UDA Needs Profile: All UDAs

Albemarle County has two UDAs: the Pantops UDA located east of the Rivanna River and the City of Charlottesville, and Places 29 – South, located on U.S. 29 south of the Rivanna River.

Location Characteristics
- **PDC** – Thomas Jefferson Planning District Commission
- **UDA Size** – 1.3 square miles
- **Year Designated** – 2011

**Comprehensive Plan Detail** - Each of the Albemarle County UDAs – Pantops and Places 29 South – was previously established as a planning priority area, and has its own master plan. Albemarle County’s UDAs are planned for high quality, mixed-use urban neighborhoods and employment centers that are walkable and adequately supported by services and facilities.

Geographic Location

Socio-Economic Characteristics

**UDA Characteristics:** (Source: LEHD, 2010)
- **Total Population** – 11,727 persons
- **Total Primary Jobs** – 2,074 jobs

**Jobs by Industry**

- Health Care and Social Assistance: 41%
- Retail Trade: 27%
- Finance and Insurance: 10%
- Other Jobs: 22%

**Total Jobs by Earnings**

- $\leq 15,000 per year: 21%
- $15,000-$39,996 per year: 47%
- $> 39,996 per year: 33%

**Jobs Within a 45 Minute Drive**
- 14,470

**Working Age Population Within a 45 Minute Drive**
- 24,261

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

**Jurisdiction Characteristics:**

**Population Growth** (Source: Weldon Cooper Center)
- **2010** – 99,010
- **2025** – 124,589
- **2010** – 26%

Source: EPA Smart Location Database (U.S. Census tract data)
### Future Transportation Needs

#### Internal UDA Needs

**High**
- Transit Operations
- Transit Facilities
- Street Grid
- Intersection Design
- Bicycle Infrastructure
- Pedestrian Infrastructure
- Complete Streets
- Safety Features
- Traffic Calming

**Moderate**
- Roadway Operations
- Transit Frequency
- Transit Capacity /Access
- On-Street Parking Capacity
- Transit Frequency
- Signage/Wayfinding

#### External UDA Needs

**High**
- Transit Operations
- Transit Capacity /Access
- Pedestrian Infrastructure
- Complete Streets
- Safety Features

**Moderate**
- Roadway Operations
- Transit Frequency
- 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 beyond UDA
#### Friendly pedestrian bicycle environment

Refer to the DRPT Multimodal System Design Guidelines, Chapter 3, for more details.
UDA Needs Profile - Pantops

The County of Albemarle designated DGAs adjacent to the City of Charlottesville in the Piedmont region of the Commonwealth. The Pantops UDA is located west of the Rivanna River.

Location Characteristics

- **PDC** – Thomas Jefferson Planning District Commission
- **UDA Size** – 2.4 square miles
- **Year Designated** – 2015

**Comprehensive Plan Detail** - As in all the Development Areas, the Neighborhood Model principles will be reflected in the UDAs. It is expected that state and local funding will be directed to UDAs where feasible. Although the County formally designated only two UDAs, all of the designated Development Areas meet the intent for UDAs. They are places for mixed-use, dense development that are anticipated to accommodate future residential and business growth.

Geographic Location

Socio-Economic Characteristics

- **UDA Characteristics** (Source: LEHD, 2010)
  - **Total Population** – 3,027 persons
  - **Total Primary Jobs** – 5,010 jobs

**Jobs by Industry**

- Management of Companies and Enterprises
- Health Care and Social Assistance
- Professional, Scientific and Technical Services

**Total Jobs by Earnings**

- <= $15,000 per year: 15.40%
- $15,000-$39,996 per year: 43.40%
- > $39,996 per year: 41.10%

**Jobs Within a 45 Minute Drive**

- 31,671

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

- 38,812

Source: [EPA Smart Location Database](https://www.epa.gov)(U.S. Census tract data)

**Jurisdiction Characteristics**

- **Population Growth** (Source: Weldon Cooper Center)
  - 2010: 99,010
  - 2025: 124,589
Urban Development Areas – Albemarle County

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
- Roadway Capacity
- Street Grid
- Bicycle Infrastructure
- Pedestrian Infrastructure

Moderate
- Roadway Operations
- Transit Frequency
- Transit Capacity
- Traffic Calming Features

External UDA Needs

High
- Complete Streets Improvements
- Intersection Design
- Improvements to the natural environment

Moderate
- Transit Facilities
- Safety Features
- 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)

Access to transportation networks beyond the UDA

Circulation and access within the UDA

Safety for all users

Friendly pedestrian and bicycle environment
UDA Needs Profile - Crozet

The County of Albemarle designated DGAs located adjacent to the City of Charlottesville in the Piedmont region of the Commonwealth. The town of Crozet is located north of route 64 and 21 miles east of Staunton.

**Location Characteristics**
- PDC – Thomas Jefferson Planning District Commission
- **UDA Size** – 4.5 square miles
- **Year Designated** – 2015

**Comprehensive Plan Detail** - As in all the Development Areas, the Neighborhood Model principles will be reflected in the UDAs. It is expected that state and local funding will be directed to UDAs where feasible. Although the County formally designated only two UDAs, all of the designated Development Areas meet the intent for UDAs. They are places for mixed-use, dense development that are anticipated to accommodate future residential and business growth.

**Geographic Location**

**Socio-Economic Characteristics**

**UDA Characteristics:** (Source: LEHD, 2010)
- **Total Population** – 5,565 persons
- **Total Primary Jobs** – 672 jobs

**Jobs by Industry**
- Arts, Entertainment, and Recreation: 45%
- Health Care and Social Assistance: 24%
- Retail Trade: 20.8%
- Other Jobs: 10%

**Total Jobs by Earnings**
- $\leq 15,000 per year: 25.90%
- $15,000-$39,996 per year: 49.40%
- $\geq 39,996 per year: 24.70%

**Jobs Within a 45 Minute Drive**
- 12,983

**Working Age Population Within a 45 Minute Drive**
- 41,627

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

**Jurisdiction Characteristics:**
- **Population Growth** (Source: Weldon Cooper Center)
  - 2010: 99,010
  - 2025: 124,589
  - Increase: 25.8%
Refer to the DRPT Multimodal System Design Guidelines, Chapter 3, for more details.

**Future Transportation Needs**

### Internal UDA Needs

- **High**
  - Roadway Capacity
  - Street Grid
  - Bicycle Infrastructure
  - Pedestrian Infrastructure
  - Complete Streets Improvements
  - Intersection Design
  - Improvements to the natural environment

- **Moderate**
  - Roadway Operations
  - Transit Frequency
  - Transit Capacity
  - Traffic Calming Features
  - Transit Facilities
  - Safety Features
  - Off-Street Parking

### External UDA Needs

- **High**
  - Street Grid
  - Bicycle Infrastructure
  - Safety Features

- **Moderate**
  - Roadway Capacity
  - Pedestrian Infrastructure
  - Complete Streets Improvements
  - Traffic Calming 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)

- Access to transportation networks beyond the UDA
- Circulation and access within the UDA
- Safety for all users
- Friendly pedestrian and bicycle environment
UDA Needs Profile - Rivanna

The County of Albemarle designated DGAs located adjacent to the City of Charlottesville in the Piedmont region of the Commonwealth. The town of Rivanna is located along the Rivanna river and south of route 64.

Location Characteristics

PDC – Thomas Jefferson Planning District Commission

UDA Size – 7.04 square miles

Year Designated – 2015

Comprehensive Plan Detail - As in all the Development Areas, the Neighborhood Model principles will be reflected in the UDAs. It is expected that state and local funding will be directed to UDAs where feasible. Although the County formally designated only two UDAs, all of the designated Development Areas meet the intent for UDAs. They are places for mixed-use, dense development that are anticipated to accommodate future residential and business growth.

Geographic Location

Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

Total Population – 1,860 persons

Total Primary Jobs – 140 jobs

Jobs by Industry

- Construction
- Retail Trade
- Professional, Scientific, and Technical Services

Total Jobs by Earnings

- <= $15,000 per year: 39.30%
- $15,000-$39,996 per year: 37.90%
- > $39,996 per year: 22.90%

Jobs Within a 45 Minute Drive

13,533

Working Age Population Within a 45 Minute Drive

19,863

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

Jurisdiction Characteristics:

Population Growth (Source: Weldon Cooper Center)

2010: 99,010

2025: 124,589

25.8%
### Urban Development Areas – Albemarle 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

<table>
<thead>
<tr>
<th>Internal UDA Needs</th>
<th>External UDA Needs</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>High</strong></td>
<td><strong>High</strong></td>
</tr>
<tr>
<td>✓ Roadway Capacity</td>
<td>✓ Street Grid</td>
</tr>
<tr>
<td>✓ Street Grid</td>
<td>✓ Bicycle Infrastructure</td>
</tr>
<tr>
<td>✓ Bicycle Infrastructure</td>
<td>✓ Safety Features</td>
</tr>
<tr>
<td>✓ Pedestrian Infrastructure</td>
<td>✓ Complete Streets Improvements</td>
</tr>
<tr>
<td>✓ Complete Streets Improvements</td>
<td>✓ Intersection Design</td>
</tr>
<tr>
<td>✓ Intersection Design</td>
<td>✓ Improvements to the natural environment</td>
</tr>
<tr>
<td><strong>Moderate</strong></td>
<td><strong>Moderate</strong></td>
</tr>
<tr>
<td>✓ Roadway Operations</td>
<td>✓ Transit Facilities</td>
</tr>
<tr>
<td>✓ Transit Frequency</td>
<td>✓ Safety Features</td>
</tr>
<tr>
<td>✓ Transit Capacity</td>
<td>✓ Off-Street Parking</td>
</tr>
<tr>
<td>✓ Traffic Calming Features</td>
<td>✓ Roadway Capacity</td>
</tr>
<tr>
<td>✓ Roadway Capacity</td>
<td>✓ Pedestrian Infrastructure</td>
</tr>
<tr>
<td>✓ Roadway Operations</td>
<td>✓ Complete Streets Improvements</td>
</tr>
<tr>
<td>✓ Transit Frequency</td>
<td>✓ Traffic Calming Features</td>
</tr>
<tr>
<td>✓ Transit Operations</td>
<td>✓ Improvements to the natural environment</td>
</tr>
<tr>
<td>✓ Intersection Design</td>
<td>✓ Safety Features</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Existing Internal Needs Gap (% shortfall)</th>
<th>Highest Rated Overall Needs within UDA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transportation system gap by need category (represents the gap to fully promote UDA)</td>
<td>Localities ranked transportation needs within their UDAs (1 being the highest need, to 4 the lowest)</td>
</tr>
</tbody>
</table>

- **Access to transportation networks beyond the UDA**
- **Circulation and access within the UDA**
- **Safety for all users**
- **Friendly pedestrian and bicycle environment**
UDA Needs Profile – Neighborhood 1

The County of Albemarle designated DGAs located adjacent to the City of Charlottesville in the Piedmont region of the Commonwealth. Neighborhood 1 is located along route 29 and south of Hollymeade.

Location Characteristics

PDC – Thomas Jefferson Planning District Commission
UDA Size – 1.85 square miles
Year Designated – 2015

Comprehensive Plan Detail - As in all the Development Areas, the Neighborhood Model principles will be reflected in the UDAs. It is expected that state and local funding will be directed to UDAs where feasible. Although the County formally designated only two UDAs, all of the designated Development Areas meet the intent for UDAs. They are places for mixed-use, dense development that are anticipated to accommodate future residential and business growth.

Geographic Location

Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

- Total Population – 9,625 persons
- Total Primary Jobs – 8,271 jobs

Jobs by Industry

- Retail Trade
- Manufacturing
- Educational Services
- Other Jobs

Total Jobs by Earnings

- <= $15,000 per year: 17.00%
- $15,000-$39,996 per year: 56.00%
- > $39,996 per year: 21.00%

Jobs Within a 45 Minute Drive

- 64,268

Working Age Population Within a 45 Minute Drive

- 74,849

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

Jurisdiction Characteristics:

Population Growth (Source: Weldon Cooper Center)

- 2010: 99,010
- 2025: 124,589

25.8%
Refer to the DRPT Multimodal System Design Guidelines, Chapter 3, for more details.

**Future Transportation Needs**

<table>
<thead>
<tr>
<th>Internal UDA Needs</th>
<th>External UDA Needs</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>High</strong></td>
<td><strong>High</strong></td>
</tr>
<tr>
<td>✓ Roadway Capacity</td>
<td>✓ Street Grid</td>
</tr>
<tr>
<td>✓ Street Grid</td>
<td>✓ Bicycle Infrastructure</td>
</tr>
<tr>
<td>✓ Bicycle Infrastructure</td>
<td>✓ Safety Features</td>
</tr>
<tr>
<td>✓ Pedestrian Infrastructure</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Moderate</strong></td>
<td><strong>Moderate</strong></td>
</tr>
<tr>
<td>✓ Roadway Operations</td>
<td>✓ Roadway Capacity</td>
</tr>
<tr>
<td>✓ Transit Frequency</td>
<td>✓ Pedestrian Infrastructure</td>
</tr>
<tr>
<td>✓ Transit Capacity</td>
<td>✓ Complete Streets Improvements</td>
</tr>
<tr>
<td>✓ Traffic Calming Features</td>
<td>✓ Intersection Design</td>
</tr>
<tr>
<td></td>
<td>✓ Improvements to the natural environment</td>
</tr>
<tr>
<td>✓ Transit Facilities</td>
<td>✓ Safety Features</td>
</tr>
<tr>
<td></td>
<td>✓ Off-Street Parking</td>
</tr>
</tbody>
</table>

**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
- Friendly pedestrian and bicycle environment

GAP

<table>
<thead>
<tr>
<th>Pedestrian Infrastructure</th>
<th>Bicycle Infrastructure</th>
<th>Signage/Wayfinding</th>
<th>Roadway Network</th>
<th>Transit Network</th>
<th>Connections Between Modes</th>
<th>Parking</th>
<th>Streetscaping</th>
</tr>
</thead>
<tbody>
<tr>
<td>100</td>
<td>90</td>
<td>80</td>
<td>70</td>
<td>60</td>
<td>50</td>
<td>40</td>
<td>30</td>
</tr>
</tbody>
</table>

GAP
UDA Needs Profile – Neighborhood 2

The County of Albemarle designated DGAs located adjacent to the City of Charlottesville in the Piedmont region of the Commonwealth. Neighborhood 2 is located along route 29 and southeast of Hollymeade.

Location Characteristics

PDC – Thomas Jefferson Planning District Commission
UDA Size – 4.66 square miles
Year Designated – 2015

Comprehensive Plan Detail - As in all the Development Areas, the Neighborhood Model principles will be reflected in the UDAs. It is expected that state and local funding will be directed to UDAs where feasible. Although the County formally designated only two UDAs, all of the designated Development Areas meet the intent for UDAs. They are places for mixed-use, dense development that are anticipated to accommodate future residential and business growth.

Geographic Location

Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

- Total Population – 10,220 persons
- Total Primary Jobs – 12,299 jobs

Jobs by Industry

- Educational Services: 16%
- Retail Trade: 71%
- Accommodation and Food Services: 7%
- Other Jobs: 6%

Total Jobs by Earnings

- <= $15,000 per year: 19.30%
- $15,000-$39,996 per year: 32.90%
- > $39,996 per year: 47.80%

Jobs Within a 45 Minute Drive

- 73,483

Working Age Population Within a 45 Minute Drive

- 91,072

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

Jurisdiction Characteristics:

Population Growth (Source: Weldon Cooper Center)

- 2010: 99,010
- 2025: 124,589

2010: 25.8%
Urban Development Areas – Albemarle County

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

- Roadway Capacity
- Street Grid
- Bicycle Infrastructure
- Pedestrian Infrastructure

Moderate

- Roadway Operations
- Transit Frequency
- Transit Capacity
- Traffic Calming Features

External UDA Needs

High

- Complete Streets Improvements
- Intersection Design
- Improvements to the natural environment

Moderate

- Transit Facilities
- Safety Features
- 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)

Access to transportation networks beyond the UDA

Circulation and access within the UDA

Safety for all users

Friendly pedestrian and bicycle environment
UDA Needs Profile – Southern and Western Neighborhoods

The County of Albemarle designated DGAs located adjacent to the City of Charlottesville in the Piedmont region of the Commonwealth. The Southern and Western Neighborhoods are bisected by route 64.

Location Characteristics

**PDC** – Thomas Jefferson Planning District Commission

**UDA Size** – 8.82 square miles

**Year Designated** – 2015

**Comprehensive Plan Detail** - As in all the Development Areas, the Neighborhood Model principles will be reflected in the UDAs. It is expected that state and local funding will be directed to UDAs where feasible. Although the County formally designated only two UDAs, all of the designated Development Areas meet the intent for UDAs. They are places for mixed-use, dense development that are anticipated to accommodate future residential and business growth.

Geographic Location

Socio-Economic Characteristics

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

- **Total Population** – 14,965 persons
- **Total Primary Jobs** – 5,782 jobs

**Jobs by Industry**

- Health Care and Social Assistance: 40%
- Accommodation and Food Services: 28%
- Other Services (excluding Public Administration): 21.3%
- Other: 11%

**Total Jobs by Earnings**

- $<= 15,000 per year: 18.70%
- $15,000-$39,996 per year: 35.50%
- $> 39,996 per year: 45.80%

**Jobs Within a 45 Minute Drive**

- 32,285

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

- 42,000

Source: [EPA Smart Location Database](https://www.epa.gov/healthcare-planning) (U.S. Census tract data)

Jurisdiction Characteristics:

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

- **2010**
- **2025**

- 99,010
- 124,589

- 25.8%
Urban Development Areas – Albemarle County

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
- Roadway Capacity
- Street Grid
- Bicycle Infrastructure
- Pedestrian Infrastructure

Moderate
- Roadway Operations
- Transit Frequency
- Transit Capacity
- Traffic Calming Features
- Transit Facilities
- Safety Features
- Off-Street Parking

External UDA Needs

High
- Street Grid
- Bicycle Infrastructure
- Safety Features

Moderate
- Roadway Capacity
- Pedestrian Infrastructure
- Complete Streets Improvements
- Traffic Calming 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)

- Access to transportation networks beyond the UDA
- Circulation and access within the UDA
- Safety for all users
- Friendly pedestrian and bicycle environment
UDA Needs Profile – Piney Mountain

The County of Albemarle designated DGAs adjacent to the City of Charlottesville in the Piedmont region of the Commonwealth. The Piney Mountain DGA is located north of Hollymeade and bisected by route 29.

Location Characteristics

PDC - Thomas Jefferson Planning District Commission

UDA Size - 1.07 square miles

Year Designated - 2015

Comprehensive Plan Detail - As in all the Development Areas, the Neighborhood Model principles will be reflected in the UDAs. It is expected that state and local funding will be directed to UDAs where feasible. Although the County formally designated only two UDAs, all of the designated Development Areas meet the intent for UDAs. They are places for mixed-use, dense development that are anticipated to accommodate future residential and business growth.

Geographic Location

Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

<table>
<thead>
<tr>
<th>Total Population</th>
<th>1,130 persons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Primary Jobs</td>
<td>129 jobs</td>
</tr>
</tbody>
</table>

Jobs by Industry

- Professional, Scientific, and Technical Services: 6%
- Manufacturing: 12%
- Wholesale Trade: 9.5%
- Other Jobs: 73%

Total Jobs by Earnings

- <= $15,000 per year: 6.2%
- $15,000-$39,996 per year: 14.0%
- > $39,996 per year: 79.8%

Jobs Within a 45 Minute Drive

- 14,702 jobs

Working Age Population Within a 45 Minute Drive

- 23,138

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

Jurisdiction Characteristics:

Population Growth (Source: Weldon Cooper Center)

- 2010: 99,010
- 2025: 124,589

25.8% growth
### Urban Development Areas – Albemarle County

**Current Place Type - Small Town**

**Planned Place Type – Small Town**

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

<table>
<thead>
<tr>
<th>Future Transportation Needs</th>
<th>Internal UDA Needs</th>
<th>External UDA Needs</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>High</strong></td>
<td>✓ Roadway Capacity ✓ Street Grid ✓ Bicycle Infrastructure ✓ Pedestrian Infrastructure ✓ Complete Streets Improvements ✓ Intersection Design ✓ Improvements to the natural environment</td>
<td>✓ Street Grid ✓ Bicycle Infrastructure ✓ Safety Features</td>
</tr>
</tbody>
</table>

#### 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
- Friendly pedestrian and bicycle environment
UDA Needs Profile - Hollymeade

The County of Albemarle designated DGAs adjacent to the City of Charlottesville in the Piedmont region of the Commonwealth. The Hollymeade DGA is located east of route 743.

Location Characteristics

- PDC – Thomas Jefferson Planning District Commission
- UDA Size – 7.04 square miles
- Year Designated – 2015

Comprehensive Plan Detail - As in all the Development Areas, the Neighborhood Model principles will be reflected in the UDAs. It is expected that state and local funding will be directed to UDAs where feasible. Although the County formally designated only two UDAs, all of the designated Development Areas meet the intent for UDAs. They are places for mixed-use, dense development that are anticipated to accommodate future residential and business growth.

Socio-Economic Characteristics

- Total Population – 7,690 persons
- Total Primary Jobs – 3,447 jobs

Jobs by Industry

- Professional, Scientific, and Technical Services: 39%
- Retail Trade: 25%
- Waste Management and Remediation: 22.0%
- Other Jobs: 14%

Total Jobs by Earnings

- <= $15,000 per year: 17.30%
- $15,000-$39,996 per year: 36.90%
- > $39,996 per year: 45.90%

Jobs Within a 45 Minute Drive

- 23,690

Working Age Population Within a 45 Minute Drive

- 45,343

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

Jurisdiction Characteristics:

- Population Growth
  - 2010: 99,010
  - 2025: 124,589
  - Source: Weldon Cooper Center

- 2010: 25.8%
Urban Development Areas – Albemarle County

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**

<table>
<thead>
<tr>
<th>Internal UDA Needs</th>
<th>External UDA Needs</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>High</strong>&lt;br&gt;• Roadway Capacity&lt;br&gt;• Street Grid&lt;br&gt;• Bicycle Infrastructure&lt;br&gt;• Pedestrian Infrastructure</td>
<td><strong>High</strong>&lt;br&gt;• Complete Streets Improvements&lt;br&gt;• Intersection Design&lt;br&gt;• Improvements to the natural environment</td>
</tr>
<tr>
<td><strong>Moderate</strong>&lt;br&gt;• Roadway Operations&lt;br&gt;• Transit Frequency&lt;br&gt;• Transit Capacity&lt;br&gt;• Traffic Calming Features</td>
<td><strong>Moderate</strong>&lt;br&gt;• Transit Facilities&lt;br&gt;• Safety Features&lt;br&gt;• Off-Street Parking</td>
</tr>
<tr>
<td><strong>Existing Internal Needs Gap (% shortfall)</strong>&lt;br&gt;Transportation system gap by need category (represents the gap to fully promote UDA)</td>
<td><strong>Highest Rated Overall Needs within UDA</strong>&lt;br&gt;Localities ranked transportation needs within their UDAs (1 being the highest need, to 4 the lowest)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Pedestrian Infrastructure</th>
<th>Bicycle Infrastructure</th>
<th>Signage/Wayfinding</th>
<th>Roadway Network</th>
<th>Transit Network</th>
<th>Connections Between Modes</th>
<th>Parking</th>
<th>Streetscaping</th>
</tr>
</thead>
<tbody>
<tr>
<td>100</td>
<td>90</td>
<td>80</td>
<td>70</td>
<td>60</td>
<td>50</td>
<td>40</td>
<td>30</td>
</tr>
</tbody>
</table>

- Access to transportation networks beyond the UDA
- Circulation and access within the UDA
- Safety for all users
- Friendly pedestrian and bicycle environment
UDA Needs Profile: Downtown Corridor UDA

The Downtown Corridor UDA is located between Downtown and Main Street in the City of Charlottesville, along the Rivanna River.

**Location Characteristics**

- **PDC** – Thomas Jefferson Planning District Commission
- **UDA Size** – 0.4 square miles
- **Year Designated** – 2010

**Comprehensive Plan Detail** - The City of Charlottesville changed the designation of several mixed-use areas to UDAs, noting that more compact, dense development within the city's urban areas is better and more efficient than low density development. By identifying UDAs and confining urban development to those areas, the city will be able to determine where to direct special, intensive efforts at providing facilities and services. Charlottesville’s UDAs were drawn primarily according to the existing development patterns, sewer facilities, and physical characteristics, and include Downtown Extended Corridor/West Main Street, Preston Avenue, and Cherry Avenue.

**Geographic Location**

**Socio-Economic Characteristics**

<table>
<thead>
<tr>
<th>UDA Characteristics: (Source: LEHD, 2010)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total Population</strong> – 2,400 persons</td>
</tr>
<tr>
<td><strong>Total Primary Jobs</strong> – 10,992 jobs</td>
</tr>
</tbody>
</table>

**Jobs by Industry**

- Health Care: 33%
- Information: 49%
- Accommodation and Food Services: 7%
- Other Jobs: 11%

**Total Jobs by Earnings**

- $15,000 per year or less: 14%
- $15,000-$39,996 per year: 38%
- > $39,996 per year: 48%

**Jobs Within a 45 Minute Drive**

- 33,946

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

- 45,393

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

**Jurisdiction Characteristics:**

- **Population Growth** (Source: Weldon Cooper Center)
  - 2010: 43,435
  - 2025: 46,321
  - Increase: 6.6%
Urban Development Areas – Charlottesville City

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

<table>
<thead>
<tr>
<th>Internal UDA Needs</th>
<th>External UDA Needs</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>High</strong></td>
<td><strong>High</strong></td>
</tr>
</tbody>
</table>
| ✓ Pedestrian Infrastructure ✓ Intersection Design ✓ Roadway Operations ✓ Bicycle Infrastructure ✓ Complete Streets ✓ Traffic Calming ✓ Pedestrian Infrastructure ✓ Complete Streets ✓ Safety Features ✓ Complete Streets ✓ Safety Features ✓ Improvements to Natural Environment
| Moderate | Moderate |
| ✓ Transit Operations ✓ Signage/Wayfinding ✓ 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)

Circulation and Access

Access to transportation networks beyond UDA
UDA Needs Profile: Preston Avenue

Preston Avenue UDA is located within downtown Charlottesville, bounded by Route 250 to the West and Route 29 to the north.

Location Characteristics

- **PDC** - Thomas Jefferson Planning District Commission
- **UDA Size** - 0.1 square miles
- **Year Designated** - 2010

**Comprehensive Plan Detail** - The City of Charlottesville changed the designation of several mixed-use areas to UDAs, noting that more compact, dense development within the city's urban areas is better and more efficient than low density development; by identifying UDAs and confining urban development to those areas, the city will be able to determine where to direct special, intensive efforts at providing facilities and services. Charlottesville's UDAs were drawn primarily according to the existing development patterns, sewer facilities, and physical characteristics, and include Downtown Extended Corridor/West Main Street, Preston Avenue, and Cherry Avenue.

**Geographic Location**

Socio-Economic Characteristics

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

- **Total Population** - 198 persons
- **Total Primary Jobs** - 427 jobs

**Jobs by Industry**

- Health Care and Social Assistance: 40%
- Retail Trade: 28%
- Wholesale Trade: 22%
- Other Jobs: 10%

**Total Jobs by Earnings**

- <= $15,000 per year: 24%
- $15,000-$39,996 per year: 53%
- > $39,996 per year: 22%

Jobs Within a 45 Minute Drive

- 2,780

Working Age Population Within a 45 Minute Drive

- 44,614

Source: [EPA Smart Location Database](https://www.epa.gov/ ) (U.S. Census tract data)

Jurisdiction Characteristics:

**Population Growth** (Source: [Weldon Cooper Center](https://www.weldoncooper.org/))

<table>
<thead>
<tr>
<th>Year</th>
<th>Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>43,435</td>
</tr>
<tr>
<td>2025</td>
<td>46,321</td>
</tr>
</tbody>
</table>

**Growth Rate** 6.6%
**Urban Development Areas – Charlottesville City**

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

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

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

## Future Transportation Needs

### Internal UDA Needs

<table>
<thead>
<tr>
<th>Level</th>
<th>Needs</th>
</tr>
</thead>
</table>
| **High** | ✓ Bicycle Infrastructure  
✓ Complete Streets  
✓ Safety Features  
✓ Improvements to Environment |
| **Moderate** | ✓ Transit Operations  
✓ Transit Facilities  
✓ Signage/Wayfinding |

### External UDA Needs

<table>
<thead>
<tr>
<th>Level</th>
<th>Needs</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>High</strong></td>
<td>✓ Bicycle Infrastructure</td>
</tr>
<tr>
<td><strong>Moderate</strong></td>
<td>✓ None listed</td>
</tr>
</tbody>
</table>

### Existing Internal Needs Gap (% shortfall)

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

![Bar chart showing gap values for different transportation needs]

### 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**
UDA Needs Profile: Cherry Avenue

Cherry Avenue UDA is located within the City of Charlottesville, south of U.S. 29 and the Charlottesville Amtrak station.

Location Characteristics

- **PDC** - Thomas Jefferson Planning District Commission
- **UDA Size** - 0.1 square miles
- **Year Designated** - 2010

**Comprehensive Plan Detail** - The City of Charlottesville changed the designation of several mixed-use areas to UDAs, noting that more compact, dense development within the city's urban areas is better and more efficient than low density development; by identifying UDAs and confining urban development to those areas, the city will be able to determine where to direct special, intensive efforts at providing facilities and services. Charlottesville's UDAs were drawn primarily according to the existing development patterns, sewer facilities, and physical characteristics, and include Downtown Extended Corridor/West Main Street, Preston Avenue, and Cherry Avenue.

**Geographic Location**

- Cherry Avenue UDA
- Preston Ave
- W Main St

Socio-Economic Characteristics

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

- **Total Population** - 1,724 persons
- **Total Primary Jobs** - 85 jobs

**Jobs by Industry**

- Professional, Scientific, and Technical: 29%
- Retail Trade: 29%
- Accommodation/Food Services: 15%
- Other Jobs: 27%

**Total Jobs by Earnings**

- <= $15,000 per year: 48%
- $15,000-$39,996 per year: 37%
- > $39,996 per year: 15%

**Jobs Within a 45 Minute Drive**

- 2,160

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

- 47,307

**Jurisdiction Characteristics**

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

- **2010**: 43,435
- **2025**: 46,321

- **2025**: 11% growth
Urban Development Areas – Charlottesville City

Current Place Type - Small Town or Suburban Center

Planned Place Type - Large Town or Suburban Center

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

Future Transportation Needs

Internal UDA Needs

High
- Bicycle Infrastructure
- Complete Streets
- Improvements to Environment

Moderate
- Transit Operations
- Transit Facilities
- Signage/Wayfinding

External UDA Needs

High
- Bicycle Infrastructure
- Pedestrian Infrastructure
- Complete Streets
- Improvements to Environment

Moderate
- None listed

Existing Internal Needs Gap (% shortfall)

Transportation system gap by need category
(representing 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
UDA Needs Profile: All UDAs

Fauquier County designated a total of nine designated growth areas (DGA). The designated growth areas are located in the northern part of Virginia, bounded by Route 66 to the north and bisected by Route 28.

Location Characteristics

- **PDC** – Rappahannock-Rapidan Regional Commission
- **UDA Size** – 27.5 square miles
- **Year Designated** – 2014

**Comprehensive Plan Detail** - The designation of Urban Development Areas is consistent with the land use plans for the town center core area of the Bealeton Service District and the downtown core (Main Street and Salem Avenue) of the Marshall Service District. Land uses within these two areas include mixed-use neighborhoods and a mix of housing types. The County’s Service Districts embrace a similar concept to the State’s UDAs by channeling growth and development into denser settlements and maximizing the efficiency of the public infrastructure. The County’s Service Districts are targeted areas for growth and development generally; however, their individual land use plans recommend a variety of densities that are appropriate for the specific districts in a Virginia Piedmont scale and pattern of development.

Geographic Location

Socio-Economic Characteristics

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

- **Total Population** – 28,103 persons
- **Total Primary Jobs** – 2,664 jobs

**Jobs by Industry**

- Construction: 20%
- Professional, Scientific, and Technical Services: 20%
- Retail Trade: 14%
- Other Jobs: 46%

**Total Jobs by Earnings**

- <= $15,000 per year: 16.1%
- $15,000-$39,996 per year: 35.8%
- > $39,996 per year: 48.10%

Jobs Within a 45 Minute Drive

- **2010**: 26,398
- **Working Age Population Within a 45 Minute Drive**: 55,205

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

Jurisdiction Characteristics:

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

- **2010**: 65,203
- **2025**: 83,312
- **20%**
Urban Development Areas – Fauquier 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

<table>
<thead>
<tr>
<th>Internal UDA Needs</th>
<th>External UDA Needs</th>
</tr>
</thead>
<tbody>
<tr>
<td>High</td>
<td>High</td>
</tr>
<tr>
<td>✓ Pedestrian infrastructure</td>
<td>✓ Pedestrian infrastructure</td>
</tr>
<tr>
<td>✓ Complete streets improvements</td>
<td></td>
</tr>
<tr>
<td>Moderate</td>
<td>Moderate</td>
</tr>
<tr>
<td>✓ Street grid (better street connectivity)</td>
<td>✓ Bicycle infrastructure</td>
</tr>
<tr>
<td>✓ Bicycle infrastructure</td>
<td>✓ Safety features</td>
</tr>
<tr>
<td>✓ Safety features</td>
<td>✓ Signage/wayfinding</td>
</tr>
<tr>
<td>✓ Intersection design improvements</td>
<td>✓ Improvements to the natural environment</td>
</tr>
<tr>
<td>✓ Signage/wayfinding</td>
<td></td>
</tr>
<tr>
<td>✓ Traffic calming features</td>
<td></td>
</tr>
<tr>
<td>✓ Improvements to the natural environment</td>
<td></td>
</tr>
</tbody>
</table>

Existing Internal Needs Gap (% shortfall)

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

High Rated Overall Needs within UDA

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

- Safety for all users
- Friendly pedestrian and bicycle environment

0% 10% 20% 30% 40% 50% 60% 70% 80% 90% 100%
GAP
Pedestrian Infrastructure
Bicycle Infrastructure
Signage/ Wayfinding
Roadway Network
Transit Network
Connections Between Modes
Parking
Streetscaping
UDA Needs Profile: Zion Crossroads

Fluvanna County contains a single UDA, located along the northern border of the county near I-64. The UDA serves as the gateway to Fluvanna County from I-64 via U.S. 15.

Location Characteristics

PDC – Thomas Jefferson Planning District Commission
UDA Size – 3.2 square miles
Year Designated – 2009

Comprehensive Plan Detail - Fluvanna County's 2009 Future Land Use Map designates Zion Crossroads as the County's Urban Development Area (UDA). This location was chosen because it correlates with the Zion Crossroads community planning area and the intersection of two existing major transportation networks. The County's strategy is very much in line with the intent and community development principles of UDAs: to encourage village-like development in select areas, while preserving the natural and agricultural character of outlying areas.

Geographic Location

Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)
Total Population – 916 persons
Total Primary Jobs – 198 jobs

Jobs by Industry

<table>
<thead>
<tr>
<th>Industry</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Administration &amp; Support, Waste Management</td>
<td>33%</td>
</tr>
<tr>
<td>Remediation</td>
<td>29%</td>
</tr>
<tr>
<td>Construction</td>
<td>22%</td>
</tr>
<tr>
<td>Accommodation and Food Services</td>
<td>16%</td>
</tr>
<tr>
<td>Other Jobs</td>
<td>16%</td>
</tr>
</tbody>
</table>

Total Jobs by Earnings

- $\leq 15,000 per year: 28%
- $15,000-$39,996 per year: 50%
- $> 39,996 per year: 22%

Jobs Within a 45 Minute Drive
9,920

Working Age Population Within a 45 Minute Drive
1,650

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

Jurisdiction Characteristics:

Population Growth (Source: Weldon Cooper Center)

<table>
<thead>
<tr>
<th>Year</th>
<th>Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>25,691</td>
</tr>
<tr>
<td>2025</td>
<td>30,343</td>
</tr>
</tbody>
</table>

2010 to 2025: 18.1%
Urban Development Areas – Fluvanna 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
- Safety Features
- Intersection Design
- Signage/Wayfinding
- Traffic Calming
- Improvements to the Natural Environment

Moderate
- Bicycle Infrastructure
- Pedestrian Infrastructure

External UDA Needs

High
- Complete Streets
- Intersection Design
- Improvements to Natural Environment

Moderate
- Bicycle Infrastructure
- Pedestrian Infrastructure

Existing Internal Needs Gap (% shortfall)

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

GAP

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

Refer to the DRPT Multimodal System Design Guidelines, Chapter 3, for more details.
UDA Needs Profile: Columbia

Fluvanna County’s 2009 Comprehensive Plan designates six Community Planning Areas (CPAs). The Columbia CPA is located in the northern center of the County, and in the future, existing rail lines along the northern bank of the Rivanna and James Rivers could be used for commuter and freight transportation.

**Location Characteristics**

- **PDC** – Thomas Jefferson Planning District
- **UDA Size** – 0.18 square miles
- **Year Designated** – 2009

**Comprehensive Plan Detail** – In the Town of Columbia’s future, the existing rail line along the northern bank of the Rivanna and James Rivers could be used for commuter transportation to Richmond, as well as increased freight. This historic town once relied heavily on the confluence of the rivers for commerce, and this feature can still be an excellent heritage and ecotourism destination, with the rail line serving as a commerce and commuter lifeline.

**Geographic Location**

![Map of UDA](image)

**Socio-Economic Characteristics**

<table>
<thead>
<tr>
<th>UDA Characteristics: (Source: LEHD, 2010)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total Population</strong> – 258 persons</td>
</tr>
<tr>
<td><strong>Total Primary Jobs</strong> – N/A</td>
</tr>
</tbody>
</table>

**Jobs Within a 45 Minute Drive**

- **11,633**
- **Working Age Population Within a 45 Minute Drive**
  - **12,078**

**Jurisdiction Characteristics:**

<table>
<thead>
<tr>
<th>Population Growth</th>
<th>Source: Weldon Cooper Center</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>2010</strong></td>
<td>25,691</td>
</tr>
<tr>
<td><strong>2025</strong></td>
<td>30,343</td>
</tr>
</tbody>
</table>

**Source:** EPA Smart Location Database (U.S. Census tract data)
Urban Development Areas – Fluvanna 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**
  - Safety Features
  - Intersection Design
  - Improvements to the Natural Environment

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)

<table>
<thead>
<tr>
<th>GAP</th>
</tr>
</thead>
<tbody>
<tr>
<td>100</td>
</tr>
<tr>
<td>90</td>
</tr>
<tr>
<td>80</td>
</tr>
<tr>
<td>70</td>
</tr>
<tr>
<td>60</td>
</tr>
<tr>
<td>50</td>
</tr>
<tr>
<td>40</td>
</tr>
<tr>
<td>30</td>
</tr>
<tr>
<td>20</td>
</tr>
<tr>
<td>10</td>
</tr>
<tr>
<td>0</td>
</tr>
</tbody>
</table>

Highest Rated Overall Needs within UDA

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

Safety for all users
UDA Needs Profile: Scottsville

Fluvanna County’s 2009 Comprehensive Plan designates six Community Planning Areas (CPAs) within the County. The Scottsville CPA is the newest in the County, and has a historic nature that lends itself to neighborhood mixed-use development.

Location Characteristics

- **PDC- Thomas Jefferson Planning District Commission**
- **UDA Size** – 0.67 square miles
- **Year Designated** – 2009

**Comprehensive Plan Detail** – The county’s newest community planning area, Scottsville is also a historic town that lends itself to well-planned neighborhood mixed-use development with some limited neighborhood residential on the periphery. All development should enhance the character of the area and reinforce the village-like atmosphere of the town. A mix of smaller-scale commercial businesses, and office and residential uses, forms a village-like neotraditional development or series of interconnected developments. Commercial and office structures do not exceed two stories, and residential density is up to four dwelling units per acre (4 du/ac). Density may be increased with incentives such as open space, affordable housing, or transfer of development rights, depending on the zoning district standards.

Socio-Economic Characteristics

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

- **Total Population** – 591 persons
- **Total Primary Jobs** – 151 jobs

**Jobs by Industry**

- Retail Trade: 32%
- Construction: 40%
- Other Services: 13%
- Other Jobs: 15%

**Total Jobs by Earnings**

- $\leq 15,000 per year: 38%
- $15,000-$39,996 per year: 46%
- $> 39,996 per year: 17%

**Jobs Within a 45 Minute Drive**

- 6,204

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

- 11,939

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

Jurisdiction Characteristics:

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

- **2010**
  - 25,691
- **2025**
  - 30,343
  - **18.1%**
Urban Development Areas – Fluvanna 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
✓ Off-street parking
✓ Roadway operations
✓ Transit frequency
✓ Transit Operations
✓ Transit Capacity
✓ Transit Facilities
✓ Traffic Calming Features
✓ Improvements to the Natural Environment

External UDA Needs

High
✓ None listed

Moderate
✓ Off-street parking
✓ Roadway operations
✓ Transit frequency
✓ Transit Operations
✓ Transit Capacity
✓ Transit Facilities
✓ Traffic Calming 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
UDA Needs Profile – Fork Union

Fluvanna County’s 2009 Comprehensive Plan designates six Community Planning Areas (CPAs) within the County. The Fork Union CPA is located in the southeastern center of the County, including the villages of West Bottom, Thessalonia, Cloverdale, Weber City, and Dixie.

Location Characteristics

- **PDC**: Thomas Jefferson Planning District Commission
- **UDA Size**: 0.51 square miles
- **Year Designated**: 2009

**Comprehensive Plan Detail**: Located in the southeastern center of Fluvanna County, the Fork Union CPA contains 3,366 residents. This includes the village of Fork Union as well as the surrounding areas such as West Bottom, Thessalonia, Cloverdale, Weber City, and Dixie. Fork Union is a designated growth area (established pursuant to the Code of Virginia, section §15.2-2223.1). This historic village area is home to the Fork Union Military Academy and has access to some of the academy’s recreational amenities and open space. The area should remain a village, and surrounding growth should be a mixture of uses and residential dwelling types that serve a variety of incomes.

Geographic Location

---

Socio-Economic Characteristics

**UDA Characteristics**: (Source: LEHD, 2010)
- **Total Population**: 741 persons
- **Total Primary Jobs**: 3 jobs

**Jobs by Industry**

- Professional, Scientific, and Technical Services: 33%
- Accommodation and Food Services: 67%

**Total Jobs by Earnings**

- Total jobs: 5,468
- **Working Age Population Within a 45 Minute Drive**: 11,463

**Jobs Within a 45 Minute Drive**

- 5,468

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

- 11,463

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

Jurisdiction Characteristics:

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

- **2010**: 25,691
- **2025**: 30,343

- **2010**: 18.1%
Urban Development Areas – Fluvanna County

Current Place Type - Rural or Village Center

Planned Place Type - Large Town or Suburban Center

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

### Future Transportation Needs

<table>
<thead>
<tr>
<th>Internal UDA Needs</th>
<th>External UDA Needs</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>High</strong></td>
<td><strong>High</strong></td>
</tr>
<tr>
<td>✓ None listed</td>
<td>✓ None listed</td>
</tr>
<tr>
<td><strong>Moderate</strong></td>
<td><strong>Moderate</strong></td>
</tr>
<tr>
<td>✓ Off-street parking</td>
<td>✓ Off-street parking</td>
</tr>
<tr>
<td>✓ Roadway operations</td>
<td>✓ Roadway operations</td>
</tr>
<tr>
<td>✓ Transit frequency</td>
<td>✓ Transit frequency</td>
</tr>
<tr>
<td>✓ Transit Operations</td>
<td>✓ Transit Operations</td>
</tr>
<tr>
<td>✓ Transit Capacity</td>
<td>✓ Transit Capacity</td>
</tr>
<tr>
<td>✓ Transit Facilities</td>
<td>✓ Transit Facilities</td>
</tr>
<tr>
<td>✓ Traffic Calming Features</td>
<td>✓ Traffic Calming Features</td>
</tr>
<tr>
<td>✓ Improvements to the Natural Environment</td>
<td>✓ Improvements to the Natural Environment</td>
</tr>
<tr>
<td>✓ Street Grid</td>
<td>✓ Street Grid</td>
</tr>
<tr>
<td>✓ Bicycle Infrastructure</td>
<td>✓ Bicycle Infrastructure</td>
</tr>
<tr>
<td>✓ Pedestrian Infrastructure</td>
<td>✓ Pedestrian Infrastructure</td>
</tr>
<tr>
<td>✓ Complete Streets</td>
<td>✓ Complete Streets</td>
</tr>
<tr>
<td>✓ Safety Features</td>
<td>✓ Safety Features</td>
</tr>
<tr>
<td>✓ On-Street Parking</td>
<td>✓ On-Street Parking</td>
</tr>
<tr>
<td>✓ Off-Street Parking</td>
<td>✓ Off-Street Parking</td>
</tr>
<tr>
<td>✓ Intersection Design</td>
<td>✓ Intersection Design</td>
</tr>
<tr>
<td>✓ Signage/Wayfinding</td>
<td>✓ Signage/Wayfinding</td>
</tr>
</tbody>
</table>

### Existing Internal Needs Gap (% shortfall)

**Transportation system gap by need category**

(Represents the gap to fully promote UDA)

<table>
<thead>
<tr>
<th>Pedestrian Infrastructure</th>
<th>Bicycle Infrastructure</th>
<th>Signage/Wayfinding</th>
<th>Roadway Network</th>
<th>Transit Network</th>
<th>Connections Between Modes</th>
<th>Parking</th>
<th>Streetscaping</th>
</tr>
</thead>
<tbody>
<tr>
<td>GAP</td>
<td>100</td>
<td>90</td>
<td>80</td>
<td>70</td>
<td>60</td>
<td>50</td>
<td>40</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Highest Rated Overall Needs within UDA</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Locality ranked transportation needs within their UDAs (1 being the highest need, to 4 the lowest)</strong></td>
</tr>
<tr>
<td>None listed</td>
</tr>
</tbody>
</table>

None listed
UDA Needs Profile – Palmyra

Fluvanna County’s 2009 Comprehensive Plan designates six Community Planning Areas (CPAs) within the County. The Palmyra CPA is the historic county seat, straddling Routes 15 and 53, and is intended to be developed as a neighborhood mixed-use area.

Location Characteristics

PDC - Thomas Jefferson Planning District Commission
UDA Size – 0.03 square miles
Year Designated – 2009

Comprehensive Plan Detail - Centrally located, Palmyra serves as the county seat and governmental center. The village has natural and social resources that form a village atmosphere. These include the historic courthouse, Old Stone Jail and Main Street residences and businesses, the county administrative offices and courthouse, and the businesses that front Routes 15 and 53. Palmyra is one of the county’s designated growth areas (established pursuant to the Code of Virginia, section §15.2-2223.1). Commercial and neighborhood streets, along with rural roads, make up the transportation network, along with sidewalks, trails, and bicycle lanes. Open space includes Pleasant Grove, neighborhood parks, and greenways, along with the town square.

Geographic Location

Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

- Total Population – 73 persons
- Total Primary Jobs – 204 jobs

Jobs by Industry

- Public Administration: 2%
- Professional, Scientific, and Technical Services: 98%

Total Jobs by Earnings

- <= $15,000 per year: 18%
- $15,000-$39,996 per year: 43%
- > $39,996 per year: 40%

Jobs Within a 45 Minute Drive

- 8,017

Working Age Population Within a 45 Minute Drive

- 13,799

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

Jurisdiction Characteristics:

Population Growth (Source: Weldon Cooper Center)

- 2010: 25,691
- 2025: 30,343

Population Growth: 18.1%
Urban Development Areas – Fluvanna 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**
- Off-street parking
- Roadway operations
- Transit frequency
- Transit Operations
- Transit Capacity
- Transit Facilities
- Traffic Calming Features
- Improvements to the Natural Environment
- Street Grid
- Bicycle Infrastructure
- Pedestrian Infrastructure
- Complete Streets
- Safety Features
- On-Street Parking
- Off-Street Parking
- Intersection Design
- Signage/Wayfinding

**External UDA Needs**

**High**
- Roadway Capacity
- Roadway Operations
- Street Grid
- Safety Features

**Moderate**
- Transit Operations
- Bicycle Infrastructure
- Pedestrian Infrastructure
- Complete Streets
- On-Street Parking
- Off-Street Parking
- Intersection Design
- Signage/Wayfinding
- Traffic Calming
- Improvements to the Natural Environment

Existing Internal Needs Gap (% shortfall)

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

![GAP Chart]

**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
UDA Needs Profile – Lake Monticello

Fluvanna County’s 2009 Comprehensive Plan designates six Community Planning Areas (CPAs) within the County. The Lake Monticello CPA has grown rapidly in recent years, located around the Lake Monticello private community, is intended to be developed as a neighborhood mixed-use area.

**Location Characteristics**

- **PDC**: Thomas Jefferson Planning District Commission
- **UDA Size**: 6.8 square miles
- **Year Designated**: 2009

**Comprehensive Plan Detail** - Home to approximately half of the county’s residents, largely in the Lake Monticello community, this community planning area (established pursuant to the Code of Virginia, section §15.2-2223.1) lies adjacent to the municipal services of the Palmyra area. Surrounding growth should be a mixture of uses and residential dwelling types that serve a variety of incomes. Neighborhood mixed-use is needed to help offset the volume of single-family residential development in this community. Additional services and infrastructure are needed to accommodate more growth. Open space includes access to Pleasant Grove, neighborhood parks, and greenways.

**Geographic Location**


**Socio-Economic Characteristics**

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

- **Total Population**: 10,331 persons
- **Total Primary Jobs**: 578 jobs

**Jobs by Industry**

- Accommodation and Food Services: 41%
- Other Services (excluding Public Administration): 25%
- Retail Trade: 17%

**Total Jobs by Earnings**

- $\leq$ 15,000 per year: 43%
- 15,000-$39,996 per year: 39%
- > $39,996 per year: 17%

**Jobs Within a 45 Minute Drive**

- 15,822

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

- 30,187

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

**Jurisdiction Characteristics**

**Population Growth**

- **2010**: 25,691
- **2025**: 30,343

(Source: Weldon Cooper Center)
# Urban Development Areas – Fluvanna County

Current Place Type - Large Town or Suburban Center

Planned Place Type - Large Town or Suburban Center

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

<table>
<thead>
<tr>
<th>Future Transportation Needs</th>
<th>Internal UDA Needs</th>
<th>External UDA Needs</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>High</strong></td>
<td>✓ Safety Features</td>
<td>✓ Roadway Capacity</td>
</tr>
<tr>
<td></td>
<td>✓ Intersection Design</td>
<td>✓ Roadway Operations</td>
</tr>
<tr>
<td></td>
<td>✓ Signage/Wayfinding</td>
<td>✓ Transit Frequency</td>
</tr>
<tr>
<td></td>
<td>✓ Traffic Calming Features</td>
<td>✓ Transit Capacity</td>
</tr>
<tr>
<td></td>
<td>✓ Roadway Capacity</td>
<td>✓ Complete Streets</td>
</tr>
<tr>
<td>Moderate</td>
<td>✓ Bicycle Infrastructure</td>
<td>✓ Transit Operations</td>
</tr>
<tr>
<td>✓ Roadway Capacity</td>
<td>✓ Pedestrian Infrastructure</td>
<td>✓ Transit Capacity</td>
</tr>
<tr>
<td>✓ Roadway Operations</td>
<td>✓ Complete Streets</td>
<td>✓ Bicycle Infrastructure</td>
</tr>
<tr>
<td>✓ Transit Frequency</td>
<td>✓ On-Street Parking Capacity</td>
<td>✓ Pedestrian Infrastructure</td>
</tr>
<tr>
<td>✓ Transit Capacity</td>
<td>✓ Off-Street Parking Capacity</td>
<td>✓ Complete Streets</td>
</tr>
<tr>
<td>✓ Street Grid</td>
<td>✓ Pedestrian Infrastructure</td>
<td>✓ Complete Streets</td>
</tr>
</tbody>
</table>

## Existing Internal Needs Gap (% shortfall)

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

![GAP Chart]

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
- Circulation and access within the UDA
- Access to transportation networks beyond the UDA
- Friendly pedestrian and bicycle environment
- Transit enhancements
UDA Needs Profile

Greene County designated three Urban Development Areas (UDAs) in 2015: Corner Store Mixed Use Village Center, Ruckersville and Stanardsville Town Mixed Use Center. All three UDAs are located just north of Charlottesville, and situated along Route 29 and US 33, respectively.

Location Characteristics

PDC – Thomas Jefferson PDC
UDA Size – 1.24 square miles
Year Designated – 2015

Comprehensive Plan Detail - The Code of Virginia 15.2-2223.1 states that “the comprehensive plan shall further incorporate principles of new urbanism and traditional neighborhood development.” Since Greene County expects to grow in population into the future, creating highly livable towns where people choose to live and shop must be part of any strategy for rural preservation. In this Comprehensive Plan, the Mixed Use Village/Town Centers and the Senior Residential districts together meet these basic guidelines for density and compactness.

Geographic Location

Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

- Total Population – 4,406 persons
- Total Primary Jobs – 351 jobs

Jobs by Industry

<table>
<thead>
<tr>
<th>Industry</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Administration</td>
<td>25.30%</td>
</tr>
<tr>
<td>Retail Trade</td>
<td>47.90%</td>
</tr>
<tr>
<td>Health Care and Social Assistance</td>
<td>9.70%</td>
</tr>
<tr>
<td>Other Jobs</td>
<td>17.10%</td>
</tr>
</tbody>
</table>

Jobs by Earnings

<table>
<thead>
<tr>
<th>Earnings Range</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>$15,000 per year</td>
<td>52.40%</td>
</tr>
<tr>
<td>$15,000-$39,996 per year</td>
<td>29.60%</td>
</tr>
<tr>
<td>&gt; $39,996 per year</td>
<td>17.90%</td>
</tr>
</tbody>
</table>

Jobs Within a 45 Minute Drive

- 33,388

Working Age Population Within a 45 Minute Drive

- 78,524

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

Jurisdiction Characteristics:

Population Growth (Source: Weldon Cooper Center)

- 2010: 18,403
- 2025: 21,183
- Increase: 15.1%
Urban Development Areas – Greene County

Current Place Type - Large Town

Planned Place Type – Large Town

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

Future Transportation Needs

<table>
<thead>
<tr>
<th>Internal UDA Needs</th>
<th>External UDA Needs</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>High</strong></td>
<td><strong>High</strong></td>
</tr>
<tr>
<td>✓ Roadway Capacity</td>
<td>✓ Roadway Capacity</td>
</tr>
<tr>
<td>✓ Roadway Operations</td>
<td>✓ Roadway Operations</td>
</tr>
<tr>
<td>✓ Street Grid</td>
<td>✓ Street Grid</td>
</tr>
<tr>
<td>✓ Bicycle Infrastructure</td>
<td>✓ Bicycle Infrastructure</td>
</tr>
<tr>
<td>✓ Pedestrian Infrastructure</td>
<td>✓ Pedestrian Infrastructure</td>
</tr>
<tr>
<td>✓ Safety Features</td>
<td>✓ Safety Features</td>
</tr>
<tr>
<td>✓ Intersection Design</td>
<td>✓ Intersection Design</td>
</tr>
<tr>
<td><strong>Moderate</strong></td>
<td><strong>Moderate</strong></td>
</tr>
<tr>
<td>✓ Complete Streets Improvements</td>
<td>✓ Complete Streets</td>
</tr>
<tr>
<td>✓ Signage/wayfinding</td>
<td>✓ Signage/wayfinding</td>
</tr>
<tr>
<td>✓ Traffic Calming</td>
<td>✓ Traffic Calming</td>
</tr>
</tbody>
</table>

Existing Internal Needs Gap (% shortfall)

<table>
<thead>
<tr>
<th>Transportation system</th>
<th>GAP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian Infrastructure</td>
<td>90</td>
</tr>
<tr>
<td>Bicycle Infrastructure</td>
<td>80</td>
</tr>
<tr>
<td>Signage/wayfinding</td>
<td>70</td>
</tr>
<tr>
<td>Roadway Network</td>
<td>60</td>
</tr>
<tr>
<td>Transit Network</td>
<td>50</td>
</tr>
<tr>
<td>Connections Between Modes</td>
<td>40</td>
</tr>
<tr>
<td>Parking/Streetscoping</td>
<td>30</td>
</tr>
</tbody>
</table>

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
- Access to transportation networks beyond the UDA
Urban Development Areas – Germanna-Wilderness Area

UDA Needs Profile

The County of Orange designated the Germanna-Wilderness Area as a designated growth area in September 2015. The Germanna-Wilderness Area is located in the eastern part of Orange County, VA, bounded on the northern and eastern sides by the Rapidian River and on the southern side by the Spotsylvania County corporate line.

Location Characteristics

- **PDC** – Rappahannock-Rapidan Regional Commission
- **UDA Size** – 22.81 square miles
- **Year Designated** – 2015

**Comprehensive Plan Detail** - In 2015 the Germanna-Wilderness Area Plan (GWAP) was developed to guide and coordinate future private-sector development in the area along with corresponding public-sector investment for infrastructure and services. As a designated growth area, the establishment of the GWA is to meet the intent of 15.2-2223.1 of the Code of Virginia.

Geographic Location

Socio-Economic Characteristics

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

<table>
<thead>
<tr>
<th>Total Population</th>
<th>10,637 persons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Primary Jobs</td>
<td>1,243 jobs</td>
</tr>
</tbody>
</table>

**Jobs by Industry**

- Educational Services: 47%
- Retail Trade: 26%
- Accommodation and Food Services: 15%
- Other Jobs: 12%

**Total Jobs by Earnings**

- $15,000 or less: 34%
- $15,000-$39,996: 40%
- $39,996 or more: 26%

**Jobs Within a 45 Minute Drive**

- 23,242

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

- 75,381

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

**Jurisdiction Characteristics**

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

- 2010: 33,481
- 2025: 39,323
### Urban Development Areas – Germanna-Wilderness Area

**Current Place Type** – Small Town

**Planned Place Type** – Medium Town

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

#### Future Transportation Needs

<table>
<thead>
<tr>
<th>Internal UDA Needs</th>
<th>External UDA Needs</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>High</strong></td>
<td><strong>High</strong></td>
</tr>
<tr>
<td>✓ Roadway Capacity</td>
<td>✓ The ability to travel efficiently to other larger labor markets</td>
</tr>
</tbody>
</table>

**Moderate**

- ✓ Street Grid
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets Improvements
- ✓ Improvements to the natural environment

**Moderate**

**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
- Friendly pedestrian and bicycle environment
- Safety for all users