



**Appendix C**

# **Summary of Existing Plans and Studies**

## COMPREHENSIVE PLANS AND THE LRTP:

EPR, P.C. carefully read through the latest comprehensive plans for the Danville MPO's local member localities. Staff inventoried local vision statements, goals, objectives and proposed policy actions. As comprehensive plans are fundamental policy documents in local governments, required by state law, the locally approved policies will be incorporated into the LRTP transportation planning process. At the end of calendar year 2019, the MPO Policy Board will formally adopt 2045 goals, performance measures and targets that will be used for evaluating and prioritizing potential transportation projects. The comprehensive plans will be integrated into that evaluation and prioritization process.

## SUMMARY OF COMPREHENSIVE PLANS:

The Pittsylvania County and City of Danville comprehensive plans contain several elements that align well with the MPO's transportation planning process, as is outlined by federal requirements. Staff believe that these local policy documents can easily dovetail into performance measures, project prioritization and final project selection.

### PITTSYLVANIA COUNTY

Pittsylvania County adopted an eight-chapter comprehensive plan that established several clear policy objectives. This is the biggest county in Virginia, with a 982 square mile territory. As such, not all comprehensive plan elements apply to the Metropolitan Planning Area (MPA). Only 161 square miles of Pittsylvania County are within the Danville MPO. Even so, several elements and policies are applicable to the 2045 LRTP update.

#### Overarching Policies

The Pittsylvania Comprehensive Plan establishes six overarching statements that guide subsequent goals, objectives and other actions. The County's primary policies are:

1. **Stimulated Economy:** To stimulate economic activity and encourage development that supports a healthy, stable, and diverse economy.

2. **Adaptation to Population Changes:** To anticipate and plan for population change and accommodate population change in an orderly and efficient manner.
3. **Preservation:** To promote the preservation of the natural and cultural environment for present and future residents of the County.
4. **Public Services and Facilities:** To provide the public services and community facilities necessary to support development as economically and efficiently as possible.
5. **Affordable Housing:** To encourage aesthetic, healthy residential communities, and provide choices in the housing market so that all County residents may find affordable, comfortable, safe, and sanitary housing.
6. **Efficient Government:** To promote the efficient and financially sound operation of the County government and minimize the financial burden on the County taxpayers.

#### Policy Objectives and Actions

The comprehensive plan designates ten growth areas, mostly associated with the major transportation corridors, US Route 29 and US Route 58. The main land use policy is to concentrate commercial, industrial and higher density residential uses into these designated growth areas. The County established an Urban Development Area (UDA) around the City of Danville, in the Metropolitan Planning Area. County officials also created Economic Development Corridors along US Routes 29 and 58. This policy also helps to preserve the rural character of the County, while encouraging economic development.

## Transportation Elements

Chapter VII of the comprehensive plan establishes local transportation policies. They include:

1. **Safety & Efficiency:** To develop and maintain a safe and efficient transportation system.
  - » To establish and maintain a level of service of “C” or better for all secondary and primary highway intersections in the County.
2. **Multimodal:** To encourage a balanced, efficient transportation system.
  - » Promote transit and van pool ridership in Pittsylvania County.
  - » Develop a minimum of ten miles of bike lanes or off-road bike paths within the County within the next ten years.
  - » Support all rail opportunities within the County.
3. **Future Needs:** Plan for the County’s future highway needs.
  - » Identify and protect new highway corridors needed to serve the long term needs of the County.

## CITY OF DANVILLE

Like Pittsylvania County, Danville’s Comprehensive Plan tends to focus on economic development. The City’s policies focus more on redevelopment, infill and reuse of existing buildings, given the urban environment. Danville’s Comprehensive Plan establishes an important land use goal, to maintain a mix of residential and non-residential uses, at 65 percent and 35 percent respectively. This Plan designates the entire City as an UDA. There is continuity between the City and County UDAs, creating a single urban area. The City’s Comprehensive Plan defines twelve Planning Areas: Westover, Piedmont/Mt. Cross Road, Country Club, South Danville, Southwyck, River District, West Main, Airport/Industrial, South Boston Road, North Main, Piney Forest Road and Franklin Turnpike. The plan also focuses on gateways into the City, quality affordable housing and historic preservation.

## Overarching Policies

The City of Danville establishes six overarching policies. As with Pittsylvania County, these policy statements are relatively consistent with the federally required planning factors for Long Range Transportation Planning. These City’s policies include:

1. **Sustainable Growth and Land Use:** Promote a balanced mix of residential, commercial, and industrial uses which will accommodate the needs of existing businesses and residents and encourage well-planned development/redevelopment opportunities for new businesses and residents while at the same time protect the historic, architectural, cultural, and natural environment of Danville.
2. **Transportation:** Ensure that the location, character, and capacity of the City’s existing and future transportation facilities are compatible with the Future Land Use Plan, are supportive of sustainable growth, and enhance the City’s livability and economic vitality.
3. **Corridors and Gateways:** Enhance the major transportation corridors and entrance gateways into the City in order to instill a sense of pride among residents, create a good impression to occasional and regular travelers through the City, and communicate clearly that Danville is a desirable place to live, work, and play.
4. **Housing and Neighborhoods:** Promote opportunities for a wide variety of housing types in the City by adaptive reuse, redevelopment, and new development within established neighborhoods and districts and through sustainable and well-planned new development, including mixed-use development, on vacant land with an emphasis on providing safe, sanitary, and affordable homes for low- to moderate-income residents as well as residents with higher incomes.
5. **Historic and Cultural Resources:** Promote historic and cultural resources by preventing deterioration, promoting rehabilitation and reuse, and promoting heritage tourism in the City.

6. Economic Development: Support and promote the City's existing economic base while actively recruiting other economic development opportunities in the areas of basic industry; advanced manufacturing; technology; sustainable/green energy, automotive, and aerospace research, development, and production; and tourism in order to strengthen and expand the economy.

### Transportation Elements

Several chapters of the Danville Comprehensive Plan relate to transportation. The Economic Development Chapter lays forth numerous recommendations that are heavily dependent on the success of the region's transportation networks. The Land Use Chapter is also tightly tied to transportation themes. Through the Comprehensive Plan's Transportation Chapter, Danville establishes more specific policy objectives. Not all objectives are consistent with MPO programming. Those that will be incorporated into the LRTP process are noted with an \*.

- Future Land Uses\*: To ensure adequate traffic carrying capacities, future transportation improvements should be commensurate with the Future Land Use Plan.
- Industrial/Commercial Access\*: Roadway and mass transit improvements need to accompany the growth of business and industrial parks located at the east and west ends of the US Route 58/29 Bypass.
- Access to Undeveloped Areas\*: When the current road network is to be expanded, the planning of transportation improvements and future right-of-way alignments should not isolate (or land lock) usable pockets of land nor should they ignore opportunities for interconnectivity between areas designated for future development objectives developed by the City for the River District area, especially with those associated with the ongoing Main Street program.
- Downtown Preservation/Revitalization\*: Transportation improvements should be compatible with the preservation and revitalization objectives developed by the City for the downtown and Tobacco Warehouse District areas, especially with those associated with the ongoing Main Street program.
- Bicycle and Pedestrian Elements\*: To enhance the City's viability as an inviting center for tourism and to better integrate its existing and planned neighborhoods, the City should develop a master planned bicycle and pedestrian system in order to properly integrate these facilities into the existing Transportation Plan.
- Gateway and Corridor Planning: To create a more attractive gateway and corridor image for the City, proposed transportation improvements and new alignments should respect Danville's urban design and corridor enhancement objectives, including the provision of street landscaping, lighting, highway buffers, and bicycle and pedestrian facilities. Capital improvement plans should anticipate funding needs for specific corridor improvement projects.
- Environment Compatibility\*: Recognizing the vulnerability of the City's water resources and natural areas, transportation facilities should avoid, where feasible, the disruption of ecological areas which would have a negative impact on the environment. Best management practices and enhanced erosion control should be implemented with future improvements. Existing roads that are at-risk due to natural hazards should be evaluated and improved as needed.
- Subdivision and Site Plan Review: To ensure adequate street planning and design by private development, the City should carefully evaluate all future residential development proposals in order to provide for appropriate levels of intercommunity traffic circulation. The City should keep abreast of all newly adopted subdivision standards required by VDOT.
- Maintenance and Private Subdivision Streets: In order to better safeguard City residents and minimize private maintenance responsibility for single-family residential areas, subdivision standards should prohibit the development of private road systems in detached single-family and duplex residential developments.

- **Fiscal Responsibility\***: To provide equity in the allocation of future costs of transportation improvements to existing citizens, the transportation planning and funding programs must recognize that the financial responsibility for future improvements is a partnership function between state, local, business/industry, developers and end-users of future projects. Financing tools that fairly balance these responsibilities and prioritize efficient extension of public infrastructure should be utilized.
- **Quality Affordable Housing**: Poverty rates are relatively high in the Danville-Pittsylvania region. Consequently, access to affordable and quality housing is a key issue for both governments. This policy shows the economic strain on many residents. While affordable housing is typically not emphasized in transportation plans, lower-income households should be a key consideration with development of the LRTP.

## OVERLAPPING ELEMENTS

The City and County Comprehensive Plans are on relatively the same review cycle. While both plans focus on the unique policy challenges of their jurisdictions, there are areas of overlap. Generally, the two MPO jurisdictions have four policy areas that are particularly consistent.

- **Urban Development Areas**: The City and County UDAs are contiguous for the Metropolitan Planning Area. This continuity will allow for a more effective land use analysis with the 2045 LRTP update.
- **Economic Development**: Both jurisdictions focus their policy documents on economic development. The MPO Policy Board's actions are consistent with those policies, selecting economic development as a core principle in evaluating projects for transportation funding. This topic will be a central element with performance measures, goals, targets and project selection.
- **Preservation**: County and municipal decision-makers prioritized preservation as a core policy area. Both comprehensive plans call for the preservation of natural, cultural and historic resources. These resources should be of emphasis when evaluating transportation projects in the Constrained Long Range Plan.

## OTHER PLANNING DOCUMENTS

Comprehensive plans are the central policy documents in local government. As such, project staff focused their time and resources on evaluating these plans. In terms of local documents, staff reviewed other plans, as well, such as the River District Bicycle and Pedestrian Study and Riverwalk Master Plan. To develop a list of potential LRTP projects, staff reviewed dozens of traffic studies and reports.

Recommendations from those traffic studies will be incorporated into a Project Pool, along with remaining projects from the 2040 LRTP. All local planning documents will be referenced throughout the LRTP process, where applicable, and will help to guide development of the MPO's plan.

## LRTP INCORPORATION

There are ten federally required planning factors that must be incorporated in the Long Range Transportation Planning process, through a performance-driven, outcome-based approach (§ 450.306 Scope of the metropolitan transportation planning process). The process must also be continuous, cooperative, and comprehensive. Under this guidance, the Danville MPO's 2045 LRTP will incorporate local policies and objectives into the transportation planning process. The federally required factors include:

1. **Economic Vitality**: Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. **Safety**: Increase the safety of the transportation system for motorized and non-motorized users.

3. Security: Increase the security of the transportation system for motorized and non-motorized users.
4. Accessibility: Increase accessibility and mobility of people and freight.
5. Environmental: Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Connectivity: Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Efficiency: Promote efficient system management and operation.
8. Maintenance: Emphasize the preservation of the existing transportation system;
9. Resiliency: Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Tourism: Enhance travel and tourism

Local transportation policies are relatively consistent with the LRTP Planning Factors. Through the LRTP process, local policies will be integrated into the performance-based evaluation and prioritization of MPO projects. The following illustrated the consistency between policies and planning factors. Later in the transportation planning process, a similar table will assist with developing Danville MPO's performance measures and goals.

**Integrating Local Policies and LRTP Planning Factors**

LRTP Planning Factors	Economic Vitality				X	X	X			
	Safety	X						X		
	Security	X								
	Accessibility		X			X		X		
	Environmental			X	X		X		X	
	Connectivity		X			X		X		
	Efficiency	X								X
	Maintenance			X						X
	Resiliency								X	
	Tourism							X		
	Safety & Efficiency	Multimodal	Future Needs	Future Land Uses	Ind./Comm. Access	Downtown Pres./Revit.	Bike and Pedestrian	Environmental	Fiscal Responsibility	
	Pittsylvania County			City of Danville						
	Local Policies									

## ACTIONS:

A comprehensive plan is the most important policy document in local government. Consequently, these documents should be central considerations in the regional process of developing the LRTP. The following is a list of actions that EPR-PC will take to incorporate local policies into the transportation planning process.

- **Unified Future Land Use Map:** The consultants will develop a unified future land use map for the MPA, to serve as a consideration in project selection. This action will be consistent with the Danville policy that “future transportation improvements should be commensurate with the Future Land Use Plan.” The combined map will also support the Pittsylvania County UDA.
- **Performance Measures, Goals and Targets:** The project team will integrate local policies into LRTP performance measures, goals and targets. The 2045 plan will evaluate projects through a performance-based process. A prioritization tool will be central for selecting LRTP projects, through a series of evaluations and prioritizations. Per the Pittsylvania County Comprehensive Plan, the process will emphasize the policy “to maintain a level of service of ‘C’ or better for all secondary and primary highway intersections in the County.”
- **Economic Development Measures:** With the project evaluation process, economic development will be a priority performance measure. The process will favor projects that meet the specific economic development policies and strategies detailed in the local plans.
- **Project Selection:** The LRTP process will ensure that projects that are inconsistent with local policies will not advance into the performance-based evaluation process. Projects that threaten historic, cultural or critical environmental resources will be filtered out of the process. Per the City’s Comprehensive Plan, projects “should not isolate (or land lock) usable pockets of land.”

- **Multimodal:** The 2045 LRTP will expand on multimodal transportation projects, per the Pittsylvania County policy “to encourage a balanced efficient transportation system.” Also consistent with City policies, this multimodal focus will include separate reports for bike and pedestrian facilities, transit, car and van pooling, and other multimodal considerations. These more detailed reports will generate projects for the Constrained Project List and will be included in the LRTP Appendix.
- **Income and Affordability:** Since both comprehensive plans emphasize affordability, due to relatively high poverty rates, the 2045 LRTP will give emphasis on affordability of transportation.
- **Changing Population:** Staff will develop a Danville MPO Demographics Report that will feed into the transportation planning process but would also serve as a stand-alone report. This report will help support the Pittsylvania County policy, “to anticipate and plan for population change and accommodate population change in an orderly and efficient manner.”
- **Responsible Government:** Both localities value effective and efficient government spending. The LRTP transportation process requires this fiscal responsibility with the constrained list of projects. This process will also include a rudimentary evaluation of cost versus benefit, to ensure that the most cost-effective projects will be submitted for potential funding.

EPR-PC asks that the Danville MPO review the proposed actions, listed above, and communicate any disagreement with these strategies. If other actions should be taken, please advise. If you have any questions, comments or concerns, please contact Will Cockrell at [w.cockrell@epr-pc.com](mailto:w.cockrell@epr-pc.com) or (434) 202- 5082.