

Long Range Land Use Plan Map and Classifications

Comprehensive Plan Amendment #CPA2016-00001, Urban Development Areas -

A proposed Comprehensive Plan Amendment (CPA) to identify Urban Development Areas (UDA) based on the County’s existing long-range land use designations that meet the density requirements of §15.2-2223.1 of the Code of Virginia.

The following long-range land use classifications meet the density requirements for designation as Urban Development Areas in accordance with §15.2-2223.1 of the Code of Virginia: MTN, REC, RCC, FEC, EI, CEC, GC, O, SRH, SRM, RPC, UMU, URH, URM, URL, and VMU.

Table 1: PWC Long-Range Land Uses that Meet UDA Density Requirements

Land Use	Single Family Min. 4 D/U per acre	Townhomes Min. 6 D/U per acre	MultiFamily Min. 12 D/U per acre	Non-Residential Min. 0.4 FAR
MTN			✓	✓
REC			✓	✓
RCC			✓	✓
FEC				✓
EI				✓
CEC	✓	✓	✓	✓
GC				✓
O				✓
SRH		✓	✓	
SRM	✓			
RPC	✓	✓		
UMU			✓	
URH		✓	✓	✓
URM		✓	✓	
URL	✓	✓		
VMU	✓	✓		



Melissa S. Peacor
County Executive

COUNTY OF PRINCE WILLIAM


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June 26, 2015

TO: Board of County Supervisors

FROM: Christopher M. Price, AICP
Director of Planning 

THRU: Melissa S. Peacor
County Executive

RE: Initiate a Comprehensive Plan Amendment to Recognize that Land Use Designations Currently Contained within the County's Comprehensive Plan Meet the Density Requirements of Urban Development Areas for the Purposes of HB2 Transportation Project Prioritization for State Funding

I. Background is as follows:

- A. Comprehensive Plan Amendments – Under the Code of Virginia, the Board of County Supervisors (BOCS) can initiate amendments to the adopted Comprehensive Plan.
- B. Urban Development Area (UDA) Legislation – The Code of Virginia was amended in 2007 to require localities to identify UDAs in their comprehensive plans, which are intended to accommodate 10-20 years' growth (§15.2-2223.1, Code of Virginia, Ann.).
- C. UDA Update – In 2010 and 2011, the UDA legislation was significantly rewritten with new density requirements and a deadline for localities to comply with the legislation. One method of compliance identified in the legislation allowed localities to certify that their Comprehensive Plan met the intent of the legislation.
- D. UDA Certification of Compliance – On May 17, 2011, the BOCS certified that the Prince William County Comprehensive Plan complied with the UDA legislation (RES 11-424).
- E. Mandatory Provisions Repealed – In 2012, the mandatory provisions requiring localities to identify UDAs was repealed. After the repeal, the identification of UDAs became optional.

- F. Virginia House Bill 2 – Virginia House Bill 2 (HB2), effective July 1, 2014, requires the development of a prioritization process for allocating transportation project funding and directs the Commonwealth Transportation Board (CTB) to develop and use a scoring process for project selection by July 2016. The prioritization process will evaluate all projects in the following factor areas: congestion mitigation, economic development, accessibility, safety, environmental quality and land use coordination (in areas with a population over 200,000). Once prioritized, projects will be scored based on the following project types: those in Corridors of Statewide Significance (CoSS), those in Regional Networks, and those in Urban Development Areas or “UDA-like” areas. (See Appendix B for HB2 Transportation Project Screening Information).

- G. HB2 Policy Guide – On June 17, 2015, a policy guide was provided to the CTB for the implementation of HB2. Projects that meet a need identified in VTrans 2040 (the state’s long-range multimodal transportation plan) for a CoSS, Regional Network or UDA will be considered. In addition, highway, transit, rail, road, operational improvements and transportation demand management projects will be considered.

II. Current Situation is as follows:

- A. No Explicit Reference to UDAs – While the County’s Comprehensive Plan currently includes land use classifications that meet the density requirements of UDA areas, it does not specifically identify UDAs or reference the UDA legislation, as is now required for prioritization of certain transportation projects. Projects that are not prioritized will not be considered for state allocated funding.

- B. Planning Office Recommendation – The Planning Office recommends initiation of a Comprehensive Plan Amendment to identify UDA and UDA-like areas based on the County’s existing long-range land use designations that meet the density requirements of §15.2-2223.1 of the Code of Virginia. This amendment would simply provide language referencing the County’s existing land use classifications that meet the state defined densities for UDAs. It would not change any policies, strategies, land use designations, etc.

- C. Board Action Requested – The Board is requested to initiate a Comprehensive Plan Amendment to recognize that land use designations currently contained within the County’s Comprehensive Plan meet the

density requirements of Urban Development Areas for the purposes of HB2 transportation project prioritization for State funding.

III. Issues in order of importance are:

- A. Fiscal Impact – Are there any fiscal impacts associated with this comprehensive plan amendment initiation?
- B. Policy – What are the Board policy and Comprehensive Plan implications if this CPA request is initiated?
- C. Timing – When must the Board of County Supervisors take action?
- D. Legal – What are the pertinent legal issues associated with this proposal?

IV. Alternatives are as follows:

- A. Initiate Comprehensive Plan Amendment to recognize that land use designations currently contained within the County’s Comprehensive Plan meet the density requirements of UDAs for the purposes of HB2 transportation project prioritization for State funding.
 - 1. Fiscal Impact – Initiation of the CPA will require staff time and resources to conduct hearings before the Planning Commission and the Board of County Supervisors. Incorporation of the UDA reference language into the Comprehensive Plan will increase the number of criteria considered in requests for State funding for County transportation projects. State funding of transportation projects could free up County funds for other projects or purposes.
 - 2. Policy – Initiating this Comprehensive Plan Amendment will authorize public hearings before the Planning Commission and Board of County Supervisors to consider adding language to the Comprehensive Plan that would note which of the existing land use designations meet the requirements of HB2.
 - 3. Timing – Final input for the VTrans 2040 Needs Assessment is due October 1, 2015. Initiation of this Comprehensive Plan Amendment would allow time to meet this deadline.

4. Legal – The proposed Comprehensive Plan Amendment would satisfy the requirements of HB2. Legal issues will be addressed by the County Attorney’s Office.

B. Take No Action

1. Fiscal Impact – The County may not receive consideration for some transportation funding requests.
2. Policy – UDAs will not be referenced in the Comprehensive Plan and therefore those areas meeting the State’s UDA definition will not be given additional consideration in the transportation funding allocation process.
3. Timing – There are no timing issues if the Board takes no action.
4. Legal – Legal issues will be addressed by the County Attorney’s Office.

- V. Recommendation is that the Board of County Supervisors concurs with Alternative A and approves the attached Resolution.

Staff: David McGettigan, 703-792-7189

Attachments:

- A. UDA Legislation
- B. House Bill 2
- C. House Bill 2 Transportation Project Screening Process

Attachment A – UDA Legislation

[S 274]

Approved March 8, 2012

Be it enacted by the General Assembly of Virginia:

1. That § 15.2-2223.1 of the Code of Virginia is amended and reenacted as follows:

§ 15.2-2223.1. Comprehensive plan to include urban development areas.

A. For purposes of this section:

"Commercial" means property devoted to usual and customary business purposes for the sale of goods and services and includes, but is not limited to, retail operations, hotels, motels and offices. "Commercial" does not include residential dwelling units, including apartments and condominiums, or agricultural or forestal production, or manufacturing, processing, assembling, storing, warehousing, or distributing.

"Commission" means the Commission on Local Government.

"Developable acreage," solely for the purposes of calculating density within the urban development area, means land that is not included in (i) existing parks, rights-of-way of arterial and collector streets, railways, and public utilities and (ii) other existing public lands and facilities.

"Population growth" means the difference in population from the next-to-latest to the latest decennial census year, based on population reported by the United States Bureau of the Census. In computing its population growth, a locality may exclude the inmate population of any new or expanded correctional facility that opened within the time period between the two censuses.

"Urban development area" means an area designated by a locality that is (i) appropriate for higher density development due to its proximity to transportation facilities, the availability of a public or community water and sewer system, or a developed area and (ii) to the extent feasible, to be used for redevelopment or infill development.

B. Any locality may amend its comprehensive plan to incorporate one or more urban development areas.

1. Urban development areas are areas that may be appropriate for development at a density on the developable acreage of at least four single-family residences, six townhouses, or 12 apartments, condominium units, or cooperative units per acre, and an authorized floor area ratio of at least 0.4 per acre for commercial development, any proportional combination thereof, or any other combination or arrangement that is adopted by a locality in meeting the intent of this section.

2. The urban development areas designated by a locality may be sufficient to meet projected residential and commercial growth in the locality for an ensuing period of at least 10 but not more than 20 years, which may include phasing of development within the urban development areas.

Attachment A – UDA Legislation

Where an urban development area in a county with the urban county executive form of government includes planned or existing rail transit, the planning horizon may be for an ensuing period of at least 10 but not more than 40 years. Future residential and commercial growth shall be based on official estimates of either the Weldon Cooper Center for Public Service of the University of Virginia, the Virginia Employment Commission, the United States Bureau of the Census, or other official government projections required for federal transportation planning purposes.

3. The boundaries and size of each urban development area shall be reexamined and, if necessary, revised every five years in conjunction with the review of the comprehensive plan and in accordance with the most recent available population growth estimates and projections.

4. The boundaries of each urban development area shall be identified in the locality's comprehensive plan and shall be shown on future land use maps contained in such comprehensive plan.

5. Urban development areas, if designated, shall incorporate principles of traditional neighborhood design, which may include but need not be limited to (i) pedestrian-friendly road design, (ii) interconnection of new local streets with existing local streets and roads, (iii) connectivity of road and pedestrian networks, (iv) preservation of natural areas, (v) mixed-use neighborhoods, including mixed housing types, with affordable housing to meet the projected family income distributions of future residential growth, (vi) reduction of front and side yard building setbacks, and (vii) reduction of subdivision street widths and turning radii at subdivision street intersections.

6. The comprehensive plan shall describe any financial and other incentives for development in the urban development areas.

7. A portion of one or more urban development areas may be designated as a receiving area for any transfer of development rights program established by the locality.

C. No locality that has amended its comprehensive plan in accordance with this section shall limit or prohibit development pursuant to existing zoning or shall refuse to consider any application for rezoning based solely on the fact that the property is located outside the urban development area.

D. Localities shall consult with adjacent localities, as well as the relevant planning district commission and metropolitan planning organization, in establishing the appropriate size and location of urban development areas to promote orderly and efficient development of their region.

E. Any county that amends its comprehensive plan pursuant to subsection B may designate one or more urban development areas in any incorporated town within such county, if the council of the town has also amended its comprehensive plan to designate the same areas as urban development areas with at least the same density designated by the county. However, if a town has established an urban development area within its corporate boundaries, the county within which the town is located shall not include the town's projected population and commercial growth when initially determining or reexamining the size and boundary of any other urban development area within the county.

Attachment A – UDA Legislation

F. 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 urban development areas or to such similar areas that accommodate growth in a manner consistent with this section.

(2007, c. 896; 2009, c. 327; 2010, cc. 465, 528; 2011, c. 561; 2012, cc. 192, 518, 805, 836.)

VIRGINIA ACTS OF ASSEMBLY -- 2014 SESSION
CHAPTER 726

An Act to amend the Code of Virginia by adding in Article 1.1 of Chapter 1 of Title 33.1 a section numbered 33.1-23.5:5, relating to prioritization of projects funded by the Commonwealth Transportation Board.

[H 2]

Approved April 6, 2014

Be it enacted by the General Assembly of Virginia:

1. That the Code of Virginia is amended by adding in Article 1.1 of Chapter 1 of Title 33.1 a section numbered 33.1-23.5:5 as follows:

§ 33.1-23.5:5. *Statewide prioritization process for project selection.*

A. The General Assembly declares it to be in the public interest that a prioritization process for projects funded by the Commonwealth Transportation Board be developed and implemented to improve the efficiency and effectiveness of the state's transportation system, transportation safety, transportation accessibility for people and freight, environmental quality, and economic development in the Commonwealth.

B. Subject to the limitations in subsection C, the Commonwealth Transportation Board shall develop, in accordance with federal transportation requirements, and in cooperation with metropolitan planning organizations wholly within the Commonwealth and with the Northern Virginia Transportation Authority, a statewide prioritization process for the use of funds allocated pursuant to § 33.1-23.1 or apportioned pursuant to 23 U.S.C. § 104. Such prioritization process shall be used for the development of the Six-Year Improvement Program pursuant to § 33.1-12 and shall consider, at a minimum, highway, transit, rail, roadway, technology operational improvements, and transportation demand management strategies.

1. The prioritization process shall be based on an objective and quantifiable analysis that considers, at a minimum, the following factors relative to the cost of the project or strategy: congestion mitigation, economic development, accessibility, safety, and environmental quality.

2. Prior to the analysis in subdivision 1, candidate projects and strategies shall be screened by the Commonwealth Transportation Board to determine whether they are consistent with the assessment of capacity needs for all for corridors of statewide significance, regional networks, and improvements to promote urban development areas established pursuant to § 15.2-2223.1, undertaken in the Statewide Transportation Plan in accordance with § 33.1-23.03.

3. The Commonwealth Transportation Board shall weight the factors used in subdivision 1 for each of the state's highway construction districts. The Commonwealth Transportation Board may assign different weights to the factors, within each highway construction district, based on the unique needs and qualities of each highway construction district.

Attachment B – UDA Legislation

4. *The Commonwealth Transportation Board shall solicit input from localities, metropolitan planning organizations, transit authorities, transportation authorities, and other stakeholders in its development of the prioritization process pursuant to this section. Further, the Board shall explicitly consider input provided by an applicable metropolitan planning organization or the Northern Virginia Transportation Authority when developing the weighting of factors pursuant to subdivision 3 for a metropolitan planning area with a population over 200,000 individuals.*

C. The prioritization process developed under subsection B shall not apply to the following: projects or activities undertaken pursuant to § 33.1-23.02; projects funded by the Congestion Mitigation Air Quality funds apportioned to the state pursuant to 23 U.S.C. § 104(b)(4) and state matching funds; projects funded by the Highway Safety Improvement Program funds apportioned to the state pursuant to 23 U.S.C. §104(b)(3) and state matching funds; projects funded by the Transportation Alternatives funds set-aside pursuant to 23 U.S.C. § 213 and state matching funds; projects funded pursuant to subdivisions B 2 and 3 of § 33.1-23.1; projects funded by the revenue-sharing program pursuant to § 33.1-23.05; and projects funded by federal programs established by the federal government after June 30, 2014, with specific rules that restrict the types of projects that may be funded, excluding restrictions on the location of projects with regard to highway functional classification. The Commonwealth Transportation Board may, at its discretion, develop a prioritization process for any of the funds covered by this subsection, subject to planning and funding requirements of federal law. However, the Board shall defer to individual local governments for projects funded pursuant to subdivisions B 2 and 3 of § 33.1-23.1.

D. The Commonwealth Transportation Board shall make public, in an accessible format, the results of the screening and analysis of candidate projects and strategies under subsection B, including the weighting of factors, in a timely fashion.

2. That the Commonwealth Transportation Board shall select projects for funding pursuant to the provisions of this act beginning July 1, 2016.

3. That, at the discretion of the Board, a project fully funded in the Six-Year Improvement Program that has completed the state environmental review process or the review process required by the National Environmental Policy Act may be exempt from the provisions of this act.

4. That the prioritization process developed pursuant to § 33.1-23.5:5 of the Code of Virginia, as created by this act, shall not apply to funds allocated to the Northern Virginia Transportation Authority Fund established pursuant to § 15.2-4838.01 of the Code of Virginia, the Hampton Roads Transportation Fund established pursuant to § 33.1-23.5:4 of the Code of Virginia, or federal funds subject to 23 U.S.C. 133(d)(1)(A)(i).

5. That the Commonwealth Transportation Board in implementing § 33.1-23.5:5 as created by this act shall comply with the allocation of funds pursuant to § 33.1-23.1.

Attachment B – UDA Legislation

6. That, for Northern Virginia and Hampton Roads highway construction districts, the Commonwealth Transportation Board, pursuant to subdivision B 3 of § 33.1-23.5:5 as created by this act, shall ensure that congestion mitigation, consistent with § 33.1-13.03:1 of the Code of Virginia, is weighted highest among the factors in the prioritization process. For metropolitan planning areas with a population over 200,000, the prioritization process shall also include a factor based on the quantifiable and achievable goals pursuant to subsection B of § 33.1-23.03 of the Code of Virginia.

7. That notwithstanding § 33.1-23.5:5 as created by this act, the Commonwealth Transportation Board shall ensure that no project shall be undertaken primarily for economic development purposes.

8. That if any portion of this act shall be adjudged unconstitutional in any court of competent jurisdiction, the remaining portions of this act shall remain in effect.

2.2 SCREENING

Screening Process & Administration

All projects submitted for the HB2 process must pass through an initial screening process conducted by the technical evaluation team. The project screening is a critical component because it links the planning and programming processes to ensure the overarching transportation goals of the Board are advanced. If a project does not meet the capacity and operations needs of VTrans 2040, it cannot move forward in the HB2 process. VTrans 2040 assesses the State's transportation needs at three scales, with each scale receiving its own set of guiding principles and approach in the plan:

- Corridor of Statewide Significance (COSS) - Interregional travel market
- Regional Networks - Intraregional travel market
- Urban Development Areas (UDA) - Local activity center market

Reflecting the organization of VTrans 2040, HB2 requires that every capital project clearly state which of the three scales primarily best fit the proposed investment. This geographic designation will determine which screening criteria that VDOT and DRPT applies to the proposal. As VTrans 2040 is under development, the screening criteria are outlined here at a high level and are subject to change.

Corridors of Statewide Significance

Corridors of Statewide Significance (COSS) represent key multi-modal travel corridors that move people and goods within and through Virginia. These corridors are intended to primarily serve long-distance / interregional travel. Currently there are 12 corridors in Virginia designated as COSS. COSS conform to the following criteria:

- The corridor has multiple modes or is an extended freight corridor
- The corridor connects regions, states, and/or major activity centers
- The corridor provides for a high volume of travel
- The corridor provides a unique statewide function or addresses a statewide
- Goal
-

Screening Criteria for COSS Projects

1. Project is submitted by an eligible applicant
2. Project conforms to the geographic definition of a COSS
3. The project meets a need identified by VTrans 2040 for the corridor. Corridor needs reflect the guiding principles of COSS investments:
 - a. Increasing safety and operations
 - b. Improving reliability
 - c. Complementing transportation mode choice
 - d. Reducing severe congestion and bottlenecks

Regional Networks

Regional Networks refer to multimodal networks that facilitate intra-regional travel within urbanized areas. They fill in a gap between Corridors of Statewide Significance that serve

Attachment C – HB2 Screening Process

statewide objectives, and UDAs which serve local objectives. Regional Networks is a new concept introduced in VTrans 2040, and as such work is underway to define and identify networks.

Screening Criteria for Regional Network Projects

1. Project is be submitted by an eligible applicant
2. The project meets a need identified by VTrans 2040 for Regional Networks. Regional Network investments should follow the following guiding principles:
 - a. Focus on economic competitiveness and accessibility
 - b. Opportunity to link Region’s economic vision with future transportation needs
 - c. Extensive outreach to determine desired economic future of each region

Urban Development Areas

Urban Development Areas (UDAs) are a statewide designation for compact areas where jurisdictions intend to concentrate future population growth and development. UDAs have been designated through each jurisdiction’s comprehensive planning process; across the state there is a great deal of variation in the size and nature of UDAs. However, some jurisdictions have included locally designated growth areas in their comprehensive plans, places that are similar to UDAs in land use characteristics, but that are not classified as UDAs.

Pursuant with the Code of Virginia (Section 15.2-2223.1) a UDA is defined as:

- Urban development areas are areas that may be appropriate for development at a density on the developable acreage of at least four single-family residences, six townhouses, or 12 apartments, condominium units, or cooperative units per acre, and an authorized floor area ratio of at least 0.4 per acre for commercial development, any proportional combination thereof, or any other combination or arrangement that is adopted by the locality and meets the intent of the code.
- Urban development areas shall incorporate principles of traditional neighborhood design.

There are currently 77 certified UDAs in the state of Virginia but an additional 194 locally designated growth areas that are similar to UDAs in planned development context. The Virginia Office of Intermodal Planning and Investment (OIPI) has initiated a technical assistance program to support communities that would like to designate additional UDAs, including those jurisdictions with existing locally designated growth areas.

Screening Criteria for UDA Projects

1. Project is be submitted by an eligible applicant
2. Project serves at least one eligible UDA or “UDA-like” area
3. The project meets a need identified by VTrans 2040 for UDAs. UDA investments should follow the following guiding principles:
 - a. Context sensitive multi-modal transportation solution
 - b. Last-mile access to jobs and non-work attractions
 - c. Safe bicycle and pedestrian circulation
 - d. Improve connections to local multi-modal networks and regional transportation options

MOTION:

**July 14, 2015
Regular Meeting
Res. No. 15-**

SECOND:

RE: INITIATE A COMPREHENSIVE PLAN AMENDMENT TO RECOGNIZE THAT LAND USE DESIGNATIONS CURRENTLY CONTAINED WITHIN THE COUNTY'S COMPREHENSIVE PLAN MEET THE DENSITY REQUIREMENTS OF URBAN DEVELOPMENT AREAS FOR THE PURPOSES OF VIRGINIA HOUSE BILL 2 TRANSPORTATION PROJECT PRIORITIZATION FOR STATE FUNDING – COUNTYWIDE

ACTION:

WHEREAS, under the Code of Virginia, the Board of County Supervisors (BOCS) can initiate amendments to the adopted Comprehensive Plan; and

WHEREAS, the Code of Virginia was amended in 2007 to require localities to establish Urban Development Areas (UDA) in their comprehensive plans adequate to accommodate 10-20 years' growth (Section 15.2-2223.1 of the Code of Virginia, Ann.); and

WHEREAS, in 2010 and 2011, the UDA legislation was significantly rewritten with new density requirements and a deadline for localities to comply with the legislation. One method of compliance identified in the legislation allowed localities to certify that their Comprehensive Plan met the intent; and

WHEREAS, on May 17, 2011, the BOCS certified that Prince William County's Comprehensive Plan complied with the UDA legislation (Resolution Number 11-424); and

WHEREAS, in 2012, the mandatory provisions requiring localities to identify UDAs was repealed. After the appeal, the identification of UDAs became optional; and

WHEREAS, Virginia House Bill 2 (HB2) effective as of July 1, 2014, requires the development of a prioritization process for allocating transportation project funding and directs the Commonwealth Transportation Board (CTB) to develop and use a scoring process for project selection by July 2016. Eligibility to submit projects are in part based on project type, including those in Urban Development Areas or "UDA-like" areas; and

WHEREAS, Virginia House Bill 1887, approved by the General Assembly in February 2015, specifies new funding allocation approaches and funding programs under consideration by the CTB applicable to the provisions of HB2; and

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WHEREAS, the needs assessment for VTrans 2040 is underway and local jurisdictions have been asked to provide information of their designated UDAs or UDA-like areas by October 1, 2015 to be incorporated in VTrans 2040; and

WHEREAS, the Comprehensive Plan does not identify UDAs or reference the UDA legislation; and

WHEREAS, the Prince William Board of County Supervisors believes that public general welfare, as well as good planning practices, are served by the approval of this request;

NOW, THEREFORE, BE IT RESOLVED that the Prince William Board of County Supervisors does hereby initiate a Comprehensive Plan Amendment to recognize that land use designations currently contained within the County's Comprehensive Plan meet the density requirements of Urban Development Areas for the purposes of Virginia House Bill 2 transportation project prioritization for State funding.

Votes:

Ayes:

Nays:

Absent from Vote:


Absent from Meeting:

For Information:

Planning Director

County Attorney

ATTEST: _____
Clerk to the Board



Prince William County Government
Board of County Supervisors



Initiate a CPA to recognize that land use designations in the Comprehensive Plan meet the density requirements of Urban Development Areas for the purposes of HB2 transportation project prioritization for State funding

*David McGettigan – Long Range Planning Manager
Planning Office*

Background

- Urban Development Areas (UDA) Legislation – UDAs to be designated in Comprehensive Plan
- The BOCS self-certified that the Prince William County Comprehensive Plan complied with UDA legislation
- The UDA legislation was later repealed
- Virginia House Bill 2 – Established prioritization process for transportation project funding
- HB2 Policy Guide – Establishes criteria for transportation project prioritization that includes designated UDAs
- Prioritization process is underway

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Urban Development Areas

- Minimum Density Requirements
 - ◆ Four single-family residences per acre
 - ◆ Six townhouses per acre
 - ◆ Twelve apartments, condos or cooperative units per acre
 - ◆ Commercial floor area ratio of at least 0.4 per acre
- Incorporate principles of traditional neighborhood design

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HB2 Prioritization Process

There are 3 scales for screening transportation projects:

- Project is in a **Corridor of Statewide Significance**
- Project is part of a **Regional Network**
- Transportation project serves a **UDA**

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PWC Comprehensive Plan

- The County's Comprehensive Plan already has several land use designations that meet the State UDA Criteria
- The proposed amendment would simply note that these designations meet the UDA criteria
- Adding this note will maximize the County's ability to have transportation projects prioritized through the HB2 screening process

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Recommendation

- Initiate a CPA to recognize existing land use designations in the County's Comprehensive Plan that meet the density requirements of Urban Development Areas for the purposes of HB2 transportation project prioritization for State funding

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