

# Urban Development Areas – Frederick County

## UDA Needs Profile: All UDAs

Frederick County, Virginia's northernmost county has two UDA's, surrounded by the City of Winchester and located adjacent to the I-81 corridor.

### Location Characteristics

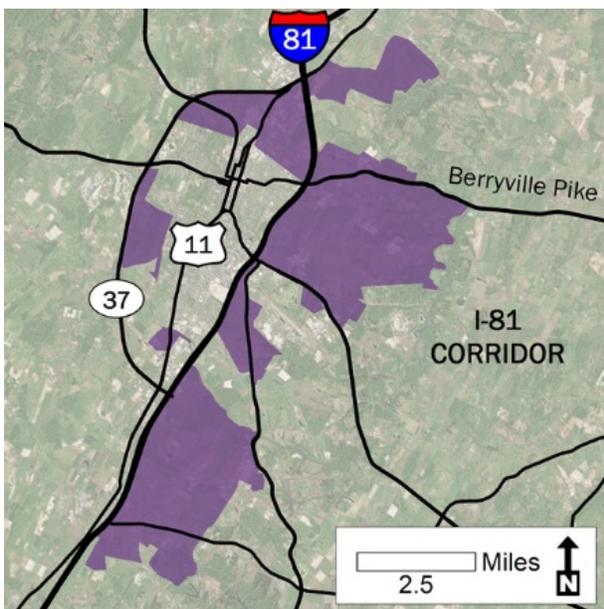
**PDC** – Northern Shenandoah Valley Regional Commission

**UDA Size** – 26.9 square miles

**Year Designated** – 2011

**Comprehensive Plan Detail** - Frederick County has designated two UDA locations - one located adjacent to Stephens City, and the other adjacent to the City of Winchester. Frederick County has identified its UDA as a location where more intensive forms of residential development will occur to accommodate the anticipated residential growth within the community. Neighborhood design policies will help transform areas within the UDA into walkable, mixed-used, interconnected focal points.

### Geographic Location

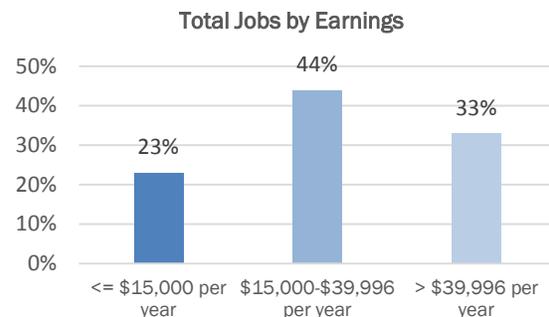
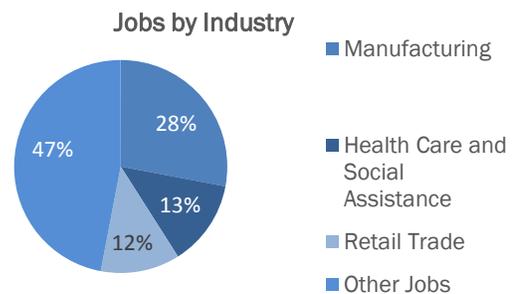


### Socio-Economic Characteristics

**UDA Characteristics:** (Source: LEHD, 2010)

**Total Population** – 47,427 persons

**Total Primary Jobs** – 8,268 jobs



**Jobs Within a 45 Minute Drive**  
32,870

**Working Age Population Within a 45 Minute Drive**  
44,523

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

### Jurisdiction Characteristics:

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



# Urban Development Areas – Frederick County

**Current Place Type - Large 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 Capacity/Infrastructure improvements
- ✓ Safety Features
- ✓ Intersection Design

#### Moderate

- ✓ Roadway Capacity/Infrastructure improvements
- ✓ Street Grid
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets

### External UDA Needs

#### High

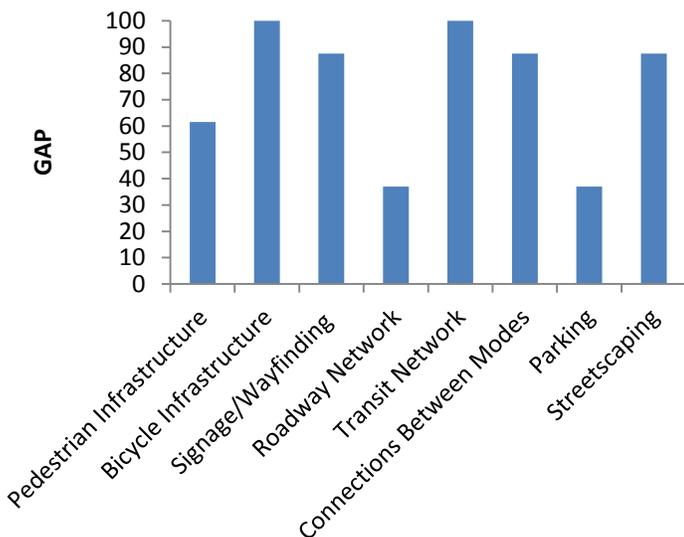
- ✓ Roadway Capacity/Infrastructure improvements
- ✓ Safety Features

#### Moderate

- ✓ Bicycle Infrastructure

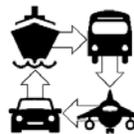
### Existing Internal Needs Gap (% shortfall)

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 – Harrisonburg City

## UDA Needs Profile: All UDAs

The City of Harrisonburg has designated three UDAs within its city boundaries. UDA one is located in downtown Harrisonburg. UDA two and three are located adjacent to I-81 and feature mixed use and high and medium density residential development.

### Location Characteristics

**PDC** – Central Shenandoah Planning District Commission

**UDA Size** – 1.0 square miles

**Year Designated** – 2011

**Comprehensive Plan Detail** – The City of Harrisonburg's 2011 Comprehensive Plan Updates designates three Urban Development Area (UDA) locations within the city. The city's land use guide map designates the desired land uses for the UDA locations in Harrisonburg. One UDA - located in downtown Harrisonburg - is designated almost entirely for mixed use development or public uses. Another UDA - west of downtown, along I-81 - is primarily designated as a mixed use development and medium density mixed residential. The third - located in the southeast section of the city, along I-81 - is designated for high density residential and medium density mixed residential.

### Geographic Location



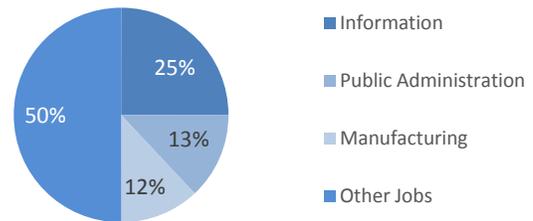
### Socio-Economic Characteristics

**UDA Characteristics:** (Source: LEHD, 2010)

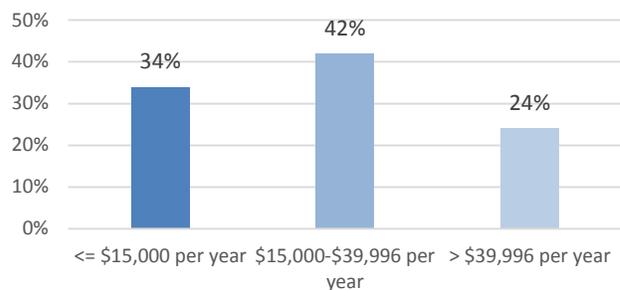
**Total Population** – 8,025 persons

**Total Primary Jobs** – 3,943 jobs

Jobs by Industry



Total Jobs by Earnings



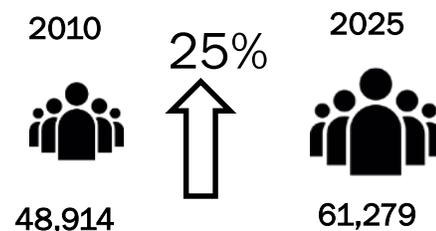
**Jobs Within a 45 Minute Drive**  
37,771

**Working Age Population Within a 45 Minute Drive**  
56,550

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

### Jurisdiction Characteristics:

**Population Growth** (Source: Weldon Cooper Center)



# Urban Development Areas – Harrisonburg 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 Operations
- ✓ Transit Frequency
- ✓ Transit Operations
- ✓ Transit Facilities
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ Safety Features
- ✓ Off-Street Parking Capacity
- ✓ Intersection Design
- ✓ Traffic Calming
- ✓ Improvements to the Natural Environment

#### Moderate

- ✓ Transit Frequency
- ✓ Transit Capacity/Access
- ✓ On-Street Parking Capacity

### External UDA Needs

#### High

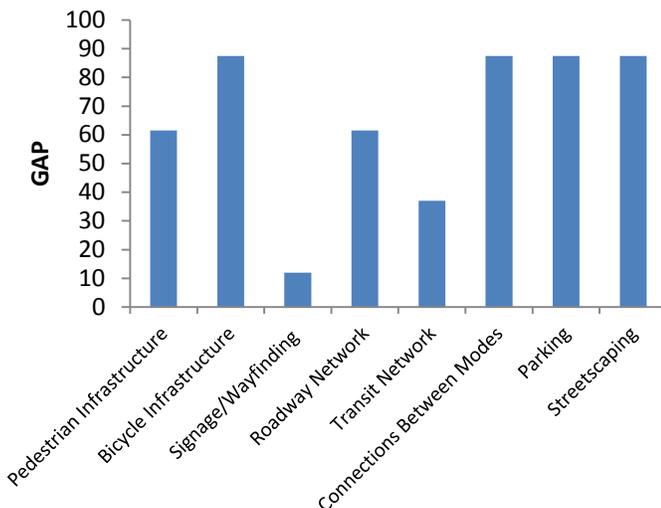
- ✓ Roadway Operations
- ✓ Transit Frequency
- ✓ Transit Operations
- ✓ Transit Facilities
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ Safety Features
- ✓ Off-Street Parking Capacity
- ✓ Intersection Design
- ✓ Traffic Calming
- ✓ Improvements to the Natural Environment

#### Moderate

- ✓ Transit Capacity/Access
- ✓ On-Street Parking Capacity
- ✓ 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)



Access to transportation networks beyond the UDA



Circulation and access within the UDA



Friendly pedestrian and bicycle environment



Safety for all users

# Urban Development Areas – City of Lexington

## UDA Needs Profile

The City of Lexington is located in the northeastern part of the Commonwealth, bounded by the George Washington and Jefferson National Forest to the east and bisected by Routes, U.S. 11 and U.S. 60, respectively.

### Location Characteristics

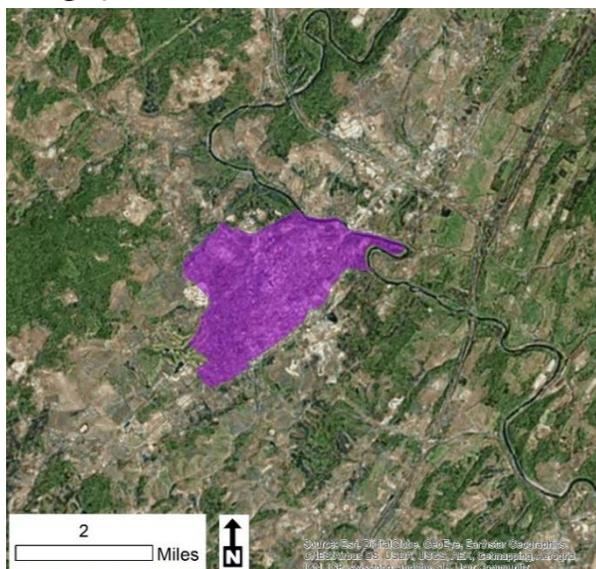
**PDC** – Central Shenandoah Planning District Commission

**UDA Size** – 2.5 square miles

**Year Designated** – 2016

**Comprehensive Plan Detail** - The Urban Development Areas designated by a locality may be sufficient to meet projected residential and commercial growth in the locality for ensuing period of at least 10 but not more than 20 years and the City of Lexington’s 2010 Census population was 7,042 and is projected to increase to 8,799 by 2040 and this increase in population can be incorporated within the proposed Urban Development Area. The entire City Limits of Lexington have been designated as an Urban Development Area in a manner that is consistent with the requirements of Section 15.2-2223.1 of the Code of Virginia.

### Geographic Location



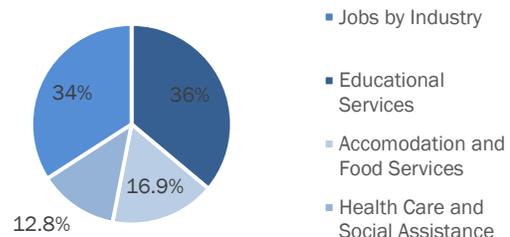
### Socio-Economic Characteristics

**UDA Characteristics:** (Source: LEHD, 2010)

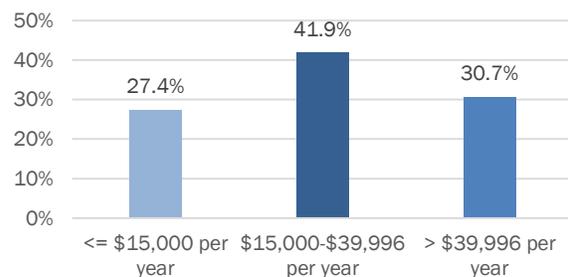
**Total Population** – 7,042 persons

**Total Primary Jobs** – 4,728 jobs

Jobs by Industry



Total Jobs by Earnings



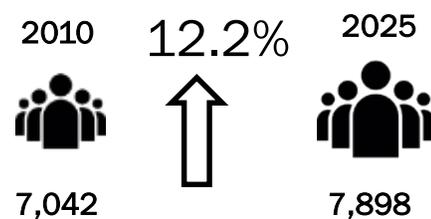
**Jobs Within a 45 Minute Drive**  
42,391

**Working Age Population Within a 45 Minute Drive**  
73,749

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

### Jurisdiction Characteristics:

**Population Growth** (Source: Weldon Cooper Center)



# Urban Development Areas – City of Lexington

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

- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Safety Features
- ✓ Intersection Design
- ✓ Improvements to the natural environment

#### Moderate

- ✓ Roadway operations
- ✓ Signage/wayfinding
- ✓ Complete Streets Improvements
- ✓ Off-street parking capacity

### External UDA Needs

#### High

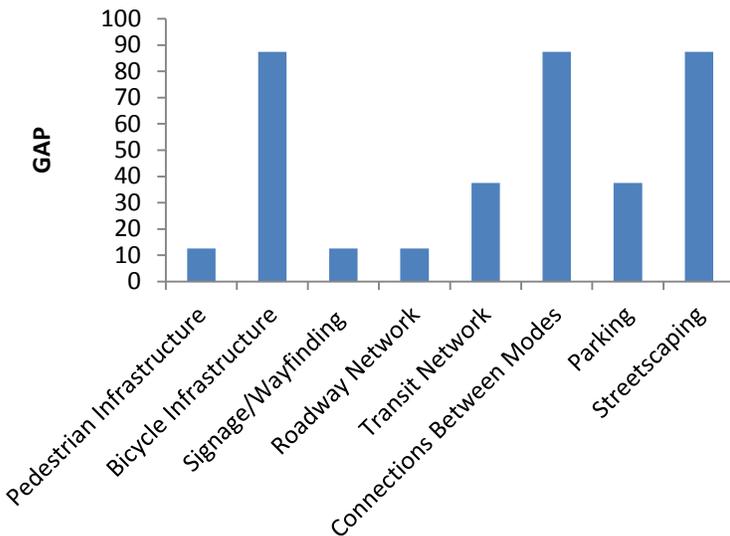
- ✓ N/A

#### Moderate

- ✓ N/A

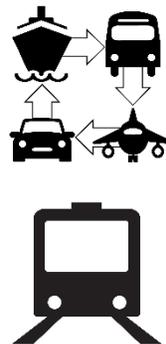
### Existing Internal Needs Gap (% shortfall)

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

Transit enhancements



# Urban Development Areas – New Market Town

## UDA Needs Profile: All UDAs

The Town of New Market, located in Shenandoah County has designated three UDAs within their jurisdiction, all three situated east of the I-81.

### Location Characteristics

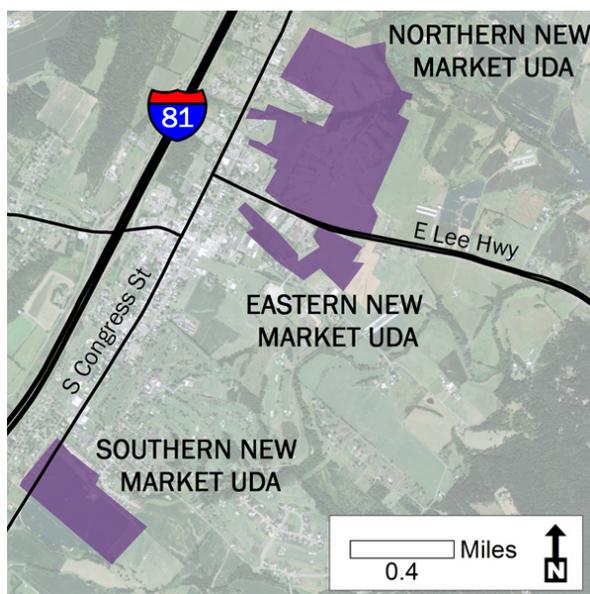
**PDC** – Northern Shenandoah Valley RC

**UDA Size** – 0.5 square miles

**Year Designated** – 2012

**Comprehensive Plan Detail** - New Market's 2012 Comprehensive Plan breaks the town's Urban Development Areas (UDAs) into three distinct sections: Northern, Eastern and Southern. The UDAs are split across the Shenandoah County growth area and the Town of New Market, and anticipated to be developed with a mix of residential and commercial uses in accordance with Virginia code related to UDAs. The UDAs contain approximately 166 acres in the Shenandoah County growth area and approximately 119 acres located within the Town of New Market.

#### Geographic Location -

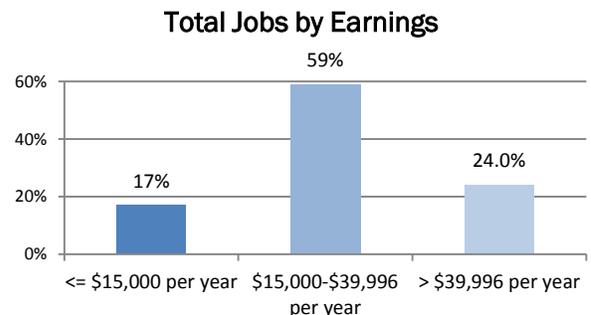
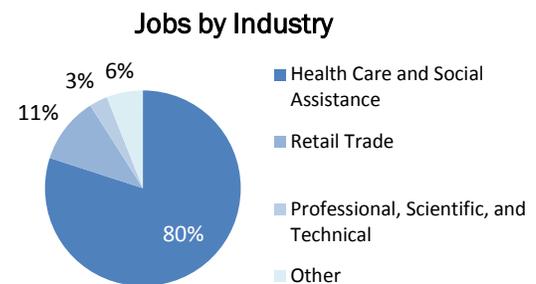


### Socio-Economic Characteristics

**UDA Characteristics:** (Source: LEHD, 2010)

**Total Population** – 1,429 persons

**Total Primary Jobs** – 169 jobs



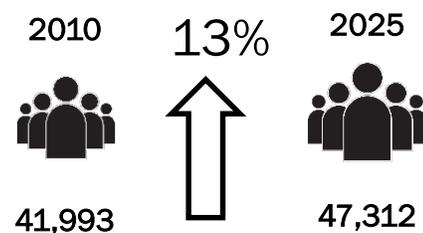
**Jobs Within a 45 Minute Drive**  
4,144

**Working Age Population Within a 45 Minute Drive**  
9,749

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

### Jurisdiction Characteristics:

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



# Urban Development Areas – New Market Town

**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
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ Improvements to the Natural Environment

#### Moderate

- ✓ Street Grid
- ✓ Bicycle Infrastructure
- ✓ Safety Features
- ✓ Off-street parking
- ✓ Intersection Design
- ✓ Safety Features

### External UDA Needs

#### High

- ✓ None listed

#### Moderate

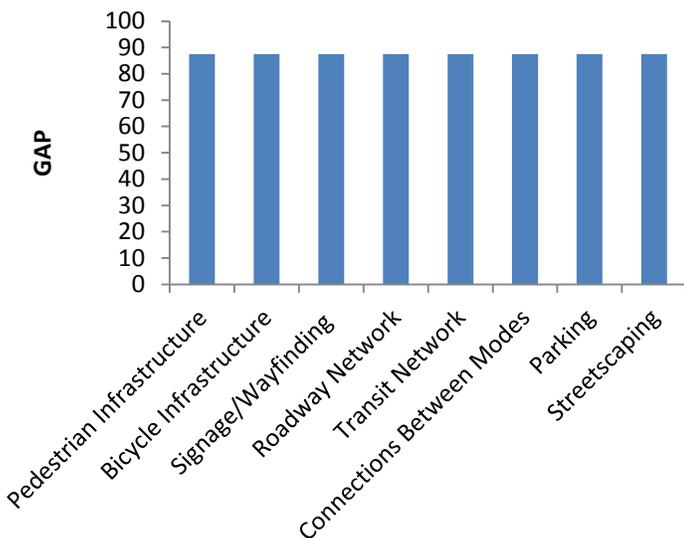
- ✓ None listed

### Existing Internal Needs Gap (% shortfall)

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

### Highest Rated Overall Needs within UDA

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



Safety for all users



Circulation and access within the UDA

# Urban Development Areas – Page County

## UDA Needs Profile: All UDAs

Page County has designated seven UDAs within their jurisdiction, five in the Town of Luray and two within the Town of Stanley.

### Location Characteristics

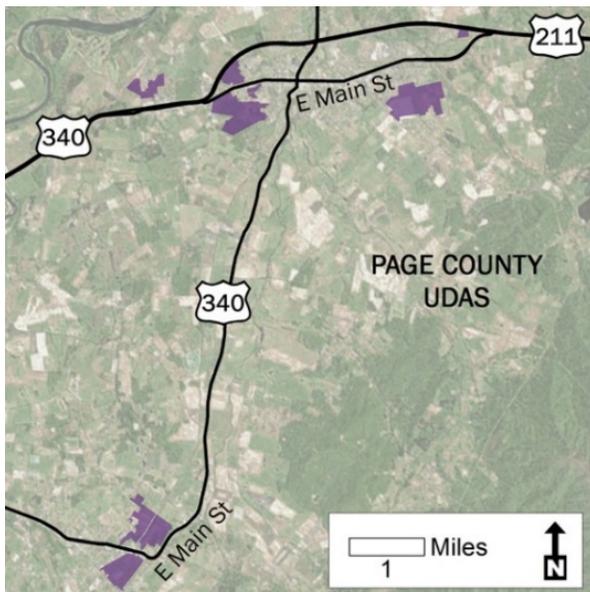
**PDC** – Northern Shenandoah Valley Planning District

**UDA Size** – 1.1 square miles

**Year Designated** – 2011

**Comprehensive Plan Detail** - In a 2011 Amendment to its comprehensive plan, Page County designated seven Urban Development Areas (UDAs) within its jurisdiction in order to concentrate future growth in the Town of Luray (five UDAs) and the Town of Stanley (two UDAs). Compact site designs within the UDAs reduce the amount of land consumed by development, preserving Page County's rural landscape. The principles of traditional neighborhood design will be incorporated into the UDAs.

### Geographic Location -

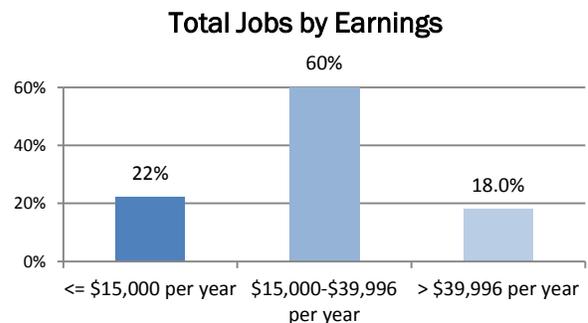
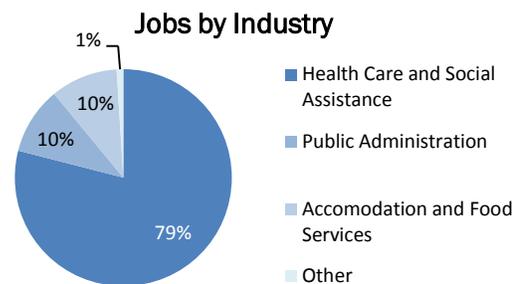


### Socio-Economic Characteristics

**UDA Characteristics:** (Source: LEHD, 2010)

**Total Population** – 1,694 persons

**Total Primary Jobs** – 116 jobs



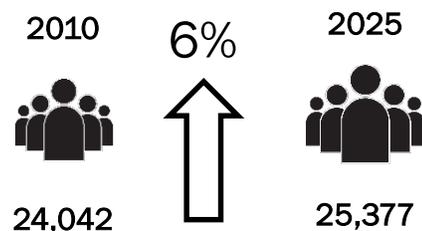
**Jobs Within a 45 Minute Drive**  
4,141

**Working Age Population Within a 45 Minute Drive**  
5,896

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

### Jurisdiction Characteristics:

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



# Urban Development Areas – Page 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

- ✓ Roadway Capacity/Infrastructure
- ✓ Complete Streets
- ✓ Safety Features
- ✓ On-Street Parking Capacity
- ✓ Signage/Wayfinding
- ✓ Improvements to Natural Environment

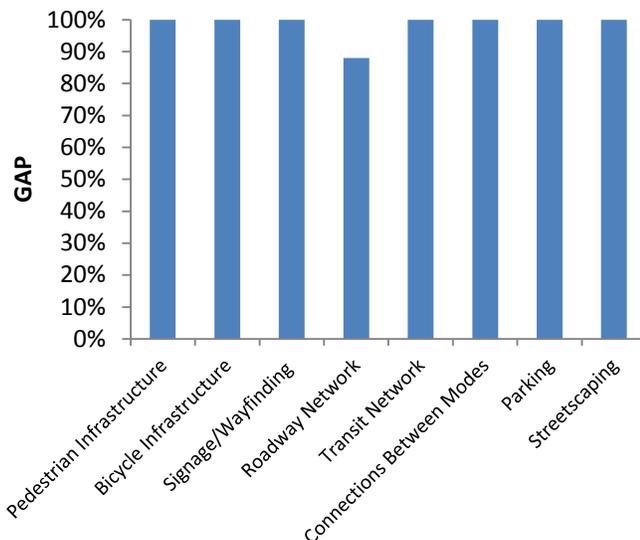
### External UDA Needs

#### Moderate

- ✓ Roadway Capacity/Infrastructure
- ✓ Roadway Operations
- ✓ Street Grid
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ Safety Features
- ✓ Signage/Wayfinding
- ✓ Improvements to Natural Environment

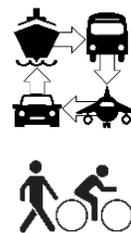
### Existing Internal Needs Gap (% shortfall)

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)



Access to transportation networks beyond the UDA



Friendly pedestrian and bicycle environment

# Urban Development Areas – Rockbridge County

## UDA Needs Profile: All UDAs

Rockbridge County has six UDAs that are anchored around the I-64 and I-81 corridors, which bisect the County and parallel the Old Midland Trail (Rt 60) and the Valley Pike (Rt 11).

### Location Characteristics

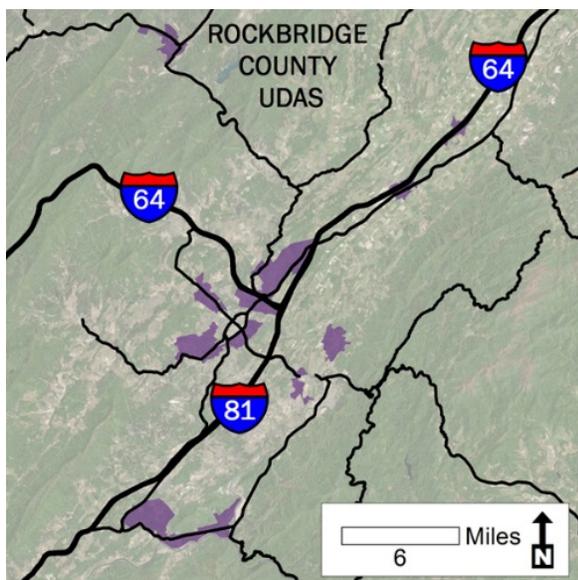
**PDC** – Central Shenandoah Planning District Commission

**UDA Size** – 12.6 square miles

**Year Designated** – 2003

**Comprehensive Plan Detail** - Rockbridge County has designated the defined County area around the City of Lexington, the Village of Natural Bridge, the Town of Glasgow and defined surrounding area, the County area around the City of Buena Vista, the Town of Goshen and defined surrounding area, the Village of Fairfield, and the Village of Raphine as Village Planning Areas. Village Planning Areas are defined in the land use plan as the more remote village areas characterized by the presence of existing development, accommodating road networks and existing or proposed access to public water and sewer services.

### Geographic Location



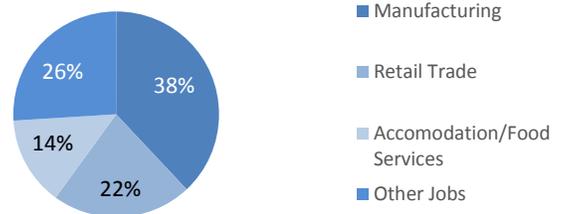
### Socio-Economic Characteristics

**UDA Characteristics:** (Source: LEHD, 2010)

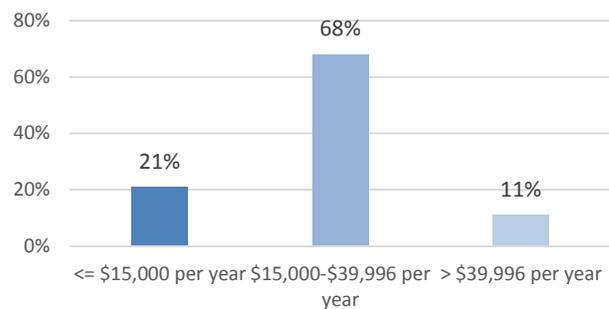
**Total Population** – 12,122 persons

**Total Primary Jobs** – 1,424 jobs

#### Jobs by Industry



#### Total Jobs by Earnings



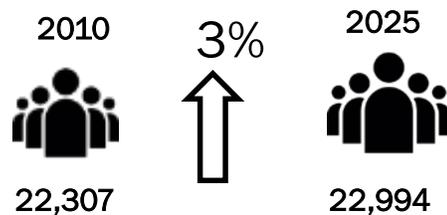
**Jobs Within a 45 Minute Drive**  
27,216

**Working Age Population Within a 45 Minute Drive**  
15,175

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

### Jurisdiction Characteristics:

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



# Urban Development Areas – Rockbridge County

**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

#### Moderate

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

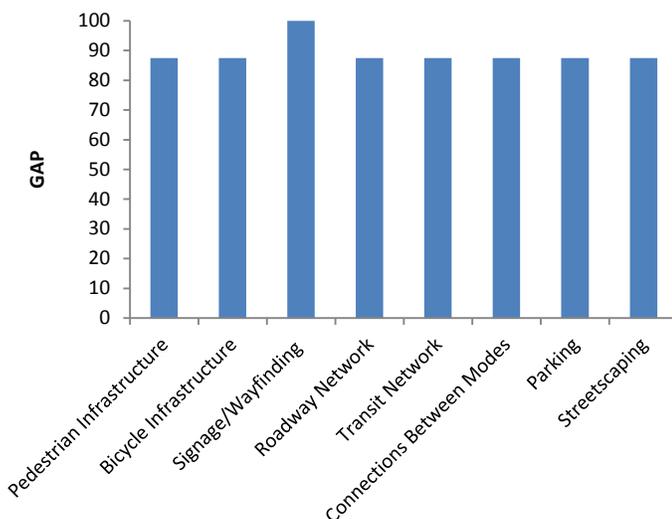
### External UDA Needs

#### Moderate

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

### Existing Internal Needs Gap (% shortfall)

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



### Highest Rated Overall Needs within UDA

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



Friendly pedestrian and bicycle environment



Transit Enhancements

# Urban Development Areas – Rockingham County

## UDA Needs Profile: Port Republic Road/Stone Spring

The Port Republic Road/Stone Spring UDA is just outside the southwest boundary of Harrisonburg, in the Port Republic Road corridor south of I-81.

### Location Characteristics

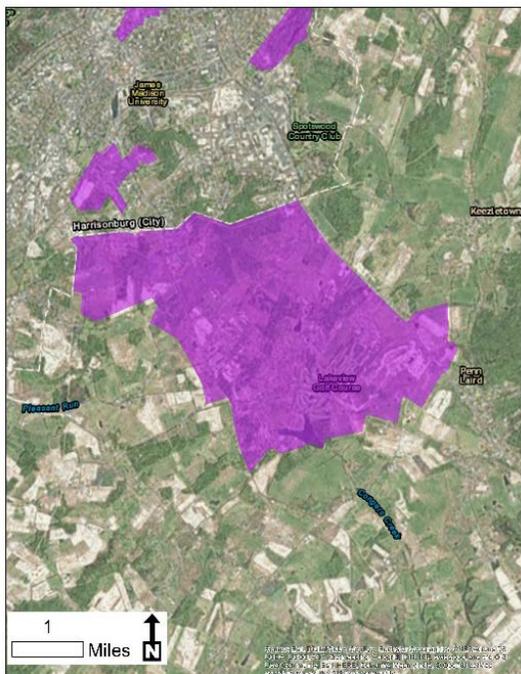
**PDC** – Central Shenandoah Planning District Commission

**UDA Size** – 6.5 square miles

**Year Designated** – 2010

**Comprehensive Plan Detail** - In a 2012 amendment in the Rockingham County Comprehensive Plan, the County designated an Urban Development Area (UDA) around the new Rockingham Memorial Hospital. The amendment included a new mixed use zoning district to allow the development of new neighborhoods that contain a mix of land uses and building types that are connected to a system of pedestrian-friendly streets.

### Geographic Location



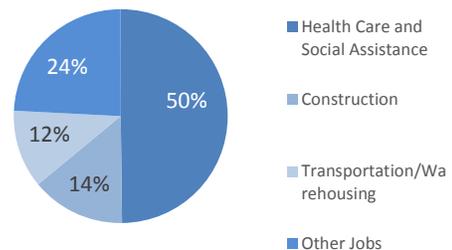
### Socio-Economic Characteristics

**UDA Characteristics:** (Source: LEHD, 2010)

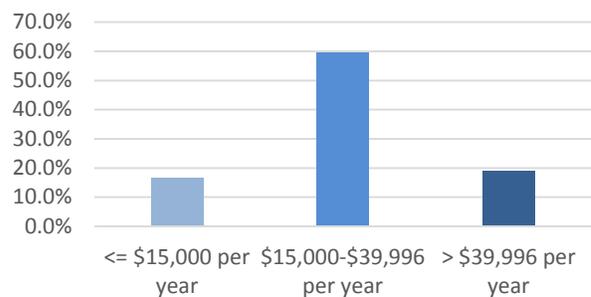
**Total Population** – 11,927 persons

**Total Primary Jobs** – 558 jobs

Jobs by Industry



Total Jobs by earning



**Jobs Within a 45 Minute Drive**

14,840

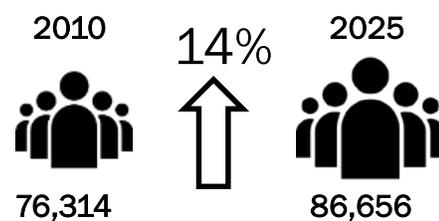
**Working Age Population Within a 45 Minute Drive**

24,083

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

### Jurisdiction Characteristics:

**Population Growth** (Source: Weldon Cooper Center)



# Urban Development Areas – Rockingham County

**Current Place Type - Small Town or Suburban Center**



**Planned Place Type - Medium Town or Suburban Center**



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

## Future Transportation Needs

### Internal UDA Needs

#### High

- ✓ Street Grid
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ Safety Features
- ✓ On-Street Parking Capacity

#### Moderate

- ✓ Roadway Capacity/Infrastructure Improvements
- ✓ Roadway Operations
- ✓ Intersection Design

### External UDA Needs

#### High

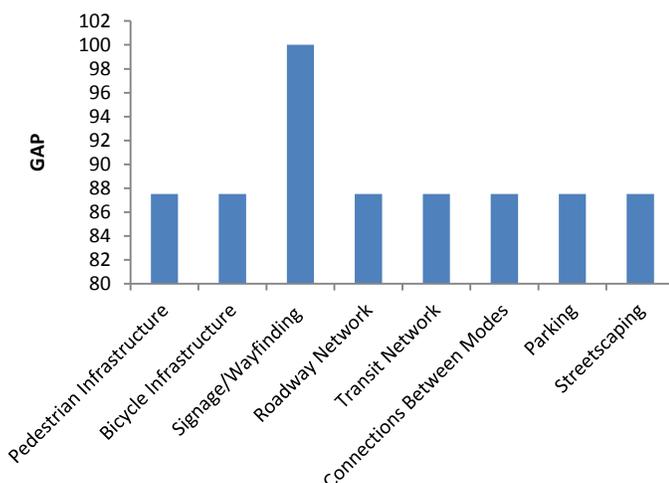
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ Safety Features

#### Moderate

None listed

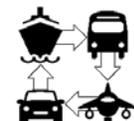
### Existing Internal Needs Gap (% shortfall)

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



### Highest Rated Overall Needs within UDA

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



Access to transportation networks beyond the UDA



Friendly pedestrian and bicycle environment



Safety for all users



Circulation and access within the UDA

# Urban Development Areas – Warren County

## UDA Needs Profile: Front Royal

Warren County and the Town of Front Royal designated three UDAs – Front Royal North, Leach Run, and Front Royal South. This profile represents the characteristics and needs of Front Royal North (the Happy Creek area to the east of downtown Front Royal).

### Location Characteristics

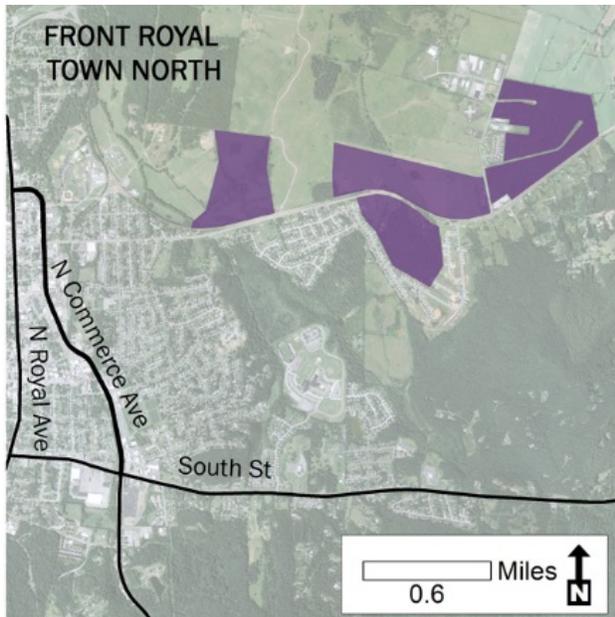
**PDC** – Northern Shenandoah Valley Regional Commission

**UDA Size** – 1.1 square miles

**Year Designated** – 2011

**Comprehensive Plan Detail** - Warren County has designated three Urban Development Areas (UDAs) - Front Royal Town - South, Front Royal Town - North, and Leach Run (also in the town of Front Royal). The County worked with the Town of Front Royal to identify the required acreage sufficient to satisfy projected residential and commercial growth of ten years. UDAs are required to incorporate principles of new urbanism and traditional neighborhood design.

### Geographic Location



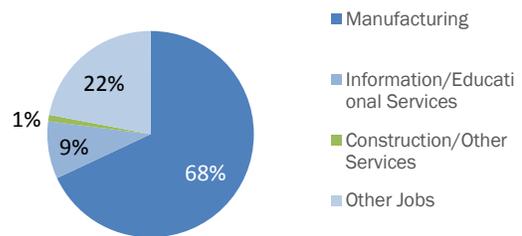
### Socio-Economic Characteristics

**UDA Characteristics:** (Source: LEHD, 2010)

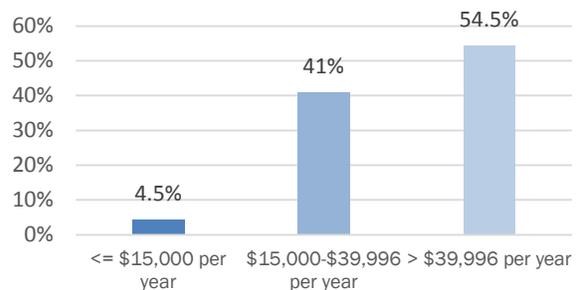
**Total Population** – 571 persons

**Total Primary Jobs** – 22 jobs

Jobs by Industry



Total Jobs by Earnings



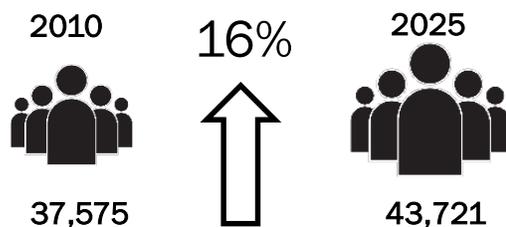
**Jobs Within a 45 Minute Drive**  
4,729

**Working Age Population Within a 45 Minute Drive**  
10,918

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

### Jurisdiction Characteristics:

**Population Growth** (Source: Weldon Cooper Center)



# Urban Development Areas – Warren 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 and infrastructure
- ✓ Street grid
- ✓ Bicycle infrastructure
- ✓ Safety features

#### Moderate

- ✓ Roadway operations
- ✓ Transit facilities/amenities
- ✓ Pedestrian infrastructure
- ✓ Complete streets
- ✓ Off-street parking capacity
- ✓ Intersection design
- ✓ Signage/Wayfinding
- ✓ Traffic calming

### External UDA Needs

#### High

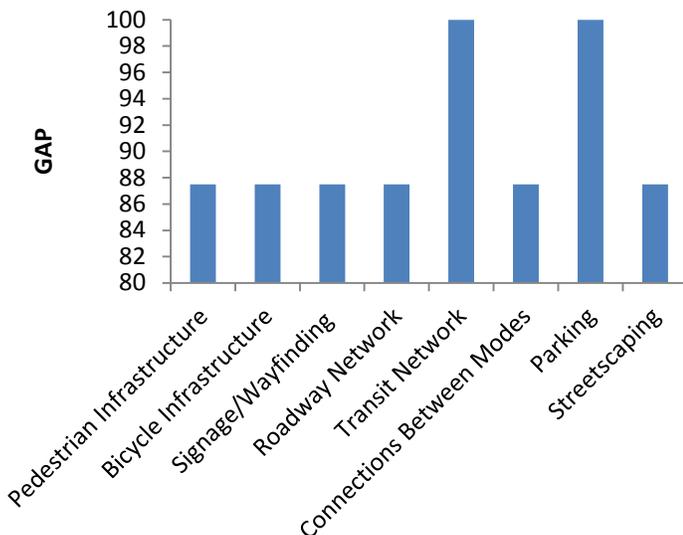
- ✓ Roadway capacity and infrastructure
- ✓ Street grid
- ✓ Bicycle infrastructure
- ✓ Safety features

#### Moderate

- ✓ Roadway operations
- ✓ Transit facilities/amenities
- ✓ Pedestrian infrastructure
- ✓ Complete streets
- ✓ Off-street parking capacity
- ✓ Intersection design
- ✓ Signage/Wayfinding
- ✓ Traffic calming

### Existing Internal Needs Gap (% shortfall)

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



### Highest Rated Overall Needs within UDA

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



Safety for all users



Circulation and access within the UDA

# Urban Development Areas – Waynesboro City

## UDA Needs Profile

The City of Waynesboro designated its entire city boundary as an Urban Development Area in 2015. Waynesboro is located in Shenandoah Valley, bisected by I-64 and bordered by the Shenandoah National Park to the north and the Blue Ridge Parkway to the south.

### Location Characteristics

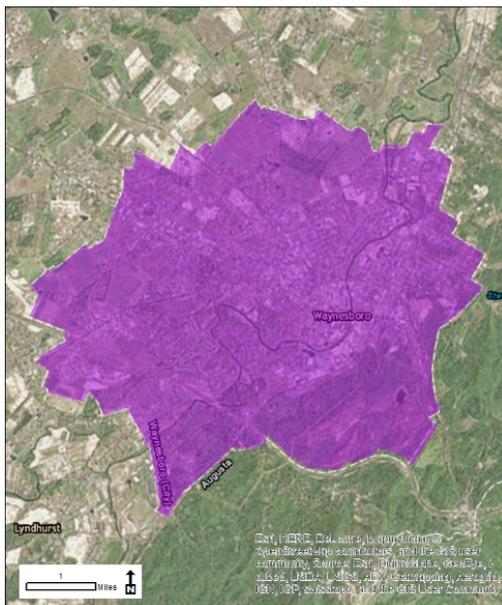
**PDC** – Central Shenandoah Planning District Commission

**UDA Size** – 15 square miles

**Year Designated** – 2015

**Comprehensive Plan Detail** – Waynesboro's entire 15 square miles is served or could be served by public water and sewer. With regards to the density requirements, the entire City currently zoned for density thresholds that meet or exceed the State laws minimums, with the except of the RS-12 single family dwelling district. However, with a minimum lot size of 12,000 square feet (roughly 3.6 dwelling units per acre) and lot width of 100 feet, the RS-12 district is close to the intent of the UDA requirements.

### Geographic Location



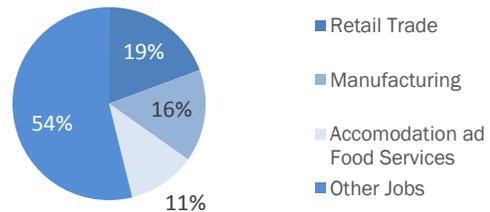
### Socio-Economic Characteristics

**UDA Characteristics:** (Source: LEHD, 2010)

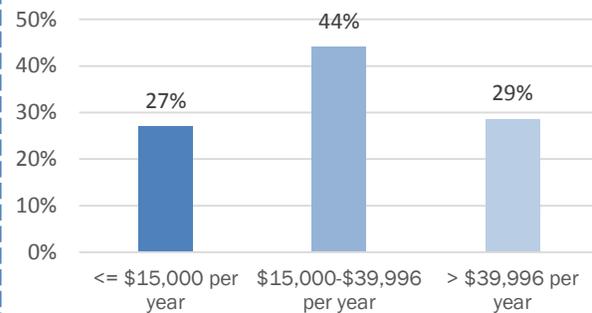
**Total Population** – 21,006 persons

**Total Primary Jobs** – 8,779 jobs

Jobs by Industry



Total Jobs by Earnings



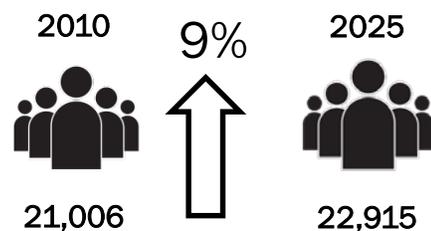
**Jobs Within a 45 Minute Drive**  
131,099

**Working Age Population Within a 45 Minute Drive**  
231,079

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

### Jurisdiction Characteristics:

**Population Growth** (Source: Weldon Cooper Center)



# Urban Development Areas – Waynesboro City

**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**

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

**Moderate**

- ✓ Roadway Capacity/Infrastructure Improvements
- ✓ Roadway Operations
- ✓ Transit Frequency
- ✓ Transit Operations/Capacity/Access
- ✓ Transit Facilities/Amenities
- ✓ Street Grid
- ✓ Complete Streets
- ✓ Safety Features

### External UDA Needs

**High**

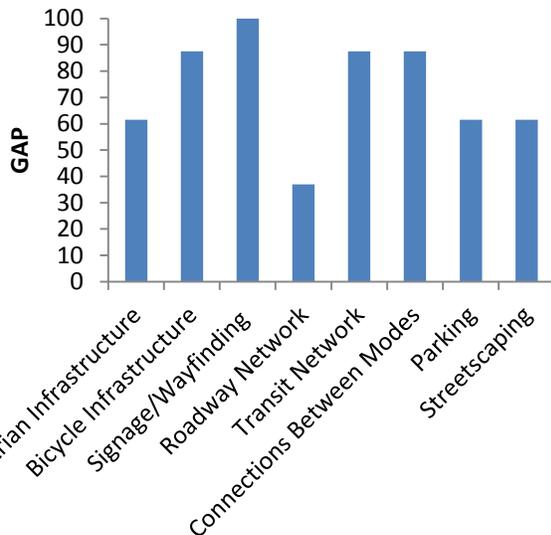
- ✓ Signage/Wayfinding

**Moderate**

- ✓ Roadway Capacity/Infrastructure Improvements
- ✓ Roadway Operations
- ✓ Transit Frequency
- ✓ Transit Operations/Capacity/Access
- ✓ Transit Facilities/Amenities
- ✓ Street Grid
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure, 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 within the UDA



Access to transportation networks beyond the UDA

# Urban Development Areas – Woodstock Town

## UDA Needs Profile: Area 1

The Town of Woodstock has designated two UDAs within their jurisdiction. Area 1 UDA is located between Route 11 and the North Fork Shenandoah River, and east of the downtown district.

### Location Characteristics

**PDC** – Northern Shenandoah Valley Regional Commission

**UDA Size** – 0.2 square miles

**Year Designated** – 2011

**Comprehensive Plan Detail** - Woodstock currently has two Urban Development Areas (UDAs). The first, located directly to the east of Woodstock’s primary downtown district, is a critical location of undeveloped parcels that could be used for a variety of compact residential uses to support Woodstock’s Main Street core. The second, located at the southeast edge of Woodstock, could be an ideal location for TND-style development that is transitional in nature, combining both village-scale residential and commercial opportunities.

### Geographic Location



### Socio-Economic Characteristics

**UDA Characteristics:** (Source: LEHD, 2010)

**Total Population** – 197 persons

**Total Primary Jobs** – Currently no jobs per LEHD

**Jobs Within a 45 Minute Drive**  
7,767

**Working Age Population Within a 45 Minute Drive**  
13,703

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

### Jurisdiction Characteristics:

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





# Urban Development Areas – Woodstock Town

**Current Place Type -**

TBD based on coordination with locality

**Planned Place Type -**

TBD based on coordination with locality

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

## Future Transportation Needs

### Internal UDA Needs

**High**

TBD based on coordination with locality

**Moderate**

TBD based on coordination with locality

### External UDA Needs

**High**

TBD based on coordination with locality

**Moderate**

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 – Woodstock Town

## UDA Needs Profile: Area 2

The Town of Woodstock has designated two UDAs within their jurisdiction. Area 2 UDA is located at the southeast edge of Woodstock, adjacent to Route 11 and west of the North Fork Shenandoah River.

### Location Characteristics

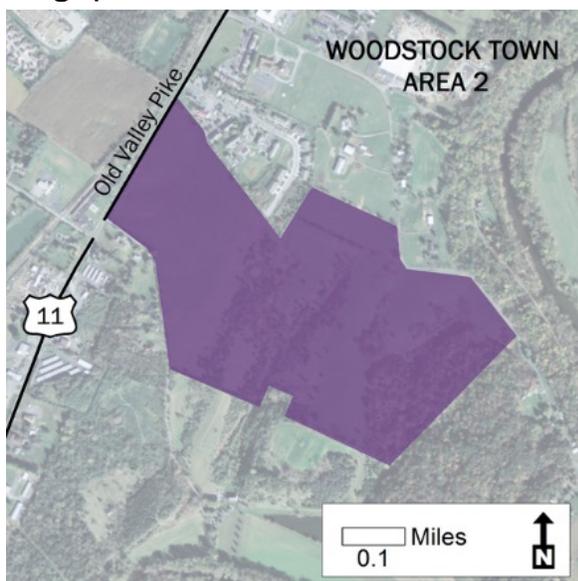
**PDC** – Northern Shenandoah Valley Regional Commission

**UDA Size** – 0.2 square miles

**Year Designated** – 2011

**Comprehensive Plan Detail** - Woodstock currently has two Urban Development Areas (UDAs). The first, located directly to the east of Woodstock’s primary downtown district, is a critical location of undeveloped parcels that could be used for a variety of compact residential uses to support Woodstock’s Main Street core. The second, located at the southeast edge of Woodstock, could be an ideal location for TND-style development that is transitional in nature, combining both village-scale residential and commercial opportunities.

### Geographic Area

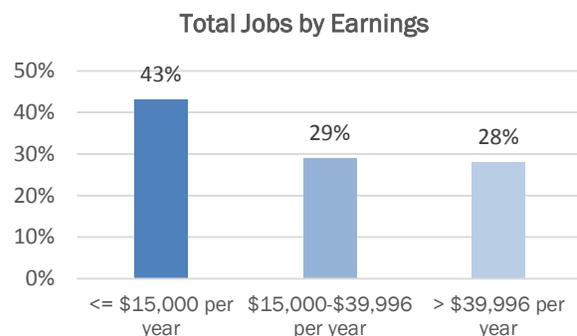
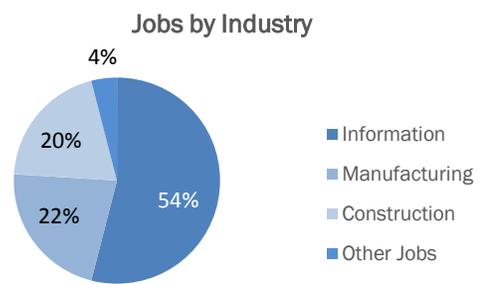


### Socio-Economic Characteristics

**UDA Characteristics:** (Source: LEHD, 2010)

**Total Population** – 348 persons

**Total Primary Jobs** – 65 jobs



**Jobs Within a 45 Minute Drive**  
7,691

**Working Age Population Within a 45 Minute Drive**  
14,804

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

### Jurisdiction Characteristics:

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





# Urban Development Areas – Woodstock Town

**Current Place Type -**

TBD based on coordination with locality

**Planned Place Type -**

TBD based on coordination with locality

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

## Future Transportation Needs

### Internal UDA Needs

**High**

TBD based on coordination with locality

**Moderate**

TBD based on coordination with locality

### External UDA Needs

**High**

TBD based on coordination with locality

**Moderate**

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 – Broadway Town

## UDA Needs Profile: Broadway Town UDA

The Town of Broadway has one UDA, located east of Timber Way and the North Fork Shenandoah River. Planned development for the UDA includes an interconnected street network, mixed-use buildings, and targeted public investments in street lighting, street furniture and sidewalks.

### Location Characteristics

**PDC** – Northern Shenandoah Valley Regional Commission

**UDA Size** – 0.3 square miles

**Year Designated** – 2011

#### Comprehensive Plan Detail

Urban Development Areas are designated areas within the planned annexation area adjacent to the Town. It is planned for compact, mixed use development at urban development densities and intensities and intended to serve as a focal point for growth over the next 10-20 years. 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. Urban Development Areas are served by or planned for central sewer and water service, and transportation infrastructure.

#### Geographic Area



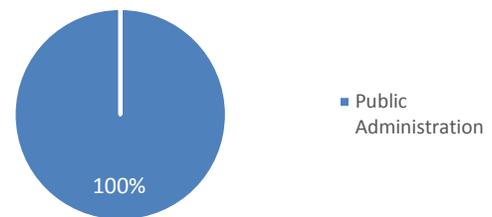
### Socio-Economic Characteristics

#### UDA Characteristics: (Source: LEHD, 2010)

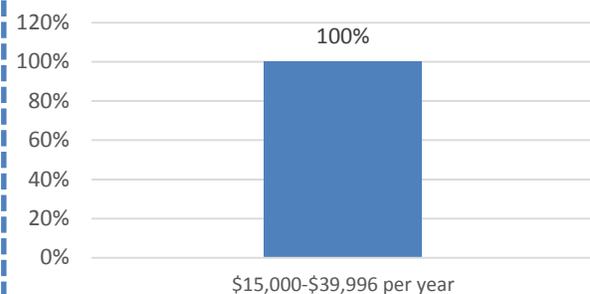
**Total Population** – 1,073 persons

**Total Primary Jobs** – 1 job

Jobs by Industry



Total Jobs by Earnings



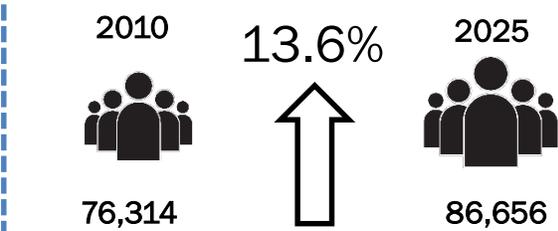
**Jobs Within a 45 Minute Drive**  
6,713

**Working Age Population Within a 45 Minute Drive**  
13,209

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

#### Jurisdiction Characteristics:

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



# Urban Development Areas – Broadway Town

**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 and infrastructure

#### Moderate

None listed

### External UDA Needs

#### High

None listed

#### Moderate

None listed

### Existing Internal Needs Gap (% shortfall)

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

None listed

### 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 – Town of Luray

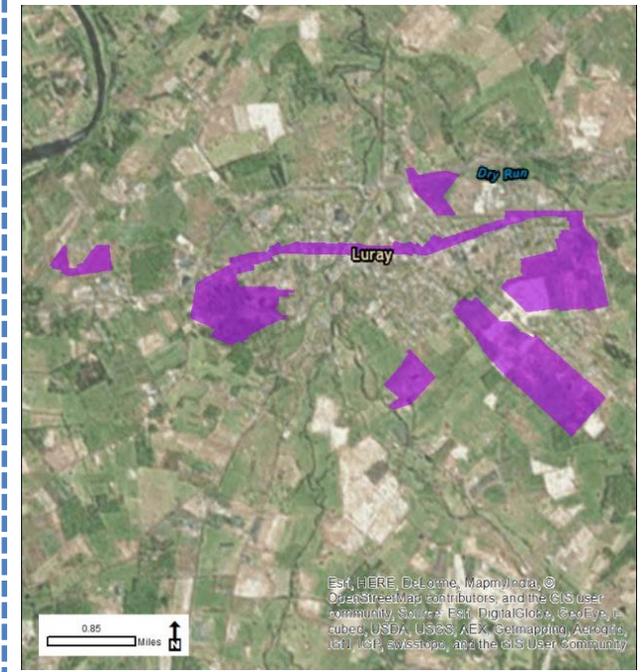
## UDA Needs Profile: All UDAs

The Town of Luray, located in the Shenandoah Valley, designated five UDAs, all permitting densities of four units per acre or more and projected to satisfy residential and commercial growth for a 10 to 20-year planning horizon.

### Location Characteristics

**PDC** – Central Shenandoah Planning District  
**UDA Size** – 1.5 square miles  
**Year Designated** – 2015  
**Comprehensive Plan Detail** – The Town of Luray’s zoning and subdivision ordinance provide mechanisms for traditional neighborhood design such as pedestrian-friendly street design, interconnected streets, preservation of natural areas, mixed-use neighborhoods that include mixed housing types, shallow or no building setback requirements, and reduction of subdivision street widths and turning radii at subdivision street intersections.

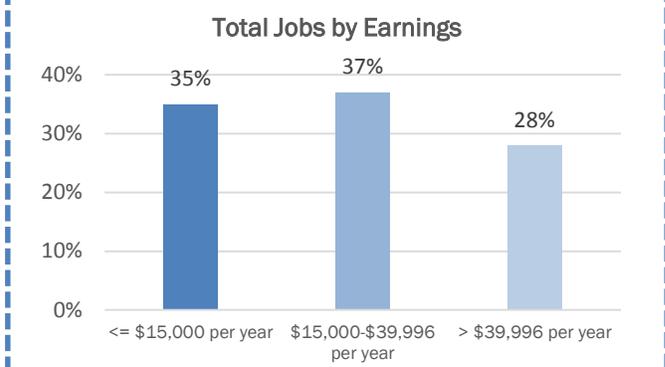
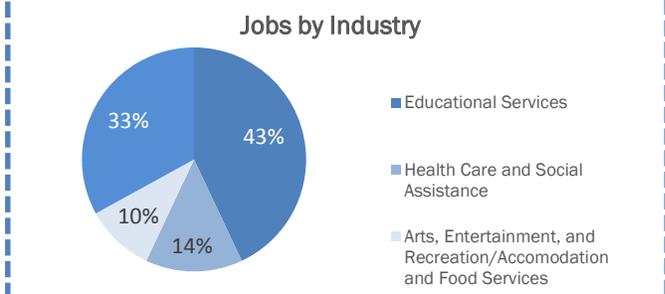
### Geographic Area



### Socio-Economic Characteristics

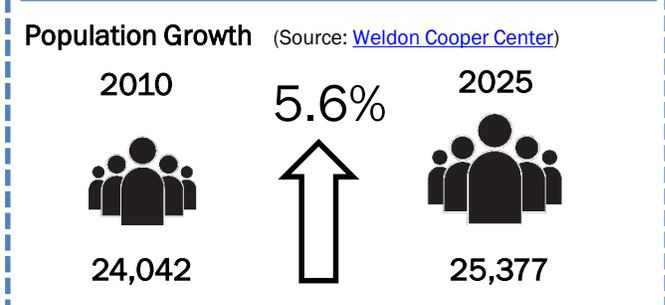
**UDA Characteristics:** (Source: LEHD, 2010)

**Total Population** – 2,635 persons  
**Total Primary Jobs** – 1,486 jobs



**Jobs Within a 45 Minute Drive**  
 14,264  
**Working Age Population Within a 45 Minute Drive**  
 32,803  
 Source: EPA Smart Location Database (U.S. Census tract data)

### Jurisdiction Characteristics:



# Urban Development Areas – Town of Luray

**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

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

#### Moderate

- |                             |                            |
|-----------------------------|----------------------------|
| ✓ Roadway Capacity          | ✓ On-Street Parking        |
| ✓ Street Grid               | ✓ Off-Street Parking       |
| ✓ Pedestrian Infrastructure | ✓ Intersection Design      |
| ✓ Safety Features           | ✓ Signage/Wayfinding       |
|                             | ✓ Traffic Calming Features |

### External UDA Needs

#### High

- ✓ Roadway Operations
- ✓ Transit Capacity
- ✓ Bicycle Infrastructure

#### Moderate

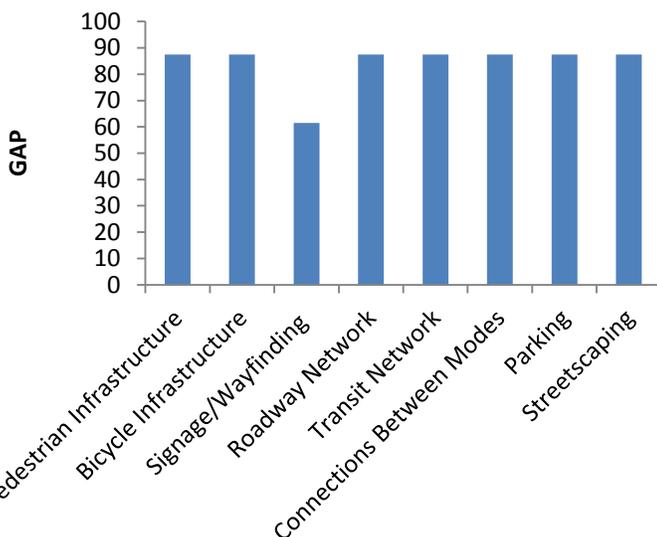
- |                             |   |
|-----------------------------|---|
| ✓ Transit Facilities        | ✓ Intersection Design                     |
| ✓ Street Grid               | ✓ Improvements to the Natural Environment |
| ✓ Pedestrian Infrastructure | ✓ On-Street Parking                       |
| ✓ Complete Streets          | ✓ Off-Street Parking                      |
| ✓ 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)



Friendly Pedestrian and Bicycle Environment



Safety for all users

# Urban Development Areas – Clifton Forge

## UDA Needs Profile

The Town of Clifton Forge designated the entire town boundary as a UDA in 2015, along the Jackson River and straddling/to the south of US 60.

### Location Characteristics

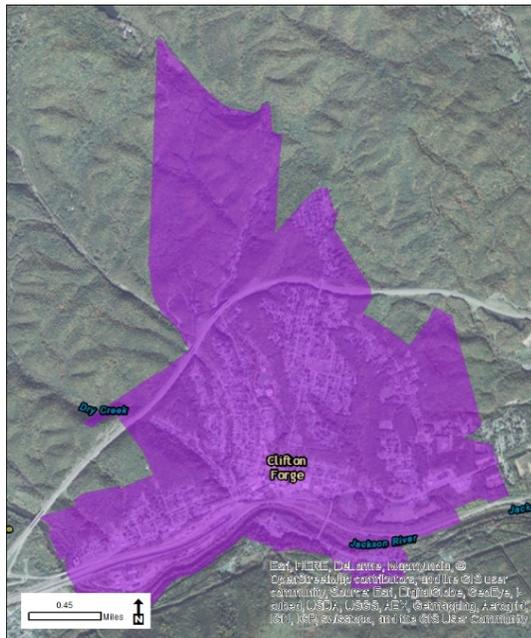
**PDC-** Roanoke Valley-Alleghany Regional Commission

**UDA Size** – 3 square miles

**Year Designated** – 2015

**Comprehensive Plan Detail** - In order to promote future growth in residential and commercial areas, the establishment of the entire town as an Urban Development Area (UDA) is proposed. In developing a town-wide UDA, the Town will be able to provide incentives for attracting new and infill development, and allow it to apply for state transportation projects which serve the UDA. A UDA is a tool for the coordination of transportation and land use—a way to grow smarter.

### Geographic Location



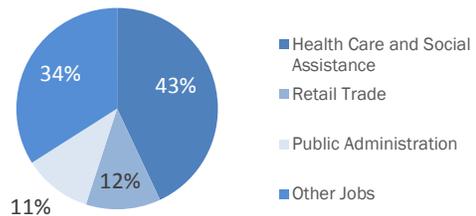
### Socio-Economic Characteristics

**UDA Characteristics:** (Source: LEHD, 2010)

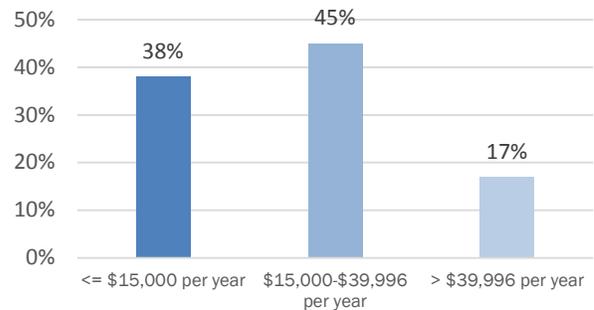
**Total Population** – 4,234 persons

**Total Primary Jobs** – 813 jobs

Jobs by Industry



Total Jobs by Earnings



**Jobs Within a 45 Minute Drive**  
11,685

**Working Age Population Within a 45 Minute Drive**  
24,846

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

### Jurisdiction Characteristics:

**Population Growth** (Source: Weldon Cooper Center)



\*Population projections are representative of Alleghany County, VA

# Urban Development Areas – Clifton Forge

**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 Capacity
- ✓ Street Grid
- ✓ Pedestrian Infrastructure
- ✓ On-Street Parking
- ✓ Signage/Wayfinding

#### Moderate

- ✓ Roadway Capacity
- ✓ Complete Streets
- ✓ Safety Features
- ✓ Traffic Calming
- ✓ Improvements to the Natural Environment

### External UDA Needs

#### High

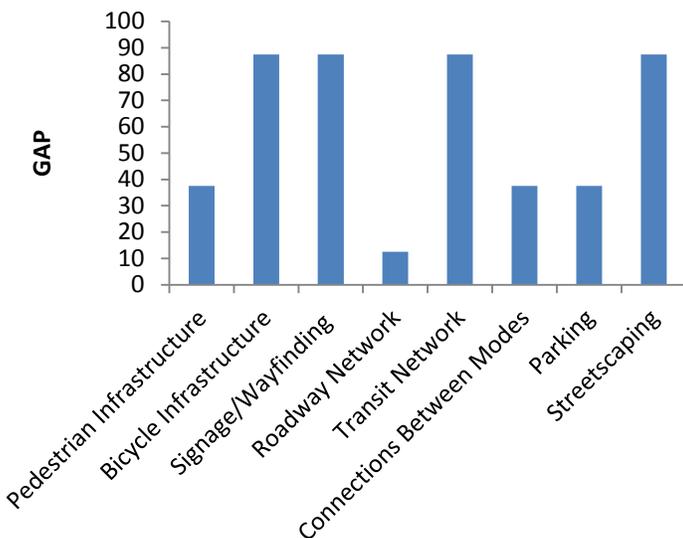
- ✓ Signage Wayfinding

#### Moderate

- ✓ Roadway Capacity
- ✓ Traffic Calming
- ✓ Improvements to the Natural Environment

### Existing Internal Needs Gap (% shortfall)

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



### Highest Rated Overall Needs within UDA

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



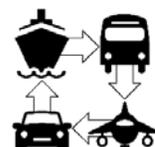
Safety for all users



Circulation and access within the UDA



Friendly pedestrian and bicycle environment



Access to transportation networks beyond the UDA

# Urban Development Areas – Bath County

## UDA Needs Profile: All UDAs

Bath County designated a total of five UDAs in 2015. The UDAs are centered around the Millboro, Hot Springs, Bacova, and Warm Springs areas.

### Location Characteristics

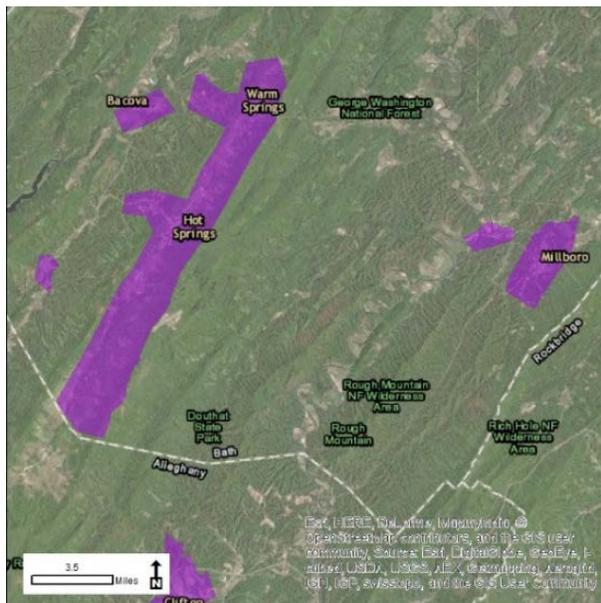
**PDC-** Central Shenandoah Planning District Commission

**UDA Size** – 33 square miles

**Year Designated** – 2015

**Comprehensive Plan Detail** – Bath County’s most recently adopted Comprehensive Plan, identifies growth areas consistent with the definition of urban development areas in §15.2-2223.1. Designated Growth Areas in Bath County will encompass Smart Growth Principals and foster land uses that encourage “Village Type” growth models for business and residential areas as well as a mix of uses, and connectivity through a variety of transportation means including roads, bicycle routes and pedestrian trails.

### Geographic Location



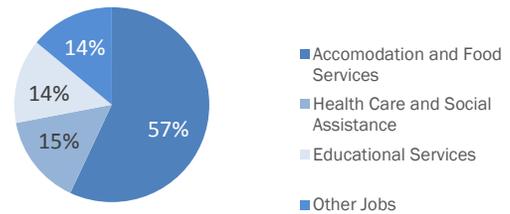
### Socio-Economic Characteristics

**UDA Characteristics:** (Source: LEHD, 2010)

**Total Population** – 3,664 persons\*

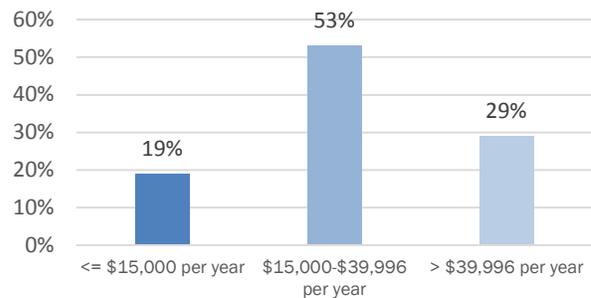
**Total Primary Jobs** – 1,520 jobs

Jobs by Industry



\*Total population is representative of the five Urban Development Areas in Bath County

Total Jobs by Earnings



**Jobs Within a 45 Minute Drive**  
2,039

**Working Age Population Within a 45 Minute Drive**  
4,783

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

### Jurisdiction Characteristics:

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



# Urban Development Areas – Bath County

**Current Place Type - Rural or Village Center**



**Planned Place Type - Rural or Village Center**



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

## Future Transportation Needs

### Internal UDA Needs

#### High

- ✓ None listed

#### Moderate

- ✓ On-Street Parking
- ✓ Off-Street Parking

### External UDA Needs

#### High

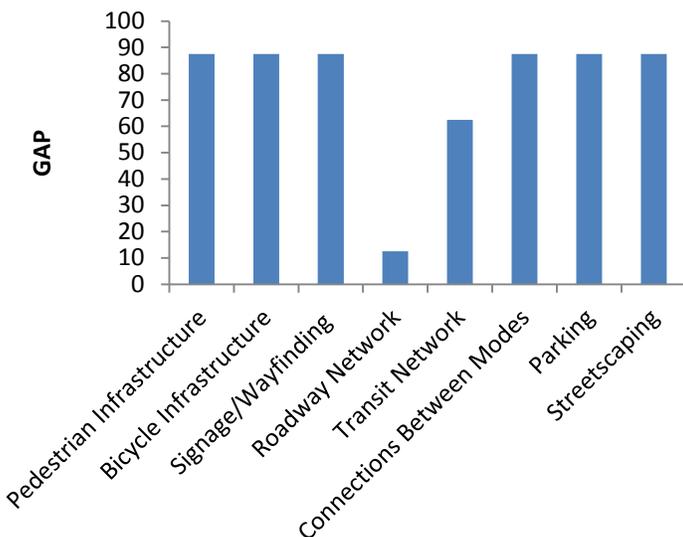
- ✓ None listed

#### Moderate

- ✓ 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 – Augusta County

## UDA Needs Profile: All UDAs

Augusta County designated a total of five UDAs in 2015, centered around the Stuarts Draft, Fishersville, Verona, and Weyers Cave areas.

### Location Characteristics

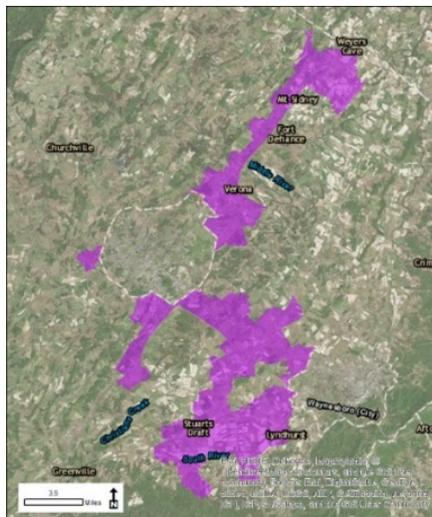
**PDC**- Central Shenandoah Planning District Commission

**UDA Size** – 56 square miles

**Year Designated** – 2015

**Comprehensive Plan Detail** – Augusta County expects to continue to see modest growth in population and employment over the next 20 years, especially in the four major designated Urban Service Areas. The Urban Service Areas of Fishersville, Staunton South and West, Stuarts Draft, Verona, and Weyers Cave promote the goals of urban development areas consistent with §15.2-2223.1. The County expects the majority of commercial development to occur in Fishersville, Stuarts Draft, Verona, and Weyers Cave (dependent on water and sewer upgrades). These Urban Service Areas are well-served by transportation and other public infrastructure.

### Geographic Location



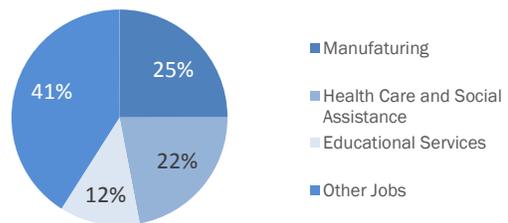
### Socio-Economic Characteristics

**UDA Characteristics:** (Source: LEHD, 2010)

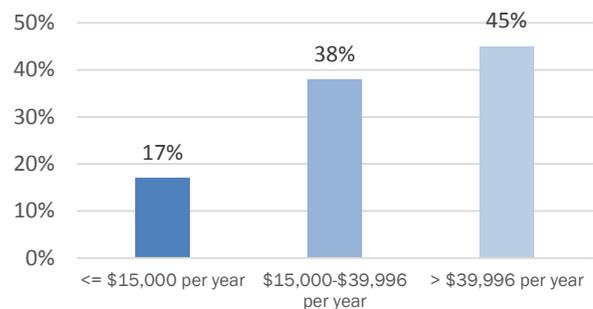
**Total Population** – 39,484 persons

**Total Primary Jobs** – 16,403 jobs

Jobs by Industry



Total Jobs by Earnings



**Jobs Within a 45 Minute Drive**  
13,507

**Working Age Population Within a 45 Minute Drive**  
24,873

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

### Jurisdiction Characteristics:

**Population Growth** (Source: Weldon Cooper Center)



# Urban Development Areas – Augusta County

**Current Place Type - Small Town or Suburban 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
- ✓ Intersection Design
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Safety Features

#### Moderate

- ✓ Roadway Operations
- ✓ Transit Frequency
- ✓ Transit Facilities
- ✓ Street Grid
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Safety Features

### External UDA Needs

#### High

- ✓ Safety Features
- ✓ Roadway Capacity
- ✓ Transit Frequency

#### Moderate

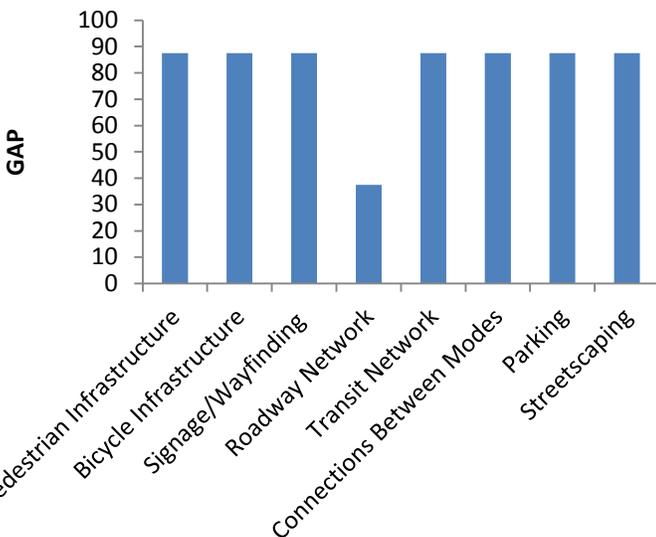
- ✓ Roadway Capacity
- ✓ Safety Features
- ✓ Intersection Design

### 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)



Safety for all users



Circulation and access within the UDA

# Urban Development Areas – Staunton City

## UDA Needs Profile

The City of Staunton designated their entire boundaries as a UDA in 2015, centered around downtown Staunton and extending out.

### Location Characteristics

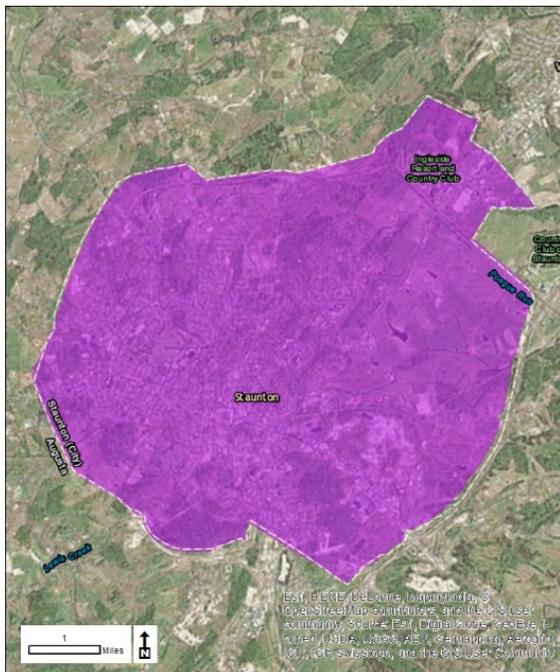
**PDC-** Central Shenandoah Planning District Commission

**UDA Size** – 20 square miles

**Year Designated** – 2015

**Comprehensive Plan Detail** - As a compact city with comprehensive transportation needs throughout the locality and with the presence of a multi-modal transportation system, including rail and intercity transit, the City of Staunton designated the entire City of Staunton as an Urban Development Area for purposes of improving transportation and land use coordination.

### Geographic Location



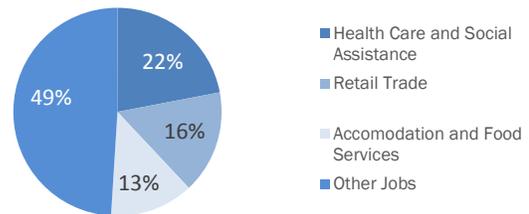
### Socio-Economic Characteristics

**UDA Characteristics:** (Source: LEHD, 2010)

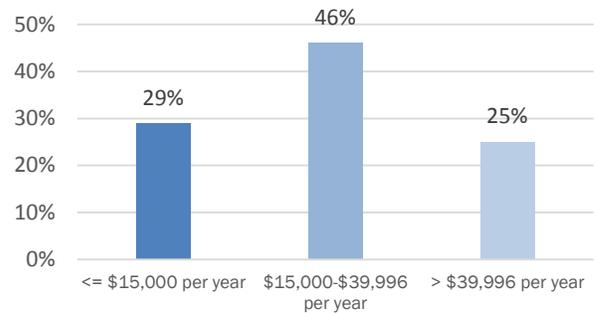
**Total Population** – 29,102 persons

**Total Primary Jobs** – 10,866 jobs

Jobs by Industry



Total Jobs by Earnings



**Jobs Within a 45 Minute Drive**  
123,612

**Working Age Population Within a 45 Minute Drive**  
190,986

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

### Jurisdiction Characteristics:

**Population Growth** (Source: Weldon Cooper Center)



# Urban Development Areas – Staunton 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

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

#### Moderate

- ✓ Roadway Operations
- ✓ Roadway Capacity
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure

### External UDA Needs

#### High

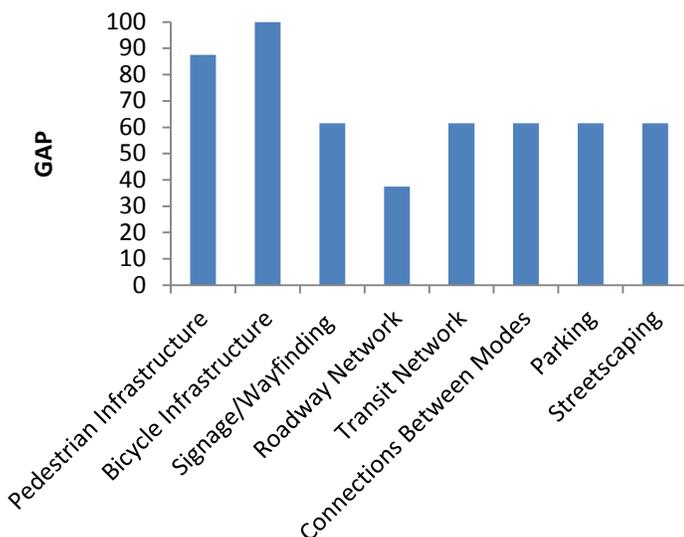
- ✓ None listed

#### Moderate

- ✓ None listed

### Existing Internal Needs Gap (% shortfall)

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



### Highest Rated Overall Needs within UDA

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



Safety for all users



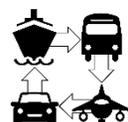
Circulation and access within the UDA



Friendly pedestrian and bicycle environment



Transit enhancements



Access to transportation networks beyond the UDA