CHAPTER 5: IMPLEMENTATION
Implementation Overview

THE PATH FORWARD

Achieving the vision laid out in this plan will require a collaborative effort between stakeholders and the County. To this end, this chapter identifies policy updates, partnerships, and investments that are necessary to implement the vision for Rio29. It recognizes that implementation in a timely, predictable, and fiscally responsible manner will be key to encouraging development that achieves the vision and improves the County’s quality of life.

Although this plan provides the community’s vision for Rio29, it is important to point out that the resulting development in Rio29 will not look exactly how this plan depicts it. The focus for future development will be ensuring development performs as described in the vision and continued engagement with the community and performance management will be necessary to ensure that the community’s needs and expectations are being met. Therefore, this chapter also provides guidance on how the County should conduct future performance management activities in implementing this plan.

ZONING

The County recognizes that much of the development regulation currently in Rio29 does not reflect this plan’s vision, and that factors including unpredictability and length of time associated with legislative approvals and development review can be disincentives to creating this vision. A necessary step will be establishing clear expectations for new development proposals, with updates to the Zoning Ordinance and development review processes to create an efficient by-right development process.

PARTNERSHIPS & POLICY

Partnerships and incentives can act as mutually beneficial mechanisms to advance County priorities and ensure a strategic project’s viability when it may otherwise be financially infeasible. This section identifies guidelines for public-private partnerships where appropriate, district-based financing options, and the Opportunity Zones federal incentive program.

TRANSFORMATIVE PROJECTS

A series of Transformative Projects have been identified as catalysts for development and redevelopment that will be necessary steps in implementing the Rio29 vision. Transformative Projects are both necessary to support desired growth, such as intersection and transit improvements, and are quality of life projects that will help transform the area into a more popular place, such as through more parks and trails.

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.

While basic metrics such as density and building footprint are available for most new development projects, there is currently no framework in place to efficiently track this plan’s Indicators of Progress – many of which are related to urban design, infrastructure, or environmental performance. In developing this framework, the following recommendations should be considered:

- Complete a database of Rio29’s physical conditions and assets.
- Establish procedures ensuring that design & environmental performance is reported in development applications.
- Establish goals for sustainable infrastructure metrics.
- Establish regular reporting procedures for indicators of Progress and Return on Investment.
- Create organizational open data policies and data sharing protocols.
- Utilize sensor networks (e.g. Internet of Things) in public buildings and right-of-ways to track performance of public investments.
- Explore incentives to encourage the utilization of data collection sensors and reporting mechanisms in private development.

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CURRENT ZONING CONSTRAINTS

Much of the current development regulation in Rio29, including the Zoning Ordinance, does not support this plan’s vision for a human-scaled mixed-use area. The majority of Rio29 is currently zoned as commercial districts, which have limited opportunities for residential development and setback standards that do not support the desired form. Additionally, other general and supplemental regulations applicable to all zoning districts include site design requirements, such as parking standards, that do not create the desired form.

Although rezoning to a planned development district is always an option, factors including unpredictability and length of time associated with legislative approvals can be a disincentive. Therefore, a necessary step will be establishing clear expectations for new development proposals, with updates to the Zoning Ordinance and development review processes that create an efficient by-right development process.

A FORM-BASED CODE FOR RIO29

In order to provide the regulatory framework needed to achieve the Rio29 vision, amending the County’s Zoning Ordinance and Map to include a form-based code tailored to the area is recommended.

A form-based code differs from a conventional (Euclidean) zoning code in that rather than focusing on the use of a property, a form-based code focuses on building form as its organizing principle. By prescribing detailed architectural and site design requirements, developments permitted under a form-based code produce a more consistent, connected, and predictable built environment while allowing greater flexibility of use.

Typical elements of a form-based code can be seen to the right of this page. A form-based code for Rio29 should be crafted to match the recommendations of the Character chapter.

IMPROVED REVIEW PROCESS

A by-right development proposal may require any combination of initial and final site development plans, subdivision plats, erosion & sediment control permits, stormwater management permits, and certificates of appropriateness.

Uncertainty and length of time spent obtaining these approvals can add significant transaction costs to developers in terms of engineering/site design and land holding costs that are passed on to buyers or tenants, as well as to County staff’s time spent reviewing applications.

Improving the by-right development review process to eliminate redundancies and clarify expectations will incentivize development that meets the desired form. The Board of Supervisors has also approved expedited review policies for qualified projects.

Typical Form-Based Code Elements

1. **REGULATING PLAN**: The effective zoning map of the regulated area that designates the locations where different building form standards apply.

2. **STREETSCAPE & AMENITY STANDARDS**: Regulations that control the elements of the public realm, such as sidewalks, travel lanes, and street trees, as well as amenities provided by a development.

3. **BUILDING STANDARDS**: Regulations controlling the features and configurations of buildings that define the public realm.

4. **ADMINISTRATION**: A clearly defined and streamlined process for applications and project reviews.

5. **INCENTIVES**: Modified regulations (such as density or height bonuses) as a concession for advancing a County priority (e.g. affordable units).

6. **ARCHITECTURAL STANDARDS**: Regulations controlling building materials, openings, and appearance.

7. **USES**: Broad categories that allow for street-level activity and minimize nuisance uses.
PUBLIC-PRIVATE PARTNERSHIPS
When financing constraints prevent the advancement of County priorities and projects, public-private partnerships (P3s) may be an appropriate approach to investment. These working relationships are formalized with state, regional, and private entities and often involve economic development or redevelopment programs.

Examples of economic development partnerships may include financing incentives for facility development such as grants, revenue bonds, or tax incentives; infrastructure development assistance; and workforce recruitment and training programs. Partnerships for public facilities may include shared use of a building or facility by public and private entities, such as a parking structure; arrangements involving County financing support; or private design-build-finance concessions.

County entities such as the Economic Development Office, the Economic Development Authority, and the County Executive’s Office will be key players in establishing these partnerships. Other state and regional actors that may facilitate these partnerships may include the Virginia Economic Development Partnership (VEDP), the Central Virginia Partnership for Economic Development (CVPED) or the University of Virginia (UVA).

DISTRICT-BASED FINANCING
The County should explore the possibility of using district-based financing to incentivize development in Rio29. Examples of such tools include the creation of Tax Increment Financing Districts (TIFs), Community Development Authorities (CDAs), Business Improvement Districts (BIDs), service districts, or other special districts and zones, e.g., technology zones and economic revitalization zones. These tools could have the mutual benefit of incentivizing development in Rio29 that is consistent with the Plan vision while also helping channel growth that allows the County to concentrate its efforts to provide more efficient delivery of services and infrastructure. BIDs, CDAs, and other business associations may also promote interest in the area and help facilitate organized programming and events.

The use of district-based financing tools needs further study and should be informed by appropriate fiscal analysis and research. Implementing district-based financing should be explored in partnership with the Economic Development Office and should be supportive of the County’s economic development goals. However, these tools should be used carefully to ensure that they are promoting a public good, that their use is in line with the Plan vision, and that they do not degrade other Plan recommendations, such as affordable housing and conservation.

Case Study: Woolen Mills
In 2018, County and Commonwealth officials announced a partnership with WillowTree, Inc. to redevelop the historic Woolen Mills factory as the company’s new headquarters. The partnership includes state & local grant funding, tax rebates, and performance agreements to spur economic development and investment in both infrastructure and recreational assets.

Case Study: Uptown Normal
Normal, Illinois utilized TIF districts, public-private partnerships, and a business association to support revitalization of its central business district, including a new conference center, transit station, municipal offices, and event spaces.

OPPORTUNITY ZONES
The area bounded by Hydraulic Road, Rio Road East, and Route 29 is a designated Opportunity Zone. Opportunity Zones are a relatively new program included in the Tax Cuts & Jobs Act passed by Congress in December 2017. The goal of Opportunity Zones is to encourage long-term investment, economic development and job creation in underutilized areas. States submit Qualified Census Tracts to the U.S. Department of the Treasury to compete for Opportunity Zone designation. The program provides investors the benefit of deferring or lowering capital gains tax on investments made in Opportunity Zones. Investments include either real estate or stocks held in an Opportunity Zone after December 2017. The Charlottesville-Albemarle area has four Census Tracts that are designated as Opportunity Zones, including part of the Rio29 Small Area Plan. Investments in Opportunity Zones can be combined with other programs and partnerships in both the private and public sectors.

While implementing Opportunity Zone benefits is the responsibility of the federal government, the County can help guide investors who are interested in developing properties within the Rio29 Opportunity Zone portion. The County can help support mixed-use development that supports the Rio29 vision and educate both developers and Rio29 property owners about the Opportunity Zone benefits.

Opportunity Zones within Rio29
Transformative Projects

OVERVIEW
Achieving the vision for Rio29 will require a series of Transformative Projects to provide the community’s desired amenities as well as the infrastructure necessary to support new development in the area. Six “Catalyst” projects have been identified to jump-start new investment in Rio29 and include improved civic spaces and public amenities, bicycle and pedestrian facilities, and public transit facilities. Recognizing that the County will play an important role in supporting and encouraging redevelopment in Rio29, many of the Transformative Projects may be partially or fully funded by the County (or other public agencies such as VDOT). Some private funding will also be expected for those projects that will support adjacent development and redevelopment.

The project descriptions on the following pages provide identify a possible order for projects, a cost estimate, and possible funding sources. Exact project timing will depend on conditions such as financing and will largely be driven by the timing and location of development within Rio29. More detailed costs and funding sources will be determined when a project is engineered and designed.

FISCAL ANALYSIS
Fiscal modeling demonstrates that even with the assumed Transformative Projects’ costs to the County, the cumulative net County revenue over the next 20 years could be as much as $100 million, based on forecasted development and associated revenues. “Catalyst” Transformative Projects are assumed to be short term and completed in the first five years of plan implementation. The total cost to the County of these projects is estimated to be $9.5 million. An analysis based on forecasted land use assumptions for Rio29 predicts that cumulative net revenue generated by new investment in the area could be sufficient for the County to cover the cost on the Catalyst Projects by year 8.

TRANSPORTATION ANALYSIS
Modeling of the Rio29 area had to demonstrate at least the same transportation performance as the area today, preferably better. The transformative projects were designed to improve the overall performance of the area in terms of level of service and number of trips. The biggest benefit to the area for automobile traffic was achieved by having a better-connected network, with the largest improvements coming from the Hillsdale/Putt-Putt, the Rio29 interchange and the Berkmar/Rio intersections, respectively. The intersection treatments – mostly roundabouts – avoid left turn movements across traffic, which is one of the largest impediments to smooth traffic flow. As a result, traffic flow as a function of level of service is improved over standard treatments and allows additional growth in number of peak hour trips by 15-25%.

Of this increase in the amount of peak hour trips, 10% were projected to be multimodal trips that are currently not practical. The transformative projects enable a shift away from car-exclusive transportation to transit, biking and walking. An additional advantage of these multimodal trips is that they would not be limited by the infrastructure, if these projects were realized. In other words, the multimodal capacity could increase the amount of possible trips from 10% to easily 50% of the area in theory. In practice in the US, however, the numbers seldom exceed 25%.

PROJECT FUNDING SOURCES
The Plan identifies potential funding sources for each Transformative Project. Several of the projects are anticipated be a combination of public and private funding sources. A summary of potential funding sources is provided below. Costs identified on the subsequent pages are in 2018 dollars and do not account for additional operational costs associated with the projects.

Smart Scale
Smart Scale grants are funded through State and Federal Transportation appropriations and are awarded to Virginia’s most critical transportation needs. Albemarle County can apply for projects that address VTRANS needs identified for Corridors of Statewide Significance (CoSS), regional networks, Urban Development Areas, or Safety with a resolution of support from the Charlottesville-Albemarle Metropolitan Planning District Commission (C-A MPO). The C-A MPO may also submit applications on the county’s behalf for needs identified on CoSS or Regional Networks (with a resolution of support from the County). Albemarle County is in Tier 1 population threshold and can submit a maximum of 4 applications for each two-year application cycle.

Revenue Sharing
A VDOT grant for federal and state transportation funding in which the locality and VDOT share the cost of the transportation project. 50% of funding comes from state/federal sources, and 50% from local county/private funds, where multiple parties can contribute.

Transportation Alternatives
This grant is used to fund a wide range of projects that support alternative modes of transportation, including pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. It is funded through the U.S. Department Of Transportation.

Virginia Department of Rail and Public Transportation (DRPT) Grants
DRPT provides grants for public transportation and commuter services that include funding for planning, operating, and/or capital expenses. Numerous grants are awarded each year to public entities and local governments and typically require a small project match.

Albemarle County Capital Improvement Plan (CIP)
A portion of Albemarle’s budget is dedicated to the Capital Improvement Plan (CIP). All public facilities, infrastructure projects and capital equipment must be in the CIP to become reality. The CIP is based on the County’s physical needs and development and looks forward 5 – 10 years.

Private Development
Developers may fund projects that are particularly attractive to them. They can also contribute to Albemarle’s funds to yield higher grant matches.

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Transformative Projects

**Catalyst Projects: 0 to 5 Years**
- Library Plaza Phase #1
- Berkmar Shared-Use Path (SUP)
- Woodbrook Natural Area Design
- Rio Road Streetscaping
- Hillsdale Drive Extension & Realignment
- Rio and Route 29 Commuter Bus Stop

**Future Projects: 5+ Years**
(Dependent on Buildout)
- Library Plaza Phase #2
- Rio Shared-Use Path/Bicycle Lane
- Woodbrook Natural Area Construction
- Rio Rd. Streetscaping Improvements Phase #2
- Hillsdale Dr. Extension & Realignment Phase #2
- Hillsdale Dr. Extension & Realignment Phase #3
- Route 29 Shared-Use Path
- Floodable Park & Greenway
- Linear Park & Stream Daylighting
- Route 29 Pedestrian Underpass
- Berkmar Realignment
- Circulator Bus
- Bike/Ped Bridge at Berkmar
- Dogbone Roundabout at Rio
- Transit Plaza
- Rio29 Transit Station
- Berkmar/Rio Roundabout
- Fashion Square Plaza

**Legend**
- Civic Spaces
- Trails, Paths, & Parks
- Road & Intersection Improvements
- Public Transit
- Catalyst Projects
- Long Term
Library Plaza

**Phase 1: Land Acquisition, Design, and Temporary Facilities**

Library Plaza is intended to provide an outdoor public space for citizens and library patrons to gather, read, play, and relax. The space can be used for library programming, serve as a community event space, and provide a much needed place for passive and active recreation. Library Plaza should be designed in collaboration with library staff, patrons, neighbors, and area schoolchildren. The Plan shows the plaza location behind the existing parking area, however, opportunities for the plaza should be explored on all adjacent properties. As mentioned in the Conservation Chapter, Library Plaza could serve as the Central Square for Rio29.

**Timing**

Phase 1: Catalyst (first 5 years)

**Cost**

Phase 1: $2,103,750

**Funding**

Albemarle CIP; Private Development

This project supports the vision for Conservation.

**Premdents**

Seattle City Hall Plaza Seattle, WA

IX Art Park Charlottesville

Berkmar Drive

**Shared-Use Path**

Rio29 is currently a missing link of the Northtown Trail, a commuter route under development that is planned to connect the northern neighborhoods within Places29 to the City of Charlottesville.

Existing segments of the trail are beginning to converge around the Rio29 area, from the north along Berkmar Drive and from the east along Rio Road. The proposed trail runs along the east side of Berkmar Drive to Rio Road. From Berkmar Drive, the trail will continue east along Rio Rd. to the eastern boundary of the Plan area and connect to existing portions of the trail.

The trail is expected to be constructed with a minimum 10-foot asphalt path that is buffered and separated from the roadway. The shared-use path should transition to a buffered bike along Rio Road within the designated Core areas.

**Timing**

Catalyst (first 5 years)

**Cost**

$925,000; $2,368,000

**Funding**

Revenue Sharing; Transportation Alternatives

This project supports the vision for Connectivity.

**Precedents**

Cherry Creek Trail Denver, CO
Woodbrook Natural Area

Community Design/Engagement

The County owns a 7.6 acre parcel south of the Woodbrook neighborhood that serves as a stormwater management facility for the surrounding commercial developments. The property is a forest with streams, wetlands, and an informal trail network. While publicly owned, it is not advertised or widely used as a public park.

While the area is intended to maintain its natural setting to provide much needed green space to the area, Phase 1 of the project should focus on engaging the community to help design the park facilities. Community priorities such as safety, accessibility, and trail networks should be taken into consideration in the design. Neighbors from Woodbrook, the apartment communities to the southeast, and students and staff of Woodbrook Elementary School should be invited to provide park design input.

Phase 2 will include the development and construction of the facilities identified in Phase 1.

Rio Road Streetscaping

Rio Road Streetscaping Phase 1

This project supports the vision for Conservation.

Rio Rd. Streetscaping Improvements Phase 2

Rio Rd. Streetscaping Improvements Phase 3

This project supports the vision for Connectivity.
Transformative Projects

Hillsdale Drive Extension

Phase 1: Upgrading, Realignment, and Roundabout
Phase 2: Development and Construction
Phase 3: Upgrading

Phase 1 involves upgrading Fashion Square Drive to public road standards (which include sidewalks, bike lanes and street trees), constructing a roundabout at the intersection of Rio Road, and realigning Putt Putt Place on the north side of the Rio Road intersection.

Phase 2 includes constructing a bridge or overpass that crosses the ravine south of Fashion Square Mall to provide a direct connection between Fashion Square Drive and Hillsdale Drive.

Phase 3 would complete the Hillsdale Extension by upgrading the length of Gardens Boulevard to public road standards. Phases can occur out of order and are expected to occur with the redevelopment of adjacent properties.

Rio29 Commuter Bus Stop

DESCRIPTION
When appropriate, a Route 29 commuter bus stop should run along the Rio29 GSI ramps. To determine appropriate timing, staff should analyze ridership and determine when a stop at this location would be warranted. Concurrent with this analysis, staff should determine if other route changes should be made to accommodate route transfers and improve frequency of service.

PRECEDENT

Example Redesign of the Rio29 Intersection Including More Pedestrian Crossings, Bike Lanes, and Transit Stops

This project supports the vision for Connectivity.
### Route 29 Shared-Use Path

**DESCRIPTION**

A shared-use path is planned along the east side of Route 29. It is anticipated that the trail will connect to other sections of pathway north of the Plan Area. The path should be constructed to accommodate a high volume of pedestrian and bicycle traffic and to provide easy connectivity to the Rio29 transit station.

Accommodations for the shared-use path should be made as adjacent parcels develop or redevelop.

**PRECEDENTS**

- **Rendering of a Proposed Shared-Use Path**
  - Pisimo Beach, CA

- **Rendering of a Proposed Shared-Use Path**
  - Charlotte, NC

**Timing**

- Future

**Cost**

- $3,843,750

**Funding**

- Revenue Sharing; Albemarle CIP; Private Development

This project supports the vision for Connectivity and Conservation.

### Floodable Park + Greenway

**DESCRIPTION**

The County owns a 1-acre stormwater management facility south of Northside Library. The existing facility is an overgrown dry pond that is in need of improvements. The facility should be redesigned as a “floodable park” that can function as both an amenity space and a stormwater treatment facility. Since this area is prone to flooding, it should be designed to accommodate and treat stormwater runoff, but during times of dry weather, the property can serve as a park space. The floodable park should be connected to Library Plaza and to adjacent developments via a greenway trail.

Phase 2 will include the development and construction of the facilities identified in Phase 1.

**Timing**

- Future (dependent upon adjacent development)

**Cost**

- $2,660,500

**Funding**

- Albemarle CIP; Private Development

This project supports the vision for Conservation.

**PRECEDENTS**

- **Water Square Benthemplein**
  - Rotterdam, Netherlands
Linear Park and Stream Daylighting

DESCRIPTION
A small linear parcel between the Colonial Auto Center property and Storage Solutions Center serves as an additional County-owned stormwater management facility for the area. This facility should be enlarged to function as a linear park that runs along the stream and lengthened to provide connectivity between Route 29 and Berkmar Drive. Accommodations for the linear park should be made as adjacent properties develop or redevelop.

East of Route 29, the same stream is currently piped under parking lots. The stream is expected to be daylighted as properties in this area redevelop. A shared-use path should be provided along the daylighted stream and connect to the linear park via an underpass below Route 29 (see Project J). These facilities will provide additional off-street trail connections in the area.

This project supports the vision for Conservation.

PRECEDENTS
Saw Mill River Daylighting Project Yonkers, NY
La Rosa Daylighting Project Auckland, New Zealand

Route 29 Pedestrian Underpass

DESCRIPTION
Approximately 800 feet north of the Rio29 GSI, an existing culvert pipes a stream under Route 29. This could be a logical spot to add a bicycle and pedestrians underpass to provide an additional crossing of Route 29. If a tunnel is built, it should be well-lit and incorporate artwork, murals or light features to provide a safe and pleasant environment for walkers and cyclists.

(See Appendix A of the VDOT Road Design Manual for tunnel specs)

This project supports the vision for Connectivity.

PRECEDENTS
LightRails Pedestrian Underpass Birmingham, AL
Rendering of Pedestrian Tunnel Norway
### Berkmar Realignment

**DESCRIPTION**
Currently Berkmar terminates as a right-in right-out intersection with Route 29 and this plan contemplates a realignment of Berkmar Drive to a signalized intersection with Route 29. The final alignment of Berkmar Drive and intersection design will be determined by adjacent redevelopment.

A connection between Hillsdale Drive and Berkmar Drive should be provided, but alternative intersection treatments and designs could be considered to provide for the east to west connectivity south of the Rio29 GSI.

This project supports the vision for **Connectivity**.

**POSSIBLE BERKMAR REALIGNMENT DESIGNS**

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<tr>
<th>PLAN A</th>
<th>PLAN B</th>
<th>PLAN C</th>
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### Circulator Bus

**DESCRIPTION**
When demand is sufficient, additional bus service should be provided for the area. A circulator bus route should be considered to provide connectivity between the four quadrants and with service to the transit station. Considerations could be given to automated vehicle (AV) service as technology allows.

**Timing**  | Future  
**Cost**    | $3,937,500  
**Funding** | DRPT Grants; Albemarle CIP

This project supports the vision for **Connectivity**.

**PRECEDENTS**
- Free Trolley Charlottesville
- Autonomous Vehicle University of Michigan
**29 Bike/Ped Bridge at Berkmar**

A bicycle/pedestrian bridge over Route 29 and south of the GSI can be provided between Fashion Square Mall and 29th Place Shopping Center. The topography will allow an at-grade crossing on the Fashion Square Mall side to provide ease of access to pedestrians and bicyclists. The crossing should include landscaping, artwork, or other visual elements that provide a pleasant and interesting environment for pedestrians and cyclists.

**Rio Road Dogbone Roundabout**

A dogbone roundabout is proposed for the Rio Road level of the Rio29 GSI. The roundabout will improve traffic flow on Rio29 as well as improve bicycle and pedestrian crossing opportunities. The roundabout will reduce the width of the right-of-way across the existing overpass and leave space for a transit station, bike lanes, and additional pedestrian facilities.

**Transformative Projects**

**DESCRIPTION**

A bicycle/pedestrian bridge over Route 29 and south of the GSI can be provided between Fashion Square Mall and 29th Place Shopping Center. The topography will allow an at-grade crossing on the Fashion Square Mall side to provide ease of access to pedestrians and bicyclists. The crossing should include landscaping, artwork, or other visual elements that provide a pleasant and interesting environment for pedestrians and cyclists.

**PRECEDENTS**

Wards Road Pedestrian Bridge, Lynchburg, VA

Rendering of 41st St. Bike and Pedestrian Bridge, Chicago, IL

**PRECEDENT**

Dog Bone Roundabout, Carmel, Indiana

This project supports the vision for **Conservation**.

**Timing** Future

**Cost** $2,405,000

**Funding** Smart Scale; Revenue Sharing; Transportation Alternatives

This project supports the vision for **Connectivity**.

**Timing** Future

**Cost** $38,526,250

**Funding** Smart Scale; Revenue Sharing
Transit Plaza

DESCRIPTION
An outdoor public space should be provided in the northeast quadrant of Rio29 that provides easy access to the transit stop. The space should be designed as a square or plaza that provides space for passive recreation and can act as community gathering space. Plaza amenities could include seating areas, art installations, a small amphitheater, and/or a central water feature. The park development should be consistent with adjacent redevelopment.

Timing
Future (dependent on adjacent redevelopment)

Cost
$6,047,500

Funding
Albemarle CIP; Private Development

This project supports the vision for Connectivity and Conservation.

Rio29 Transit Station

DESCRIPTION
A central transit station that allows for the convergence of transit routes connecting Downtown Charlottesville, UVA, and the Airport is planned to be next to or close by the Rio29 intersection. The station should be established when demand is sufficient, or concurrently with a priority bus route or Bus Rapid Transit (BRT) along Route 29.

Timing
Future

Cost
$8,167,565

Funding
Smart Scale; DRPT Grants

This project supports the vision for Connectivity.

Transformative Projects
**Berkmar/Rio Roundabout**

**DESCRIPTION**
A roundabout at the intersection of Rio Road and Berkmar Drive is planned as a long term improvement to help improve moving traffic through the area.

- **Timing**: Future
- **Cost**: $3,866,500
- **Funding**: Smart Scale

This project supports the vision for **Connectivity**.

**PRECEDENTS**
- 66th Street at Portland Avenue Roundabout, Richfield, MN
- "Uptown Circle" Normal, IL

**Fashion Square Plaza**

**DESCRIPTION**
An outdoor public space should be provided in the southeast quadrant of Rio29 that provides easy access to the transit stop. The space should be designed as a square or plaza that provides space for passive recreation and can act as community gathering space. Plaza amenities could include seating areas, art installments, a small amphitheater, and/or a central water feature. The park development should happen consistent with adjacent redevelopment.

- **Timing**: Future (dependent on adjacent redevelopment)
- **Cost**: $2,090,500
- **Funding**: Albemarle CIP; Private Development

This project supports the vision for **Conservation**.

**PRECEDENTS**
- Lexington Ave Midtown Manhattan, NY
- Sammons Park Dallas, TX