COMMONWEALTH *of* VIRGINIA

Office of the

SECRETARY *of* TRANSPORTATION

Urban Development Areas (UDAs)

Overview, Requirements, and Processes

Middle Peninsula Planning District Commission – Local Planners Meeting

December 14, 2022

- **Provide an overview of the Urban Development Areas and associated requirements and processes.**
  - About OIPI
  - Role of OIPI-STP in UDAs
  - UDAs
    - Overview
    - Noteworthy Items
    - Requirements and Other Considerations
    - Steps to Designate

- **The Office of Intermodal Planning and Investment has four sections.**

Interaction between OIPI-STP functions and other OIPI sections
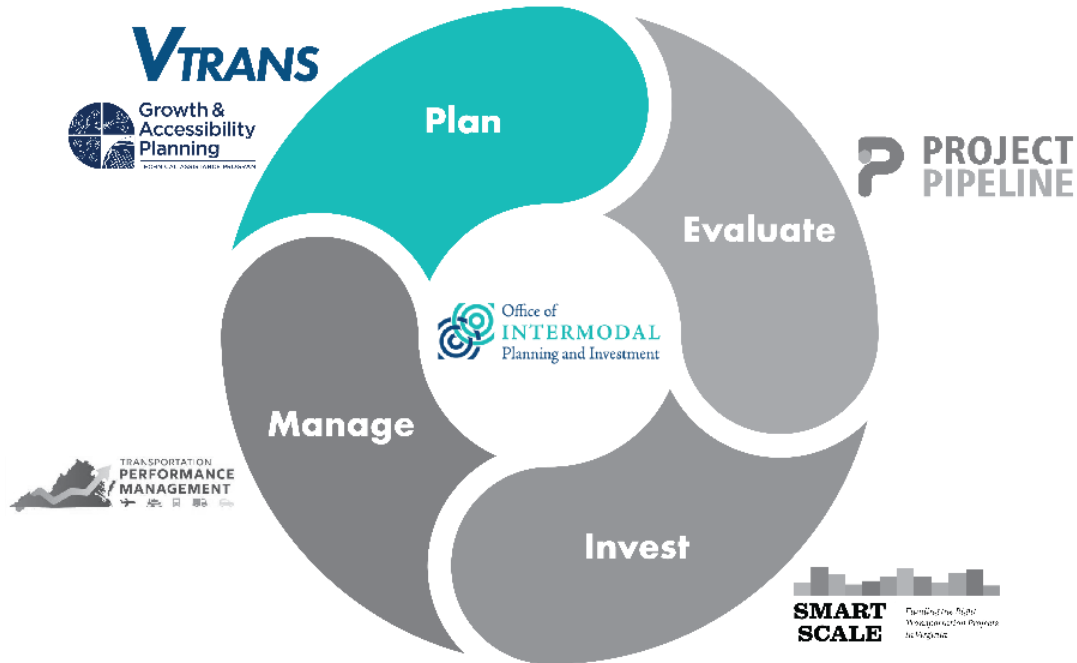
- **Key Functions of OIPI-STP**

  1. Assist the CTB Chairperson and members with the statewide transportation plan, VTrans.

  2. Provide and administer technical assistance.

  3. Support state and regional planning and investment programs.

  4. <u>Monitor, review, and support various statewide planning activities</u>
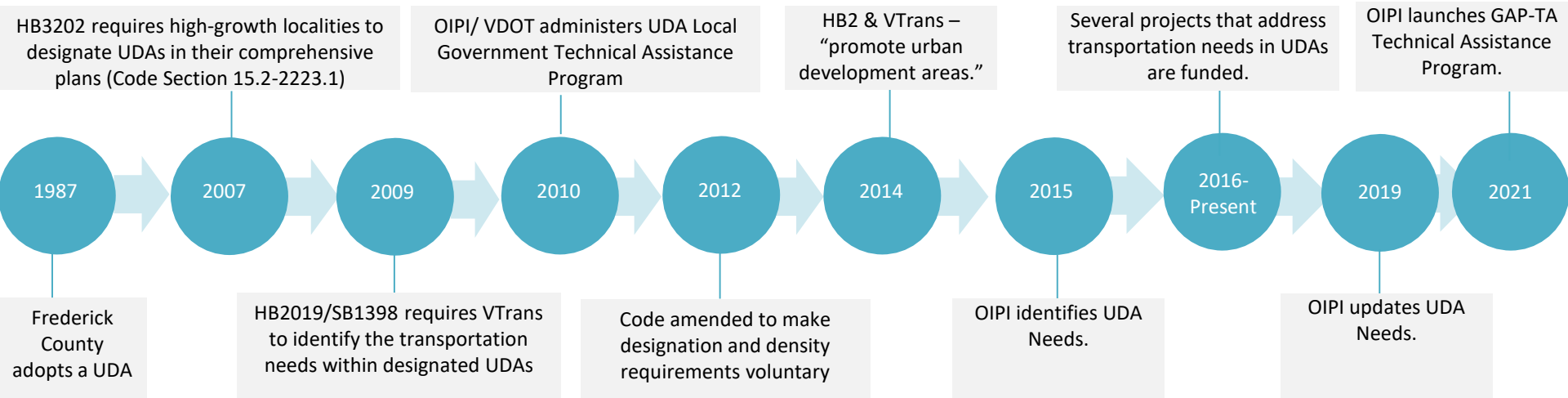   - **<u>Maintain a database of UDAs, and guide jurisdictions on the UDA requirements.</u>**

- **Role of OIPI-STP**

EDUCATION/ AWARENESS

CAPACITY BUILDING

RESOURCE ALLOCATION/ POLICY MAKING

OIPI STATEWIDE TRANSPORTATION PLANNING (STP)

- The Code of Virginia <u>DOES NOT</u> require localities to notify OIPI-STP. Therefore, the OIPI dataset can be incomplete or outdated.

- OIPI <u>DOES NOT</u> approve or deny UDA designations.

- The OIPI-STP section maintains a list of designated UDAs for developing VTrans Mid-term Needs.

- OIPI reviews UDAs to ensure that the Mid-term Needs are developed for UDAs that comply with the code requirements.

- As of September 2022, OIPI-STP is aware of 222 designated UDAs.

HB3202 requires high-growth localities to designate UDAs in their comprehensive plans (Code Section 15.2-2223.1)

OIPI/ VDOT administers UDA Local Government Technical Assistance Program

HB2 & VTrans – "promote urban development areas."

Several projects that address transportation needs in UDAs are funded.

OIPI launches GAP-TA Technical Assistance Program.

| 1987 | 2007 | 2009 | 2010 | 2012 | 2014 | 2015 | 2016-Present | 2019 | 2021 |

Frederick County adopts a UDA

HB2019/SB1398 requires VTrans to identify the transportation needs within designated UDAs

Code amended to make designation and density requirements voluntary

OIPI identifies UDA Needs.

OIPI updates UDA Needs.

- **Per Virginia Code §15.2-2223.1, UDAs…**

  - Are designated by a locality with a comprehensive plan/zoning authority

  - <u>May</u> be sufficient to support 10-20 years of projected growth
    - May extend planning horizon to 40 years around current/ planned rail transit

  - <u>May</u> be appropriate for higher residential densities and commercial floor area ratios (FAR)

  - <u>Shall</u> incorporate principles of traditional neighborhood design (TND)

- **Presumed Intent of Virginia Code §15.2-2223.1**
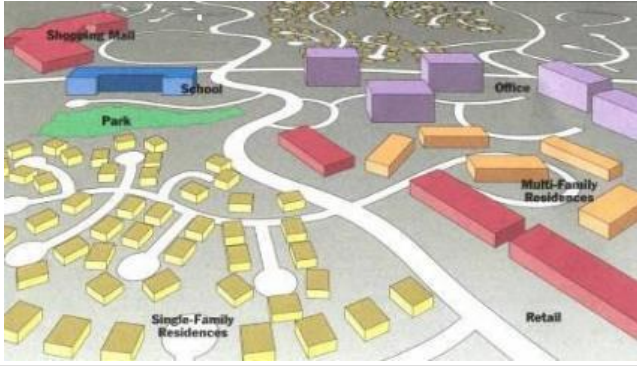
| PREVALENT SUB-URBAN DEVELOPMENT	TRADITIONAL NEIGHBORHOOD DESIGN (TND) DEVELOPMENT
Dispersed Development Pattern	Compact, TND Development Pattern
Separate, dispersed land uses = long trips	Mixed, proximate land uses = shorter trips
Automobiles are the only viable option for most trips	Transit, biking, walking, ridehailing are viable choices
All travelers have to use arterial "spines"	Distributed street grid provides many paths
Bottlenecks generate crashes and cause delays	Alternate paths and modes prevent / alleviate bottlenecks
Expanding / maintaining major roads = high public costs	Efficient, multipurpose infrastructure is cost-effective

- **The choice to designate a UDA is completely voluntary and at the discretion of each locality.**

- **Many designated areas consistent with Code are called something else: Strategic Growth Area, Designated Growth Area, Development District, Transit Supportive Area, Mixed Use/Residential Area, etc.**

- **UDAs encompass a wide variety of land uses and densities.**

- **The key is to reduce the impacts of growth on transportation networks by promoting efficient development patterns featuring Traditional Neighborhood Design (TND).**

✓ **Pedestrian-friendly road design**

✓ **Mixed-use neighborhoods, mixed + affordable housing**

✓ **Connected local street/pedestrian networks**

✓ **Reduced front/ side yard building setbacks**

✓ **Preserved natural area**

✓ **Reduced street widths and intersection turning radii**
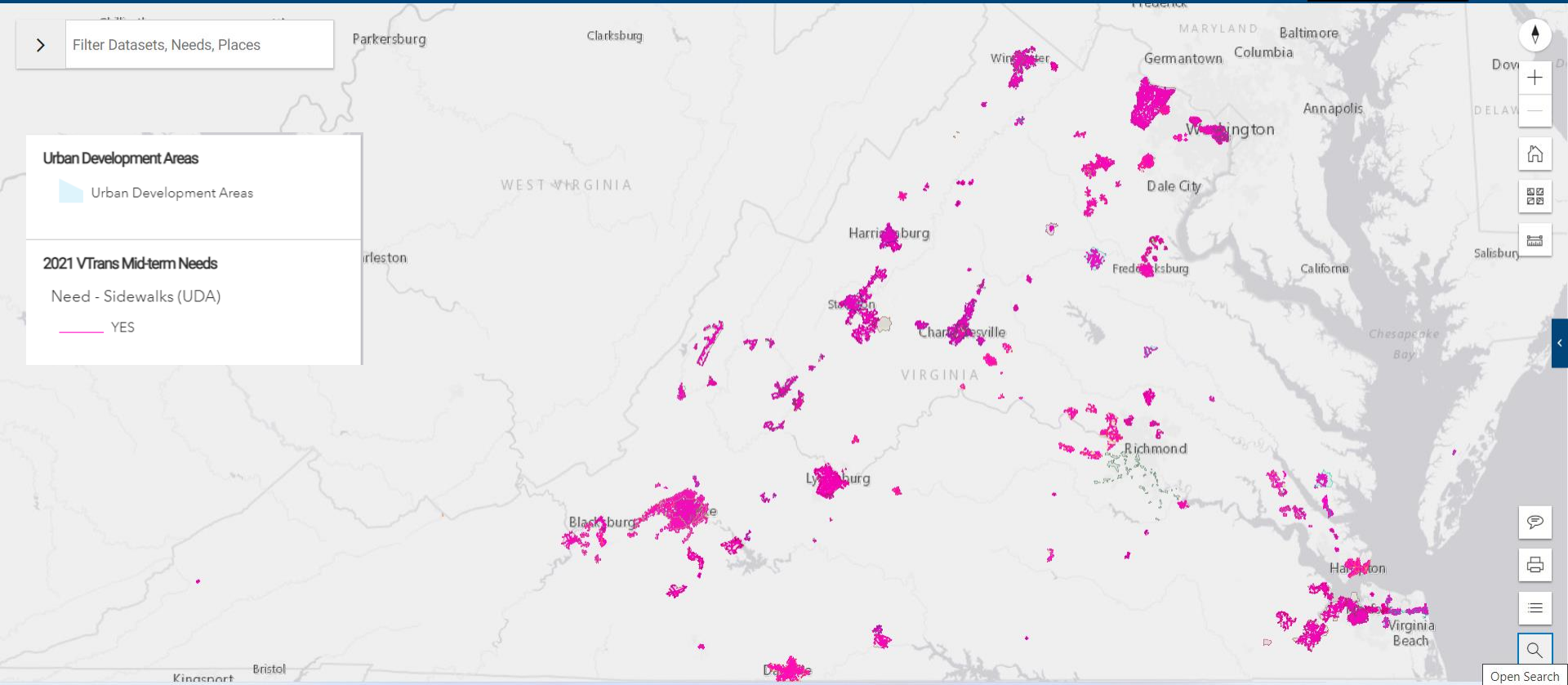
Please refer to InteractVTrans MapExplorer – UDA Layers.

- **Gloucester County**
  - Gloucester Point Haynes Village District
    - Established: 2011
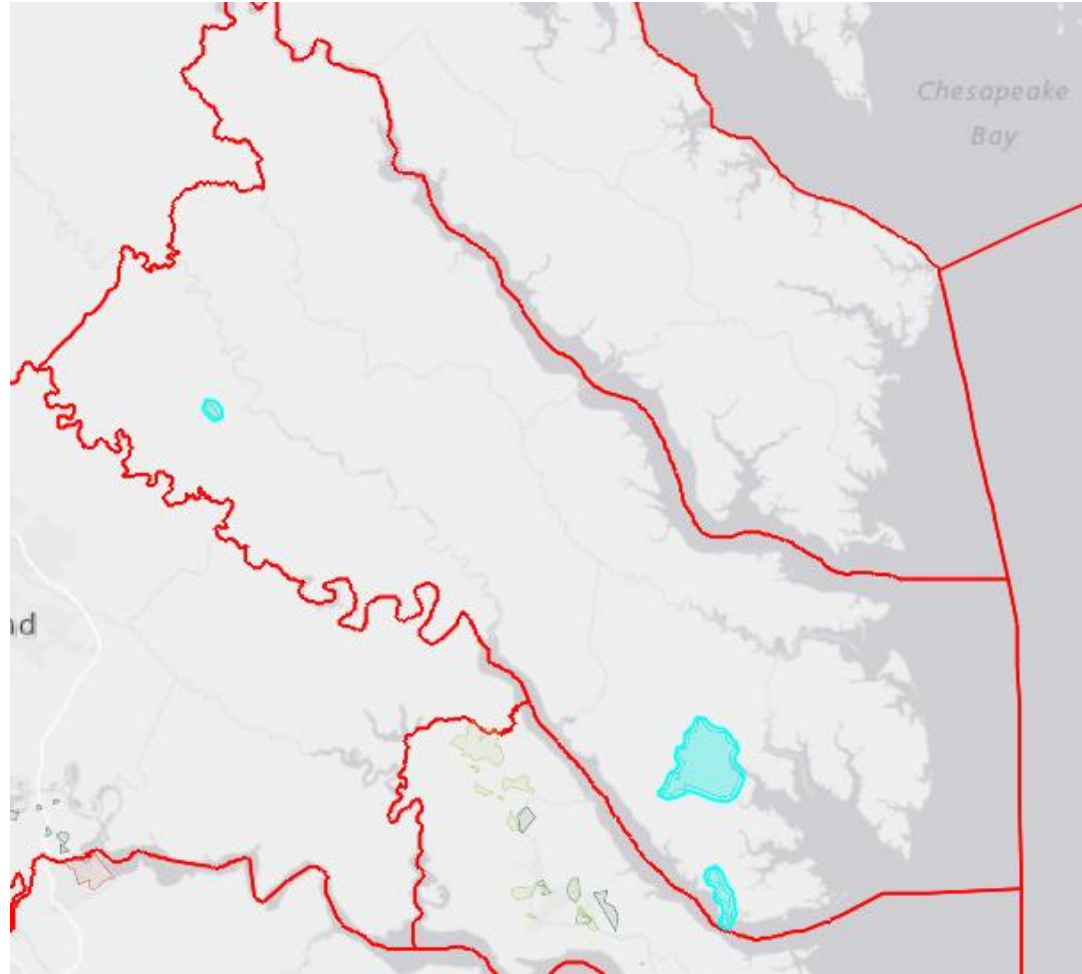   - Area: 1,055 Acres
  - Courthouse
    - Established: 2013
    - Area: 9,670 Acres

- **King William County**
  - Central Garage
    - Established: 2012
    - Area: 301 Acres

For UDAs in other jurisdictions,
please refer to InteractVTrans MapExplorer – UDA Layers.

VOLUNTARY/ REQUIRED	CODE	REQUIREMENT
Voluntary	B.1	Urban development areas are areas that may be appropriate for development at: • a density on the developable acreage of at least four single-family residences, six townhouses, or 12 apartments, condominium units, or cooperative units per acre, and • an authorized floor area ratio of at least 0.4 per acre for commercial development, any proportional combination thereof, or any other combination or arrangement that is adopted by a locality in meeting the intent of this section.
Voluntary	B.2	• The urban development areas designated by a locality may be sufficient to meet projected residential and commercial growth in the locality for an ensuing period of at least 10 but not more than 20 years, which may include phasing of development within the urban development areas. • Where an urban development area in a county with the urban county executive form of government includes planned or existing rail transit, the planning horizon may be for an ensuing period of at least 10 but not more than 40 years.

Please refer to the UDA Factsheet for a print-ready copy and other details.

VOLUNTARY/ REQUIRED	CODE	REQUIREMENT
Required	B.3	The boundaries and size of each urban development area shall be reexamined and, if necessary, revised every five years in conjunction with the review of the comprehensive plan and in accordance with the most recent available population growth estimates and projections.
Required	B.4	The boundaries of each urban development area shall be: • identified in the locality's comprehensive plan; and, • shown on future land use maps contained in such comprehensive plan.
Required	B.5	Urban development areas, if designated, shall incorporate principles of TND, which may include but need not be limited to: i. pedestrian-friendly road design, ii. interconnection of new local streets with existing local streets and roads, iii. connectivity of road and pedestrian networks, iv. preservation of natural areas, v. mixed-use neighborhoods, including mixed housing types, with affordable housing to meet the projected family income distributions of future residential growth, vi. reduction of front and side yard building setbacks, and vii. reduction of subdivision street widths and turning radii at subdivision street intersections.

Please refer to the UDA Factsheet for a print-ready copy and other details.

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Our locality is interested in establishing a UDA, where do we start?	**Step 1**: Establish desire to promote transportation efficient land use and promote walkable, bikeable mixed-use places in the locality.
	Step 2: Identify areas with potential growth and development consistent with Code of Virginia § 15.2-2223.1.
Once we have identified potential areas, how do we make them official UDAs?	**Step 3**: The local governing body adopts an amended comprehensive plan or new comprehensive plan that identifies locally-designated growth areas (with specific, identified boundaries) that are consistent with the intent of Code of Virginia § 15.2-2223.1. and incorporate principles of Traditional Neighborhood Design (TND).
How, when and to whom should the designation action be communicated to ensure our UDAs are considered in Virginia's transportation planning and programming processes?	**Step 4**: Upon adoption of the comprehensive plan, the locality submits the local governing board resolution and the amended future land use map (as required by the Code of Virginia § 15.2-2223.1. Section B.4) to the Office of Intermodal Planning and Investment (OIPI).
	Step 5: Coordinate with the OIPI to establish "Locality-identified transportation needs for bicycle and pedestrian infrastructure, circulation and access, safety, transit enhancements and access to locally designated UDAs" per the CTB policy.
What ongoing opportunities are available to advance planning studies and project development within our designated UDA areas?	**Step 6**: Consider applying to the OIPI Growth and Accessibility (GAP) Technical Assistance Program which provides support to eligible applicants under program Component #1 to "Conduct multimodal planning within existing or planned UDAs or Growth Areas".
	Step 7: Submit project funding requests via SMART SCALE, Transportation Alternatives Program (TAP), and/or other state, regional or local funding programs.
How do we maintain UDA designation?	**Step 8**: Reexamine the boundaries and size of each urban development area, and, if necessary, revise every five years in conjunction with the review of the comprehensive plan (as required by the Code of Virginia § 15.2-2223.1. Section B.4).

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