Rio29

Form-Based Code Framework



DRAFT December 18, 2019

Intent

The Rio29 Form-Based Code District is intended to implement the vision and goals of the Rio29 Small Area Plan (SAP) adopted by the Albemarle County Board of Supervisors on December 12, 2018. The Rio29 SAP envisions Rio29 as "a vibrant and diverse, mixed-use community with interesting character and a human-scale built environment."

Section 1. Regulating Plan

The Regulating Plan indicates the designated Character Area for each property within the Rio29 Form-Based Code District. The Regulating Plan includes the conceptual locations and types of amenity spaces for the District (see Section 2.5 Amenity Space Standards) as well as how each property may relate to the Future Street Network (as conceptually shown in the Rio29 Small Area Plan pg. 15).

The three Character Areas included in the Regulating Plan are:

1. **Core**

   The Core is intended to have the highest intensity and most urban forms of development in the Rio29 area. Development should have a diversity of uses throughout the Core, with active, public "coming and going" on the ground story of buildings to promote an active street environment, enhanced through pedestrian and bicycle amenities.

2. **Flex**

   The Flex is intended to have the highest amount of flexibility in building form and use, with connectivity to the Core and Edge areas and consistent pedestrian and bicycle amenities.

3. **Edge**

   The Edge is intended to have the areas of less-intense development next to existing neighborhoods. Buildings are expected to have lower building heights and smaller forms.

   These Character Areas indicate the general standards applicable to each property in the Rio29 Form-Based Code District (see Section 2. General Standards).

The Rio29 Form-Based Code District is an optional overlay zoning district that provides property owners, within the Rio29 Area, with the option to develop their property consistent with the existing zoning district or consistent with the Rio29 Form-Based Code District and the applicable Character Area.

Albemarle County
Community Development

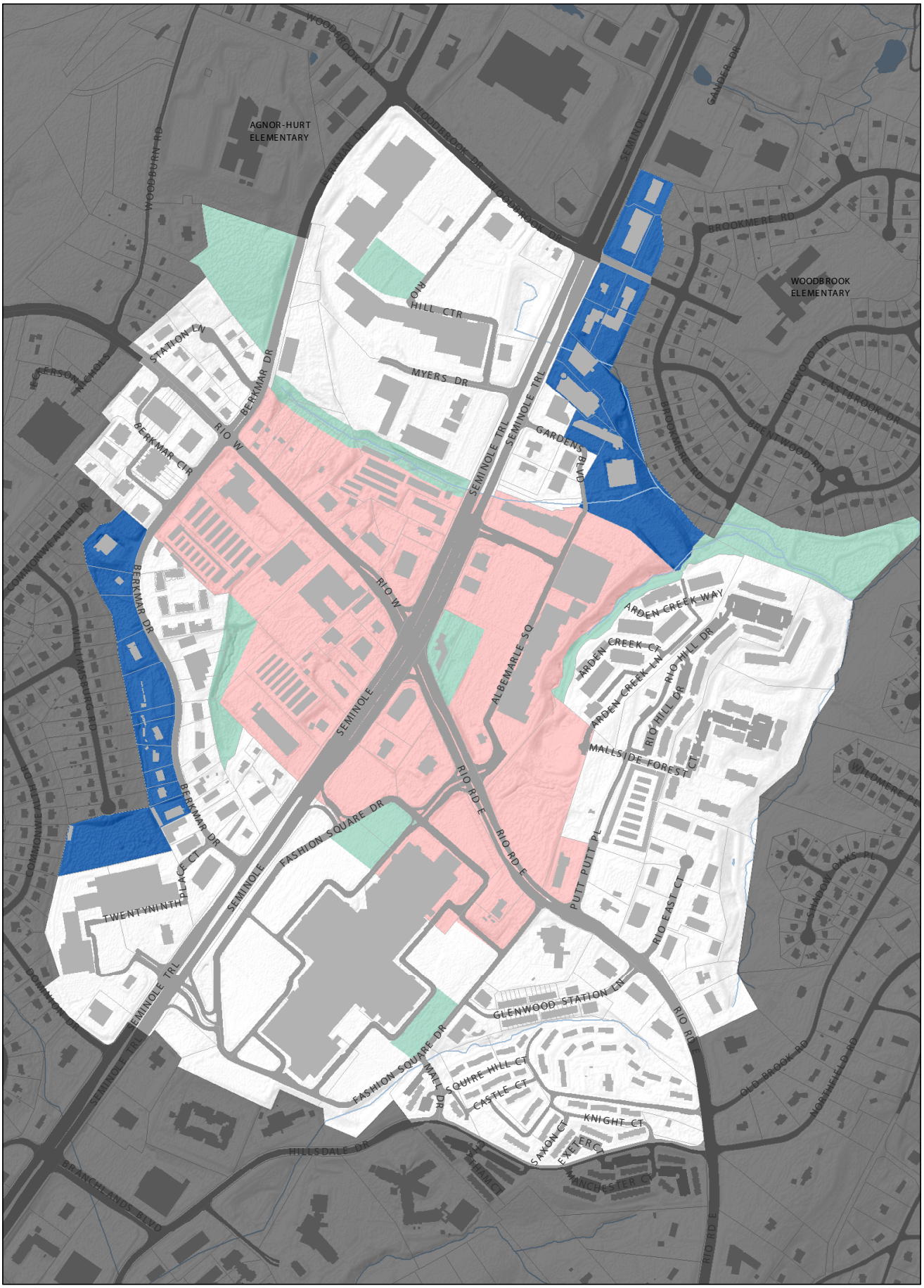
Rio29 Form Based Code

UPDATED REGULATING PLAN 10/16/2019

Core | Edge | Flex | Green

0 0.125 0.25 0.5 Miles

0 0.25 0.5 1 Kilometers



Prepared by Albemarle County, Andrew Knuppel, 10/16/2019. The map elements depicted are graphic representations and are not to be construed or used as legal description. This map is for display purposes only.
\\cob_planning\Mapping\USERS\NeighborhoodPlanning\Rio29 Small Area Plan\11x17_RegulatingPlan_ECparcels.mxd

1. Uses

The three Character Areas (Core, Flex, Edge) indicate the Permitted Uses, Not Permitted Uses and uses that may be permitted by Special Exception in the below table. Density is not used as a factor in the Rio29 Form-Based Code.

USE CATEGORY	CHARACTER AREA			
	Rio29 Core		Rio29 Flex	Rio29 Edge
	Ground Floor	Upper Floors		
RESIDENTIAL USES - DWELLING UNIT TYPES				
Multi-Family	SE	BR	BR	BR
Live/Work	BR	BR	BR	BR
Single-Family Attached	SE	BR	BR	BR
Single-Family Detached	N	N	N	BR
Accessory Use	BR	BR	BR	BR
COMMERCIAL, INDUSTRIAL and FLEX USES				
Retail Sales and Service*	BR	BR	BR	BR
Office*	BR	BR	BR	BR
Artisan Manufacturing*	BR	BR	BR	SE
Commercial Parking Facility*	BR	BR	BR	N
Accessory Use	BR	BR	BR	BR
PUBLIC USES and INSTITUTIONAL USES				
Public Use	BR	BR	BR	BR
Institutional	BR	BR	BR	BR
Accessory Use	BR	BR	BR	BR
TEMPORARY USES				
Temporary Use*	BR	BR	BR	BR
Accessory Use	BR	BR	BR	BR

BR = By-Right SE = Special Exception N = Not Permitted

* See Use Categories Section 1.2a for examples of more specific uses and applicable exceptions

a. Use Categories

The following definitions are applied only within the Rio 29 Form-Based Code District. Where definitions differ from those listed in County Code § 18-3.1, the definitions listed here replace the definitions listed in County Code § 18-3.1.

Artisan Manufacturing

a. Characteristics. Artisan Manufacturing establishments involve the shared or individual use of hand-tools, mechanical tools and electronic tools for the manufacture of finished products or parts including design, processing, fabrication, assembly, treatment, and packaging of products; as well as the incidental storage, sales and distribution of such products.

   Artisan manufacturing uses must demonstrate no substantial impact to adjacent properties by submitting a Certified Engineer's Report.

b. Examples. Typical artisan manufacturing uses include, but are not limited to: electronic goods, food and bakery products; non-alcoholic beverages; printmaking; household appliances; leather products; jewelry and clothing/apparel; metal work; furniture; glass or ceramic production.

Commercial Parking Facilities

a. Characteristics. Commercial Parking facilities provide parking that is not accessory to a specific use. A fee may or may not be charged.

b. Examples. Examples include short- and long-term parking facilities, commercial district shared parking lots, commercial shuttle parking, and mixed parking lots or structures (partially for a specific use, partly for rent to others).

Office

a. Characteristics. Office uses are characterized by activities conducted in an office setting that focus on the provision of goods and services, usually by professionals. Office uses are characterized by activities that generally focus on business, government, professional, medical, technology, design or financial services.

b. Examples. Examples include, but are not limited to, professional services such as lawyers, accountants, or management consultants; business services such as headquarters, temporary staffing agencies, sales offices, or call centers; financial services such as lenders, brokerage houses, banks, real estate agents and developers or property managers; television and radio studios; portrait photography studios; government offices and public utility offices; medical and dental offices; architectural, engineering and related services including landscape architects; drafting services; and interior, industrial, and graphic design services.

Retail Sales and Service

a. Characteristics. Retail Sales and Service establishments provide goods, wares, or merchandise and/or services directly to the general public, where such goods are available for immediate purchase and removal from the premises by the purchaser, and or the services or entertainment is provided onsite including product repair or services for consumer and business goods.

b. Examples. Examples including, but not limited to, the three subgroups listed below:

   a. Sales-oriented: Stores selling, leasing, or renting consumer, home, and business goods including art, art supplies, bicycles, clothing, dry goods, electronic equipment, fabric, furniture, garden supplies, gifts, groceries, hardware, home improvements, household products, jewelry, pets, pet food, pharmaceuticals, plants, printed material, stationery, and videos; and food sales.

   b. Personal service-oriented: Banks; urgency medical care; laundromats; photographic studios; photocopy and blueprint services; hair, and other personal care services; business, martial arts, and other trade schools; dance or music classes; taxidermists; mortuaries; veterinarians; kennels limited to boarding, with no breeding; and animal grooming.

c. Entertainment-oriented: Restaurants, cafes, delicatessens, taverns, and bars; indoor or outdoor continuous entertainment activities such as bowling alleys, ice rinks, and game arcades; pool halls; theaters, health clubs, gyms, membership clubs, and lodges; hotels, motels, and other temporary lodging with an average length of stay of less than 30 days.

c. Exceptions.

a. Drive-thru establishments are not permitted.
b. Outdoor self-storage facilities are not permitted.

Temporary Uses

a. Characteristics. A temporary use is a use or an event which is located on a property no more than 180 days within any calendar year. All temporary uses, structures or events must obtain a type of permit/clearance to be determined. The permit must always be displayed on the premises where the temporary use/structure is in operation.

b. Examples. Temporary uses may include, but are not limited to, temporary mobile food sales, pop-up shops, fairs, festivals, and outdoor concerts.

c. The Zoning Administrator may impose reasonable conditions necessary to mitigate potential adverse impacts on existing uses and adjoining properties, and to protect the public health, safety and general welfare of citizens. Additional information may be requested to include provisions for adequate parking, storage, and lighting; provisions for security, traffic safety, fire; conditions limiting hours of operation; and any other health and safety concerns the Zoning Administrator may deem necessary. In addition, the Zoning Administrator may require the posting of a bond to ensure timely removal of structures and materials and restoration of the area.

d. The Zoning Administrator may permit temporary uses or events that occur longer than 180 days after consultation with the Director of Planning and other appropriate officials.

Use(s) Not Specifically Listed

The Zoning Administrator, after consultation with the Director of Planning and other appropriate officials, may permit as a use by-right or as accessory, a use not specifically permitted; provided that such use shall be similar to uses permitted by-right or accessory in general character and more specifically, similar in terms of locational requirements, operational characteristics, visual impact and traffic generation. Appeals from the Zoning Administrator's decision shall be as generally provided in County Code § 34.

1. Affordable Housing Requirement *

A percentage of all new residential development in the Rio29 area is required to be developed as affordable housing.

One of the below percentages applies (refer to the Albemarle County Housing Policy for additional information on current Area Median Income (AMI) and related policies):

15 % of residential units are affordable at 80% AMI
10% of residential units are affordable at 60% AMI
5% of units are affordable at 50% AMI

Additional affordable units may be provided to qualify for incentives (see Section 3. Incentives).

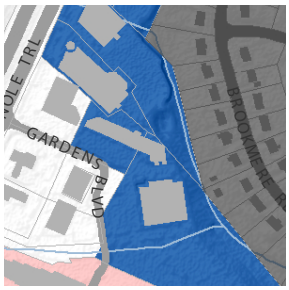
*An affordable housing requirement may only be incorporated if the Rio29 form-based code is adopted as an optional overlay district due to Albemarle County's enabling legislation. If the Rio29 form-based code is adopted through a County-initiated rezoning process, affordable housing may only be incorporated as an incentive in Section 3. Incentives.

1. Building Standards

The purpose of the Building Standards section of the Rio29 form-based code is to implement development consistent with the Rio29 Small Area Plan's vision of "a vibrant and diverse mixed-use community with interesting character and a human-scale built environment." It fosters predictable results and a high-quality public realm by prescribing the physical form and mass of buildings in relation to one another.

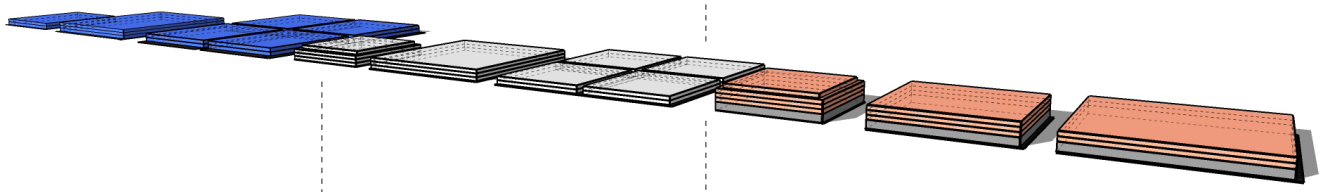
The Building Standards establish basic parameters governing building form including height, build-to lines, step backs, and block length. The applicable standard(s) for a development project is determined by the Character Area designated on the Regulating Plan and the street type (see Section 2.2 Streetscape Standards).

Exhibit A. **Building Mass by Character Area**









Edge

Areas of less intense development, located next to existing neighborhoods. Building heights are between 2 and 3 stories, with longer blocks that must be broken up by pedestrian passages. The build-to lines are further from the front lot line.

Flex

Transitional areas between the more intense, urban Core and less intense Edge. Building heights are between 2 and 4 stories, with block sizes between 200 and 400 feet. Blocks longer than 300 feet must be broken up by pedestrian passages. Buildings must be constructed within 3 and 10 feet of the front lot line.

Core

Transitional areas between the more intense, urban Core and less intense Edge. Building heights are between 2 and 4 stories, with block sizes between 200 and 400 feet. Blocks longer than 300 feet must be broken up by pedestrian passages. Buildings must be constructed within 3 and 10 feet of the front lot line.

1. Core

The Core is intended to have the highest intensity of development and the tallest buildings with greater window area and transparency.

a. Height: Buildings in the Core must be at least three (3) stories tall. Five (5) story buildings are allowed by-right and up to six (6) stories may be permitted for bonus factors (see Section 3. Incentives). Seven (7) stories may be permitted with bonus factors and Special Exception.

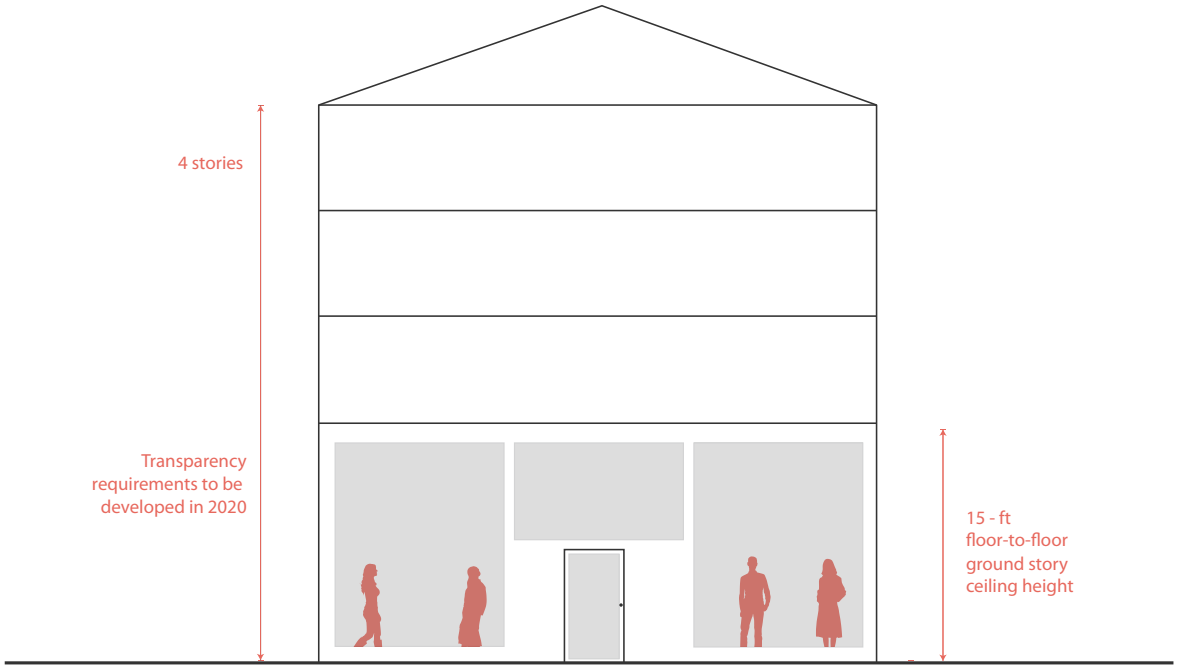
b. Ground Floor Ceiling Heights: At least 60% of buildings along Local Streets in the Core must have a ground floor ceiling height of at least 15 feet floor-to-floor. 100% of buildings along Boulevards and Avenues in the Core must have a ground floor ceiling height of at least 15 feet floor-to-floor.

c. Block Length: Blocks in the Core must be between 200 and 300 feet long. Longer block lengths may be permitted if perpendicular pedestrian passages are provided (see Section 2.2 Streetscape Standards).

d. Build-To Line: Buildings must be constructed three (3) to ten (10) feet from the front lot line. Encroachments such as building entrance facades, building entrance canopies or balconies are allowed.

e. Step back(s): Buildings along Local Streets must have a step back for each story above four (4) stories or 50 feet, unless appropriate façade articulation is incorporated into building design (see Section 2.4.3 Façade Articulation).

Exhibit B. **Ground Floor Ceiling Heights**



The diagram above demonstrates the building standards for the Core Character Area. The ground floors has taller ceiling heights (15-ft floor-to-floor) and transparency requirements (windows and doors), which will be developed further in 2020.

2. Flex

The Flex is a transitional area between the higher intensity Core and the lower density Edge areas. Buildings can have a range of heights and uses, but buildings should be human scale and designed for pedestrian comfort.

a. Height: Buildings in the Flex must be at least two (2) and up to four (4) stories. Five (5) stories may be permitted for bonus factors (see Section 3. Incentives).

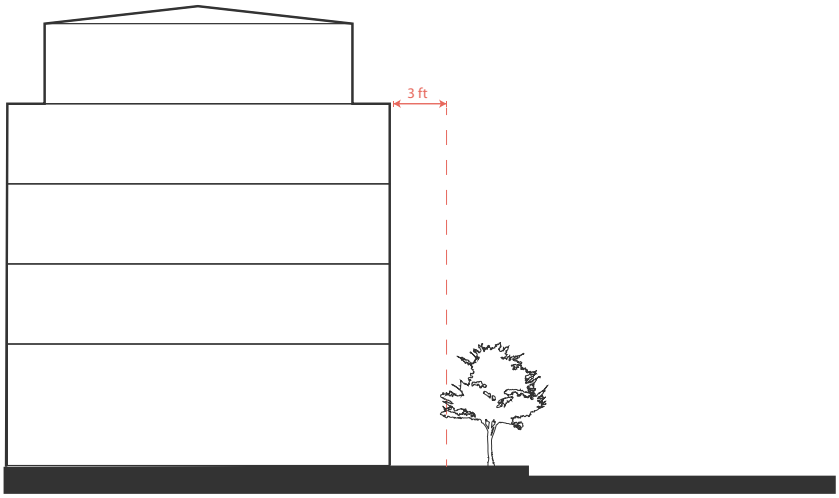
b. Block Length: Blocks in the Flex must be between 200 and 400 feet long. Longer block lengths may be permitted if perpendicular pedestrian passages are provided (see Section 2.2 Streetscape Standards). Blocks longer than 300 feet must be broken up by perpendicular pedestrian passages or streets.

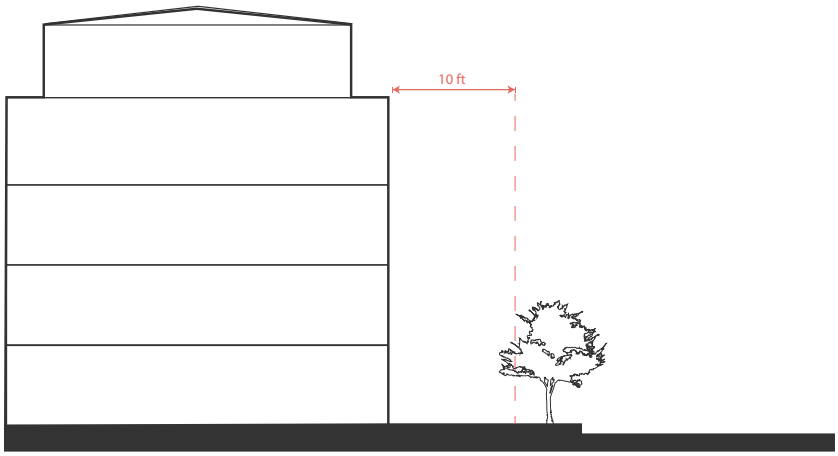
c. Build-To Line: Buildings must be constructed three (3) to ten (10) feet from the front lot line. Encroachments such as building entrance facades, building entrance canopies or balconies are allowed.

d. Step back(s): Buildings along Local Streets must have a step back for each story above four (4) stories or 50 feet, unless appropriate façade articulation is incorporated into building design (see Section 2.4.3 Façade Articulation).

Exhibit C. **Core and Flex Build-To Lines**

In the Core and Flex Character Areas, buildings must be constructed 3 to 10 feet from the front lot line (shown below). This is called a "build-to" line.





3. Edge

Edges are areas of less-intense development next to existing neighborhoods. Buildings will have lower heights and longer block sizes if pedestrian passages are provided.

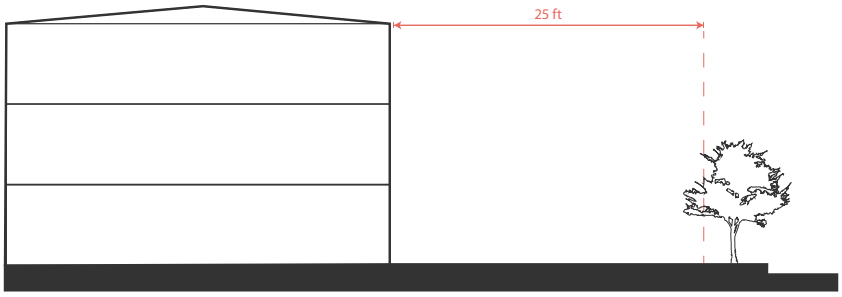
a. Height: Buildings in the Edges must be at least two (2) and up to three (3) stories. One (1) story buildings may be permitted by Special Exception.

b. Block Length: Blocks in the Edges must be between 200 and 500 feet long. Blocks longer than 300 feet must be broken up by perpendicular pedestrian passages or streets (see Section 2.2 Streetscape Standards).

c. Build-To Line: Buildings must be constructed within twenty-five (25) feet from the front lot line. Encroachments such as building entrance facades, building entrance canopies or balconies are allowed.

Exhibit D. **Edge Build-To Line**

In the Edge Character Area, buildings must be constructed 25 feet from the front lot line (shown below).



2. Street Standards

The purpose of the Streets section of the Rio29 form-based code is to implement the Rio29 Small Area Plan's vision of "a multi-modal hub that has a connected network of complete streets, which are designed for all users" and of "a vibrant and diverse mixed-use community with interesting character and a human-scale built environment." Overall street network and individual street design can work together to achieve this vision.

Streets should be designed as "complete streets" to balance the needs of all forms of traffic: auto, transit, bicycle and pedestrians, and to maximize mobility and convenience for all County residents and users. Applicable design standards will vary depending on streets' location and function. Some streets will carry a large volume of traffic and provide a more active and intense urban pedestrian experience while others will provide a less active pedestrian environment. Local streets within the Core are designed primarily for walkability and pedestrian comfort, with automobile movement as a secondary focus. The other types balance pedestrian and auto movements.

1. Street Types & Location

Street types and locations should be based on the Rio29 Connectivity Plan (see Rio29 Small Area Plan). The Connectivity plan proposes a hierarchy of streets based on street capacity and function. The Plan shows a conceptual street network that achieves the Plan's goals for connectivity. Final locations for new streets will be determined at the time of site planning in collaboration with the developer, County Planning staff and VDOT, and should at a minimum achieve the same frequency and intersection density as shown in the Connectivity Plan. Final street locations should be approved by Planning Director or their designee.

a. Boulevards are four-lane, high capacity streets serving both local and through automobile, transit, bicycle, and pedestrian traffic. Boulevards are expected to have a landscaped median. The only Boulevard identified for Rio29 is Rio Road.

b. Avenues are two-lane streets designed to be medium capacity with low speeds serving both local and through automobile, transit, bicycle, and pedestrian traffic. The Avenues identified in Rio29 are Berkmar Drive and Hillsdale Drive (existing and future segments).

c. Local Streets are two-lane low speed, low capacity streets intended to serve local automobile, bicycle, and pedestrian traffic. Some local streets could also serve transit where needed. It is expected the local street network will be constructed concurrent with private development and redevelopment in Rio29.

d. Through Corridor are high capacity, high speed streets designed to carry local and regional traffic. Route 29 is designated as a through corridor. A shared-use path is recommended along the length of Route 29.

e. Pedestrian Passages* are narrow, public thoroughfares designed for pedestrians. They provide perpendicular street connections and create a human-scale, walkable environment.

f. Alleys* are narrow, public thoroughfares generally used to provide access to utilities and loading areas.

Exhibit E. **Boulevard Street Section**

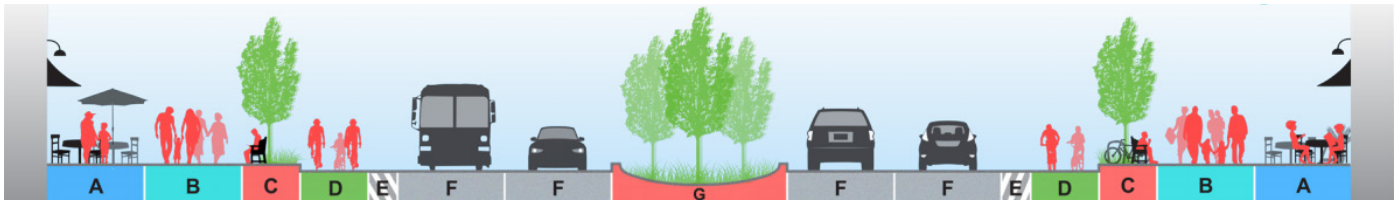


Exhibit F. **Avenue Street Section**

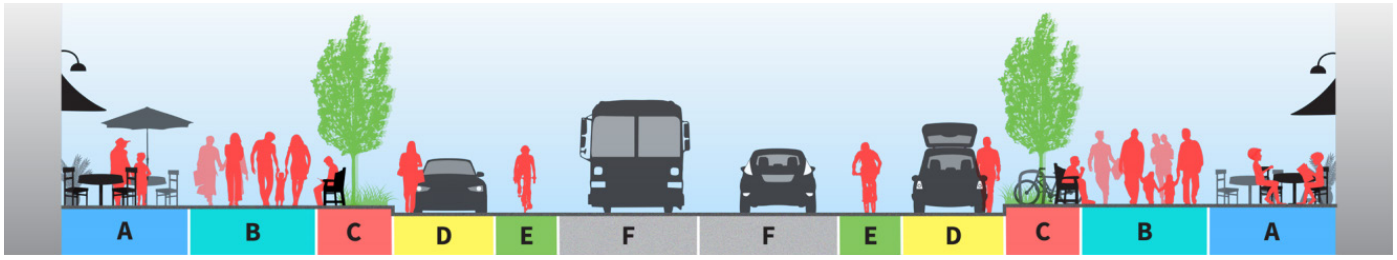


Exhibit G. **Local Streets Street Section**

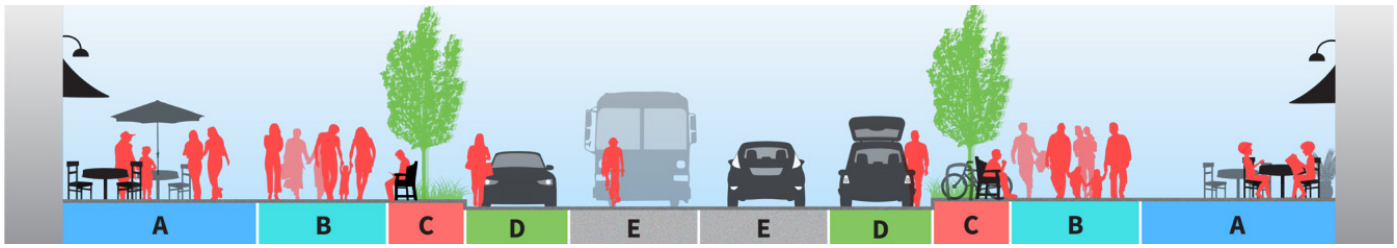
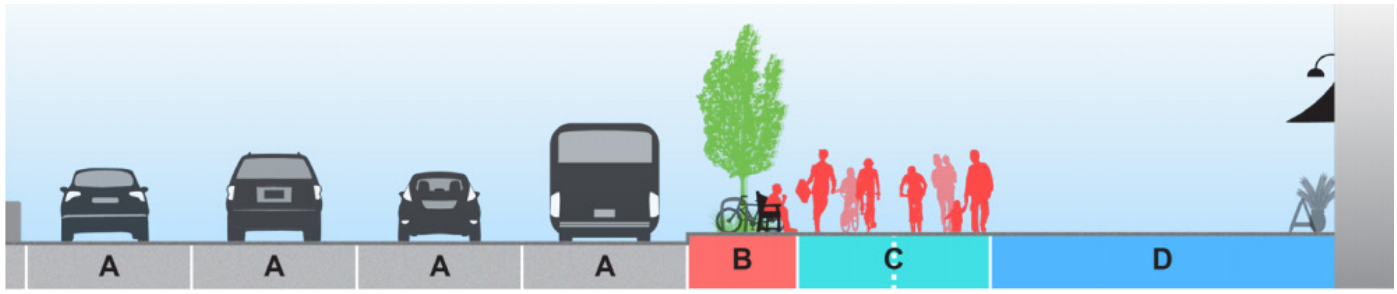


Exhibit H. **Through Corridor Street Section**



2. Street Section Components

Below is a table describing each of the required street components by street type and Character Area.

	Boulevard	Avenue	Local Streets (Core)	Local Streets (Flex/Edge)	Through Corridor (Route 29)
Lane Width	10.5-11 ft	10.5-11 ft	9-10 ft	9-10 ft	n/a
Sidewalk Width	10 ft	8 ft	10 ft	6 ft	14 ft (Shared Use Path Standards)
Planting Strip	6 ft	6 ft	6 ft	6 ft	8 ft
Bike Lane	5 ft*	5 ft*	n/a	n/a	n/a
Bike Buffer	3 ft**	n/a	n/a	n/a	n/a
Median	6-10 ft	n/a	n/a	n/a	n/a
Parking	n/a	8 ft***	8 ft	8 ft (optional)	n/a

* A Shared-Use Path (SUP) or 2-way cycle track may be provided in lieu of bicycle/pedestrian facilities if deemed appropriate by County Transportation Planning staff and VDOT and can provide for appropriate transition to adjacent facilities.

** The Bike Buffer can be reduced in width where a physical barrier is provided and where appropriate transitions are provided to adjacent properties, if deemed appropriate by VDOT and County Planning staff.

***Appropriate locations for on-street parking should be determined in collaboration with County Planning and VDOT staff during project design. On-street parking is not expected or required for the entire length of Local Streets in the Flex/Edge Character Areas.

*Design standards for Pedestrian Passages and Alleys will be developed in 2020.

3. Street Amenities

Below is a table describing the street amenities by street type and Character Area. Street amenities may be required (R), optional (O) or not permitted (N).

	Boulevard	Avenue	Local Streets (Core)	Local Streets (Flex/Edge)
Street Lighting	R	R[3]	R	R
Street Trees	R	R	R	R
Street Furniture	R	O	R	O
High Visibility, Signalized Crosswalks	R[1]	R	R[6]	R[4]
Landscaped Medians	R	O	O	O
Enhanced Transit Stop[5]	R[2]	R	R	R
Protected Bicycle Lane	R	O	O	O
Bicycle Parking	R	O	R	O
Shared Use Path	O	O[1]	O	O
Special Pavers	O	O	R	O
Pedestrian-Only Streets	N	N	O	O
Green Infrastructure / Stormwater Control Measures	O	O	R	O

R[1] High visibility crosswalks with a signal are required but occur at a lower frequency than on Local Streets.

R[2] Transit stops must have an associated bus pull-out on Boulevards.

R[3] Lighting at a specified interval is required, but at a less frequent interval than Boulevards.

R[4] Marked crosswalks are required on Local Streets. High visibility and signalized crosswalks are not.

Enhanced Transit Stop[5] Enhanced transit stops are only required in locations currently served or that will be served by Charlottesville Area Transit following completion of project construction.

R[6] Marked crosswalks using special pavers are required.

O[1] Shared use paths may be provided in-lieu of on-street protected bike facilities.

3. Parking / Loading Standards

The purpose of the Parking and Loading Standards are to promote a "park once" environment that will enable people to conveniently park and access a variety of activities in pedestrian-friendly environments by encouraging shared parking, to reduce fragmented, inefficient, single-purpose parking, and to avoid adverse parking impacts on the pedestrian environment, public spaces and neighborhoods adjacent to redevelopment areas.

1. **Parking Location**
   All parking should be relegated to the rear or side of buildings (based on the Permitted Parking Types Table below).

   a. Parking Minimum Setback (Primary Use): Surface parking shall be located a minimum of X feet from the right-of-way to allow for adequate screening. Structured parking shall be located at the build-to line of the property's designated Character Area.

   b. Parking Minimum Setback (Accessory Use): Parking shall be located no closer to the right-of-way than any existing or proposed primary structure on the lot and a minimum of X feet from the right-of-way to allow for adequate screening.

2. **Parking Types Permitted**
   The type of parking facility permitted is determined by the property's Character Area (shown in the table below). For parking structure design standards, see section 2.4.5 Architectural Standards - Parking Structures.

	Core	Flex	Edge
Permitted Parking Types	On-street surface parking (parallel or angled)[1] Off-street surface parking (must be relegated to the rear of buildings) Structured parking Bicycle parking[2]	On-street surface parking (parallel or angled)[1] Off-street surface parking (must be relegated to the rear or side of buildings) Structured parking Bicycle parking[2]	On-street surface parking (parallel or angled)[1] Off-street surface parking (must be relegated to the rear or side of buildings) By Special Exception: Structured parking[3] Bicycle parking[2]

[1] Parking types must be consistent with the standard street improvements table (Attachment 4). On-street parking is not permitted on Boulevards and is required on Local Streets in the Core Character Area.
[2] Bicycle parking is required on Boulevards and Local Streets in the Core Character Area.
[3] Structured parking is permitted in areas where it supports existing or future multi-modal transportation.

3. Number of Parking Spaces

Minimum: 1 space per 1000 gross square feet and 0.5 spaces per hotel room

Maximum: The number of private, on-site, surface parking spaces shall not exceed 150% of the parking minimum.

Parking can be located off-site or shared within ¼-mile of the site when a shared parking agreement is provided.

Street parking located on or adjacent to the site may be counted towards the minimum requirement.

*See Incentives Section 3 for more information about parking reductions that may be permitted if other building standards are provided.

4. Loading

No loading facilities are required. Where loading facilities are provided, they shall be located to the rear and alley side of buildings.

4. Architectural Standards

The purpose of the Architectural Standards section of the Rio29 form-based code is to create pedestrian-oriented development that brings buildings closer to the street and incorporates architectural standards to create a visually interesting environment.

The Rio29 area is bisected by two County Entrance Corridors: Route 29 and Rio Road. This section of the ordinance intends to provide clear expectations for architectural standards by incorporating the Albemarle County's Entrance Corridor Guidelines.

Staff recommends collaboratively developing a new category of County-wide Certificate of Appropriateness (CWCoA) for Rio29 with the Architectural Review Board (ARB).

The Rio29 CWCoA would provide architectural standards on topics of transparency, materials/color, façade articulation, lighting, parking structures, and equipment/service areas. These are the topics currently included in the Entrance Corridor Guidelines and more specificity could provide more certainty for applicants interested in developing in Rio29 EC sites.

1. **Transparency** *
   The purpose of the Transparency section is to foster an interactive, welcoming experience for pedestrians along the street. Transparency creates activated spaces that increase interest and flow from the inside to the outside.

2. **Materials/Color** *
   The purpose of the Materials/Color section is to create a sense of place and community, elicit high quality, durable buildings of appropriate scale and massing that are visually interesting, aesthetically pleasing, create a sense of permanence, and are human scaled to enhance the pedestrian experience.

3. **Façade Articulation** *
   The purpose of the Façade Articulation section is to create development that is relatable on a human scale, creates interest, and breaks up monotony of blank facades. Articulation of building facades maintains the pedestrian scale and helps achieve enduring architectural design.

4. **Lighting**
   The purpose of the Lighting section is to encourage judicious use of lighting in conjunction with other security methods to increase site safety; to encourage use of lighting as an integral design component to enhance buildings, landscaping, or other site features; to encourage night sky visibility and to reduce general illumination of the sky; to reduce the horizontal glare and vertical light trespass from a development onto adjacent parcels and natural features.

5. **Parking Structures**
   The purpose of the Parking Structures section is to contribute to the vibrant, active, pedestrian-friendly character intended for the Rio29 area. This can be achieved by using appropriate architectural elements, materials, forms and scale to create parking structures with fully designed facades, as opposed to strictly utilitarian structures. Appropriate location, landscaping and screening of surface parking lots will contribute to the vibrant, active, pedestrian-friendly character intended for the Rio29 area.

6. **Equipment/Service Areas**

   Mechanical equipment and appurtenances can have a negative visual impact and detract from the quality of the design of buildings and streetscapes. The purpose of this section is to ensure that the visual impact of mechanical equipment and appurtenances is minimized.

*Per Planning Commission/Board of Supervisors recommendation, standards will be developed in January-June 2020.

i. Amenity Space Standards

The purpose of the Amenity Space Standards section of the Rio29 form-based code is to implement the Rio29 Small Area Plan's vision of "a place enhanced through conservation with a network of sustainable and usable public spaces that enrich community and preserve and enhance natural resources." Amenity spaces encourage community building by providing spaces for community members to gather and recreate and improve sustainability through providing green infrastructure services.

The Amenity Space standards establish basic parameters governing location, type, size, and design of Amenity Spaces. The applicable standard(s) for Amenity Spaces are based on both Character Area and the Amenity Spaces Regulating Plan.

1. **Amenity Space Locations & Types**
   Amenity spaces and trails should be consistent with the types and location shown on the Regulating Plan. Final locations for new amenity spaces will be determined at the time of site planning in collaboration with the developer and County Planning staff and should at a minimum achieve the same frequency, prominence, and size as shown in the Conservation Plan. Final amenity space locations should be approved by Planning Director or their designee.

   In addition to the amenity spaces shown on the Conservation Plan, all developments should devote the minimum area to onsite amenity space (see table below).

   Areas shown as amenity spaces in the Regulating Plan shall be dedicated to public use. Open space dedicated to public use shall count towards the minimum required on-site open space. If a developer wishes to relocate the public amenity space to a different on-site location, this may be done through special exception, provided that the proposed design is consistent with the purpose and intent of the Small Area Plan vision and recommendations.

   A developer of a project may contribute cash-in-lieu of providing amenity space on-site to assist with off-site construction of a public amenity space, if it is within a certain radius of a public space shown on the Regulating Plan and below a certain size (in acres). A maximum of 50% of the required gross acreage of onsite amenity space may be substituted.

Character Area	Minimum Percentage of Gross Acreage Dedicated to Amenity Space	Amenity Space Types
Core	10%	Square Plaza Green Linear Park/Greenway Pocket Park
Flex	15%	Plaza Green Linear Park/Greenway Pocket Park Natural Area
Edge	20%	Plaza Green Linear Park/Greenway Pocket Park Natural Area

2. **Amenity Space Design Standards**

All amenity spaces developed under the Rio29 Form-Based Code must be consistent with the below design standards:

Amenity Space Type	Description	Appropriate Facilities	Street Frontage Requirement	Size	Minimum Dimensions	Other Design Standards
Square	The Square is intended to function as the primary outdoor civic space for the Rio29 area. It should be designed to accommodate a variety of functions, 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 or other pop-up businesses or vendors, small events, or concerts.	Anticipated staff work January-June 2020	2 sides minimum	No larger than 1 block	80-feet	To include standards for landscaping/ hardscaping, shade/tree canopy, etc. Anticipated staff work January-June 2020
Plaza	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.	Anticipated staff work January-June 2020	1 side minimum	0.25-2 acres	60-feet	Anticipated staff work January-June 2020
Green	Greens should function as passive and/or active open space to provide space for relaxing, sitting or strolling, casual gatherings, or organized events. Playgrounds or small areas for active recreation can be incorporated into greens. Greens 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.	Anticipated staff work January-June 2020	2 sides minimum	0.5-5 acres	80-feet	Anticipated staff work January-June 2020

Linear Park/ Greenway	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.	Anticipated staff work January-June 2020	None	Not applicable	30-foot width	Anticipated staff work January-June 2020
Pocket Park	The pocket park can provide both active and passive recreation opportunities for residents of adjacent developments. The park can help the meet needs for public or private open space and stormwater management.	Anticipated staff work January-June 2020	None	0.2-0.5 acre	60-feet	Anticipated staff work January-June 2020
Natural Area	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.	Anticipated staff work January-June 2020	None	0.5 acre minimum	Not applicable	Anticipated staff work January-June 2020

3. **Trail Standards**

   Shared Use Paths (SUPs) should meet minimum standards for Class A Type Two (2) low-maintenance multi-use/shared use path in Albemarle County Design Standards Manual.

   Trails shall meet minimum standards for Class B Type Two (2) high-maintenance pedestrian path in Albemarle County Design Standards Manual

   Trails and SUPs should be coordinated as to location, width, drainage, etc. with other existing or planned trails or SUPs within the general area and shall be extended and constructed to abutting property lines; trails and SUPs should be located to the extent possible to provide connectivity to nearby or adjacent amenity spaces.

Section 3. Incentives

The purpose of Section 3. Incentives is to encourage provision of publicly beneficial building elements that exceed local requirements. This Code establishes the opportunity to modify form requirements beyond the standards outlined in Sections 1 and 2.

To be eligible for any of these privileges an applicant must provide a combination of building elements that warrant the additional development rights. There are 8 different bonus categories, each of which is assigned a point value. A set quantity of points is needed to be eligible for incentives listed in Section 3.2 Incentive Point Exchange Rate.

- Pedestrian alley improvements
- Public art and cultural amenities
- Additional affordable housing units (not required in Section 1.3 Affordable Housing Requirement)
- Green building design (Living Building Challenge, LEED, SEED)
- Underground parking facility
- Covered bicycle storage (sheltered and secure)
- Low-impact design/green infrastructure
- Additional amenity space or trails (not required in Section 2.5 Amenity Standards)

* If this incentive approach is supported by the Board of Supervisors, staff will develop definitions and standards for each of the above bonus categories in 2020.

For example:

Public Art and Cultural Amenities

Definition. Public art or public works of art is defined as the application of creativity by artists to the production of tangible objects, including, but not limited to: paintings, carvings, collages, sculptures, frescoes, mosaics, site-specific installations, mobiles, engravings, bas-reliefs, and murals. Architects and landscape architects are not considered artists under this definition.

A museum, art gallery or other cultural facility within the structure will also qualify the project for incentive points. This type of facility must be open to the public on a regular basis and no less than 3,000 square feet.

The following shall not be considered public art or public works of art: Reproductions or unlimited copies of original art work; art objects which are mass produced; overall architectural design of a building; architectural rehabilitation or historical preservation; logos or interpretations of logos.

Bonus Eligibility. Projects exceeding $250,000 in construction value may qualify for bonus points by including 1% art or cultural amenities into the project itself. The amenity must be located outside of buildings and completely visible from the public right-of-way or on a publicly viewable façade. It must be permanently fixed, outside of sight distance triangles.

1. **Bonus Points Table** *
The following table quantifies the number of bonus points that are available for specific actions that provide a public good to Rio29 as a whole.

Bonus Category	Minimum Description	Point Value
Affordable housing units	5% above the required number of affordable units, see below: 20% affordable units at 80% AMI 15% affordable units at 60% AMI 10% affordable units at 50% AMI	3 points
Amenity space or trails	Satisfies one of the amenity spaces (identified in Section 2.5.2 Amenity Space Design standards) or X linear feet of trails	2 points for the first options 0.5 points per additional improvement
Bicycle storage	Sheltered and secure bicycle parking for X bicycles	0.5 points 0.25 points for every additional X bicycle parking
Green building design	Satisfies 1 of the 4 options (such as water use reduction, reduce heat island effect / roof surface material; energy conservation; building materials)	1 point for the first improvement 0.5 point per additional improvement
LID/Green infrastructure	Satisfies 1 of the 4 options (to be developed in 2020)	1 point for the first option 0.5 point per additional improvement
Pedestrian alley improvements	1 of 3 options is satisfied (such as burying overhead utilities, incorporating a public plaza into the entrance of an alley; delineate pedestrian spaces from vehicular spaces)	1 point for the first improvement 0.5 point per additional improvement
Public and cultural amenities	1% of project budget or 3,000 sq. ft. gallery/museum space	1 point
Underground parking facility	X number of sub-grade parking stalls	2 point 1 point for every additional X number of sub-grade parking stalls

*This table is illustrative of a points-based system for initial feedback. Examples shown above are conceptual. If this approach is supported by the Board of Supervisors, County staff will work to develop performance measures and appropriate point allocation with input from the development community in 2020.

2. **Incentive Point Exchange Rate** *
   The following table quantifies the number of points that are needed for each incentive category.

Incentive Category	Points Required
Additional 1 story of building height	3 points
Reduced step back requirements	2 points
Reduced parking requirements	2 points
Reduced fees	1.5 points

*This table is illustrative of a points-based system for initial feedback. If this approach is supported by the Board of Supervisors, County staff will work to develop performance measures and appropriate point allocation with input from the development community in 2020.