

# Urban Development Areas – Amherst County

## UDA Needs Profile: Tyler Tracts

Tyler Tracts is an Urban Development Area located in Amherst County, adjacent to U.S. 29 Business in Madison Heights.

### Location Characteristics

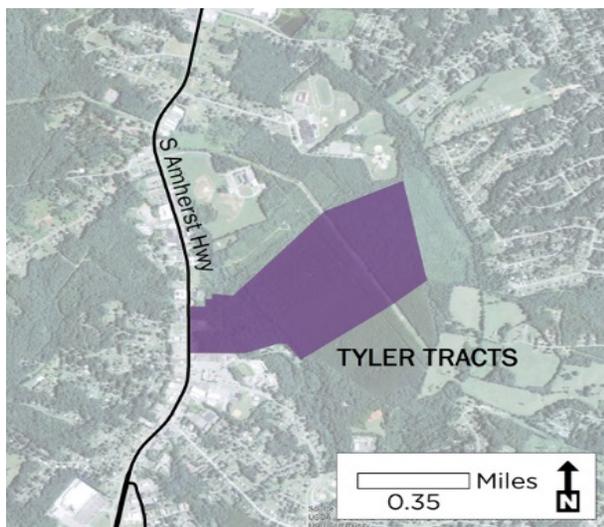
**PDC** – Virginia’s Region 2000 Local Government Council

**UDA Size** – 0.3 square miles

**Year Designated** – 2013

**Comprehensive Plan Detail** - Amherst County has designated vacant land on Route 29 Business as an Urban Development Area (UDA). The area is located within the County’s Designated Growth Area, in proximity to major transportation corridors, and has access to public water, sewer and line electric utilities. Financial and other incentives for development within the UDA are outlined in the comprehensive plan. Therefore, the County has elected to designate a UDA within the already-defined Designated Growth Area that provides for the development at the densities specified in the Virginia code related to UDAs.

### Geographic Location



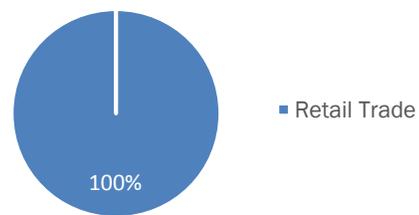
### Socio-Economic Characteristics

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

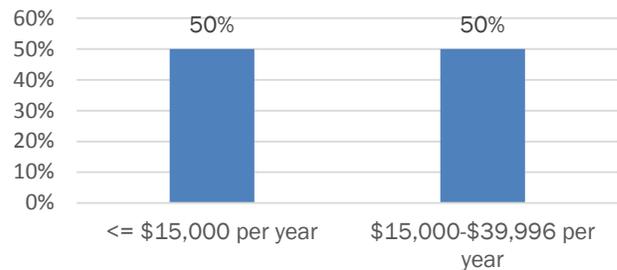
**Total Population** – 73 persons

**Total Primary Jobs** – 8 jobs

Jobs by Industry



Total Jobs by Earnings



**Jobs Within a 45 Minute Drive**  
7,864

**Working Age Population Within a 45 Minute Drive**  
13,983

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

### Jurisdiction Characteristics:

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



# Urban Development Areas – Amherst 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 for details.

## Future Transportation Needs

### Internal UDA Needs

**High**

- ✓ Roadway Capacity/Infrastructure Improvements

**Moderate**

- ✓ None listed

### External UDA Needs

**High**

- ✓ None listed

**Moderate**

- ✓ None listed

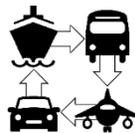
### Existing Internal Needs Gap (% shortfall)

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

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)



Access to Transportation Networks beyond UDA



Friendly Bicycle and Pedestrian Environment

# Urban Development Areas – Appomattox County

## UDA Needs Profile: Town of Appomattox

The Town of Appomattox is located in central Virginia, adjacent to the Appomattox Court House National Historic Park, bisected by the Richmond Highway Route 460 and VA-131 Old Courthouse RD.

### Location Characteristics

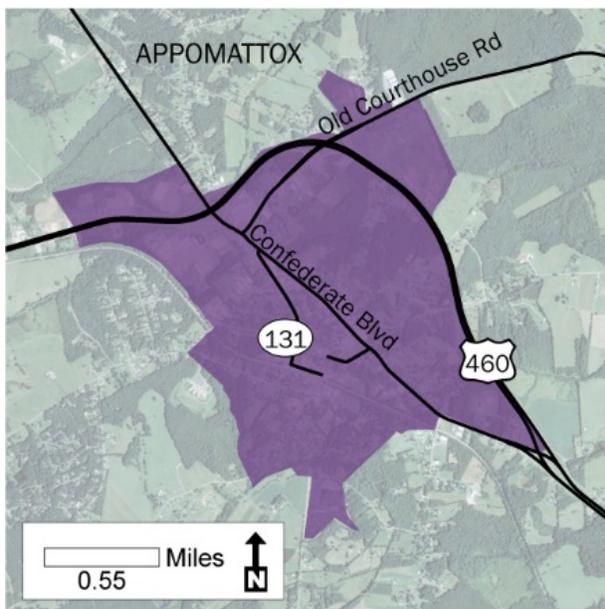
**PDC** – Virginia’s Region 2000 Local Government Council

**UDA Size** – 2.2 sq mi

**Year Designated** – 2012

**Comprehensive Plan Detail** - Appomattox County has designated the Town of Appomattox as a "Village Center." The Appomattox County Zoning Code defines village centers as areas which will serve as the focal point for cultural and commercial activity for the rural service areas of the County, with a recommended density average between one and three units per acre.

### Geographic Location

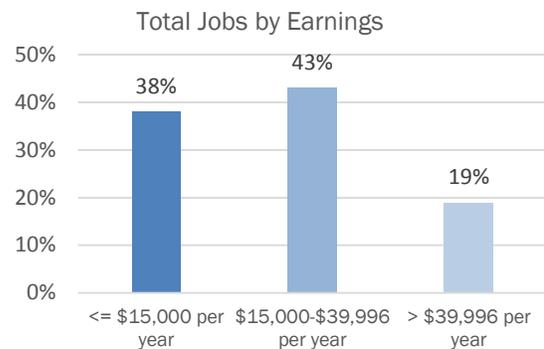
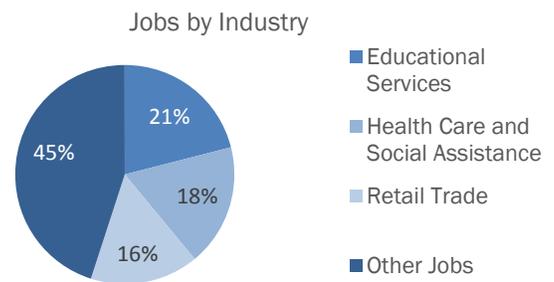


### Socio-Economic Characteristics

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

**Total Population** – 2,552 persons

**Total Primary Jobs** – 1887 Jobs



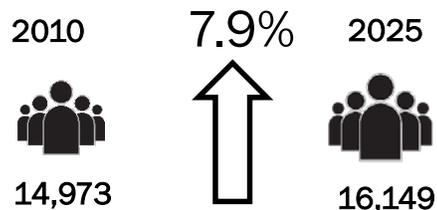
**Jobs Within a 45 Minute Drive**  
6,484

**Working Age Population Within a 45 Minute Drive**  
33,081

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

### Jurisdiction Characteristics:

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



# Urban Development Areas – Appomattox 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 for details.

## Future Transportation Needs

### Internal UDA Needs

#### High

- ✓ Street Grid
- ✓ Pedestrian Infrastructure
- ✓ Intersection Design

#### Moderate

- ✓ Roadway Capacity
- ✓ Street Grid
- ✓ Bicycle Infrastructure
- ✓ Complete Streets
- ✓ Safety Features
- ✓ Off-Street Parking
- ✓ Intersection Design
- ✓ Signage/Wayfinding
- ✓ Traffic Calming

### External UDA Needs

#### High

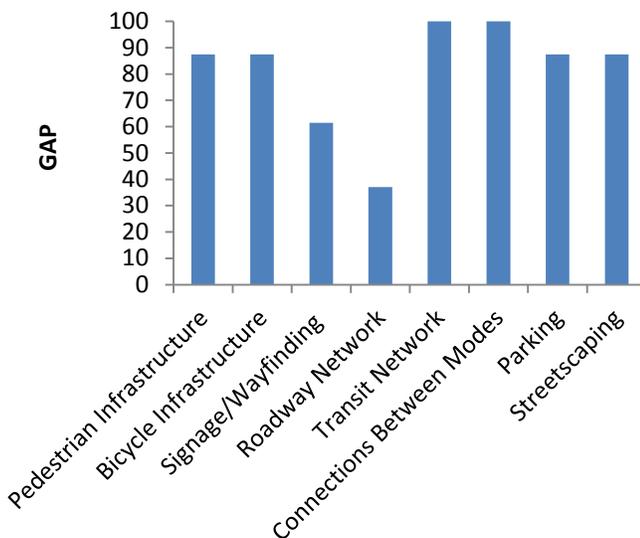
- ✓ None listed

#### Moderate

- ✓ None listed

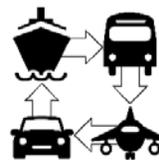
### Existing Internal Needs Gap (% shortfall)

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)



Access to Transportation networks beyond UDA

# Urban Development Areas – Campbell County

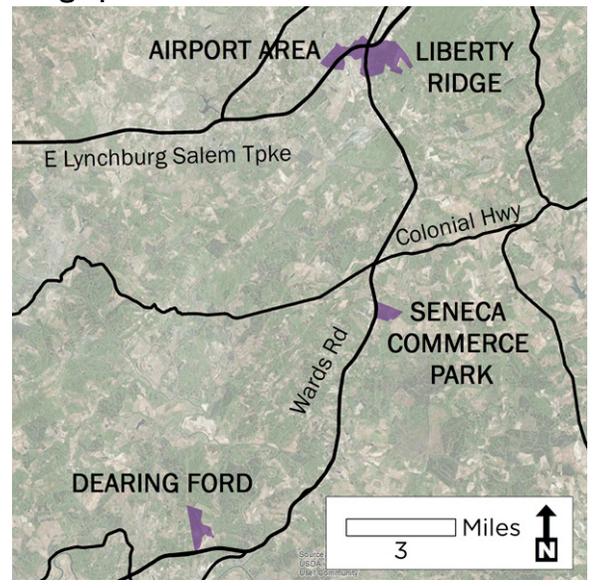
## UDA Needs Profile: All UDAs

Campbell County has four UDAs: Liberty Ridge and the Airport Area, both located southeast of Lynchburg near the Route 29/Route 460 interchange; Dearing Ford located on Route 29 just north of AltaVista; and, Seneca Commerce Park on Route 29 south of Lynchburg.

### Location Characteristics

**PDC** – Region 2000 Local Government Council  
**UDA Size** – 2.2 square miles  
**Year Designated** – 2009  
**Comprehensive Plan Detail** - Campbell County contains four UDAs: Liberty Ridge (Mixed Use Residential), Dearing Ford (Industrial Commercial), Seneca Commerce Park (Industrial/Commercial), and Airport Area (High Density commercial development). High density commercial areas are characterized by a well-developed network of streets and highways, as well as the availability of public utilities and other infrastructure. High density residential areas are characterized by residential uses on small lots or dense multi-family developments, a well-developed network of streets and highways, and availability of public utilities and other infrastructure.

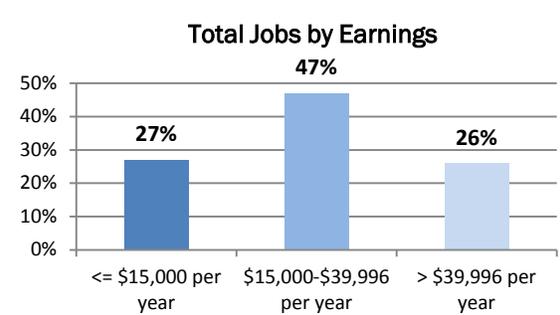
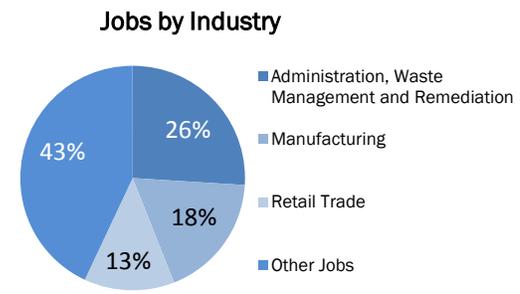
### Geographic Location



### Socio-Economic Characteristics

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

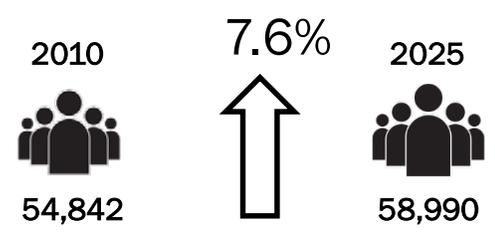
**Total Population** – 6,290 persons  
**Total Primary Jobs** – 485 jobs



**Jobs Within a 45 Minute Drive**  
 11,769  
**Working Age Population Within a 45 Minute Drive**  
 23,633  
 Source: EPA Smart Location Database (U.S. Census tract data)

### Jurisdiction Characteristics:

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



# Urban Development Areas – Campbell County

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



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



Refer to the DRPT Multimodal System Design Guidelines for details.

## Future Transportation Needs

### Internal UDA Needs

#### High

- ✓ None listed

#### Moderate

- ✓ Roadway capacity and infrastructure
- ✓ Pedestrian infrastructure
- ✓ Safety features
- ✓ Off-street parking capacity
- ✓ Intersection design or other improvements
- ✓ Signage/Wayfinding
- ✓ Improvements to the natural environment

### External UDA Needs

#### High

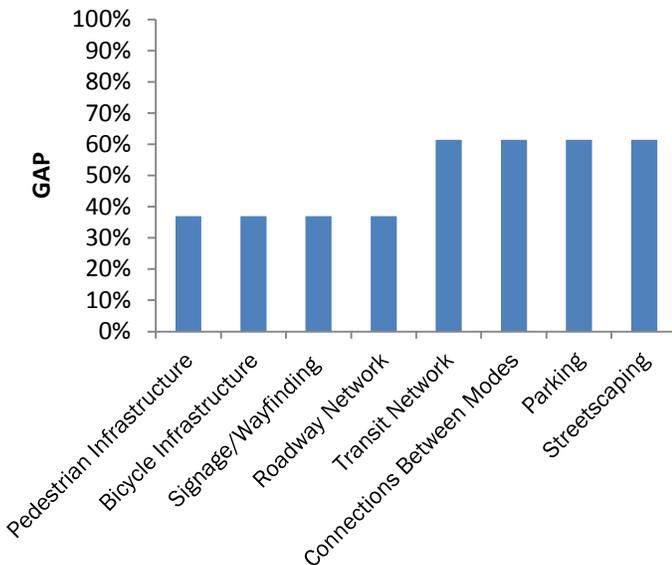
- ✓ None listed

#### Moderate

- ✓ Roadway capacity and infrastructure
- ✓ Safety features
- ✓ Off-street parking capacity
- ✓ Intersection design or other improvements
- ✓ Signage/Wayfinding
- ✓ Improvements to the natural environment

### Existing Internal Needs Gap (% shortfall)

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



### Highest Rated Overall Needs within UDA

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



Friendly Pedestrian and Bicycle Environment



Transit Enhancements

# Urban Development Areas – City of Lynchburg

## UDA Needs Profile: All UDAs

The City of Lynchburg designated its entire City limits as a UDA during the original legislation in 2011.

### Location Characteristics

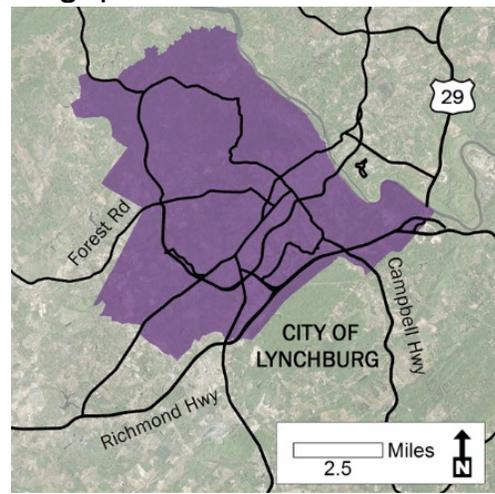
**PDC** – Virginia’s Region 2000 Local Government Council

**UDA Size** – 49.2 square miles

**Year Designated** – 2011

**Comprehensive Plan Detail** - In 2011, the Lynchburg City Council affirmed that the City’s Comprehensive Plan is consistent with Virginia state code requirements for Urban Development Areas (UDAs), due to all city’s land use categories either meeting or exceeding the UDA state code requirements—single-family homes would be at a minimum of four units per acre, townhouses at a minimum of six, apartments or condos at a minimum of twelve units per acre and commercial space with a floor area ratio of 0.4. Lynchburg’s Comprehensive Plan is consistent with Virginia state code requirements for Urban Development Areas (UDAs); all city land use categories either meet or exceed the UDA state code requirements.

### Geographic Location

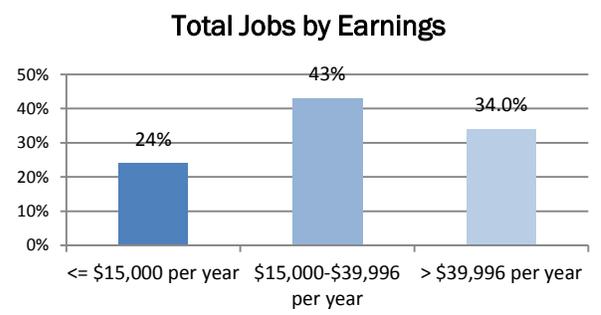
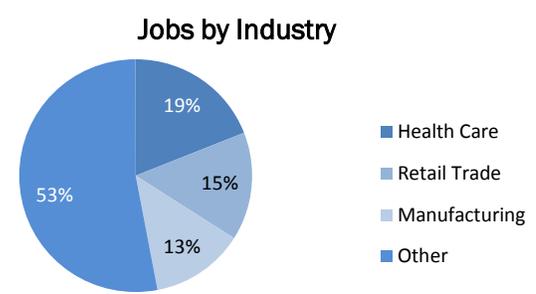


### Socio-Economic Characteristics

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

**Total Population** – 82,079 persons

**Total Primary Jobs** – 45,009 jobs



**Jobs Within a 45 Minute Drive**  
172,493

**Working Age Population Within a 45 Minute Drive**  
387,136

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

### Jurisdiction Characteristics:

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



# Urban Development Areas – City of Lynchburg

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



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



Refer to the DRPT Multimodal System Design Guidelines for details.

## Future Transportation Needs

### Internal UDA Needs

#### High

- ✓ Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ Safety Features
- ✓ Off-Street Parking Capacity
- ✓ Intersection Design
- ✓ Traffic Calming

#### Moderate

- ✓ Transit Operations
- ✓ Off-Street Parking Capacity
- ✓ Intersection Design
- ✓ Signage/Wayfinding

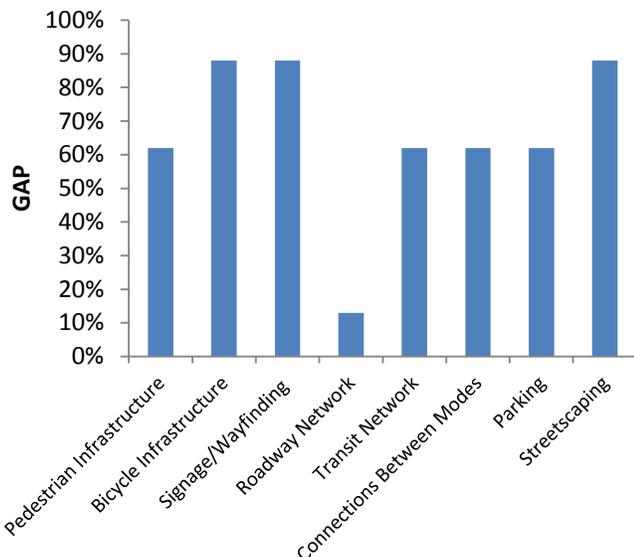
### External UDA Needs

#### High

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

### Existing Internal Needs Gap (% shortfall)

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

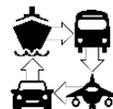


### Highest Rated Overall Needs within UDA

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



Circulation and access within the UDA



Access to transportation networks beyond the UDA

# Urban Development Areas – City of Danville

## UDA Needs Profile

The City of Danville, located in the southern part of the Commonwealth, bounded by Pittsylvania County and Caswell County, designated its entire city boundaries as an Urban Development Area in 2015.

### Location Characteristics

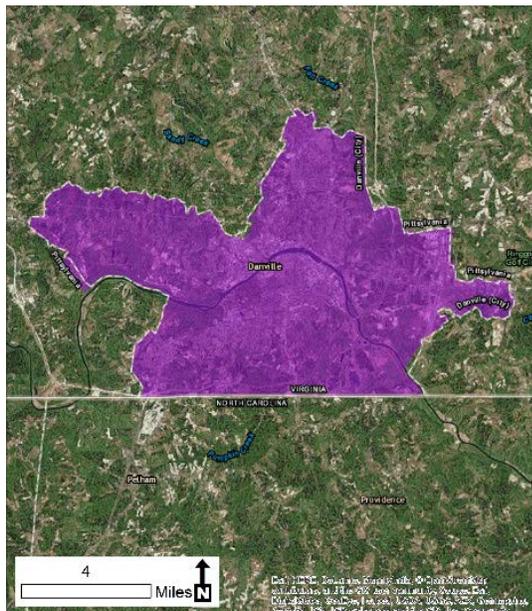
**PDC** – West Piedmont Planning District

**UDA Size** – 43 square miles

**Year Designated** – 2015

**Comprehensive Plan Detail** – In order to achieve a good balance of residential and non-residential uses in the city, the large planning areas with mixed use land recommendations should be developed with a 40/60 split between residential and office/retail uses. Long term sustainability of Danville depends on a balance of residents, services, and jobs that support each other. This Plan designates the entirety of the City of Danville as a Urban Development Area. The designated growth areas as discussed herein have been found to meet the intent of §15.2-2223.1.

### Geographic Location



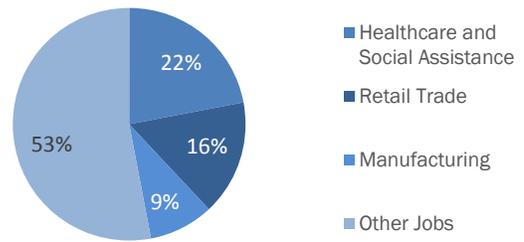
### Socio-Economic Characteristics

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

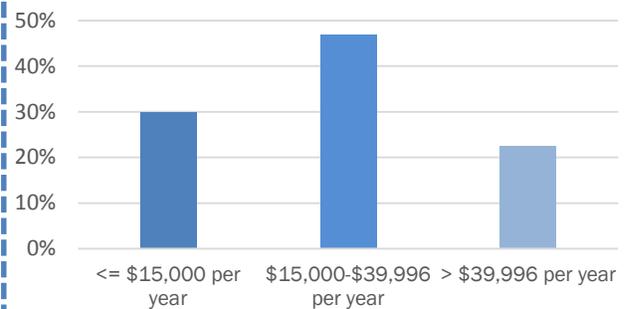
**Total Population** – 43,055 persons

**Total Primary Jobs** – 22,218 jobs

Jobs by Industry



Total Jobs by Earnings



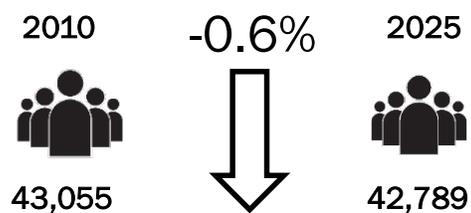
**Jobs Within a 45 Minute Drive**  
253,222

**Working Age Population Within a 45 Minute Drive**  
233,476

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

### Jurisdiction Characteristics:

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



# Urban Development Areas – City of Danville

Current Place Type - Urban Center

Planned Place Type - Urban Center



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

## Future Transportation Needs

### Internal UDA Needs

#### High

- ✓ Roadway Capacity
- ✓ Transit Capacity
- ✓ Transit Facilities
- ✓ Safety Features
- ✓ Intersection Design
- ✓ Improvements to the Natural Environment
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure

#### Moderate

- ✓ Off-street parking

### External UDA Needs

#### High

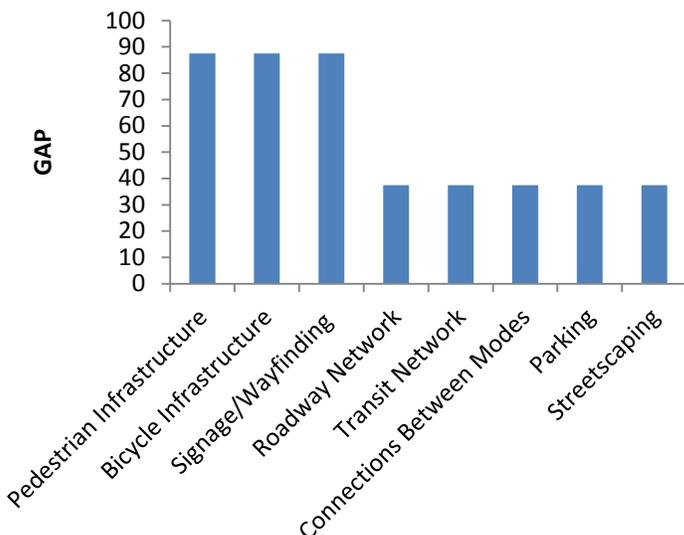
- ✓ Roadway Capacity
- ✓ Transit Frequency
- ✓ Transit Capacity
- ✓ Transit Facilities
- ✓ Complete Streets
- ✓ Safety Features
- ✓ Improvements to the Natural Environment

#### Moderate

- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ 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)



Friendly pedestrian and bicycle environment

# Urban Development Areas – South Boston

## UDA Needs Profile

The Town of South Boston designated one UDA in 2015, centered in their downtown area, north of the Dan River and west of US 501. The area is currently developed.

### Location Characteristics

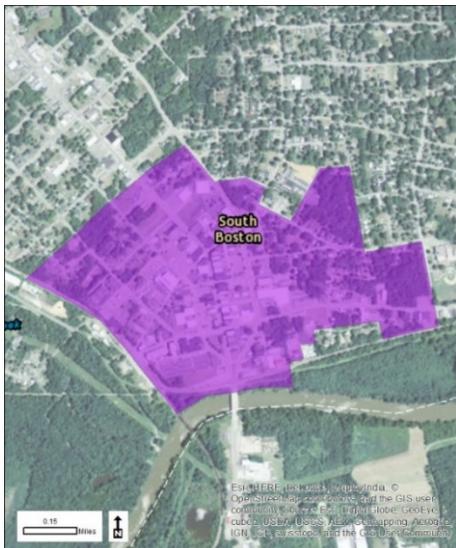
**PDC** – Southside Planning District Commission

**UDA Size** – 0.30 square miles

**Year Designated** – 2015

**Comprehensive Plan Detail** – The existing urban fabric and gridded street network in downtown South Boston are intrinsically Traditional Neighborhood Design, and lend themselves well to concentrated, mixed-use development. Several commercial and institutional services, including Southern Virginia Higher Education Center, the Prizery, and Town Hall, as well as a wealth of redevelopment opportunities exist within the UDA boundary. These attributes, combined with the Town’s preference for focused infill and redevelopment in the downtown, as designated in the Comprehensive Plan, made it a logical place to locate the UDA.

### Geographic Location



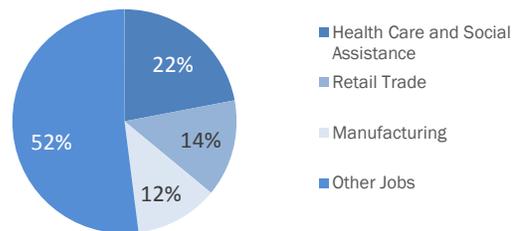
### Socio-Economic Characteristics

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

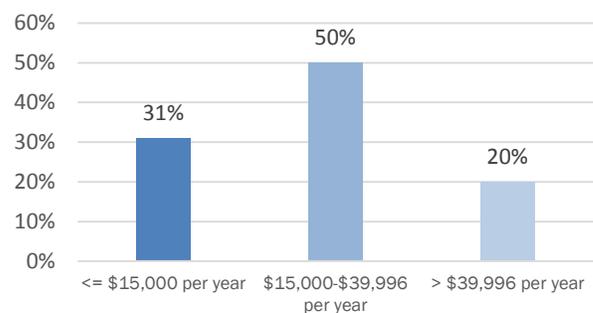
**Total Population** – 660 persons

**Total Primary Jobs** – 519 jobs

Jobs by Industry



Total Jobs by Earnings



**Jobs Within a 45 Minute Drive**  
6,639

**Working Age Population Within a 45 Minute Drive**  
11,057

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

### Jurisdiction Characteristics:

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



\*Population projections are representative of Halifax County, VA

# Urban Development Areas – South Boston

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



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



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

## Future Transportation Needs

### Internal UDA Needs

#### High

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

#### Moderate

- ✓ Street Grid
- ✓ Pedestrian Infrastructure
- ✓ Off-Street Parking

### External UDA Needs

#### High

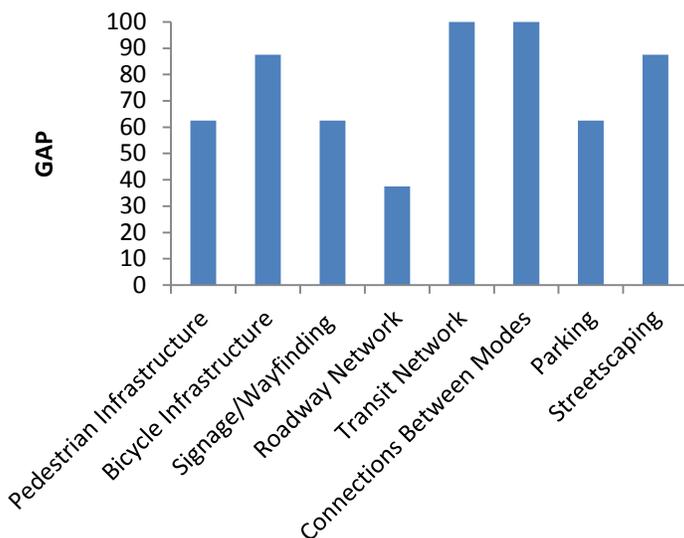
- ✓ Roadway Capacity
- ✓ Roadway Operations
- ✓ Street Grid

#### Moderate

- ✓ Improvements to the Natural Environment
- ✓ Traffic Calming Features
- ✓ 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 – Town of Halifax

## UDA Needs Profile

The town of Halifax designated its entire town boundaries as an Urban Development Area (UDA) in 2016. The town of Halifax is located in Halifax County in the southern part of the Commonwealth, along the Banister River.

### Location Characteristics

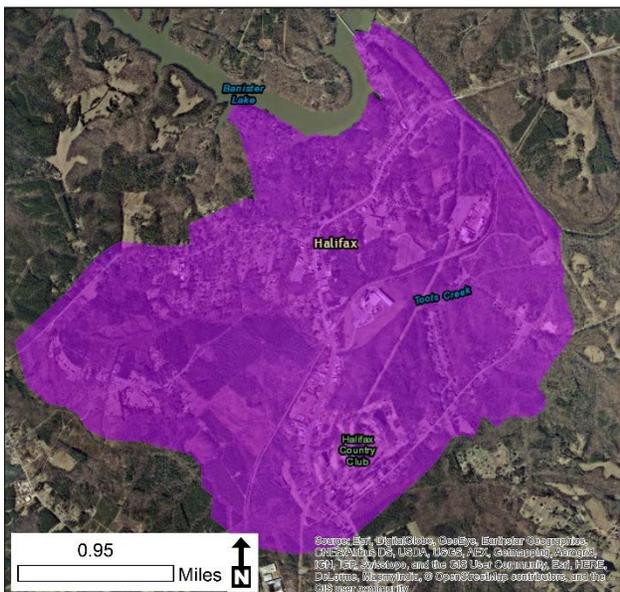
**PDC** – Southside PDC

**UDA Size** – 4.52 square miles

**Year Designated** – 2016

**Comprehensive Plan Detail** - The proposed UDA boundary was established through consultation with Town, Southside PDC & VDOT staff and review of the Town’s 2007 Comprehensive Plan. The consensus among these resources was that the existing urban fabric and street network in Halifax lend themselves well to concentrated, mixed-use development in appropriate locations, as specified in the UDA legislation.

### Geographic Location



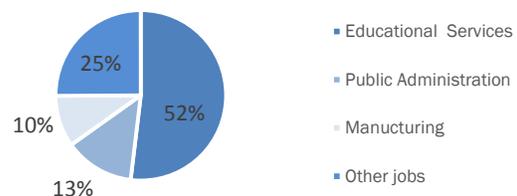
### Socio-Economic Characteristics

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

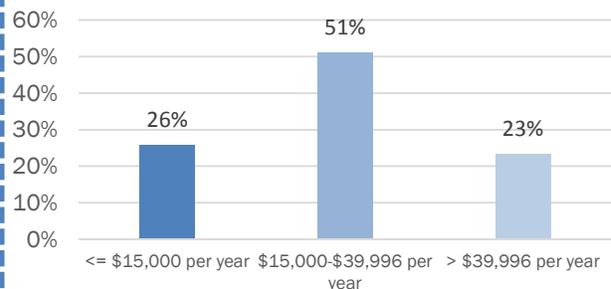
**Total Population** – 1,389 persons

**Total Primary Jobs** – 2,400 jobs

Jobs by Industry



Total Jobs by Earnings



**Jobs Within a 45 Minute Drive**  
8,763

**Working Age Population Within a 45 Minute Drive**  
15,171

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

### Jurisdiction Characteristics:

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



# Urban Development Area – Town of Halifax

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

#### Moderate

- ✓ On-street parking capacity
- ✓ Off-street parking capacity
- ✓ Street grid
- ✓ Roadway operations

### External UDA Needs

#### High

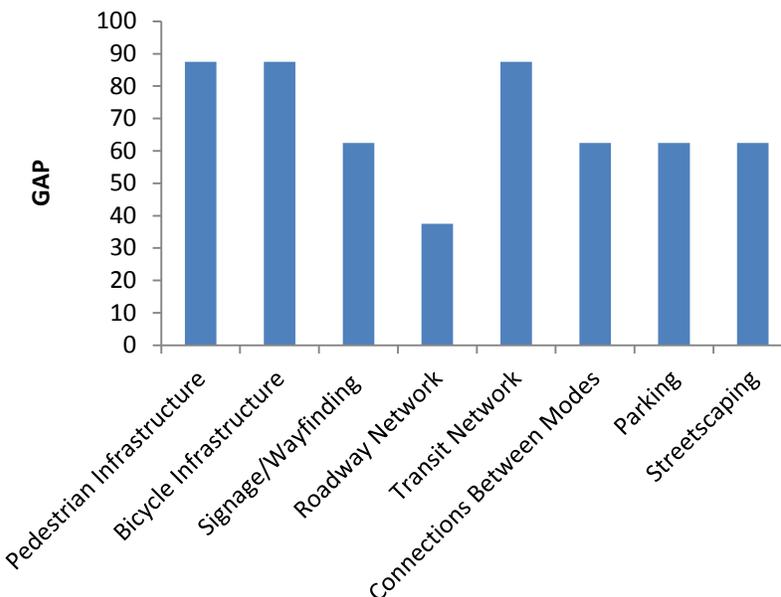
- ✓ Roadway Capacity
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ Safety Features
- ✓ Intersection Design
- ✓ Signage/Wayfinding
- ✓ Traffic Calming Features
- ✓ Improvements to the natural environment

#### Moderate

- ✓ On-street parking capacity
- ✓ Off-street parking capacity
- ✓ Street grid
- ✓ Roadway operations

### Existing Internal Needs Gap (% shortfall)

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



### Highest Rated Overall Needs within UDA

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

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