



AUGUST 2016

TOWN OF VINTON



URBAN DEVELOPMENT AREAS

A Component of the Town of Vinton Comprehensive Plan

Michael Baker
INTERNATIONAL

 **RENAISSANCE**
PLANNING

TOWN OF VINTON

Mayor Bradley Grose
Council Member Matthew Hare
Council Member Keith Liles
Council Member Janet Scheid
Council Member Sabrina McCarty

Barry Thompson, Town Manager
Richard Peters, Assistant Town Manager
Anita McMillan, Planning Director
Julie Tucei, Planning and Zoning Coordinator
Karla Turman, Associate Planner

UDA ADVISORY COMMITTEE

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Stephanie Brown-Mead
Angie Chewning
Allison Finney
Tim Greenway
Bryan Hill
Joey Hiner
Chris Lawrence
Bob Lewis
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Chris McCarty
Dawn Michelsen
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Roger Saunders
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PLANNING COMMISSION

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I. SUMMARY OF UDA PROGRAM

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INTRODUCTION

Urban Development Areas (UDA) were authorized by the Code of Virginia in 2007 (Virginia Code § 15.2-2223.1.) as a requirement for certain high growth localities to designate areas “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.” Under the code designation, UDA are areas designated by a locality in their comprehensive plan for proximity to transportation facilities, redevelopment/infill potential, and higher density development, specifically at least four single-family residences per acre, six townhouses per acre, or 12 apartment-style units per acre, and commercial development densities equivalent to at least a floor area ratio of 0.4. The Town of Vinton (the “Town”) exceeds these guidelines. In 2012, however, the Code was amended to define UDA more broadly and make them optional rather than mandatory. In addition, under the House Bill 2 legislation established in 2014, areas designated as UDA in a local comprehensive plan have an additional level of potential eligibility for transportation funding from the State.

UDA, under the new Code designation, can be any areas designated by a locality in their comprehensive plan for higher density development that incorporate the principles of Traditional Neighborhood Development (TND). TND embodies classic characteristics of traditional communities such as walkable neighborhood centers, interconnected streets and blocks, diversity of land uses, and easy access to jobs, housing and recreation by a variety of travel options (auto, bus, walk, bike, etc.). Through legislation, the General Assembly has directed that transportation improvements to support UDA be considered in both the needs assessment contained in the Commonwealth of Virginia’s long range transportation plan known as VTrans, as well as be considered in the statewide prioritization process for funding capital projects.

For this reason, localities are encouraged to designate UDA or other similar growth areas as compliant with the Virginia Code § 15.2-2223.1 (Comprehensive Plan to include UDA). If a locality finds one or

more locally designated growth areas to be consistent with the Virginia Code § 15.2-2223:1 and would like to establish those areas as UDA code compliant, the local jurisdiction governing body, for the jurisdiction in which those locally designated growth areas are located, must take the following steps:

1. Complete a Comprehensive Plan Update or Board/Council Resolution. Update the comprehensive plan to identify which locally designated growth areas (with specific, identified boundaries) are consistent with the intent of the code. The Plan must specifically state that those locally designated growth areas are consistent with the intent of Virginia Code: § 15.2-2223.1, but is not necessarily required to use the term “Urban Development Areas.”
2. Following the locality governing body’s amendment to the Comprehensive Plan, the jurisdiction must communicate to the state Office of Intermodal Planning and Investment (OIPI) that this action has taken place. The resolution or updated plan should be made available to OIPI, and the locally designated growth area boundaries should be provided to OIPI through a clear description of the boundaries, a map of the boundaries, or if available, through Geographic Information Systems (GIS) mapping of the boundaries.

The Town was awarded a Tier 1 Grant under this program for \$65,000 in the form of consultant assistance, with the assignment of Michael Baker International (“Michael Baker”) and the Renaissance Planning Group, also known as the “Consultant Team,” to provide the professional consulting services. A Scope of Services was developed within the overall requirements of the Grant Program.

The Consultant Team assisted the Town in establishing UDA in areas with opportunities for continued physical and economic growth that would protect established residential neighborhoods and rural areas from incompatible development due to growth pressures, maximize infrastructure efficiency; and, create unique and exciting destinations. In addition, the Consultant Team provided traditional neighborhood development guidelines to codify a complete streets

approach and assisted with public participation processes, and other related tasks.

BACKGROUND

The Town has established corridors, as articulated in the 2010 Vinton Area Corridors Plan, where much of the commercial development and future growth and continued infill redevelopment is expected, especially in areas that are not utilized to their fullest capacity. These corridors provided the basis for formulating UDA and the extent of boundaries. UDA are intended to accommodate a significant portion of growth for the Town for the next 10 to 20 years; however, these UDA should not be construed as the only areas in the Town anticipated for growth and new development in the future.

The primary purpose of UDA legislation is to improve the future efficiency of state-funded road construction and maintenance. Current development patterns have resulted in increased traffic and the financial burden of maintaining an expanding road network for the Commonwealth.

The benefits of compactness and Traditional Neighborhood Design (TND) can address some of the transportation effects of suburban sprawl by locating a given number of residences or businesses closer together, these new uses can be connected to existing roads with shorter new road segments constructed and maintained at lower cost. By mixing commercial and residential uses in the same proximity, communities require much shorter trips to access daily needs. The pedestrian focus of communities also means that some trips may be made by walking, thus removing vehicle trips from roads.

Targeted growth within designated UDA provides benefits not only to the town, but to developer by reductions in infrastructure costs due to prioritization, benefits to homeowner with homes with above-average levels of walkability are worth more, and benefits to public with less tax burden for infrastructure, preserved rural and suburban areas and improved water and air quality. Lastly, with more transportation options located within a UDA means shorter travel times.

Compact growth can be as much as 70% cheaper for governments

Development located within an UDA can also help the Town reach its Comprehensive Plan land use goals. By allowing more intense development in the UDA, the Town has the opportunity to preserve open spaces and support the vitality of existing in-town uses. In addition to transportation and preservation benefits, compact development can also mean shorter and more efficient infrastructure connections for public water, stormwater, and sewer utilities, and improved response times for police and fire services.



Photo: Town of Vinton

THE UDA PROCESS AND SCOPE OF WORK

A Scope of Work with four tasks was developed during meetings and discussions between the Consultant Team and Town staff, and was approved by the Office of Intermodal Planning and Investment (OIPI). The tasks provided guidance in identifying UDA boundaries and its potential goals and policies. To ensure that the establishment of UDA for the Town is guided within a public process, an UDA Advisory Committee (“Committee”) was formed and included property and business owners, representatives from the Town Council and Planning Commission, and professional staff from Roanoke County and the Town of Vinton. A total of 4 Committee meetings were held (all open to the public), including a Public Open House and a joint work session of the Town Council and Planning Commission. Summary of meetings and corresponding tasks, as follows:

UDA Committee Meetings

November 30, 2015.....Task #1 Project Initiation
March 8, 2016.....Task #2 Potential UDA Boundaries
May 18, 2016.....Task #3 Ranking UDA and Preliminary Goals and Policies
June 28, 2016.....Task #4 Draft Comprehensive Plan Amendment and Bus Tour of UDA Locations

Public Open House

June 28, 2016

Town Council/Planning Commission Work Session

July 19, 2016

Policy & Regulatory Assessment

To ensure all goals of current and long-range documents that could affect the UDA process, the Consultant Team reviewed relevant background materials, including, but not limited to: all relevant planning documents, utility information, other documents that provide policy direction, existing development regulations; the zoning map; analysis mapping and economic analyses; and other documents as identified by Town staff. Key documents reviewed included:

Town of Vinton Planning Documents

2004	Comprehensive Plan
2004	Economic and Community Development Plan
2010	Vinton Area Corridors Plan
2010	Economic Restructuring Plan for Vinton
2010	Downtown Revitalization Plan
2010	Preliminary Architecture Report
2010	Preliminary Engineering Report
2014	Town of Vinton Traffic Count
2015	Ordinance No.960 Zoning Amendment Mixed Use Development (MUD)

Regional Documents

2007	Roanoke Valley Greenway Plan
2012	RVAMPO Bikeway Plan Update
2015	Regional Pedestrian Vision Plan

Each document was reviewed for goals and potential opportunities for a UDA to be implemented, whether a streetscape public space improvement, or a goal to realize more private investment and development. Many of the goals identified in the 2004 Comprehensive Plan provided central themes and a framework for the creation of UDA:

1. Gateway Entrance/ Corridor Improvements,
2. Housing and Neighborhood Preservation,
3. Greenways/Parks and Recreation/Youth Centers,
4. Economic Development, and
5. Downtown Redevelopment.



Photo: UDA Advisory Committee Meeting

The 2010 Vinton Area Corridors Plan identifies the major corridors and routes of travel that serve the Town of Vinton and neighboring communities. Washington Avenue, Virginia Avenue and Hardy Road serve as primary east-west corridors that traverse the Town. Walnut Avenue serves as gateway into the Town. South Pollard Street and Bypass Road serve as important connecting routes between Hardy Road, Virginia Avenue and Washington Avenue. These corridors lay the groundwork for identifying and guiding future development and redevelopment opportunities, including planned streetscape and transportation improvements, and thus a strategy for formulating the extents of UDA.

The Consultant Team's first site visit was conducted on November 30, 2015, which included a kick-off meeting with Town staff and the UDA Advisory Committee, to discuss and confirm overall project approach, schedule and deliverables. Committee members provided key goals that they wanted the Consultant to address, such as safe and walkable sidewalks, community, what makes a neighborhood great, and how to bring people to downtown and the Town. Questions submitted to the UDA Advisory Committee by the Consultant Team included:

- *Are there specific issues related to development standards that you believe need to be addressed during this project?*
- *What are the broader Town's goals that should be addressed?*
- *Given the Town's grant for technical assistance and the eight month planning process, what would you like to see as a result of this process?*
- *How do we make the Town as a destination?
How do we make people stop in the Town?*

The Committee discussion that followed focused on transformative projects that could revitalize multiple blocks and make a lasting focal point for the Town. Specific examples included the former Vinton Ford Motors properties and the former Vinton Library site that were discussed as desired places for revitaliza-

tion. More importantly, the Committee wanted new development and streetscape improvements to "tie things together," improve walkability, slow traffic down and especially, make it safe to cross Washington Avenue and other streets throughout the Town. The Town needs a central focus point with more diverse land uses, such as hotels and restaurants, as many noted. However, it was mentioned that there are needs to be less "red tape" and focus that should not be focused primarily in the downtown area

Based on this discussion, a reconnaissance of potential UDA sites and surrounding areas was conducted to gain a better understanding of land development issues, existing conditions, and if any additional data, research and field review was needed. In addition to information gathered on-site, the Consultant Team obtained GIS and aerial photograph files and prepared to-scale base and inventory base map series to begin the analysis of possible UDA boundaries. The Consultant Team also reviewed water and sewer utility availability, as provided by the Town to determine areas suitable for new development or where future improvements and upgrades need to occur.



Photo: Setting up for the Public Open House

DEVELOPMENT OF UDA BOUNDARIES

For the UDA Advisory Committee meeting that was held on March 8, 2016, the Consultant Team developed a series of maps, as well as a briefing presentation and support materials for staff and Committee to review and consider potential UDA areas within the Town. The mapping incorporated the following datasets:

- Parcels and Acreages
- Land Use and Growth Patterns
- Environmental and Natural Features
- Zoning and Policy Areas

Based on these datasets, base maps were developed for the purpose of evaluating preliminary UDA boundaries. As a starting point, the Future Land Use Map was used to determine zoning classifications that would allow for mixed-use development, such as, Central Business, General business and High Density Residential. [See UDA Boundaries over Future Land Use Map and Current Zoning]

Each potential UDA was then evaluated based on whether its location could accommodate targeted growth and/or capacity for revitalized and/or new development, given the community's vision, as well as offering the infrastructure support necessary to make new development projects successful. To be consistent with the intent of Virginia Code: § 15.2-2223.1, each potential UDA was reviewed for the following conditions:

- **Proximity to existing transportation facilities, Availability of public water and sewer systems,**
- **Proximity to areas of existing development, and**
- **Opportunities for new development or revitalization of existing development.**

Based on these datasets, criteria was developed to evaluate each potential UDA during the Committee meeting:

Compared UDA Acreage, Vacant or Underused Land, Zoning, Utility Services, Etc.

Is the potential UDA located on a major corridor, as defined by the 2010 Vinton Area Corridors Plan? How much acreage in the UDA is available land for redevelopment? What are the current conditions of the water and sewer capacity?

Reviewed Land Use and Growth Patterns, Proximity to Existing Transportation Facilities, Proximity to Areas of Existing Development and Opportunities for New Development or Revitalization of Existing Development.

Does the UDA have highly visibility, with high traffic counts, through-traffic and transit access?

Aligned UDA Locations with the Town's Policy Framework For Growth and Redevelopment – Current Zoning and Future Land Use.

Are there streetscape and transportation projects identified in local and regional planning documents that are located in within the proposed UDA boundary? Would this increase the potential of the project being implemented?

Input and Direction from Town Staff, Stakeholders and Residents.

What should be the goals and policies for each of these UDA? What UDA's should be prioritized for new development? What can the Town do to incentivize investment in these UDA's?

Each UDA was then analyzed from the perspective of whether it can leverage the Town's current and future investments, as well as streetscape and transportation-related projects identified in regional documents:

- Façade Improvement Program - (Number of buildings completed or enrolled in the Façade Improvement Program within the preliminary UDA boundary).
- Capital Improvement Program (CIP) - Number of CIP programs (current or future) within the preliminary UDA boundary
- Streetscape funding opportunities, such as Safe Routes to Schools, etc.
- Identify priority projects in Roanoke Valley Metropolitan Planning Organization's planning documents that are located within a UDA boundary.

During the third UDA Advisory Committee meeting, held on May 18, 2016, eight preliminary UDA boundaries were evaluated and finalized based on the criteria listed below. (Refer to UDA Boundaries Map)

1. Downtown UDA – is approximately 65.2 acres and its boundary includes all of the Central Business District and is defined by a roadway network that includes Gus Nicks Blvd, Washington Avenue and South Pollard Street.

2. Hardy Road East Gateway UDA – is approximately 18.3 acres and its boundary includes parcels adjacent to the Wolf Creek Greenway.

3. Mid-Town: Bypass Road/Hardy Road UDA - is approximately 125.3 acres, its boundary is defined by the areas adjacent to Washington Avenue, Bypass Road and Hardy Road. The 2004 Economic and Community Development Plan provided objectives of revitalization of the River Park Shopping Center between the intersections of Bypass Road/Washington Avenue and Bypass Road/Hardy Road, as a potential Town Center.

4. Mid-Washington Avenue Corridor UDA – is approximately 18.9 acres and its boundary includes all of the former Vinton Library and War Memorial sites, as well as additional parcels located along Washington Avenue towards South Mitchell Road.

5. Virginia Avenue West Gateway UDA - is approximately 39.9 acres, its boundary is defined by the parcels adjacent to West Virginia Avenue, between Tinker Creek Greenway and South Pollard Street.

6. Virginia Avenue/Hardy Road Corridor UDA - is approximately 20.9 acres, its boundary is defined by the parcels adjacent to Virginia Avenue, between South Pollard Street and Niagara Road.

7. Walnut Avenue West Gateway UDA - is approximately 13.6 acres, its boundary is defined by the parcels adjacent to Walnut Avenue, between Tinker Creek Greenway and 2nd Street.

8. Washington Avenue East Gateway UDA – is approximately 18.3 acres and its boundary includes parcels adjacent to the Wolf Creek Greenway.

ANALYSIS OF DEVELOPMENT CAPACITY FOR EACH UDA

After the draft UDA boundaries were agreed upon, the development capacity for each UDA was evaluated to determine if there is enough developable area to accommodate growth over the next 10 to 20 years. Each UDA was evaluated to determine the following:

- **Developed** areas of above average investment where improvement-to-land value ratios are in the top 75%. Low potential for future development because of current high-investment
- **Undevelopable** areas considered undevelopable per the UDA Legislation, such as parks, schools, public, tax-exempt, non-profit, government land, utilities or Right-of-Way (ROW)
- **Developable** vacant or underutilized areas have very low investment levels and are considered developable. Determine what percentage of a surface parking lot is developable while still meeting the parking requirements for new development.

The first step in this process was to establish population projection numbers for the next 10 and 20 years, and then determine amount of acres that are needed to accommodate that growth, testing several different land use scenarios that include a mix of housing types (townhomes, multi-family).

Table 8 in the 2004 Comprehensive Plan was updated to the 2010 Census, using the Projection Ratio of Roanoke County Growth, based on the 2010 U.S. Census projections, to determine the percentage growth for 2020 and 2030. Growth in Roanoke County for 2020 and 2030, is 6.54% and 5.74% respectively. Therefore, the population for the Town of Vinton is (8,624) for 2020 and (9,119) for 2030. The 2015 population projection (8,163) was included in the table for reference and is based on the Virginia Employment Commission findings. To determine the units required: 2030 population - 2015 population = 956 population. The 956 population is divided by 2.36 population per household (Census 2010/people per household for the region), which equals approximately 405 units by 2030. In addition, using VDOT guidelines for commercial square footage for each resident (60 square feet), an additional 57,360 square feet would be required to meet the service needs for the new population. See Table B - Required Housing and Commercial Acres Based on Population Projections.

The next step was to determine if there is enough acres to meet the 2030 population projection, based on current zoning. The total developable acres in the UDA is equal to the total undeveloped or unimproved land, defined as "Opportunity Sites" subtracted by Opportunity Sites located in the 100-year flood plain. In addition, each under-utilized surface parking lot was evaluated based on the total square foot required to meet parking requirements set by zoning. Note: public parks, schools and other public uses are excluded from Opportunity Sites.

Based on the UDA acreage and Opportunity Sites analysis, it was determined that there is substantial developable acreage (two times than actually needed) to meet the projected growth in commercial and residential population over the next 20 years. See Table A- UDA Acreage and Developable Area.

Table B - Required Housing and Commercial Acres Based on Population Projections provided various zoning options, from taking an average density per acre at current zoning between single-family, town homes and multi-family to utilizing the Mixed Use District (MUD) that has a more aggressive density per acre.

TABLE 8: POPULATION PROJECTIONS – REVISED – TOWN OF VINTON (2010-2030)							
2010	2015	2010-2015 Change	2020	2015-2020 Change	2030	2015-2030 Change	2020-2030 Change
Town of Vinton							
8,098	8,163	65 (.008%)	8,624	526 (5.8%)	9,119	956 (10%)	495 (5.4%)
Roanoke County							
92,376	-	-	98,413 (6.54%)	-	104,063 (5.74%)	-	-
Source: Population projections for 2020 and 2030 are based on Proportional Ratio of County Growth, per the 2010 U.S. Census. The 2015 population estimate is based on the Virginia Employment Commission estimate.							

TABLE A: UDA ACREAGE AND DEVELOPABLE AREA

UDA	ACRES	OPPORTUNITY ACRES
Downtown	65.2 AC	7.71 AC
Hardy Road East Gateway	42.1 AC	13.2 AC
Mid-Town: Bypass Road/Hardy Road	125.3 AC	56.7 AC
Mid-Washington Avenue Corridor	29.5 AC	16.6 AC
Virginia Avenue West Gateway	39.9 AC	.4 AC
Virginia Avenue/Hardy Road Corridor	20.9 AC	4.0 AC
Walnut Avenue West Gateway	13.6 AC	.3 AC
Washington Avenue East Gateway	18.3 AC	3.2 AC
TOTAL	325.3 AC	102.11 AC

Note:

Total Acres = Total UDA Acreage – Public Right-of-Way

Opportunity Acres = [Undeveloped/Unimproved Parcels] – [Public Right-of-Way + 100-Year Floodplain]

TABLE B - REQUIRED HOUSING AND COMMERCIAL ACRES BASED ON POPULATION PROJECTIONS

Current Zoning Single Family (4 DU/AC), Townhomes (8 DU/AC), Multi-Family (20 DU/AC). MUD: 25 DU/AC	Housing – Required Acres 2015-2030 (+956 Pop) 956/2.36 Population per Household* = 405 Units	Commercial – Required Acres 956 x 60 sf/unit= 57,360 SF (1.3 AC)	Total Required Acres
Options			
A. (SF+TH+MF)/3 = 10.6 DU/AC	38.2 AC	1.3 AC	39.5 AC
B. (TH+MF/2)= 14 DU/AC	28.9 AC	1.3 AC	30.2 AC
C. (SF+TH+MF+MUD)/4 14.25 DU/AC	28.4 AC	1.3 AC	29.7 AC
D. TH+MF+MUD/3 = 17.6 DU/AC	23.0 AC	1.3 AC	24.3 AC
E. MUD: 25 DU/AC	16.2 AC	1.3 AC	17.5 AC

Source: 2010 US Census and 2005-7 US Census American Community Survey

Based on the population analysis, it is now possible to take the eight UDA and organized them into two tiers. Tier I UDA have greater site visibility, development capacity, availability of infrastructure, opportunities for new development, and ability to implement streetscape and transportation-related priorities, as defined and adopted in local and regional documents. Tier II UDA generally have less capacity for new development, but are in need of new streetscape, transit and transportation improvements. All UDA's will introduce TND principles in a way that best promotes the Town's vision for its future growth, with designated boundaries as shown on the UDA Boundaries Map.

Tier I

1. Downtown UDA
2. Hardy Road East Gateway UDA
3. Mid-Town: Bypass Road/Hardy Road UDA
4. Mid-Washington Avenue Corridor UDA

Tier II

5. Virginia Avenue West Gateway UDA
6. Virginia Avenue/Hardy Road Corridor UDA
7. Walnut Avenue West Gateway UDA
8. Washington Avenue East Gateway UDA

cies for each UDA, as indicated in the Comprehensive Plan Amendment text. See Checklist Exhibit.

In addition, concept renderings were completed for Downtown UDA, Mid-Town: Bypass Road/Hardy Road UDA and Virginia Avenue West Gateway UDA to show what development and streetscape could look like over the next 20 years by implementing the goals and policies for each UDA and by employing TND guidelines to promote compact mixed-use development with articulated massing for interest, consistent street trees, wide sidewalks, enhanced crosswalks, and pedestrian gateway wayfinding elements. See IV. TND Concept Examples.

DEVELOPMENT OF GOALS AND POLICIES FOR EACH UDA

The focus of the last UDA Advisory Committee meeting that was held on June 28, 2016, was to determine Goals and Policies for each UDA, in order to guide and promote development, bring new investment, and initiate public right-of-way improvements to create a safe and inviting environment. A checklist was developed that included Complete Streets Elements (striped crosswalks, bicycle lanes, sidewalks, etc.), Economic Development Strategies (housing, hotel development, special events, "catalyst" development, etc.), Parks and Open Space and Planning and Policies that are specifically needed for each UDA. Each Committee member was asked to check the elements important for each UDA. An empty box was included for Committee members to write-in suggestions. Comments received from the Committee members became the basis for establishing the Goals and Poli-

**Complete Streets**

Promotes street designs that enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.

- ☐ Bicycle Lanes
- ☐ Sidewalk Bulb-outs
- ☐ Traffic Calming
- ☐ Signalized Intersections
- ☐ Street Trees
- ☐ ADA Requirements
- ☐ Pedestrian Amenities and Seating
- ☐ Striped Crosswalks
- ☐ Landscaping
- ☐ On-street Parking
- ☐ Pedestrian Crossing Signal
- ☐ Widen Sidewalks
- ☐ Wayfinding
- ☐ Lighting
- ☐ Transit Service and Access

OTHER:

Multi-Modal Transit Center

- ☐ Multi-Modal Transit Center provides local and regional access, facilitates and centralizes route transfers, serves multiple modes of transportation, alleviates congestion and encourages new mixed-use development.

Economic Development

- ☐ Event Center
- ☐ Street Festivals, Art Events, etc
- ☐ Mixed-Use Development
- ☐ Adaptive Re-Use of Buildings
- ☐ "Catalyst" Development Site
- ☐ Lifestyles Center
- ☐ Redevelopment of Existing Strip Mall
- ☐ Basic Services
- ☐ Hotel Development
- ☐ Housing
- ☐ Restaurants
- ☐ Live-Work
- ☐ "Incubators" Start-Up Businesses
- ☐ Office

OTHER:

Parks and Open Space

- ☐ Pocket Parks
- ☐ Parklets

OTHER:

Planning and Policies

- ☐ Specific Plan
- ☐ Public/Private Development Plan
- ☐ Streetscape Plan
- ☐ Incentives
- ☐ Traditional Neighborhood Design
- ☐ Design Guidelines
- ☐ Streetscape Manual
- ☐ Outdoor Cafes
- ☐ Collaboration with Arts Groups
- ☐ Event Promotion
- ☐ Business Councils, Advisory Groups
- ☐ Traffic Calming Improvements
- ☐ Roundabouts
- ☐ Parking Policy

OTHER:

Comments

	1. Downtown	2. Mid-Washington Corridor	3. Washington East Avenue Gateway	4. Hardy Road East Gateway	5. Bypass Road/ Hardy Road "Mid-Town"	6. Virginia Avenue/ Hardy Road Corridor	7. Virginia Avenue West Gateway	8. Walnut Avenue West Gateway
Highly visible site (Traffic Data)	HIGH	HIGH	HIGH	MED	MED	MED/LOW	MED/LOW	LOW
Total Acres	65.2 AC	18.9 AC	18.3 AC	42.1 AC	125.3 AC	20.9 AC	39.9 AC	13.6 AC
Under-Utilized Parcels (#/Acres)	26.0 AC	15.1 AC	3.2 AC	13.2 AC	56.7	4.0 AC	.4 AC	.8 AC
% Developable	40%	80%	17%	31%	45%	19%	1%	6%
Linear Corridor Frontage	5,403 FT	1,170 FT	1,650 FT	2,328 FT	6,462 FT	3,050 FT	2,286 FT	3,160 FT
Town/County Owned Land (P/AC)	YES	YES	-	-	-	-	-	-
Water/Sewer Availability								
New Development (Current/Pipeline)	YES	YES	-	-	-	-	-	-
5 Year CIP	YES	-	-	-	-	-	-	-
Public Projects (Current/Pipeline)	YES - HIGH #	-	-	-	-	-	-	YES
Cultural, Historical Resources, Schools	YES	YES	-	YES	-	-	-	-
Parking	On-Site & Street	Limited Street & On-Site	Limited Street & On-Site	Limited, On-Site	Limited Street & On-Site	Street Parking, Limited On-Site	Street Parking, Limited On-Site	Street Parking Limited On-Site
2004 Comp Plan – Key Intersection	1	-	-	-	2	-	-	-
2004 Comp Plan – Entrance Point	X	-	X	X	-	-	X	X
2007 Roanoke Valley Conceptual Greenway Plan	-	-	-	-	X	X	X	-
2010 Vinton Areas Corridor Plan	X	X	X	X	X	X	X	X
2011 Downtown Revitalization Plan	X	-	-	-	-	-	-	-
2012 Bikeway Plan (RVAMPO)	V(1)P(1)	V	V	P	P	P	P	P
2015 Roanoke Valley Pedestrian Vision Plan (High)	3	1	-	3	2	1	1	1

Exhibit: UDA Evaluation Matrix












































	1. Downtown	2. Mid-Washington Corridor	3. Washington East Avenue Gateway	4. Hardy Road East Gateway	5. Bypass Road/ Hardy Road "Mid-Town"	6. Virginia Avenue/ Hardy Road Corridor	7. Virginia Avenue West Gateway	8. Walnut Avenue West Gateway
SITE VISIBILITY								
DEVELOPMENT CAPACITY								
INFRASTRUCTURE								
NEW DEVELOPMENT (PUBLIC AND PRIVATE)								
CURRENT & LONG-RANGE PLANNING DOCUMENTS: IMPLEMENT GOALS AND PRIORITIES								
 SATISFACTORY  SATISFACTORY WITH LIMITATIONS  INADEQUATE								

Exhibit: UDA Criteria Ranking

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II. UDA COMPREHENSIVE PLAN AMENDMENT



TO BE ADDED TO CHAPTER 5 LAND USE AND TRANSPORTATION

URBAN DEVELOPMENT AREAS (UDA)

Urban Development Areas (UDA) were originally authorized by the Code of Virginia in 2007 (Virginia Code § 15.2-2223.1.) as a requirement for certain high growth localities to designate areas “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.” Under the code designation, UDA are areas designated by a locality in their comprehensive plan for proximity to transportation facilities, redevelopment/infill potential, and higher density development, specifically at least four single-family residences per acre, six townhouses per acre, or 12 apartment-style units per acre, and commercial development densities equivalent to at least a floor area ratio of 0.4. In 2012, however, the Code was amended to define UDA more broadly and make them optional rather than mandatory. In addition, under the House Bill 2 legislation established in 2014, areas designated as UDA in a local comprehensive plan may have an additional level of potential eligibility for transportation funding from the State.

The Town currently exceeds the State Code provisions for UDA densities per current zoning by allowing up to 20 dwelling units per acre for High-Density Residential and up to 24 dwelling units per acre in the Mixed-Use Development (MUD) district. The Code also specifies that UDA shall incorporate the principles of Traditional Neighborhood Development (TND). TND embodies classic characteristics of traditional communities such as walkable neighborhood centers, interconnected streets and blocks, diversity of land uses and easy access to jobs, housing and recreation by a variety of travel options (auto, bus, walk, bike, etc.). The Code also recommends that the Comprehensive Plan describe any financial or other incentives for development in the UDA.

The State Code recommends that the UDA be able to accommodate the projected residential and commercial growth for the next 10 to 20 years. Based on population projection that is based on proportional ratio of county growth, the Town is expected to add

approximately 956 people during the next 20 years. This growth will require an estimated 405 housing units and 57,360 square feet of commercial space (retail and commercial), as shown in Table 1 - Town of Vinton Projected Population.

The Town has designated a series of areas for adoption as UDA based on an analysis of their potential for new development and/or redevelopment through location, existing development patterns, zoning and access to infrastructure.

Each of the UDA represent acceptable locations to accommodate targeted growth and/or capacity for revitalization and new development, given the community’s vision, as well as representing areas readily offering the infrastructure support necessary to make TND projects successful. In general, these UDA have been located based upon State Code guidance such that they feature:

- Proximity to existing transportation facilities,
- Availability of public water and sewer systems,
- Proximity to areas of existing development, and
- Opportunities for new development or revitalization of existing development.

UDA LOCATIONS

Eight UDA have been selected and organized into two tiers. Tier I UDA have greater site visibility, development capacity, availability of infrastructure, opportunities for new development, and ability to implement streetscape and transportation-related priorities, as defined and adopted in local and regional documents. Tier II UDA generally have less capacity for new development, but are in need of new streetscape, transit and transportation improvements. All UDA will introduce TND in a way that best promotes the Town’s vision for its future growth, with designated boundaries as shown on the UDA Boundaries Map.

Tier I

1. Downtown UDA
2. Hardy Road East Gateway UDA
3. Mid-Town: Bypass Road/Hardy Road UDA
4. Mid Washington Avenue Corridor UDA

Tier II

5. Virginia Avenue West Gateway UDA
6. Virginia Avenue/Hardy Road Corridor UDA
7. Walnut Avenue West Gateway UDA
8. Washington Avenue East Gateway UDA

UDA GOALS AND STRATEGIES

Tier I

1. **Downtown UDA** - is approximately 65.2 Acres and its boundary includes all of the Central Business District and is defined by a roadway network that includes Gus Nicks Blvd, Washington Avenue and S. Pollard Street. Targeted growth should include a mix of infill and new mixed-use development with active commercial use at the ground level.

1A. Develop a Specific Plan that establishes the “Heart of the Downtown” and focal point for residents, visitors and workers alike. The Specific Plan should identify opportunities for pocket parks, a town square and events that can attract a regional audience. The Specific Plan should implement the principles of TND through an urban design framework that includes adaptive reuse and design guidelines for the current and new buildings, capital improvement priorities and suggestions for improved linkages to current and planned parks and trail improvements.

1B. Develop a Downtown Streetscape Manual to be applied within the Downtown UDA boundary that implements “Complete Street” elements and establishes consistent sidewalk finishes, street trees, crosswalks, bicycle infrastructure consistent with the priorities of regional documents and associated streetscape details that are to be implemented by public and private development.

1C. Develop a Streetscape Plan for Washington Avenue, from Gus Nicks Blvd to Wolf Creek Greenway. The Streetscape Plan should explore the idea of implementing “road diet” whereby the number of travel lanes and/or effective width of the road is reduced in order to achieve systemic improvements. The Streetscape Plan should implement “Complete Street” elements with consistent sidewalk finishes, street trees,

striped crosswalks with pedestrian signalization at all intersections, bicycle infrastructure consistent with regional documents and associated streetscape details that are to be implemented by public and private development.

1D. Develop a pedestrian wayfinding signage system that includes vehicular and pedestrian wayfinding, as well as retail kiosks and street banners to promote downtown businesses.

1E. Implement a Downtown Gateway Entry sign at Gus Nick Blvd, prior to turning into Washington Avenue that is supported by landscaping and lighting at night.

1F. Renovate the Vinton Farmers’ Market for year-round use.

1G. Evaluate potential safety improvements related to access and parking issues at the Vinton Post Office.

1H. Expand the boundaries of downtown façade program in accordance with the Downtown UDA boundary

1I. Promote Downtown as a public event center for the Town, and evaluate the necessary policies and process in-place that facilitates additional street festivals and art events.

1J. Partner with organizations, schools and non-profits to promote the arts in downtown, including locating public art to mark key paths of movement.

1K. Study the potential of creating a Special Service District with a value capture model based on future developments within the Downtown UDA that could be used to finance right-of-way improvements.

1L. Develop a Downtown Parking Plan to determine how much parking is currently needed within the Downtown UDA and how much parking will be needed to support new mixed-use development projects consisting of commercial, retail and residential uses over the next 10 and 20 years.

II. UDA Comprehensive Plan Amendment

2. **Hardy Road East Gateway UDA** - is approximately 18.3 acres and its boundary includes parcels adjacent to the Wolf Creek Greenway. Targeted growth should be focused on the redevelopment of under-utilized parcels to create an eastern gateway into the Town along Hardy Road.

2A. Implement a signalized striped crosswalk and median refuge at Hardy Road directly adjacent to the W.E. Cundiff Elementary School to allow for safe street crossing.

2B. Leverage the Safe Routes to School (SRTS) Program in identifying capital improvements that enable and encourage children to safely walk and bicycle to school activities and can be eligible to compete for funding alongside other programs, including the Transportation Enhancements program and Recreational Trails program, which is part of the Transportation Alternatives Program.

2C. Develop a Streetscape Plan for Hardy Road, from Bypass Road to Wolf Creek Greenway. The Streetscape Plan should implement "Complete Street" elements with consistent sidewalk finishes, street trees, striped crosswalks with pedestrian signalization at all intersections, bicycle infrastructure consistent with regional documents and safe pedestrian access to the W.E. Cundiff Elementary School and associated streetscape details that are to be implemented by future public and private development.

3. **Mid-Town: Bypass Road/Hardy Road UDA** - is approximately 125.3 Acres, its boundary is defined by the areas adjacent to Washington Avenue, Bypass and Hardy roads. Targeted growth should evaluate the revitalization of the River Park Shopping Center between the intersections of Bypass Road/Washington Avenue and Bypass Road/Hardy Road, as a potential Town Center, as well as various under-utilized parcels and opportunities located along Hardy Road, including the reutilization of Lake Drive Plaza to include mixed-use residential development with pedestrian plazas and park promenades.

3A. Evaluate the redevelopment potential of the River Park Shopping Center for a planned commercial

development or new master planned Town Center that would include residential and commercial uses and public park space.

3B. Develop a Request for Proposals (RFP) soliciting services for a "Master Developer" or the creation of a development partnership or corporation composed of key property owners, businesses, and the Town as its lead partner, that would result in the strategy for the assemblage of land, financing, and the development of a new Town Center over the next 10 and 20 years, with commitments from prospective businesses and financing partnerships.

3C. Identify support infrastructure needs to help generate the private investments in the New Town Center.

3D. Allow for the adaptive reuse to convert existing residential uses to commercial uses along Hardy Road.

3E. Develop a gateway sign that announces the entry into "Mid-Town" at the corner of Washington Avenue and Bypass Road, as part of the redevelopment of the River Park Shopping Center. The gateway sign should be supported by landscaping and appropriate lighting to increase visibility at night.

3F. Study the potential of creating a Special Service District with a value capture model based on future developments within the Mid-Town UDA that could be used to finance right-of-way improvements.

4. **Mid Washington Avenue Corridor UDA** - is approximately 18.9 acres, and its boundary includes all of the former Old Library and War Memorial sites, as well as additional parcels located along Washington Avenue towards South Mitchell Road.

4A. Rezone the War Memorial site to General Business or Mixed Use District (MUD) to allow for mixed-use and commercial development.

4B. Implement a striped crosswalk with pedestrian signalization at Washington Avenue and Meadow Street to enhance public safety.

4C. Continue to promote the Old Library/War Memorial site as a public event center for the Town, and evaluate the necessary policies and process in-place that facilitates additional events.

4D. Promote the infill development at vacant or under-utilized parcels along Washington Avenue. New development should employ TND guidelines in the massing of the build and setback from the right-of-way.

Tier II

5. **Virginia Avenue West Gateway UDA** - is approximately 39.9 Acres, its boundary is defined by the parcels adjacent to West Virginia Avenue, between Tinker Creek Greenway and S Pollard Street. Targeted growth should provide for infill development at under-utilized or vacant sites.

5A. Develop a West Virginia Avenue Streetscape Plan that connects Tinker Creek Greenway to Glade Creek Greenway to Downtown. The Streetscape Plan should implement “Complete Street” elements with consistent sidewalk finishes, street trees, striped crosswalks with pedestrian signalization at all intersections, bicycle infrastructure consistent with regional documents and associated streetscape details that are to be implemented by public and private development.

5B. Implement a gateway sign at West Virginia Avenue located near the Tinker Creek Greenway to signifying the west entry into the Town. The gateway structure should be supported by landscaping and appropriate lighting to increase visibility at night.

5C. Implement a striped or paved pedestrian crosswalk with pedestrian signalization at the signalized driveway entry to the parking lot and building, currently known as the Precision Fabrics Group.

5D. Provide a bus shelter at the bus stop at West Virginia Street and 2nd street.

6. **Virginia Avenue/Hardy Road Corridor UDA** - is approximately 20.9 Acres, its boundary is defined by the parcels east adjacent to Virginia Avenue, be-

tween S. Pollard Street and Niagara Road. Targeted growth should provide for infill development at under-utilized or vacant sites.

6A. Develop Streetscape Plan for Virginia Avenue, from S. Pollard Street to Niagara Road. The Streetscape Plan should implement “Complete Street” elements that connect Downtown with Mid-Town with consistent sidewalk finishes, street trees, and striped crosswalks with pedestrian signalization at all intersections, bicycle infrastructure consistent with regional documents and associated streetscape details that are to be implemented by public and private development.

6B. Promote the infill development at vacant or under-utilized parcels. New development should employ TND guidelines in the massing of new buildings and reduced setbacks from the street.

7. **Walnut Avenue West Gateway UDA** - is approximately 13.6 Acres, its boundary is defined by the parcels adjacent to Walnut Avenue, between Tinker Creek Greenway and 2nd Street. Targeted growth should provide for infill development at under-utilized or vacant sites.

7A. Develop Streetscape Plan for Walnut Avenue, from Glade Creek Greenway to 2nd Street. The Streetscape Plan should implement “Complete Street” elements that lead back to Downtown with consistent sidewalk finishes, street trees, striped crosswalks with pedestrian signalization at all intersections, bicycle infrastructure consistent with regional documents and associated streetscape details that are to be implemented by public and private development.

7B. Develop gateway signage at Walnut Avenue, supported by landscaping and appropriate lighting on the signage to increase visibility at night.

7C. Implement the Walnut Avenue Six-Year Improvement Project, Phase III (5th Street to West Town Limits) per the Vinton Area Corridor Plan.

7D. Implement a striped crosswalk at Walnut Avenue linking to Glade Creek Greenway.

7E. Implement Traffic Calming improvements along Walnut Avenue to slow traffic down as one enters Downtown

8. **Washington Avenue East Gateway UDA** - is approximately 18.3 acres and its boundary includes parcels adjacent to the Wolf Creek Greenway. Targeted growth should be focused on the redevelopment of under-utilized parcels to create significant mixed-use street frontages and eastern gateway into the Town along Washington Avenue.

8A. Provide a signalized and striped pedestrian crosswalk at Lynn Haven Circle to provide safe pedestrian access and crossing to the Wolf Creek Greenway.

8B. Implement gateway signage to signifying the eastward entry into the Town. The gateway structure should be supported by colorful, year-round landscaping and appropriate lighting to increase visibility at night.

ADD TO PUBLIC WORKS AND UTILITIES

Future utility infrastructure improvements should be prioritized in the identified UDA in the Town of Vinton. However, it should also be recognized that other non-UDA growth areas (single-family districts, industrial districts) will need utility improvements. To the extent possible, federal, state and local transportation, housing, water and sewer facility, economic development, and other public infrastructure funding for new and expanded facilities shall be directed to designated UDA to accommodate targeted growth in a manner consistent with this section.

ADD TO FUTURE LAND USE MAP

Designated UDA are sufficient to accommodate the next 10 to 20 years of growth for the Town of Vinton, however, these are not the only areas in the Town anticipated for growth and new development in the future.

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III. TRADITIONAL NEIGHBORHOOD DEVELOPMENT (TND) GUIDELINES



TO BE ADDED TO CHAPTER 5 LAND USE AND TRANSPORTATION AFTER URBAN DEVELOPMENT AREAS

Traditional Neighborhood Development (TND) guidelines are a set of principles and objectives intended to guide potential updates to the Town's zoning regulations, as they relate to building massing, land use and streetscape design. The principles and performance standards address the following areas:

TEN GENERAL PRINCIPLES OF TRADITIONAL NEIGHBORHOOD DEVELOPMENT GUIDELINES

1. Provide a discernible center within a neighborhood or major new project. This is often a square, park or plaza and is sometimes located at an important street intersection. A transit stop would be located at this center.
2. Provide a mix of residential uses to provide housing opportunities for residents of different incomes, ages, family sizes, and lifestyles.
3. Connect new streets to the overall street network in surrounding areas. This provides a variety of potential circulation options and disperses traffic congestion.
4. Narrow streets shaded by rows of trees. This slows down the traffic, creating an environment that is better for the pedestrian and the bicycle.
5. Place buildings close to the street. This creates a strong sense of place.
6. Relegate parking to the rear of buildings. Parking lots and garage doors should rarely front the streets.
7. Reserve certain prominent sites for civic buildings. Buildings for meeting, education, religion, or culture are often located at the termination of the street vistas or at a neighborhood center.
8. Encourage mixed-use, compact development that is pedestrian in scale and sensitive to environ-

mental characteristics of the land, and facilitates the efficient use of services within the Town.

9. Have residences, shopping, employment, and recreational uses located in close proximity to each other and efficiently organized to provide for the daily needs of residents.

10. Provide efficient circulation systems for pedestrians, non-motorized vehicles, and motorists that serve to functionally and physically integrate the various land use activities.

A LEXICON OF DESIGN ELEMENTS

Gathering Point: a feature such as a Green, Park, Corner Store, Post Office, Library, Town Hall, Community Center, Train Station, Theatre, or other Civic Use; typically located along a "Main Street" or in a neighborhood or town center; provides a place for special events.

Walkable Service Area: features a ¼ to ½ mile (5 to 10 minute walk) radius from any point in the neighborhood to goods and services.

Mix of Uses: combines Residential, Commercial, Institutional, Recreational and Open Space uses in a diversified but seamless arrangement; also combines first floor retail with second floor apartments and/or offices; encourages live-work units and granny flats as Accessory Dwelling Units.

Parks and Open Space: creates the green, square or park to enhance and beautify the Town/Neighborhood Center and neighborhood; a system of "green spaces" ecologically balanced with the built environment and distributed within the community; includes a "green edge" of open space to help shape neighborhoods and towns; forms the countryside between towns, villages, and other places.

Interconnected Streets: the organization of streets and blocks that integrates boulevards, avenues, neighborhood streets, and alleys into an interconnected grid, and links to pedestrian and other motorized and non-motorized transportation systems; building

frontages defining street walls that help to create outdoor rooms in the streetscape; street vistas that terminate with public space, landmark structures or civic buildings.

On-Street/Parallel Parking: to support local businesses and provides a separator between moving traffic and pedestrians; and promotes effective “traffic calming” by slowing down the speed of vehicles.

Lanes (Alleys): in order to maintain street frontages on major streets without driveway curb cuts, vehicular access and parking provided parking in the rear of the building frontage, with opportunities for rear access for deliveries and utilities.

Sidewalks/Crosswalks/Pedestrian Paths/Walkways: serve to link uses, buildings, lots and streets together; accommodates a healthy pedestrian circulation network; provides close to home opportunities for exercise; enhances wayfinding and an appreciation of the neighborhood/place.

Diversity of Building Types: focuses on buildings designed by type, not solely by function, to allow for adaptations and changes in use (e.g. from dwelling, to shop, to work place, to civic use); most appropriate when an expression of regional/local context and style.

Porch/Portico/Colonnade: serves as transition element from the private realm of the building to public realm of the sidewalk and street; provides shade; promotes a finer, more ornamental “texture” of the building; creates a cozy space to sit, walk, relax; provides the outdoor room for greeting and socializing with neighbors and friends.

Shade Trees: provides a canopy/overhead plane to help create an “outdoor room”; and (as shade trees) provides an “old shade” character to the neighborhood district.

Neighborhood Identity: promoted by district identification and gateway signs, monuments, gazebos, pavilions, pergolas, as well as street lamps, benches, or like features.

Sustainability: The principles of smart growth and TND as based on a sustainable development plan that includes environmental, land use and market support for the long-term viability of the plan.

Compact Development: For the land uses and infrastructure to effectively interact with each other and the people, who frequent the TND area, the project should be dense and at the same time, at a scale that makes a pedestrian feel comfortable.

Mix of Uses: The typical mix of uses creates business and residential spaces, but it is also important to fully integrate civic uses and open spaces.

Accessibility and Transportation: Within the project, easy pedestrian movement is very important, but the project should also be connected to adjoining areas by accommodations for public transit and safe road systems.

Pedestrian Environment: is enhanced by the design of buildings which provide windows and entrances to reduce the amount of blank walls and street-level uses. Sidewalks include pedestrian amenities such as shade trees and street furniture.

Recreation Uses: allow for both passive and active recreation. Small neighborhood parks and playgrounds should be located throughout the neighborhood, so all residents are closely located to a neighborhood park. Large outdoor recreation areas should be located at the periphery of neighborhoods rather than in central locations.

New Development: Any development within an UDA should function as a pedestrian-friendly environment favoring Traditional Neighborhood Design precepts in which residents have convenient walking access within the development, as well as access to amenities, goods, and services in other parts of the community. Any development proposal should include the location and design of all sidewalks and trails necessary for complete pedestrian accessibility throughout the community.

TRADITIONAL NEIGHBORHOOD DEVELOPMENT GUIDELINES

1. Building Form and Massing

- a. Buildings in a UDA should achieve compatibility in scale, visual order, rhythm, and proportion.
- b. The scale of building elements (roofs, doors, windows, porches, columns) should be chosen with the pedestrian in mind and should be proportioned to the building's height and volume. Visual order is achieved through a consistent use of these elements in individual buildings. The coordinated repetition and massing of building forms and architectural elements achieves a proper rhythm of neighborhood buildings.
- c. Full-block building developments should be broken up into distinct volumes that are in proportion to one another, while preserving the integrity of the building's design, and create transitions in bulk and scale. Repetitive elements or monolithic treatments that create a half- or full-block massing or appearance should be avoided.
- d. To express variety, avoid monotony and distinguish different building volumes, building design should use a variety of color, material and texture.
- e. Buildings that frame and define the street and express a fine-grain character contribute to the quality of the public realm and the pedestrian experience. Well-articulated and detailed street walls are important to the fabric of the city and help to establish a human-scale urban experience.
- f. Buildings should incorporate a variety of vertical and horizontal modulations to develop distinct architectural volumes, break up monotonous volumes and create a fine-grain character.
- g. For buildings located in the Downtown UDA, the street wall building facades should be architecturally modulated to express the rhythm and fine-grain character of downtown's historic core, generally with volumes or architectural bays that are 50-100 feet in width.

2. Building Entries and Facades

- a. The architectural features, materials, and the articulation of a facade of a building should be continued on all sides visible from a public street or courtyard.
- b. The front facade of the principal building on any lot in a UDA should face onto a public street.
- c. The primary entrance to any building in a UDA should face onto a public street.
- d. The front facade should not be oriented to face directly toward a parking lot.
- e. Porches, roof overhangs, hooded front doors or other similar architectural elements should define the front entrance to all residences.
- f. For commercial buildings, a minimum of 50-percent of the front facade on the ground floor should be transparent, consisting of window or door openings allowing views into and out of the interior. In the Downtown UDA, at least 60-percent of the commercial ground floor should be transparent to facilitate greater pedestrian traffic.
- g. Building entrances and windows are located along street frontages to break up blank walls and improve the pedestrian experience.
- h. Architectural detailing and applied decoration should enliven facades and break down building sizes to human proportions.
- i. Ground-floor residential units should be raised between 18 to 42 inches above the adjacent sidewalk grade to provide an additional buffer.
- j. Street walls containing ground floor residential units should be set back between 3 and 10 feet from any property line fronting a public street. Stoops and landscaping should be provided in this setback to provide a buffer between the sidewalk and the unit's living areas. At least 75 percent of ground floor units should have direct access from the street, and a maximum of two units may share a single stoop.

3. Ground-Floor Retail/ Commercial Use

- a. Entries to stores and ground-floor commercial uses should be visually distinct from the rest of the store façade, with creative use of scale, materials, glazing, projecting or recessed forms, architectural details, color and/ or awnings. These entries should have direct at-grade access from the sidewalk.
- b. All commercial uses located at the street level should provide a direct at-grade entrance from the public right-of-way, with door thresholds flush with the sidewalk level. An entrance should be provided for each tenant street frontage exceeding 50 feet. Where such frontages exceed 100 feet, one entrance should be provided for each 100 feet of frontage or portion thereof. Separate pedestrian entrances for individual tenants should be at least 25 feet apart.
- c. Pedestrian ramps within the public right-of-way should be prohibited, except where necessary for required disabled access to existing buildings when no alternative is available.
- d. Individual storefronts should be clearly defined by architectural elements, such as piers, changes in plane, and/or materials. To avoid monotony along main streets, flat wall planes, storefront windows, bulkheads, entries and other surfaces should recess a minimum of 6 to a maximum 18 inches from the face of primary columns or walls.
- e. Architectural features such as awnings, canopies and other design features which add human scale to the streetscape are encouraged and should be consistent with the overall design of the building.
- f. Storefronts should remain unshuttered and minimally lit from within after business hours during active pedestrian times to illuminate adjoining sidewalks.
- g. Buildings with commercial use at the ground floor in the Downtown UDA should have setbacks up to 5 feet maximum, not unless the building is set back to define a public plaza.

4. New Development Plans – Street Development

- a. The orientation of streets should enhance the visual impact of common open spaces and prominent buildings, create lots that facilitate passive solar design, and minimize street gradients. All streets should terminate at other streets or at public land, except local streets may terminate in stub streets when such streets act as connections to future phases of the development. Local streets may terminate other than at other streets or public land when there is a connection to the pedestrian and bicycle path network at the terminus.
- b. Block and lot size diversity. Street layouts should provide for development blocks that are generally in the range of 200-400 feet deep by 300-600 feet long to facilitate greater ease of walkability.
- c. A variety of lot sizes should be provided that allow diverse housing choices.
- d. Lot widths should create a relatively symmetrical street cross section that reinforces the public space of the street as a simple, unified public space.
- e. Lot Orientation. Lot design should allow for passive solar designs for buildings. Typically this will place longer walls along an east-to-west axis.
- f. The traditional neighborhood development should maintain the existing street grid, where present, and restore any disrupted street grid where feasible.
- g. Corner Radii. The roadway edge at street intersections should be rounded by a tangential arc with a maximum radius of [15 feet] for local streets and [20 feet] for intersections involving collector or arterial streets. The intersection of a local street and an access lane or alley should be rounded by a tangential arc with a maximum radius of 10 feet as a traffic calming measure.

5. Sidewalks

- a. In all UDA, sidewalks should have a clear and unobstructed pedestrian path of travel not less than 5-feet in width.
- b. Sidewalks should meet all state and local requirements for adoption into the public street system, and should also meet ADA requirements where applicable.
- c. In the Downtown UDA, all sidewalks should have a zone adjacent to the street curb that accommodates street trees, and a furnishing zone adjacent to the building that accommodates café dining while maintaining clear and unobstructed pedestrian path of travel.
- d. Striped crosswalks should be included and well-marked at all signed or signaled intersections.
- e. Pedestrian trails can be provided within public spaces and common areas, forming a more passive off-street circulation system connected to the traditional sidewalks located in the public street rights-of-way. Whereas sidewalks follow the streets and are built of durable materials, paths might curve throughout parks and open space and be built of natural materials.

6. Landscape Design

- a. All plant material should be selected from varieties that are native to the Commonwealth of Virginia, whenever possible.
- b. All streets should have a regular pattern of street trees for aesthetic value, and to shade sidewalks.
- c. Street trees should generally be placed up to 40 feet apart, and planted in a sidewalk landscape zone, located between the street curb and sidewalk, provided as part of the street section design. Street trees may be planted in planting beds, or may be installed in tree grates to create additional sidewalk space.
- d. Evergreen trees should be used at strategic

locations for screening and buffering to parking, trash compartments and other back-of-house features, due to their dense foliage, but also incorporated into landscaping in parks and civic spaces to enhance aesthetics during winter.

- e. Deciduous shrubs should be used as accents on private residential lots, as well as in parks, commercial areas, and other community spaces. Shrubs can be used for visual interest, as well as for screening of items like utility meters and HVAC equipment.

7. On-Street Parking

- a. Streets with commercial land uses at the ground floor should have on-street parking directly available, where possible.

8. Street Furniture

- a. An additional enhancement of streets in an UDA is the inclusion of street furniture when the width of the sidewalk or public or private surface allows for it. Street furniture includes benches, bicycle racks, bollards, planters, and other accessories for the convenience of pedestrians or cyclists.

9. Exterior Signage

- a. A comprehensive sign program is required for new developments to establish a uniform theme. Signs should share a common style (e.g., size, shape, material).
- b. In the mixed-use area, signs should be wall signs or cantilever signs.
- c. Cantilever signs should be mounted perpendicular to the building face.
- d. Wall signs should be sized and placed to fit within the architectural elements.

10. Parking Requirements

- a. Parking lots should be located at the rear or side of a building.

- b. A parking lot or garage may not be adjacent to or opposite a street intersection.
- c. Parking lots or garages should provide not less than one bicycle parking space for every 10 motor vehicle parking spaces.
- d. Adjacent on-street parking may apply toward the minimum parking requirements.
- e. Service access: Access for service vehicles should provide a direct route to service and loading dock areas, while avoiding movement through parking areas.
- f. Paving: Reduction of impervious surfaces through the use of interlocking pavers is strongly encouraged for areas such as remote parking lots and parking areas for periodic uses.

11. Historical Resources

- a. Historical resources should be retained and integrated into larger projects, wherever feasible, with adaptive use consistent with the Secretary of Interior's Standards for the Treatment of Historic Properties and Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings.
- b. New construction adjacent to, or new additions to historical resources, should avoid mimicking the historical resource but rather stand in contrast to accentuate the existing building. Inappropriate additions that detract from the architectural and/or historic integrity of the existing buildings are strongly discouraged.
- c. The building base should be clad in durable upgraded materials such as stone, tile, metal, brick, concrete and glass. Insulated paneling systems and stucco are strongly discouraged in commercial projects and the ground floor of residential projects. Designated historical resources are exempt from this standard and should utilize materials consistent with the historical designation of the site.

- d. The building base's upgraded materials should extend to within 1 inch of finish sidewalk grade, and these materials should wrap corners of exposed interior or property line walls a minimum of 5 to 10 feet.

12. Public Art

- a. Public art is encouraged to help express the image and key linkages of the Town and define and represent various districts. In identifying locations for public art: whether, parks or plazas-the following criteria should be considered:

- Visibility
- Public safety
- Interior and exterior traffic patterns
- Relationship of the site to existing or future architectural features and to natural features
- Function of the site
- Future development plans for the area
- Overall urban-design goal for the site
- Landscape design
- Relationship of the site to existing artworks within the vicinity
- Environmental impact of the site
- Public accessibility to the artwork
- Social context of the artwork

- b. Public art should contribute to and complement a well-organized streetscape composed of signage, banners, trash receptacles, utility boxes and other streetscape furnishings. Public art should not add substantially to the existing or potential visual clutter of a streetscape.

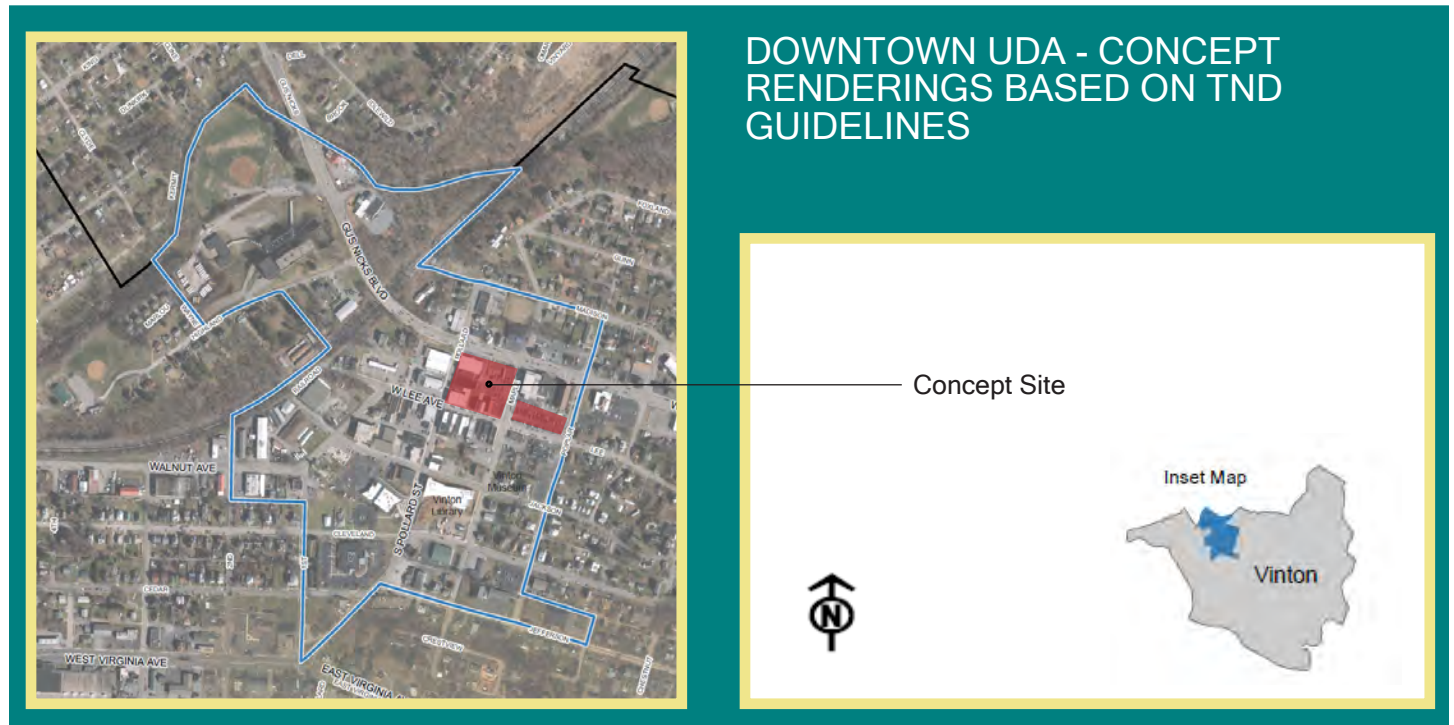


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IV. TND Concept Examples



Downtown UDA Aerial



The Before Aerial View at the intersection of Washington Avenue and Maple Street. The red highlight indicates the area for conceptual development.



The After Aerial View at the intersection of Washington Avenue and Maple Street. New Mixed-Use Development built along the perimeter of the block. Parking is contained on-site. (1) Enhanced Crosswalks (2) Consistent Street Trees (3) Gateway "Downtown" Sign (4) Park Plaza

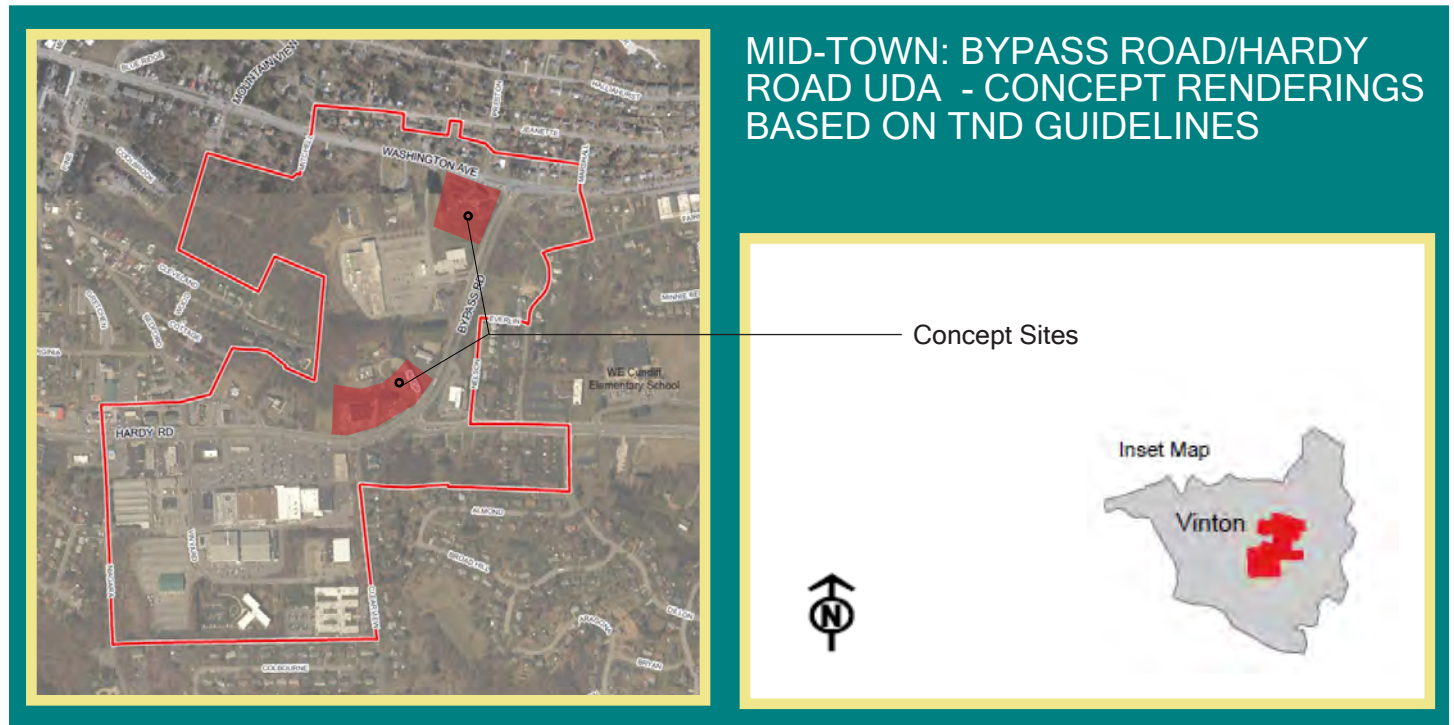


Street View at Washington Avenue and Pollard Street, looking east. (1) Enhanced Crosswalk (2) Gateway "Downtown" Sign (3) Emphasized "Gateway" Corner



Street View at Washington Avenue and Maple Street, looking west. (1) Enhanced Crosswalk (2) Emphasized "Gateway" Corner

IV. TND Concept Examples



Mid-Town Aerial



The Before Aerial View of Mid-Town at the intersection of Bypass Road and Hardy Road. The red highlight indicates the first phase for conceptual development at the intersections of Hardy Road and Bypass Road and Washington Avenue and Bypass Road.



The After Aerial View with New Mixed-Use Development built at the intersections of Hardy Road and Bypass Road and Washington Avenue and Bypass Road. (1) Traffic Circle at Bypass Road and Hardy Road (2) Consistent Street Trees (3) Park Plaza (4) Enhanced Median

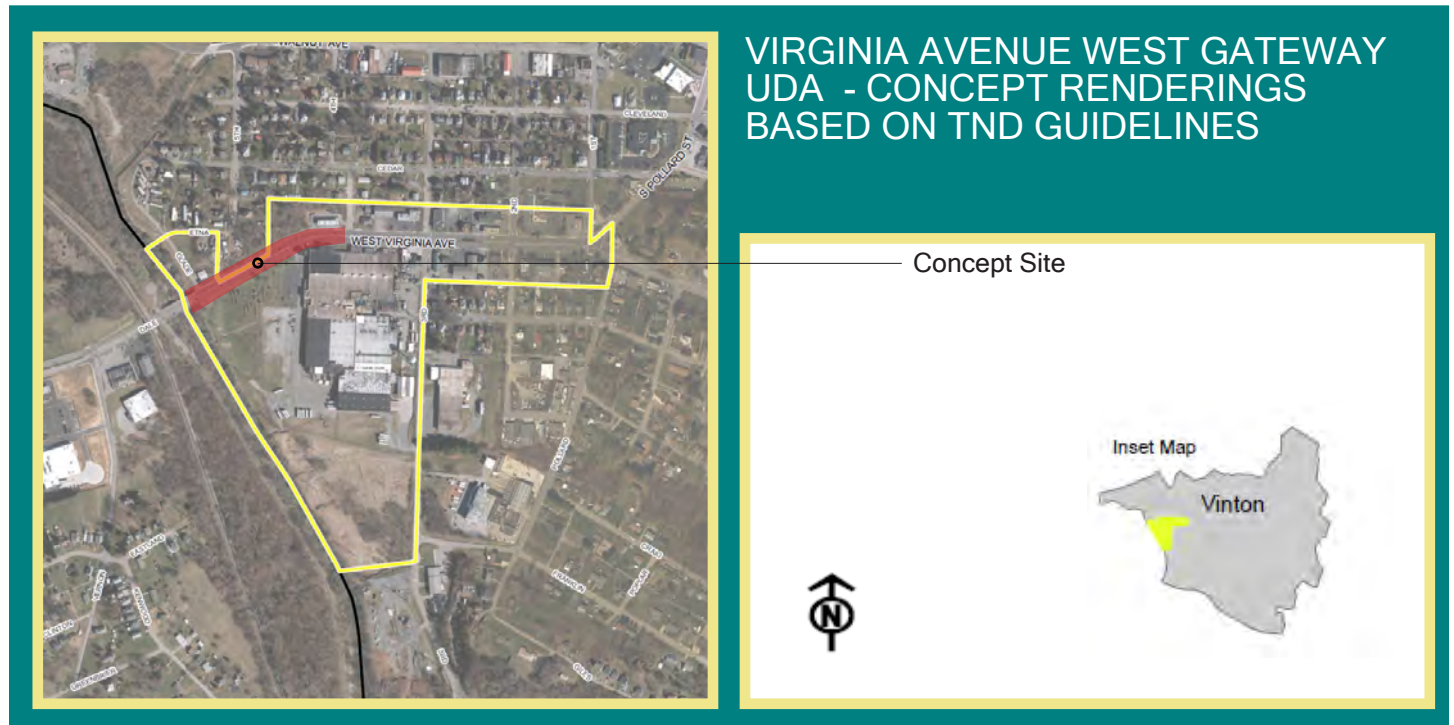


Street View at Bypass Road and Hardy Road, looking west. (1) Traffic Circle (2) Park Plaza.



Street View at Washington Avenue and Bypass Road, looking west. (1) Enhanced Crosswalk (2) Emphasized "Gateway" Corner into Mid-Town.

IV. TND Concept Examples



Virginia Avenue West Gateway Aerial



The Before Aerial View of Virginia Avenue at the entry into Precision Fabrics Group, Inc. The red highlight indicates the area for conceptual streetscape improvements.



The After Aerial Plan View of Virginia Avenue at the entry into Precision Fabrics Group, Inc. with intersection and streetscape enhancements. (1) Sidewalk Improvements (2) Median Improvements (3) Vinton Gateway Sign with landscaping (4) Enhanced Intersection and Crosswalk (5) Low Wall Landscape Buffer



Before Street View at Virginia Avenue, looking east.



After Street View at Virginia Avenue, looking east. (1) Sidewalk Improvements (2) Median Improvements (3) Vinton Gateway Sign with landscaping (4) Pedestrian Street Lights (5) Low Wall Landscape Buffer



V. MAPS

Map (with all UDA Boundaries)

Future Land Use Map (with all UDA Boundaries)

Downtown UDAAerial Map
Current Zoning Map

Hardy Road East Gateway UDA..... Aerial Map
Current Zoning Map

Mid-Town: Bypass Road/Hardy Road UDA.....Aerial Map
Current Zoning Map

Mid Washington Avenue Corridor UDA.....Aerial Map
Current Zoning Map

Virginia Avenue West Gateway UDA.....Aerial Map
Current Zoning Map

Virginia Avenue/Hardy Road Corridor UDA.....Aerial Map
Current Zoning


Walnut Avenue West Gateway UDA.....Aerial Map
Current Zoning Map

Washington Avenue East Gateway UDA.....Aerial Map
Current Zoning Map



Town of Vinton









UDA Boundaries

 Main Corridors

 Parks

UDA Boundary

(UDA Acres/Under-Utilized Parcel Acres)

-  1 Downtown
-  2 Hardy Road Gateway
-  3 Bypass Road/Hardy Road "Mid-Town"
-  4 Mid-Washington Corridor
-  5 Virginia Avenue Gateway
-  6 Virginia Avenue Corridor
-  7 Walnut Avenue Gateway
-  8 Washington Avenue Gateway

Inset Map



Miles
0 0.25 0.5

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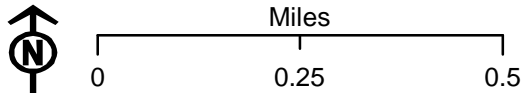
Designated Urban Development Areas are sufficient to accommodate the next 10 to 20 years of growth for the Town of Vinton, however, these are not the only areas in the Town anticipated for growth and new development in the future.

Town of Vinton

UDA Boundaries

- UDA Boundary**
- 1 Downtown
 - 2 Hardy Road Gateway
 - 3 Bypass Road/Hardy Road "Mid-Town"
 - 4 Mid-Washington Corridor
 - 5 Virginia Avenue Gateway
 - 6 Virginia Avenue Corridor
 - 7 Walnut Avenue Gateway
 - 8 Washington Avenue Gateway

- Future Land Use**
- Retail/Service Commercial
 - General Commercial
 - Residential/Business
 - High Density Residential
 - Medium-Density Residential
 - Low-Density Residential
 - Heavy Industrial
 - Light Industrial
 - Community Facilities
 - Parks & Recreation
 - Conservation/Open Space



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Town of Vinton

UDA 1:

Downtown



Downtown

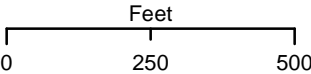


Vinton Boundary

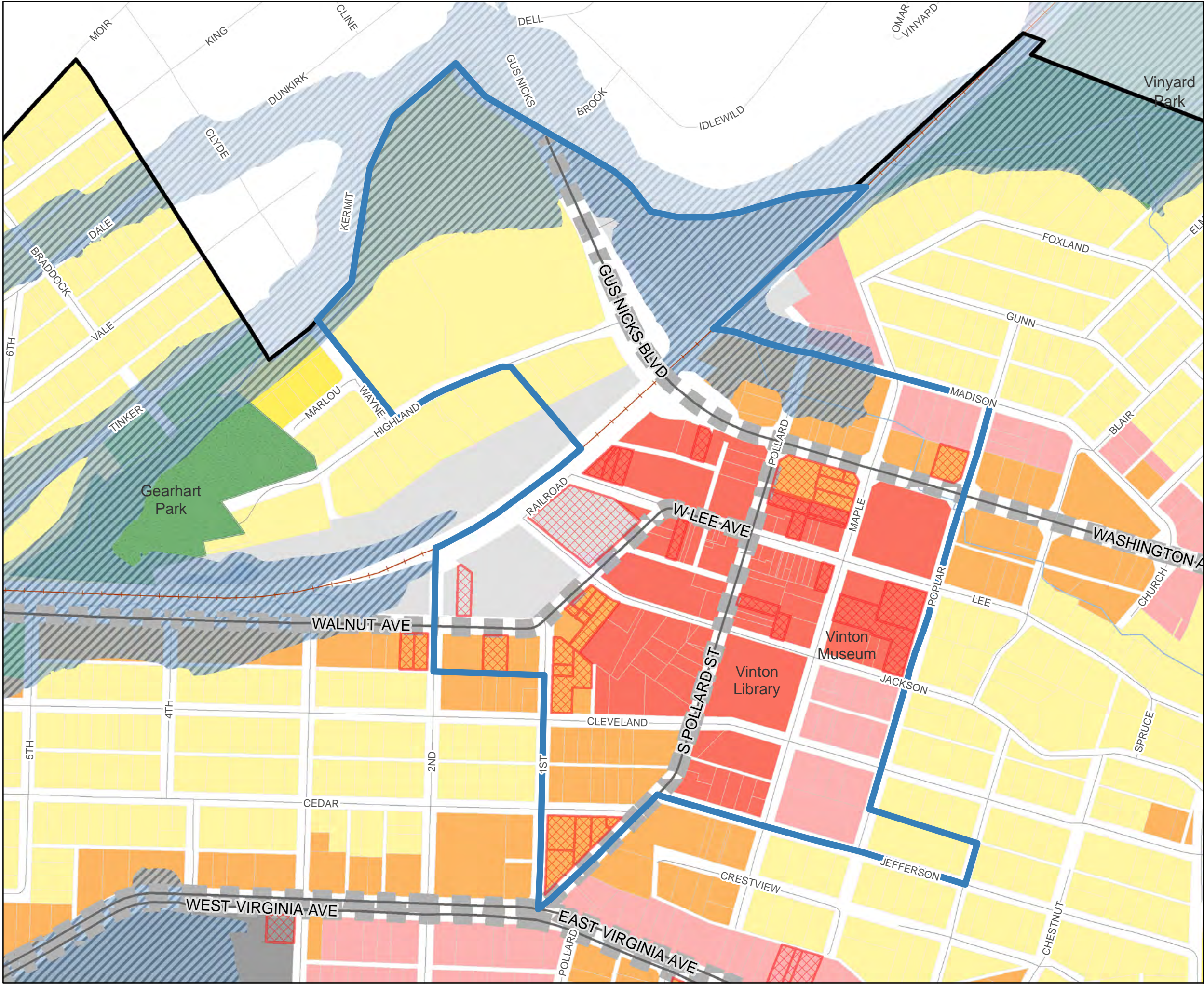
Inset Map



Vinton



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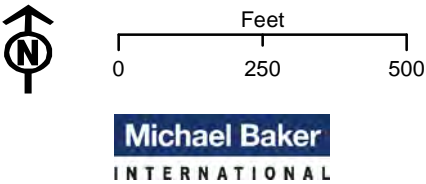
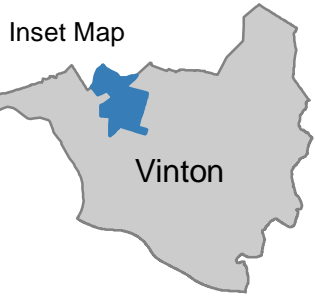
Town of Vinton

UDA 1: Downtown

- Downtown
- Under-Utilized Parcels
- Vinton Boundary
- Main Corridors
- 100-Year Flood Plain

- Zoning**
- Central Business
 - General Business
 - Residential-Business
 - General Industrial
 - Limited Industrial
 - Low-Density Residential
 - Medium-Density Residential
 - High-Density Residential
 - Public/Open Space

UDA 1: Downtown
88.4 Total Acres
7.7 Under-Utilized Acres
37 Under-Utilized Parcels
5,403 Ft. of Main Corridor







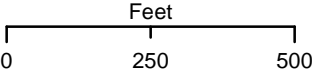
Town of Vinton

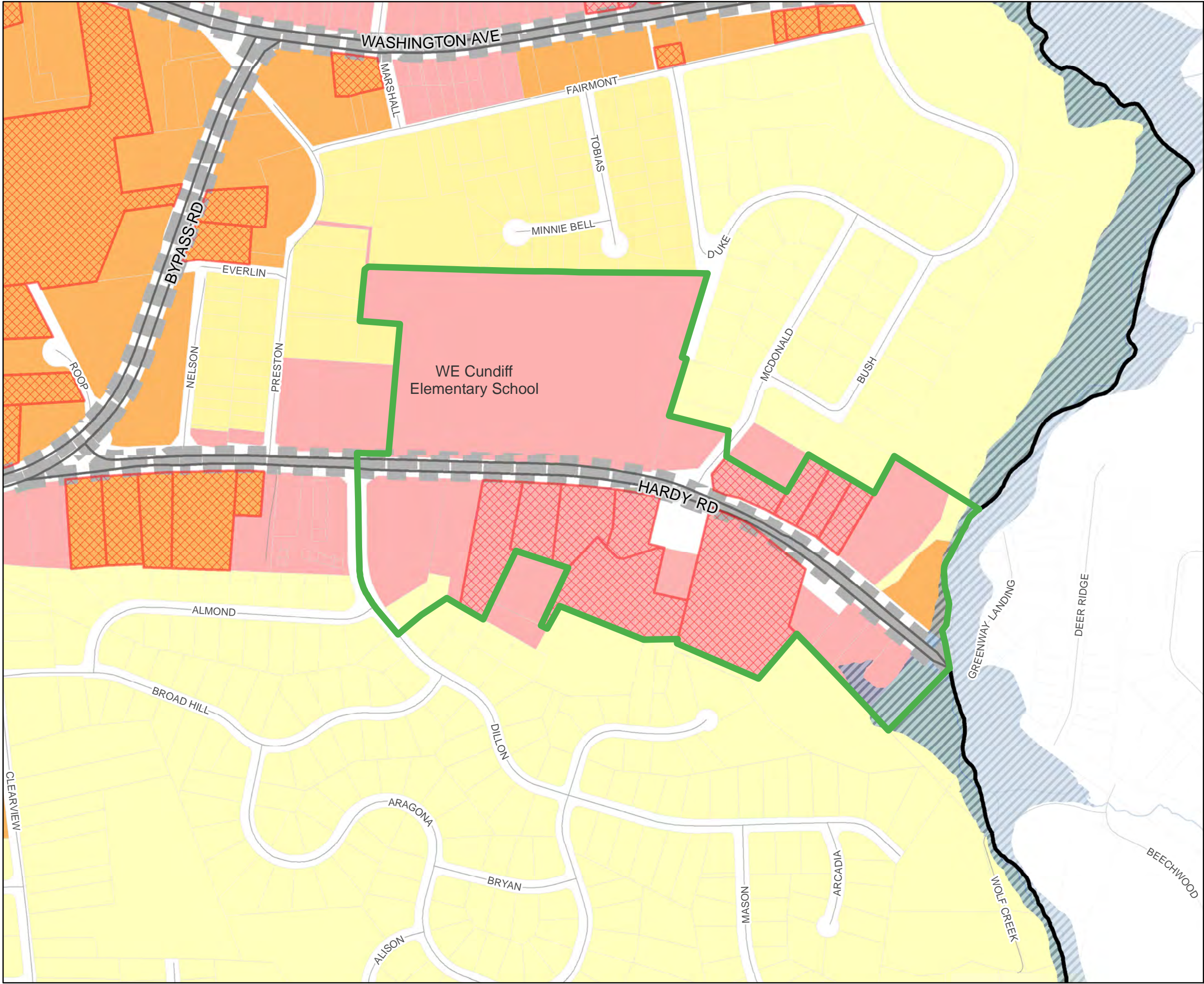
UDA 2:

Hardy Road Gateway

-  Hardy Road Gateway
-  Vinton Boundary

Inset Map





Town of Vinton

UDA 2:

Hardy Road Gateway

- Hardy Road Gateway
- Under-Utilized Parcels
- Vinton Boundary
- Main Corridors
- 100-Year Flood Plain

Zoning

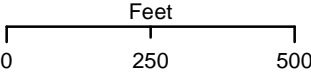
- Central Business
- General Business
- Residential-Business
- General Industrial
- Limited Industrial
- Low-Density Residential
- Medium-Density Residential
- High-Density Residential
- Public/Open Space

UDA 2:

Hardy Road Gateway

48.3 Total Acres
13.2 Under-Utilized Acres
10 Under-Utilized Parcels
2,328 Ft. of Main Corridor



Inset Map

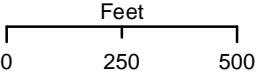




Town of Vinton

UDA 3:
Bypass Road/Hardy Road
"Mid-Town"






-  Bypass Road/Hardy Road
-  Vinton Boundary



Town of Vinton

UDA 3:

Bypass Road/Hardy Road
"Mid-Town"

-  Bypass Road/Hardy Road
-  Under-Utilized Parcels
-  Vinton Boundary
-  Main Corridors
-  100-Year Flood Plain

Zoning

-  Central Business
-  General Business
-  Residential-Business
-  General Industrial
-  Limited Industrial
-  Low-Density Residentail
-  Medium-Density Residentail
-  High-Density Residentail
-  Public/Open Space

UDA 3: Bypass Road/ Virginia Road "Mid-Town"

145.6 Total Acres

56.7 Under-Utilized Acres

21 Under-Utilized Parcels

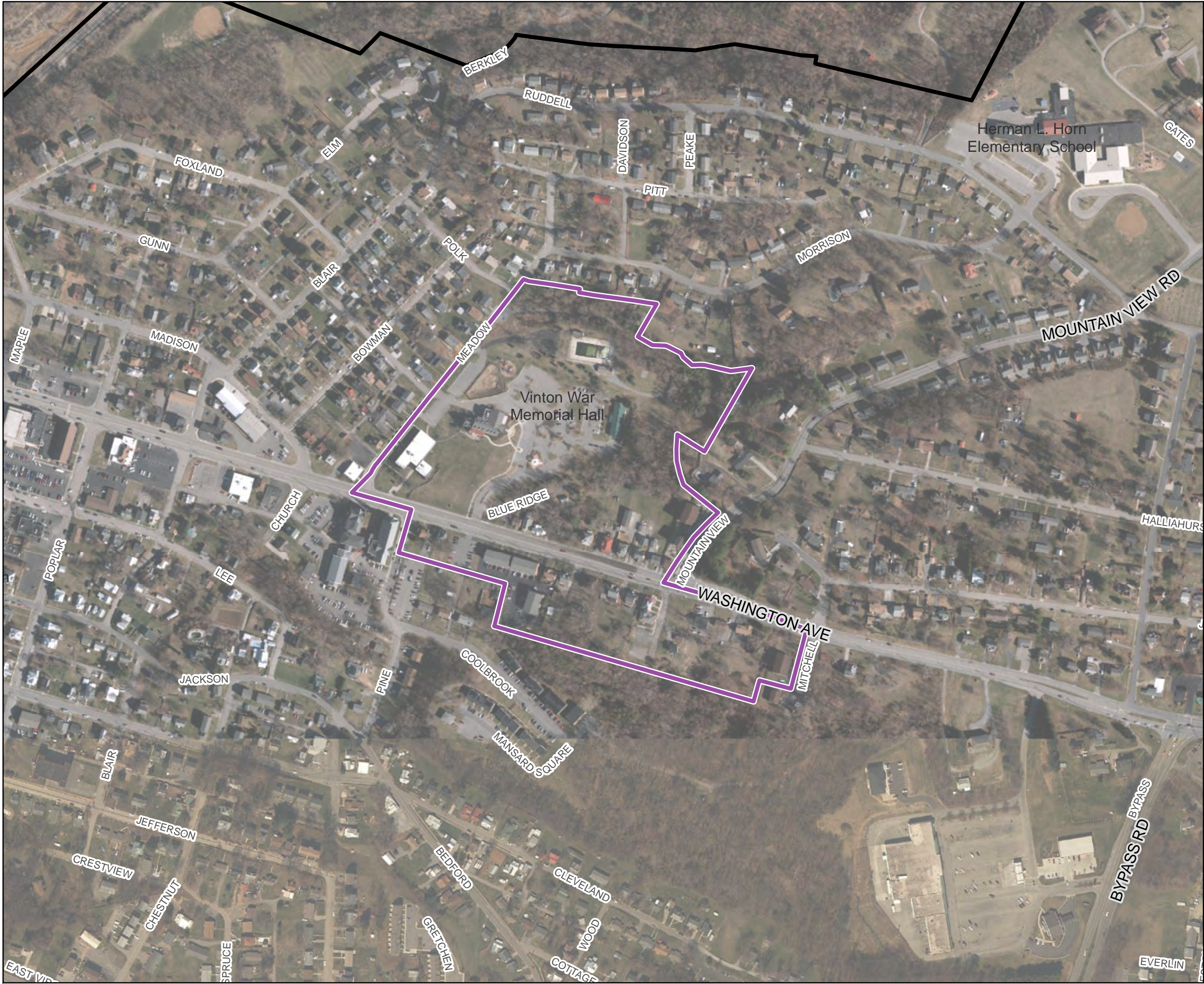
6,462 Ft. of Main Corridor

Inset Map



Feet
0 250 500



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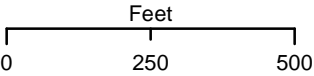


Town of Vinton

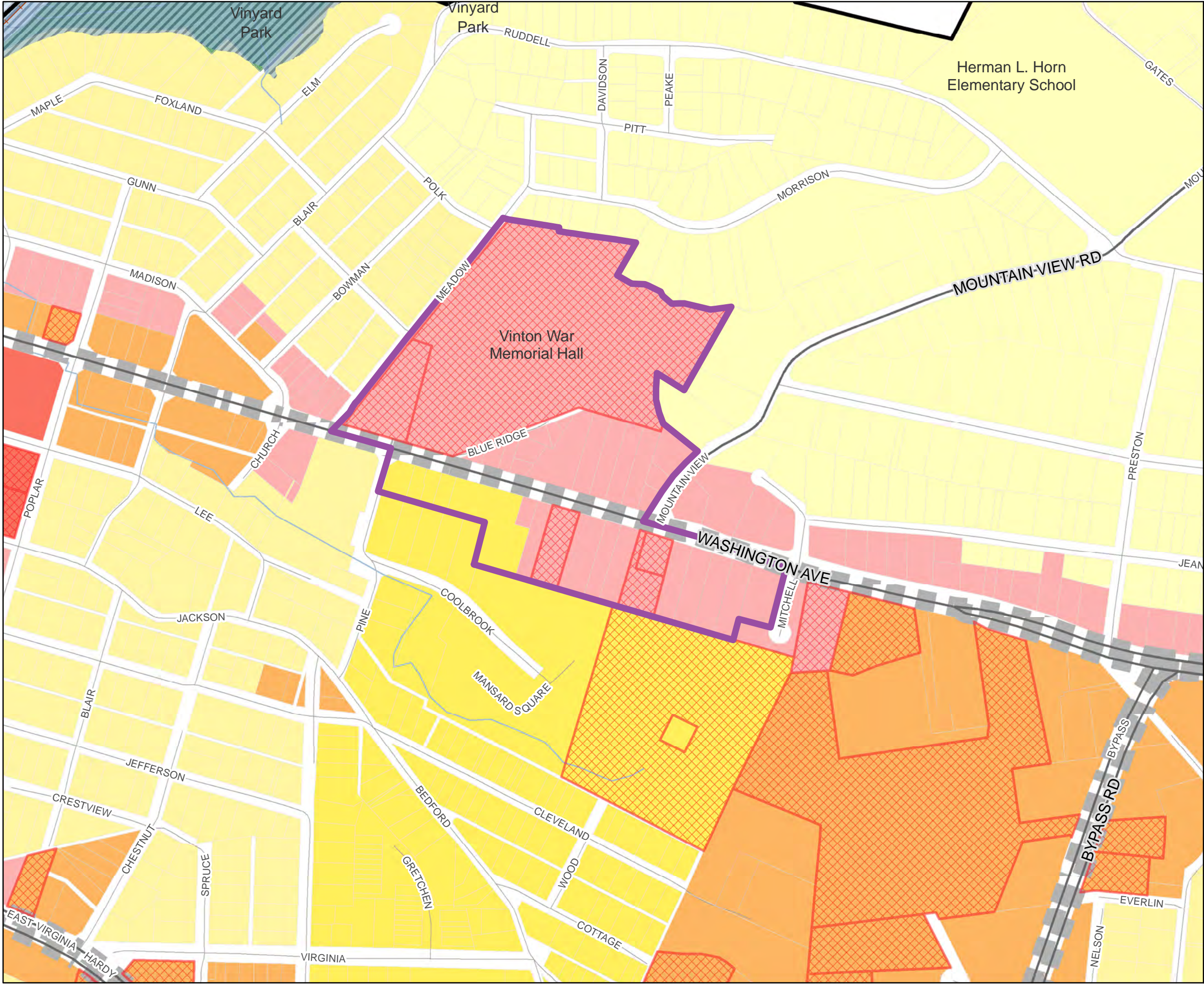
UDA 4:

Mid-Washington Corridor

-  Mid-Washington Corridor
-  Vinton Boundary



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Town of Vinton

UDA 4:

Mid-Washington Corridor

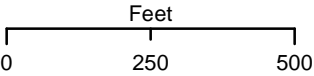
- Mid-Washington Corridor
- Under-Utilized Parcels
- Vinton Boundary
- Main Corridors
- 100-Year Flood Plain

Zoning

- Central Business
- General Business
- Residential-Business
- General Industrial
- Limited Industrial
- Low-Density Residential
- Medium-Density Residential
- High-Density Residential
- Public/Open Space

UDA 4:
Mid-Washington Corridor
29.5 Total Acres
16.6 Under-Utilized Acres
5 Under-Utilized Parcels
1,725 Ft. of Main Corridor

Inset Map





Town of Vinton

UDA 5:

Virginia Avenue Gateway



Virginia Avenue Gateway



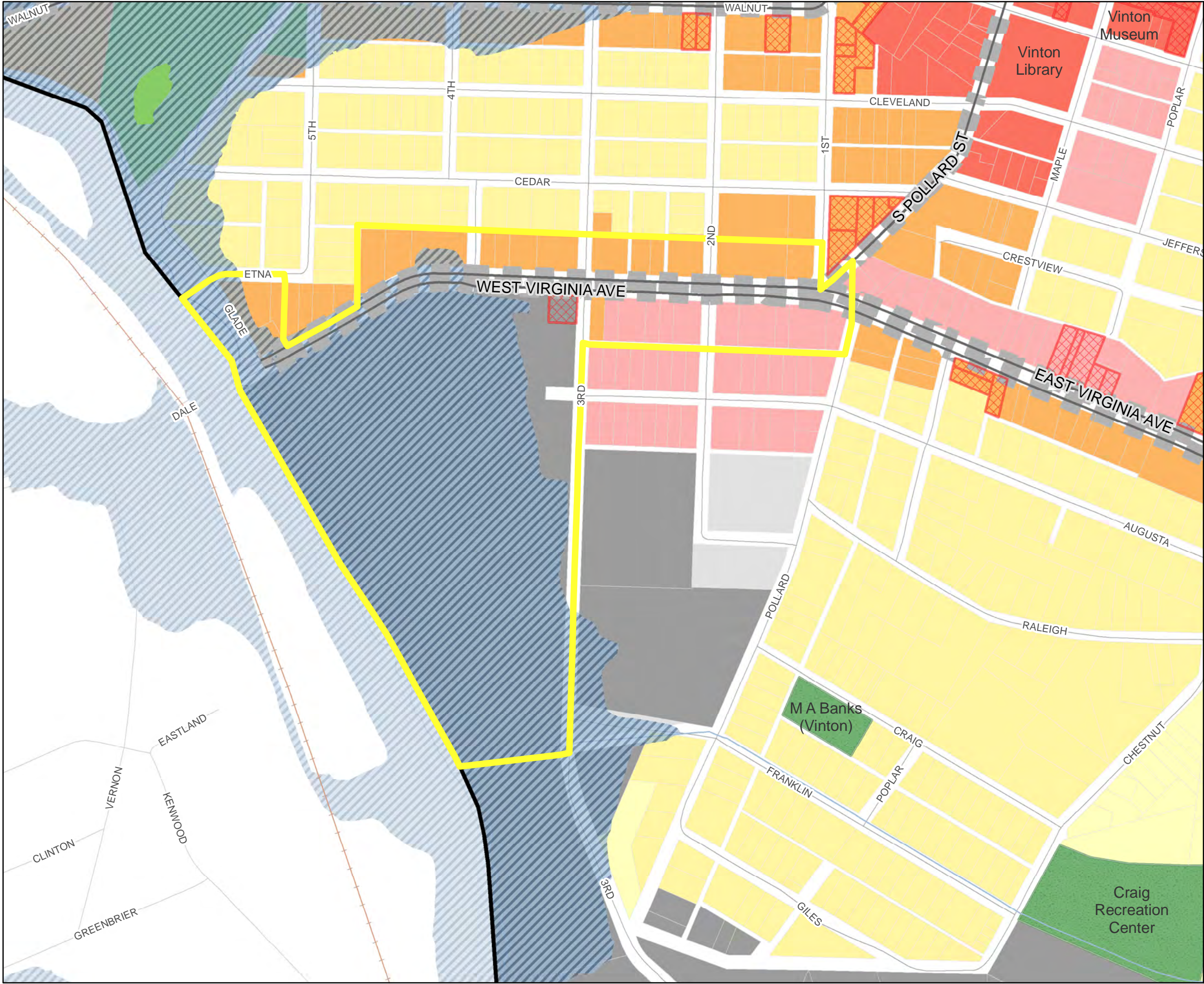
Vinton Boundary

Inset Map



Feet
0 250 500

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Town of Vinton

UDA 5:

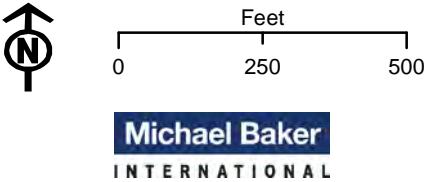
Virginia Avenue Gateway

- Virginia Avenue Gateway
- Under-Utilized Parcels
- Vinton Boundary
- Main Corridors
- 100-Year Flood Plain

Zoning

- Central Business
- General Business
- Residential-Business
- General Industrial
- Limited Industrial
- Low-Density Residential
- Medium-Density Residential
- High-Density Residential
- Public/Open Space

UDA 5:
Virginia Avenue Gateway
48.0 Total Acres
0.2 Under-Utilized Acres
1 Under-Utilized Parcels
2,286 Ft. of Main Corridor





Town of Vinton

UDA 6:

Virginia Avenue Corridor



Virginia Avenue Corridor



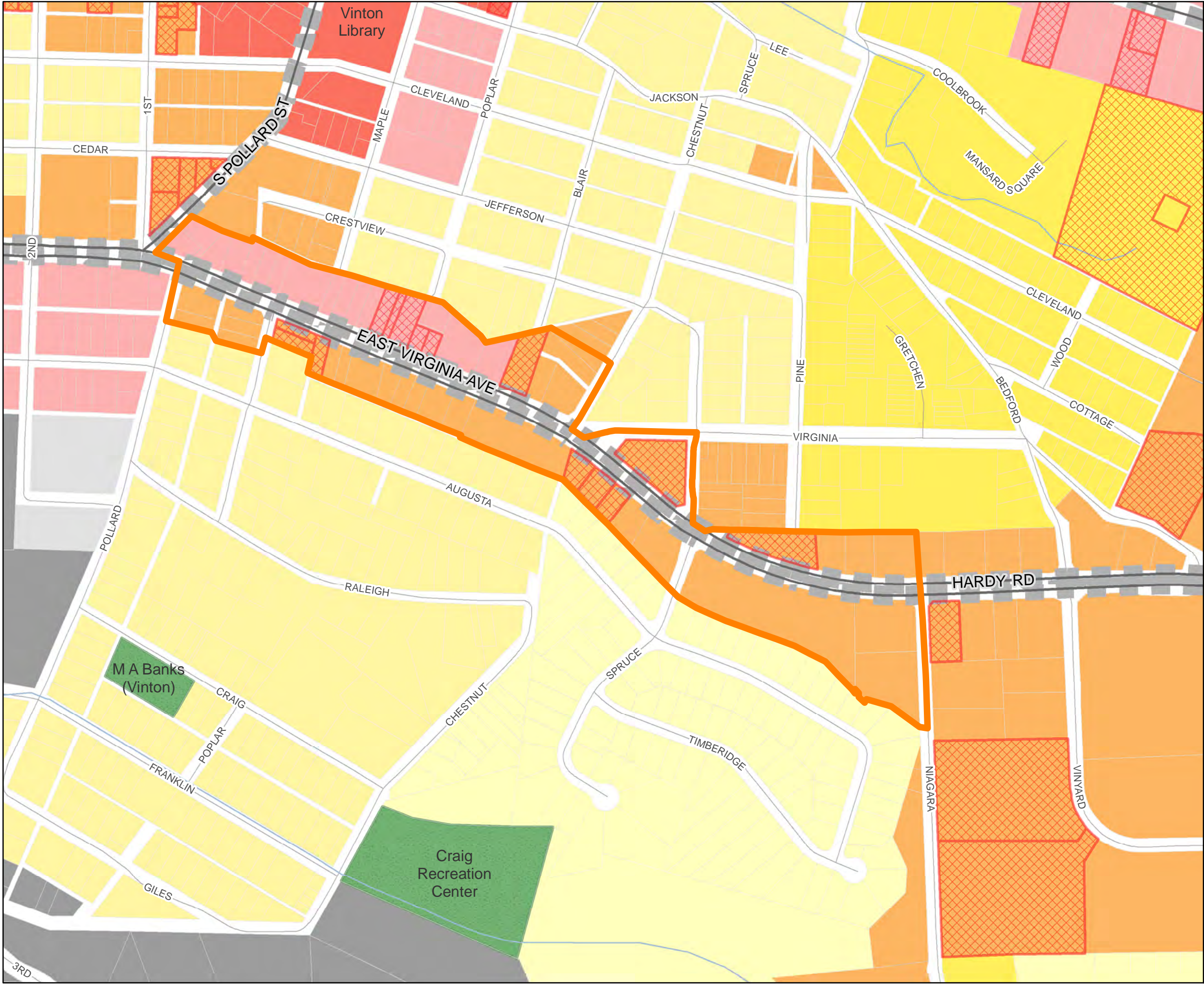
Vinton Boundary

Inset Map



Feet
0 250 500

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Town of Vinton

UDA 6:

Virginia Avenue Corridor

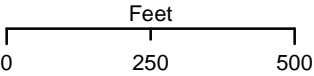
- Virginia Avenue Corridor
- Under-Utilized Parcels
- Vinton Boundary
- Main Corridors
- 100-Year Flood Plain

Zoning

- Central Business
- General Business
- Residential-Business
- General Industrial
- Limited Industrial
- Low-Density Residential
- Medium-Density Residential
- High-Density Residential
- Public/Open Space

UDA 6:
Virginia Avenue Corridor
27.5 Total Acres
4.0 Under-Utilized Acres
14 Under-Utilized Parcels
3,050 Ft. of Main Corridor

Inset Map







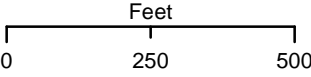
Town of Vinton

UDA 7:

Walnut Avenue Gateway

-  Walnut Avenue Gateway
-  Vinton Boundary

Inset Map








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Town of Vinton

UDA 7:

Walnut Avenue Gateway

-  Walnut Avenue Gateway
-  Under-Utilized Parcels
-  Vinton Boundary
-  Main Corridors
-  100-Year Flood Plain

Zoning

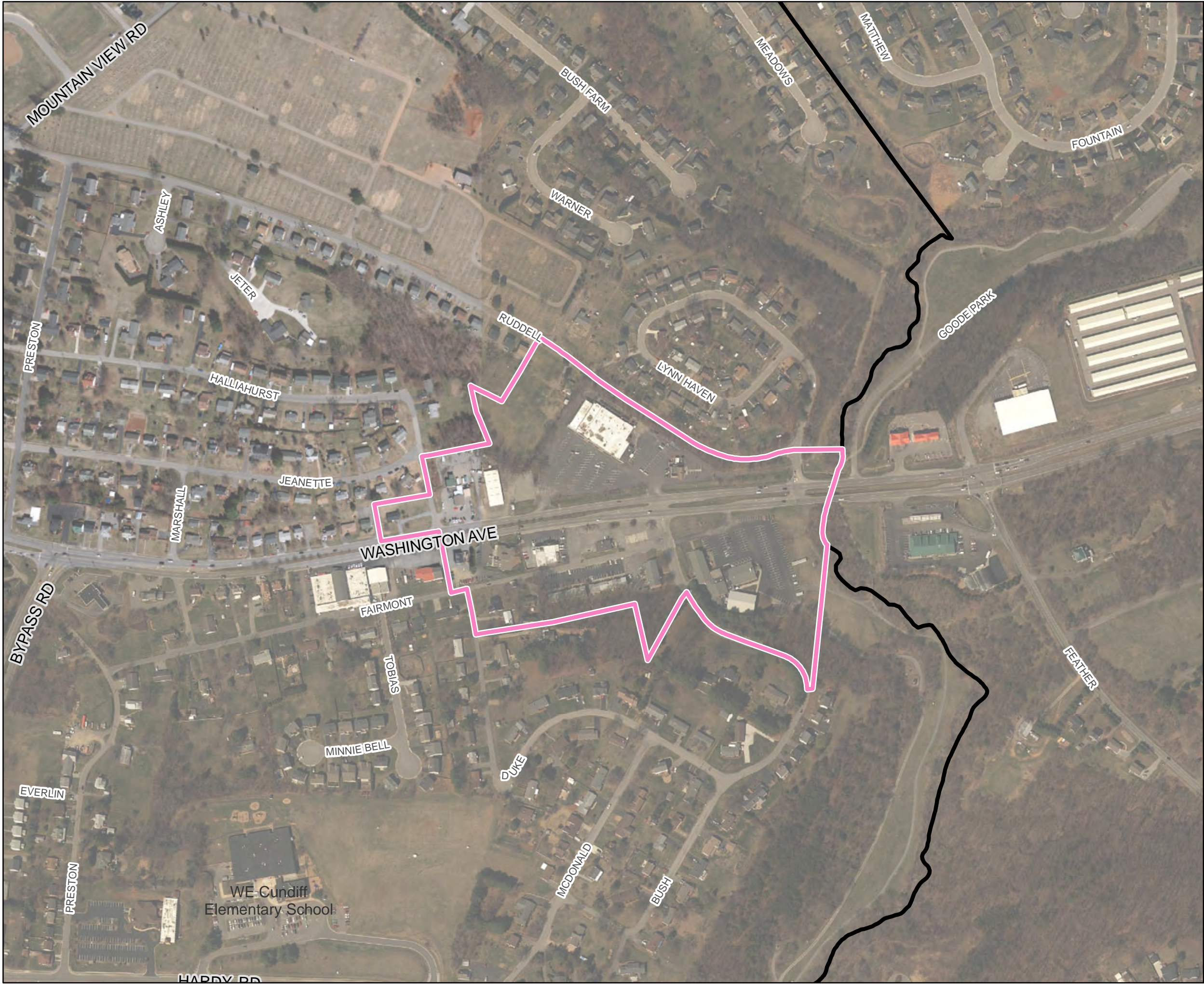
-  Central Business
-  General Business
-  Residential-Business
-  General Industrial
-  Limited Industrial
-  Low-Density Residentail
-  Medium-Density Residentail
-  High-Density Residentail
-  Public/Open Space

UDA 7:
Walnut Avenue Gateway
22.0 Total Acres
0.3 Under-Utilized Acres
2 Under-Utilized Parcels
3,160 Ft. of Main Corridor



Feet
0 250 500



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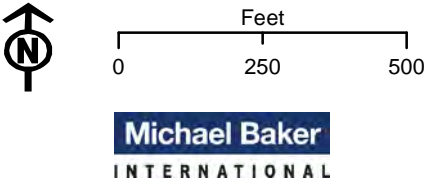


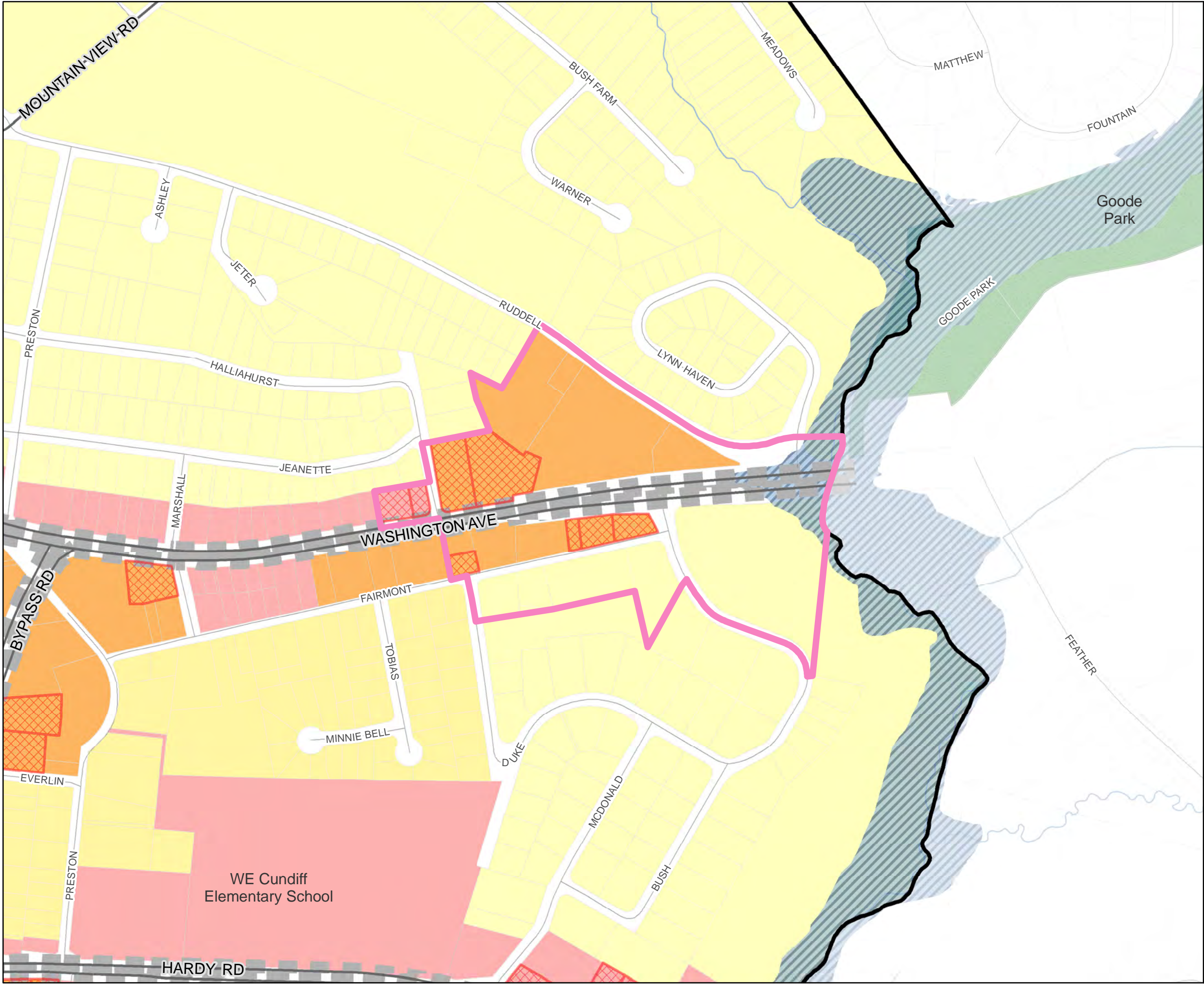
Town of Vinton

UDA 8:

Washington Avenue Gateway

-  Washington Avenue Gateway
-  Vinton Boundary





Town of Vinton

UDA 8:

Washington Avenue Gateway

- Washington Avenue Gateway
- Under-Utilized Parcels
- Vinton Boundary
- Main Corridors
- 100-Year Flood Plain

Zoning

- Central Business
- General Business
- Residential-Business
- General Industrial
- Limited Industrial
- Low-Density Residential
- Medium-Density Residential
- High-Density Residential
- Public/Open Space

UDA 8:
Washington Avenue Gateway
18.3 Total Acres
3.2 Under-Utilized Acres
8 Under-Utilized Parcels
1,650 Ft. of Main Corridor

