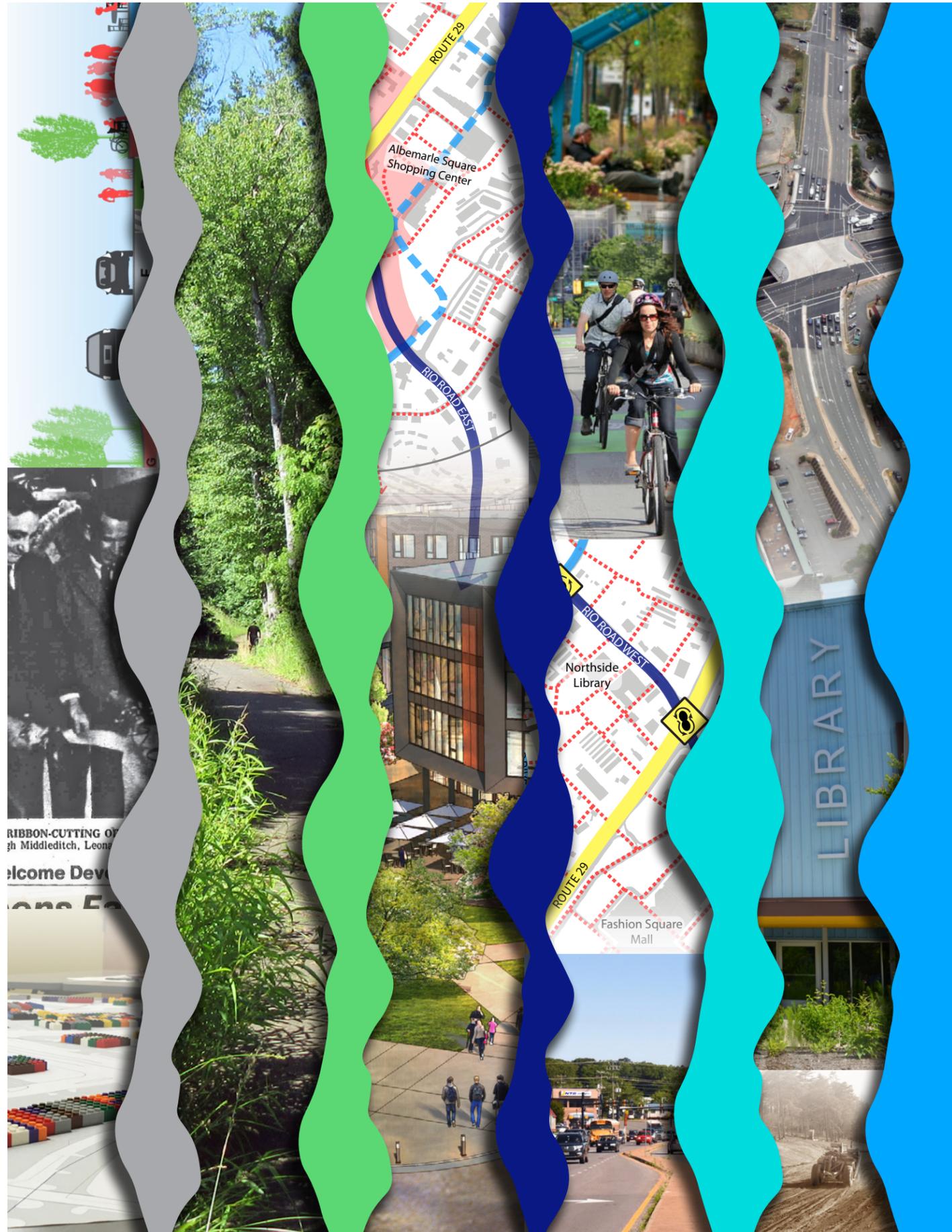


Excerpts from the Rio29 Small Area Plan

This attachment includes selected excerpts from the Rio29 Small Area Plan that reference public spaces and amenities.

To view the entire Rio29 Small Area Plan, visit: <https://tinyurl.com/Rio29SAP>



Rio29

AN OPPORTUNITY PLAN

ADOPTED DECEMBER 12, 2018



Rio29 Challenges

A place designed for cars.

Unconnected and Unsafe for Bicycles and Pedestrians

Rio29 has few sidewalks and even fewer bicycle lanes. Existing sidewalks have obstructions and some end abruptly. There are no buffers between fast moving traffic and pedestrians.



Lack of Human Scale

The area consists of four large superblocks, each superblock is over one thousand feet (about three football fields) long and bounded by major roadways. Inside these superblocks, buildings are set back hundreds of feet from the main roads.

These large setbacks and superblocks collectively create an unwelcoming environment for pedestrians and cyclists due to the lack of human scale.



The ideal block size for walkability is about 1-4 acres.

- ① 66.4 acres
- ② 22.6 acres
- ③ 54.4 acres
- ④ 40.3 acres



Superblocks in the Rio29 Area

Predominantly Retail

Large strip centers surrounded by surface parking currently dominate Rio29's development pattern.

Recently, conventional retail has struggled across the nation: 19 national retail chains filed for bankruptcy in 2017 alone. Rio29 has experienced recent retail and anchor store closures, suggesting that more may follow in the coming years. These trends forecast changes to Rio29's retail environment and indicates that it is prime for redevelopment.



Commercial Zoning in the Rio29 Area

- Highway Commercial
- C1 Commercial
- Planned Development Shopping Center
- Commercial Office
- Planned Development Mixed Commercial

A Paved Environment with Few Public Amenities

There are no parks or public outdoor spaces in Rio29. The one short public trail in Rio29, near Arden Place Apartments, is not connected to any others. Most of the area's natural features have been graded and paved over. Multiple streams are piped under buildings and parking lots. Many streets do not have street trees, and landscaping is sparse, which can lead to the urban heat-island effect and stormwater management issues.

Some of the undeveloped natural features are owned by Albemarle County and can be preserved as part of a future public green-space network.



The Rio29 Small Area Plan's introduction evaluates the current conditions of the area and highlights the limited number of public amenity spaces.

County-Owned Property: "Woodbrook Lagoon"

Planning & Engagement

The Planning Process

Planning for Rio29 began in April 2016 and consisted of three phases. The planning process and scope considered the policy context of the County's Comprehensive Plan and Places29 Master Plan while engaging the community in determining the preferred form and amenities.

County staff and consultant teams conducted stakeholder outreach during the process, hosted community meetings and open houses and convened work groups and steering committees.

TOP RIO29 PUBLIC COMMENT TOPICS

| | | |
|---|--------------------------------|------------------------|
| 1 | Bike/Ped and Transit | 345 comments |
| 2 | Green Space + Amenities | 276 comments |
| 3 | Mixed-Use Development | 237 comments |
| 4 | Placemaking | 231 comments |

For more information on public comments, see the online summaries [here](#).



The **Comprehensive Plan** is a County-wide policy document establishing the Growth Management Policy, with designated Development Areas comprising approximately 5% of the County's land area. It calls for Master Plans to guide growth and investment in Development Areas and establishes the **Neighborhood Model Design Guidelines**.

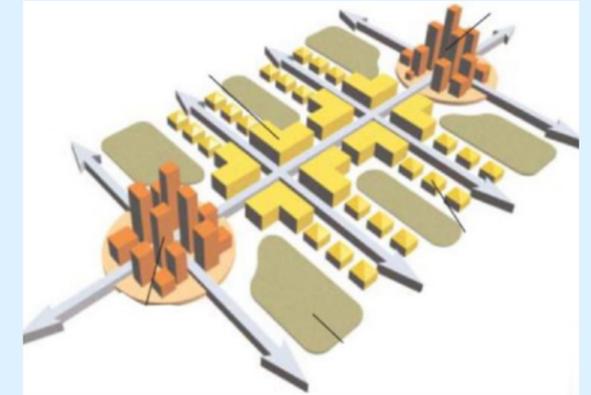
The **Places29 Master Plan** calls for a multimodal, mixed-use future for the County's Northern Development Areas along Route 29. It provides high-level land use and transportation improvement recommendations and identifies topics for future study, including a Small Area Plan at Rio29.

The **Rio29 Small Area Plan** establishes a detailed plan for the area's future development and investment, with specific transportation, land use, and urban design recommendations. It further details and prioritizes policies and projects for ready and effective **implementation**.

PHASE I: VISIONING

Early visioning for a larger Rio29 study area identified key themes including a desire for walkability, amenity spaces, and a wider mix of uses. The community embraced the concept of the 15-minute walkable community with development centered around nodes, but citizens felt they should concentrate on the Rio29 node in the short term.

Phase I was funded through the Office of Intermodal Planning and Investment and was completed by March 2017.



Node Concept Presented at Community Meeting #2

PHASE II: DESIGN

Phase II developed a preliminary land use plan, urban design plan, transportation plan and implementation action plan for Rio29. A charrette in May 2017 developed three design alternatives, "Streets", "Squares", and "Station". The transit hub featured in the "Station" concept received strong support, as did the organization in "Squares".

A design concept combining these two concepts into a connectivity plan and framework was endorsed by the Board of Supervisors in January 2018.



Squares

Station

Design Alternatives Presented at Community Meeting #4

PHASE III: ADOPTION

Phase III began in February 2018 and included further refinement of the design concept and economic and fiscal modeling. Staff further developed design concept around the themes of Connectivity, Character, and Conservation. Implementation recommendations include initial development of a form-based code and review process improvements. The Board directed staff to advance the draft concepts to a Comprehensive Plan Amendment in August 2018.



Connectivity Plan Presented at Community Meeting #6

The Vision statements for each chapter (Connectivity, Character, and Conservation) reference public amenity space through language such as “complete streets”, “public spaces”, “vibrant and diverse” and “interesting character”.

The Plan establishes a long-range vision and supporting recommendations for the transformation of Rio29. Citizens, stakeholders, public officials, and staff worked together to develop the vision and recommendations on the following pages. This Plan provides a guide to future decision making related to development and redevelopment, public investment, and capital projects for the area. The following chapters focus on the three topic areas from the vision: **Connectivity**, **Character**, and **Conservation**. The last chapter, **Implementation**, provides a road-map for achieving the vision.

CONNECTIVITY

Transform Rio29 into multimodal hub that has a *connected* network of complete streets, which are designed for all users.

The Connectivity Chapter focuses on how the street network and transportation facilities in Rio29 can be transformed to address the community’s desire for alternative modes of transportation, such as walking, biking, and transit. This chapter lays the transportation framework for Rio29 and suggests a future street network and supporting recommendations to facilitate the vision.

Supporting Recommendations

- Create a multimodal hub at Rio29.
- Establish a connected street network.
- Design the street network for all users: Transit Riders, Pedestrians, Bicyclists, and Motorists.
- Plan for the future and utilize technology to facilitate alternative modes of transportation.

CHARACTER

Transform Rio29 into a vibrant and diverse mixed-use community with interesting character and a human-scale built environment.

The **Character Chapter** focuses on the form, feel, and use of Rio29. This chapter addresses the Community’s desire for placemaking and a wider mix of uses and recommends the transformation of this area into a more vibrant place. This chapter lays a framework for the form of future development and redevelopment and includes supporting recommendations to facilitate the creation of a more vibrant and active place.

Supporting Recommendations

- Create an identity for Rio29 through the built environment.
- Establish an urban form that is human-scale and pedestrian oriented.
- Provide a range of housing options and a mix of property uses.
- Create vibrant streets.
- Encourage the desired form and allow flexibility in use.

CONSERVATION

Transform Rio29 into a place enhanced through *conservation* with a network of sustainable and usable public spaces that enrich community and preserve and enhance natural resources.

The Conservation Chapter focuses on transforming Rio29 to a more green and sustainable place, accommodating the community’s desire for green amenities and public spaces. This chapter lays a framework for a connected network of outdoor public amenities and green spaces and includes supporting recommendations to facilitate the vision.

Supporting Recommendations

- Create a network of vibrant and usable public spaces.
- Use the public realm as an opportunity for placemaking, community building, and storytelling.
- Protect and enhance natural resources.
- Use sustainable design choices in public spaces and encourage sustainable choices in private development.

IMPLEMENTATION

The Implementation Chapter tackles the question of how we will achieve the vision for Rio29. This chapter identifies policy updates, partnerships, and investments that are necessary steps to implement the connectivity, character, and conservation recommendations for Rio29.

Supporting Recommendations

- Establish a performance management framework for tracking Indicators of Progress and explore implementation of civic technology solutions.
- Facilitate an engaging and inclusive community design process in support of the Recommendations throughout the Plan’s chapters.
- Update policies and zoning regulations to achieve the desired form through an efficient, predictable process.
- Pursue partnerships and incentives that advance County priorities and improve the financial viability of strategic projects.
- Undertake Transformative Projects to catalyze the desired development and make the area a popular place to live and work.

Recommendations

The Connectivity Chapter includes several recommendations related to the importance of public streets, pedestrian and bicycle amenities.

CREATE A CONNECTED NETWORK

Establish a connected network of public streets and prioritize upgrades and construction of Boulevards and Avenues and extensions as shown in the Connectivity Plan.

Create a network of bicycle/pedestrian routes consisting of both on-street facilities (sidewalks, bike lanes, and shared streets) and off-street facilities (shared-use paths and trails).

Prioritize construction of the Northtown Trail segments that pass through the Rio29 area, providing a continuous bicycle and pedestrian route from Downtown Charlottesville to Hollymead.

Establish a connected network of local streets through private redevelopment.

Apply a "typology" to each street that reflects the street's intended function, relationship to the adjacent built environment, and connection to nature, as shown in this plan.



DESIGN FOR ALL USERS

Upgrade existing streets and design all new streets to be complete streets, which are designed for all users: pedestrians, bicyclists, transit riders, and motorists.

TRANSIT RIDERS

Analyze bus ridership to and throughout the area to determine where routes can be consolidated and frequency of service increased.

Where needed, upgrade existing bus stops to include sheltered waiting areas, benches, and wayfinding signage.

Study the possibility of establishing bus stops and a Route29 Express Route along the Rio29 GSI ramps in the next 3 years.

Study the possibility of establishing a Rio29 circulator bus when demand is sufficient.

MOTORISTS

Consider roundabouts or alternatives as intersection treatments for new streets and for replacing key existing traffic signals, where appropriate, in order to reduce travel time for motorists traveling through the area.

Provide street parking on existing and proposed roadways, where appropriate, as a mechanism to increase parking supply while reducing the need for extensive surface parking lots.

Consider priority parking for motorized scooters and compact/electric vehicles in all public parking facilities.

Provide curb space for taxi and ride share drop-offs within the core plan areas.

PEDESTRIANS & BICYCLISTS

Provide appropriate buffering between automobile and bicycle/pedestrian traffic on higher speed/higher capacity streets.

Establish bicycle lanes along Rio Road that extend across the Grade Separated Interchange.

Establish crosswalks across the Grade Separated Interchange for pedestrians to cross Route 29 from the north side of Rio Road.

Provide, at a minimum, two additional pedestrian/bicycle crossings of Route 29 that are safe and welcoming.

Use wayfinding, consistent pavement markings, and materials to identify bicycle/pedestrian routes and to make the area unique.

Provide bicycle infrastructure and amenities in public spaces such as covered bicycle parking, storage, and fix stations. Encourage similar facilities in private development through zoning.



Indianapolis Cultural Trail Indianapolis, IN

Recommendations

LOOK TO THE FUTURE

Utilize technology to encourage and promote alternative modes of transportation.

Work with the City of Charlottesville and University of Virginia to identify efficient technology that can encourage transit ridership such as real time ridership and route information, consolidated payment systems, and beyond.

Provide cellphone-friendly maps and information about area trails, parks, and amenity spaces.

Consider electronic transit kiosks at bus stops providing route information.

Explore the possibility of bus rapid transit (BRT) as demand for transit evolves.

Encourage the inclusion of electric vehicle charging stations within parking facilities.

Begin studying and planning for the potential impacts of autonomous vehicles (AV). Revisit strategies to accommodate transportation mode changes as needed.

Identify curb spaces that can be converted from parking to vehicle drop-off space if autonomous vehicles become more prevalent.



Paved & Separated Bike Lanes Vancouver, BC



GRTC Pulse Station Richmond, VA



Downtown Norfolk Transit Center Norfolk, VA

CREATE A MULTIMODAL HUB

Transform Rio29 into a multimodal transportation hub that allows for seamless transition between modes (transit riders, pedestrians, bicyclists, and drivers).

When demand is sufficient, establish a central transit station at or close to the Rio29 intersection that allows for the convergence of transit routes connecting to Downtown Charlottesville, UVA, and the Airport.

Create safe and direct connections from the central transit station to adjacent neighborhoods/businesses.

Ensure adequate parking within easy walking distance of the central transit station.

Adjust spending priorities to provide a better balance of transportation choices in the area and to increase the share of people using transit, walking and bicycling.

KEY OUTCOME

How We Will Measure Progress

Buildout of a Complete Street network.

Achievement of the Connectivity Chapter's recommendations will be measured by the implementation of a network of Complete Streets that can safely and comfortably accommodate vehicular, bicycle, and pedestrian traffic.

As the existing network is improved to meet the recommended standards for cyclists and pedestrians (and as a result, transit) and new connections are made, people will have more choices for how to get around. The result will be a street network that performs better and offers safe alternatives to driving.

Recommendations

The Character Chapter includes several recommendations with the goal of creating a vibrant, public street environment.

RANGE OF HOUSING & USE

Where feasible, require a mix of affordable, workforce, and market-rate housing.

Where affordable housing cannot be required through zoning, encourage a mix of housing types through incentives such as height or density bonuses and parking reductions for inclusion of affordable/workforce housing.

Allow a mix of uses to accommodate a wide range of residential, work, cultural, recreational, and civic opportunities for residents.



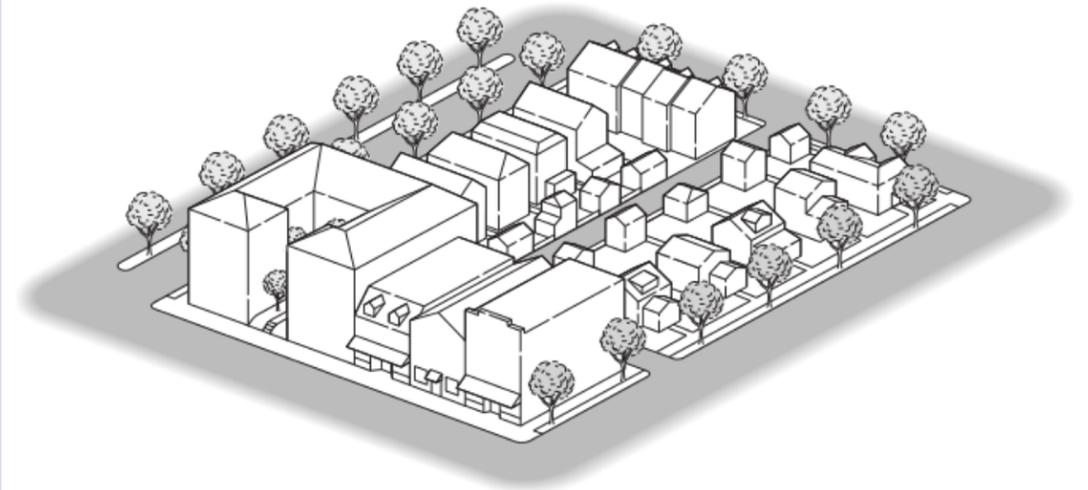
Mixed-Use, Transit-Oriented Development Los Angeles, CA

FLEXIBILITY & FORM

Update the Zoning Ordinance to allow for the desired form and mix of uses.

Pursue form-based code as a mechanism to promote the desired form.

Find the appropriate balance between regulation and flexibility: regulation to achieve the desired form, and flexibility to accommodate market changes and a mix of uses.



Form-based codes can provide the regulatory flexibility to seamlessly integrate multiple building types on a single street block. Credit: formbasedcodes.org.



Apartment Buildings Budapest, Hungary



Townhomes in a Mixed-Use Community Greenbridge, WA

VIBRANT STREETS

Locate active uses on ground stories to activate the street, especially within the designated Core areas.

Require street trees on all new streets and retrofit existing streets to add street trees and other landscaping.

Provide or add street amenities such as street furniture, artwork, and wayfinding signage.

Allow outdoor patio space along streets, especially within the Core and Urban Core.

Encourage creative use of water elements, such as rain gardens, along streets.

Encourage and allow on-street parking.



Duplex Housing Denver, CO



South Range Multi-Family Housing Charlottesville, VA

KEY OUTCOME

How We Will Measure Progress

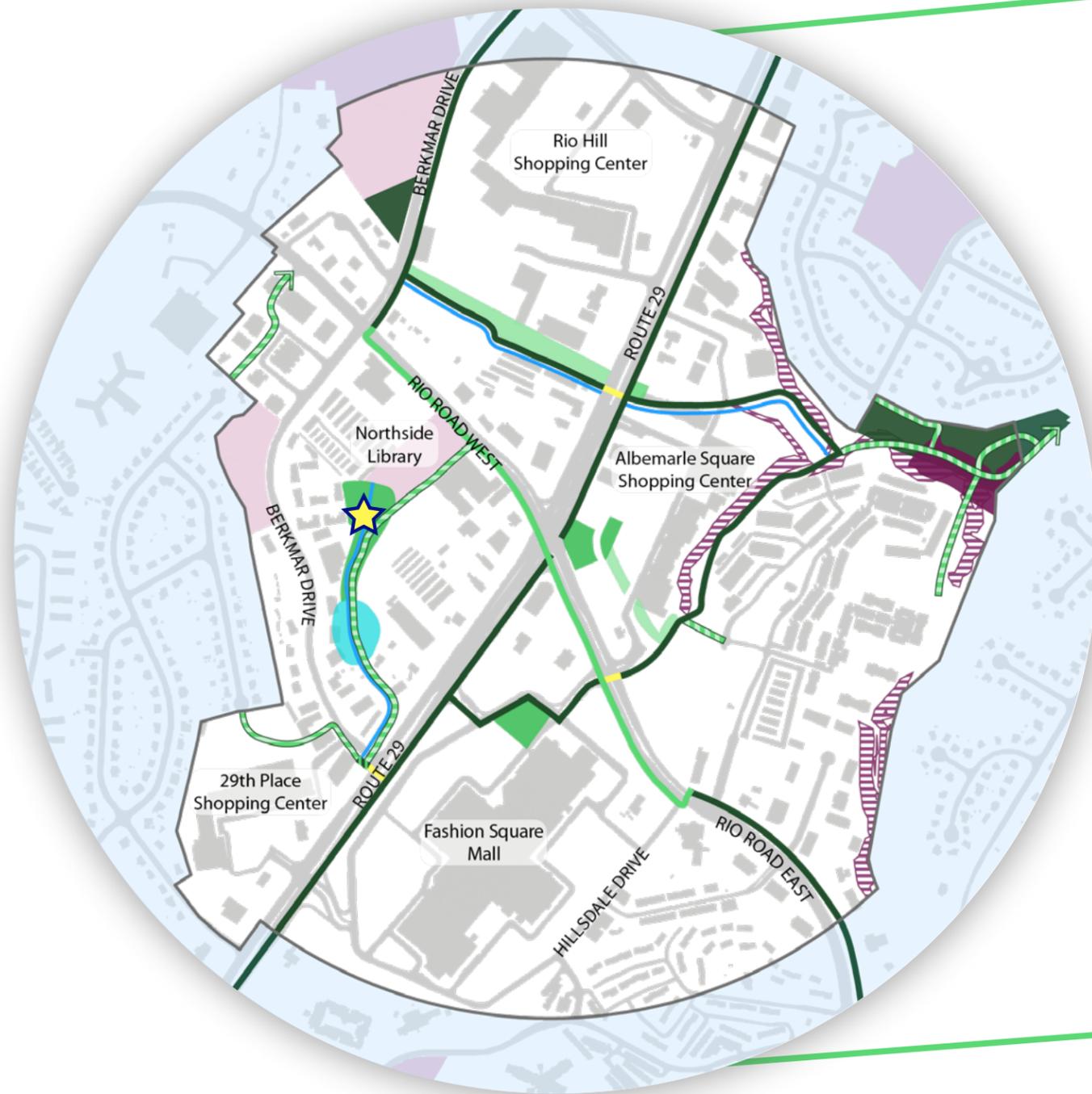
Efficient utilization of land for active and economically productive uses.

Currently, Rio29 has a large amount of underutilized land, including single-story buildings, excess surface parking, and stormwater facilities. Due to its strategic location within the Development Areas, Rio29 has the potential to become a hub for transportation, housing, and economic growth.

Creating a dense, attractive, human-scale urban environment will reinforce walkability and provide more opportunities for housing and employment. New development and redevelopment that meets the Character Chapter's recommendations will represent progress towards this outcome.

Conservation Plan

FUTURE CONSERVATION NETWORK



TRAIL TYPOLOGIES

- SHARED-USE PATH (SUP)** (Double-headed arrow)
- TRAIL** (Dashed double-headed arrow)
- TWO-WAY CYCLE TRACK OR SUP** (Double-headed arrow with a central line)

PUBLIC AMENITY SPACES

- LINEAR PARK (Light green)
- PLAZA/GREEN (Medium green)
- NATURAL AREA (Dark green)
- FLOODABLE PARK (Light blue)
- COUNTY-OWNED LAND (Pink)
- THE SQUARE* (Yellow star)
- PEDESTRIAN CROSSING (Yellow line)
- EXPOSED STREAM (Blue line)

CRITICAL RESOURCES

- PRESERVED SLOPES (Hatched pattern)
- 100' STREAM BUFFER (Purple shading)

* The final location for the Square will be determined based on how the area redevelops, but it is anticipated that one of the identified plazas/greens will serve as The Square (see Page 35).

ABOUT THE CONSERVATION NETWORK

County-owned property and critical resources provide the foundation for the Conservation Plan. The Plan highlights how underutilized County-owned properties can be re-imagined as key public amenity spaces, while also providing important ecosystem services to the surrounding area. The Conservation Plan shows a Conservation Network that is made up of Public Amenity Spaces, Trails, and Critical Resources. The Conservation Network is expected to be developed (and, in some cases, preserved) through a combination of public investment and private redevelopment activities.

The Plan recommends the protection of existing critical resources. Currently, all of the critical resources are within the northeast quadrant of Rio29. These consist of several preserved slopes along the northern and eastern periphery of the plan boundary, as well as a perennial stream just south of the Woodbrook Neighborhood. These areas should be protected with future development.

The Plan also recommends outdoor public amenity spaces within each quadrant of Rio29. Three of the four quadrants (northeast, northwest, and southwest) contain County-owned properties that provide stormwater treatment for adjacent development. The Plan envisions how these publicly-owned properties can be redesigned to become public amenity spaces for active, passive, and/or social recreational opportunities, all while continuing to treat stormwater runoff.

The Conservation Plan proposes a Linear Park in the Northwest quadrant and Plazas/Greens within the other three quadrants. There are two Natural Areas recommended in the northern quadrants and a Floodable Park proposed in the southwest quadrant.

One of the Plazas/Greens should serve as the Square or central amenity space for Rio29. The Square is intended to provide a space that can accommodate large gatherings and events, and should be associated with a civic facility such as a library or a school.

Another potential element of the Conservation Network is the green street. All streets in Rio29 are expected to include street trees, but some streets could be designed to have additional green amenities. Green streets are those that give priority to pedestrian circulation, open space, and/or stormwater treatment. Though specific streets are not identified on the plan as green streets, developers and the County should be encouraged to pursue green street designs where possible. Green streets could take the place of identified trails, shared use paths, or required open space, if these facilities are adequately incorporated into the design of the street.

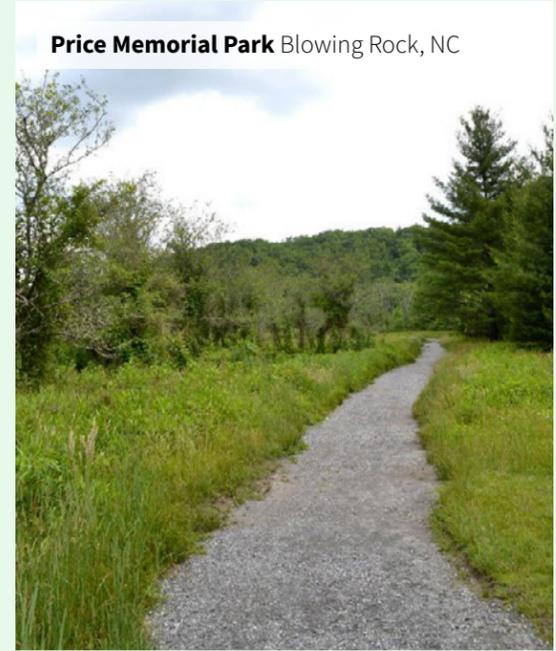
Shared Use Paths and Trails

The following pages include the public space and trail typologies that make up the Conservation Plan for your reference.

EXAMPLES OF SHARED-USE PATHS



EXAMPLES OF TRAILS



A critical part of the Conservation Network is providing connectivity between amenities. Two types of connections are proposed in the Conservation Plan: Shared Use Paths and Trails. Shared Use Paths, or SUPs, as described in the Connectivity Chapter in more detail, provide a wider paved surface that can be shared by bicyclists and pedestrians. Many SUPs are along streets and be multi-functional, serving as both recreational amenities and commuter routes to and through Rio29. Trails are intended to be more narrow, less developed pathways that can both provide connections between neighborhoods and amenity spaces and can provide recreational opportunities within natural areas. Trails are not expected to be paved and can be natural surfaces such as dirt or mulch or can be crushed gravel.

Public Spaces Typologies

THE SQUARE

DESCRIPTION

The Square is expected to be a central amenity space for Rio29. The Square should be adjacent to and designed to complement an existing or future civic use or building, such as the Library, Transit Station or possible future School Center. The final location for the Square will be determined based on how the area redevelops, but it is anticipated that one of the identified plaza/green areas will serve as The Square.

FORM & AMENITIES

The Square is expected to be an urban space with pavers, trees, and other landscaping techniques. It should be located at or near a prominent intersection, surrounded by building fronts with active ground story uses in an intensely developed area. Amenities should include a central feature such as an amphitheater, event space, fountain, or prominent art installment. The space should also incorporate passive recreation areas, seating areas, and planted elements.

FUNCTION

The Square is intended to function as a primary outdoor civic space for the area. It should be designed to accommodate a variety of functions and uses, including, but not limited to, event spaces and social open spaces that can be used for formal and impromptu gatherings. Space for passive recreation, outdoor games, farmers' markets, outdoor learning spaces, food trucks, and/or small events or concerts could be accommodated in the Square.

SIZE

No larger than 1 block



San Jacinto Plaza El Paso, TX

PLAZA/GREEN

DESCRIPTION

Plazas/Greens are identified within three of the four quadrants. It is expected that one of the plaza/green spaces will serve as the Square.

FUNCTION

The Plaza (also called "the green" because it can be paved or green) is intended to provide outdoor gathering space for the adjacent office, residential and commercial uses. Plazas should function as passive open space to provide space for relaxing, sitting or strolling, as well as casual gatherings, picnics or organized events. Plazas should be framed by the surrounding buildings or roads on all sides and they should be designed in a way to provide connectivity to the greenway network and transit station.

FORM & AMENITIES

Plazas should be designed as relatively flat open areas that can be paved or green. They can include planted space, seat walls, benches, fountains, gathering space, art work (such as cooling art, functional art, traffic calming art), small amphitheater, gazebos, and/or spray grounds. Larger Plazas could also accommodate playgrounds, sports fields/courts, and active recreation (but this should not be the only amenity).

Plazas should be constructed as adjacent areas redevelop. Final design should be determined during future planning efforts in conjunction with the community, Albemarle County staff and developers.

SIZE

.5-5 acres



Southwest Resiliency Park Rendering Hoboken, NJ



Bryant Park Manhattan, NY

Public Spaces Typologies

LINEAR PARK

DESCRIPTION

A linear park is a park that is longer than it is wide and incorporates a trail along its length. The proposed linear park within the northwest quadrant incorporates a stream and a trail that provide connectivity from the northeast quadrant (via the pedestrian underpass under Route 29) to the Berkmar shared-use path and Agnor-Hurt elementary.

The linear park in the northeast quadrant is for a smaller greenway park providing connectivity from the transit station to the greenway trail running north to the Woodbrook Natural Area and other area trails.

FUNCTION

The linear park provides a swath of green space within an urban area that would not normally have such amenities. It should serve as an important link in the area's green network by providing connectivity to other amenities and trails. The linear park serves as an area for both active and passive recreation. The trail provides both an opportunity for walking, running, and cycling as well as space for sitting and relaxing.

FORM & AMENITIES

The linear park should include both natural and developed features. Amenities can include a trail or walkway with wayfinding signage, seating areas, benches, or small play areas. The park can incorporate points of interest along its length such as art work or water features. A linear park can focus on natural amenities, where possible, such as a stream or canopy trees.

SIZE

No minimum or maximum

NATURAL AREA

DESCRIPTION

Natural areas are areas intended to preserve and protect natural resources and to provide opportunities for respite from the surrounding urban environment. Natural areas should be designed to protect natural resources such as woods, streams, or creeks.

FUNCTION

Natural areas should function as an area for active recreation that accommodates walking, jogging and/or biking, plus passive uses such as relaxing or picnicking.

FORM & AMENITIES

Natural areas should be mostly wooded and undeveloped. The space can include bicycle and pedestrian trails that allow for 5-15 minute travel throughout the area. These areas may also include small improvements such as kiosks with trail maps, small parking areas, bike racks, and picnic tables or benches. Resource protection and green infrastructure services should be considered with any proposed improvements.

SIZE

.5 acre or larger



Rendering of a Linear Park Atlanta, GA



Rivanna Trail Charlottesville, VA



Water Square Bentheplein Floodable Park Rotterdam, NL

FLOODABLE PARK

DESCRIPTION

The floodable park is a space that can serve two functions, as both a park space and stormwater facility. It takes advantage of the need for both park space and stormwater treatment in the area. After a heavy rain, the park space may be flooded but after the water subsides, the area will be a usable park space.

FORM & AMENITIES

Floodable parks can be permeable hardscape surfaces and/or natural greenspace. They can include both active/passive recreation facilities, such as play areas, fields, benches, picnic areas, plazas and walking trails.

Floodable parks should be designed with some elevation change so that the water retention areas are lower in elevation. Proposed landscaping should incorporate flood-tolerant plants. The design should take into consideration long-term maintenance of proposed facilities and it should be designed to flood with minimum maintenance.

FUNCTION

The floodable park that is proposed for the southwest quadrant of Rio29 is currently a stormwater retention facility that is owned and operated by the County.

The park is shown over a slightly larger area to incorporate some land from adjacent parcels so that when these properties redevelop they have the option to use the facility for stormwater treatment. The additional land can provide more usable space for the park and increase the capacity of the retention facility.

The floodable park can provide both active and passive recreation opportunities for residents of adjacent developments and patrons of the library. The park should be connected via trail to the library and the adjacent plaza.

Other floodable parks can be incorporated into private developments and redevelopment in the area to meet the needs for private open space and stormwater management.

SIZE .5 acre or larger

Conservation and Private Development

AMENITIES AND OPEN SPACE IN PRIVATE DEVELOPMENT

Private development and redevelopment is expected to contribute to the overall Conservation Network within Rio29. Each development will be required to provide additional amenity space/open space on-site for the residents, employees, and visitors of the site to use.

Current County regulations call for 15%-20% of planned developments to be dedicated on-site amenity space or open space. This standard should be maintained with development in Rio29. The majority of on-site amenity spaces in Rio29 development should be on the ground level; contiguous or connected via trails or paths; and usable spaces. For example, the amenity space should not be overly steep or inaccessible to users. However, it could be appropriate for some of the on-site amenity space to be provided on rooftops or balconies, especially within the Core areas.

Where possible, amenity spaces within private development should be connected to the Conservation Network via pedestrian and bicycle facilities. Privately-owned amenities that provide important connections to the Conservation Network should be open and accessible to the public. Development of property adjacent to a public amenity space identified on the Conservation Plan should have the opportunity to contribute to the development of those facilities or expand upon existing facilities, as a substitution for required on-site facilities.



Doyle-Hollis Park Emeryville, CA



The Green at College Park Arlington, TX



Bioswales Outside of a Shopping Center Ventura, CA

TREE CANOPY

Private development will also play an important role in contributing to the tree canopy of Rio29. Each private development should provide a minimum percentage of the site as tree canopy. The current tree canopy requirement for development in Albemarle County is 10-15% of the site. In the interest of increasing tree canopy in Rio29, the County will consider ways to incentivize increased tree canopy within private redevelopment so that developers provide an even higher percentage of tree canopy than the 10-15% requirement.

SUSTAINABLE DESIGN

Beyond minimum requirements for amenity spaces and tree canopy, private developers should be encouraged to pursue sustainable site and building design choices. The County should consider incentives for developers who pursue LEED certification, low impact development (LID), green roofs, alternative energy sources (such as solar and wind power), and creative stormwater strategies that can provide benefits beyond stormwater treatment (such as enhanced amenity spaces).

By putting these practices in place, private developers will help reduce water pollution, flooding and the urban heat island effect, improve air quality, and support engaging and welcoming public spaces.



The Battle Building at the UVA Children's Hospital is LEED Certified Gold

LEED CERTIFICATION REQUIREMENTS

In order to achieve LEED certification, projects must earn points in these categories:

| | | | |
|--|---|--|---|
|  |  <p>Innovation Introduction of novel features and procedures</p> |  <p>Indoor Environmental Quality Use of natural light and efficient air conditioning</p> |  <p>Materials and Resources Responsible construction waste management and sustainable sourcing of materials</p> |
|  <p>Location and Transportation Land protection and access to public transportation and green vehicles</p> |  <p>Sustainable Sites Sufficient green open space and light pollution reduction</p> |  <p>Energy and Atmosphere Optimizing sustainable energy production and metering</p> |  <p>Water Efficiency Indoor and outdoor water reduction</p> |

Different Categories to Score Points for LEED Certification

Recommendations

CREATE VIBRANT PUBLIC SPACES

Create a connected network of public amenity spaces that make it possible for users to walk or ride a bicycle between places.

Establish public amenity spaces in each quadrant and aim for public spaces to be within a 1/2 mile walking distance of every residence in Rio29.

Design a variety of amenity spaces (as described in the parks and amenities standards) to accommodate various users and a mix of functions (e.g. passive, active, and social spaces).

Use zoning to require and incentivize both smaller pockets of usable open space and public amenities in both private development and redevelopment.

Integrate public art work within the public realm (e.g. murals and sculptures in public parks or artist designed bus shelters and bicycle racks).

Use cohesive design choices to create an identity for the area (e.g. wayfinding signage, street lighting, pavement markings/materials on trails, sidewalks and bike lanes, design of transit stops, pedestrian bridges, etc.).

Make accommodations for temporary event/"pop-up" opportunities.



ENCOURAGE PLACEMAKING/COMMUNITY BUILDING

Celebrate the area's history across multiple cultures and time periods through both the design of the public realm and place naming.

Build coalitions involving stakeholders and advocacy groups to identify opportunities for authentic community engagement such as participating in the design of public spaces, the selection of art work, and place naming decisions.

Provide opportunities for community-engaged "making" in short-term and temporary placemaking projects/programs (e.g. library youth programs, Eagle Scout projects, volunteerism).

Ensure future stakeholders (youth/teens) are involved in design processes and explore partnerships with area schools for civic education and project-based learning opportunities.

Prioritize selection of art work from local artists in public spaces.

Consider design competitions for the design of public amenity space or public art installations.

Recommendations

PROTECT/ENHANCE NATURAL RESOURCES

Protect existing natural resources including preserved slopes, streams, and significant areas of intact tree canopy.

Find opportunities to restore natural features through redevelopment, such as daylighting of streams that are currently piped underground.

Provide ample trees in parks and plazas to provide shade and reduce heat island effects.

Provide pedestrian and trail connections to nearby natural areas such as Ivy Creek Natural Area and the Rivanna River.

Require minimum open space requirements in private development through zoning and encourage the protection of natural resources to meet the open space requirements.

Encourage development that works with existing terrain and avoids grading activities that create steep slopes or retaining walls taller than 6 feet.



East Falls, Philadelphia

MAKE SUSTAINABLE DESIGN CHOICES

Use Low Impact Design (LID) principles in the design of public facilities and parks. Encourage the use of LID in private development.

Require minimum tree canopy standards through zoning.

Encourage creative stormwater management strategies that provide multiple public benefits such as improved water quality and enhanced public amenity space.

Encourage the use of green roofs.

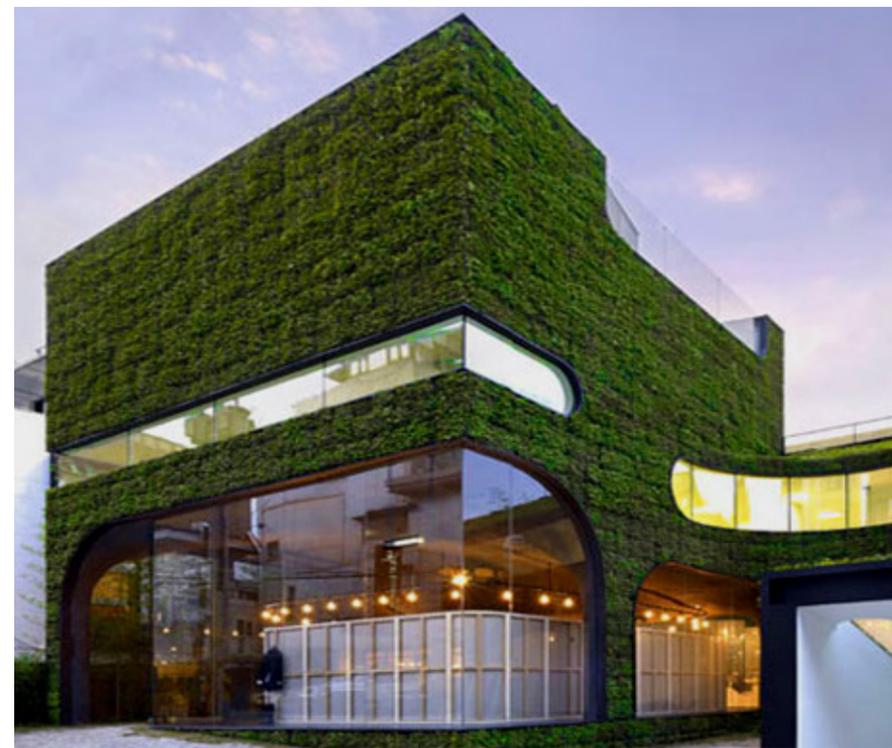
Use native plants and water-efficient landscaping in parks and plazas, where possible.



A Sustainable Office Building Los Angeles, CA



LID Landscaping Seattle, WA



Home with Green Walls Seoul, South Korea

KEY OUTCOME

How We Will Measure Progress

Access to a quality amenity space within 1/4 mile walking distance.

Achievement of the Conservation Chapter will be measured by the accessibility to a quality amenity space within a 1/4 mile (roughly a 5 minute walk) for anyone within Rio29.

Development can help achieve this outcome by improving the quality of an existing public amenity, creating new amenities, or establishing trails & new connections to expand Rio29's green infrastructure systems and pedestrian network.