

Urban Development Areas – Amelia County

UDA Needs Profile: Amelia Courthouse

The Amelia Courthouse UDA is located at the junction of Business 360 and Route 28 in Amelia County.

Location Characteristics

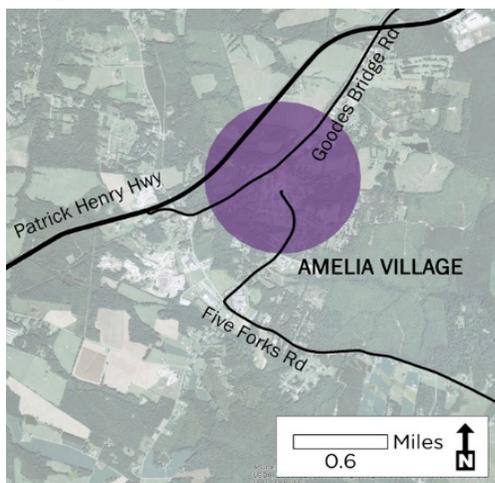
PDC – Richmond Regional PDC

UDA Size – 1.4 square miles

Year Designated – 2011

Comprehensive Plan Detail - The Amelia County Revised Comprehensive Plan (2005) designated the Amelia County Courthouse area as the county's primary Village Development Area. The County will make the Courthouse area its top priority for utility and other major infrastructure improvements in order to concentrate growth of major residential and commercial developments. In the plan, Village Development Areas are defined as lands which are either within a designated utility service area (for public water or sewer) of the village, or which are very close and convenient to a village proper. The Village Development Areas are generally appropriate for residential, business, and limited industrial development of medium and higher densities, in concert with available public utilities.

Geographic Location



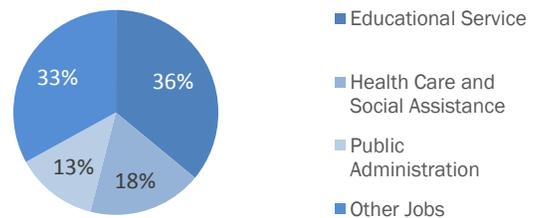
Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

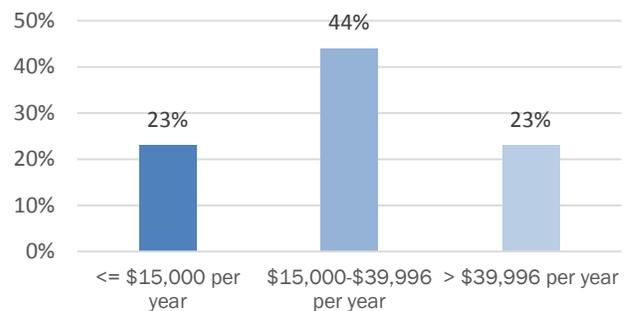
Total Population - 789 persons

Total Primary Jobs – 890 jobs

Jobs by Industry



Total Jobs by Earnings



Jobs Within a 45 Minute Drive
8,886

Working Age Population Within a 45 Minute Drive
17,778

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

Jurisdiction Characteristics:

Population Growth (Source: Weldon Cooper Center)



Urban Development Areas – Amelia 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 Operations
- ✓ Transit Capacity/Access
- ✓ Transit Facilities/Amenities
- ✓ Street Grid
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Safety
- ✓ Improvements to Natural Environment
- ✓ Complete Streets
- ✓ Safety Features
- ✓ On-Street Capacity
- ✓ Off-Street Parking
- ✓ Intersection Design
- ✓ Signage

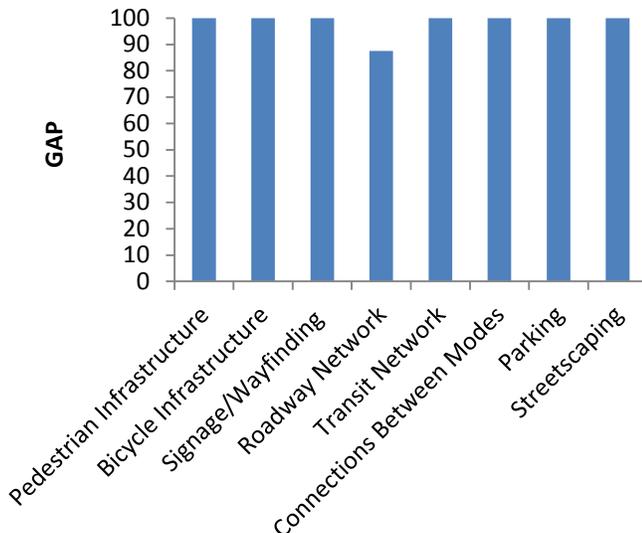
External UDA Needs

High

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

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 – Town of Blackstone

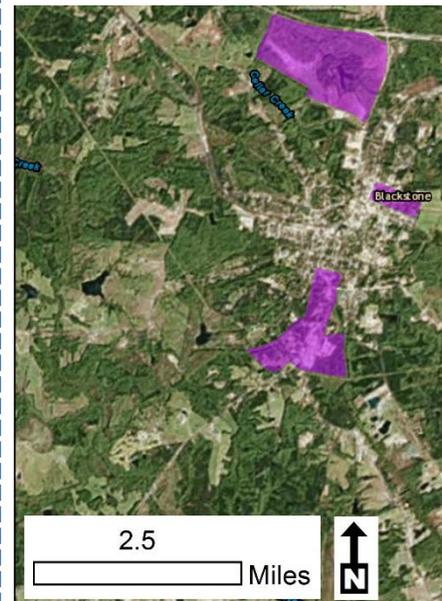
UDA Needs Profile

The town of Blackstone, located in Nottoway County is situated in the central part of the Commonwealth. Three UDAs were designated within the town boundaries in 2016 and are bounded by route 460 to the north and bisected by route 40.

Location Characteristics

PDC – N/A
UDA Size – 1.3 square miles
Year Designated – 2016
Comprehensive Plan Detail - All three UDAs identify areas that are appropriate for higher density development of at least four single-family residences and an authorized floor area ratio of at least 0.4 per acres for commercial development. The areas designated as UDAs will also incorporate principles of traditional neighborhood development (TND) into future development such as walkable neighborhood centers, interconnected streets and blocks, diversity of land uses, job accessibility, and a variety of travel options such as biking, walking, and public transportation.

Geographic Location



Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

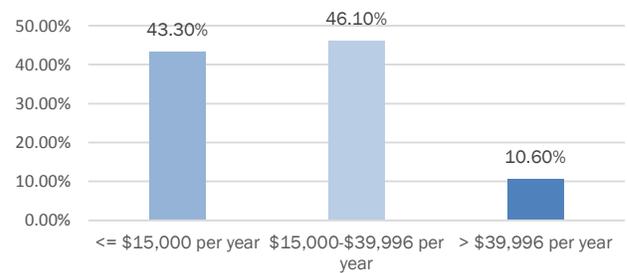
Total Population – 1,147 persons

Total Primary Jobs – 736 jobs

Jobs by Industry



Total Jobs by Earnings



Jobs Within a 45 Minute Drive
21,793
Working Age Population Within a 45 Minute Drive
8,626
 Source: EPA Smart Location Database (U.S. Census tract data)

Jurisdiction Characteristics:

Population Growth (Source: Weldon Cooper Center)



Urban Development Areas – Town of Blackstone

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
- ✓ Pedestrian infrastructure
- ✓ Complete streets improvements
- ✓ Safety features

Moderate

- ✓ Roadway operations
- ✓ On-street parking capacity
- ✓ Intersection design
- ✓ Improvements to the natural environment

External UDA Needs

High

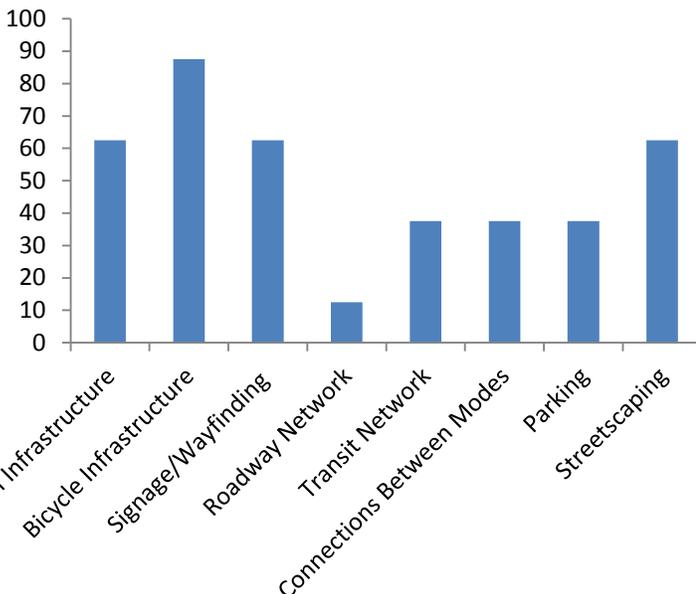
N/A

Moderate

- ✓ Roadway capacity
- ✓ Roadway operations
- ✓ Bicycle infrastructure
- ✓ Improvements to the natural environment
- ✓ Pedestrian infrastructure
- ✓ 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)

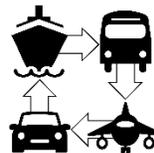


Highest Rated Overall Needs within UDA

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



Safety for all users



Access to transportation networks beyond the UDA



Friendly pedestrian and bicycle improvements

Urban Development Areas – Dinwiddie County

UDA Needs Profile: Urban Growth Area

The Urban Growth Area is one of two UDAs located in Dinwiddie County, located in the northeast quadrant of the county along the I-85 and US 1 corridors, southwest of the city of Petersburg.

Location Characteristics

PDC – Crater Planning District Commission

UDA Size – 0.3 square miles

Year Designated – 2012

Comprehensive Plan Detail - Building on the urban development area concept, Dinwiddie County created a Mixed Use (MU) Zoning District. The MU is intended to promote compact, mixed use development within the county's urban and planned growth areas, as shown on the County's Comprehensive Plan, especially along major roadways and near major street intersections; traditional neighborhood design that integrates a mix of uses including commercial, residential, civic, and open space uses, including (i) a variety of housing types; (ii) a system of interconnected streets with sidewalks, bikeways, and transit accommodations and the connection of those streets to existing streets and developed areas; and (iii) higher density development.

Geographic Location



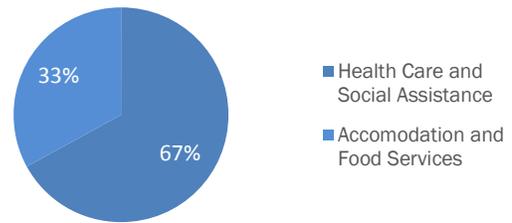
Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

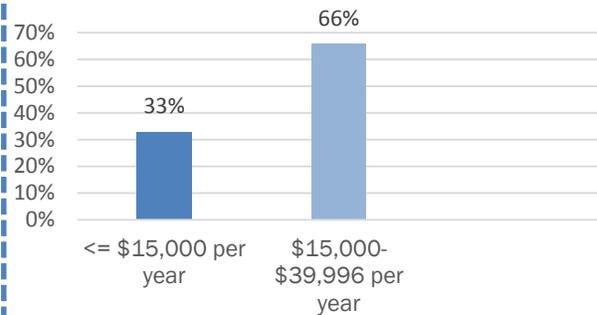
Total Population – 298 persons

Total Primary Jobs – 3 jobs

Jobs by Industry



Total Jobs by Earnings



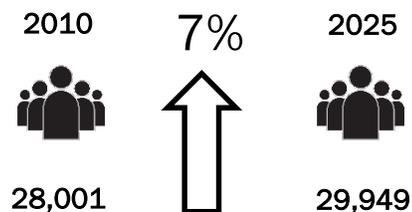
Jobs Within a 45 Minute Drive
14,063

Working Age Population Within a 45 Minute Drive
26,385

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

Jurisdiction Characteristics:

Population Growth (Source: Weldon Cooper Center)



Urban Development Areas – Dinwiddie County

Current Place Type - Undeveloped (Greenfield/Grayfield)

Planned Place Type - Small Town or Suburban Center



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

Future Transportation Needs

Internal UDA Needs

High

- ✓ Roadway Capacity/Infrastructure Improvements
- ✓ Roadway Operations
- ✓ Complete Streets
- ✓ Safety Features
- ✓ Off-Street Parking Capacity
- ✓ Improvements to the Natural Environment

Moderate

- ✓ Street Grid
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Intersection Design
- ✓ Signage/Wayfinding

External UDA Needs

High

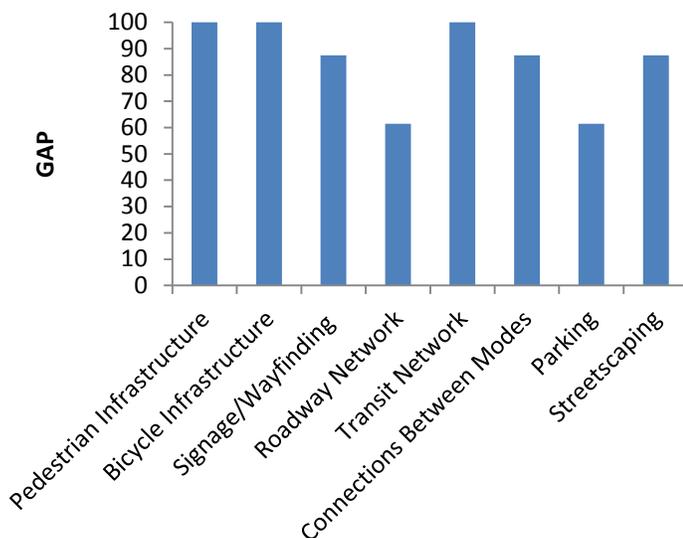
- ✓ Roadway Capacity
- ✓ Roadway Operations
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Improvements to the Natural Environment
- ✓ Off-street parking
- ✓ Complete Streets
- ✓ Safety Features

Moderate

- ✓ None listed

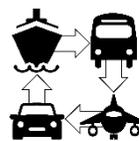
Existing Internal Needs Gap (% shortfall)

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

Urban Development Areas – Dinwiddie 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
- ✓ Roadway Operations
- ✓ Street Grid
- ✓ Safety Features
- ✓ Intersection Design
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ Improvements to the Natural Environment

Moderate

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

External UDA Needs

High

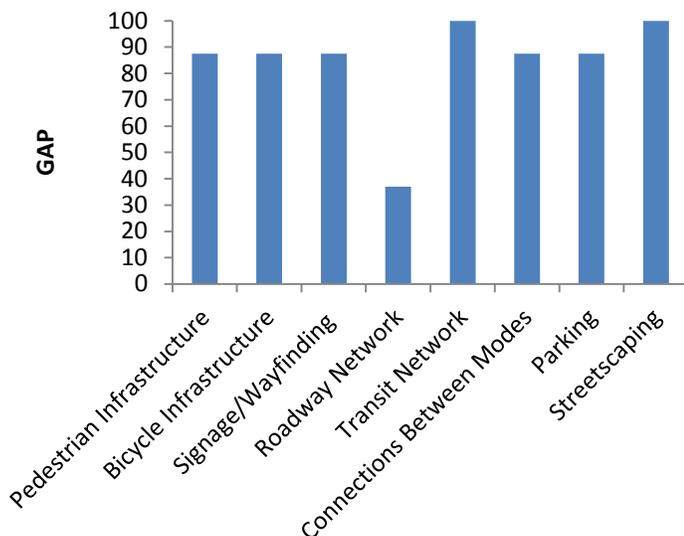
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ Safety Features
- ✓ Intersection Design

Moderate

- ✓ Roadway Capacity/Infrastructure
- ✓ Roadway Operations
- ✓ Improvements to Environment
- ✓ Street Grid
- ✓ 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



Circulation and access within the UDA

Urban Development Areas – Henrico County

UDA Needs Profile: Innsbrook Area

Innsbrook is a census-designated place in Henrico County. The UDA area is bound by I-295 on the north-west, I-64 to the south, and the neighborhoods to the east bordered by Springfield Road

Location Characteristics

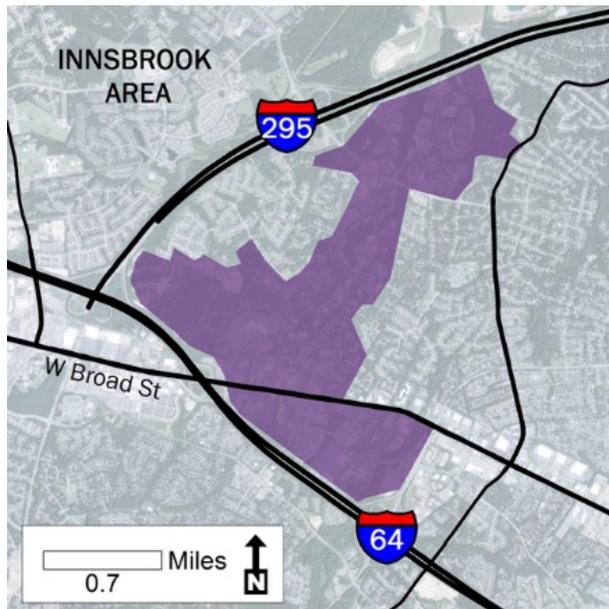
PDC – Richmond Regional PDC

UDA Size – 2.1 square miles

Year Designated – 2010

Comprehensive Plan Detail - Henrico County has designated the land northwest of Richmond known as the Innsbrook Area as an Urban Development Area (UDA). Several land use classifications could be appropriate for the desired development in this UDA, including multi-family residential, Traditional Neighborhood Development, Urban Mixed Use, commercial, and public uses.

Geographic Location

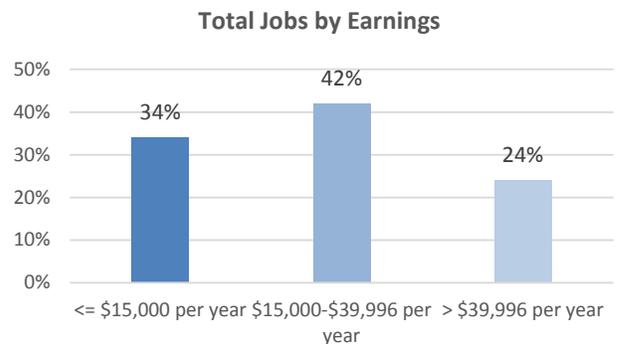
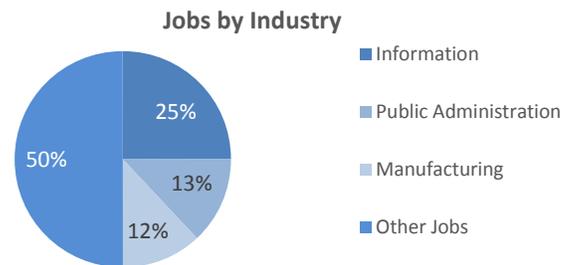


Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

Total Population – 4,131 persons

Total Primary Jobs – 20,605 jobs



Jobs Within a 45 Minute Drive
182,267

Working Age Population Within a 45 Minute Drive
232,361

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

Jurisdiction Characteristics:

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



Urban Development Areas – Henrico County

Current Place Type - Large Town or Suburban Center



Planned Place Type - Urban Core



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

Future Transportation Needs

Internal UDA Needs

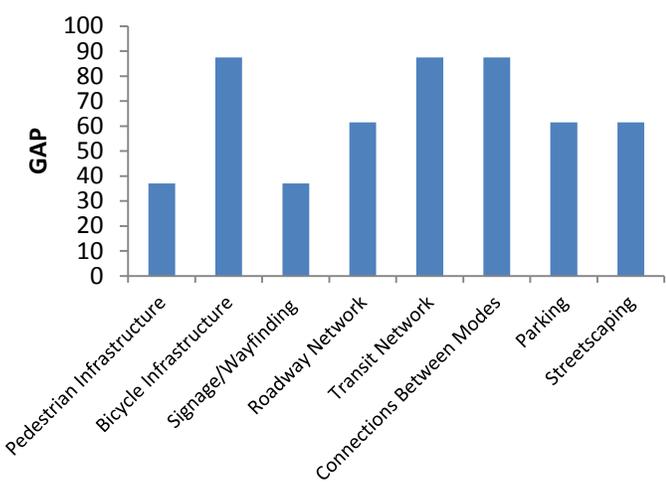
- High**
- ✓ Street Grid
- Moderate**
- ✓ Roadway Capacity/Infrastructure Improvements
 - ✓ Roadway Operations
 - ✓ Transit Capacity/Access
 - ✓ Bicycle Infrastructure
 - ✓ Safety Features
 - ✓ Off-Street Parking Capacity
 - ✓ Intersection Design

External UDA Needs

- Moderate**
- ✓ Roadway Capacity/Infrastructure Improvements
 - ✓ Roadway Operations
 - ✓ Transit Frequency
 - ✓ Transit Capacity/Access
 - ✓ 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)

- Access to transportation networks beyond the UDA
- Circulation and access within the UDA
- Safety for all users

Urban Development Areas – Magellan Parkway

UDA Needs Profile

The Magellan Parkway Designated Growth Area (DGA) is one of two DGAs designated in Henrico County in 2016. Magellan Parkway is located north of the city of Richmond and is bounded by Route 295 to the north and I-95 to the west.

Location Characteristics

- PDC** – Richmond Regional PDC
- UDA Size** – 1.12 square miles
- Year Designated** – 2016
- Comprehensive Plan Detail** - The Board of Supervisors amended the Plan on September 14, 2010 to define UDAs as portions of the County deemed appropriate for higher density development and to designate Innsbrook as a UDA; and, whereas, the County has identified the following locations as UDA-like that are adjacent to propose transportation improvement projects:
 1. Magellan Parkway/Brook Road/Parham Road
 2. Richmond-Henrico Turnpike

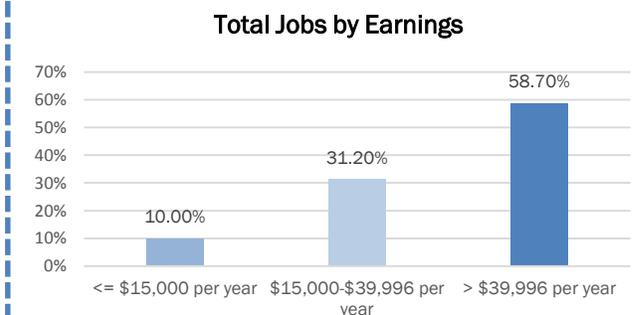
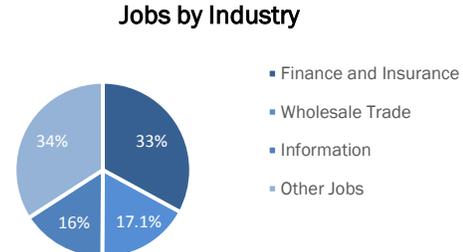
Geographic Location



Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

Total Population – 629 persons
Total Primary Jobs – 2,062 jobs



Jobs Within a 45 Minute Drive
 184,098

Working Age Population Within a 45 Minute Drive
 289,988

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

Jurisdiction Characteristics:



Urban Development Areas – Magellan Parkway

Current Place Type - Small Town



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

- ✓ Roadway capacity
- ✓ Street grid
- ✓ Improvements to the natural environment

Moderate

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

External UDA Needs

High

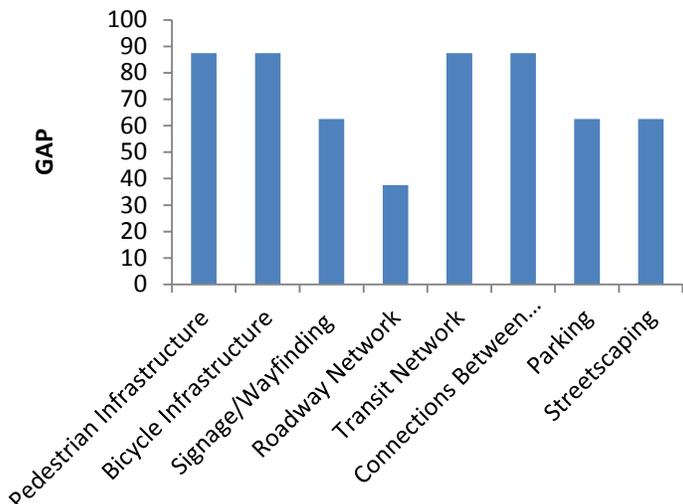
- ✓ Safety features

Moderate

- ✓ Roadway operations
- ✓ Transit frequency
- ✓ Transit capacity
- ✓ Transit facilities
- ✓ Bicycle infrastructure
- ✓ Pedestrian 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

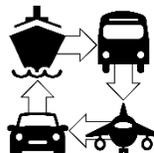
Localities ranked transportation needs within their UDAs (1 being the highest need, to 4 the lowest)



Circulation and access within the UDA



Safety for all users



Access to transportation networks beyond the UDA

Urban Development Areas – Richmond-Henrico Turnpike

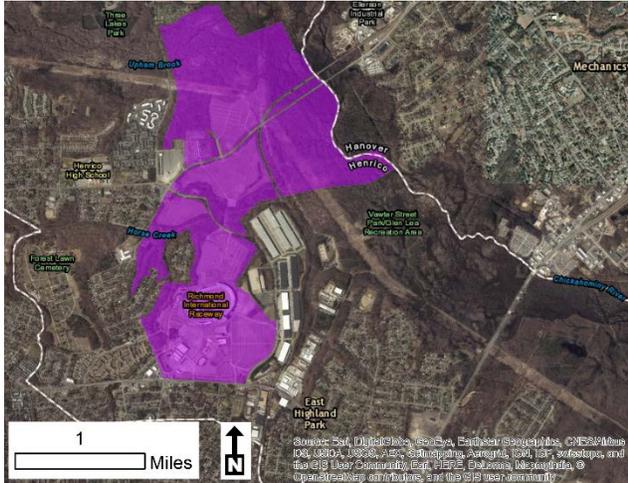
UDA Needs Profile

The Richmond-Henrico Turnpike designated growth area (DGA) is one of two DGAs designated in Henrico County in 2016. Richmond-Henrico Turnpike is located to the north of Richmond and is bounded by Route 197 to the south and Routes 295 and 301 to the north.

Location Characteristics

- PDC** – Richmond Regional PDC
- UDA Size** – 1.67 square miles
- Year Designated** – 2016
- Comprehensive Plan Detail** -
The Board of Supervisors amended the Plan on September 14, 2010 to define UDAs as portions of the County deemed appropriate for higher density development and to designate Innsbrook as a UDA; and, whereas, the County has identified the following locations as UDA-like that are adjacent to propose transportation improvement projects:
 1. Magellan Parkway/Brook Road/Parham Road
 2. Richmond-Henrico Turnpike

Geographic Location



Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

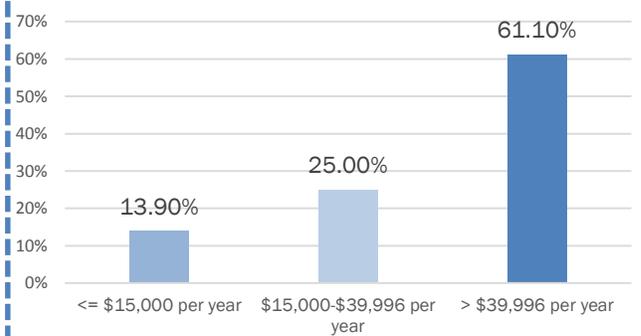
Total Population – 2,619 persons

Total Primary Jobs – 36 jobs

Jobs by Industry



Total Jobs by Earnings



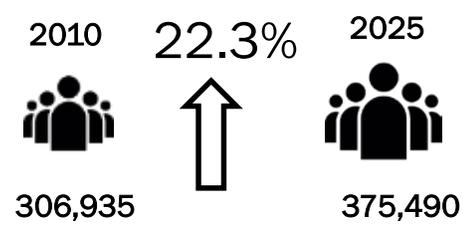
Jobs Within a 45 Minute Drive
526,180

Working Age Population Within a 45 Minute Drive
388,227

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

Jurisdiction Characteristics:

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



Urban Development Areas – Richmond-Henrico Turnpike

Current Place Type - Small Town



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

- ✓ Pedestrian infrastructure
- ✓ Signage/wayfinding

Moderate

- ✓ Roadway capacity
- ✓ Transit frequency
- ✓ Transit operations
- ✓ Intersection design
- ✓ Improvements to the natural environment
- ✓ Transit capacity
- ✓ Transit facilities
- ✓ Street grid
- ✓ Bicycle infrastructure
- ✓ Safety features

External UDA Needs

High

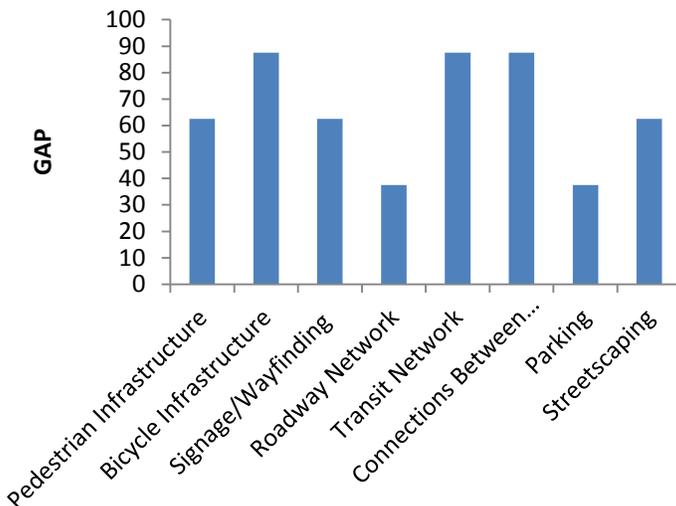
- ✓ Transit frequency
- ✓ Pedestrian infrastructure
- ✓ Signage/wayfinding

Moderate

- ✓ Transit operations
- ✓ Transit capacity
- ✓ Transit facilities
- ✓ Bicycle infrastructure
- ✓ Safety features
- ✓ Improvements to the natural environment

Existing Internal Needs Gap (% shortfall)

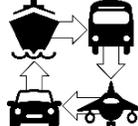
Transportation system gap by need category (represents the gap to fully promote UDA)



Highest Rated Overall Needs within UDA

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

- 

Safety for all users
- 

Access to transportation networks beyond the UDA
- 

Circulation and access within the UDA
- 

Friendly pedestrian and bicycle environment

Urban Development Areas – Powhatan County

UDA Needs Profile: Route 711 Village

Within Powhatan County, there are three designated UDAs. The Route 711 Village is located to the east of Route 288.

Location Characteristics

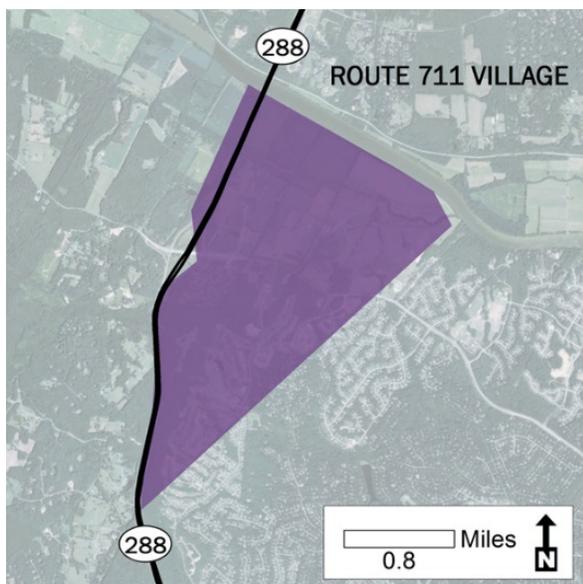
PDC – Richmond Regional PDC

UDA Size – 3.2 square miles

Year Designated – 2010

Comprehensive Plan Detail - The Powhatan County 2010 Comprehensive Plan designates three key locations as Urban Development Areas (UDAs). These locations - Route 711 Village, Route 60 East, and Courthouse Village - will accommodate the majority of future growth in a compact development pattern based on New Urbanist principles, while still maintaining the rural community character of Powhatan County. Transportation recommendations are coordinated with the land use to provide for improved connectivity standard and a road network that meets the requirements of these statutes as well as the local needs of the community.

Geographic Location -



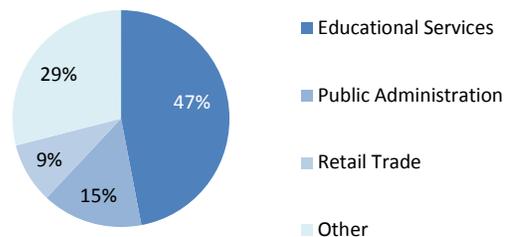
Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

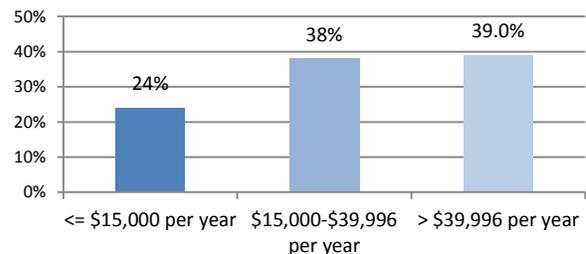
Total Population – 1,767 persons

Total Primary Jobs – 1,612 jobs

Jobs by Industry



Total Jobs by Earnings



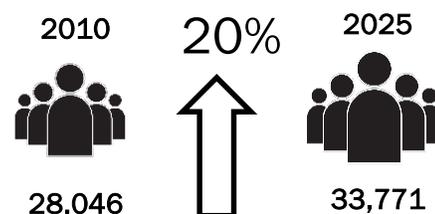
Jobs Within a 45 Minute Drive
45,313

Working Age Population Within a 45 Minute Drive
67,955

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

Jurisdiction Characteristics:

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



Urban Development Areas – Powhatan County

Current Place Type - Rural or Village 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
- ✓ Bicycle & Pedestrian Infrastructure
- ✓ Safety Features
- ✓ Intersection Design
- ✓ Signage/Wayfinding
- ✓ Traffic Calming

Moderate

- ✓ Roadway Operations
- ✓ Street Grid & Complete Streets
- ✓ Off-Street Parking Capacity
- ✓ Improvements to the Natural Environment

External UDA Needs

High

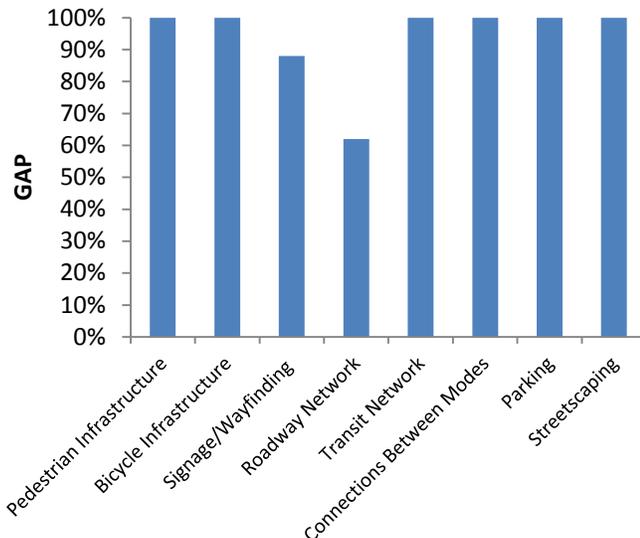
- ✓ Roadway Capacity

Moderate

- ✓ Roadway Operations
- ✓ Complete Streets
- ✓ Intersection Design
- ✓ Signage/Wayfinding
- ✓ Traffic Calming

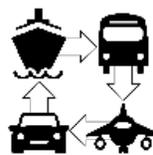
Existing Internal Needs Gap (% shortfall)

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)



Access to transportation networks beyond the UDA



Friendly pedestrian and bicycle environment

Urban Development Areas – Powhatan County

UDA Needs Profile: Route 60 Corridor East

The Route 60 Corridor East UDA is located in the eastern portion of the Powhatan County centered on Route 60, and extends southward along the Chesterfield County border and bounded by other natural features.

Location Characteristics

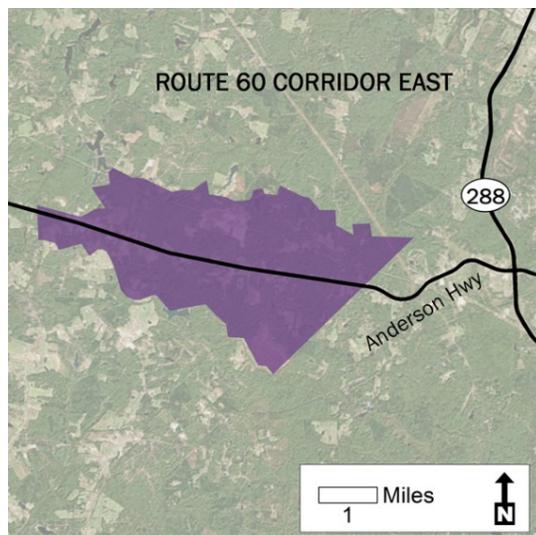
PDC – Richmond Regional Planning District Commission

UDA Size – 1.1 square miles

Year Designated – 2010

Comprehensive Plan Detail - Powhatan County has designated three key locations as Urban Development Areas (UDAs). These locations - Route 711 Village, Route 60 East, and Courthouse Village - will accommodate the majority of future growth in a compact development pattern based on New Urbanist principles, while still maintaining the rural community character of Powhatan County. These areas are in close proximity to services and offer the greatest opportunities for development. These locations are expected to accommodate higher density development than the rural areas, and offer support services and business growth opportunities within the County.

Geographic Location



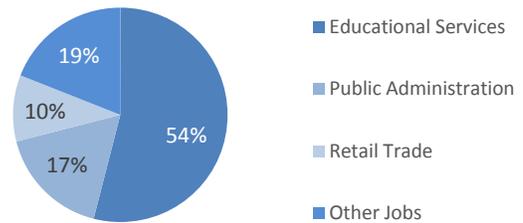
Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

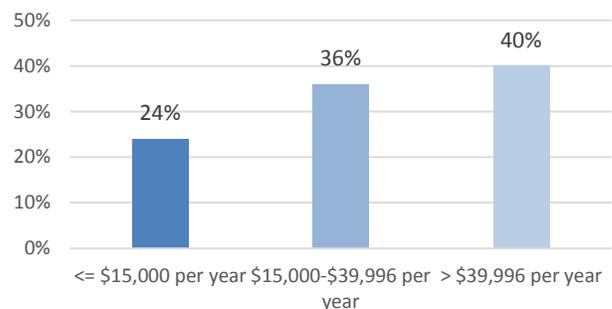
Total Population – 3, 053 persons

Total Primary Jobs – 1,374 jobs

Jobs by Industry



Total Jobs by Earnings



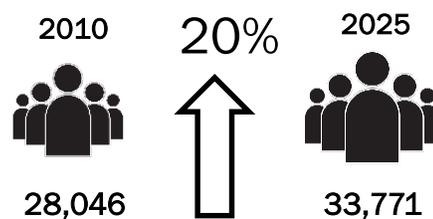
Jobs Within a 45 Minute Drive
24,772

Working Age Population Within a 45 Minute Drive
42,134

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

Jurisdiction Characteristics:

Population Growth (Source: Weldon Cooper Center)



Urban Development Areas – Powhatan County

Current Place Type - Small Town or Suburban Center



Planned Place Type - Medium Town or Suburban Center



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

Future Transportation Needs

Internal UDA Needs

High

- ✓ Roadway Capacity
- ✓ Intersection Design

Moderate

- ✓ Roadway Operations
- ✓ Safety Features

External UDA Needs

High

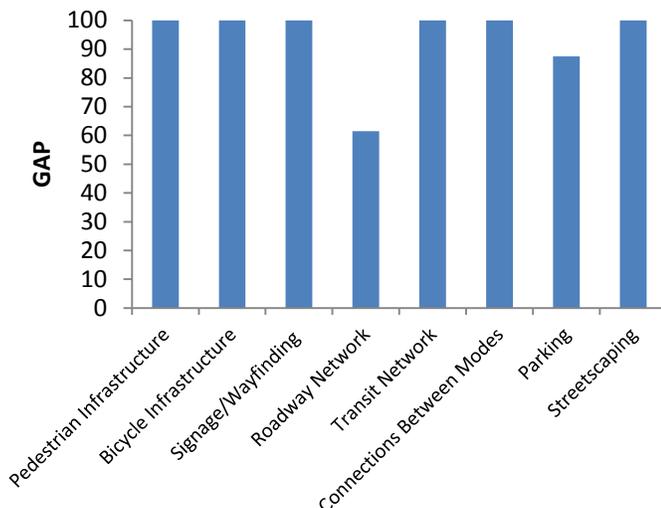
- ✓ Roadway Capacity

Moderate

- ✓ Intersection Design
- ✓ Signage/Wayfinding

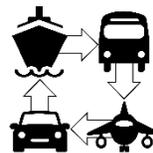
Existing Internal Needs Gap (% shortfall)

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)



Access to transportation networks beyond the UDA



Friendly pedestrian and bicycle environment

Urban Development Areas – Powhatan County

UDA Needs Profile: Courthouse Village

The Courthouse Village is both the historic and government center for the Powhatan County. The UDA, with village and commerce centers at major intersections along Route 60, serves as a natural civic-oriented village center for this area.

Location Characteristics

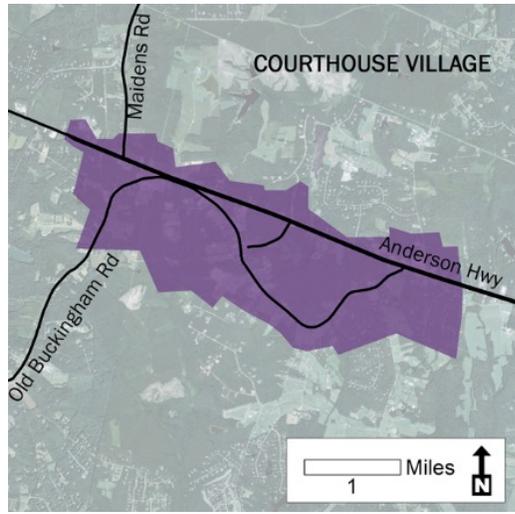
PDC – Richmond Regional Planning District Commission

UDA Size – 5.2 square miles

Year Designated – 2010

Comprehensive Plan Detail - Powhatan County has designated three key locations as Urban Development Areas (UDAs). These locations - Route 711 Village, Route 60 East, and Courthouse Village - will accommodate the majority of future growth in a compact development pattern based on New Urbanist principles, while still maintaining the rural community character of Powhatan County. These areas are in close proximity to services and offer the greatest opportunities for development. These locations are expected to accommodate higher density development than the rural areas, and offer support services and business growth opportunities within the County.

Geographic Location

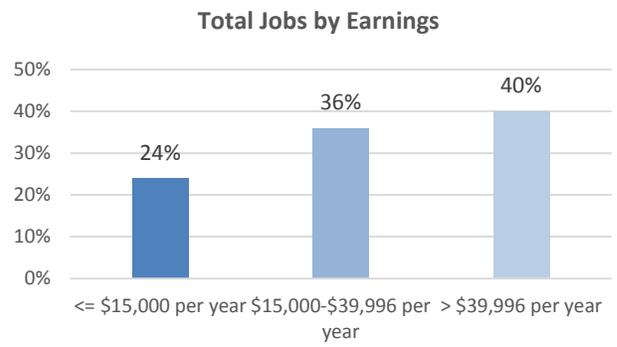
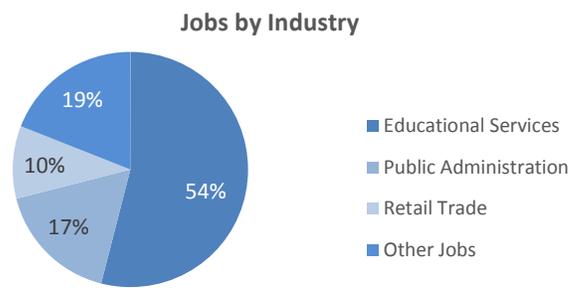


Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

Total Population – 3,008 persons

Total Primary Jobs – 1,398 jobs



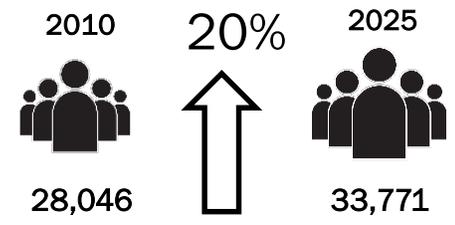
Jobs Within a 45 Minute Drive
2,717

Working Age Population Within a 45 Minute Drive
7,823

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

Jurisdiction Characteristics:

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



Urban Development Areas – Powhatan 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

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

Moderate

- ✓ Complete Streets
- ✓ Safety Features
- ✓ Traffic Calming

External UDA Needs

High

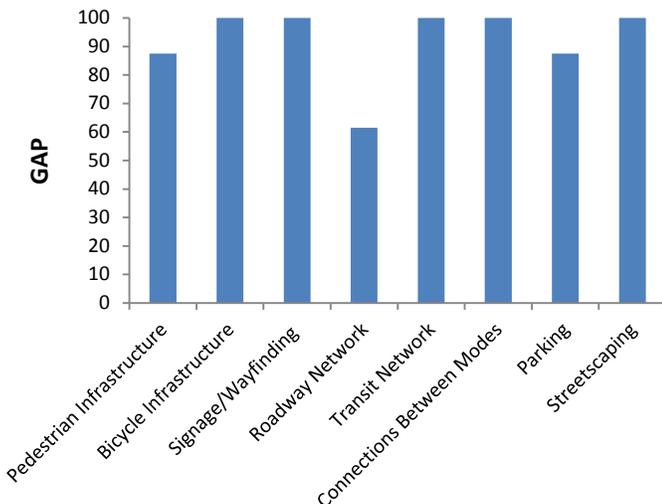
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Signage/Wayfinding

Moderate

- ✓ Complete Streets
- ✓ Safety Features
- ✓ Traffic Calming

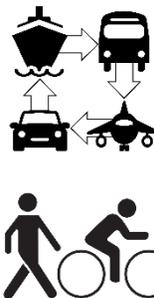
Existing Internal Needs Gap (% shortfall)

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)



Access to transportation networks beyond the UDA

Friendly pedestrian and bicycle environment

Urban Development Areas – South Hill Town

UDA Needs Profile: South Hill

The South Hill Town UDA is close to downtown and major destinations, including the Community Memorial Health Center, and in close proximity to I-85 and Route 58

Location Characteristics

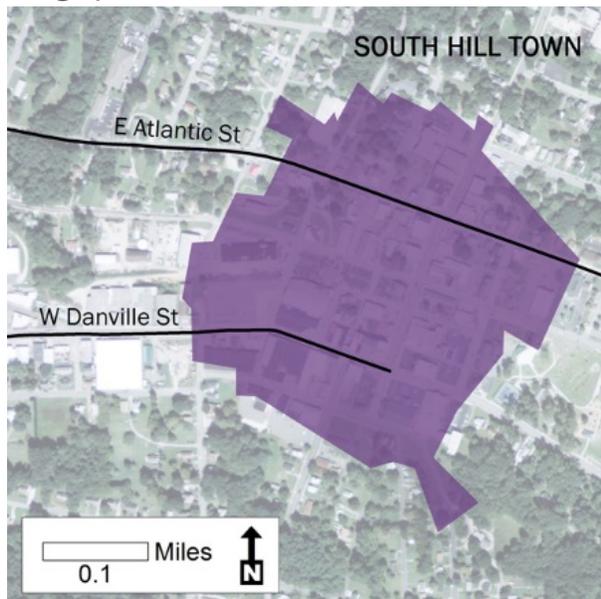
PDC – Southside Planning District Commission

UDA Size – 0.1 square miles

Year Designated – 2012

Comprehensive Plan Detail - To accommodate Mecklenburg County’s projected 20-year growth, the Town of South Hill has one UDA within the town. The UDA is close to downtown and major destinations, including the Community Memorial Health Center and Interstate 85. The character of development in the UDA will be consistent with the principles of Traditional Neighborhood Design.

Geographic Location



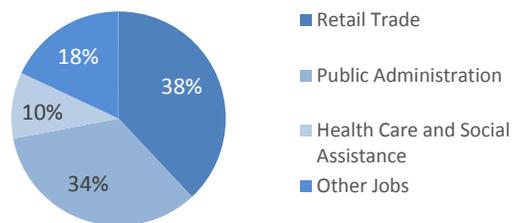
Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

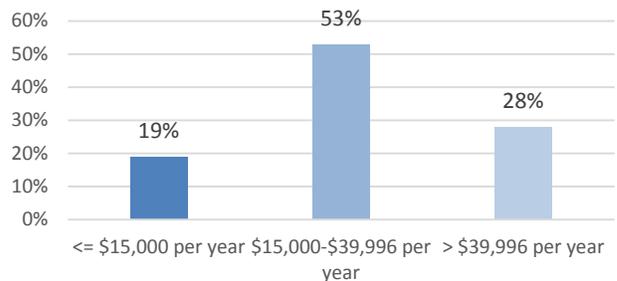
Total Population – 566 persons

Total Primary Jobs – 287 jobs

Jobs by Industry



Total Jobs by Earnings



Jobs Within a 45 Minute Drive
5,451

Working Age Population Within a 45 Minute Drive
8,869

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

Jurisdiction Characteristics:

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



Urban Development Areas – South Hill Town

Current Place Type - Undeveloped (Greenfield/Grayfield)

Planned Place Type - Small Town or Suburban Center



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

Future Transportation Needs

Internal UDA Needs

High

- ✓ Roadway Capacity/Infrastructure Improvements
- ✓ Street Grid, Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ Safety Features
- ✓ On-Street Parking Capacity
- ✓ Off-Street Parking Capacity
- ✓ Signage/Wayfinding
- ✓ Improvements to the Natural Environment

Moderate

- ✓ Intersection Design
- ✓ Traffic Calming

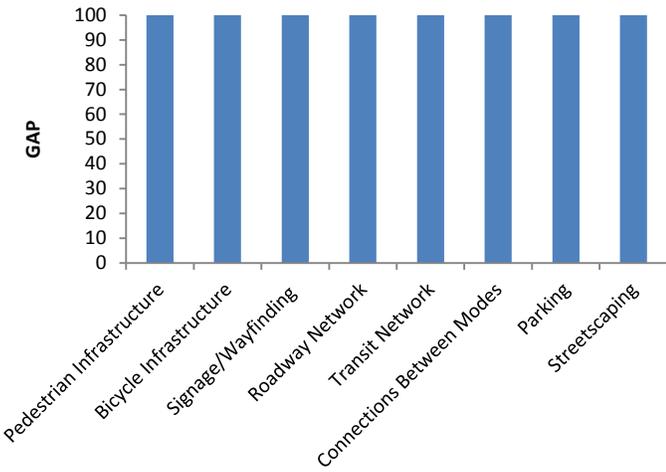
External UDA Needs

High

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

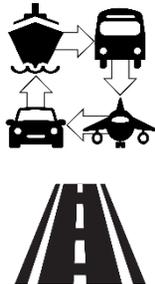
Existing Internal Needs Gap (% shortfall)

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)



Access to transportation networks beyond the UDA



Circulation and access within the UDA

Urban Development Areas – Goochland County

UDA Needs Profile: All UDAs

Goochland County designated six Designated Growth Areas in 2015: Goochland Courthouse Village, Oilville Village, Centerville Village, West Creek Area, Manakin Village, and River Road Communities all located east of the James River and bisected by the I-64.

Location Characteristics

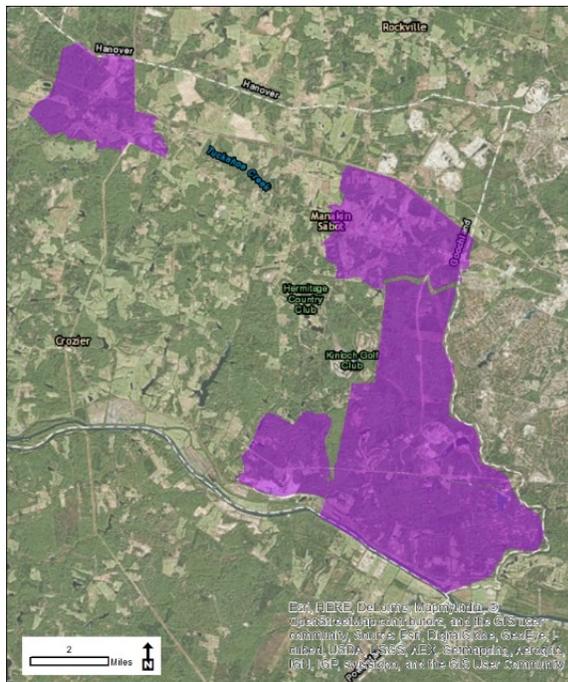
PDC – Richmond Regional PDC

UDA Size – 32 square miles

Year Designated – 2015

Comprehensive Plan Detail - Designated Growth Areas located generally on the eastern end of the County and in the Courthouse Village. The Designated Growth Areas identify where commercial and residential development should be concentrated. The advantages of delineating such areas include proactively planning and coordinating growth, reducing pressure to develop in rural areas, supporting cost effectiveness by utilizing existing and planned infrastructure, and facilitating private sector investment in infrastructure.

Geographic Location



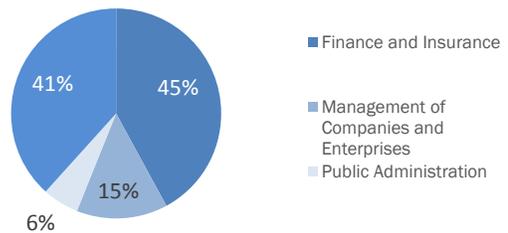
Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

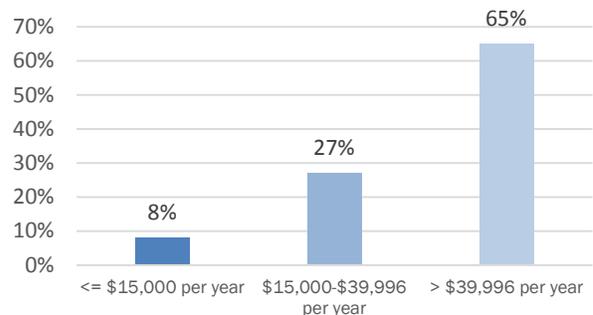
Total Population – 10,704 persons

Total Primary Jobs – 10,477 jobs

Jobs by Industry



Total Jobs by Earnings



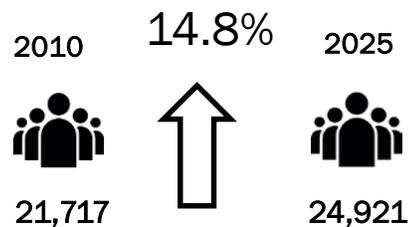
Jobs Within a 45 Minute Drive
60,065

Working Age Population Within a 45 Minute Drive
71,524

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

Jurisdiction Characteristics:

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



Urban Development Areas – Gochland County

Current Place Type - Village Center

Planned Place Type - Small Town or Suburban Center



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

Future Transportation Needs

Internal UDA Needs

High

- ✓ Roadway Capacity/Infrastructure Improvements
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ Intersection Design

Moderate

- ✓ Roadway Operations
- ✓ Street Grid
- ✓ Off-Street Parking
- ✓ On-Street Parking
- ✓ Traffic Calming Features

External UDA Needs

High

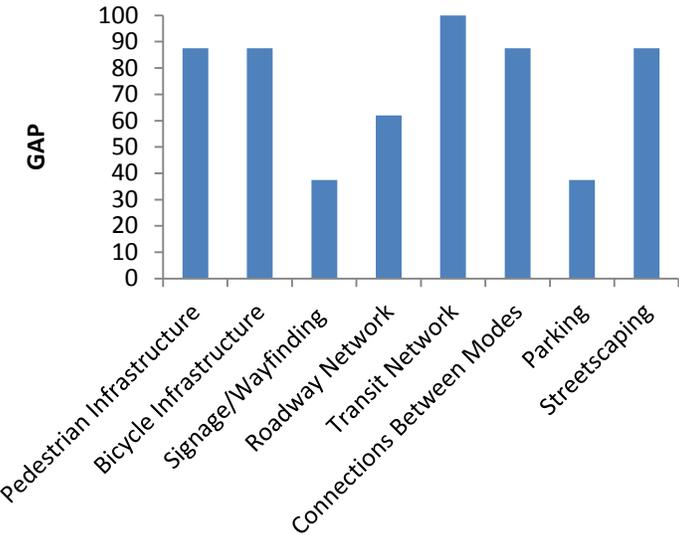
- ✓ Bicycle Infrastructure

Moderate

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

Existing Internal Needs Gap (% shortfall)

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



Highest Rated Overall Needs within UDA

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



Safety for all users



Circulation and access within the UDA

Urban Development Areas – Chesterfield County

UDA Needs Profile: All UDAs

Chesterfield County designated several UDA-like areas in 2015. The UDA-like areas incorporate mixed-use neighborhoods, connectivity of road and pedestrian networks, and high density residential.

Location Characteristics

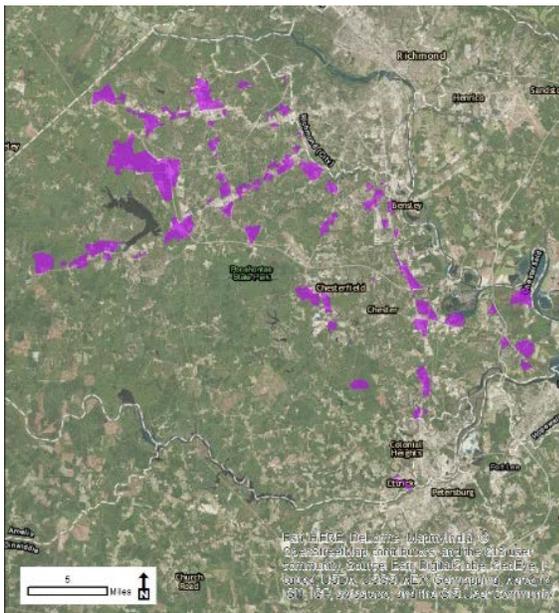
PDC – Richmond Regional PDC

UDA Size – 23 square miles

Year Designated – 2015

Comprehensive Plan Detail - The Chesterfield County Comprehensive Plan (2012) includes land use categories in Chapter 10 which meet the intent of Section 15.2-2223.1 of the Code of Virginia, including Regional Mixed Use, Community Mixed Use, Residential Mixed Use, Medium-High Density Residential, and High Density Residential. These land use categories incorporate principles of traditional neighborhood design such as interconnection of new local streets to existing streets, connectivity of road and pedestrian networks, preservation of natural areas, and mixed-use neighborhoods including affordable housing.

Geographic Location



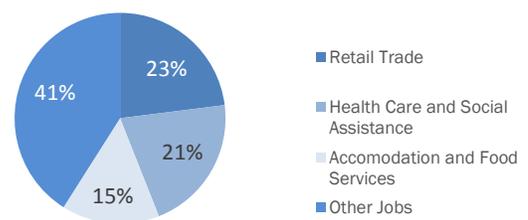
Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

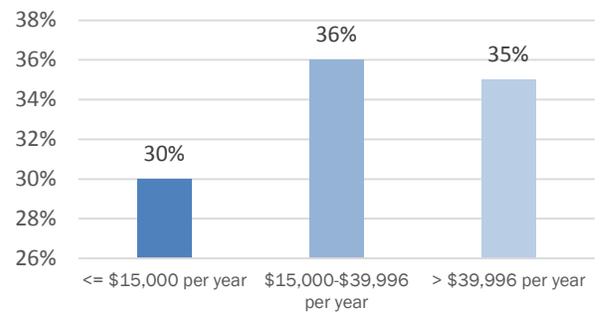
Total Population – 81,909 persons

Total Primary Jobs – 20,661 jobs

Jobs by Industry



Total Jobs by Earnings



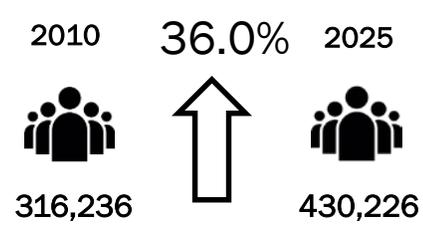
Jobs Within a 45 Minute Drive
500,105

Working Age Population Within a 45 Minute Drive
783,266

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

Jurisdiction Characteristics:

Population Growth (Source: Weldon Cooper Center)



Urban Development Areas – Chesterfield 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
- ✓ Intersection Design
- ✓ Improvements to the Natural Environment
- ✓ Roadway Capacity

Moderate

- ✓ Roadway Operations
- ✓ Transit Capacity
- ✓ Transit Frequency
- ✓ Transit Facilities
- ✓ Off-Street Parking
- ✓ Signage/Wayfinding
- ✓ Traffic Calming

External UDA Needs

High

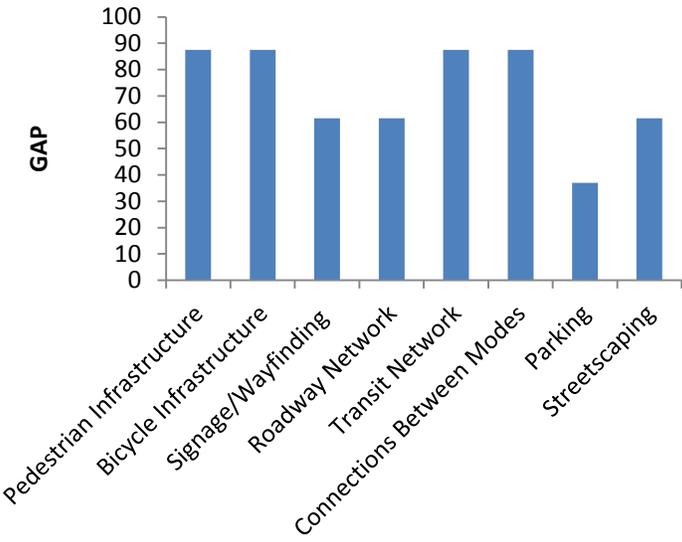
- ✓ Roadway Capacity
- ✓ Street Grid
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ Safety Features
- ✓ Improvements to the Natural Environment
- ✓ Intersection Design

Moderate

- ✓ Roadway Operations
- ✓ Transit Frequency
- ✓ Transit Capacity
- ✓ Transit Facilities
- ✓ Off-Street Parking
- ✓ 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)



Circulation and access within the UDA



Friendly pedestrian and bicycle environment