

Urban Development Areas – Fairfax County

UDA Needs Profile: Tysons Corner

Tysons Corner is located in Fairfax County, surrounded by the town of McLean to the east and Vienna on the west along I-495, the Dulles Toll Road, Route 7, and Route 123.

Location Characteristics

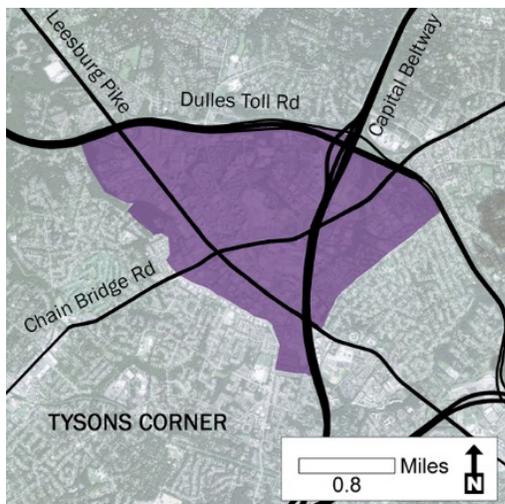
PDC – Northern Virginia Regional Commission

UDA Size – 3.4 square miles

Year Designated – 2013

Comprehensive Plan Detail - Tysons Corner is the Urban Development Area (UDA) for Fairfax County. The Tysons Corner land use plan is consistent with the UDA requirements for minimum densities and intensities for development, the appropriate planning horizon for Fairfax County, inclusion of principles of traditional neighborhood design, and incentives for development. The vision for Tysons is grounded in a set of guiding planning principles that includes transforming Tysons from a suburban office park and activity center into a 24/7 urban center marked by the diversity of residents and workers, as well as attracting mixed use transit-oriented development and private investment to Metrorail station areas and transit connection locations throughout Tysons.

Geographic Location



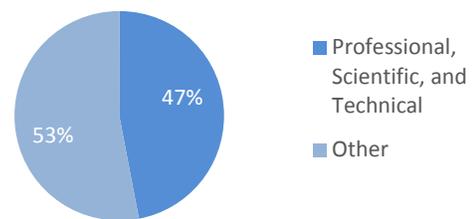
Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

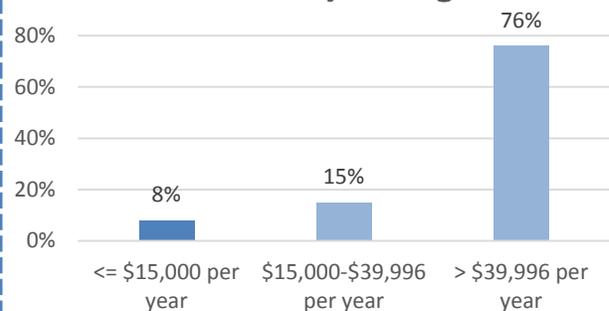
Total Population – 19,184 persons

Total Primary Jobs – 93,484 jobs

Jobs by Industry



Total Jobs by Earnings



Jobs Within a 45 Minute Drive
985,444

Working Age Population Within a 45 Minute Drive
691,272

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

Jurisdiction Characteristics:

Population Growth (Source: Weldon Cooper Center)



Urban Development Areas – Fairfax County

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

- ✓ Roadway Capacity/Infrastructure
- ✓ Transit Frequency
- ✓ Transit Operations
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Signage/Wayfinding

Moderate

- ✓ Traffic Calming

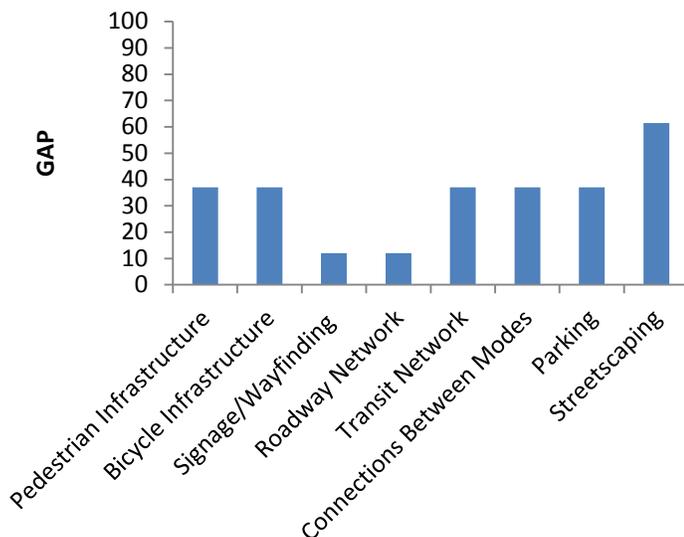
External UDA Needs

High

- | | |
|-----------------------------------|---|
| ✓ Roadway Capacity/Infrastructure | ✓ Pedestrian Infrastructure |
| ✓ Roadway Operations | ✓ Complete Streets |
| ✓ Transit Frequency | ✓ Safety Features |
| ✓ Transit Operations | ✓ Intersection Design |
| ✓ Transit Capacity/Access | ✓ Signage/Wayfinding |
| ✓ Transit Facilities | ✓ Improvements to the Natural Environment |
| ✓ Street Grid | |
| ✓ Bicycle Infrastructure | |

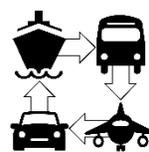
Existing Internal Needs Gap (% shortfall)

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)



Access to transportation networks beyond the UDA



Friendly pedestrian and bicycle environment

Urban Development Areas – Herndon Town

UDA Needs Profile: Herndon UDA

The Town of Herndon, located in Fairfax County, designated its entire town as an Urban Development Area (UDA) in 2016. In 2008, the Regional Corridor Mixed Use area was also designated as a UDA, which is part of Dulles Corridor Metrorail Phase Two Transportation Improvement District.

Location Characteristics

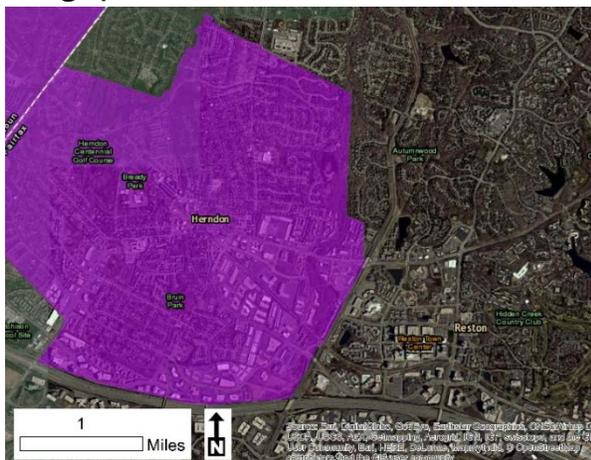
PDC – Northern Virginia Regional Commission

UDA Size – 4.29 square miles

Year Designated – 2008 and 2016, respectively.

Comprehensive Plan Detail - Herndon's 2012 Amended Comprehensive Plan designates land within town's Regional Corridor Mixed Use area as the Metrorail Urban Development Area (UDA). The UDA is part of the land included in the Dulles Corridor Metrorail Phase Two Transportation Improvement District for the Herndon Metrorail station, which will connect the area with both Washington, DC and Dulles Airport. The Metrorail Station UDA conforms to Virginia Code requirements concerning areas for growth with new urbanist development. The UDA identifies where higher density, transit oriented development is appropriate.

Geographic Location



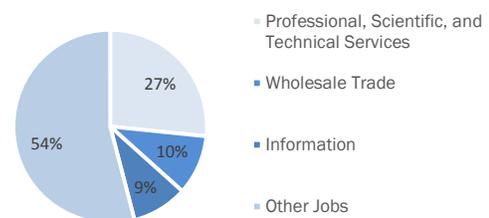
Socio-Economic Characteristics

UDA Characteristics: [\(Source: Town of Herndon Metrorail Station Area Study\)](#)

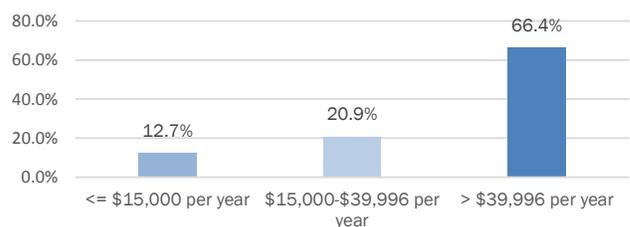
Total Population – 24,446 persons

Total Primary Jobs – 15,889 jobs

Jobs by Industry



Total Jobs by Earnings



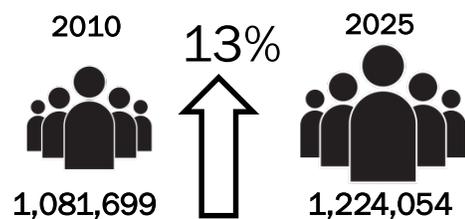
Jobs Within a 45 Minute Drive
419,415

Working Age Population Within a 45 Minute Drive
232,361

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

Jurisdiction Characteristics:

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



Urban Development Areas – Herndon Town

Current Place Type - Medium Town or Suburban Center



Planned Place Type - Urban Core



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

Future Transportation Needs

Internal UDA Needs

High

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

Moderate

- ✓ Transit Operations
- ✓ On-Street Parking Capacity

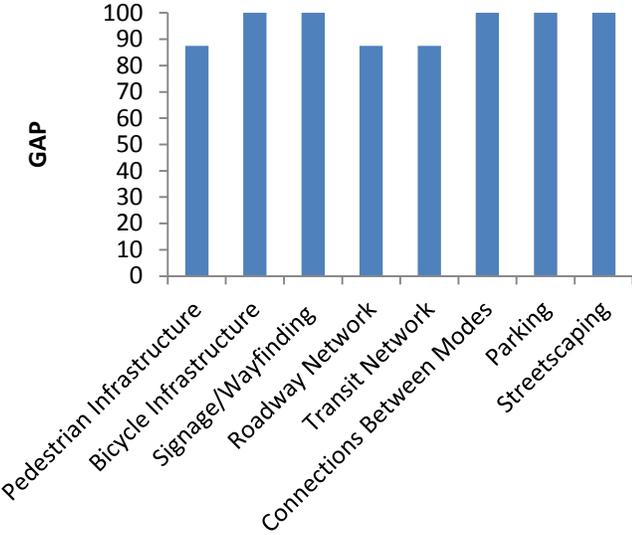
External UDA Needs

High

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

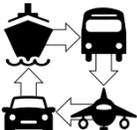
Existing Internal Needs Gap (% shortfall)

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
-  Circulation and access within the UDA
-  Access to transportation networks beyond the UDA
-  Friendly pedestrian and bicycle environment

Urban Development Areas – City of Manassas

UDA Needs Profile

The City of Manassas designated its entire City limits as a UDA in 2013. Manassas is located adjacent to Prince William County and is served by I-66, U.S. 29, VA State Route 234 and 28.

Location Characteristics

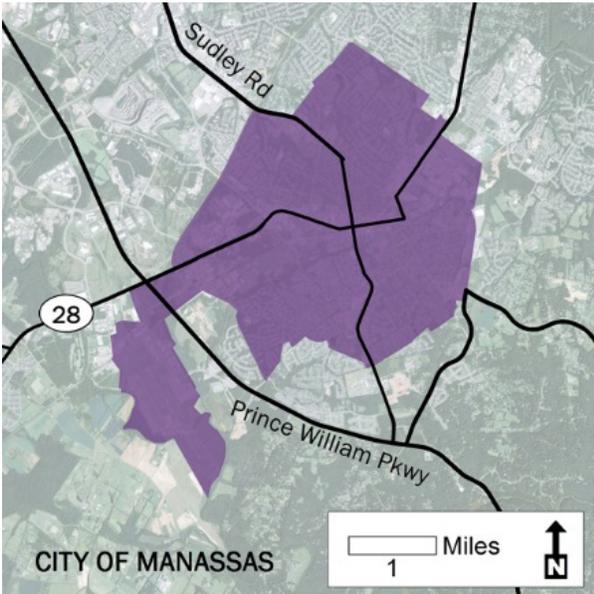
PDC – Northern Virginia Regional Commission

UDA Size – 9.9 square miles

Year Designated – 2013

Comprehensive Plan Detail - The Manassas 2013 Comprehensive Plan notes that it meets the requirements for Urban Development Areas (UDAs) including, but not limited to, the plans and policies set forth in the City’s adopted Sector Plans. The plan’s land use goal states that Manassas will maintain its existing pattern of residential, commercial, and open space land uses, emphasize improved design principles, promote mixed uses compatible with existing neighborhoods, accommodate high quality infill and redevelopment where appropriate, and reinforce the unique and positive qualities of diverse neighborhoods.

Geographic Location -



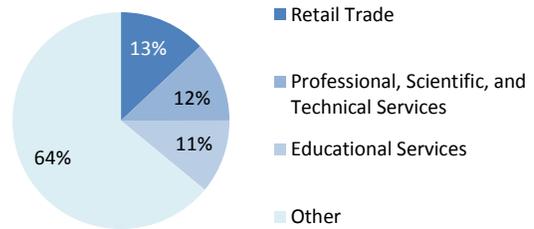
Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

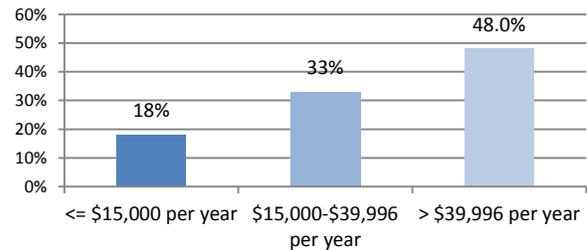
Total Population – 37,821 persons

Total Primary Jobs – 12,032 jobs

Jobs by Industry



Total Jobs by Earnings



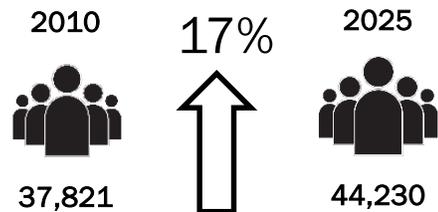
Jobs Within a 45 Minute Drive
98,834

Working Age Population Within a 45 Minute Drive
145,854

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

Jurisdiction Characteristics:

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



Urban Development Areas – City of Manassas

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

- ✓ Roadway Capacity/Infrastructure
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ Off-Street Parking Capacity
- ✓ Intersection Design
- ✓ Signage/Wayfinding
- ✓ Improvements to Natural Environment

Moderate

- ✓ Transit Facilities
- ✓ Safety Features

External UDA Needs

High

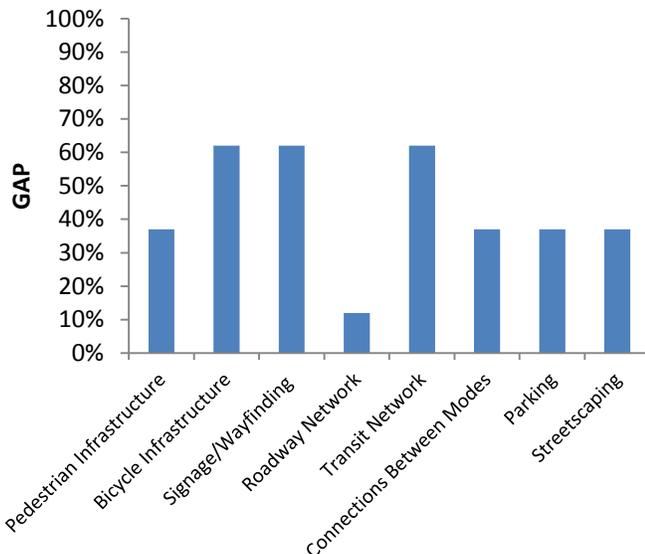
- ✓ Bicycle Infrastructure
- ✓ Complete Streets

Moderate

- ✓ Transit Frequency
- ✓ Transit Capacity
- ✓ Transit Facilities
- ✓ Pedestrian Infrastructure
- ✓ Signage/Wayfinding
- ✓ 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)



Safety for all users



Friendly pedestrian and bicycle environment

Urban Development Areas – Loudoun County

UDA Needs Profile: Suburban Policy Area

Loudoun County has one UDA, the Suburban Policy Area, located in the eastern part of the County. The area is defined on the north by the Potomac River and on the South by Braddock Road.

Location Characteristics

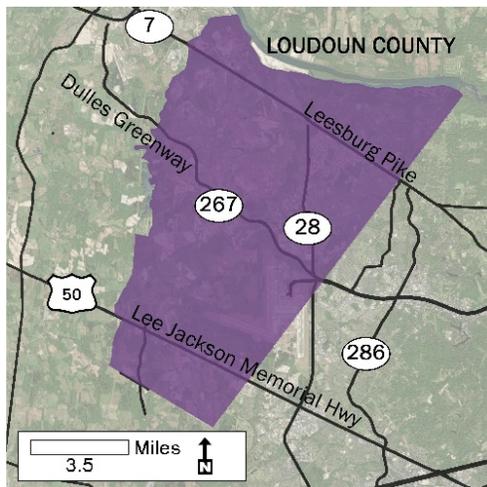
PDC- Northern Virginia Regional Commission

UDA Size – 93.3 square miles

Year Designated – 2011

Comprehensive Plan Detail - As the primary location for suburban-scale residential and nonresidential development, the manner of growth and redevelopment in the Suburban Policy Area is of vital importance. The Plan anticipates that there will be four distinct communities within the Suburban Policy Area, separated from one another by associated Green Infrastructure components and major roads. The Plan introduces the concept of Community Plans that will guide the remaining build-out of Ashburn, Dulles, Potomac, and Sterling. The County’s goal is that the principles of Smart Growth and revitalization will guide the build-out and revitalization of the Suburban Policy Area.

Geographic Location



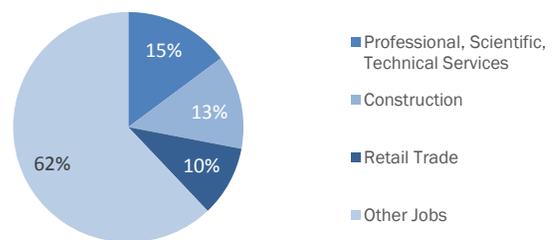
Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

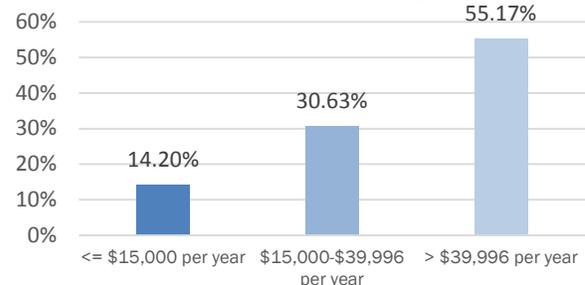
Total Population – 212,832 persons

Total Primary Jobs – 91,439 jobs

Jobs by Industry



Total Jobs by Earnings



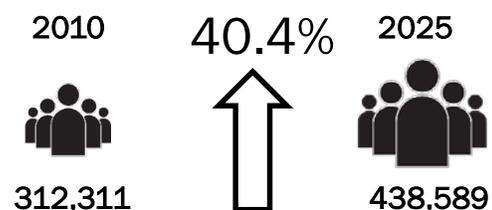
Jobs Within a 45 Minute Drive
75,422

Working Age Population Within a 45 Minute Drive
117,518

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

Jurisdiction Characteristics:

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



Urban Development Areas – Loudoun 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

- ✓ Roadway Capacity/Infrastructure
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Street Grid

Moderate

- | | |
|-----------------------------|--------------------------|
| ✓ Roadway Operations | ✓ Transit Operations |
| ✓ Complete Streets | ✓ Transit Frequency |
| ✓ Transit Frequency | ✓ Transit Facilities |
| ✓ Transit Capacity | ✓ Bicycle Infrastructure |
| ✓ Pedestrian Infrastructure | ✓ Safety Features |
| ✓ Traffic Calming | ✓ Intersection Design |

External UDA Needs

High

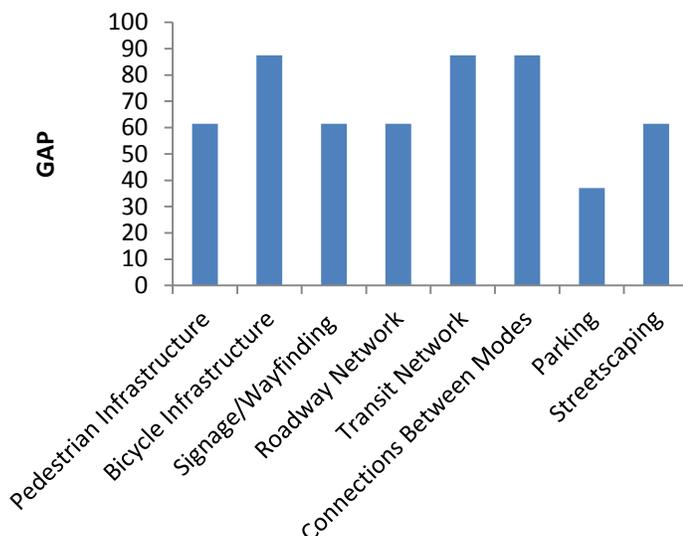
- ✓ Roadway Capacity
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Signage/Wayfinding

Moderate

- | | |
|--------------------------|-------------------------------|
| ✓ Roadway Operations | ✓ Pedestrian Infrastructure |
| ✓ Transit Frequency | ✓ Complete Streets |
| ✓ Street Grid | ✓ Safety Features |
| ✓ Bicycle Infrastructure | ✓ Intersection Design |
| ✓ Traffic Calming | ✓ Signage/Wayfinding |
| | ✓ Improvements to environment |

Existing Internal Needs Gap (% shortfall)

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

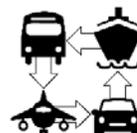


Highest Rated Overall Needs within UDA

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 – Fairfax City

UDA Needs Profile: All UDAs

The City of Fairfax designated areas shown as mixed use on the Comprehensive Plan Future Land Use Map as Designated Growth Areas. These areas include Old Town Fairfax and its immediate surroundings, and the “centers” along Fairfax Boulevard (Kamp Washington, Northfax, and Fairfax Circle).

Location Characteristics

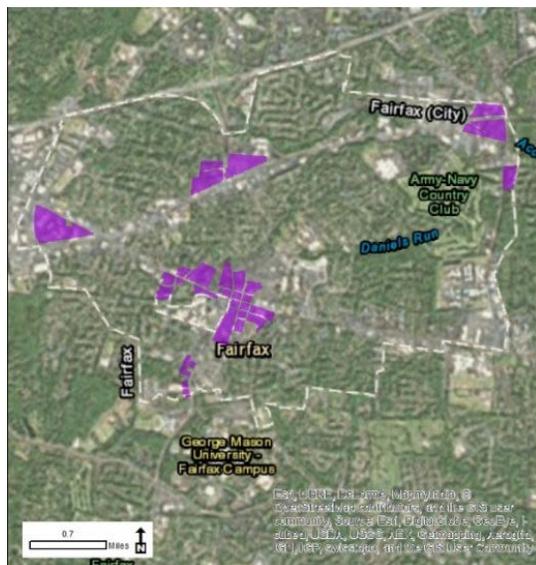
PDC- Northern Virginia Regional Commission

UDA Size – 0.35 square miles

Year Designated – 2015

Comprehensive Plan Detail - Areas of the City designated as mixed use on the Future Land Use map are found to meet the intent of the Code of Virginia, §15.2-2223. The mixed use category supports a combination of commercial, residential, and institutional development to be tailored to specific site conditions and transition needs. The capacity and functionality of the City’s infrastructure are of critical importance to future land use. This infrastructure includes the vehicle and pedestrian networks as well as elements such as lighting, parks, public signage and storm water management facilities.

Geographic Location

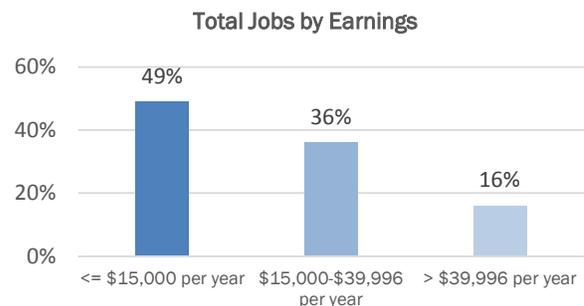
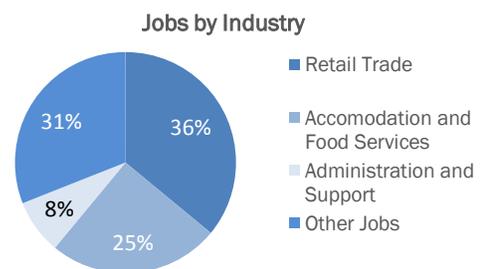


Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

Total Population – 3,161 persons

Total Primary Jobs – 1,276 jobs



Jobs Within a 45 Minute Drive
898,543

Working Age Population Within a 45 Minute Drive
1,202,876

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

Jurisdiction Characteristics:

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



Urban Development Areas – Fairfax City

Current Place Type - Small 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

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

Moderate

- ✓ Roadway Operations
- ✓ Roadway Capacity
- ✓ Transit Frequency
- ✓ Transit Capacity
- ✓ Transit Operations
- ✓ Transit Facilities

External UDA Needs

High

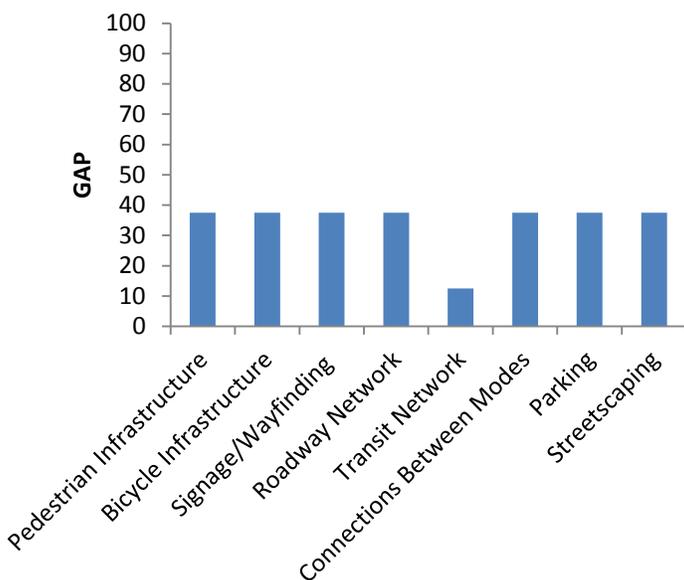
- ✓ Bicycle Infrastructure
- ✓ Street Grid
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ Traffic Calming
- ✓ Safety Features
- ✓ On-Street Parking
- ✓ Off-Street Parking
- ✓ Intersection Design
- ✓ Signage/Wayfinding
- ✓ Improvements to the Natural Environment

Moderate

- ✓ Roadway Operations
- ✓ Roadway Capacity
- ✓ Transit Frequency
- ✓ Transit Capacity
- ✓ Transit Operations
- ✓ Transit Facilities

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

Urban Development Areas – Arlington County

UDA Needs Profile: All UDAs

Arlington County designated a total of seven UDAs in 2015, including Rosslyn-Ballston, Jefferson Davis corridor, Columbia Pike corridor, Lee Highway/Cherrydale Revitalization District, Shirlington Planned Development Site Plan, Nauck Village Center, and the East Falls Church Neighborhood Center District.

Location Characteristics

PDC- Northern Virginia Regional Commission

UDA Size – 8 square miles

Year Designated – 2011

Comprehensive Plan Detail – The following areas in Arlington County’s General Land Use Plan comply with Virginia Code §15.2-2223.1: Rosslyn-Ballston, Jefferson Davis and Columbia Pike corridors, Lee Highway/Cherrydale Revitalization District, Shirlington Planned Development Site Plan, Nauck Village Center, and Urban Development Areas PLA-6078 East Falls Church Neighborhood Center District.

Geographic Location



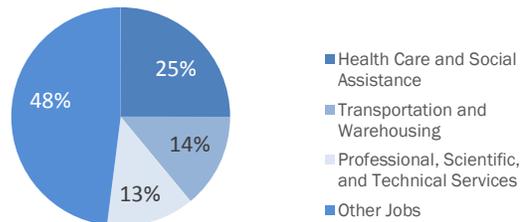
Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

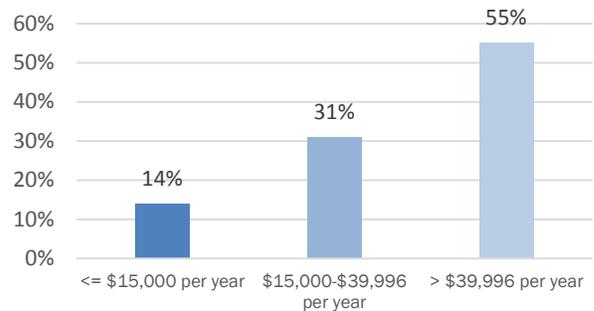
Total Population – 160,683 persons

Total Primary Jobs – 14,858 jobs

Jobs by Industry



Total Jobs by Earnings



Jobs Within a 45 Minute Drive
338,860

Working Age Population Within a 45 Minute Drive
582,837

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

Jurisdiction Characteristics:

Population Growth (Source: Weldon Cooper Center)



*Current Weldon Cooper Center, Arlington County, and U.S. Census Bureau 2014 population estimates show continued growth in Arlington County. Local data projections, adopted as part of MWCOC Cooperative Forecast, show that Arlington County will have a population of 258,700 in 2025.

Urban Development Areas – Arlington County

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

- ✓ Bicycle Infrastructure
- ✓ Transit Frequency
- ✓ Transit Operations
- ✓ Transit Capacity
- ✓ Transit Facilities
- ✓ Pedestrian Infrastructure

Moderate

- ✓ Roadway Operations
- ✓ Street Grid
- ✓ Complete Streets
- ✓ Safety features
- ✓ Traffic Calming

External UDA Needs

High

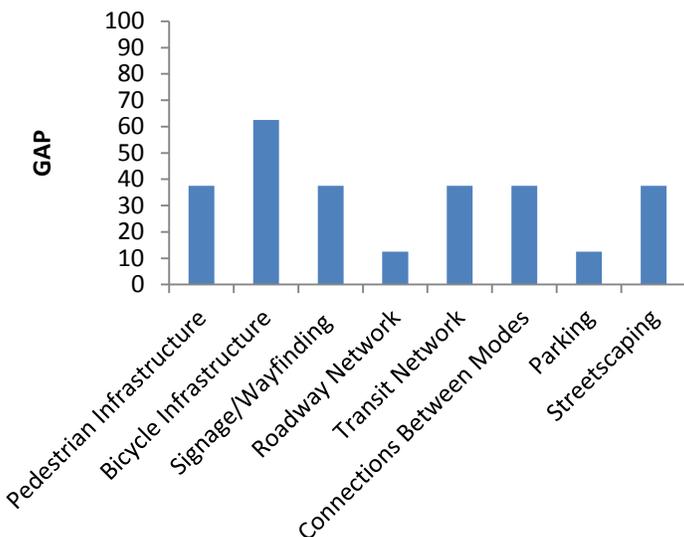
- ✓ Transit Frequency
- ✓ Transit Operations
- ✓ Transit Capacity
- ✓ Transit Facilities

Moderate

- ✓ Safety Features
- ✓ Roadway Operations
- ✓ Street Grid
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ Off-Street Parking
- ✓ Signage/Wayfinding
- ✓ Traffic Calming Features
- ✓ Improvements to the Natural Environment

Existing Internal Needs Gap (% shortfall)

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



Highest Rated Overall Needs within UDA

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



Transit enhancements



Circulation and access within the UDA



Friendly pedestrian and bicycle environment

Urban Development Areas – Falls Church

UDA Needs Profile

The City of Falls Church, located in the northern part of the Commonwealth, designated its entire city boundaries as an Urban Development Area (UDA) in 2016. The city is bounded by the I-66 to the north, the I-495 to the west and U.S. Route 29 to the south. State Route 7 bisects the entirety of the city.

Location Characteristics

PDC – Northern Virginia Regional Commission

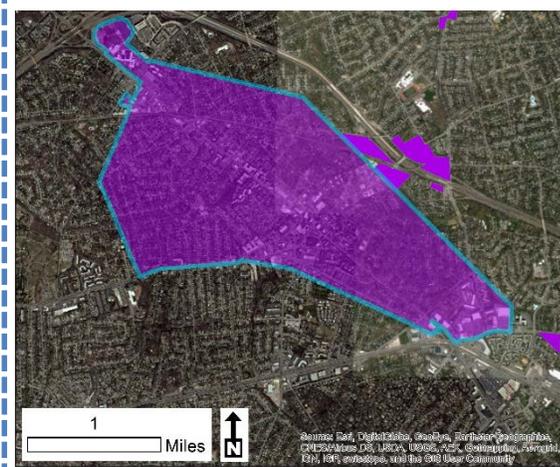
UDA Size – 2.05 square miles

Year Designated – 2016

Comprehensive Plan Detail -

The entirety of the City of Falls Church is designated as an Urban Development Area (UDA) in accordance with Code of Virginia 15.2-223.1 which allows project prioritization by the Commonwealth Transportation Board in accordance with Code of Virginia 33.2-214.1. The City meets the criteria for incorporating traditional neighborhood design. This includes recommendations for pedestrian-friendly road design, interconnection of new local streets with existing local streets and roads, connectivity of road and pedestrian networks, preservation of natural areas, mixed-use neighborhoods with affordable housing, reduction of front and side yard building setbacks, and reduction of subdivision street widths and turning radii at subdivision street intersections.

Geographic Location



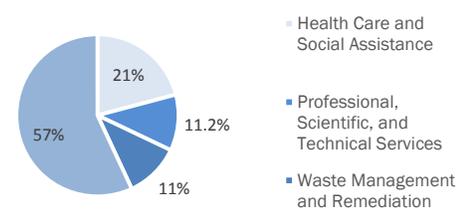
Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

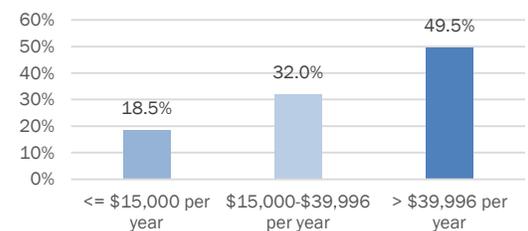
Total Population – 12,332 persons

Total Primary Jobs – 8,198 jobs

Jobs by Industry



Total Jobs by Earnings



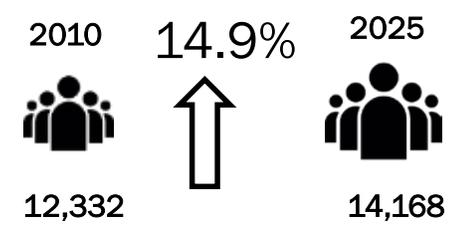
Jobs Within a 45 Minute Drive
2,530,842

Working Age Population Within a 45 Minute Drive
3,243,295

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

Jurisdiction Characteristics:

Population Growth (Source: Weldon Cooper Center)



Urban Development Areas – Falls Church

Current Place Type - Medium Town

Planned Place Type – Medium Town



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

Future Transportation Needs

Internal UDA Needs

High

- ✓ Transit frequency
- ✓ Transit facilities
- ✓ Street grid
- ✓ Bicycle infrastructure
- ✓ Pedestrian infrastructure
- ✓ Complete streets
- ✓ Intersection design
- ✓ Traffic calming features

Moderate

- ✓ Roadway operations
- ✓ Transit operations
- ✓ Safety features
- ✓ On-street parking
- ✓ Off-street parking
- ✓ Signage/wayfinding
- ✓ Improvements to the natural environment

External UDA Needs

High

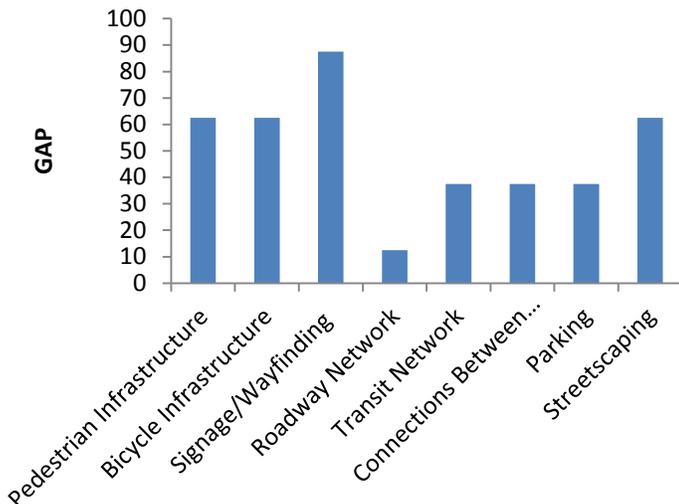
- ✓ Transit frequency
- ✓ Transit operations
- ✓ Transit facilities
- ✓ Street grid
- ✓ Complete streets
- ✓ Transit frequency

Moderate

- ✓ Roadway capacity
- ✓ Roadway operations
- ✓ Transit capacity
- ✓ Bicycle infrastructure
- ✓ Signage/wayfinding
- ✓ Pedestrian infrastructure
- ✓ Safety features
- ✓ On-street parking
- ✓ Off-street parking
- ✓ Intersection design
- ✓ Traffic calming features

Existing Internal Needs Gap (% shortfall)

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



Highest Rated Overall Needs within UDA

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



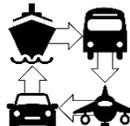
Safety for all users



Circulation and access within the UDA



Friendly pedestrian and bicycle environment



Access to transportation networks beyond the UDA



Transit enhancements