Transportation & Land Use

Coordination

- Virginia has always been progressive in Land Use Planning
- Transportation issues have risen over the past decade
- Linking transportation to land use planning

Significant Changes

- Transfer of Development Rights (TDR)
- Conditional Zoning Expansion
- Road Impact Fees
- Urban Development Areas (UDA)
- Secondary Street Acceptance
- Access Management
- Traffic Impact Analysis (TIA)

Transfer of Development Rights (TDR)

- A locality may set up a system where development rights from one area (sending) may be transferred to another area (receiving) within its boundaries or the boundaries of the neighboring city/town

Agriculture Use

20 Acres =

Possibility of

11 lots

at 1.75 acres each

Potential Residential Development

10 acre lot =

Possibility of

5 lots

At 1.75 acres each

Agriculture Use

20 Acres =

Transfer of 11 lots

to land desired

to be developed

Potential Residential Development

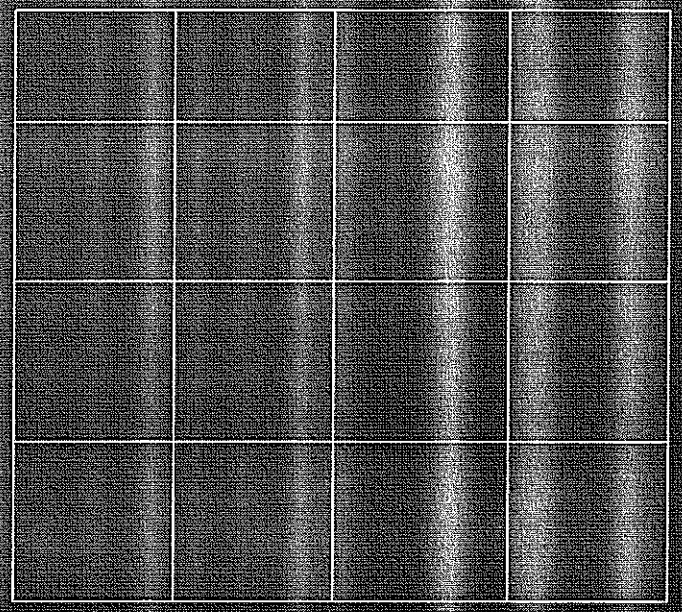
10 acre lot accepts transfer and can now divide into 16 lots (11+5)

Agriculture Use

20 acres
preserved

Residential Development

16 lots



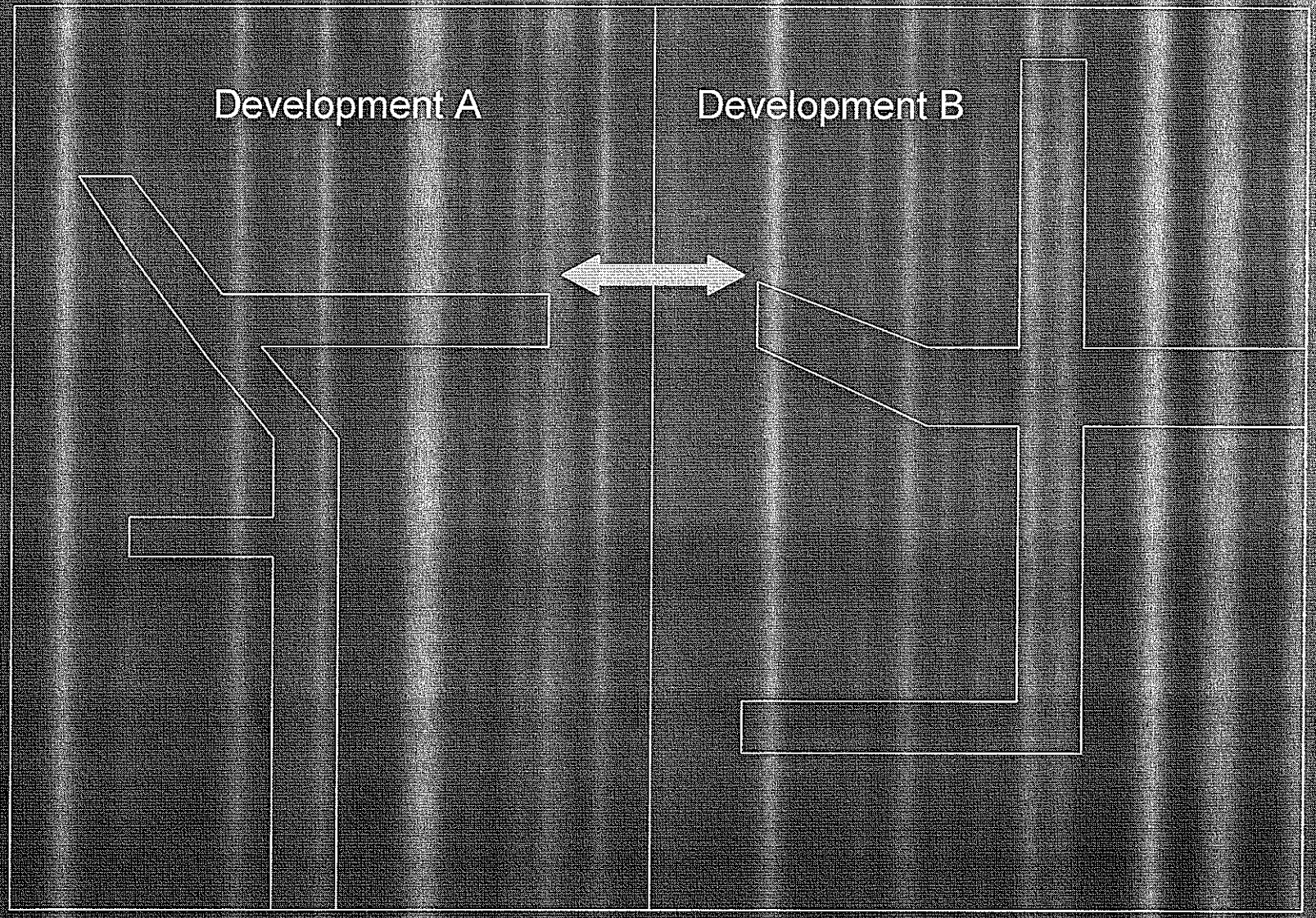
Expansion of Conditional Zoning

- Legislation enacted during the 2007 General Assembly Session that:
  - Allows most localities to accept Northern Virginia style proffers
  - Proffers may be used for a wide range of improvements
  - Proffers can include substantial cash payments, real property of substantial value and construction of substantial value

Urban Development Areas (UDA)

- House Bill 3202 (2007) requires 67 high growth localities to establish UDA's
- Localities must allow for compact densities of at least 4 units per acre.
- Must incorporate New Urbanism design principles such as inter-connected road network, and pedestrian accommodations

Connectivity



Road Impact Fees

- House Bill 3202 (2007) expanded the number of localities with authority to impose road impact fees (8 to 67)
- Localities eligible are the same localities that must establish UDA's

Road Impact Fees cont'd

- Impact fees may be charged in addition to proffers, provided credit is given for transportation related proffer contributions
- Impact fees may be assessed for road improvements that "benefit" the development, not just for road improvements that are "necessitated by and attributable to" the development

Road Impact Fees cont'd

- A locality may designate "impact fee service area," and assess impact fees on development within the service area
- VDOT is working on putting together a Model Impact Fee Ordinance that will be available to provide assistance to localities

Secondary Street Acceptance Requirements

- Senate Bill 1181 (2007) requires the Commonwealth Transportation Board to adopt new requirements for the acceptance of secondary streets
  - Connectivity of road and pedestrian networks
  - Minimize impervious surface area
  - Reduce storm-water run-off
  - Performance bonding requirements

Access Management

- Senate Bill 1312 / House Bill 2228 (2007) requires VDOT to develop access management requirements:
  - Reduce traffic congestion and impacts to the level of service of highways
  - Enhance public safety by decreasing traffic crash rates
  - Support economic development through the efficient movement of people and goods
  - Reduce the need for new highways and road widening by enhancing the performance of existing systems of state highways
  - Preserve public investment in new highways by maximizing their performance

Traffic Impact Analysis (TIA)

- This will provide accurate information on the impacts of a development on the transportation network to citizens and local decision makers
- VDOT's comments are advisory in nature
- Transparency and Uniformity are the goals

Traffic Impact Analysis cont'd

- VDOT is phasing its implementation of this regulation:
  - July 1, 2007- Northern Virginia, Richmond, and Salem
  - January 1, 2008- Culpeper, Fredericksburg, and Staunton
  - July 1, 2008- Bristol, Hampton Roads, and Lynchburg

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