

Urban Development Areas – Bedford County

UDA Needs Profile: All UDAs

Bedford County has designated two UDAs: areas just outside the Bedford City Limits (generally to the south and east of the city) and the Moneta UDA along Route 122.

Location Characteristics

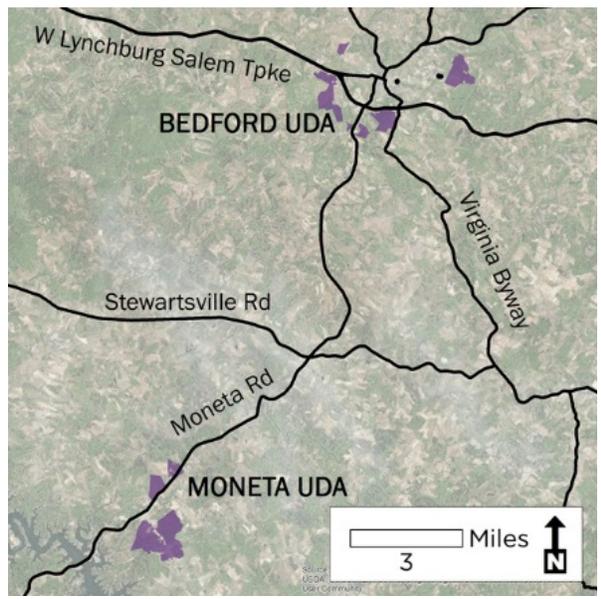
PDC – Virginia's Region 2000 Local Government Council

UDA Size – 2.7 square miles

Year Designated – 2007

Comprehensive Plan Detail - The 2007 Bedford County Comprehensive Plan designated two Urban Development Areas (UDAs) within the county's Urban Service Area, as identified in the Water and Sewer Master Plan. These areas consist of almost 1,500 vacant acres of vacant and underutilized land on the outskirts of the City of Bedford and in the Moneta area, which were identified as ideal locations for urban development areas based on physical characteristics, suitability for a mix of uses, and the application of traditional neighborhood design principles.

Geographic Location -

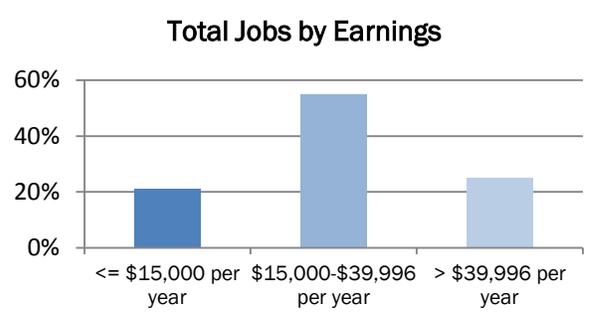
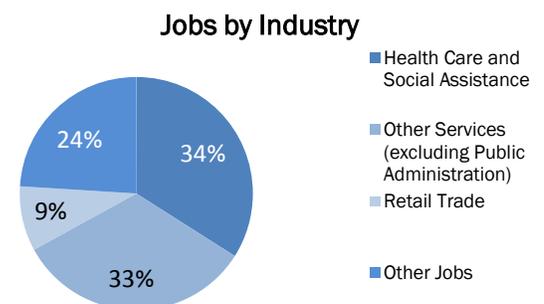


Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

Total Population – 2,194 persons

Total Primary Jobs – 638 jobs



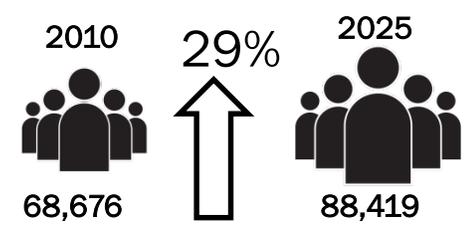
Jobs Within a 45 Minute Drive
27,702

Working Age Population Within a 45 Minute Drive
46,340

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

Jurisdiction Characteristics:

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



Urban Development Areas – Bedford County

Current Place Type - Rural or Village Center



Planned Place Type - Rural or Village Center



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

Future Transportation Needs

Internal UDA Needs

High

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

Moderate

- ✓ Traffic Calming

External UDA Needs

High

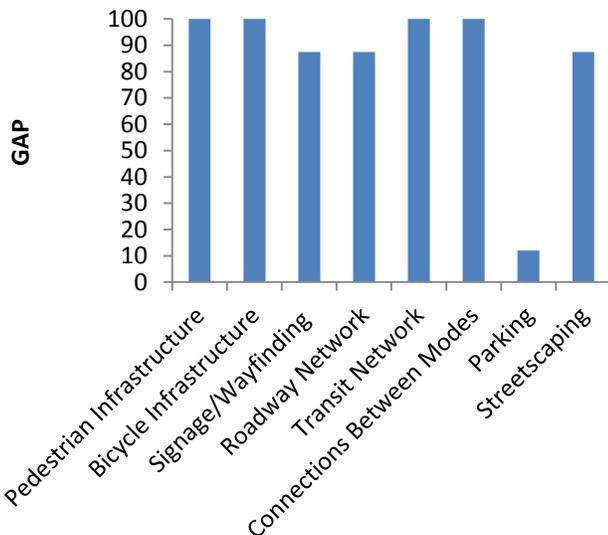
- ✓ Roadway Capacity/Infrastructure Improvements
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ Safety Features
- ✓ Intersection Design
- ✓ Signage/Wayfinding
- ✓ Improvements to the Natural Environment

Moderate

- ✓ Roadway Operations
- ✓ Traffic Calming

Existing Internal Needs Gap (% shortfall)

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



Highest Rated Overall Needs within UDA

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



Friendly pedestrian and bicycle environment



Transit Enhancements

Urban Development Areas – Blacksburg Town

UDA Needs Profile: All UDAs

The Town of Blacksburg has designated eight UDAs all along U.S. 460 and Main Street and South Main Street.

Location Characteristics

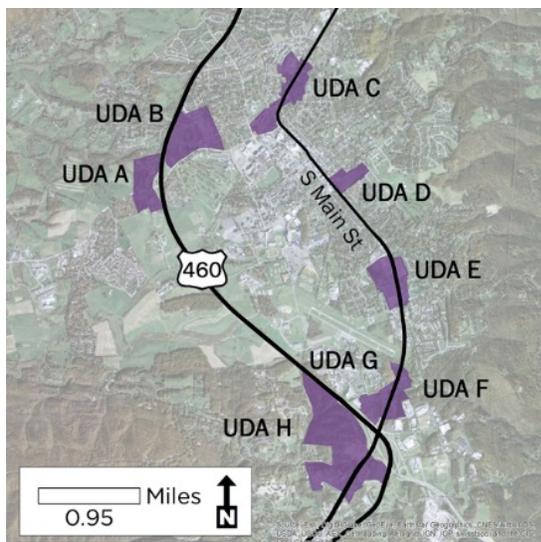
PDC – New River Valley Planning District Commission

UDA Size – 1.3 square miles total

Year Designated – 2011

Comprehensive Plan Detail - The Town of Blacksburg adopted eight UDAs in 2011. The Town's 2012 Comprehensive Plan Update notes that while the town's eight Urban Development Areas (UDAs) generally correspond with areas designated as mixed use on the Future Land Use Map, the boundaries are not synonymous. Designated UDAs are intended to be developed at urban densities and intensities. Compact, mixed uses are appropriate in UDAs, and development in these areas should be guided in part by the mixed use area guidelines detailed in the town's comprehensive plan, including access to mass transit stops.

Geographic Location



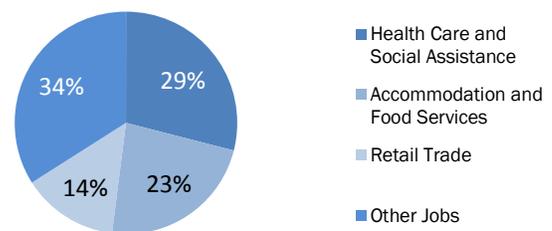
Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

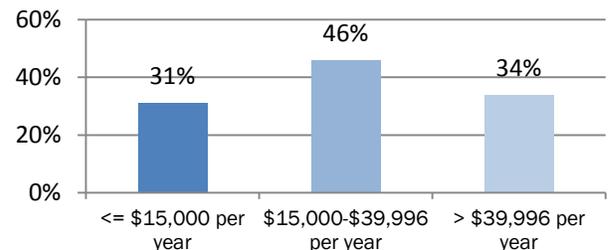
Total Population – 8,469 persons

Total Primary Jobs – 2,718 jobs

Jobs by Industry



Total Jobs by Earnings



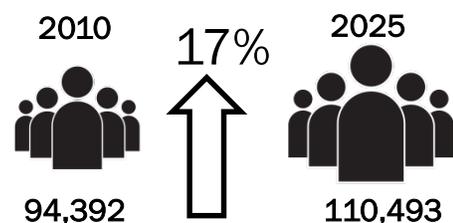
Jobs Within a 45 Minute Drive
16,113

Working Age Population Within a 45 Minute Drive
27,784

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

Jurisdiction Characteristics:

Population Growth (Source: Weldon Cooper Center)



Urban Development Areas – Blacksburg Town

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

- ✓ Transit Facilities/Amenities
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure

Moderate

- ✓ Transit Capacity/Access
- ✓ Complete Streets
- ✓ Safety Features

External UDA Needs

High

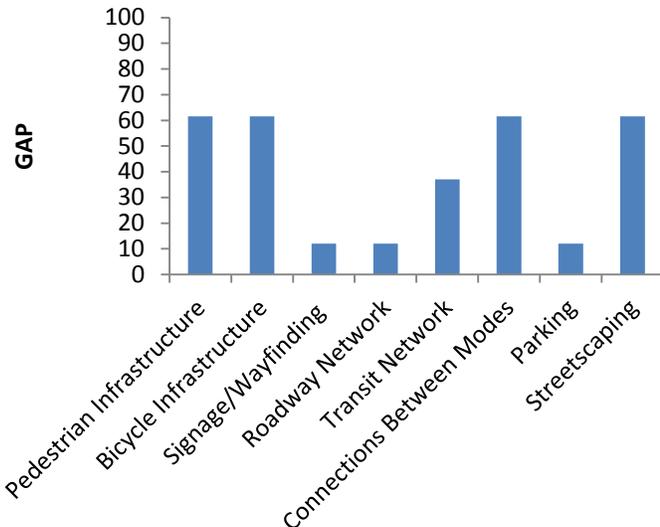
- ✓ Transit Facilities/Amenities
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Improvements to Natural Environment

Moderate

- ✓ Transit Capacity/Access
- ✓ Complete Streets
- ✓ Safety Features

Existing Internal Needs Gap (% shortfall)

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

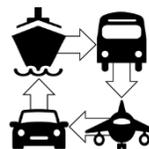


Highest Rated Overall Needs within UDA

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



Circulation and access within the UDA



Access to transportation networks beyond the UDA

Urban Development Areas – City of Martinsville

UDA Needs Profile: All UDAs

The City of Martinsville has designated two UDAs within their jurisdiction – the Baldwin Block and the Sara Lee facility, both located in downtown Martinsville and south of Commonwealth Boulevard and Jones Creek.

Location Characteristics

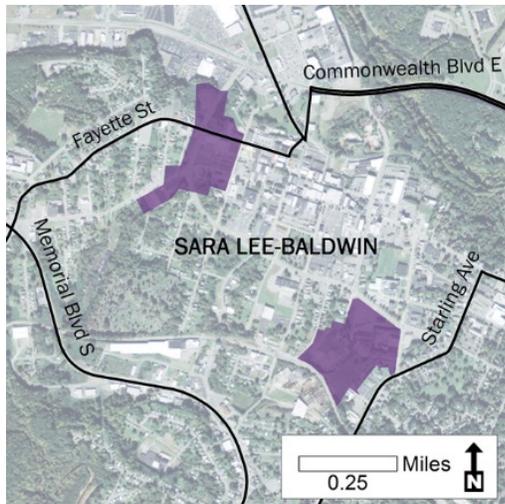
PDC – Hampton Roads PDC

UDA Size – 0.1 square miles total

Year Designated – 2011

Comprehensive Plan Detail - In a 2011 Amendment to its comprehensive plan, the City of Martinsville designated two Urban Development Areas (UDAs) - the Baldwin Block (a major uptown infill parcel that was empty at the time), and the Sara Lee facility (a large infill, redevelopment or adaptive reuse site near the Baldwin Block in Uptown Martinsville). The amendment notes that the Uptown area is at the geographic and historical heart of Martinsville, and is well-positioned to be a center of future dense, mixed-use growth - and that the City can save substantially on new water and sewer infrastructure costs by encouraging future developments with the UDA, rather than the edge of the City (which would require utility line extension).

Geographic Location -



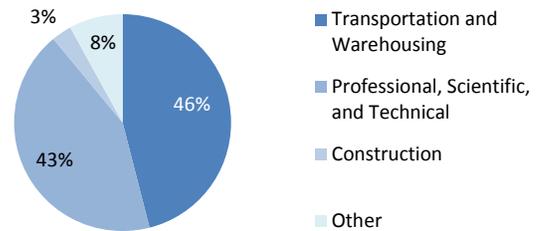
Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

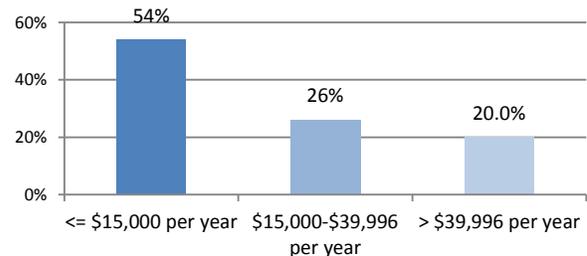
Total Population – 310 persons

Total Primary Jobs – 35 jobs

Jobs by Industry



Total Jobs by Earnings



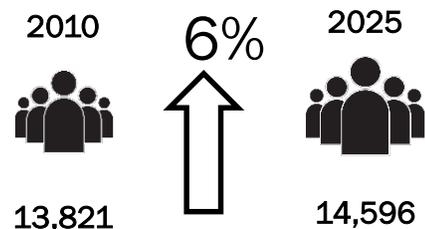
Jobs Within a 45 Minute Drive
18,787

Working Age Population Within a 45 Minute Drive
32,430

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

Jurisdiction Characteristics:

Population Growth (Source: Weldon Cooper Center)



Urban Development Areas – City of Martinsville

Current Place Type - Large Town or Suburban Center



Planned Place Type - Large Town or Suburban Center



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

Future Transportation Needs

Internal UDA Needs

High

- ✓ Bicycle & Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ Safety Features
- ✓ Traffic Calming
- ✓ Improvements to Natural Environment

Moderate

- ✓ Street Grid
- ✓ On-Street Parking Capacity
- ✓ Off-Street Parking Capacity
- ✓ Signage/Wayfinding

External UDA Needs

High

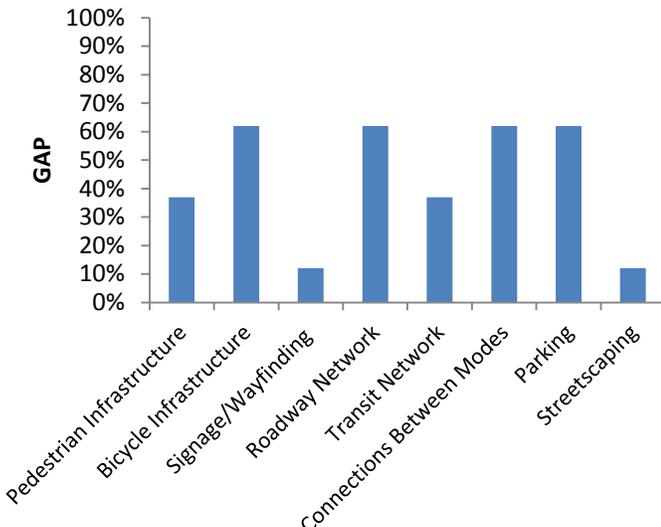
- ✓ Roadway Operations
- ✓ Bicycle & Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ Safety Features
- ✓ Traffic Calming
- ✓ Improvements to Natural Environment

Moderate

- ✓ Roadway Capacity/Infrastructure
- ✓ Street Grid
- ✓ On-Street and Off-Street Parking Capacity
- ✓ 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 – Montgomery County

UDA Needs Profile: All UDAs

Montgomery County has designated two Urban Development Areas (UDAs) in the county: one along the Route 177 corridor, and another in the Mid-County area near Merrimac.

Location Characteristics

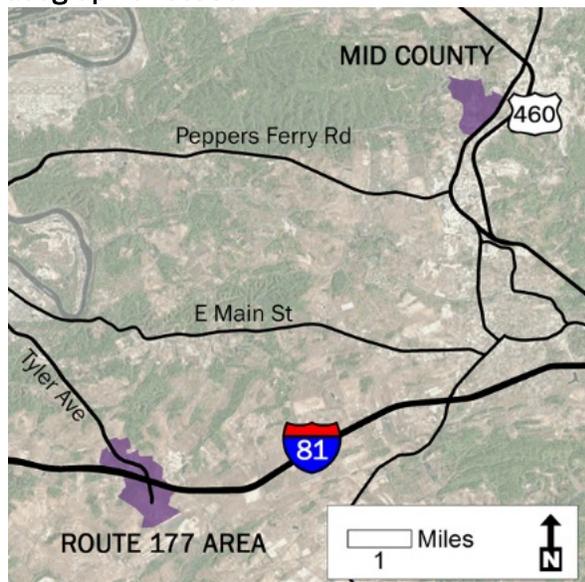
PDC – New River Valley PDC

UDA Size – 1.3 square miles total

Year Designated – 2011

Comprehensive Plan Detail - These UDAs are adjacent to the Town of Blacksburg, the Town of Christiansburg and the City of Radford, and are planned for compact, mixed use development at urban development densities and intensities. Development within the UDA must be compact, using Traditional Neighborhood Design principles, and designed to accommodate pedestrian and vehicular traffic with a full complement of services and amenities. Development in the UDA should also provide for transit facilities or stops. Urban Development Areas are served by or planned for central sewer and water service, and transportation infrastructure.

Geographic Location

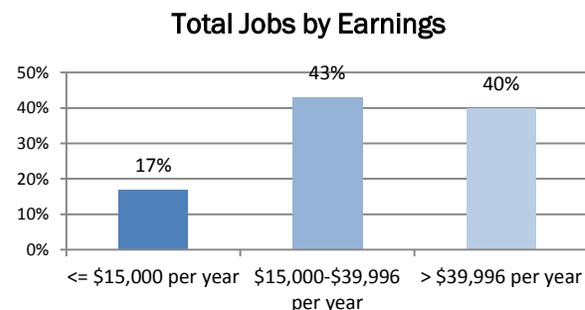
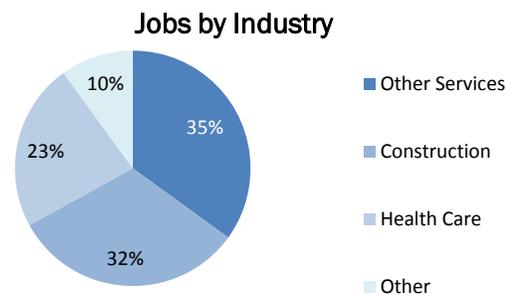


Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

Total Population – 2,141 persons

Total Primary Jobs – 135 jobs



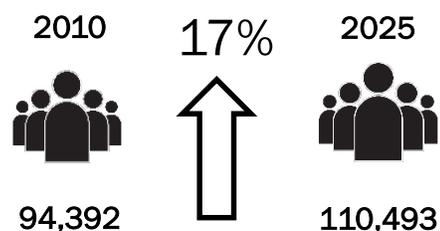
Jobs Within a 45 Minute Drive
2,617

Working Age Population Within a 45 Minute Drive
6,215

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

Jurisdiction Characteristics:

Population Growth (Source: Weldon Cooper Center)



Urban Development Areas – Montgomery County

Current Place Type – Undeveloped (Greenfield)

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

- ✓ Intersection Design

Moderate

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

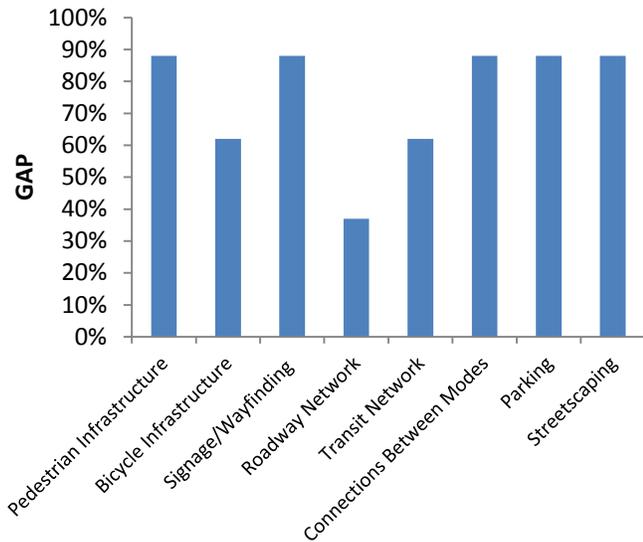
External UDA Needs

Moderate

- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ Safety Features
- ✓ Intersection Design
- ✓ Signage/Wayfinding
- ✓ Traffic Calming
- ✓ 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)



Circulation and access within the UDA

Transit Enhancements

Urban Development Areas – Salem City

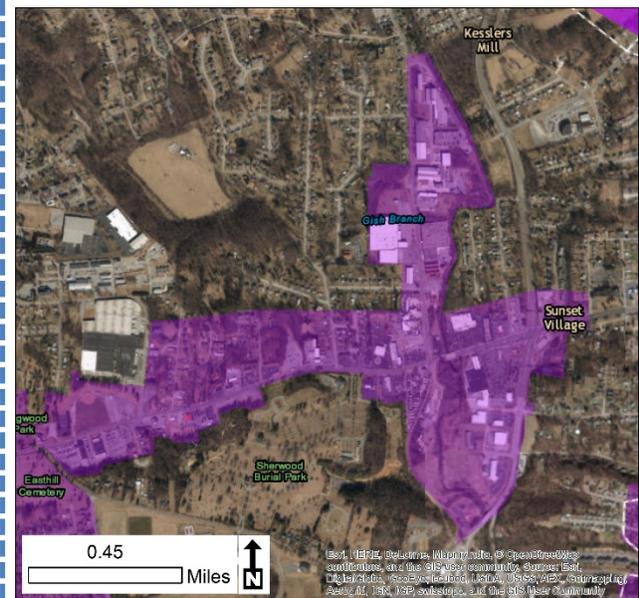
UDA Needs Profile: East Main Street

The East Main Street UDA is one of three Urban Development Areas in Salem. East Main Street is located adjacent to Downtown Salem and bisected by Route 460 and 419, respectively.

Location Characteristics

- PDC** – Roanoke Valley-Alleghany Regional Commission
- UDA Size** – 0.42 square miles
- Year Designated** – 2015
- Comprehensive Plan Detail** - The City of Salem designated three UDAs in September 2015, including Downtown, East Mainstreet, and Apperson Drive.

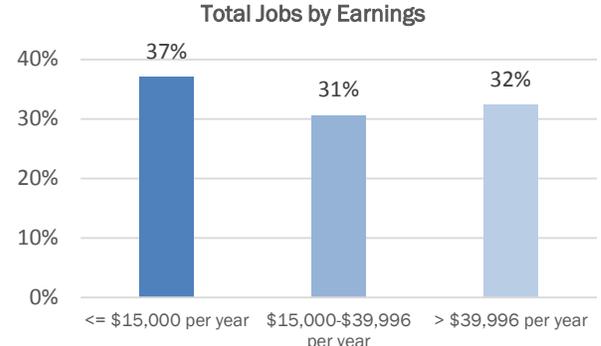
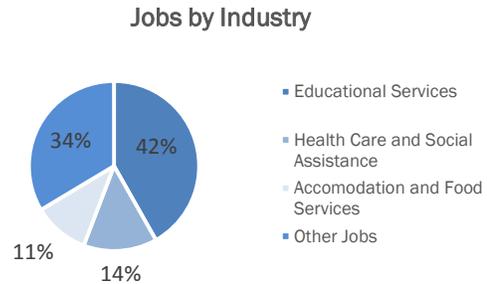
Geographic Location



Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

Total Population – 2,527 persons
Total Primary Jobs – 4,000 jobs



Jobs Within a 45 Minute Drive
39,032

Working Age Population Within a 45 Minute Drive
47,830

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

Jurisdiction Characteristics:

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



Urban Development Areas – Salem City

Current Place Type – Small Town



Planned Place Type – Medium Town



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

Future Transportation Needs

Internal UDA Needs

High

- ✓ Transit Facilities
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ Safety Features
- ✓ Intersection Design
- ✓ Signage/Wayfinding
- ✓ Roadway Capacity

Moderate

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

External UDA Needs

High

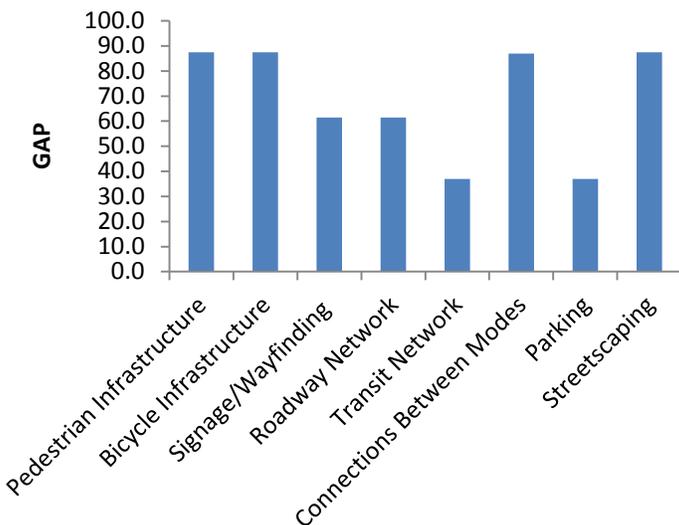
- ✓ Bicycle Infrastructure
- ✓ Complete Streets
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ Transit Facilities
- ✓ Safety Features
- ✓ Intersection Design
- ✓ Signage/Wayfinding
- ✓ Improvements to the Natural Environment

Moderate

- ✓ Roadway Capacity
- ✓ Transit Capacity
- ✓ Off-Street Parking

Existing Internal Needs Gap (% shortfall)

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



Highest Rated Overall Needs within UDA

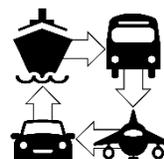
Localities ranked transportation needs within their UDAs (1 being the highest need, to 4 the lowest)



Safety Features



Transit Enhancements



Access to transportation networks beyond the UDA

Urban Development Areas – Roanoke City

UDA Needs Profile

The city of Roanoke designated its entire City limits as a UDA. Roanoke City is located in the Roanoke Valley, bisected by the Roanoke River and west of the Blue Ridge Parkway.

Location Characteristics

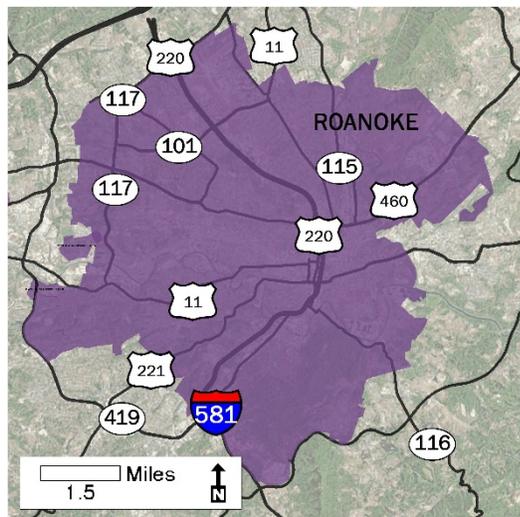
PDC –Roanoke Valley – Alleghany Regional Commission

UDA Size – 41.9 square miles

Year Designated – 2015

Comprehensive Plan Detail –The City of Roanoke designated its entire city boundaries as an Urban Development Area, with the exception of areas encumbered by a recorded conservation easement established pursuant to the Virginia Conservation Easement Act. The only existing conservation easements existing in Roanoke apply to portions of Mill Mountain and to the property located at 301 Tinker Creek Lane. The City's zoning ordinance and subdivision ordinance incorporate principles of traditional neighborhood design such as pedestrian-friendly street design, interconnected streets, preservation of natural areas, and mixed-use neighborhoods.

Geographic Location

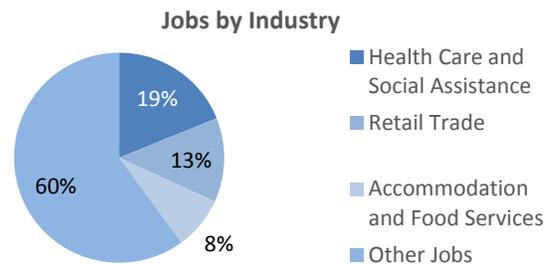


Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

Total Population – 97,032 persons

Total Primary Jobs – 65,989 jobs



Jobs Within a 45 Minute Drive
152,980

Working Age Population Within a 45 Minute Drive
171,670

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

Jurisdiction Characteristics:

Population Growth (Source: Weldon Cooper Center)



Urban Development Areas – Roanoke 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

- ✓ Transit facilities
- ✓ Bicycle infrastructure
- ✓ Pedestrian infrastructure
- ✓ Complete Streets
- ✓ Transit Capacity

Moderate

- ✓ Transit Frequency
- ✓ Traffic Calming
- ✓ Intersection Design
- ✓ Improvements to environment
- ✓ On-street parking

External UDA Needs

High

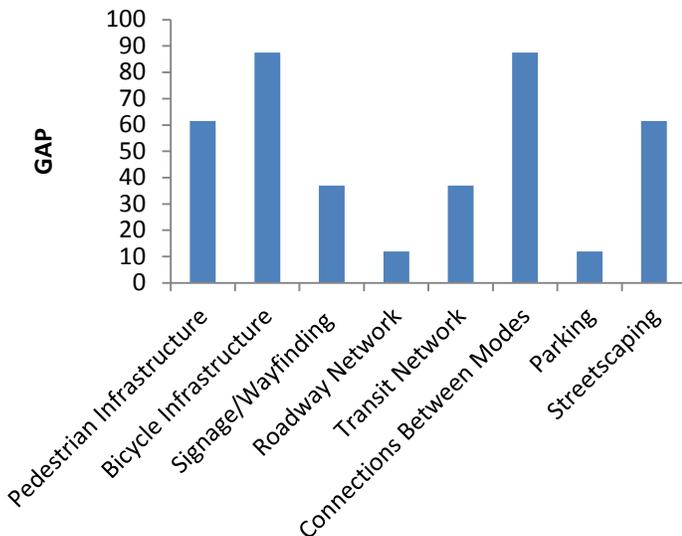
- ✓ Street Grid
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ On-street Parking

Moderate

- ✓ Transit Frequency
- ✓ Intersection Design
- ✓ Transit Capacity
- ✓ Traffic Calming
- ✓ Safety Features
- ✓ 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



Friendly pedestrian and bicycle environment

Urban Development Areas – Roanoke County

UDA Needs Profile: All UDAs

Roanoke County identified six Designated Growth Areas, including Route 419/221/Cave Spring/Windsor Hills area, the Route 24/116/Vinton/Mount Pleasant area, the Route 220 South/Clearbrook area, the Village Centers area, the Route 460 East/Bonsack area, and the I-81/Glenvar/Hollins area.

Location Characteristics

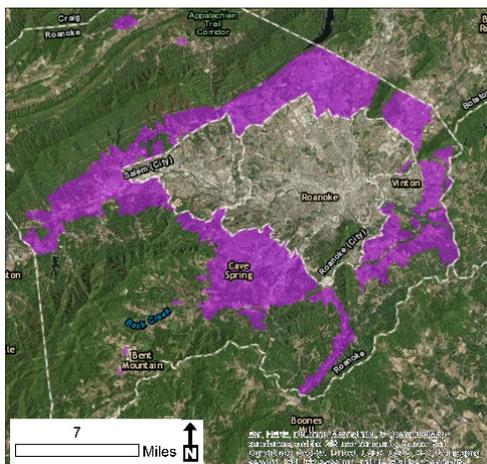
PDC- Roanoke Valley – Alleghany Regional Commission

UDA Size – 64 square miles

Year Designated – 2015

Comprehensive Plan Detail – Primary designated growth areas are currently served by public water and sewer where the majority of new growth should be encouraged. Future land use designations include: Principal Industrial, Core, Transition, Development, Neighborhood Conservation, Economic Opportunity, Suburban Village, University, Glenvar Village and Mixed Use. Future designated growth areas are adjacent to primary growth areas where outward growth over the next 5 years should be accommodated. Future land use designations include: Development, and to a limited extent, Village Center. These primary and future designated growth areas are consistent with the intent of 15.2-2223.1.

Geographic Location



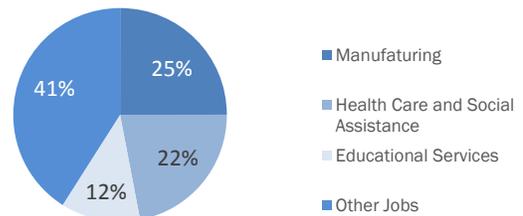
Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

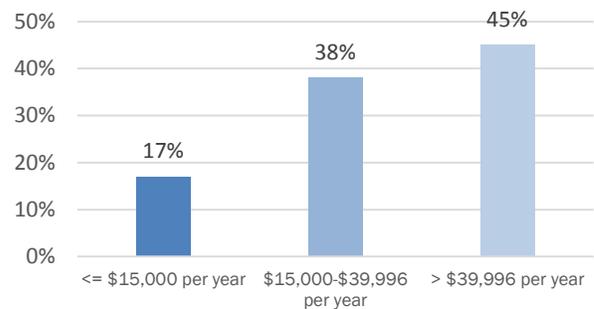
Total Population – 67,345 persons

Total Primary Jobs – 16,403 jobs

Jobs by Industry



Total Jobs by Earnings



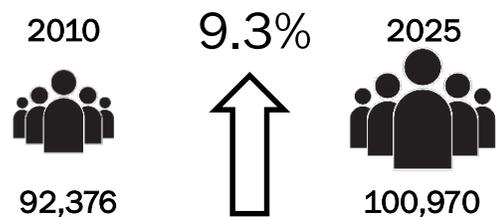
Jobs Within a 45 Minute Drive
30,435

Working Age Population Within a 45 Minute Drive
88,453

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

Jurisdiction Characteristics:

Population Growth (Source: Weldon Cooper Center)



Urban Development Areas – Roanoke 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

- ✓ Roadway Capacity
- ✓ Roadway Operations
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ Safety Features
- ✓ Intersection Design

Moderate

- ✓ Transit Frequency
- ✓ Transit Capacity
- ✓ Transit Facilities
- ✓ Street Grid
- ✓ Signage/Wayfinding

External UDA Needs

High

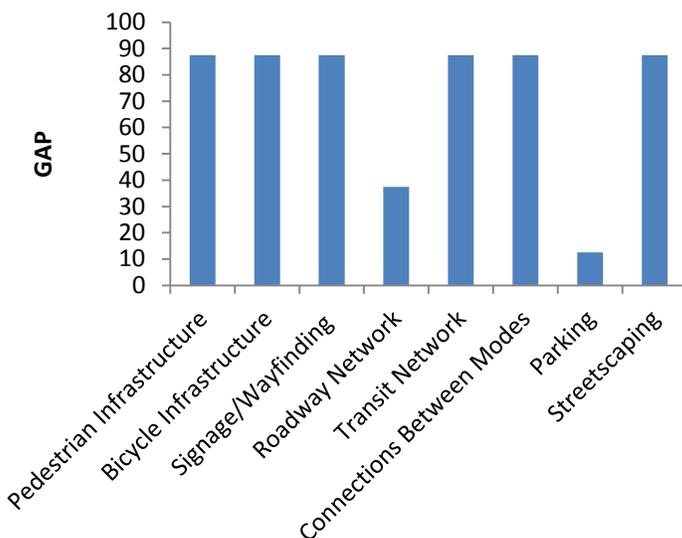
- ✓ None listed

Moderate

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

Existing Internal Needs Gap (% shortfall)

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



Highest Rated Overall Needs within UDA

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



Safety for all users



Circulation and access within the UDA

Urban Development Areas – Salem City

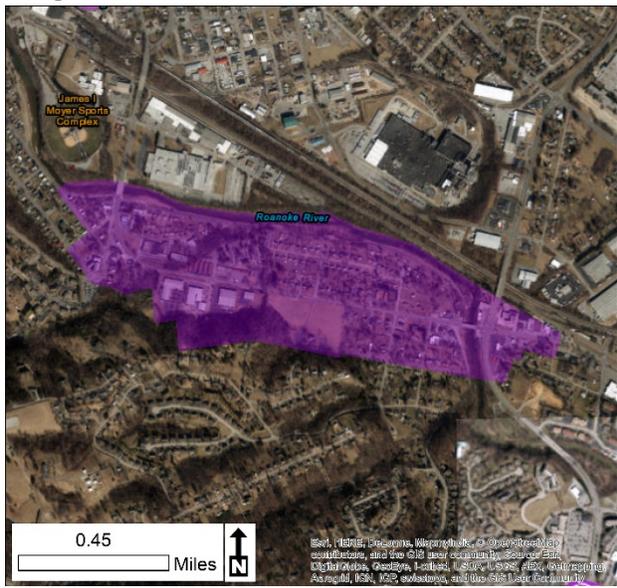
UDA Needs Profile: Apperson Drive

Apperson Drive UDA is one of three Urban Development Areas designated in Salem City in 2015. Apperson Drive UDA is located adjacent to Route 419 and East of the Roanoke River.

Location Characteristics

- PDC** – Roanoke Valley-Alleghany Regional Commission
- UDA Size** – 0.31 square miles
- Year Designated** – 2015
- Comprehensive Plan Detail** – The City of Salem designated three UDAs in September 2015, including Downtown, East Mainstreet, and Apperson Drive.

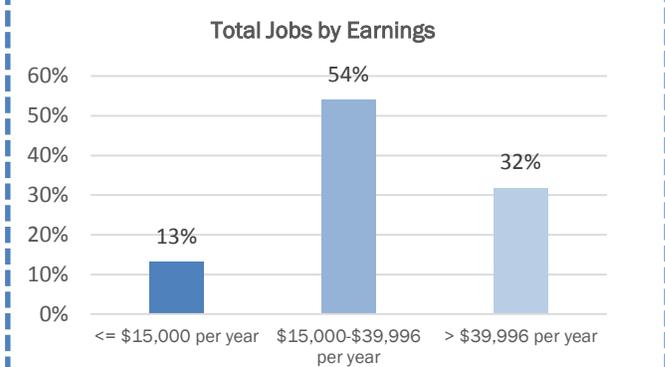
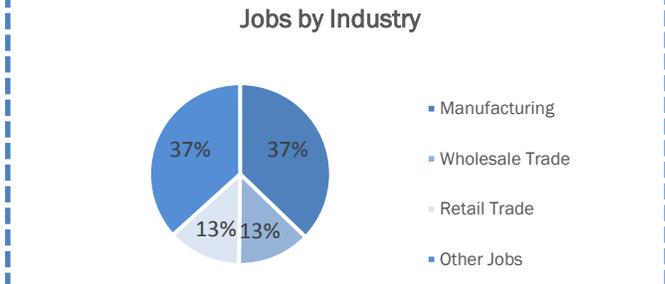
Geographic Location



Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

Total Population – 511 persons
Total Primary Jobs – 1,000 jobs

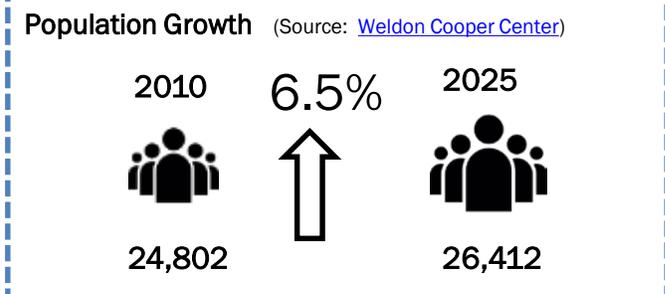


Jobs Within a 45 Minute Drive
 35,012

Working Age Population Within a 45 Minute Drive
 43,976

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

Jurisdiction Characteristics:



Urban Development Areas – Salem City

Current Place Type – Medium Town Center



Planned Place Type – Medium Town 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 Facilities
- ✓ Complete Streets
- ✓ Safety Features
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Intersection Design
- ✓ Signage/wayfinding
- ✓ Traffic Calming
- ✓ Improvements to the natural Environment

Moderate

- ✓ Roadway Operations
- ✓ Off-street parking

External UDA Needs

High

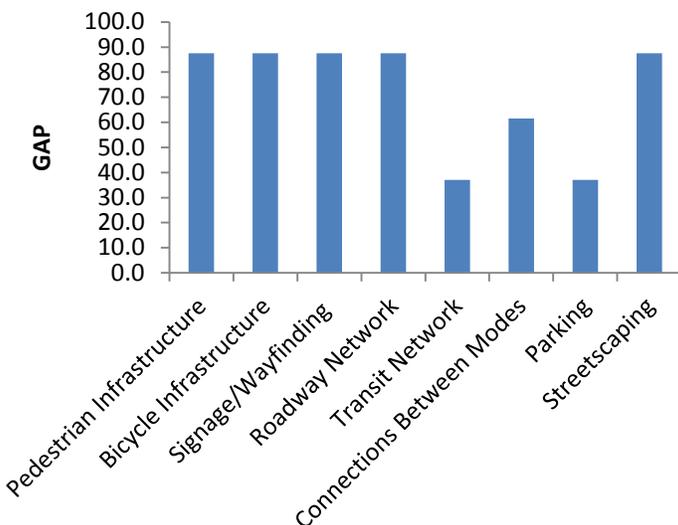
- ✓ Roadway Capacity
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ Safety Features
- ✓ Intersection Design
- ✓ Signage / Wayfinding
- ✓ Improvements to the Natural Environment

Moderate

- ✓ Roadway Operations
- ✓ Transit Frequency
- ✓ Transit Operations
- ✓ Off-Street parking

Existing Internal Needs Gap (% shortfall)

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



Highest Rated Overall Needs within UDA

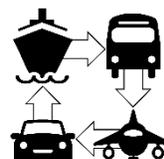
Localities ranked transportation needs within their UDAs (1 being the highest need, to 4 the lowest)



Safety for all users



Transit Enhancements



Access to transportation networks beyond the UDA

Urban Development Areas – Salem City

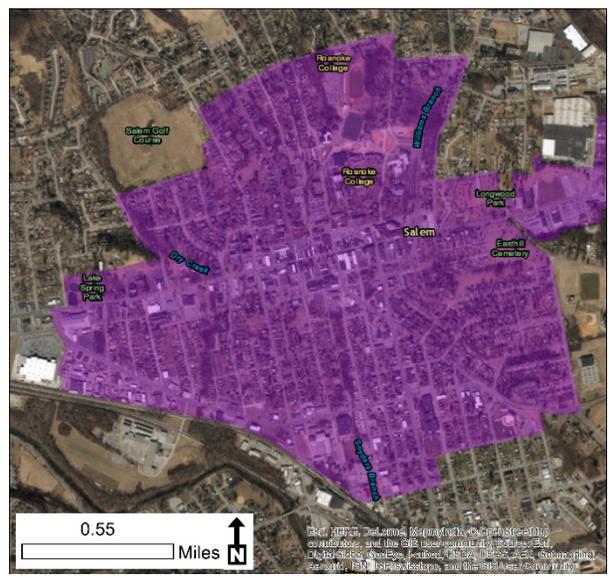
UDA Needs Profile: Downtown

Downtown Salem UDA is one of three Urban Development Areas located in Salem. The UDA is north of the Roanoke river and bisected by Route 411.

Location Characteristics

- PDC** – Roanoke Valley-Alleghany Regional Commission
- UDA Size** – 1.8 square miles
- Year Designated** – 2015
- Comprehensive Plan Detail** – The City of Salem designated three UDAs in September 2015, including Downtown, East Mainstreet, and Apperson Drive.

Geographic Location



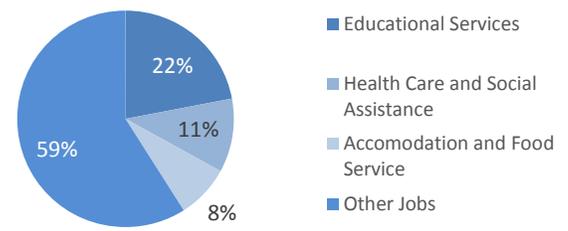
Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

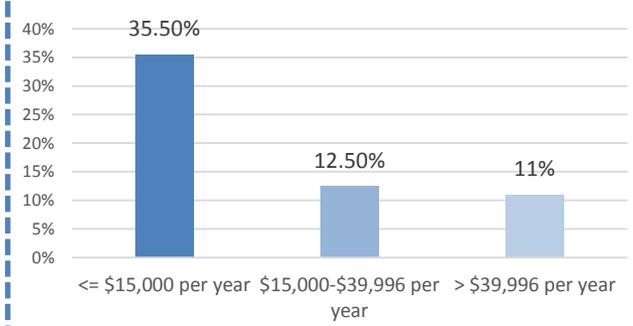
Total Population – 6,228 persons

Total Primary Jobs – 5,100 jobs

Jobs by Industry



Total Jobs by Earnings



Jobs Within a 45 Minute Drive
39,381

Working Age Population Within a 45 Minute Drive
48,688

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

Jurisdiction Characteristics:

Population Growth (Source: Weldon Cooper Center)



Urban Development Areas – Salem City

Current Place Type – Medium Town Center



Planned Place Type - Large Town



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

Future Transportation Needs

Internal UDA Needs

High

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

Moderate

- ✓ Transit Facilities

External UDA Needs

High

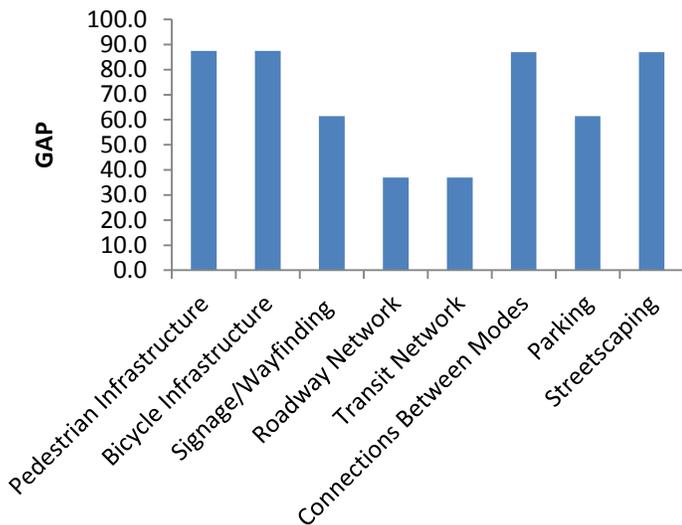
- ✓ Bicycle Infrastructure
- ✓ Complete Streets
- ✓ Street Grid
- ✓ Safety Features
- ✓ On-Street parking
- ✓ Off-Street parking
- ✓ Bicycle Infrastructure
- ✓ Complete Streets
- ✓ Street Grid
- ✓ Intersection Design
- ✓ Signage/Wayfinding
- ✓ Traffic Calming
- ✓ Improvements to the Natural Environment

Moderate

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

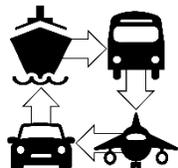
Existing Internal Needs Gap (% shortfall)

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 within the UDA
-  Transit Enhancements
-  Access to transportation networks beyond the UDA

Urban Development Area – Rocky Mount

UDA Needs Profile

The Rocky Mount Urban Development Area is located in Franklin County, VA northeast of the Pigg River and bisected by North Main Street. The UDA includes the historic town center and surrounding areas of Rocky Mount, including Uptown and Downtown, and most properties zoned Central Business District (CBD).

Location Characteristics

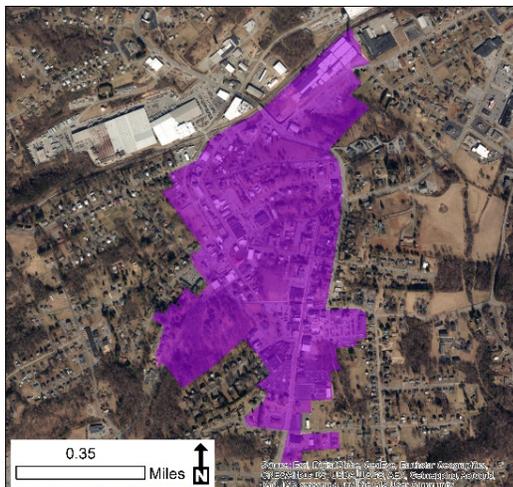
PDC – Roanoke Valley-Alleghany Regional Commission

UDA Size – 0.23 square miles

Year Designated – 2015

Comprehensive Plan Detail - The Town Council of Rocky Mount designates the Mixed Use Future Land Use district as a locally-designated urban development area, as enabled in the Code of Virginia, 15.2-2223.1, to be entitled the *Central Business District Growth Area*. The Central Business District Growth Area exhibits traditional neighborhood development design, such as pedestrian-friendly design, connectivity of road and pedestrian networks, pedestrian accessibility to open space and parks, mixed-use neighborhoods including mixed housing types and a mixture of commercial and residential uses, a reduction of front and side yard building setbacks, and other traditional commercial development patterns.

Geographic Location



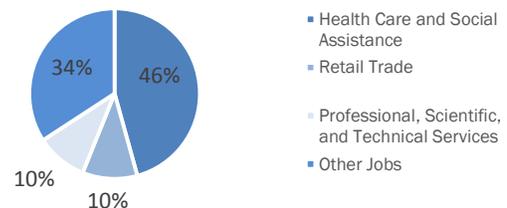
Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

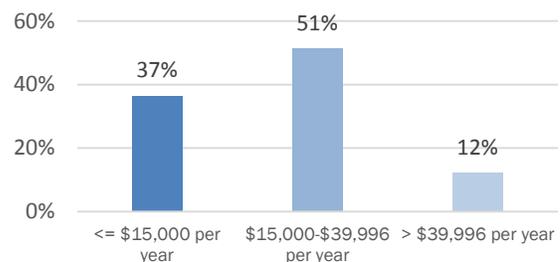
Total Population – 1,032 persons

Total Primary Jobs – 444 jobs

Jobs by Industry



Total Jobs by Earnings



Jobs Within a 45 Minute Drive
12,259

Working Age Population Within a 45 Minute Drive
21,402

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

Jurisdiction Characteristics:

Population Growth (Source: Weldon Cooper Center)



Urban Development Area – Rocky Mount

Current Place Type – Small Town

Planned Place Type – Medium Town



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

Future Transportation Needs

Internal UDA Needs

High

- ✓ Pedestrian Infrastructure
- ✓ Intersection Design
- ✓ Roadway Capacity
- ✓ Signage/wayfinding

Moderate

- ✓ Roadway Operations
- ✓ Street Grid
- ✓ Bicycle Infrastructure
- ✓ Complete Streets
- ✓ Safety Features

External UDA Needs

High

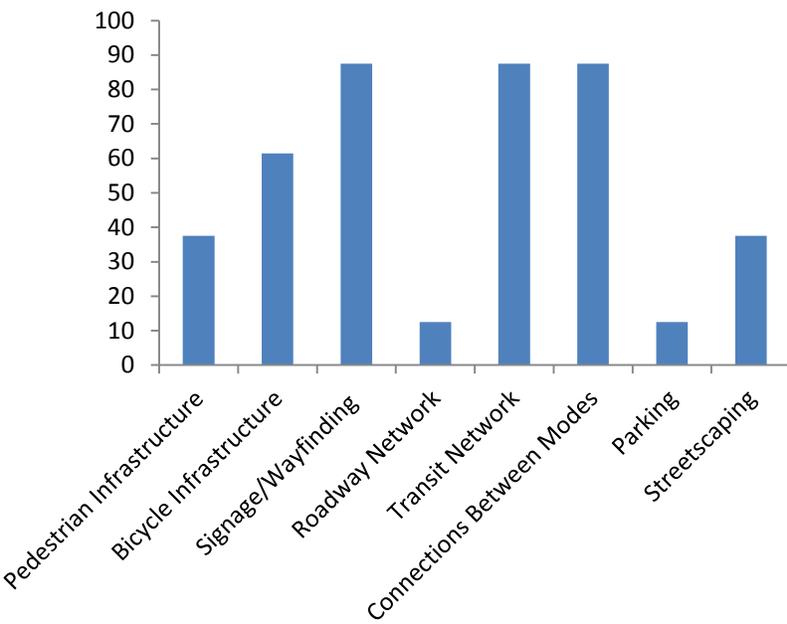
- ✓ Roadway Capacity
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ Intersection Design
- ✓ Signage/wayfinding
- ✓ Improvements to the Natural Environment

Moderate

- ✓ Roadway Operations
- ✓ Street Grid
- ✓ Bicycle Infrastructure
- ✓ Safety Features
- ✓ 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 Features
- Circulation and access within the UDA
- Friendly pedestrian and bicycle environment
- Access to transportation networks beyond the UDA

Urban Development Area – Town of Narrows

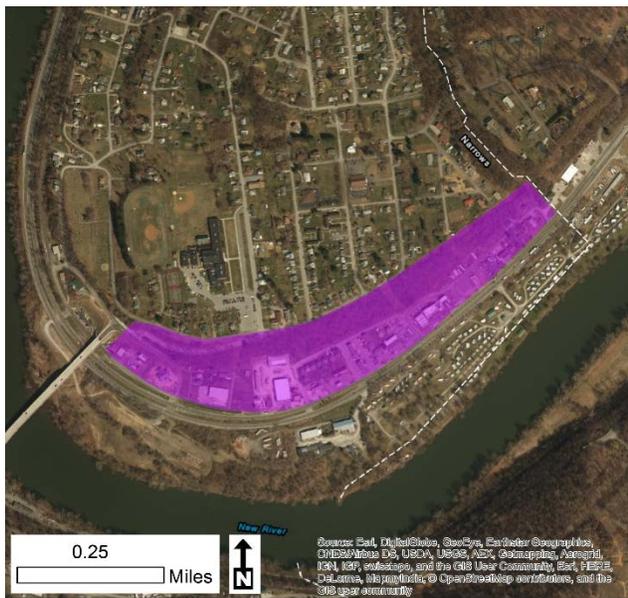
UDA Needs Profile

The town of Narrows, located in the southwest region of the Commonwealth, designated a designated growth area (DGA) adjacent to Route 460 within the Town Boundaries in 2016. The DGA is located north of New River and bisected by Woodland Ave in the northern part of the town.

Location Characteristics

- PDC** – New River Valley PDC
- UDA Size** – 0.06 square miles
- Year Designated** – 2016
- Comprehensive Plan Detail** - Pursuant to the Code of Virginia, Section 15.2223.1, a designated growth area is established as indicated on the Future Land Use Map.

Geographic Location



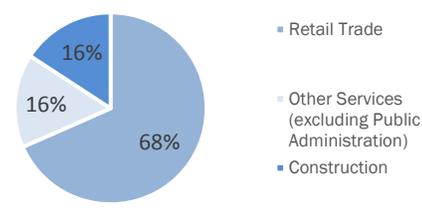
Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

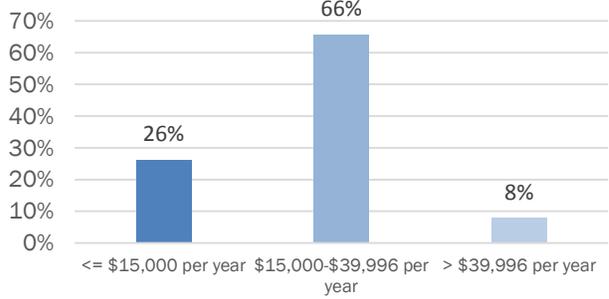
Total Population – 339 persons

Total Primary Jobs – 38 jobs

Jobs by Industry



Total Jobs by Earnings



Jobs Within a 45 Minute Drive
47,728

Working Age Population Within a 45 Minute Drive
27,332

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

Jurisdiction Characteristics:

Population Growth (Source: Weldon Cooper Center)



Urban Development Area – Town of Narrows

Current Place Type – Small Town



Planned Place Type – Small Town



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

Future Transportation Needs

Internal UDA Needs

High

- ✓ Intersection Design or other improvements

Moderate

- ✓ Street Grid
- ✓ Pedestrian Infrastructure
- ✓ Safety Features
- ✓ Complete Streets Improvements
- ✓ Signage/wayfinding

External UDA Needs

High

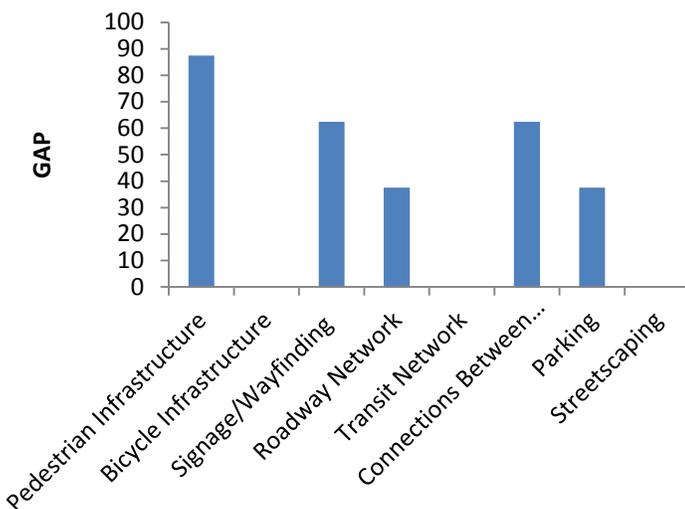
- ✓ Pedestrian Infrastructure
- ✓ Safety Features
- ✓ Improvements to the Natural Environment

Moderate

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

Existing Internal Needs Gap (% shortfall)

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



Highest Rated Overall Needs within UDA

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



Circulation and access within the UDA



Safety Features

Urban Development Areas – 220 North Corridor

UDA Needs Profile

The 220 North Corridor designated growth area (DGA) is located in Franklin County in the southern part of the Commonwealth, south of the city of Roanoke and bisected by Route 220.

Location Characteristics

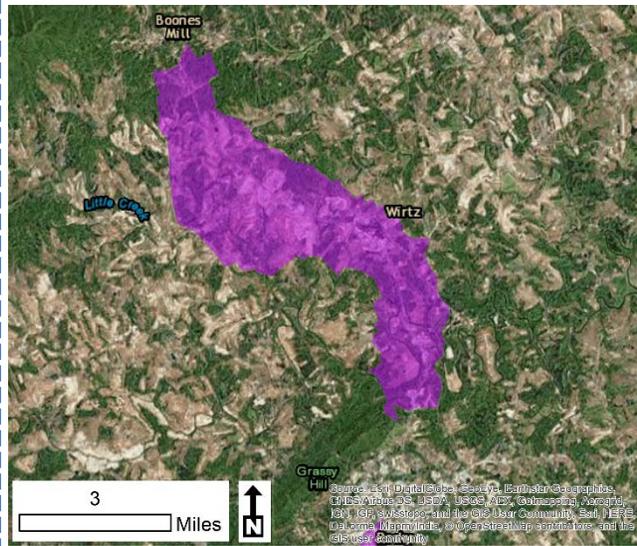
PDC –Roanoke Valley – Alleghany Regional Commission and West Piedmont PDC

UDA Size –9.33 square miles

Year Designated – 2016

Comprehensive Plan Detail - The Board of Supervisors has decided as part of the update of the 220-North Corridor Plan to adopt a Designated Growth Area (DGA) in accordance with Section 15.2-2223.1 of the Code of Virginia, as amended, from the southern town limits of Boones Mill to the northern town of Rocky Mount, to include the proposed Regional Enterprise Park, the newly adopted water and wastewater service area boundary, and the Regional Business and Mixed Use Commercial Future Land Use Category boundaries.

Geographic Location



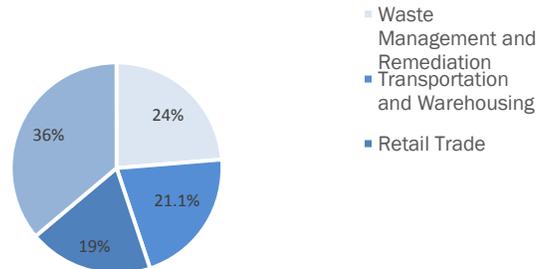
Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

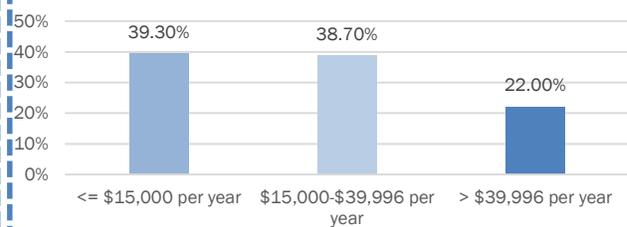
Total Population – 3,874 persons

Total Primary Jobs – 318 jobs

Jobs by Industry



Total Jobs by Earnings



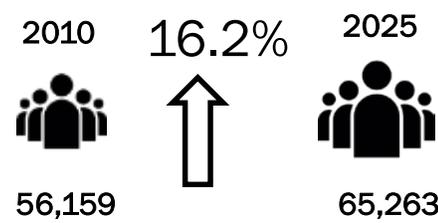
Jobs Within a 45 Minute Drive
9,175

Working Age Population Within a 45 Minute Drive
14,387

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

Jurisdiction Characteristics:

Population Growth (Source: Weldon Cooper Center)



Urban Development Areas – 220 North Corridor

Current Place Type - Small Town

Planned Place Type – Small Town



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

Future Transportation Needs

Internal UDA Needs

High

- ✓ Roadway capacity
- ✓ Transit facilities
- ✓ Street grid
- ✓ Complete streets
- ✓ Intersection design

Moderate

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

External UDA Needs

High

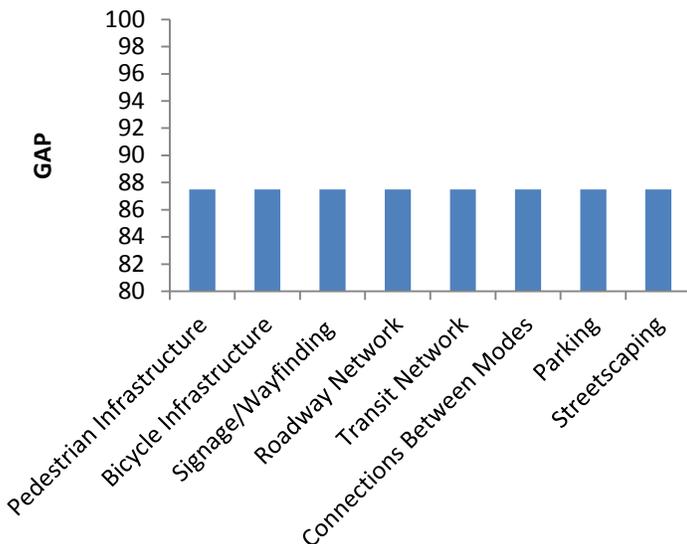
- ✓ Roadway capacity
- ✓ Street grid
- ✓ Bicycle infrastructure
- ✓ Safety features
- ✓ Intersection design
- ✓ Signage/wayfinding

Moderate

- ✓ Transit facilities
- ✓ Pedestrian infrastructure
- ✓ Complete streets
- ✓ On-street parking capacity
- ✓ 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



Friendly pedestrian and bicycle environment

Urban Development Area – Westlake-Hales Ford

UDA Needs Profile

Franklin County designated the Westlake – Hales Ford Area Plan as a Designated Growth Area (DGA) in 2016. Westlake – Hales Ford is located in the southern part of the Commonwealth, bounded by the Roanoke River and Smith Mountain Lake to the east and bisected by Route 122.

Location Characteristics

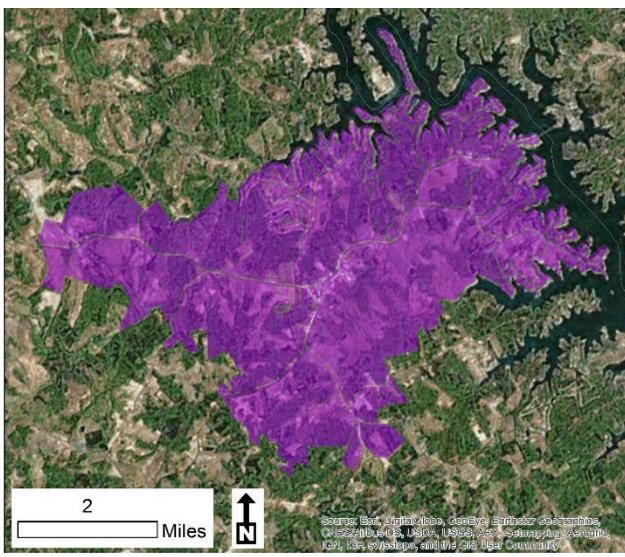
PDC – Roanoke Valley – Alleghany Regional Commission and West Piedmont PDC

UDA Size – 12.8 square miles

Year Designated – 2016

Comprehensive Plan Detail - The Board of Supervisors has determined that the Westlake – Hales Ford is an important growth area for the County for continued economic growth and tourism opportunities and the Board desired to designate this planning area as a Designated Growth Area (DGA) consistent with Section 15.2-2223.1 of the Code of Virginia, as amended.

Geographic Location

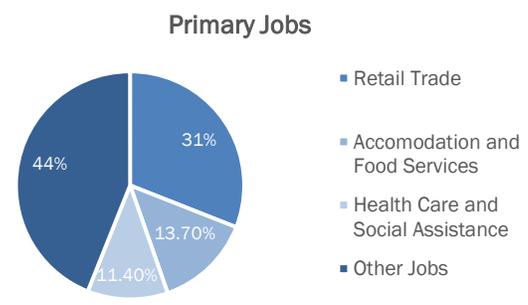


Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

Total Population – 2,023 persons

Total Primary Jobs – 621 jobs



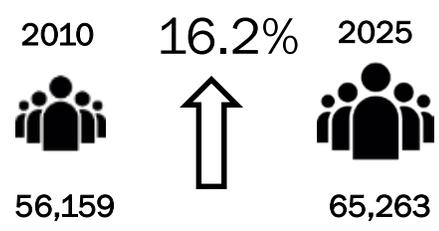
Jobs Within a 45 Minute Drive
15,880

Working Age Population Within a 45 Minute Drive
27,782.41

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

Jurisdiction Characteristics:

Population Growth (Source: Weldon Cooper Center)



Urban Development Area – Westlake–Hales Ford

Current Place Type – Small Town



Planned Place Type – Small Town



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

Future Transportation Needs

Internal UDA Needs

High

- ✓ Roadway Capacity
- ✓ Street Grid
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ Intersection Design

Moderate

- ✓ Roadway Operations
- ✓ Signage/wayfinding
- ✓ Bicycle Infrastructure
- ✓ Safety Features
- ✓ Off-Street Parking

External UDA Needs

High

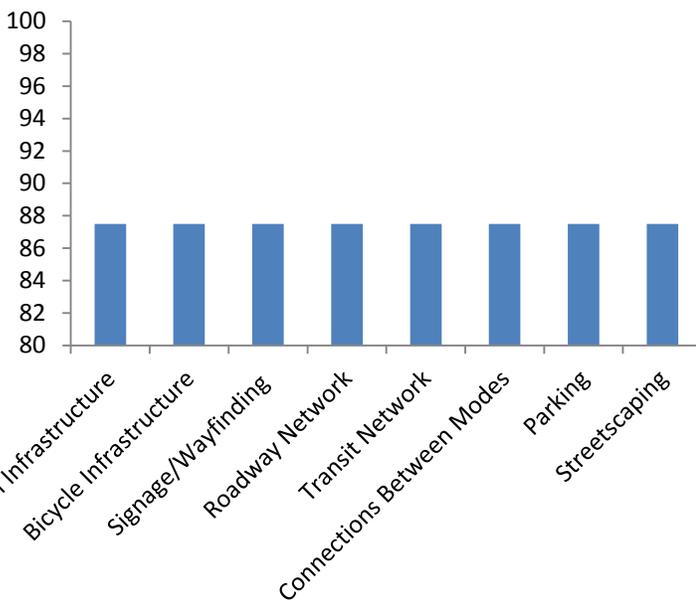
- ✓ Roadway Capacity
- ✓ Street Grid
- ✓ Safety Features
- ✓ Intersection Design

Moderate

- ✓ Roadway Operations
- ✓ Complete Streets
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure

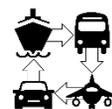
Existing Internal Needs Gap (% shortfall)

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)



Access to transportation networks beyond the UDA



Friendly pedestrian and bicycle environment



Safety Features



Circulation and access within the UDA