County has designated 11 UDAs within its boundaries. The Croaker Interchange Mixed Use area is located at Exit 231 of I-64.

Location Characteristics

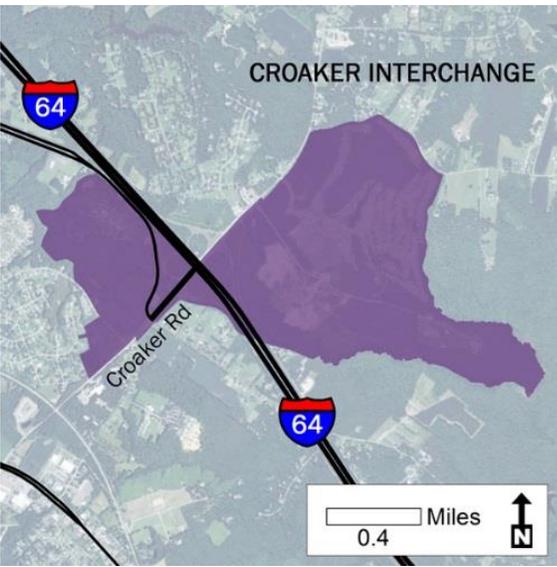
PDC – Hampton Roads PDC

UDA Size – 1.2 square miles

Year Designated – 2011

Comprehensive Plan Detail - The James City County Comprehensive Plan (2009) designates several "Mixed Use" areas, centers within the County's Primary Service Area (PSA) where high density development and diverse land uses should be promoted. Within the Northwest Quadrant, principal suggested uses include commercial and office; secondary uses may include light industry and moderate density residential development. Within the Southeast Quadrant, principal suggested uses include light manufacturing and office; secondary uses (including commercial and limited residential) shall only be permitted where they do not preclude the development of the principal uses.

Geographic Location

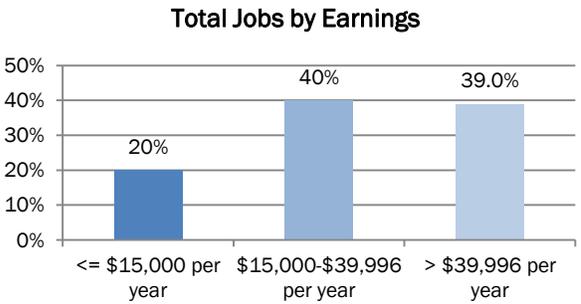
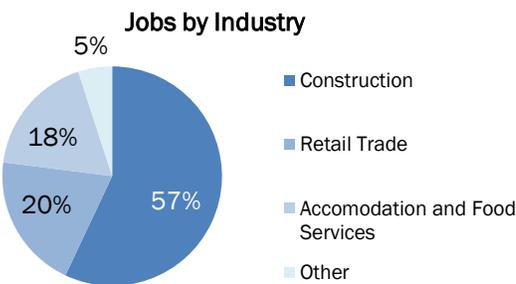


Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

Total Population – 1,458 persons

Total Primary Jobs – 2,130 jobs



Jobs Within a 45 Minute Drive
21,655

Working Age Population Within a 45 Minute Drive
40,077

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

Jurisdiction Characteristics:

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



Urban Development Areas – James City County

Current Place Type – Undeveloped (Greenfield/Grayfield)

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

- ✓ Roadway Capacity/Infrastructure
- ✓ Transit Facilities/Amenities

Moderate

- ✓ Transit Frequency
- ✓ Street Grid
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ Intersection Design
- ✓ Signage/Wayfinding
- ✓ Improvements to the Natural Environment

External UDA Needs

High

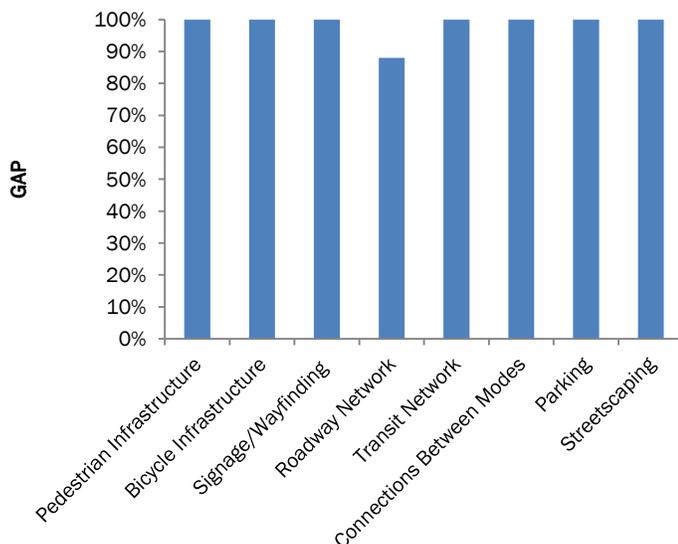
- ✓ Roadway Capacity/Infrastructure
- ✓ Transit Facilities/Amenities

Moderate

- ✓ Transit Frequency
- ✓ Street Grid
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ 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)



Friendly Pedestrian and Bicycle Environment



Safety for all users

Urban Development Areas – James City County

UDA Needs Profile: Green Mount

James City County has designated 11 UDAs within its boundaries. The Green Mount Mixed Use Area is located in the vicinity of Pocahontas Trail (Route 60), where a balanced and integrated mixture of industrial, commercial, and residential uses is suggested

Location Characteristics

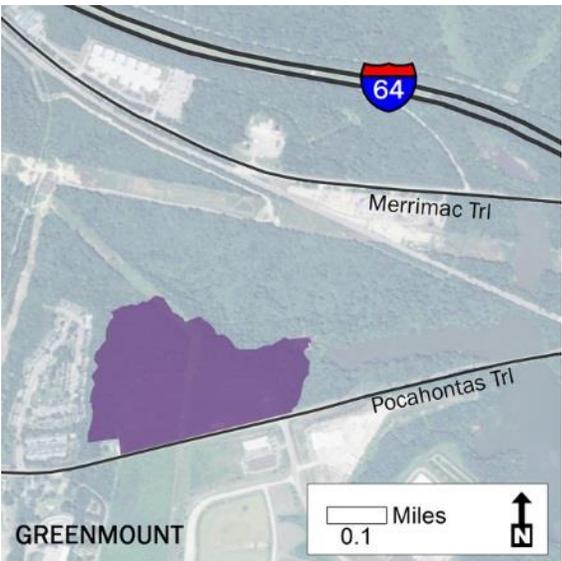
PDC – Hampton Roads PDC

UDA Size – 0.1 square miles

Year Designated – 2011

Comprehensive Plan Detail - For the GreenMount Mixed Use area, principal suggested uses a balanced and integrated mixture of industrial, commercial, and residential. The combination of uses should complement the General Industry property surrounding it by concentrating on support uses and by leaving sufficient road and water capacity for the general industry uses to develop. The area should be designed and developed under a unified master plan that provides shared access and parking, compatible landscaping and architectural treatment, adequate buffering and screening, true mixed use concepts, and other measures that ensure it does not develop in a typical strip commercial fashion.

Geographic Location

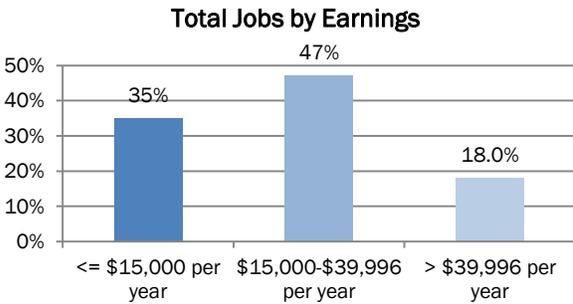
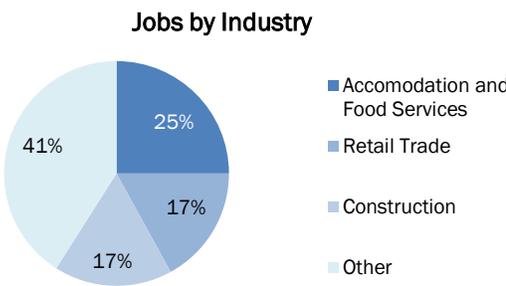


Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

Total Population – 213 persons

Total Primary Jobs – 321 jobs



Jobs Within a 45 Minute Drive
20,769

Working Age Population Within a 45 Minute Drive
41,579

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

Jurisdiction Characteristics:

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



Urban Development Areas – James City County

Current Place Type – Undeveloped (Greenfield/Grayfield)

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

- ✓ Roadway Capacity/Infrastructure
- ✓ Roadway Operations
- ✓ Transit Frequency
- ✓ Intersection Design

Moderate

- ✓ Transit Facilities/Amenities
- ✓ Bicycle & Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ Safety Features

External UDA Needs

High

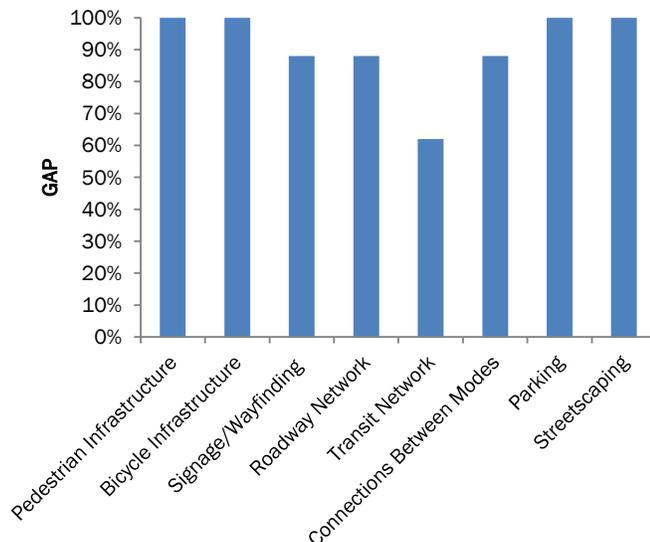
- ✓ Roadway Capacity/Infrastructure
- ✓ Roadway Operations
- ✓ Transit Frequency
- ✓ Bicycle & Pedestrian Infrastructure
- ✓ Safety Features

Moderate

- ✓ Transit Facilities/Amenities
- ✓ Complete Streets
- ✓ 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)



Circulation and Access



Friendly Pedestrian and Bicycle Environment

Urban Development Areas – James City County

UDA Needs Profile: Lightfoot Mixed Use Area

James City County has designated 11 UDAs within its boundaries. The Lightfoot Mixed Use area, located at Route 60 adjacent to Liberty Crossing, can be divided into two sections: east and west of Richmond Road (Route 60).

Location Characteristics

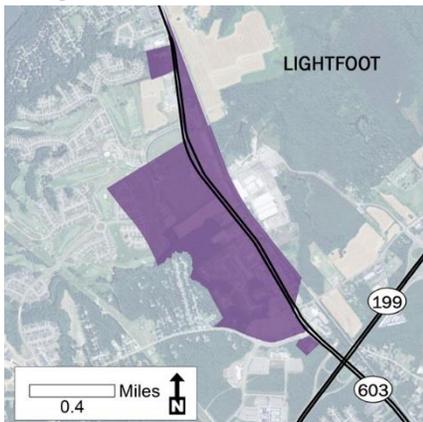
PDC – Hampton Roads PDC

UDA Size – 0.5 square miles

Year Designated – 2011

Comprehensive Plan Detail - The James City County Comprehensive Plan (2009) designates several "Mixed Use" areas, centers within the County's Primary Service Area (PSA) where high density development and diverse land uses should be promoted. A 2011 James City County resolution designated Mixed Use areas as Urban Development Areas (UDAs). Were passenger or light rail to become available, the property, adjacent to a railroad, could potentially be suitable for a transit-oriented mixed use development with a mixture of limited industry, commercial, and moderate density housing. Uses should emphasize shared access and parking in order to mitigate traffic congestion as well as consistent treatment for landscaping and architecture. Uses in this area should complement the adjacent Economic Opportunity designated area to the extent possible.

Geographic Location



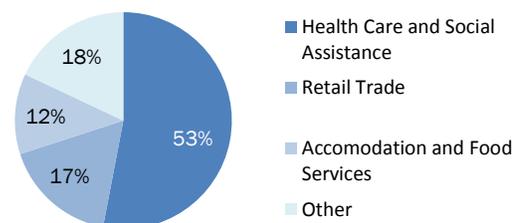
Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

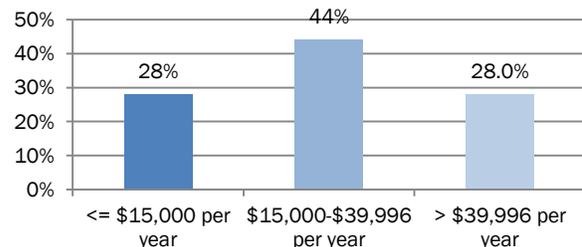
Total Population – 2,143 persons

Total Primary Jobs – 603 jobs

Jobs by Industry



Total Jobs by Earnings



Jobs Within a 45 Minute Drive

24,393

Working Age Population Within a 45 Minute Drive

41,222

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

Jurisdiction Characteristics:

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

2010

45%

2025



67,009

97,328

Urban Development Areas – James City 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

- ✓ Roadway Capacity/Infrastructure
- ✓ Bicycle Infrastructure

Moderate

- ✓ Roadway Operations
- ✓ Transit Frequency
- ✓ Transit Facilities/Amenities

External UDA Needs

High

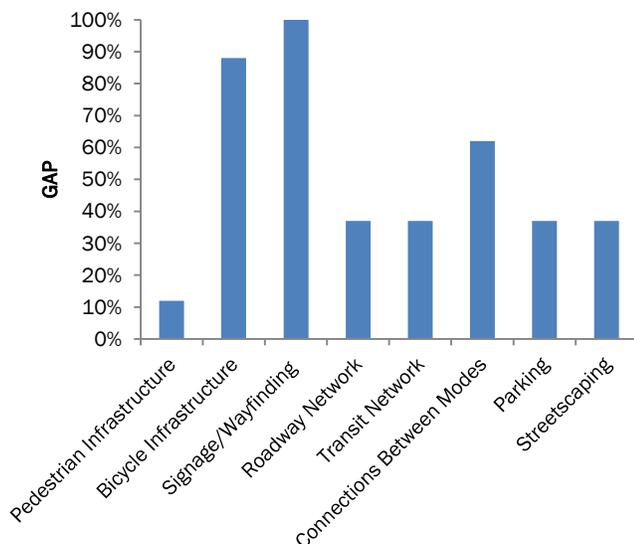
- ✓ Roadway Capacity/Infrastructure
- ✓ Bicycle Infrastructure

Moderate

- ✓ Roadway Operations
- ✓ Transit Frequency
- ✓ Transit Facilities/Amenities

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



Friendly pedestrian and bicycle environment

Urban Development Areas – James City County

UDA Needs Profile: New Town

James City County has designated 11 UDAs within its boundaries. The New Town UDA is a largely undeveloped region slated for a mixture of commercial, office, and limited industrial with some residential as a secondary use.

Location Characteristics

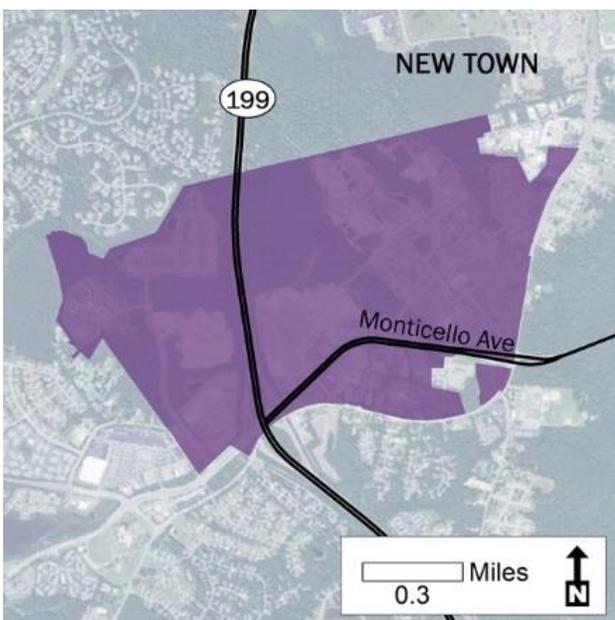
PDC – Hampton Roads PDC

UDA Size – 1.0 square miles

Year Designated – 2011

Comprehensive Plan Detail - The James City County Comprehensive Plan (2009) designates several "Mixed Use" areas, centers within the County's Primary Service Area (PSA) where high density development and diverse land uses should be promoted. Along the west side of the Ironbound Road corridor, the expansion of existing businesses, or similar uses, is encouraged, with the added opportunity for mixed use structures that incorporate housing. Largely undeveloped, New Town's principal suggested uses are a mixture of commercial, office, and limited industrial with some residential as a secondary use.

Geographic Location –

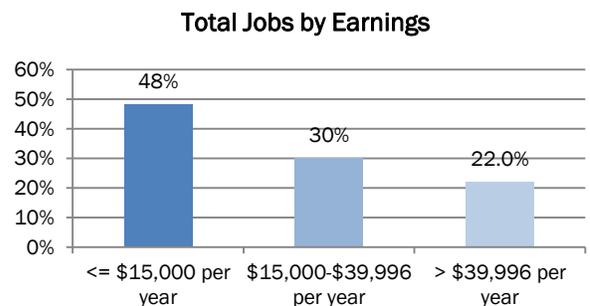
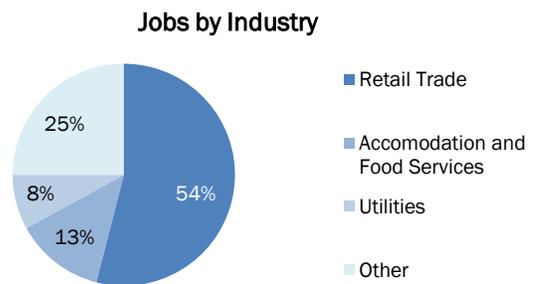


Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

Total Population – 1,771 persons

Total Primary Jobs – 991 jobs



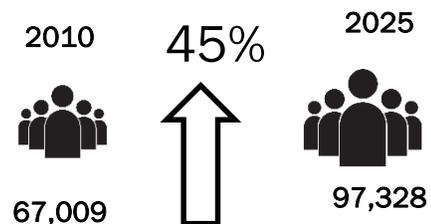
Jobs Within a 45 Minute Drive
27,078

Working Age Population Within a 45 Minute Drive
46,570

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

Jurisdiction Characteristics:

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



Urban Development Areas – James City County

Current Place Type - Medium 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

- ✓ Transit Frequency
- ✓ Transit Operations

Moderate

- ✓ Transit Capacity/Access
- ✓ Transit Facilities
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Signage/Wayfinding

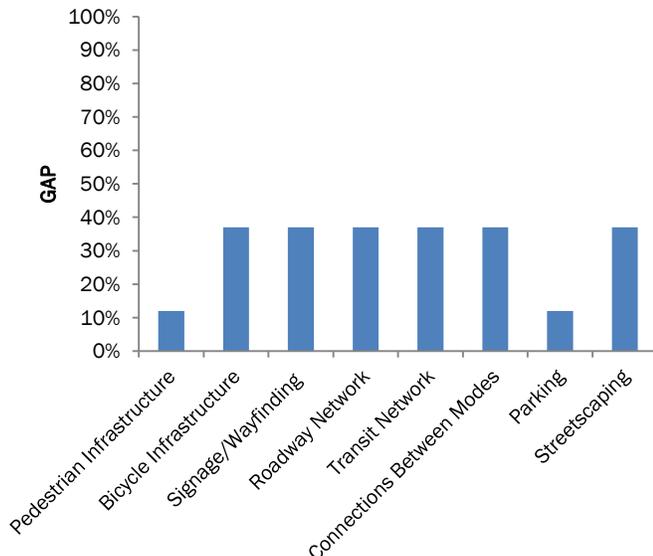
External UDA Needs

High

- ✓ Roadway Capacity/Infrastructure
- ✓ Roadway Operations
- ✓ Safety Features
- ✓ 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)



Circulation and access within the UDA



Friendly pedestrian and bicycle environment

Urban Development Areas – James City County

UDA Needs Profile: Norge

James City County has designated 11 UDAs within its boundaries. The Norge Mixed Use area is located at Croaker Road and Route 60.

Location Characteristics

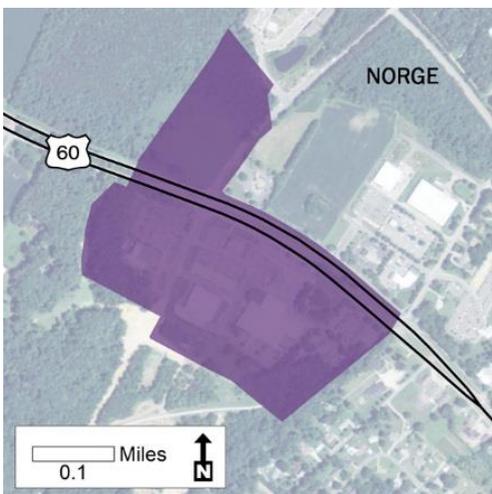
PDC – Hampton Roads PDC

UDA Size – 0.1 square miles

Year Designated – 2011

Comprehensive Plan Detail - The James City County Comprehensive Plan (2009) designates several "Mixed Use" areas, centers within the County's Primary Service Area (PSA) where high density development and diverse land uses should be promoted. In the northeast section of the Norge Mixed Use area, the County recommends a balance of office uses and moderate density residential. On the north side of Cokes Lane east of the Massie, Inc. property and adjacent to the CSX railroad, the County recommends a balance of small offices and warehouses, with moderate density residential. Lastly, for lands southwest of the Croaker Road/Richmond Road intersection, primary suggested uses include commercial and office; secondary uses should consist of limited industry.

Geographic Location

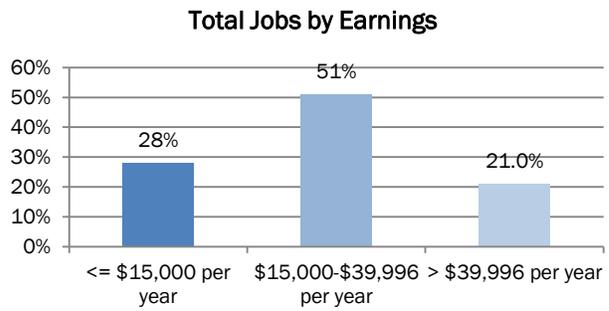
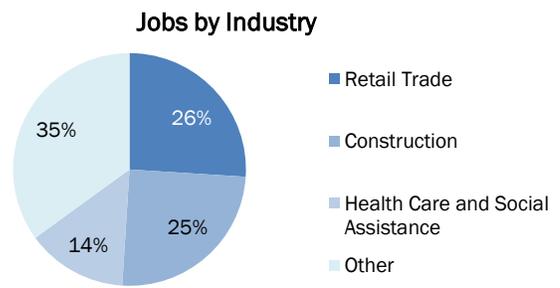


Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

Total Population – 580 persons

Total Primary Jobs – 282 jobs



Jobs Within a 45 Minute Drive
20,302

Working Age Population Within a 45 Minute Drive
37,037

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

Jurisdiction Characteristics:

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



Urban Development Areas – James City 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

- ✓ Transit Facilities/Amenities

Moderate

- ✓ Roadway Capacity/Infrastructure
- ✓ Roadway Operations
- ✓ Transit Frequency
- ✓ Transit Capacity/Access
- ✓ Safety Features
- ✓ Off-Street Parking Capacity
- ✓ Signage/Wayfinding

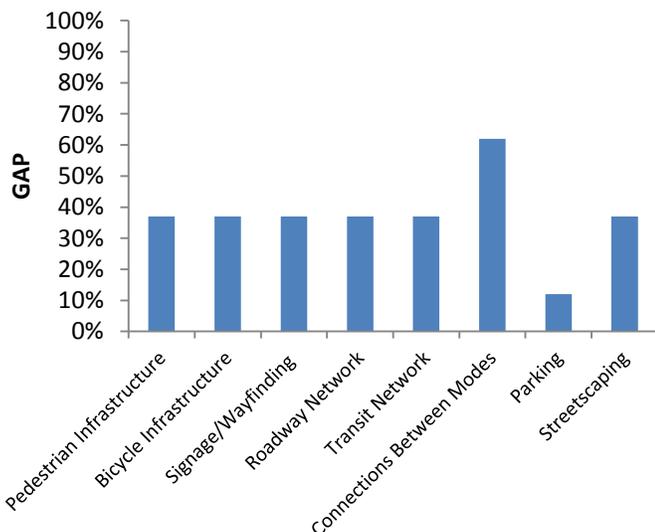
External UDA Needs

High

- ✓ Roadway Capacity/Infrastructure
- ✓ Roadway Operations
- ✓ Transit Frequency
- ✓ Transit Facilities/Amenities
- ✓ Bicycle Infrastructure
- ✓ Complete Streets
- ✓ On-Street Parking Capacity

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



Safety for all users

Urban Development Areas – James City County

UDA Needs Profile: Route 60/143/199 Interchange

James City County has designated 11 UDAs within its boundaries, with one being at the Interchange of Route 60, Route 143, and Route 199, to the west of I-64.

Location Characteristics

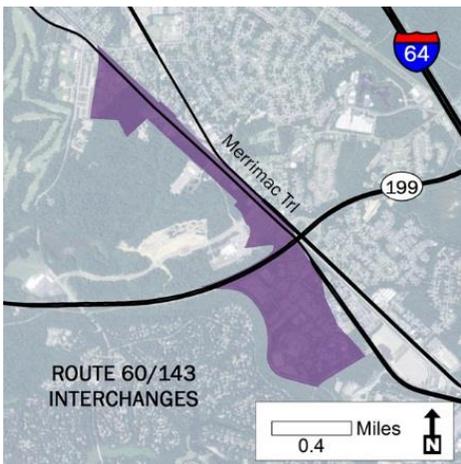
PDC – Hampton Roads PDC

UDA Size – 0.4 square miles

Year Designated – 2011

Comprehensive Plan Detail - The James City County Comprehensive Plan (2009) designates several "Mixed Use" areas, centers within the County's Primary Service Area (PSA) where high density development and diverse land uses should be promoted. A 2011 James City County resolution designated Mixed Use areas as Urban Development Areas (UDAs). The principal suggested uses for the Route 60/143/199 UDA corridor from Routes 60/199 interchange to the City of Williamsburg line are commercial and office development, with moderate density residential development as a secondary use. Future development should be integrated with and complement the design guidelines and layout of development planned in the City, including uses, architecture, landscaping, and pedestrian amenities.

Geographic Location –



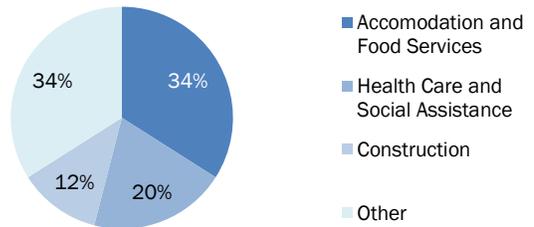
Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

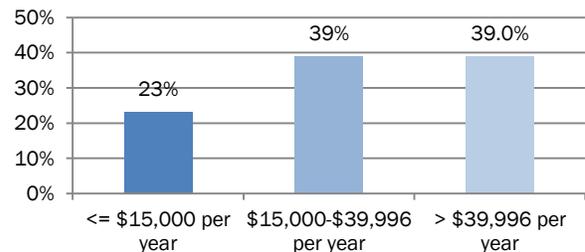
Total Population – 752 persons

Total Primary Jobs – 104 jobs

Jobs by Industry



Total Jobs by Earnings



Jobs Within a 45 Minute Drive

27,324

Working Age Population Within a 45 Minute Drive

47,081

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

Jurisdiction Characteristics:

Population Growth (Source: Weldon Cooper Center)



Urban Development Areas – James City 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

- ✓ Roadway Capacity/Infrastructure
- ✓ Roadway Operations
- ✓ Transit Frequency
- ✓ Intersection Design

Moderate

- ✓ Transit Facilities
- ✓ Complete Streets

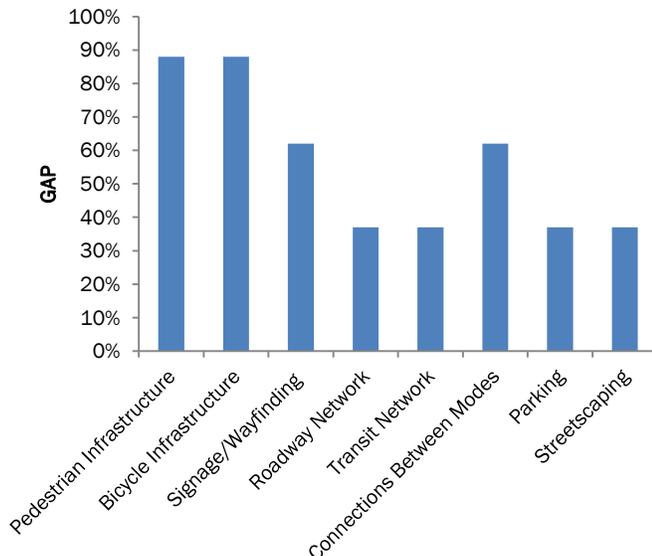
External UDA Needs

High

- ✓ Roadway Capacity/Infrastructure
- ✓ Roadway Operations
- ✓ Transit Frequency
- ✓ Intersection Design
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Safety 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)



Circulation and access within the UDA



Safety for all users

Urban Development Areas – James City County

UDA Needs Profile: Stonehouse

James City County has designated 11 UDAs within its boundaries. The Stonehouse Mixed Use area is located in the vicinity of Exit 226 off I-64.

Location Characteristics

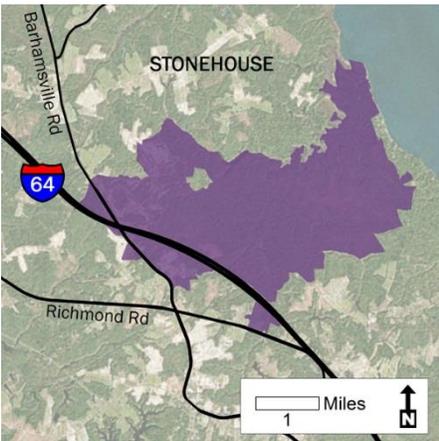
PDC – Hampton Roads PDC

UDA Size – 9.8 square miles

Year Designated – 2011

Comprehensive Plan Detail - The James City County Comprehensive Plan (2009) designates several "Mixed Use" areas, centers within the County's Primary Service Area (PSA) where high density development and diverse land uses should be promoted. A 2011 James City County resolution designated Mixed Use areas as Urban Development Areas (UDAs). Suggested uses are light industrial and office business park; commercial uses should be secondary. Commercial development should be limited in scale, be oriented towards support services for Stonehouse area employees and residents, and be internally oriented with shared access to Route 30. Development in the Mixed Use area should also emphasize shared access and parking, consistent treatment for landscaping and architecture, and the preservation of environmental and cultural resources.

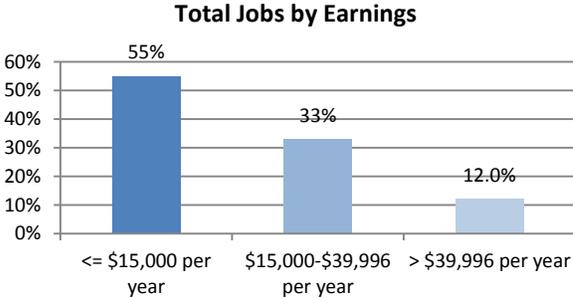
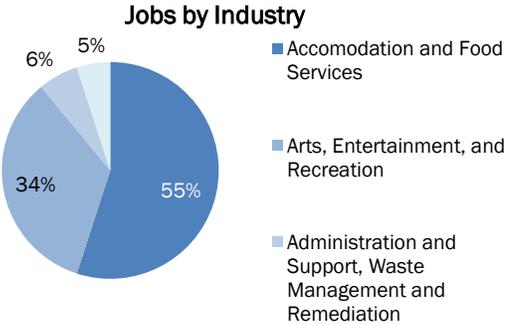
Geographic Location –



Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

Total Population – 2,766 persons
Total Primary Jobs – 73 jobs



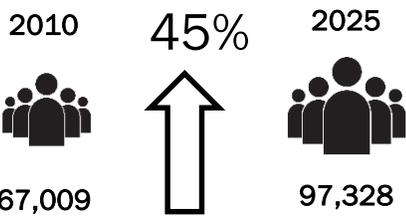
Jobs Within a 45 Minute Drive
17,509

Working Age Population Within a 45 Minute Drive
31,036

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

Jurisdiction Characteristics:

Population Growth (Source: Weldon Cooper Center)



Urban Development Areas – James City 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

- ✓ Roadway Capacity/Infrastructure
- ✓ Roadway Operations
- ✓ Transit Capacity/Access
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Intersection Design

Moderate

- ✓ Street Grid

External UDA Needs

High

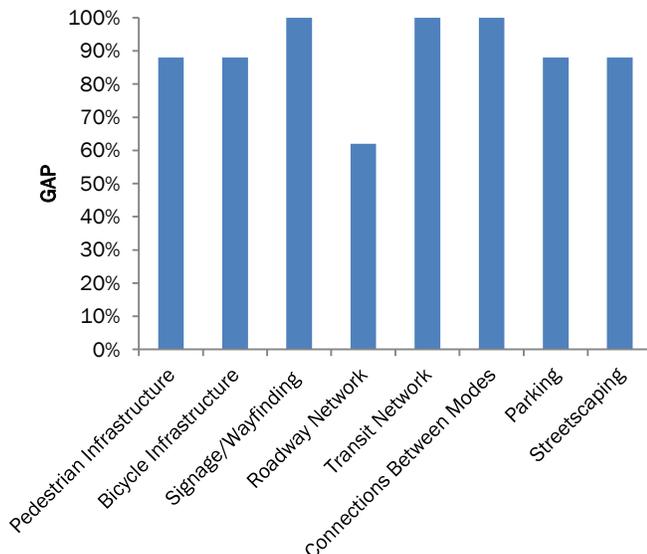
- ✓ Roadway Capacity/Infrastructure
- ✓ Roadway Operations
- ✓ Transit Capacity/Access
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Intersection Design

Moderate

- ✓ Street Grid

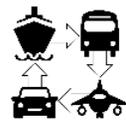
Existing Internal Needs Gap (% shortfall)

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 – James City County

UDA Needs Profile: Toano

James City County has designated 11 UDAs within its boundaries. The Toano Mixed Use area is situated along Route 60, south of the CSX line. Currently development in the vicinity is composed of smaller retail, limited industrial, and moderate density residential.

Location Characteristics

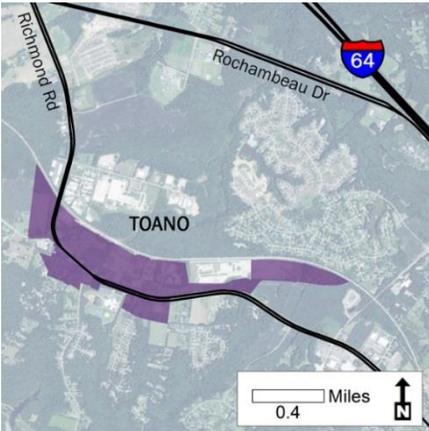
PDC – Hampton Roads PDC

UDA Size – 0.4 square miles

Year Designated – 2011

Comprehensive Plan Detail - The James City County Comprehensive Plan (2009) designates several "Mixed Use" areas, centers within the County's Primary Service Area (PSA) where high density development and diverse land uses should be promoted. In general, Mixed Use developments are slated for compatible land uses, public amenities, pedestrian-friendly infrastructure, and community gathering spaces. A 2011 James City County resolution designated Mixed Use areas as Urban Development Areas (UDAs). For the Toano Mixed Use area, a County-designated Community Character Area (CCA), principal suggested uses include moderate density residential development, neighborhood scale commercial, and small office; secondary uses may include limited industrial under some circumstances. In other parts of Toano, principal uses may include general or limited industry.

Geographic Location –



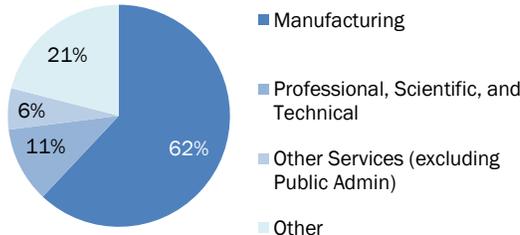
Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

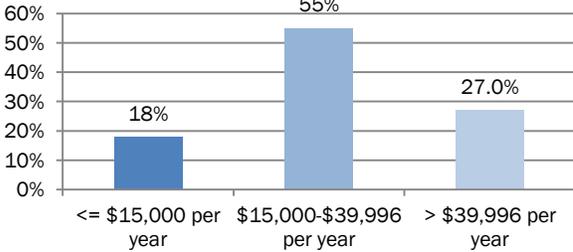
Total Population – 1,365 persons

Total Primary Jobs – 238 jobs

Jobs by Industry



Total Jobs by Earnings



Jobs Within a 45 Minute Drive
21,166

Working Age Population Within a 45 Minute Drive
39,022

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

Jurisdiction Characteristics:

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



Urban Development Areas – James City 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

- ✓ Street Grid
- ✓ Bicycle & Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ Street Calming

Moderate

- ✓ Transit Frequency
- ✓ Transit Facilities/Amenities
- ✓ Safety Features
- ✓ On-Street Parking Capacity
- ✓ Intersection Design

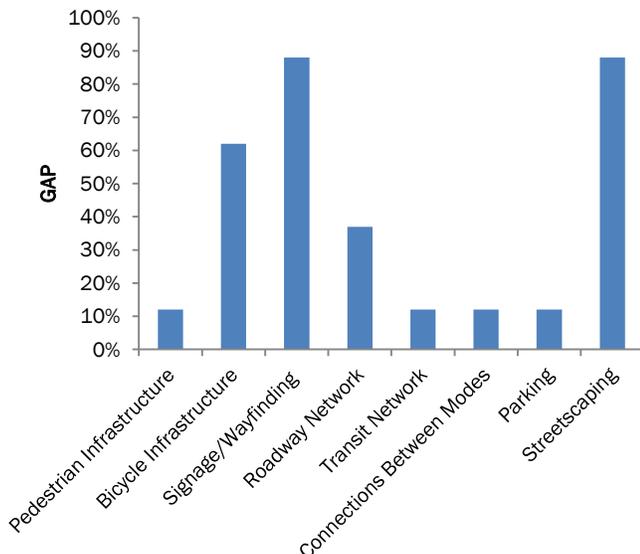
External UDA Needs

Moderate

- ✓ Street Grid
- ✓ Bicycle & Pedestrian Infrastructure

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

Urban Development Areas – James City County

UDA Needs Profile: Treyburn Drive

James City County has designated 11 UDAs within its boundaries. The Treyburn Drive Mixed Use Area, located west of Treyburn drive and bounded by the City of Williamsburg/James City County line and Monticello Avenue, includes neighborhood-scale commercial establishments and small offices.

Location Characteristics

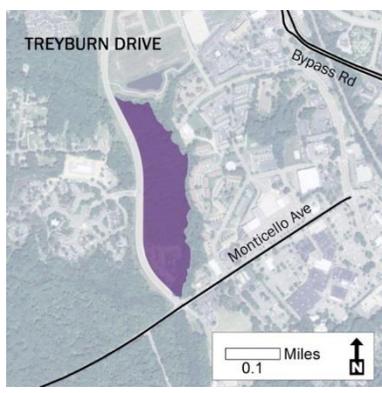
PDC – Hampton Roads PDC

UDA Size – 0.1 square miles

Year Designated – 2011

Comprehensive Plan Detail - The James City County Comprehensive Plan (2009) designates several "Mixed Use" areas, centers within the County's Primary Service Area (PSA) where high density development and diverse land uses should be promoted. In general, Mixed Use developments are slated for compatible land uses, public amenities, pedestrian-friendly infrastructure, and community gathering spaces. A 2011 James City County resolution designated Mixed Use areas as Urban Development Areas (UDAs). For the Treyburn Drive Mixed Use area, the County suggests neighborhood-scale commercial establishments and small offices (primary uses) and residential development in the form of integrated mixed use buildings (secondary uses). Overall, development should have a limited impact on adjacent residential areas especially in terms of visible parking area, lighting, signage, odor, noise, and hours of operation.

Geographic Location –

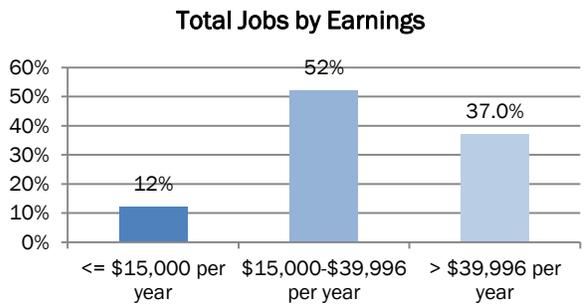
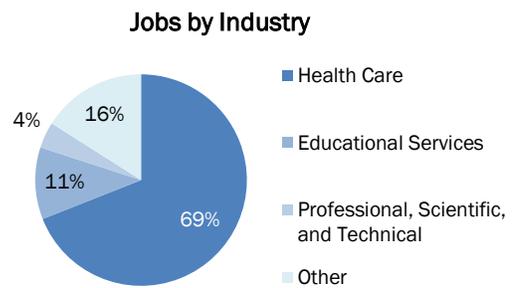


Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

Total Population – 102 persons

Total Primary Jobs – 1,750 jobs



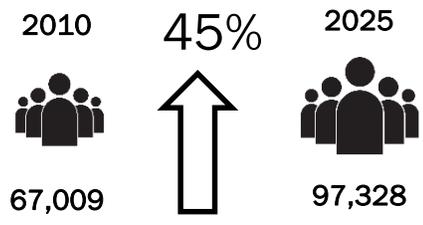
Jobs Within a 45 Minute Drive
19,744

Working Age Population Within a 45 Minute Drive
36,866

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

Jurisdiction Characteristics:

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



Urban Development Areas – James City County

Current Place Type - Undeveloped



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

Moderate

- ✓ On-Street Parking Capacity
- ✓ Off-Street Parking Capacity
- ✓ Bicycle Infrastructure

External UDA Needs

High

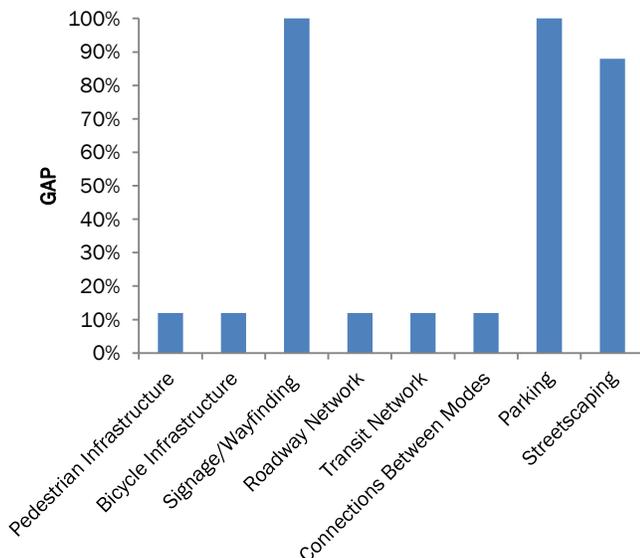
- ✓ Transit Facilities/Amenities

Moderate

- ✓ Transit Frequency
- ✓ Off-Street Parking Capacity

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

Urban Development Areas – James City County

UDA Needs Profile: Williamsburg Crossing

James City County has designated 11 UDAs within its boundaries, and the Williamsburg Crossing Mixed Use area is located in the vicinity of the intersection at John Tyler Highway (Route 5) and Route 199.

Location Characteristics

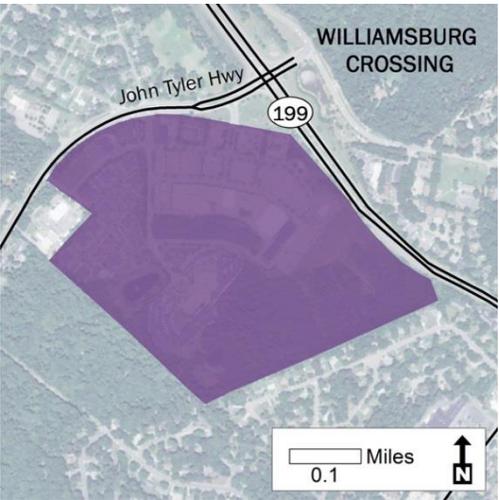
PDC – Hampton Roads PDC

UDA Size – 0.1 square miles

Year Designated – 2011

Comprehensive Plan Detail - The James City County Comprehensive Plan (2009) designates several "Mixed Use" areas, centers within the County's Primary Service Area (PSA) where high density development and diverse land uses should be promoted. A 2011 James City County resolution designated Mixed Use areas as Urban Development Areas (UDAs). For the Williamsburg Crossing Mixed Use area, the County suggests that principal uses be commercial and office, and that moderate density residential be employed as a secondary use. The development of this area is limited to the portions of land in the southwest quadrant of the intersection of John Tyler Highway (Route 5) and Route 199 developed as part of Williamsburg Crossing Shopping Center and is subject to a binding master plan.

Geographic Location –

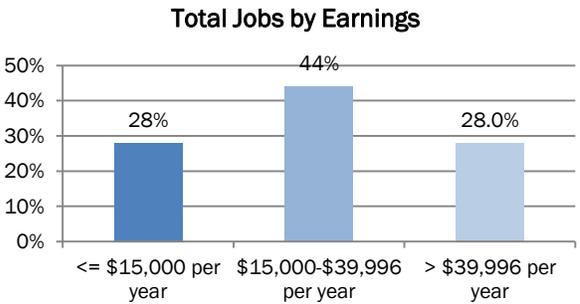
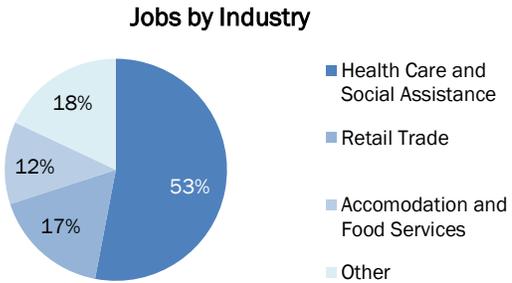


Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

Total Population – 751 persons

Total Primary Jobs – 603 jobs



Jobs Within a 45 Minute Drive
26,422

Working Age Population Within a 45 Minute Drive
45,566

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

Jurisdiction Characteristics:

Population Growth (Source: Weldon Cooper Center)



Urban Development Areas – James City 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

Moderate

- ✓ Transit Frequency
- ✓ Transit Facilities/Amenities
- ✓ Bicycle Infrastructure
- ✓ Complete Streets

External UDA Needs

High

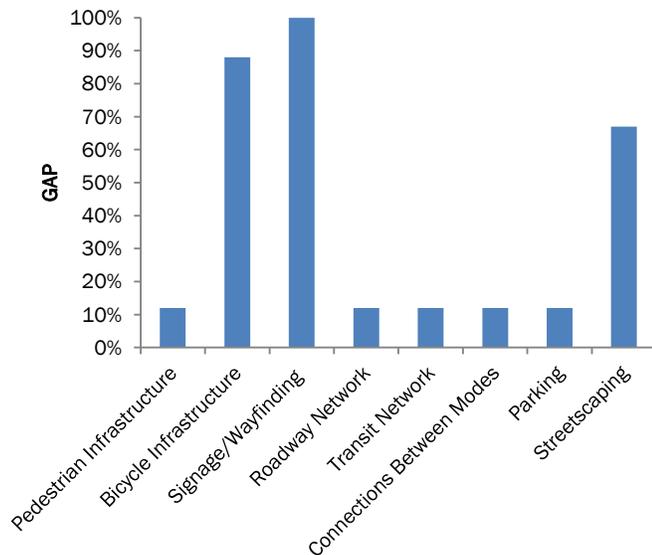
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure

Moderate

- ✓ Roadway Operations
- ✓ Transit Frequency
- ✓ Transit Capacity/Access
- ✓ Transit Facilities/Amenities
- ✓ 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



Friendly Pedestrian and Bicycle Environment

Urban Development Areas – Isle of Wight County

UDA Needs Profile: Windsor UDA

The Isle of Wight County has designated three UDAs within their jurisdiction. The Windsor UDA is located around the intersection of Route 460 and Route 258 near Windsor.

Location Characteristics

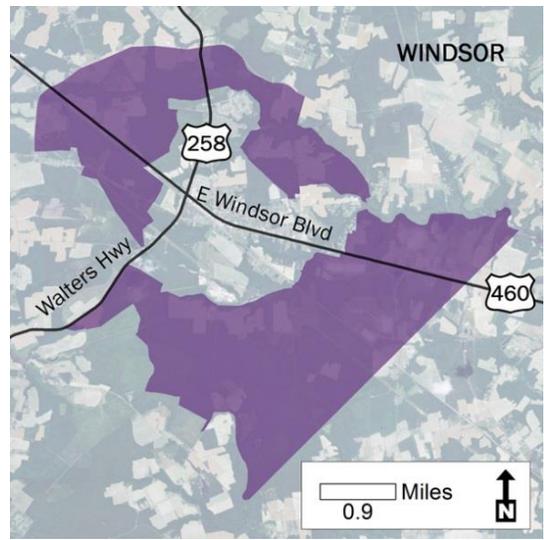
PDC – Hampton Roads PDC

UDA Size – 12.5 square miles

Year Designated – 2011

Comprehensive Plan Detail - According to the Isle of Wight County 2011 Annual Economic Development Report, the County designated its first two Urban Development Areas (UDAs) in the Camptown Development Service District (DSD) in August 2011. As defined in the County's Comprehensive Plan, DSDs correspond with the location of the major County transportation corridors and existing or planned future Hampton Roads Sanitation District (HRSD) sewer and water service areas. Areas designated DSDs generally have served and are expected to continue to serve as the principal residential, commercial and employment centers of the County. These areas comprise the most suitable locations for future growth and development.

Geographic Location –

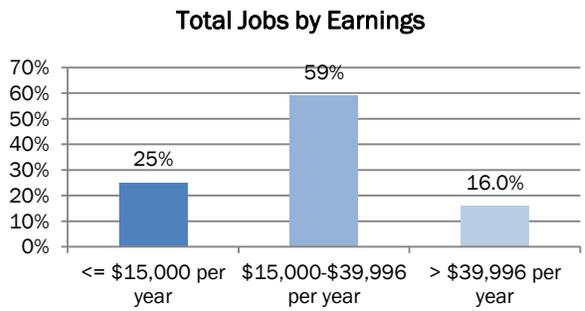
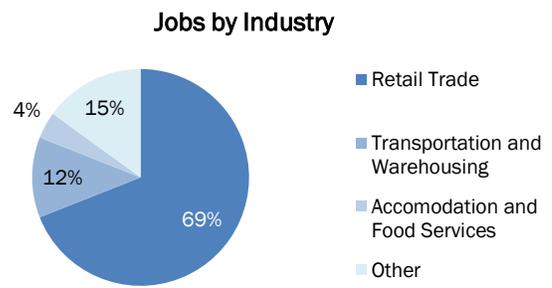


Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

Total Population – 551 persons

Total Primary Jobs – 252 jobs



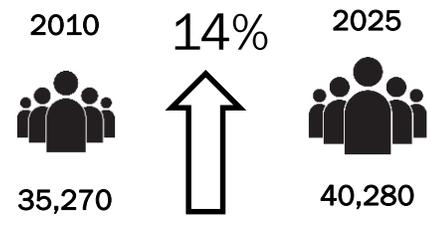
Jobs Within a 45 Minute Drive
14,412

Working Age Population Within a 45 Minute Drive
27,553

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

Jurisdiction Characteristics:

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





Urban Development Areas – Isle of Wight County

Current Place Type -

Planned Place Type -

TBD based on coordination with locality

TBD based on coordination with locality

Future Transportation Needs

Internal UDA Needs

External UDA Needs

High

High

TBD based on coordination with locality

TBD based on coordination with locality

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)

TBD based on coordination with locality

TBD based on coordination with locality

Urban Development Areas – Isle of Wight County

UDA Needs Profile: Camptown UDA

The Isle of Wight County has designated three UDAs within their jurisdiction. The Camptown Development Service District (DSD) includes several large tracts suitable for industrial and residential development.

Location Characteristics

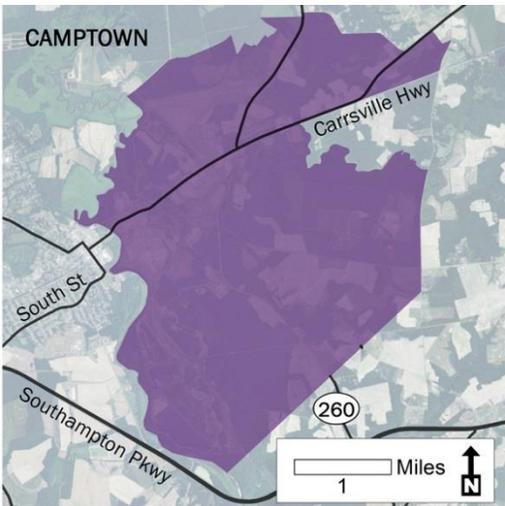
PDC – Hampton Roads PDC

UDA Size – 10.8 square miles

Year Designated – 2011

Comprehensive Plan Detail - According to the Isle of Wight County 2011 Annual Economic Development Report, the County designated its first two Urban Development Areas (UDAs) in the Camptown Development Service District (DSD) in August 2011. As defined in the County's Comprehensive Plan, DSDs correspond with the location of the major County transportation corridors and existing or planned future Hampton Roads Sanitation District (HRSD) sewer and water service areas. Areas designated DSDs generally have served and are expected to continue to serve as the principal residential, commercial and employment centers of the County. These areas comprise the most suitable locations for future growth and development.

Geographic Location –

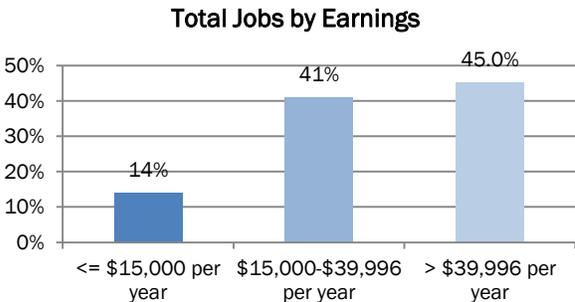
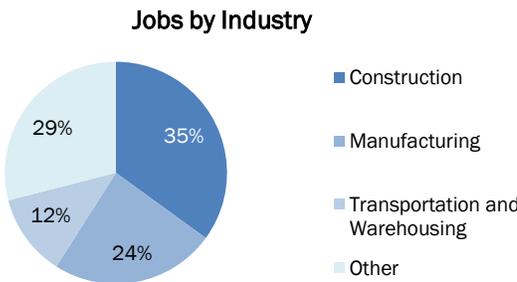


Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

Total Population – 1,346 persons

Total Primary Jobs – 119 jobs



Jobs Within a 45 Minute Drive
5,698

Working Age Population Within a 45 Minute Drive
13,589

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

Jurisdiction Characteristics:

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



Urban Development Areas – Isle of Wight County

Current Place Type -

TBD based on coordination with locality

Planned Place Type -

TBD based on coordination with locality

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 – Isle of Wight County

UDA Needs Profile: Newport UDA

The Isle of Wight County has designated three UDAs within their jurisdiction. The Newport UDA is located along Route 17 and Route 10 in the Newport area.

Location Characteristics

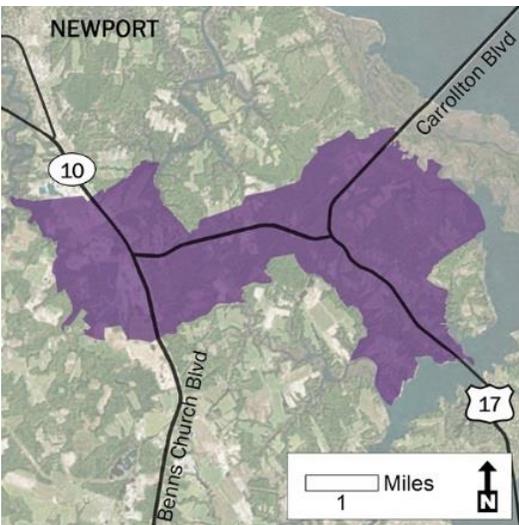
PDC – Hampton Roads PDC

UDA Size – 11.1 square miles

Year Designated – 2011

Comprehensive Plan Detail - According to the Isle of Wight County 2011 Annual Economic Development Report, the County designated its first two Urban Development Areas (UDAs) in the Camptown Development Service District (DSD) in August 2011. As defined in the County's Comprehensive Plan, DSDs correspond with the location of the major County transportation corridors and existing or planned future Hampton Roads Sanitation District (HRSD) sewer and water service areas. Areas designated DSDs generally have served and are expected to continue to serve as the principal residential, commercial and employment centers of the County. These areas comprise the most suitable locations for future growth and development.

Geographic Location –

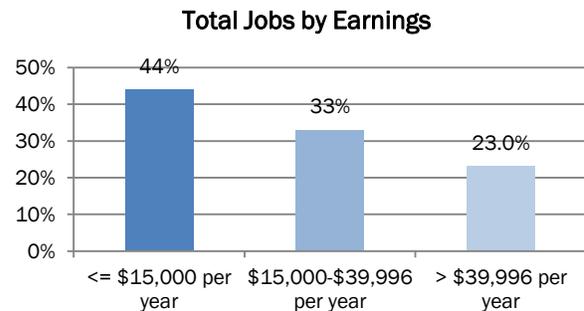
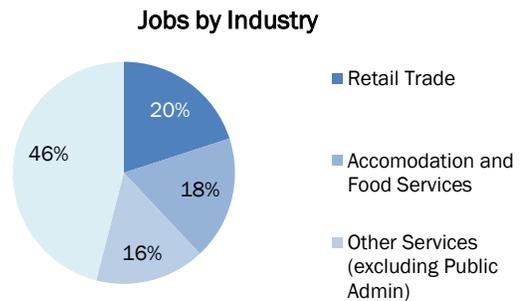


Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

Total Population – 6,706 persons

Total Primary Jobs – 691 jobs



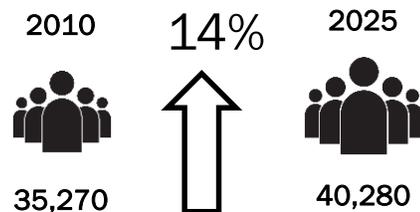
Jobs Within a 45 Minute Drive
41,681

Working Age Population Within a 45 Minute Drive
75,971

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

Jurisdiction Characteristics:

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





Urban Development Areas – Isle of Wight County

Current Place Type -

TBD based on coordination with locality

Planned Place Type -

TBD based on coordination with locality

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 – City of Norfolk

UDA Needs Profile: Downtown Character District

Within the City of Norfolk, there are 4 UDAs. In the Downtown Character District, among other strategies, the City supports improving various pedestrian crossings, extending the esplanade, reconfiguring the Civic Plaza area, developing several existing properties, and the creation of an Arts District.

Location Characteristics

PDC – Hampton Roads PDC

UDA Size – 1.4 square miles

Year Designated – 2013

Comprehensive Plan Detail - The City of Norfolk's PlaNorfolk 2030 Plan (2013) describes actions for implementation in a series of different neighborhoods. In one such region, the Downtown area, the City prescribes a regimen of activities that includes improving various pedestrian crossings and extending the esplanade from Town Point Park to Harbor Park and ensuring that the design accommodates bicycles. The City also seeks to reconfigure the Civic Plaza area to include a new driveway, develop the new Col. Samuel Slover Norfolk Main Library, the new Courthouse Complex, and the Multi-Modal Transfer Station at Harbor Park, and to support the expansion of the Chrysler Museum along with the creation of an Arts District. Finally, parking regulations north of Brambleton Avenue should be revised.

Geographic Location

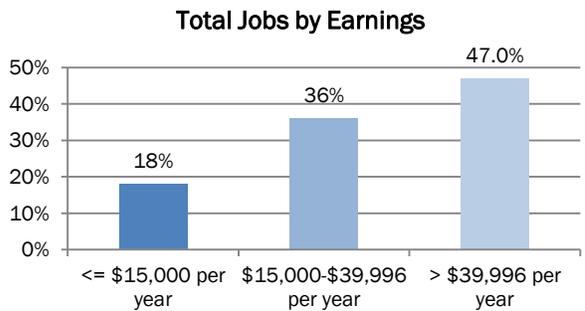
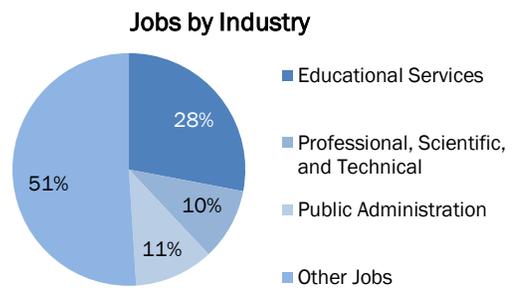


Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

Total Population – 7,358 persons

Total Primary Jobs – 32,862 jobs



Jobs Within a 45 Minute Drive
490,537

Working Age Population Within a 45 Minute Drive
515,071

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

Jurisdiction Characteristics:

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



Urban Development Areas – City of Norfolk

Current Place Type - Urban Core



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

- ✓ Transit Frequency
- ✓ Bicycle Infrastructure

Moderate

- ✓ Roadway Operations
- ✓ Transit Operations
- ✓ Transit Capacity/Access
- ✓ Pedestrian Infrastructure

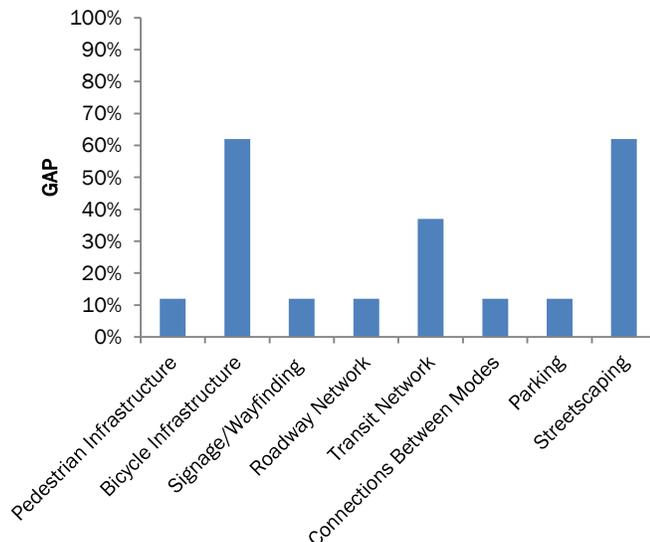
External UDA Needs

High

- ✓ Roadway Capacity
- ✓ Transit Frequency
- ✓ Transit Facilities
- ✓ Bicycle Infrastructure

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



Safety for all users

Urban Development Areas – City of Norfolk

UDA Needs Profile: Broad Creek TSA

The City of Norfolk has designated four UDAs within their jurisdiction. The Broad Creek TSA is located along both sides of I-264, south of Virginia Beach Blvd.

Location Characteristics

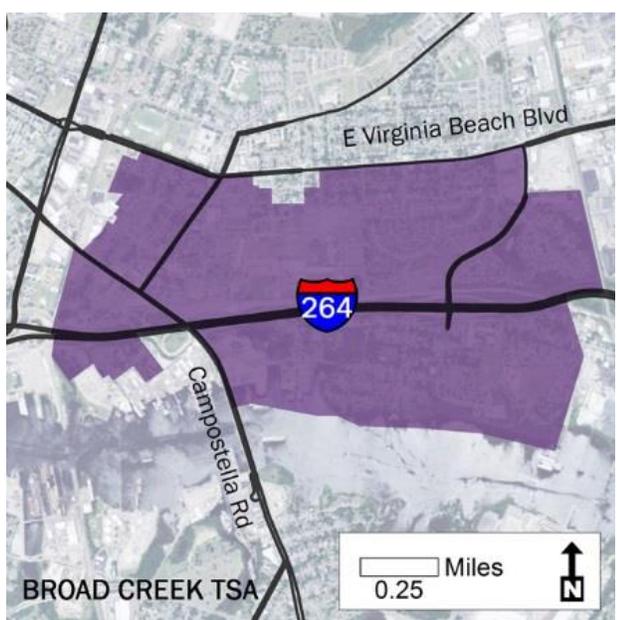
PDC – Hampton Roads PDC

UDA Size – 1.2 square miles

Year Designated – 2013

Comprehensive Plan Detail - The City of Norfolk's PlaNorfolk 2030 Plan (2013) describes actions for implementation in a series of different neighborhoods. For the Broad Creek area, the City pledges to support the Norfolk Redevelopment and Housing Authority's (NRHA) efforts to develop new rental and homeowner units as well as a redevelopment plan for Moton Circle. Norfolk also hopes to revitalize the Grandy Village neighborhood, develop a new library facility and community center, and acquire properties in the Douglas Park area to assist in the implementation of a future master plan.

Geographic Location

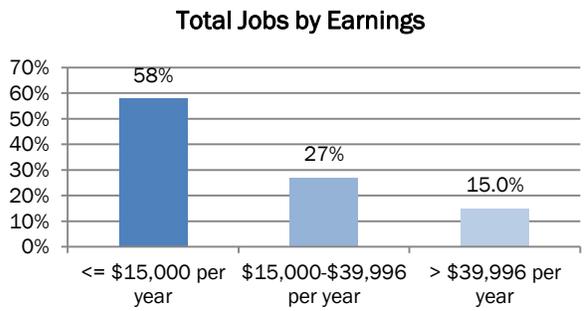
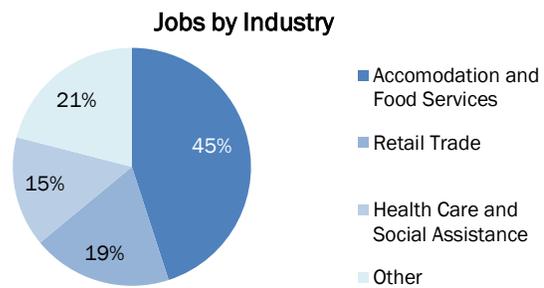


Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

Total Population – 7,225 persons

Total Primary Jobs – 303 jobs



Jobs Within a 45 Minute Drive
327,793

Working Age Population Within a 45 Minute Drive
334,627

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

Jurisdiction Characteristics:

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



Urban Development Areas – City of Norfolk

Current Place Type - Medium Town or Suburban Center



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

- ✓ Roadway Operations
- ✓ Transit Frequency
- ✓ Bicycle Infrastructure
- ✓ Traffic Calming
- ✓ Improvements to Natural Environment

Moderate

- ✓ Transit Operations
- ✓ Transit Capacity/Access
- ✓ Transit Facilities

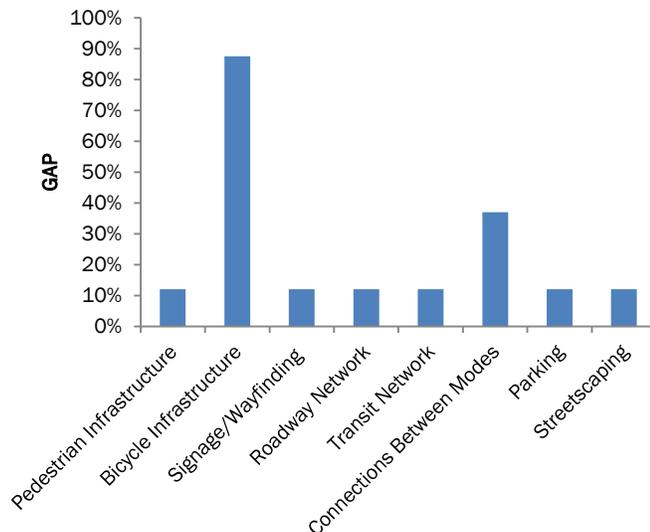
External UDA Needs

High

- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure

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



Safety for all users

Urban Development Areas – City of Norfolk

UDA Needs Profile: Military Highway TSA

The City of Norfolk has designated four UDAs within their jurisdiction, and the Military Highway Transit Supportive Area (TSA) borders the intersection of I-264 and North Military Highway.

Location Characteristics

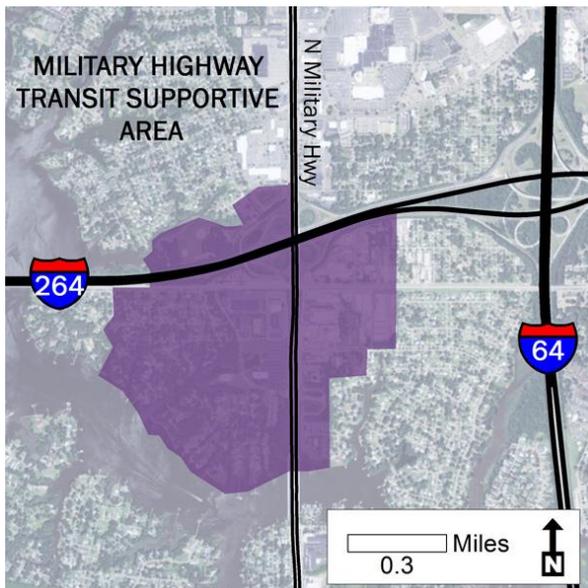
PDC – Hampton Roads PDC

UDA Size – 0.6 square miles

Year Designated – 2013

Comprehensive Plan Detail - The City of Norfolk's PlaNorfolk 2030 Plan (2013) describes actions for implementation in a series of different neighborhoods. For the Military Highway Corridor, the City suggests establishing a Military Highway Corridor District Task Force to guide future decisions along the corridor. Development priorities include the redevelopment of two shopping centers as well as of a flea market site. The City should also develop a streetscape plan for the corridor, provide grant funding for aesthetic improvements of commercial properties and enhance buffering, landscaping, and parking standards for car sales and repair establishments.

Geographic Location

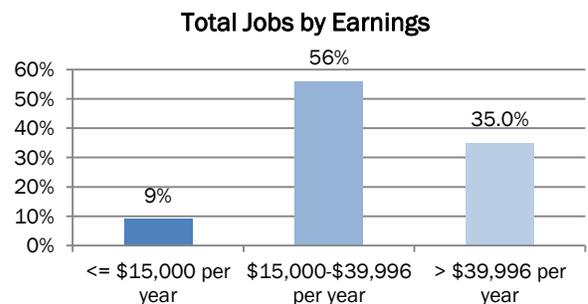
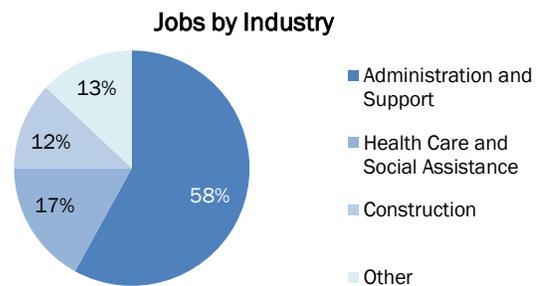


Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

Total Population – 1,538 persons

Total Primary Jobs – 2,240 jobs



Jobs Within a 45 Minute Drive
199,611

Working Age Population Within a 45 Minute Drive
355,857

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

Jurisdiction Characteristics:

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



Urban Development Areas – City of Norfolk

Current Place Type - Medium Town or Suburban Center



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 Operations
- ✓ Transit Capacity/Access
- ✓ Transit Facilities/Amenities
- ✓ Street Grid
- ✓ Bicycle & Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ Traffic Calming
- ✓ Improvements to the Natural Environment

Moderate

- ✓ Roadway Capacity & Operations

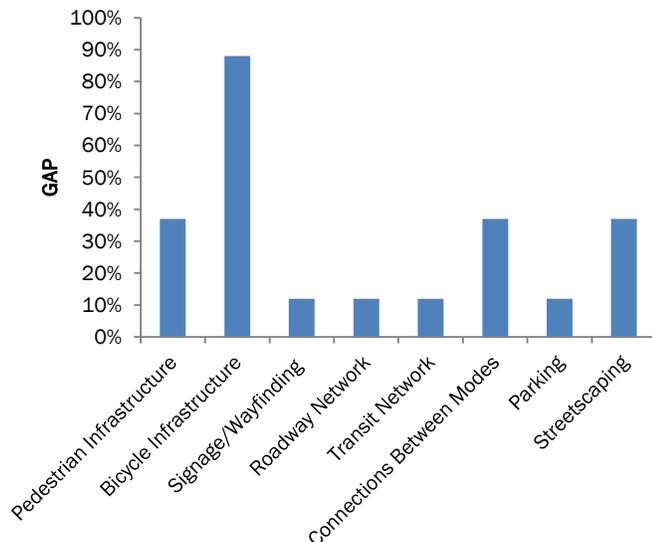
External UDA Needs

High

- ✓ Transit Frequency
- ✓ Transit Operations
- ✓ Transit Capacity/Access
- ✓ Transit Facilities/Amenities
- ✓ Bicycle & Pedestrian Infrastructure

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



Safety for all users

Urban Development Areas – City of Norfolk

UDA Needs Profile: Newtown Road TSA

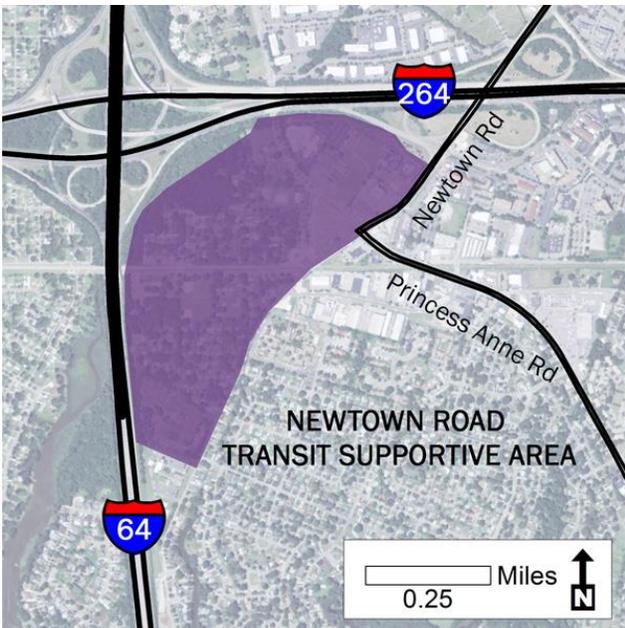
The City of Norfolk has designated four UDAs within their jurisdiction, and the Newtown Road TSA focuses on the area surrounding the Newtown Road Light Rail Station just southeast of the I-64/I-264 intersection.

Location Characteristics

- PDC** – Hampton Roads PDC
- UDA Size** – 0.2 square miles
- Year Designated** – 2013

Comprehensive Plan Detail - The City of Norfolk's PlaNorfolk 2030 Plan (2013) describes actions for implementation in a series of different neighborhoods. A Transit Supportive Area should surround the Newtown Road light rail station in downtown Norfolk. General policies should encourage development, with increased intensities that support transit, near the station in order to create opportunities for a mix of employment and residential activity that promotes transit, bicycle, and pedestrian-oriented uses.

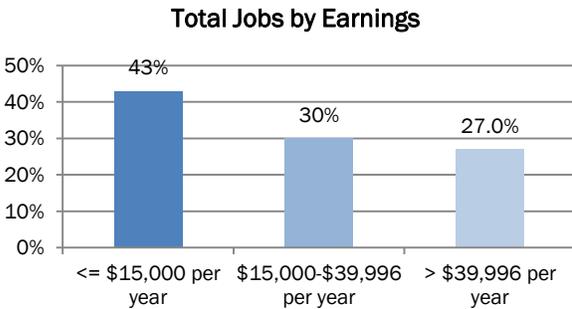
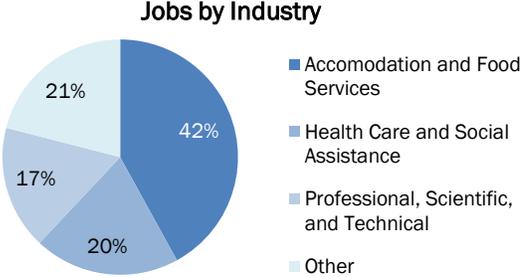
Geographic Location



Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

- Total Population** – 3,329 persons
- Total Primary Jobs** – 235 jobs



Jobs Within a 45 Minute Drive
104,172

Working Age Population Within a 45 Minute Drive
169,860

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

Jurisdiction Characteristics:

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



Urban Development Areas – City of Norfolk

Current Place Type - Medium 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 Operations
- ✓ Transit Capacity/Access
- ✓ Transit Facilities/Amenities
- ✓ Street Grid
- ✓ Bicycle & Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ Intersection Design
- ✓ Improvements to the Natural Environment

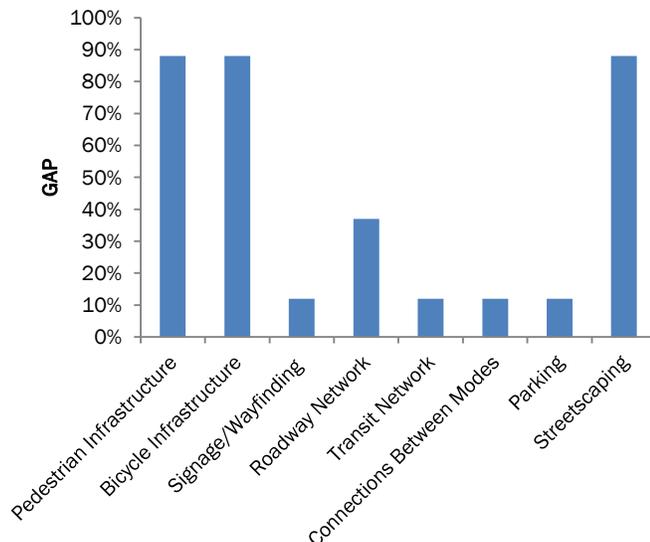
External UDA Needs

High

- ✓ Roadway Capacity
- ✓ Transit Frequency
- ✓ Transit Operations
- ✓ Transit Capacity/Access
- ✓ Transit Facilities/Amenities
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure

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



Safety for all users

Urban Development Areas – Virginia Beach

UDA Needs Profile: Pembroke SGA

Pembroke SGA is bound by Thalia Creek, Jeanne and Broad Streets, Clearfield Avenue, and Bonney and Baxter Roads. Pembroke is divided into six subareas: Central Business District's Core Area, Bonney Area, Waterfront Area, Central Village District, Western Campus District, and Southern Corporate District.

Location Characteristics

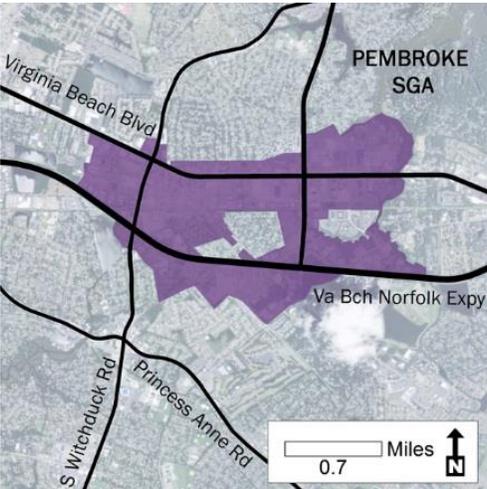
PDC – Hampton Roads Planning District Commission

UDA Size – 2.0 square miles

Year Designated – 2009

Comprehensive Plan Detail - The Pembroke SGA/UDA is planned for to serve as a central urban core with a vertical mix of urban uses, great streets, mobility and transit alternatives, urban gathering places, environmental and neighborhood preservation and enhancement, green buildings and infrastructure opportunities providing a variety of civic, commercial, artistic and ethnically diverse areas. Pembroke can be divided into six subareas: Central Business District's Core Area, Bonney Area, Waterfront Area, Central Village District, Western Campus District, and Southern Corporate District. Each of these areas contains its own recommendations, which include a diversity of land uses, pedestrian and transit connections, a vibrant waterfront, and signature office buildings.

Geographic Location

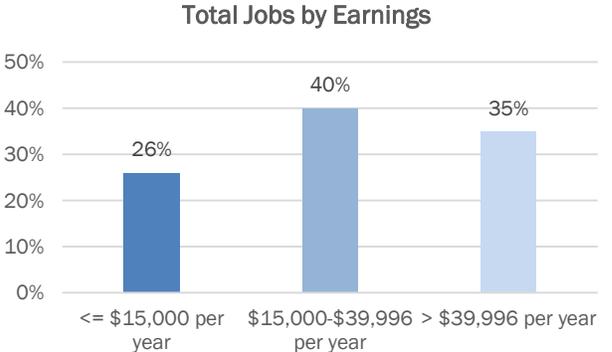
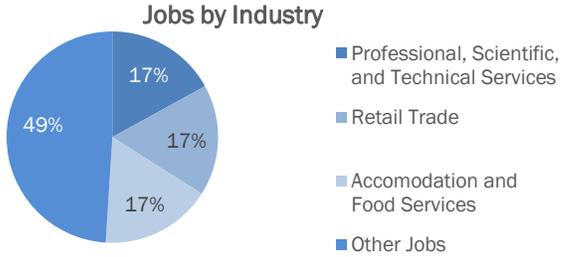


Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

Total Population – 13,421 persons

Total Primary Jobs – 14,747 jobs

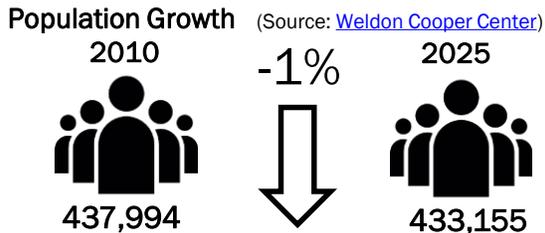


Jobs Within a 45 Minute Drive
97,500

Working Age Population Within a 45 Minute Drive
167,508

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

Jurisdiction Characteristics:



* Local projections show that the City of Virginia Beach will have an average 1.1% annual growth rate (16% cumulative growth by 2025).

Urban Development Areas – Virginia Beach

Current Place Type – Medium Town or Suburban Cen



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

- ✓ Roadway Operations
- ✓ Transit Frequency
- ✓ Transit Capacity/Access
- ✓ Transit Facilities/Amenities
- ✓ Street Grid, Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ Improvements to the Natural Environment

Moderate

- ✓ Transit Operations
- ✓ Off-Street Parking Capacity
- ✓ Safety Features
- ✓ Intersection Design

External UDA Needs

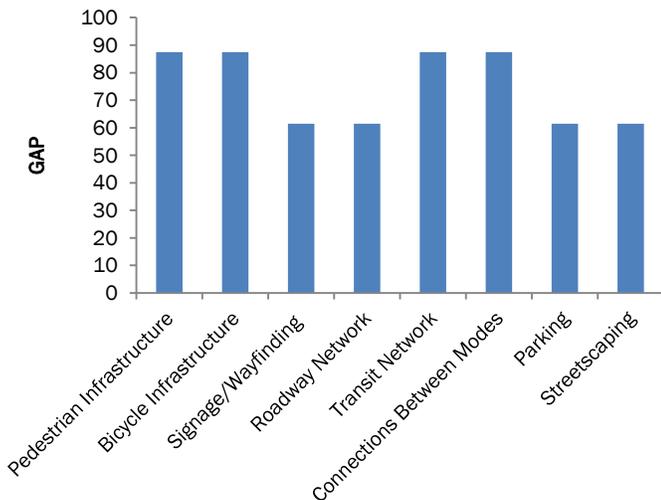
High

- ✓ Roadway Capacity/Infrastructure Improvements
- ✓ Roadway Operations
- ✓ Transit Frequency
- ✓ Transit Capacity/Access
- ✓ Transit Facilities/Amenities
- ✓ Street Grid, Complete Streets
- ✓ Improvements to the Natural Environment

Moderate

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



Access to transportation networks beyond the UDA

Urban Development Areas – Virginia Beach

UDA Needs Profile: Newton SGA

The Newtown SGA, a western gateway to the City of Virginia Beach, is located just east of the crossroads of I-264 and I-64.

Location Characteristics

PDC – Hampton Roads Planning District Commission

UDA Size – 0.6 square miles

Year Designated – 2009

Comprehensive Plan Detail - The Newtown SGA/UDA is envisioned to serve as a gateway into Virginia Beach. The City envisions accomplishing this goal through interconnected pedestrian and street frameworks, a bicycle and trail system, parks and open spaces, mixed use, mixed income, transit-oriented development, and construction at a scale compatible with adjacent neighborhoods. Additionally, the City plans to coordinate transportation improvements, including light rail and various roadway modifications.

Geographic Location



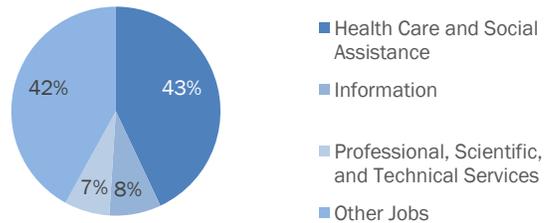
Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

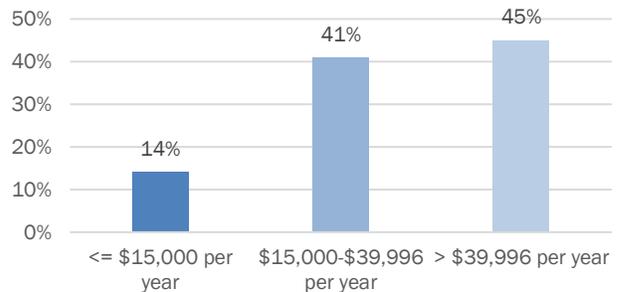
Total Population – 3,378 persons

Total Primary Jobs – 7,625 jobs

Jobs by Industry



Total Jobs by Earnings



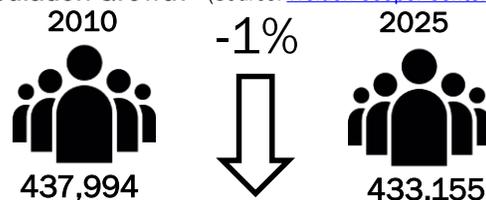
Jobs Within a 45 Minute Drive
75,386

Working Age Population Within a 45 Minute Drive
126,651

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

Jurisdiction Characteristics:

Population Growth (Source: Weldon Cooper Center)



* Local projections show that the City of Virginia Beach will have an average 1.1% annual growth rate (16% cumulative growth by 2025).

Urban Development Areas – Virginia Beach

Current Place Type - Medium 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

- ✓ Roadway Capacity/Infrastructure Improvements
- ✓ Roadway Operations
- ✓ Transit Frequency
- ✓ Transit Operations
- ✓ Transit Capacity/Access
- ✓ Transit Facilities/Amenities
- ✓ Street Grid, Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ Safety Features
- ✓ On-Street and Off-Street Parking Capacity
- ✓ Intersection Design
- ✓ Signage/Wayfinding

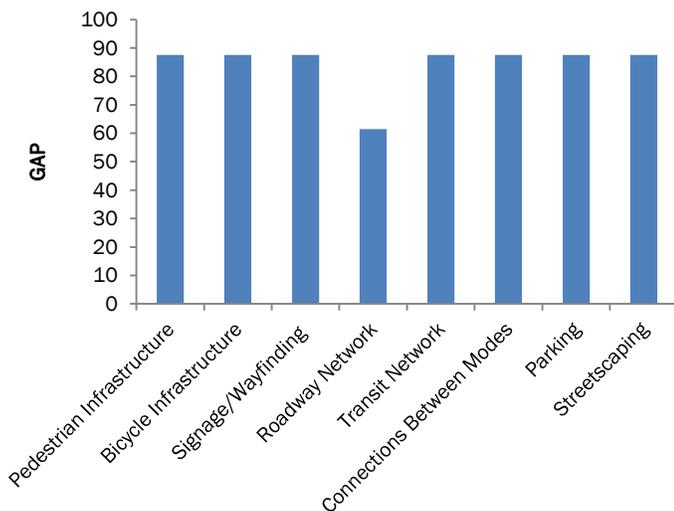
External UDA Needs

High

- ✓ Roadway Capacity/Infrastructure Improvements
- ✓ Roadway Operations
- ✓ Transit Frequency
- ✓ Transit Operations
- ✓ Transit Capacity/Access
- ✓ Transit Facilities/Amenities
- ✓ Street Grid, Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ On-Street and Off-Street Parking Capacity

Existing Internal Needs Gap (% shortfall)

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

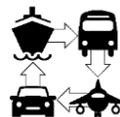


Highest Rated Overall Needs within UDA

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



Safety for all users



Access to transportation networks beyond the UDA

Urban Development Areas – Virginia Beach

UDA Needs Profile: Rosemont SGA

The Rosemont SGA is located in the center of the city east of the Pembroke SGA and along the I-264/Virginia Beach Boulevard corridor.

Location Characteristics

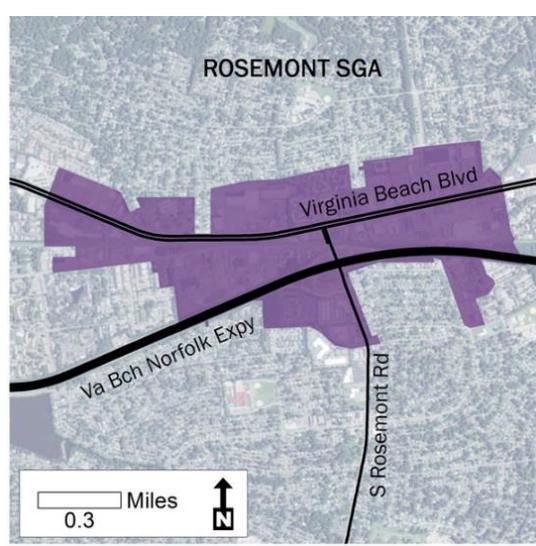
PDC – Hampton Roads Planning District Commission

UDA Size – 0.7 square miles

Year Designated – 2009

Comprehensive Plan Detail - The Rosemont SGA/UDA is planned to transition from an auto-oriented retail strip to a mixed-use transit-oriented neighborhood center at higher densities. Specific recommendations include the creation of an implementable series of projects that can be packaged together, redevelopment through building the Sentara Way fly-over and other new connections, the realignment of Bonney Road to create more regular development blocks and higher density development, and the humanization of Virginia Beach Boulevard through the development of a village core.

Geographic Location



Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

Total Population – 7,398 persons

Total Primary Jobs – 5,237 jobs



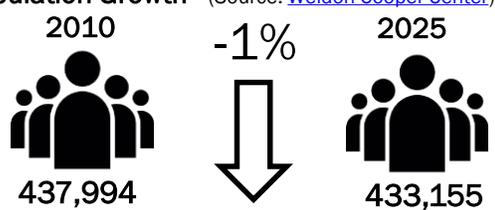
Jobs Within a 45 Minute Drive
96,049

Working Age Population Within a 45 Minute Drive
165,212

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

Jurisdiction Characteristics:

Population Growth (Source: Weldon Cooper Center)



* Local projections show that the City of Virginia Beach will have an average 1.1% annual growth rate (16% cumulative growth by 2025).

Urban Development Areas – Virginia Beach

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

- ✓ Roadway Capacity/Infrastructure Improvements
- ✓ Roadway Operations
- ✓ Transit Frequency
- ✓ Transit Operations
- ✓ Transit Capacity/Access
- ✓ Transit Facilities/Amenities
- ✓ Street Grid
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ Off-Street Parking Intersection Design
- ✓ Improvements to the Natural Environment

Moderate

- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Safety Features

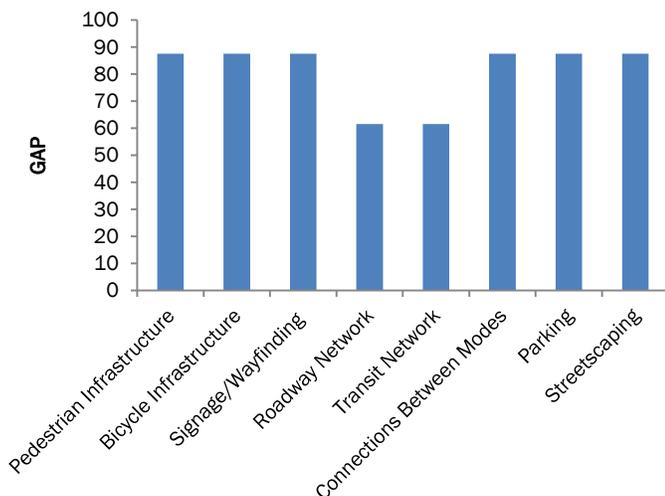
External UDA Needs

High

- ✓ Roadway Capacity/Infrastructure Improvements
- ✓ Roadway Operations
- ✓ Transit Frequency
- ✓ Transit Operations
- ✓ Transit Capacity/Access
- ✓ Transit Facilities/Amenities
- ✓ Street Grid
- ✓ Off-Street Parking
- ✓ Improvements to the Natural Environment

Existing Internal Needs Gap (% shortfall)

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

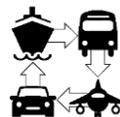


Highest Rated Overall Needs within UDA

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



Safety for all users



Access to transportation networks beyond the UDA

Urban Development Areas – Hampton City

UDA Needs Profile: Coliseum Central

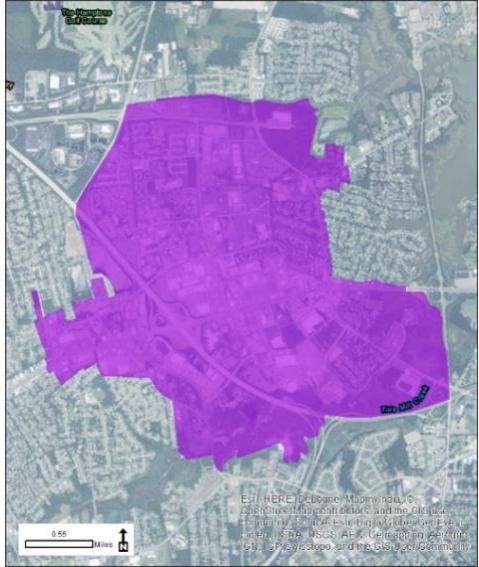
The City of Hampton has designated seven UDAs within their jurisdiction. This profile represents the characteristics and needs of Coliseum Central, located southwest of the Branch Back River and bisected by the I-64.

Location Characteristics

- PDC** – Hampton Roads Planning District Commission
- UDA Size** – 4 square miles
- Year Designated** – 2015
- Comprehensive Plan Detail** -

The Strategic Investment Areas identified by the City in 2006 and adopted as part of the Hampton Community Plan have development principles consistent with the legislated definition of Urban Development Areas. The areas include: Downtown Hampton, Coliseum Central, Buckroe, Phoebus, Kecoughtan Corridor, and North King Street Corridor. Fort Monroe has been designated as a seventh Urban Development Area. While master planning efforts are still underway for Fort Monroe, planning goals and design standards closely align with the development principles of UDAs. These strategic areas meet the intent of 15.2-2223.1.

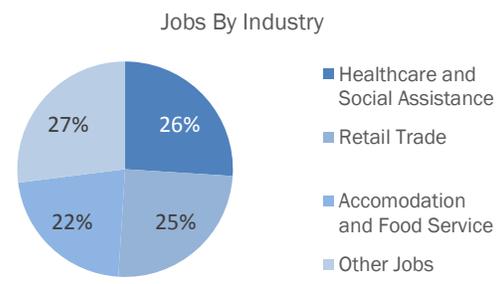
Geographic Location



Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

Total Population – 13,565 persons
Total Primary Jobs – 11,198 jobs



Jobs Within a 45 Minute Drive
51,382

Working Age Population Within a 45 Minute Drive
100,110

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

Jurisdiction Characteristics:

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



Urban Development Areas – Hampton City

Current Place Type - Medium Town or Suburban Center



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 Operations
- ✓ Transit Capacity/Access
- ✓ Transit Facilities/Amenities
- ✓ Street Grid
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ Off-Street Parking
- ✓ Intersection Design
- ✓ Improvements to the Natural Environment
- ✓ Safety Features

Moderate

- ✓ Off-Street Parking
- ✓ Signage/Wayfinding
- ✓ Traffic Calming Features

External UDA Needs

High

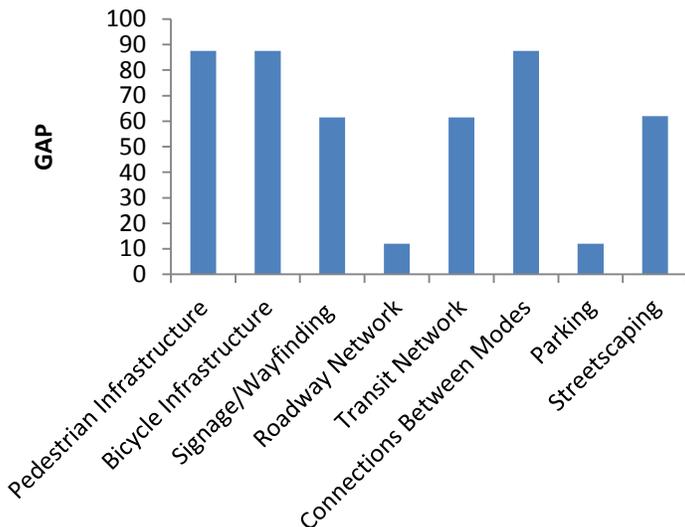
- ✓ Transit Frequency
- ✓ Transit Facilities/Amenities
- ✓ Improvements to the Natural Environment
- ✓ Signage/Wayfinding

Moderate

- ✓ Roadway Operations
- ✓ Transit Operations
- ✓ Transit Capacity
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ 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)



Safety for all users



Friendly pedestrian and bicycle network

Urban Development Areas – Hampton City

UDA Needs Profile: North King Street

Hampton City designated seven UDAs within its jurisdiction. This profile represents the characteristics and needs of North King Street UDA, located east of the South West Branch Back River and bisected by Route 258.

Location Characteristics

PDC – Hampton Roads Planning District Commission

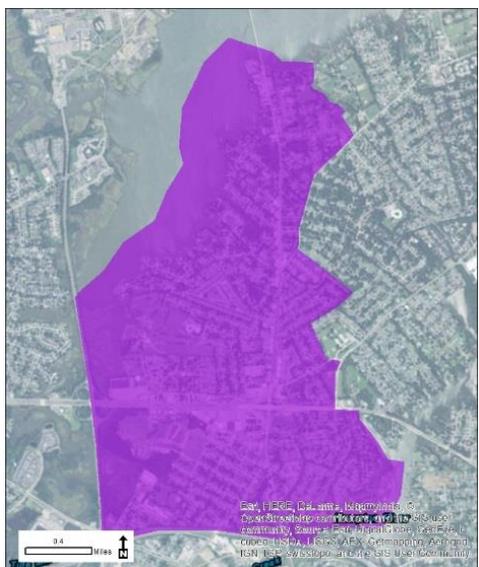
UDA Size – 2.4 square miles

Year Designated – 2015

Comprehensive Plan Detail -

The Strategic Investment Areas identified by the City in 2006 and adopted as part of the Hampton Community Plan have development principles consistent with the legislated definition of Urban Development Areas. The areas include: Downtown Hampton, Coliseum Central, Buckroe, Phoebus, Kecoughtan Corridor, and North King Street Corridor. Fort Monroe has been designated as a seventh Urban Development Area. While master planning efforts are still underway for Fort Monroe, planning goals and design standards closely align with the development principles of UDAs. These strategic areas meet the intent of 15.2-2223.1.

Geographic Location

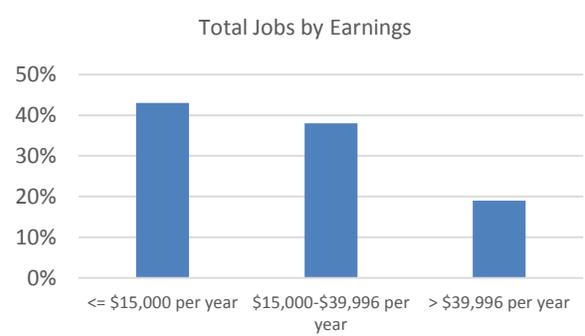
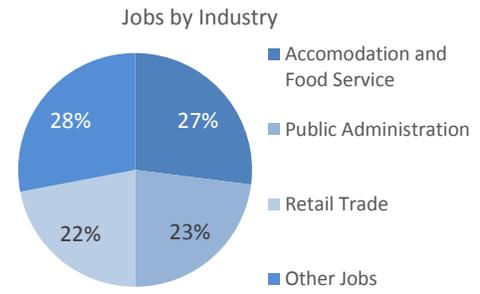


Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

Total Population – 10,230 persons

Total Primary Jobs – 1,179 jobs



Jobs Within a 45 Minute Drive
50,001

Working Age Population Within a 45 Minute Drive
96,783

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

Jurisdiction Characteristics:

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



Urban Development Areas – Hampton City

Current Place Type - Medium 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

- ✓ Transit Frequency
- ✓ Transit Operations
- ✓ Transit Capacity/Access
- ✓ Transit Facilities/Amenities
- ✓ Street Grid
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ Off-Street Parking
- ✓ Intersection Design
- ✓ Improvements to the Natural Environment
- ✓ Safety Features

Moderate

- ✓ Off-Street Parking
- ✓ Signage/Wayfinding
- ✓ Traffic Calming Features

External UDA Needs

High

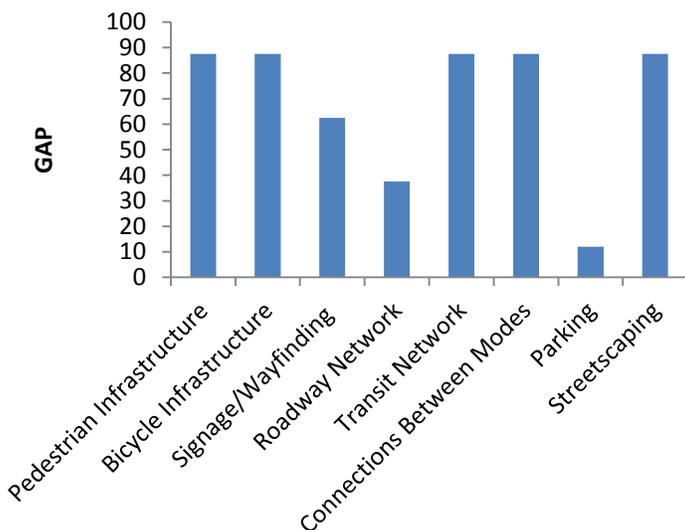
- ✓ Transit Frequency
- ✓ Transit Facilities/Amenities
- ✓ Improvements to the Natural Environment
- ✓ Signage/Wayfinding

Moderate

- ✓ Roadway Operations
- ✓ Transit Operations
- ✓ Transit Capacity
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ 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)



Safety for all users



Friendly pedestrian and bicycle network

Urban Development Areas – Hampton City

UDA Needs Profile: Downtown

Hampton City designated seven UDAs within its jurisdiction. This profile represents the needs and characteristics of the Downtown UDA (the area west of the Hampton River and south of the I-64).

Location Characteristics

PDC – Hampton Roads Planning District Commission

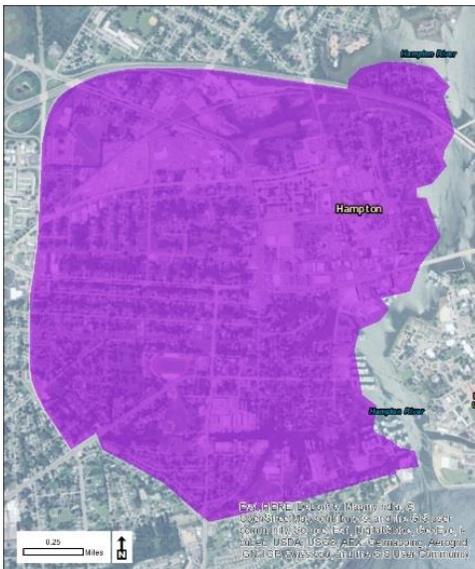
UDA Size – 1.7 square miles

Year Designated – 2015

Comprehensive Plan Detail -

The Strategic Investment Areas identified by the City in 2006 and adopted as part of the Hampton Community Plan (have development principles consistent with the legislated definition of Urban Development Areas. The areas include: Downtown Hampton, Coliseum Central, Buckroe, Phoebus, Kecoughtan Corridor, and North King Street Corridor. Fort Monroe has been designated as a seventh Urban Development Area. While master planning efforts are still underway for Fort Monroe, planning goals and design standards closely align with the development principles of UDAs. These strategic areas meet the intent of 15.2-2223.1.

Geographic Location

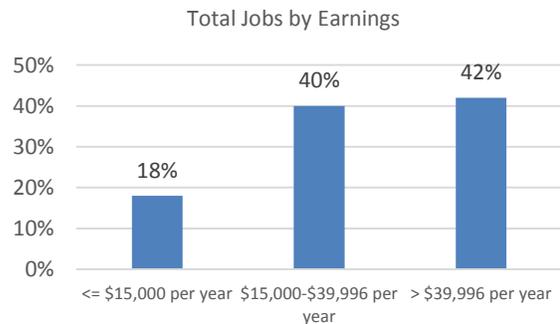
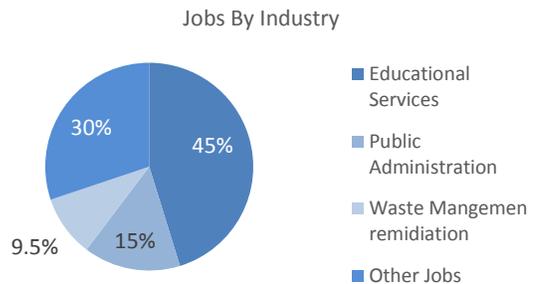


Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

Total Population – 8,589 persons

Total Primary Jobs – 10,467 jobs



Jobs Within a 45 Minute Drive
72,902

Working Age Population Within a 45 Minute Drive
130,081

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

Jurisdiction Characteristics:

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



Urban Development Areas – Hampton City

Current Place Type - Medium Town or Suburban Center



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 Operations
- ✓ Transit Capacity/Access
- ✓ Transit Facilities/Amenities
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ Off-Street Parking
- Improvements to the Natural Environment
- ✓ Safety Features

Moderate

- ✓ Off-Street Parking
- ✓ Signage/Wayfinding
- ✓ Traffic Calming Features
- ✓ Intersection Design

External UDA Needs

High

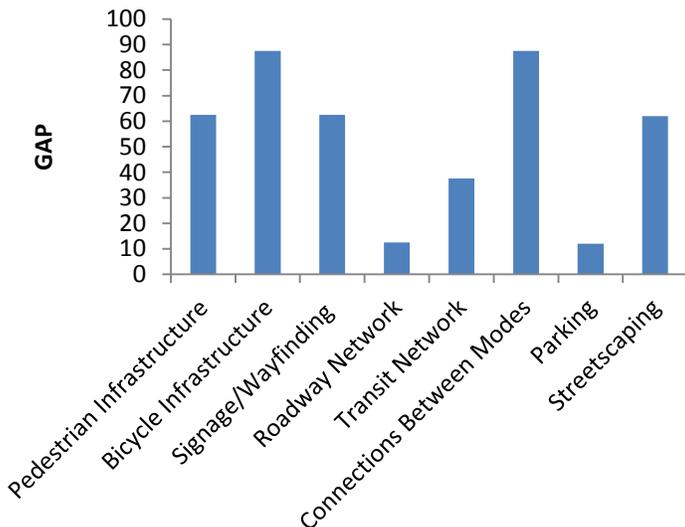
- ✓ Transit Frequency
- ✓ Transit Facilities/Amenities
- ✓ Improvements to the Natural Environment
- ✓ Signage/Wayfinding
- ✓ Street Grid

Moderate

- ✓ Roadway Operations
- ✓ Transit Operations
- ✓ Transit Capacity
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ 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)



Safety for all users



Friendly pedestrian and bicycle network

Urban Development Areas – Hampton City

UDA Needs Profile: Kecoughtan

Hampton City designated seven UDAs within its jurisdiction. The Kecoughtan UDA is located just south of Downtown Hampton, east of the I-664 and bisected by route 60.

Location Characteristics

PDC – Hampton Roads Planning District Commission

UDA Size – 2.1 square miles

Year Designated – 2015

Comprehensive Plan Detail -

The Strategic Investment Areas identified by the City in 2006 and adopted as part of the Hampton Community Plan have development principles consistent with the legislated definition of Urban Development Areas. The areas include: Downtown Hampton, Coliseum Central, Buckroe, Phoebus, Kecoughtan Corridor, and North King Street Corridor. Fort Monroe has been designated as a seventh Urban Development Area. While master planning efforts are still underway for Fort Monroe, planning goals and design standards closely align with the development principles of UDAs. These strategic areas meet the intent of 15.2-2223.1.

Geographic Location

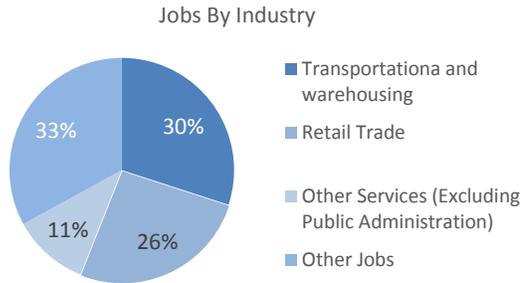


Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

Total Population – 9,370 persons

Total Primary Jobs – 758 jobs



Jobs Within a 45 Minute Drive
62,686

Working Age Population Within a 45 Minute Drive
118,460

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

Jurisdiction Characteristics:

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



Urban Development Areas – Hampton City

Current Place Type - Medium 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

- ✓ Transit Frequency
- ✓ Transit Facilities/Amenities
- ✓ Safety Features
- ✓ Transit Operations
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ Off-Street Parking Capacity
- ✓ Intersection Design
- ✓ Improvements to the Natural Environment

Moderate

- ✓ Signage/Wayfinding
- ✓ Traffic Calming Features
- ✓ Transit Capacity/Access
- ✓ Bicycle Infrastructure

External UDA Needs

High

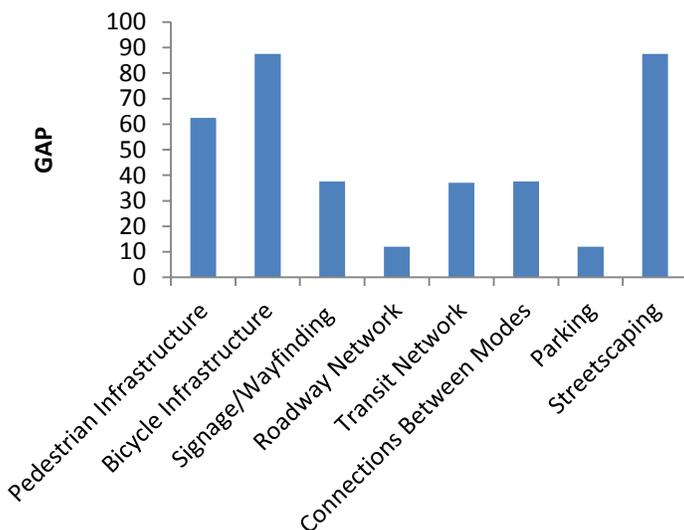
- ✓ Transit Frequency
- ✓ Transit Facilities/Amenities
- ✓ Improvements to the Natural Environment
- ✓ Signage/Wayfinding

Moderate

- ✓ Roadway Operations
- ✓ Transit Operations
- ✓ Transit Capacity
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ 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)



Safety for all users



Friendly pedestrian and bicycle network

Urban Development Areas – Hampton City

UDA Needs Profile: Phoebus

Hampton City designated seven UDAs within its jurisdiction. This profile represents the characteristics and needs of Phoebus, located to the east of Downtown Hampton, north of I-64, bisected by route 169 and bounded by Mill Creek to the east.

Location Characteristics

PDC – Hampton Roads Planning District Commission

UDA Size – 1.3 square miles

Year Designated – 2015

Comprehensive Plan Detail -

The Strategic Investment Areas identified by the City in 2006 and adopted as part of the Hampton Community Plan have development principles consistent with the legislated definition of Urban Development Areas. The areas include: Downtown Hampton, Coliseum Central, Buckroe, Phoebus, Kecoughtan Corridor, and North King Street Corridor. Fort Monroe has been designated as a seventh Urban Development Area. While master planning efforts are still underway for Fort Monroe, planning goals and design standards closely align with the development principles of UDAs. These strategic areas meet the intent of 15.2-2223.1.

Geographic Location

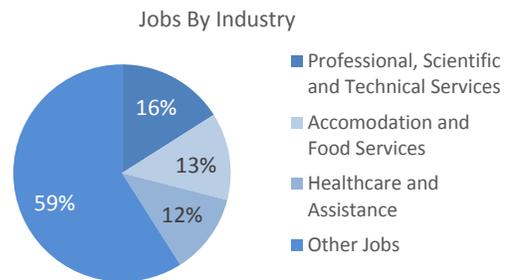


Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

Total Population – 6,563 persons

Total Primary Jobs – 988 jobs



Jobs Within a 45 Minute Drive
70,527

Working Age Population Within a 45 Minute Drive
130,527

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

Jurisdiction Characteristics:

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



Urban Development Areas – Hampton City

Current Place Type - Medium 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

- ✓ Transit Frequency
- ✓ Transit Operations
- ✓ Transit Capacity/Access
- ✓ Transit Facilities/Amenities
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ Off-Street Parking
- Intersection Design
- ✓ Improvements to the Natural Environment
- ✓ Safety Features

Moderate

- ✓ Off-Street Parking
- ✓ Signage/Wayfinding
- ✓ Traffic Calming Features
- ✓ Street Grid

External UDA Needs

High

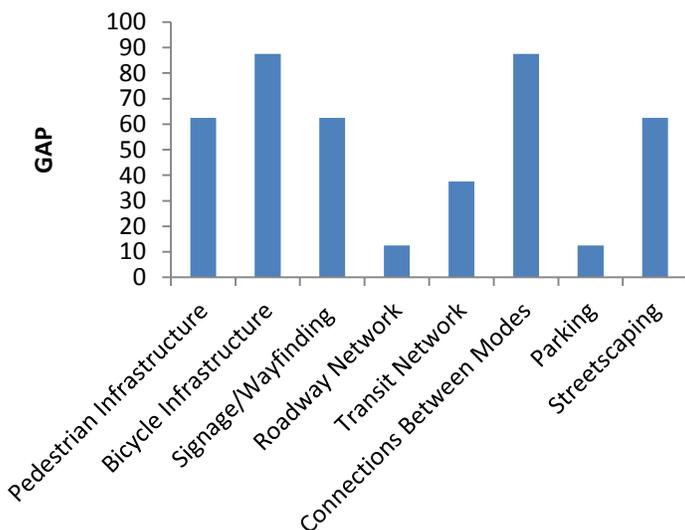
- ✓ Transit Frequency
- ✓ Transit Facilities/Amenities
- ✓ Improvements to the Natural Environment
- ✓ Signage/Wayfinding

Moderate

- ✓ Roadway Operations
- ✓ Transit Operations
- ✓ Transit Capacity
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ 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)



Safety for all users



Friendly pedestrian and bicycle network

Urban Development Areas – Hampton City

UDA Needs Profile: Buckroe

Hampton City designated seven UDAs within its jurisdiction. This profile represents the characteristics and needs of Buckroe UDA, located to the north of Fort Monroe and bisected by route 169.

Location Characteristics

PDC – Hampton Roads Planning District Commission

UDA Size – 1.3 square miles

Year Designated – 2015

Comprehensive Plan Detail -

The Strategic Investment Areas identified by the City in 2006 and adopted as part of the Hampton Community Plan have development principles consistent with the legislated definition of Urban Development Areas. The areas include: Downtown Hampton, Coliseum Central, Buckroe, Phoebus, Kecoughtan Corridor, and North King Street Corridor. Fort Monroe has been designated as a seventh Urban Development Area. While master planning efforts are still underway for Fort Monroe, planning goals and design standards closely align with the development principles of UDAs. These strategic areas meet the intent of 15.2-2223.1.

Geographic Location



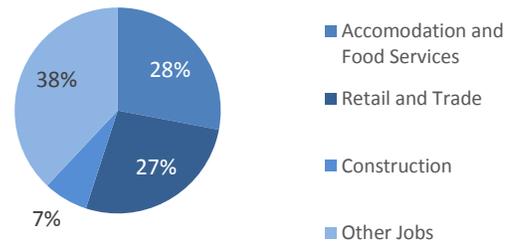
Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

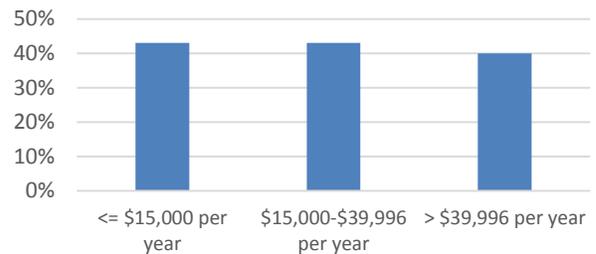
Total Population – 7,825 persons

Total Primary Jobs – 294 jobs

Jobs by Industry



Total Jobs by Earnings



Jobs Within a 45 Minute Drive
58,870

Working Age Population Within a 45 Minute Drive
110,842

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

Jurisdiction Characteristics:

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



Urban Development Areas – Hampton City

Current Place Type - Medium 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

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

Moderate

- ✓ Off-Street Parking
- ✓ Signage/Wayfinding
- ✓ Traffic Calming Features
- ✓ Moderate
- ✓ Improvements to Natural Environment
- ✓ Safety Features

External UDA Needs

High

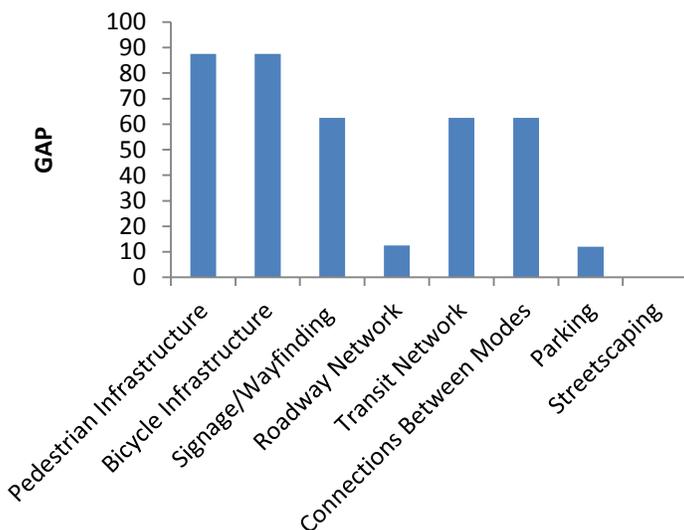
- ✓ Transit Frequency
- ✓ Transit Facilities/Amenities
- ✓ Improvements to the Natural Environment
- ✓ Signage/Wayfinding

Moderate

- ✓ Roadway Operations
- ✓ Transit Operations
- ✓ Transit Capacity
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ 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)



Safety for all users



Friendly pedestrian and bicycle network

Urban Development Areas – Hampton City

UDA Needs Profile: Fort Monroe

Hampton City designated seven UDAs within its jurisdiction. This profile represents the characteristics and needs of Fort Monroe UDA, located at the southern tip of the Virginia Peninsula, bounded by Mill Creek to the West, I-64 the South and the Chesapeake Bay to the east.

Location Characteristics

PDC – Hampton Roads Planning District Commission

UDA Size – 0.8 square miles

Year Designated – 2015

Comprehensive Plan Detail -

The Strategic Investment Areas identified by the City in 2006 and adopted as part of the Hampton Community Plan have development principles consistent with the legislated definition of Urban Development Areas. The areas include: Downtown Hampton, Coliseum Central, Buckroe, Phoebus, Kecoughtan Corridor, and North King Street Corridor. Fort Monroe has been designated as a seventh Urban Development Area. While master planning efforts are still underway for Fort Monroe, planning goals and design standards closely align with the development principles of UDAs. These strategic areas meet the intent of 15.2-2223.1.

Geographic Location



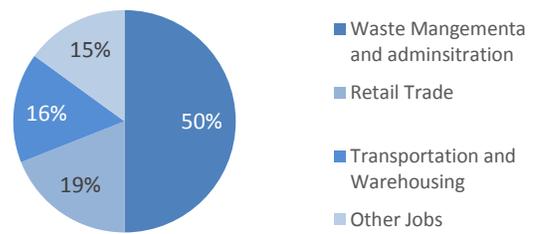
Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

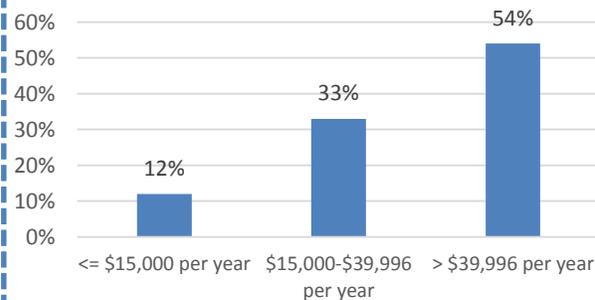
Total Population – 947 persons

Total Primary Jobs – 232 jobs

Jobs by Industry



Total Earnings



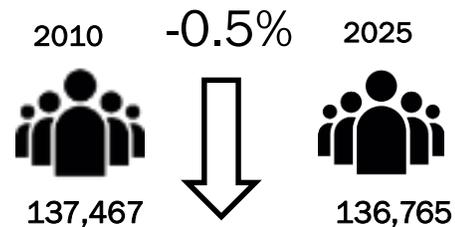
Jobs Within a 45 Minute Drive
56,203

Working Age Population Within a 45 Minute Drive
102,976

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

Jurisdiction Characteristics:

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



Urban Development Areas – Hampton City

Current Place Type - Medium 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

- ✓ Transit Frequency
- ✓ Transit Operations
- ✓ Transit Capacity/Access
- ✓ Transit Facilities/Amenities
- ✓ Street Grid
- ✓ Complete Streets
- ✓ Off-Street Parking
- ✓ Intersection Design
- ✓ Safety Features

Moderate

- ✓ Off-Street Parking
- ✓ Signage/Wayfinding
- ✓ Traffic Calming Features
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Improvements to the Natural Environment

External UDA Needs

High

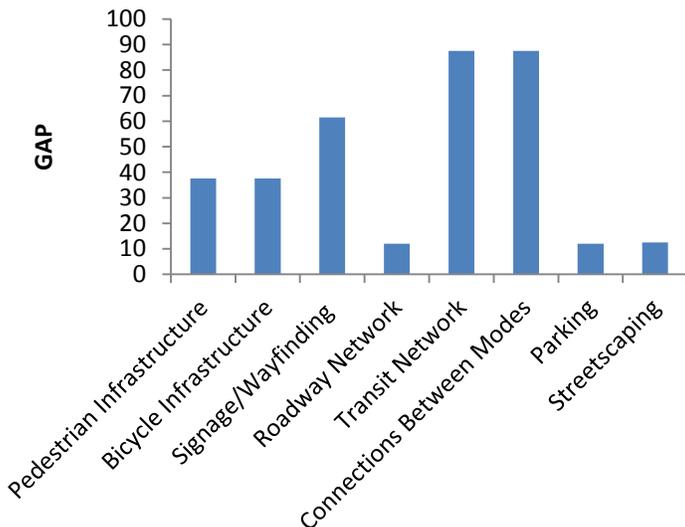
- ✓ Transit Frequency
- ✓ Transit Facilities/Amenities
- ✓ Improvements to the Natural Environment
- ✓ Signage/Wayfinding

Moderate

- ✓ Roadway Operations
- ✓ Transit Operations
- ✓ Transit Capacity
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ 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)



Safety for all users



Friendly pedestrian and bicycle network

Urban Development Areas – York County

UDA Needs Profile: All UDAs

York County designated five UDAs in 2015: Route 17/Fort Eustis Boulevard, Grafton Drive, Lightfoot, Keener-Cupp-Berrane Property, and Marquis and Vicinity, located between the York and James River in the eastern part of the Commonwealth.

Location Characteristics

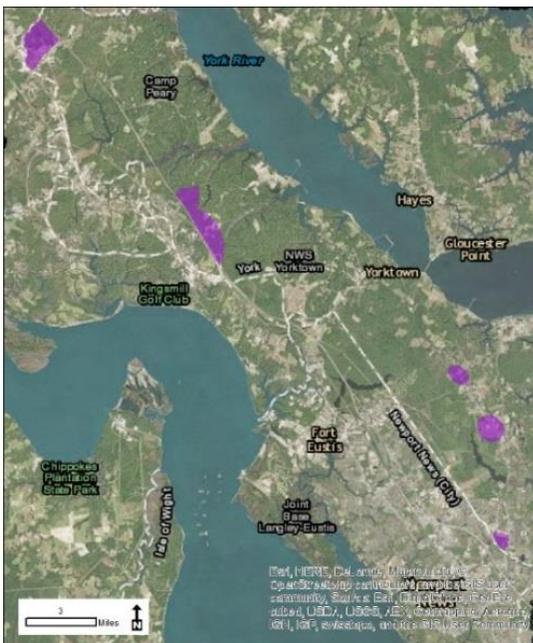
PDC – Hampton Roads Planning District Commission

UDA Size – 3.8 square miles

Year Designated – 2015

Comprehensive Plan Detail - The York Comprehensive Plan designates growth areas through the establishment of a Mixed Use overlay. This overlay designation is intended to create well-designed communities in which people can live, work, and recreate by providing opportunities for a mix of retail, office, and residential within a single, relatively compact development under a unified, coherent master plan. Proposed uses should have a high degree of physical and functional integration with one another, including extensive pedestrian and bicycle connectivity.

Geographic Location

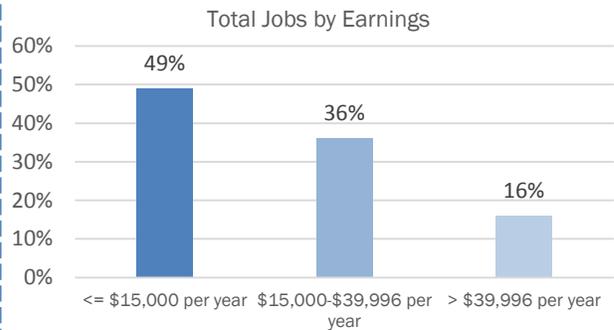
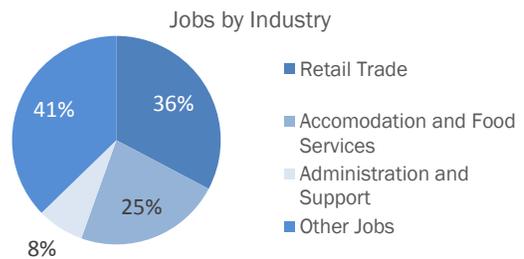


Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

Total Population – 6,738 persons

Total Primary Jobs – 1,276 jobs



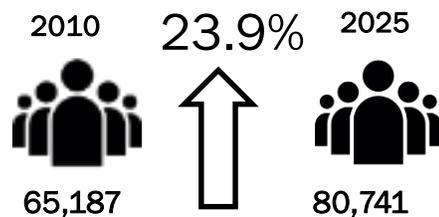
Jobs Within a 45 Minute Drive
33,902

Working Age Population Within a 45 Minute Drive
64,722

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

Jurisdiction Characteristics:

Population Growth (Source: Weldon Cooper Center)



Urban Development Areas – York County

Current Place Type - Medium 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

- ✓ Pedestrian Infrastructure
- ✓ Transit Operations
- ✓ Transit Capacity/Access
- ✓ Transit Facilities/Amenities
- ✓ Street Grid
- ✓ Bicycle Infrastructure
- ✓ Complete Streets
- ✓ Off-Street Parking
- ✓ Intersection Design
- ✓ Improvements to the Natural Environment
- ✓ Safety Features

Moderate

- ✓ Roadway Capacity
- ✓ Safety Features
- ✓ On-street parking
- ✓ Signage/Wayfinding

External UDA Needs

High

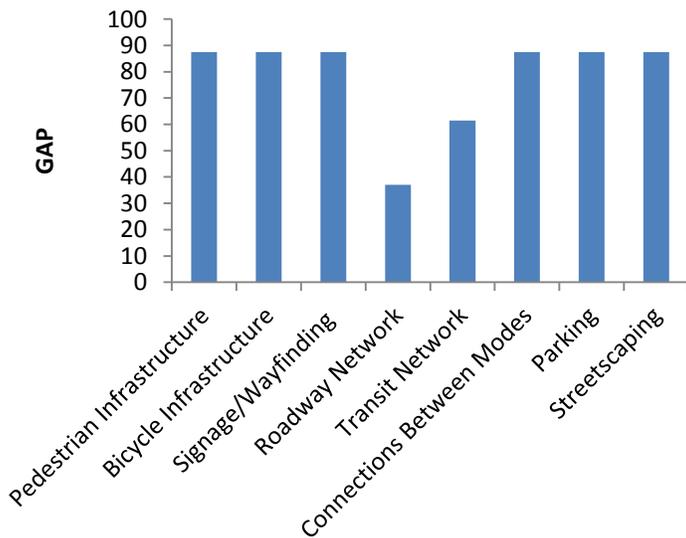
- ✓ Roadway Capacity
- ✓ Transit Facilities/Amenities
- ✓ Improvements to the Natural Environment
- ✓ Signage/Wayfinding

Moderate

- ✓ Transit Facilities
- ✓ Street Grid
- ✓ Bicycle Infrastructure
- ✓ Intersection Design

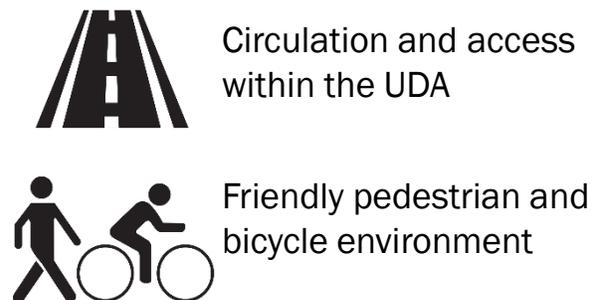
Existing Internal Needs Gap (% shortfall)

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)



Urban Development Areas – Suffolk City

UDA Needs Profile: All UDAs

The City of Suffolk designated two growth areas in 2015, the Central Growth Area, located around the historic City core, and the Northern Growth Area, which is focused around major regional transportation routes, including the I-664 and Route 135.

Location Characteristics

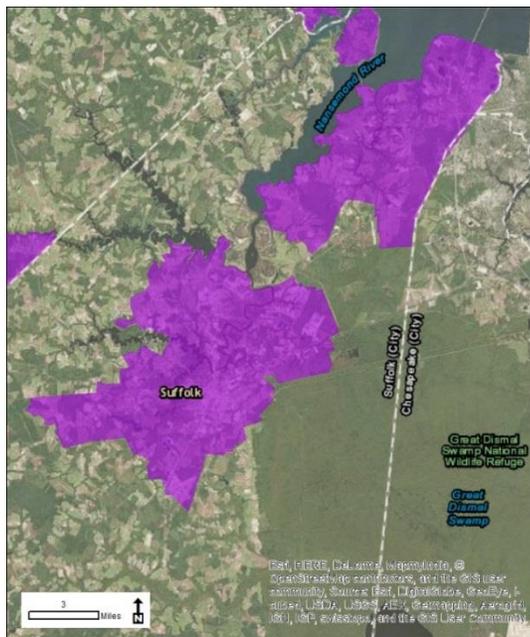
PDC – Hampton Roads Planning District Commission

UDA Size – 74 square miles

Year Designated – 2015

Comprehensive Plan Detail - The City of Suffolk Comprehensive Plan (2015) continues an approach to manage and direct growth toward existing communities – primarily the Central Growth Area and the Northern Growth area. Both of these growth areas include use districts with medium and high-density mixed use development, and promote enhanced multimodal connectivity. The development patterns and promotion of traditional neighborhood development in these areas are consistent with the intent of Virginia Code 15.2-2223.1

Geographic Location

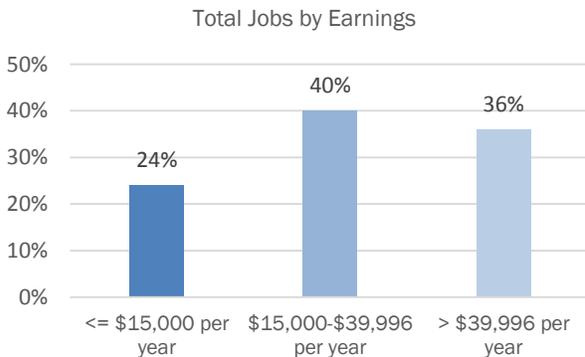
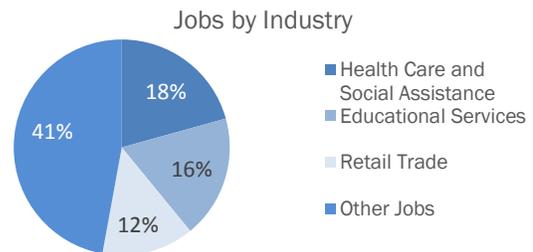


Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

Total Population – 73,653 persons

Total Primary Jobs – 15,898 jobs



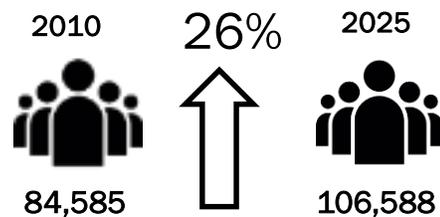
Jobs Within a 45 Minute Drive
285,531

Working Age Population Within a 45 Minute Drive
487,473

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

Jurisdiction Characteristics:

Population Growth (Source: Weldon Cooper Center)



Urban Development Areas – Suffolk City

Current Place Type - Urban Center

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

- ✓ Roadway Capacity
- ✓ Roadway Operations
- ✓ Transit Frequency
- ✓ Transit Operations
- ✓ Transit Facilities
- ✓ Intersection Design
- ✓ Street Grid
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ Safety Features
- ✓ On-Street Parking
- ✓ Off-Street Parking

Moderate

- ✓ Transit Capacity

External UDA Needs

High

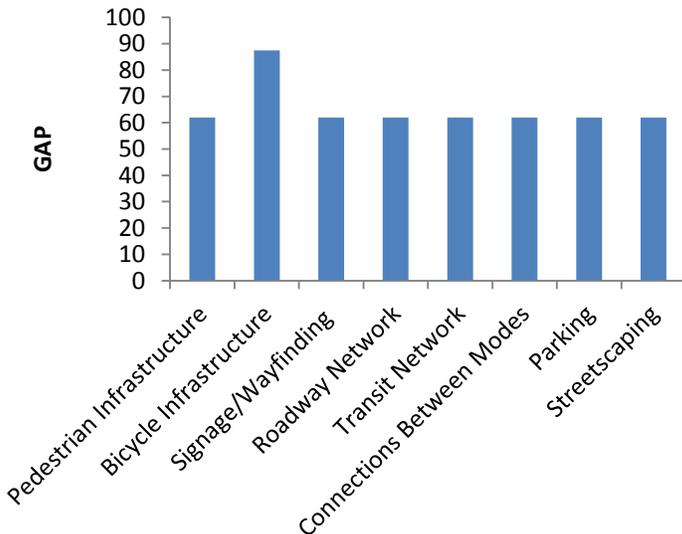
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ Safety Features
- ✓ On-Street Parking
- ✓ Improvements to the Natural Environment

Moderate

- ✓ Roadway Operations
- ✓ Transit Operations
- ✓ Transit Capacity
- ✓ Street Grid
- ✓ 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)



Safety for all users



Circulation and access within the UDA

Urban Development Areas – Williamsburg

UDA Needs Profile: High Street Mixed-Use/Residential Area

The High Street Mixed Use and Residential area is one of four Designated Growth Areas located in the City Williamsburg. This growth area includes a 55 acre mixed-use development and High Density Multifamily Residential land use.

Location Characteristics

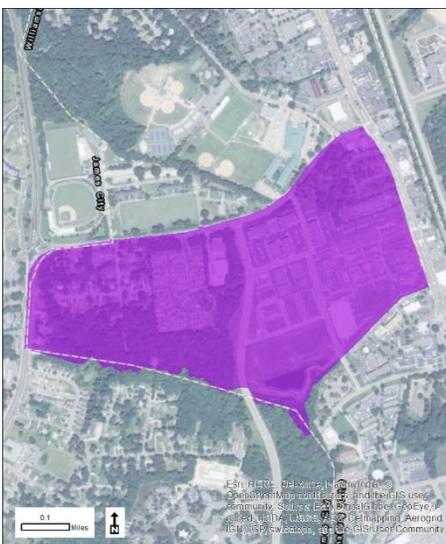
PDC – Hampton Roads Planning District Commission

UDA Size – 0.17 square miles

Year Designated – 2015

Comprehensive Plan Detail - The High Street/ Mixed-Use Planning area is adjacent to two small commercial areas designated as Corridor Commercial land use and zoned B-2 Corridor Business District; and the "Wales Area," consisting of a condominium development designated as High Density Multifamily Residential land use (14 dwelling units/net acre) and zoned RM-2 Multifamily Dwelling District, and a single family residential area designated as Medium Density Single Family Detached Residential land use, zoned RS-3 Single-Family Dwelling District and identified as a possible future site for higher density affordable housing at up to 14 dwelling units/net acre.

Geographic Location

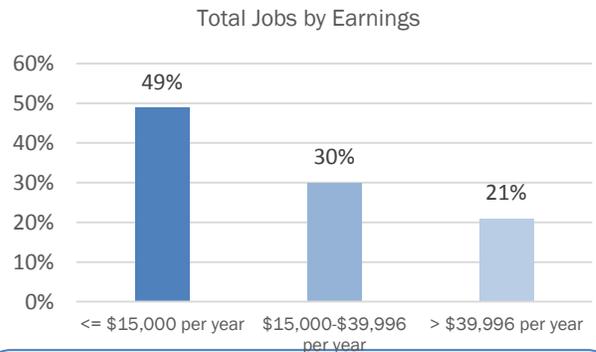
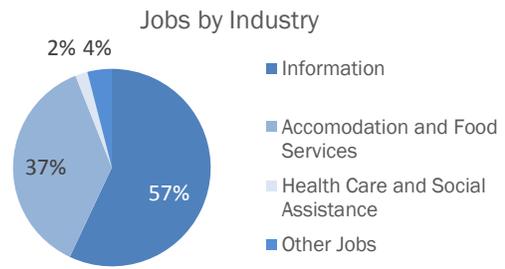


Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

Total Population – 1,110 persons

Total Primary Jobs – 142 jobs



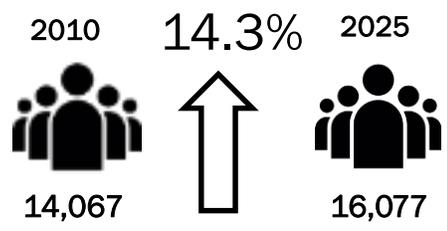
Jobs Within a 45 Minute Drive
25,594

Working Age Population Within a 45 Minute Drive
43,006

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

Jurisdiction Characteristics:

Population Growth (Source: Weldon Cooper Center)



Urban Development Areas – Williamsburg

Current Place Type - Medium 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

- ✓ Roadway Capacity
- ✓ Transit Frequency
- ✓ Bicycle Infrastructure

Moderate

- ✓ Transit Operations
- ✓ Transit Facilities
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ Intersection Design
- ✓ Improvements to the Natural Environment

External UDA Needs

High

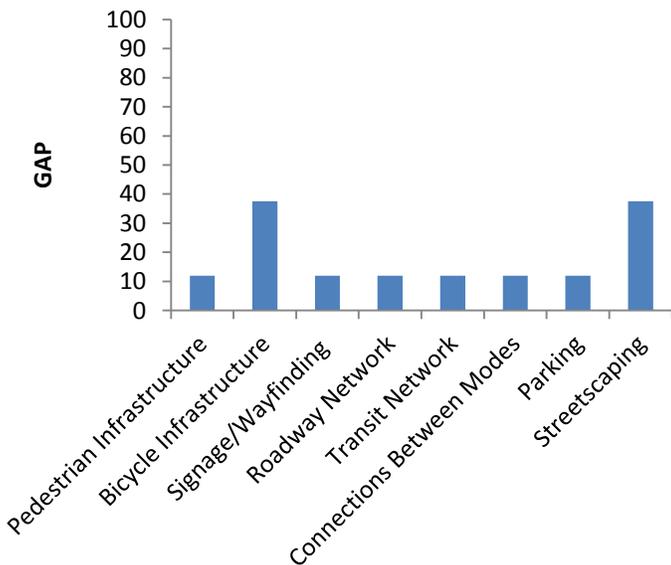
- ✓ Transit Frequency
- ✓ Bicycle Infrastructure

Moderate

- ✓ Roadway Operations
- ✓ Transit Operations
- ✓ Roadway Capacity
- ✓ Transit Facilities
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ Intersection Design
- ✓ 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

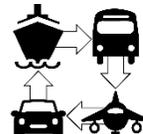
Localities ranked transportation needs within their UDAs (1 being the highest need, to 4 the lowest)



Safety for all users



Circulation and access within the UDA



Access to transportation networks beyond the UDA



Friendly pedestrian and bicycle environment

Urban Development Areas – Williamsburg

UDA Needs Profile: Midtown Planning Area

The Midtown Planning Area is one of four Designated Growth Areas located in the City of Williamsburg. The Midtown Planning Area is located at the intersection of Richmond Road and Monticello Avenue, central entrance corridors for the City of Williamsburg.

Location Characteristics

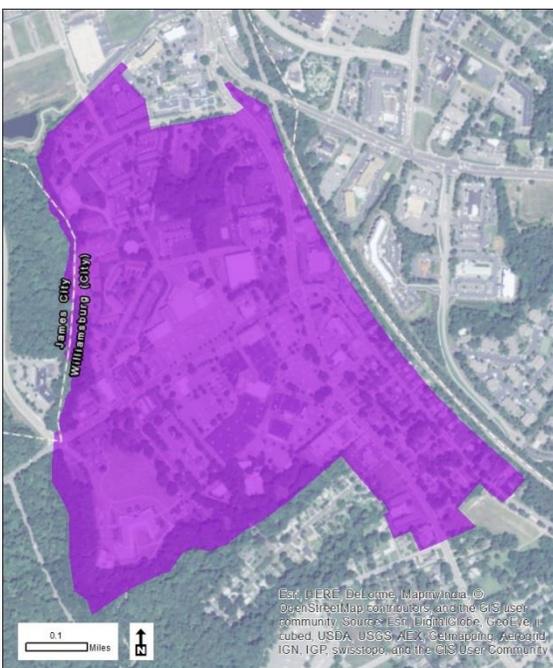
PDC – Hampton Roads Planning District Commission

UDA Size – 0.24 square miles

Year Designated – 2015

Comprehensive Plan Detail - This growth area is designated by the Comprehensive Plan as the Midtown Planning Area, and located at the intersection of two of the City's major entrance corridors- Richmond Road and Monticello Avenue. It is comprised of five major components: (1) Arts and Cultural District,; (2) Shopping Centers (3) Richmond Road Corridor, designated as Urban Commercial (14+ dwelling units/net acre) future land use and zoned B-3 Urban Business District; (4) Urban Residential Area, and (5) College Area.

Geographic Location



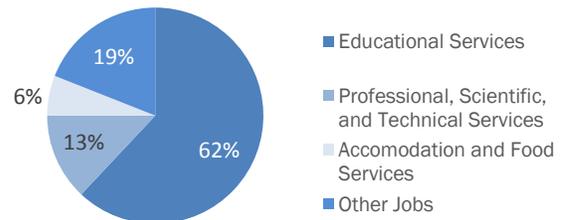
Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

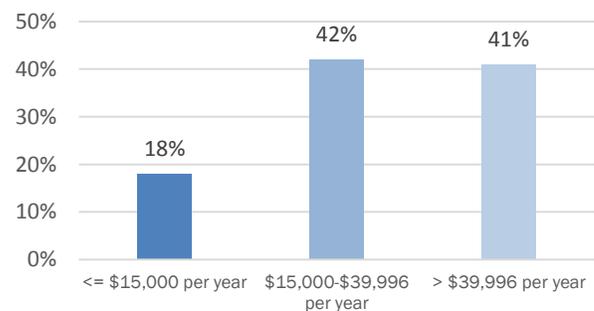
Total Population – 1,078 persons

Total Primary Jobs – 4,223 jobs

Jobs by Industry



Total Jobs by Earnings



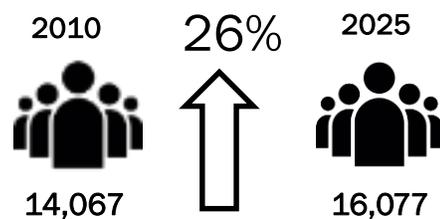
Jobs Within a 45 Minute Drive
28,071

Working Age Population Within a 45 Minute Drive
46,071

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

Jurisdiction Characteristics:

Population Growth (Source: Weldon Cooper Center)



Urban Development Areas – Williamsburg

Current Place Type - Medium 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

- ✓ Roadway Capacity
- ✓ Transit Frequency
- ✓ Street Grid
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ Improvements to the Natural Environment
- ✓ Intersection Design

Moderate

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

External UDA Needs

High

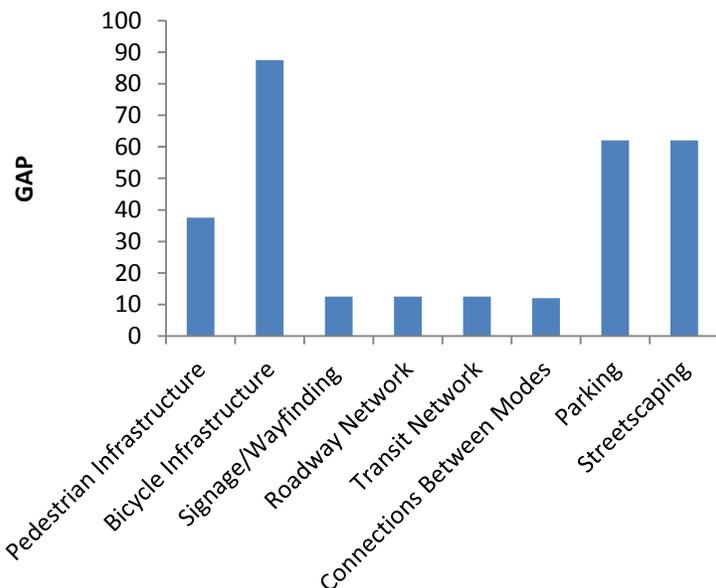
- ✓ Transit Frequency
- ✓ Bicycle Infrastructure

Moderate

- ✓ Transit Operations
- ✓ Transit Facilities
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ Intersection Design
- ✓ Improvements to the Natural Environment
- ✓ Bicycle Infrastructure
- ✓ Roadway Capacity
- ✓ Roadway Operations

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



Friendly pedestrian and bicycle environment



Transit enhancements

Urban Development Areas – Williamsburg

UDA Needs Profile: Northeast Triangle Planning Area

The Northeast Triangle Planning Area is one of four Designated Growth Areas located in the City of Williamsburg, centered on Capitol Landing Road, Page and Second Street. This growth areas includes commercial uses, single-family detached dwellings, condominiums, apartments and townhouses.

Location Characteristics

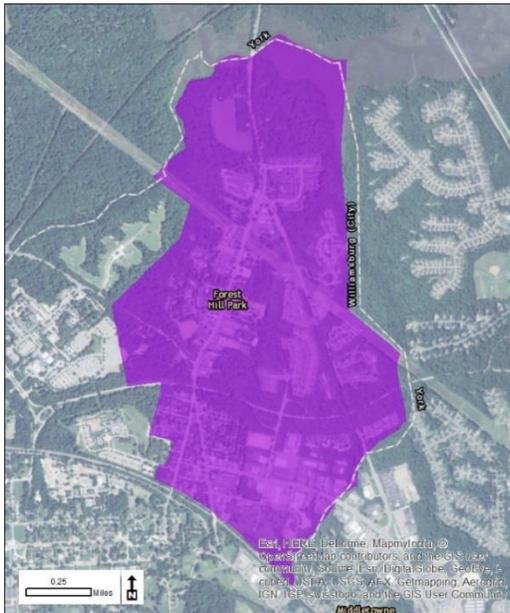
PDC – Hampton Roads Planning District Commission

UDA Size – 0.88 square miles

Year Designated – 2015

Comprehensive Plan Detail - This growth area is designated by the Comprehensive Plan as the Northeast Triangle Planning Area, and is a diverse area with concentrations of single-family detached dwellings, condominiums, apartments, townhouses and commercial uses, centered on Capitol Landing Road, Page Street and Second Street. The Northeast Triangle Planning Area is designated as a HUBZone, providing federal contracting opportunities for qualified small businesses and thereby providing financial and other incentives for development in this designated urban growth area.

Geographic Location

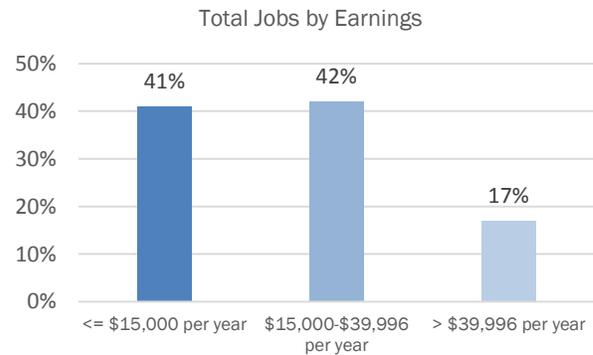
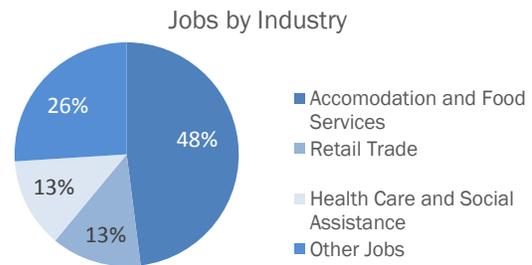


Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

Total Population – 2,059 persons

Total Primary Jobs – 446 jobs



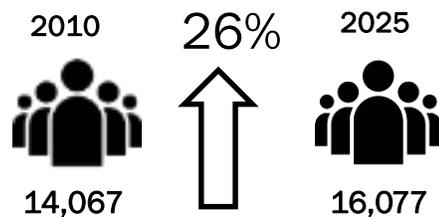
Jobs Within a 45 Minute Drive
28,014

Working Age Population Within a 45 Minute Drive
50,221

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

Jurisdiction Characteristics:

Population Growth (Source: Weldon Cooper Center)



Urban Development Areas – Williamsburg

Current Place Type - Medium 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

- ✓ Transit Frequency
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Safety Features
- ✓ Intersection Design

Moderate

- ✓ Roadway Operation
- ✓ Transit Operations
- ✓ Transit Capacity
- ✓ Transit Facilities
- ✓ Complete Streets
- ✓ Off-Street Parking
- ✓ Improvements to the Natural Environment

External UDA Needs

High

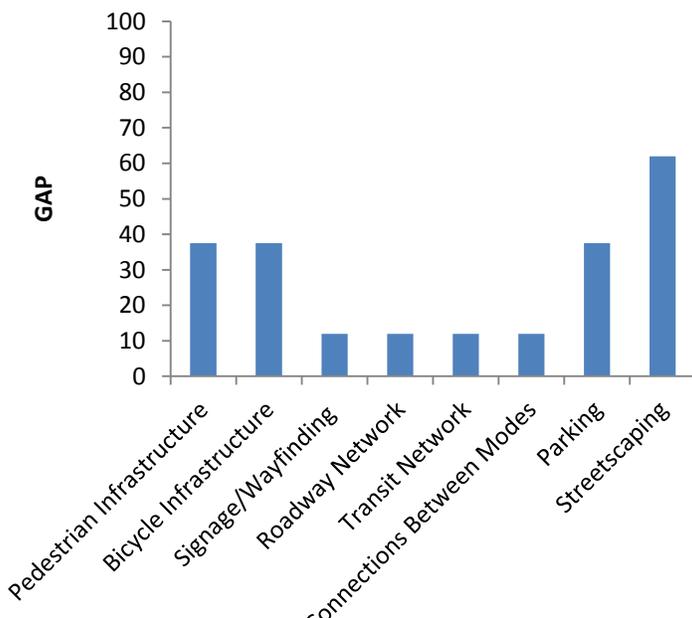
- ✓ Transit Frequency
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ Intersection Design

Moderate

- ✓ Roadway Operations
- ✓ Transit Operations
- ✓ Transit Facilities
- ✓ 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



Circulation and access within the UDA



Friendly pedestrian and bicycle environment



Transit enhancements

Urban Development Areas – Williamsburg

UDA Needs Profile: Quarterpath Mixed-Use and Residential Area

The Quarterpath at Williamsburg Mixed Use and Residential Area is one of four Designated Growth Areas in the City of Williamsburg. This area is located on the east side of Quarterpath Road and includes 362 acres of mixed use development, 227 of which are designated as Economic Development future land use.

Location Characteristics

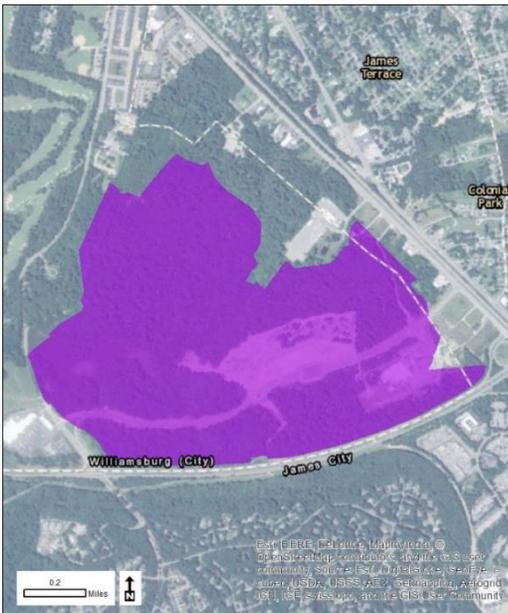
PDC – Hampton Roads Planning District Commission

UDA Size – 0.55 square miles

Year Designated – 2015

Comprehensive Plan Detail - The Quarterpath at Williamsburg Mixed Use and Residential Area has the potential for at least 500,000 square feet of medical, office and commercial floor area, as well as 894 dwelling units. The Single Family Residential Area (RS-2 zoning) has the potential for up to 468 dwelling units, and the Comprehensive Plan supports development as Planned Development Residential zoning (PDR) with a variety of housing types if an acceptable master plan is submitted. To date, development includes Doctor’s Hospital, 227 apartments and 157 townhouses.

Geographic Location



Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

Total Population – 116 persons

Total Primary Jobs – N/A

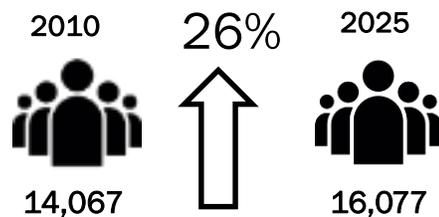
Jobs Within a 45 Minute Drive
27,324

Working Age Population Within a 45 Minute Drive
47,081

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

Jurisdiction Characteristics:

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



Urban Development Areas – Williamsburg

Current Place Type - Medium 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

- ✓ Roadway Capacity
- ✓ Transit Frequency
- ✓ Transit Capacity
- ✓ Street Grid
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Off-Street Parking

Moderate

- ✓ Transit Operations
- ✓ Roadway Operations
- ✓ On-Street Parking
- ✓ Transit Facilities
- ✓ Intersection Design
- ✓ Signage/Wayfinding
- ✓ Improvements to the Natural Environment

External UDA Needs

High

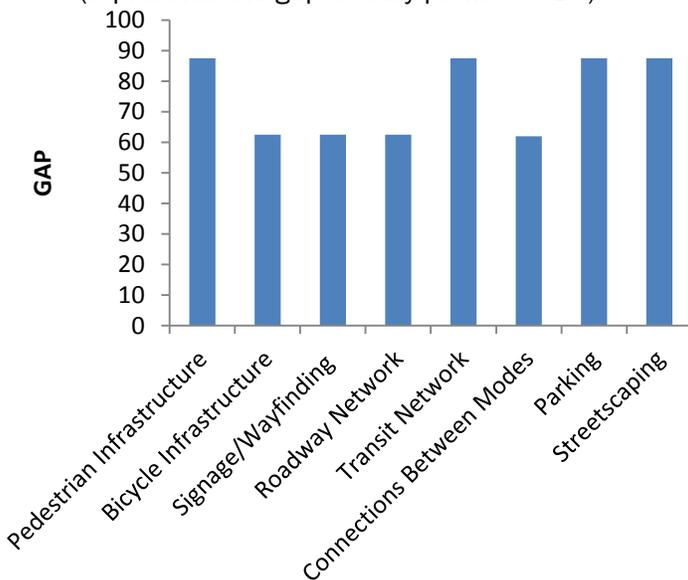
- ✓ Bicycle Infrastructure
- ✓ Roadway Operations
- ✓ Transit Frequency
- ✓ Complete Streets
- ✓ Intersection Design

Moderate

- ✓ Transit Operations
- ✓ Roadway Capacity
- ✓ Transit Capacity
- ✓ Transit Facilities
- ✓ Pedestrian Infrastructure
- ✓ Improvements to the Natural Environment

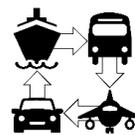
Existing Internal Needs Gap (% shortfall)

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



Transit enhancements



Friendly pedestrian and bicycle environment

Urban Development Areas – Virginia Beach

UDA Needs Profile: Burton Station SGA

Virginia Beach has eight Strategic Growth Areas (SGAs), and the Burton Station SGA is generally located at the convergence of major highway, rail and airport facilities and benefits from nearby deep water ports and a major military installation.

Location Characteristics

PDC – Hampton Roads PDC

UDA Size – 1.5 square miles

Year Designated – 2015

Comprehensive Plan Detail – The vision for the Burton Station SGA is a revitalized Burton Station neighborhood that reflects its historic roots and is an integral part of a larger planned residential community with open space and employment opportunities. This primarily residential, low-density scheme provides for the needs and desires of current residents. The current alignment of Burton Station Road is respected, and small neighborhood services such as a corner shop and community center are provided. The area is predominantly industrial but also has significant tracts devoted to residential and commercial uses. It has a considerable amount of undeveloped land but lacks a good network of internal streets.

Geographic Location

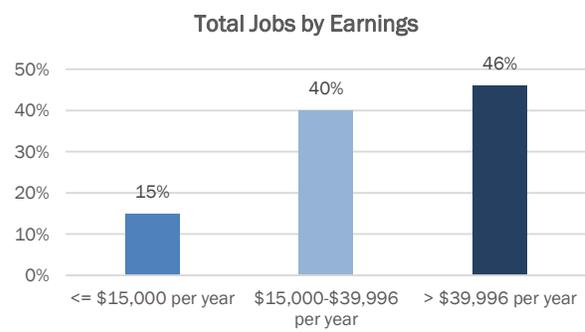
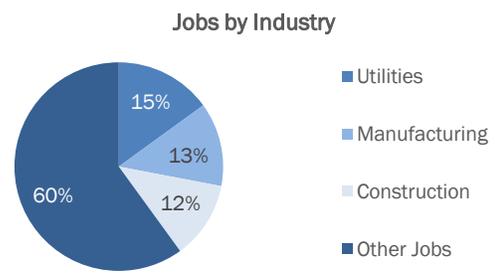


Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

Total Population – 3,051 persons

Total Primary Jobs – 6,246 jobs



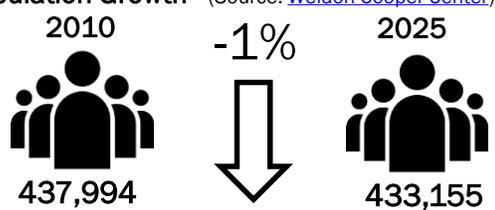
Jobs Within a 45 Minute Drive
201,057

Working Age Population Within a 45 Minute Drive
509,045

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

Jurisdiction Characteristics:

Population Growth (Source: Weldon Cooper Center)



* Local projections show that the City of Virginia Beach will have an average 1.1% annual growth rate (16% cumulative growth by 2025).

Urban Development Areas – Virginia Beach

Current Place Type – Medium Town or Suburban Center



Planned Place Type – Large Town or Suburban Center



Future Transportation Needs

Internal UDA Needs

High

- ✓ Roadway Capacity/Infrastructure Improvements
- ✓ Roadway Operations
- ✓ Street Grid
- ✓ Bicycle & Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ Safety Features
- ✓ Off-Street Parking Capacity
- ✓ Intersection Design
- ✓ Improvements to the Natural Environment

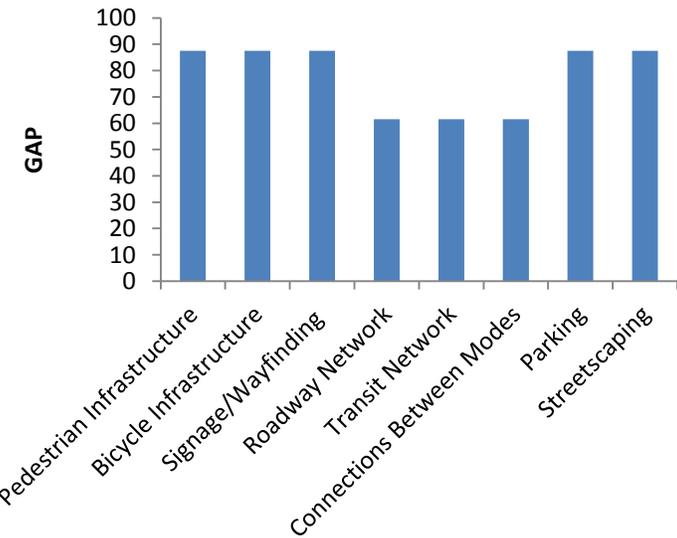
External UDA Needs

High

- ✓ Roadway Capacity/Infrastructure Improvements
- ✓ Roadway Operations
- ✓ Transit Frequency
- ✓ Transit Operations
- ✓ Transit Capacity/Access
- ✓ Transit Facilities/Amenities
- ✓ Complete Streets
- ✓ 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 beyond UDA
- Friendly pedestrian bicycle environment

Urban Development Areas – Virginia Beach

UDA Needs Profile: Resort SGA

Virginia Beach has eight Strategic Growth Areas (SGAs), and the Resort SGA is generally bound by 42nd Street, the Atlantic Ocean, Rudee Inlet and Birdneck Road. Revitalization efforts have transformed the Resort Area into a major activity center, strengthened neighborhoods, and increased economic growth.

Location Characteristics

PDC – Hampton Roads PDC

UDA Size – 2.6 square miles

Year Designated – 2015

Comprehensive Plan Detail - The vision for the Resort Area is to create three distinct yet complementary districts at Laskin Gateway, Central Beach, and Rudee Marina. The area will be enhanced by extending the energy at the beach into these areas. This plan develops synergies between the cultural and commercial life, the recreational and natural life, and an overall focus on drawing residents and visitors into the area. The Resort Area Strategic Action Plan (RASAP) develops synergies between the cultural and commercial life, the recreational and natural life, and has an overall focus on drawing residents and visitors into the area.

Geographic Location



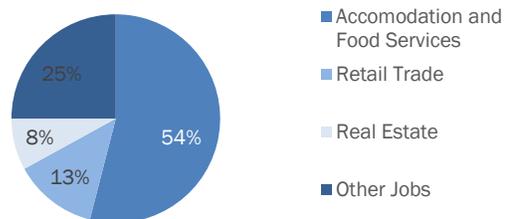
Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

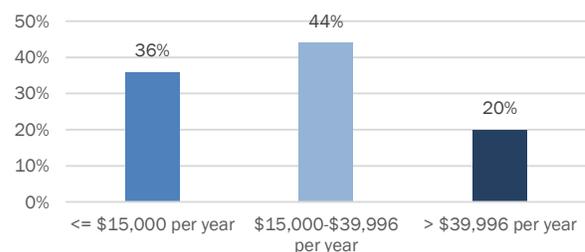
Total Population – 17,162 persons

Total Primary Jobs – 7,114 jobs

Jobs by Industry



Total Jobs by Earnings



Jobs Within a 45 Minute Drive
160,724

Working Age Population Within a 45 Minute Drive
278,554

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

Jurisdiction Characteristics:

Population Growth (Source: Weldon Cooper Center)



* Local projections show that the City of Virginia Beach will have an average 1.1% annual growth rate (16% cumulative growth by 2025).

Urban Development Areas – Virginia Beach

Current Place Type – Urban Core



Planned Place Type - Urban Core



Future Transportation Needs

Internal UDA Needs

High

- ✓ Transit Facilities/Amenities
- ✓ Improvements to the Natural Environment
- ✓ Safety Features

Moderate

- ✓ Roadway Capacity/Infrastructure Improvements
- ✓ Roadway Operations
- ✓ Street Grid, Bicycle & Pedestrian Infrastructure
- ✓ Safety Features and Intersection Design
- ✓ Signage/Wayfinding
- ✓ Traffic Calming Features

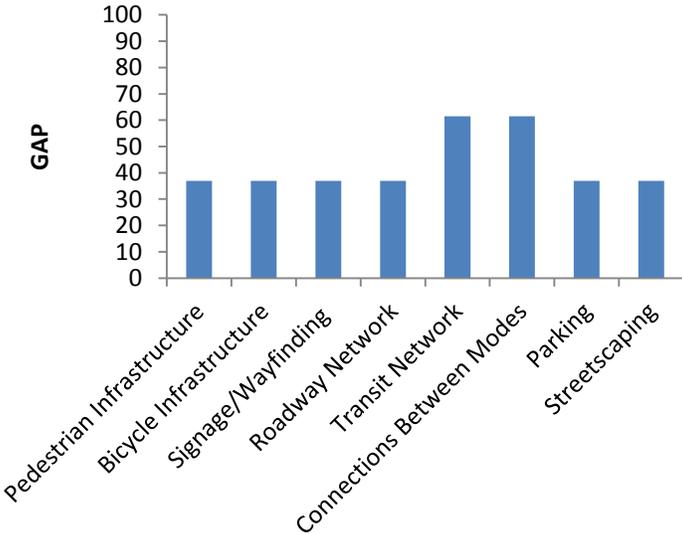
External UDA Needs

High

- ✓ Transit Facilities/Amenities
- ✓ Improvements to the Natural Environment
- ✓ Safety 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)

- Circulation and access beyond UDA
- Friendly pedestrian bicycle environment

Urban Development Areas – Virginia Beach

UDA Needs Profile: Lynnhaven SGA

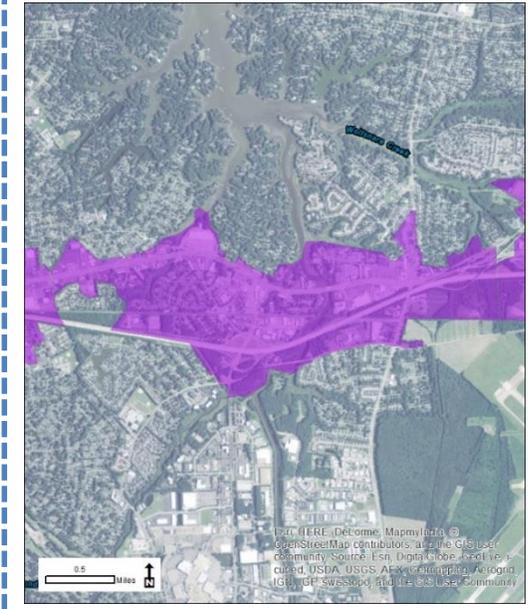
Virginia Beach has eight Strategic Growth Areas (SGAs), and the Lynnhaven SGA surrounds a corridor near an I-264 interchange, including new on-off ramps to London Bridge Road, three major crossing arterial connections, and is under study for a potential future transit stop.

Location Characteristics

PDC – Hampton Roads PDC
UDA Size – 1.4 square miles
Year Designated – 2015

Comprehensive Plan Detail - The vision of the Lynnhaven SGA is series of mixed-use and flexible developments along with targeted public infrastructure improvements. The under-performing commercial properties will have the opportunity to transform themselves into higher intensity uses to, in some cases, take advantage of the potential of transit, and, in other cases, to preserve and provide access to the Lynnhaven River. At the center of the redevelopment may be a new transit station that can provide park-and-ride, connection to nearby office uses, and transfer service to Lynnhaven Mall.

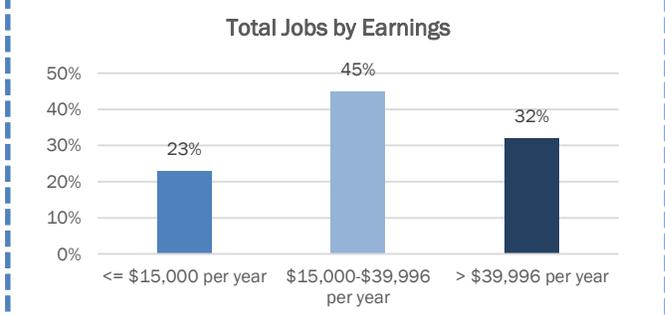
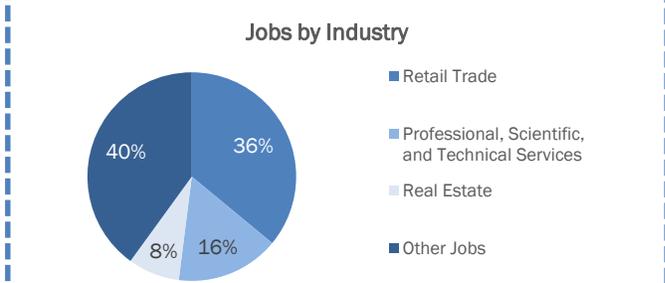
Geographic Location



Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

Total Population – 7,777 persons
Total Primary Jobs – 3,427 jobs

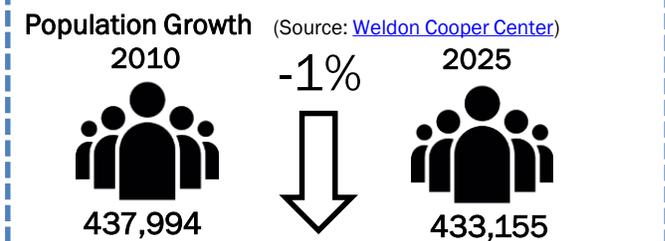


Jobs Within a 45 Minute Drive
 159,704

Working Age Population Within a 45 Minute Drive
 268,020

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

Jurisdiction Characteristics:



* Local projections show that the City of Virginia Beach will have an average 1.1% annual growth rate (16% cumulative growth by 2025).

Urban Development Areas – Virginia Beach

Current Place Type – Medium Town or Suburban Center



Planned Place Type – Large Town or Suburban Center



Future Transportation Needs

Internal UDA Needs

High

- ✓ Roadway Capacity/Infrastructure Improvements
- ✓ Roadway Operations
- ✓ Street Grid
- ✓ Bicycle & Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ Safety Features
- ✓ Off-Street Parking Capacity
- ✓ Intersection Design
- ✓ Improvements to the Natural Environment

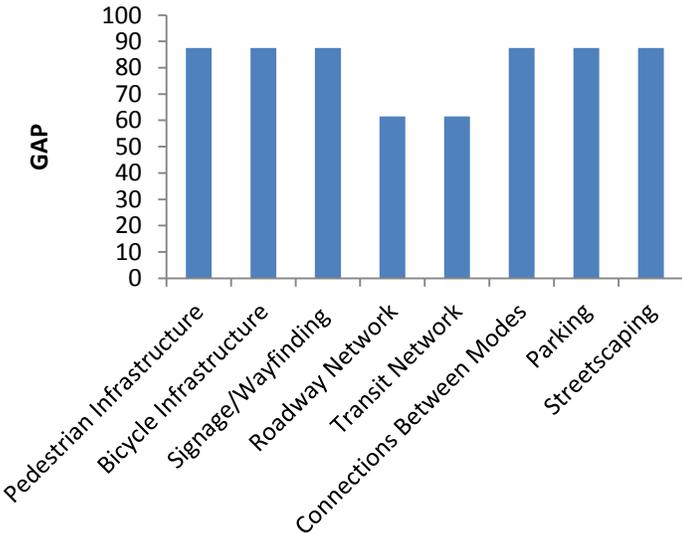
External UDA Needs

High

- ✓ Roadway Capacity/Infrastructure Improvements
- ✓ Roadway Operations
- ✓ Transit Frequency
- ✓ Transit Operations
- ✓ Transit Capacity/Access
- ✓ Transit Facilities/Amenities
- ✓ Complete Streets
- ✓ Improvements to the Natural Environment

Existing Internal Needs Gap (% shortfall)

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

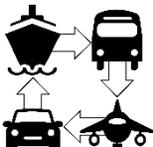


Highest Rated Overall Needs within UDA

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



Safety for all users



Access to transportation networks beyond the UDA

Urban Development Areas – Virginia Beach

Current Place Type – Small Town or Suburban Center



Planned Place Type – Medium Town or Suburban Center



Future Transportation Needs

Internal UDA Needs

High

- ✓ Roadway Capacity/Infrastructure Improvements
- ✓ Roadway Operations
- ✓ Street Grid
- ✓ Bicycle & Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ Safety Features
- ✓ Off-Street Parking Capacity
- ✓ Intersection Design
- ✓ Improvements to the Natural Environment

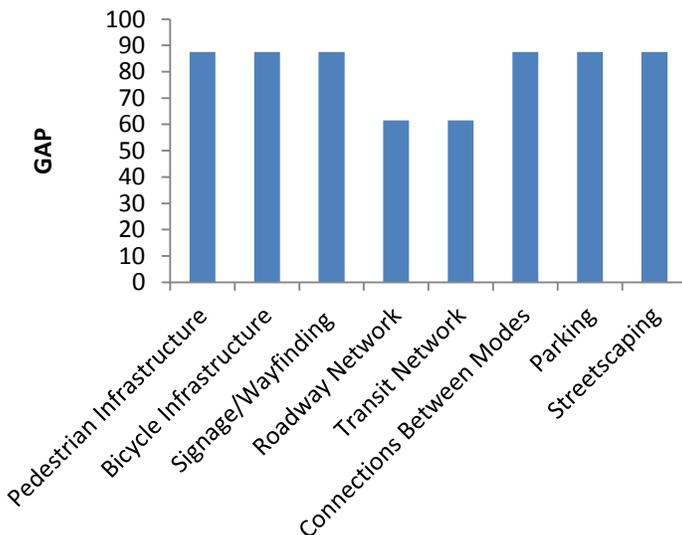
External UDA Needs

High

- ✓ Roadway Capacity/Infrastructure Improvements
- ✓ Roadway Operations
- ✓ Transit Frequency
- ✓ Transit Operations
- ✓ Transit Capacity/Access
- ✓ Transit Facilities/Amenities
- ✓ Complete Streets
- ✓ Improvements to the Natural Environment

Existing Internal Needs Gap (% shortfall)

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

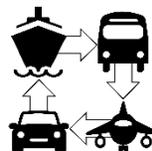


Highest Rated Overall Needs within UDA

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



Safety for all users



Access to transportation networks beyond the UDA

Urban Development Areas – Virginia Beach

UDA Needs Profile: Centerville SGA

Virginia Beach has eight Strategic Growth Areas (SGAs), and the Centerville SGA is a large expanse of undeveloped land fronting I-64, with great economic development potential for future corporate office headquarters and expansion area for Regent University.

Location Characteristics

PDC – Hampton Roads PDC
UDA Size – 0.5 square miles
Year Designated – 2015

Comprehensive Plan Detail - The Centerville SGA is unique from other SGAs because it consists of several large-scale ownership and single-use areas, such as the Christian Broadcasting Network (CBN), Regent University, the City Landfill, and a private landfill. The relationship between these uses and their impact on one another and surrounding residential neighborhoods deserves special consideration. The vision for the Centerville SGA is to become an education-oriented master-planned community, which capitalizes on the regional access and visibility provided by I-64 and the existing institutional anchors of CBN and Regent University.

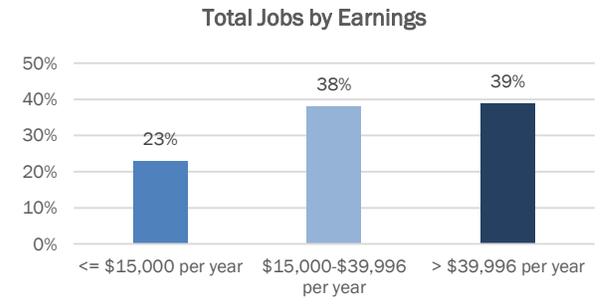
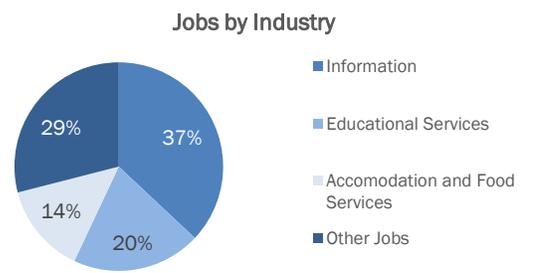
Geographic Location



Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

Total Population – 9,023 persons
Total Primary Jobs – 2,960 jobs

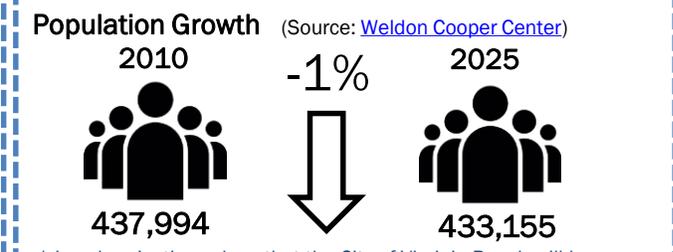


Jobs Within a 45 Minute Drive
 186,267

Working Age Population Within a 45 Minute Drive
 320,170

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

Jurisdiction Characteristics:



* Local projections show that the City of Virginia Beach will have an average 1.1% annual growth rate (16% cumulative growth by 2025).

Urban Development Areas – Virginia Beach

Current Place Type – Small Town or Suburban Center



Planned Place Type – Medium Town or Suburban Center



Future Transportation Needs

Internal UDA Needs

High

- ✓ Roadway Capacity/Infrastructure Improvements
- ✓ Roadway Operations
- ✓ Street Grid
- ✓ Bicycle & Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ Safety Features
- ✓ Off-Street Parking Capacity
- ✓ Intersection Design
- ✓ Improvements to the Natural Environment

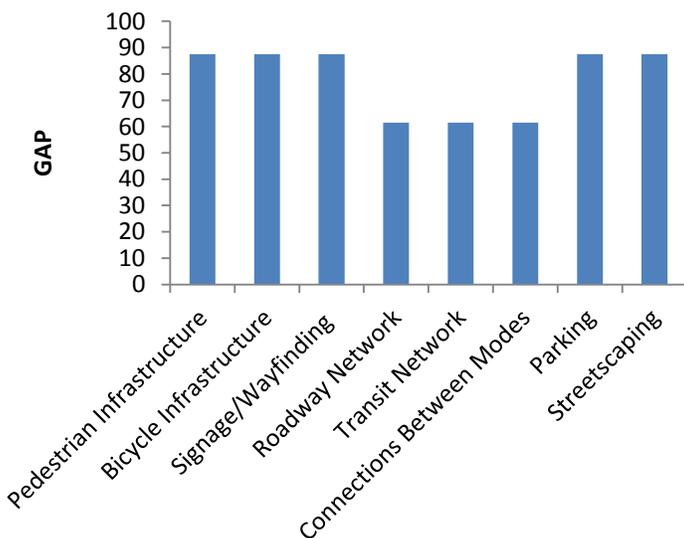
External UDA Needs

High

- ✓ Roadway Capacity/Infrastructure Improvements
- ✓ Roadway Operations
- ✓ Transit Frequency
- ✓ Transit Operations
- ✓ Transit Capacity/Access
- ✓ Transit Facilities/Amenities
- ✓ Complete Streets
- ✓ Improvements to the Natural Environment

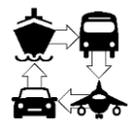
Existing Internal Needs Gap (% shortfall)

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 beyond UDA



Friendly pedestrian bicycle environment