



# Draft Rio29 Form Based Code

Board of Supervisors Work Session  
December 16, 2020





# Agenda

1. Welcome + Rio29 Project Overview  
Presentation (5 min)
2. Development Scenarios  
Presentation (5 min)
3. Rio29 Form-Based Code Review + Discussion  
Presentation & Discussion (40 minutes)
4. Prioritizing Future Work + Next Steps  
Presentation & Discussion (10 minutes)



An aerial architectural sketch of a city block. The drawing shows a grid of streets with several buildings of varying heights and styles. There are numerous trees and green spaces interspersed throughout the block. Small cars and figures of people are scattered across the streets and sidewalks, giving a sense of scale and activity. The style is a loose, hand-drawn sketch with some color washes in shades of green, blue, and brown. The text 'Project Overview & Update' is overlaid in the center in a white, handwritten-style font.

# Project Overview & Update



# Rio29 Small Area Plan Vision

“a connected network of complete streets, which are designed for all users”

“a network of sustainable and usable public spaces that enrich community”

“vibrant and diverse mixed-use”



Water Square Benthemplein Floodable Park



# Recommendations

## 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



Apartment Buildings Budapest, Hungary



Townhomes in a Mixed-Use Community Greenbridge, WA



Duplex Housing Denver, CO



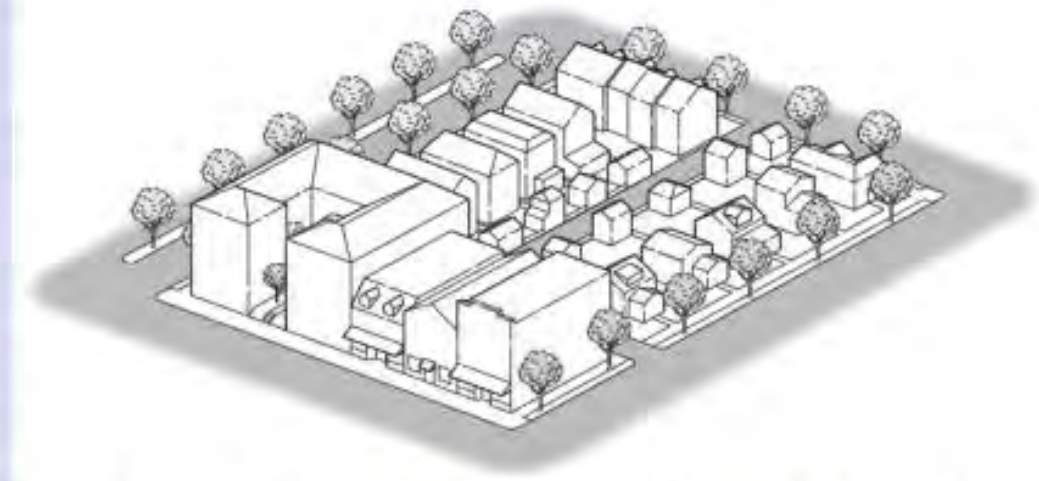
South Range Multi-Family Housing Charlottesville, VA

## 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](http://formbasedcodes.org).

## 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.

## 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.



# DRAFT Framework

## Section 1. Regulating Plan

- Regulating Plan
- Uses
  - Affordable Housing

## Section 2. General Standards

- Building Standards
- Street Standards
- Parking / Loading Standards
- Architectural Standards
- Amenity Space Standards

## Section 3. Incentives

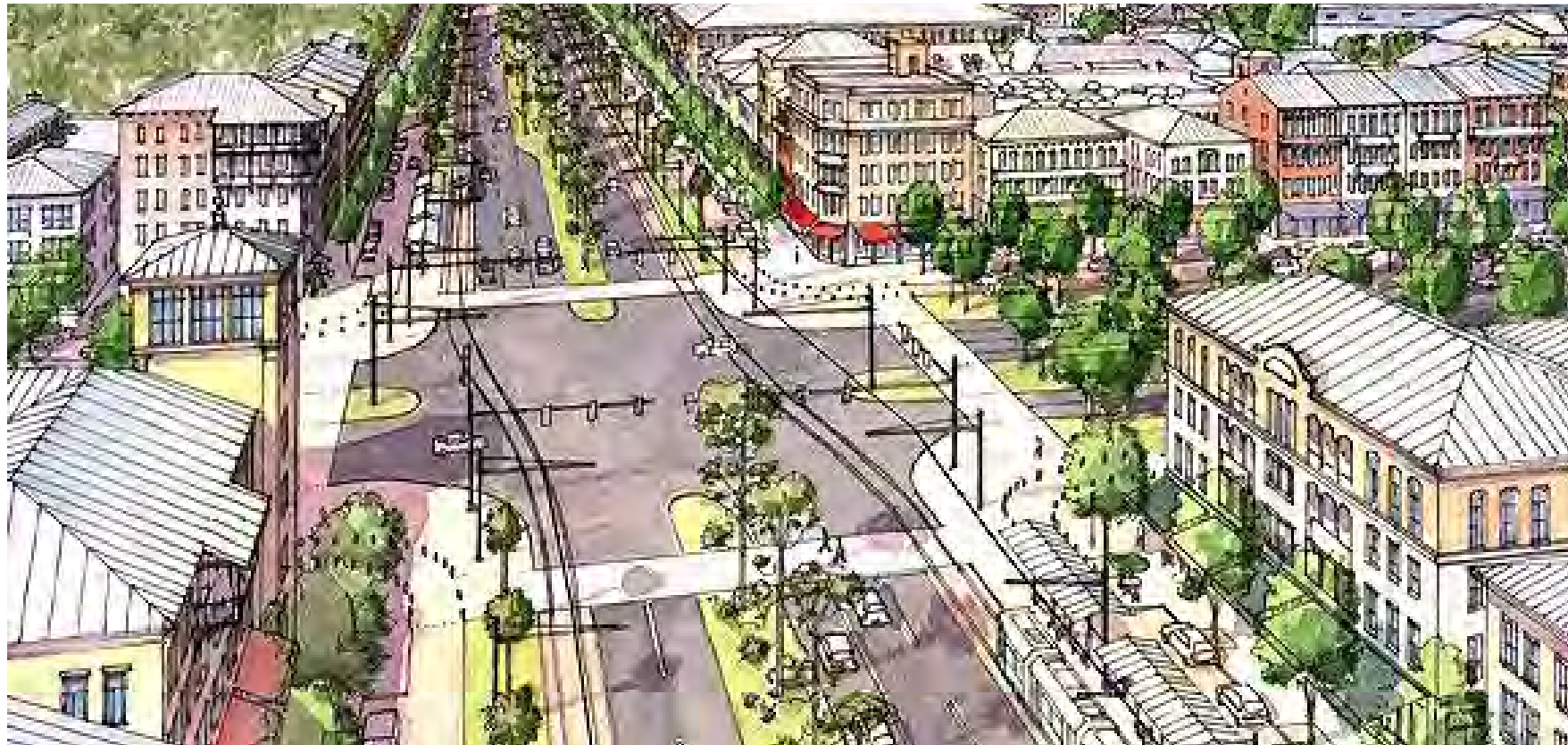


**Rio29 Form-Based Code  
Draft Framework**

Prepared for Albemarle County Planning Commission  
November 12, 2019 Work Session



# 2020 Work Plan



- Collaborate across County departments and with external agencies on draft code
- “Peer review” and scenario modeling consultant services
- Engagement with Rio29 Steering Committee
- Virtual sessions with property owners & community members
- Planning Commission & BOS work sessions

**FBCI** Form-Based  
Codes Institute



**Smart Growth America**  
Improving lives by improving communities







# Today's Goal

- Share the draft form-based code developed based on consultant and stakeholder feedback
- Receive feedback on current code content to incorporate prior to public hearings scheduled for Q1 2021
- Receive feedback on prioritization of future work





# Development Scenarios





# Core Existing Conditions

NW Corner of Rio Road and Route 29



**DISCLAIMER:** This is a **hypothetical** development scenario intended to test and demonstrate the draft Rio29 form-based code as of November 2020. **This is not a real development proposal** and is for demonstration purposes only.

# Core Development Scenario





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Flex Existing Conditions  
29th Place Shopping Center



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# Flex Development Scenario





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# Edge Existing Conditions

Undeveloped Parcel on Berkmar Drive





# Edge Development Scenario



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DRAFT Rio29 Form-Based Code Review





# Overarching Edits

- Incorporated provisions for administrative modifications and Special Exceptions
- Created graphics and diagrams
- Refined code and created specific standards with internal County staff and external agencies
- Removed incentives section; incorporated throughout document





# Framework – Administration

## **Staff Recommendation - Optional Overlay District**

- Provides property owners additional uses and development rights not allowed within current zoning districts
- Enables mixed-use development through a by-right review process
- Allows an affordable housing requirement to be included
- Consistency with project goal to develop an ordinance that works for current conditions and allows the area to transition over time





# Peer Review Feedback Summary

- Include overarching goals for the form-based code and more context from the Rio29 Small Area Plan
- Specify if and how existing buildings can be incorporated into redevelopment
- Concern about the district being implemented as an *optional* overlay, leading to patchwork development (or none at all)
- Incorporate graphics and illustrations throughout the code to clearly communicate concepts and standards



# Current Draft – Administration



- Properties located in the Rio29 Form-Based Code district are eligible to develop under this overlay district by submitting an application.
- If the owner develops under the Rio29 FBC, the regulations are applied to the entire parcel.
- Phased redevelopment of existing structures may occur by submitting a Redevelopment Plan.  
**(See Attachment B1 pg. 3-9)**



# Development Review Process



Properties that choose to develop in accordance with the Rio29 FBC will be subject to a staff (administrative) approval process.

These projects will not be reviewed by the Architectural Review Board, Planning Commission or Board of Supervisors (legislative review process), unless an application for a Special Exception or a Special Use Permit is submitted.







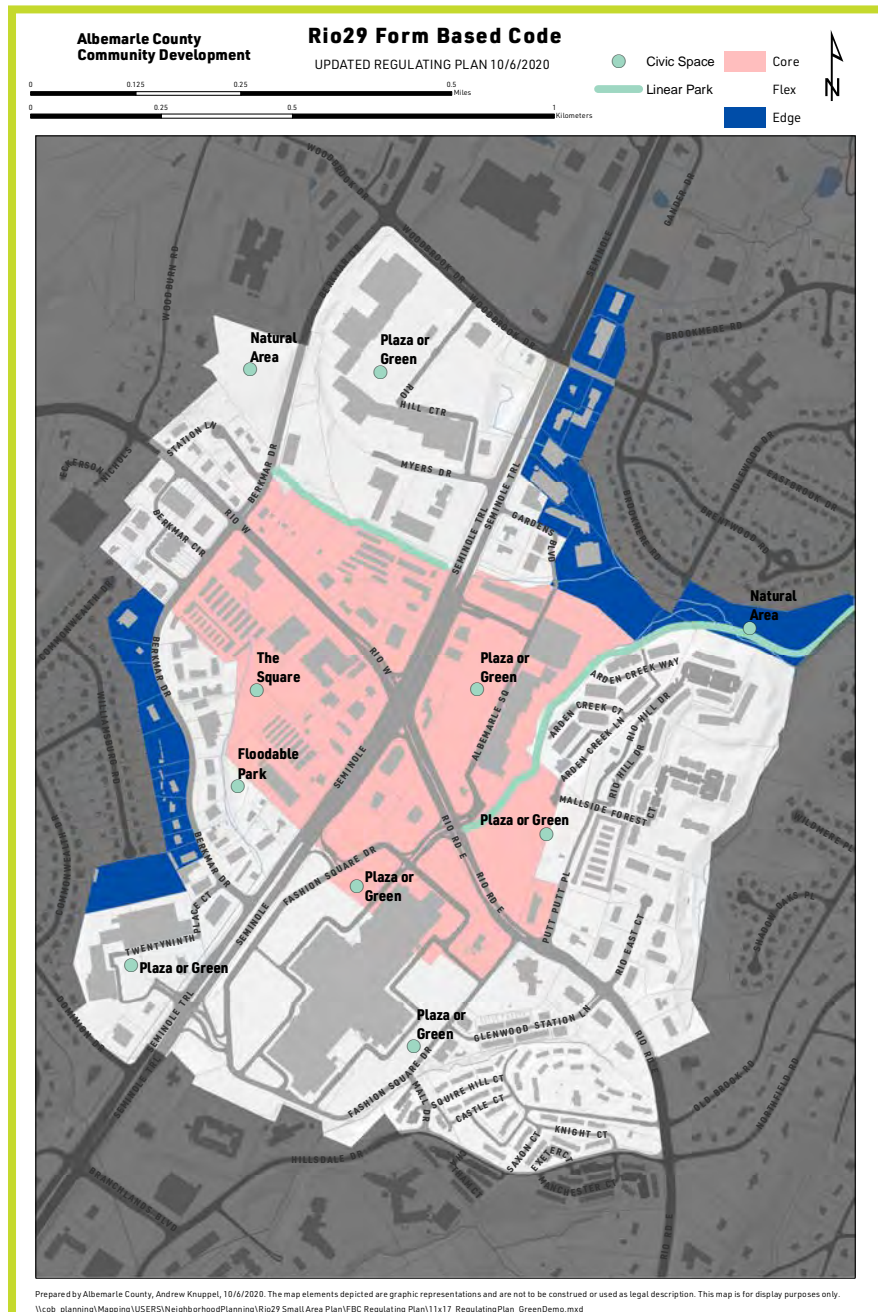


# Feedback Summary

- Identify street locations on the Regulating Plan to ensure continuity of development
- Provide more guidance on Civic Space types and locations



# Current Draft – Regulating Plan



The Character Areas dictate permitted uses and general standards applicable to each property.

- Core
- Flex
- Edge

There are **points** that indicate the **general location** and **type** of Civic Spaces required in the Rio29 area.

**(See Attachment B1 pg. 10-11)**



# Framework – Uses

USE CATEGORY	CHARACTER AREA			
	Rio29 Core		Rio29 Flex	Rio29 Edge
	Ground Floor	Upper Floors		
<b>RESIDENTIAL USES - DWELLING UNIT TYPES</b>				
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
<b>COMMERCIAL, INDUSTRIAL and FLEX USES</b>				
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
<b>PUBLIC USES and INSTITUTIONAL USES</b>				
Public Use	BR	BR	BR	BR
Institutional	BR	BR	BR	BR
Accessory Use	BR	BR	BR	BR
<b>TEMPORARY USES</b>				
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

- Utilizes a broad category approach
- New / updated use categories for:
  - Artisan Manufacturing
  - Commercial Parking
  - Office
  - Retail Sales and Service
  - Temporary Use





# Feedback Summary

- Consider allowing interim uses



# Current Draft – Uses

USE CATEGORY	CHARACTER AREA			
	Core		Flex	Edge
	Ground floor	Upper floors		
<b>RESIDENTIAL – DWELLING UNIT TYPES</b>				
Multiple-family dwellings	P	P	P	P
Live-work dwelling units	P	P	P	P
Single-family attached dwellings	P	P	P	P
Single-family detached dwellings	N	N	N	SE
<b>COMMERCIAL, INDUSTRIAL, and FLEX USES</b>				
Retail sales and service	P	P	P	P
Restaurants, hotels, and lodging	P	P	P	P
Entertainment and recreation	P	P	P	P
Office	P	P	P	P
Artisan manufacturing	P	P	P	P
Commercial parking	P	P	P	N
Fuel pump canopies	N	N	SP	SP
Drive-through windows	N	n/a	SP	SP
Light industrial	SP	SP	P	SP
<b>PUBLIC and INSTITUTIONAL USES</b>				
Public and institutional uses	P	P	P	P
Community facility uses	P	P	P	P
Fire, ambulance and rescue squad stations (reference 5.1.09)	P	P	P	P
Cultural amenity space	P	P	P	P
Public art	P	P	P	P
<b>SHORT-TERM USES</b>				
Temporary uses	P	P	P	P
Temporary construction uses and temporary storage yards	P	P	P	P
Interim uses	P	P	P	P
<b>UTILITIES</b>				
Electric, gas, oil and communication facilities, excluding tower structures and including poles, lines, transformers, pipes, meters and related facilities for distribution of local service and owned and operated by a public utility. Water distribution and sewerage collection lines, pumping stations and appurtenances owned and operated by the Albemarle County Service Authority. Except as otherwise expressly provided, central water supplies and central sewerage systems in conformance with Chapter 16 of the Code of Albemarle and all other applicable law. Public water and sewer transmission, main or trunk lines, treatment facilities, pumping stations and the like, owned and/or operated by the Rivanna Water and Sewer Authority (reference section 5.1.12).	P	P	P	P
Stormwater management facilities	P	P	P	P
Tier I and Tier II personal wireless service facilities (reference section 5.1.40)	P	P	P	P
Tier II personal wireless service facilities (reference section 5.1.40)	SP	SP	SP	SP

P= Permitted by right SE = Special exception required N = Not permitted SP = Special use permit required

- Broad category approach remains
- Refined categories based on reality of Virginia's Dillon Rule status
- Created new standards for Temporary Uses and Artisan Manufacturing

**(See Attachment B1 pg. 12-14)**



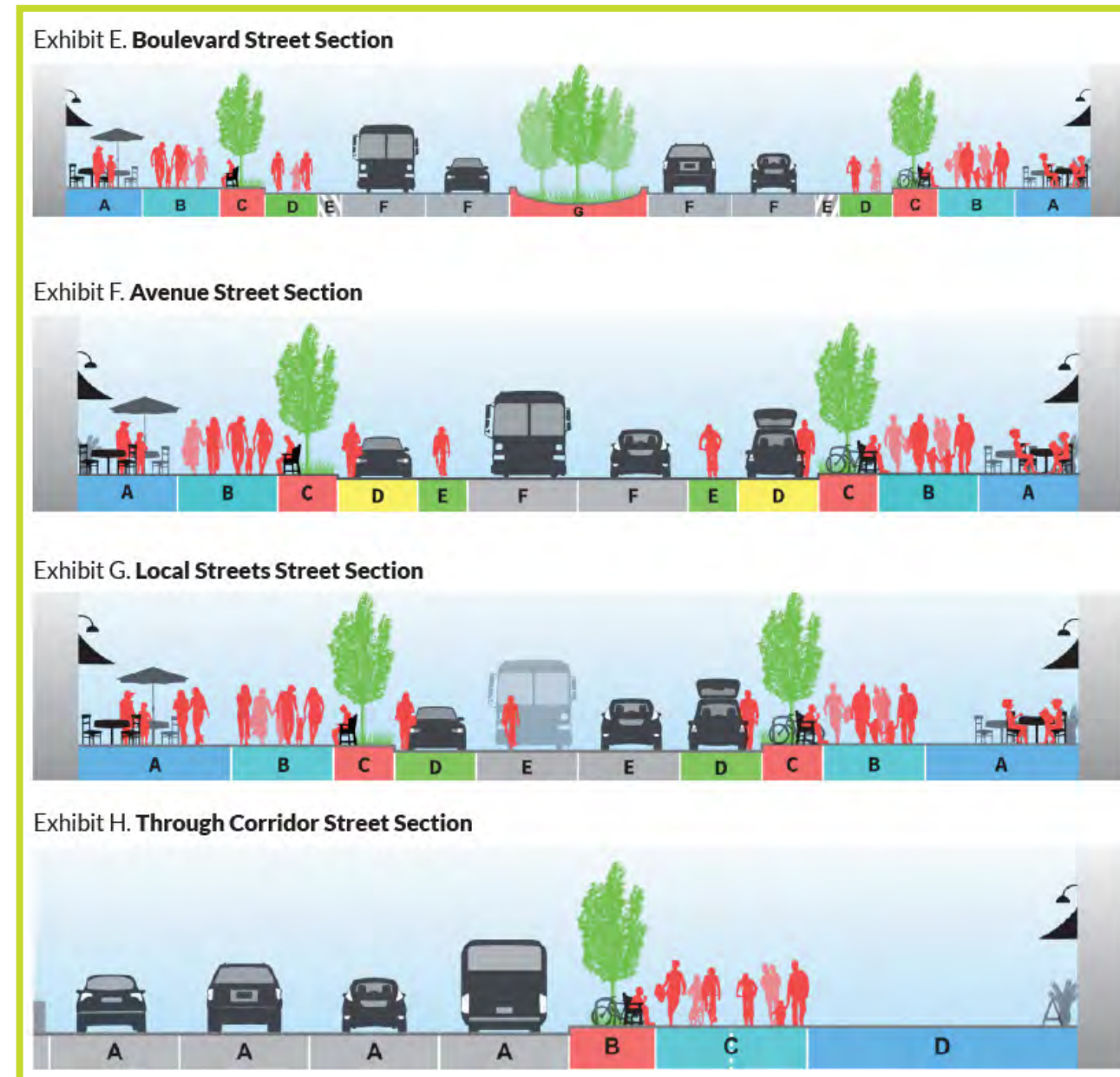


# Discussion



# Framework – Street Standards

- Four street types based on SAP:
  - Boulevard
  - Avenue
  - Local Street
  - Through Corridor (Rt. 29)
- Street Section Components Table
- Street Amenities Table







# Feedback Summary

- Identify street locations on the Regulating Plan
- Identify how street standards apply to smaller parcels
- Clarify ownership and maintenance of streets
- Align streets to incorporate views (Planning Commission)
- Continued / ongoing implementation of the SAP through County investment, ensuring safe bicycle and pedestrian access across Route 29, evolving transportation options (Planning Commission)



# Current Draft – Street Standards

- Street types based on the Rio29 Small Area Plan *and* two new street types:
  - Pedestrian Passages
  - Alleys
- Refined standards for street components (bike lanes, sidewalks, etc.)
- Refined standards for streetscape elements (seating, trash/recycling, lighting, trees)
- Updated section diagrams / graphics

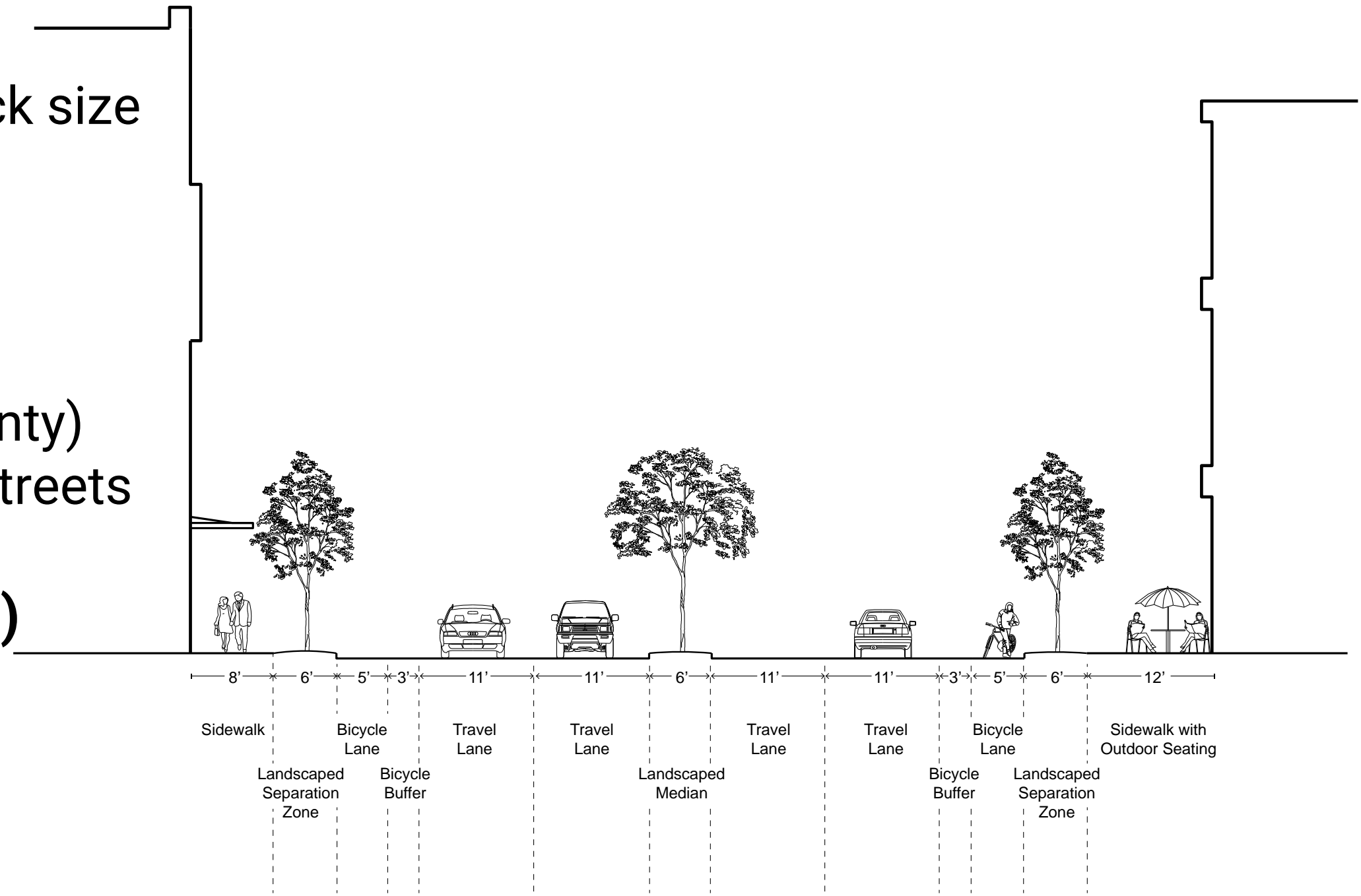




# Current Draft – Street Standards

- Small parcels exempt from block size requirements
- Street standard modifications
- Public (VDOT or Albemarle County) ownership and maintenance of streets

**(See Attachment B1 pg. 15-27)**

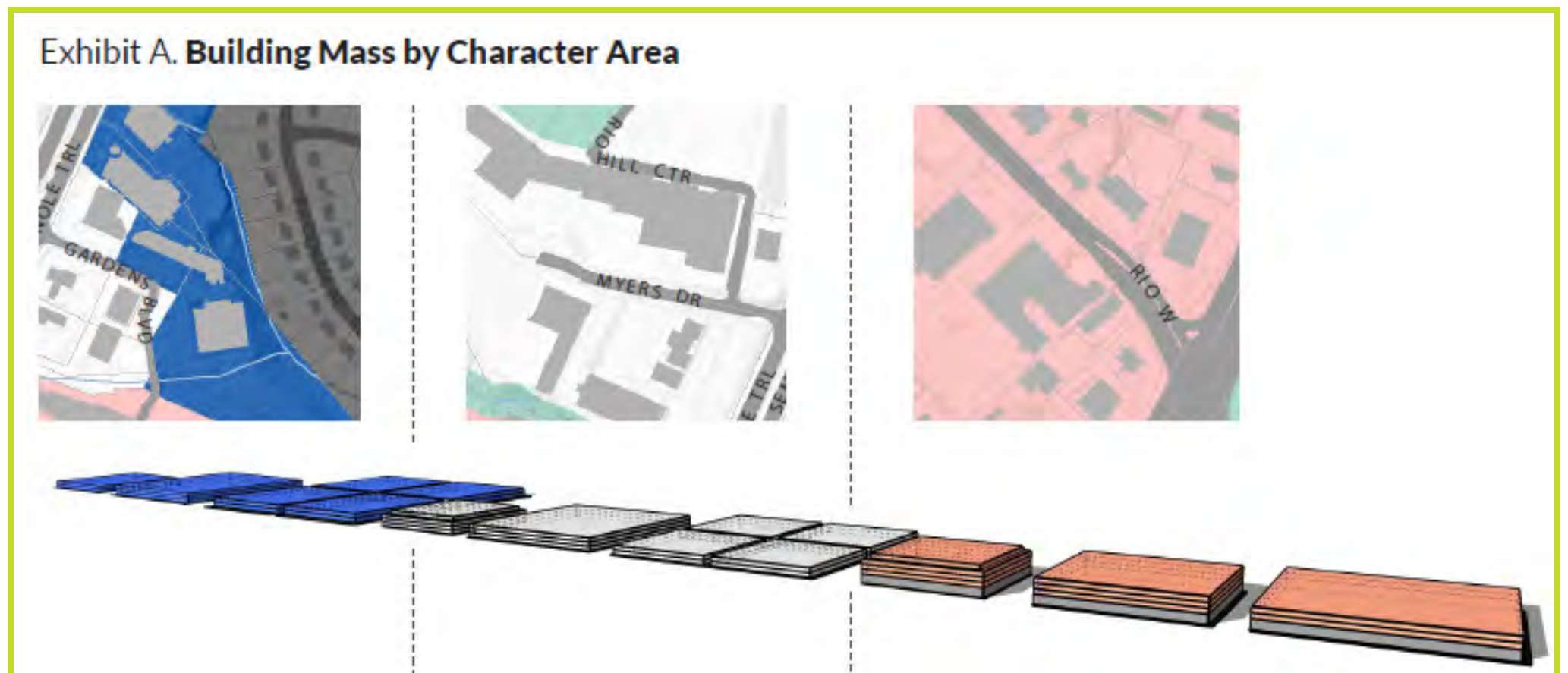




# Framework – Building Standards

- Specific building standards apply based on a property's Character Area:

- Height
- Ground Floor Ceiling Heights
- Block Length
- Build-To Lines







# Feedback Summary

- Reconsider height minimums to allow for redevelopment of existing buildings and incremental new development
- Allow for more flexibility in block size to account for existing conditions and unique site features
- Consider allowing counterflow streets along Route 29 by adjusting the build-to line



# Current Draft – Building Standards

- Change minimum height requirement in the Core to 2 stories
- Provide for flexibility in block length if pedestrian passages or alleys are provided
- Shift from a build-to *line* to a build-to **range**
- Maximum average distance between ground floor entrances
- Height bonus provision for affordable housing

**(See Attachment B1 pg. 28-31)**

	CORE	FLEX	EDGE	ROUTE 29 (ALL CHARACTER AREAS)
Building height <sup>1</sup>	Minimum Height: 2 stories  Maximum Height: 5 stories  Bonus Factors: 6 stories or 7 stories may be permitted when Bonus Categories are provided according to section 20C.13-Affordable Housing Requirement.	Minimum Height: 2 stories  Maximum Height: 4 stories  Bonus Factors: 5 stories may be permitted when Bonus Categories are provided according to section 20C.13-Affordable Housing Requirement.	Minimum Height: 2 stories  Maximum Height: 3 stories  1 story buildings permitted by special exception	Minimum Height: 1 story  Maximum Height: varies by Character area
Ground floor height (measured floor to floor)	All buildings must have at least a 15-foot ground floor height	Not required	Not required	Not required
Block length	200 – 350 feet  Blocks longer than 300 feet must feature at least one mid-block alley or pedestrian passage	200 – 400 feet  Blocks longer than 300 feet must feature at least one mid-block alley or pedestrian passage	200 – 500 feet  Blocks longer than 300 feet must feature at least one mid-block alley or pedestrian passage	200 – 500 feet  Blocks longer than 300 feet must feature at least one mid-block alley or pedestrian passage
Build-To range	0 – 10 feet	0 – 10 feet	0 – 25 feet	0-35 feet
Maximum average distance between ground floor pedestrian entrances	60 feet	75 feet	75 feet	n/a
Building height is measured according to standards in section 3.1				





# Framework – Parking Standards

**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.

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

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. Bicycle parking is required on Boulevards and Local Streets in the Core Character Area. Structured parking is permitted in areas where it supports existing or future multi-modal transportation.

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.





# Feedback Summary

- Incorporate rideshare space requirements
- Design guidance on structured parking
- Consider standards for e-bikes and charging stations (Planning Commission)





# Current Draft – Parking Standards

- Requirement for rideshare parking
- Additional guidance on structured parking
- Short-term and long-term bicycle parking standards

**(See Attachment B1 pg. 32-35)**

## Motor Vehicle Parking Standards

	Nonresidential (excluding Hotels and Lodging)	Hotels and Lodging	Residential (including live/work)
Minimum	1 space per 1,000 square feet of gross floor area.	0.5 spaces per guest room.	1 space per dwelling unit.
Maximum	The aggregate number of private, on-site, surface parking spaces may not exceed 150% of the aggregate parking minimum. There is no maximum for residential developments.		

## Bicycle Parking Standards

	Non-residential Uses	Residential Uses
Short-term	1 space per 4,000 square feet of gross floor area.	0.1 spaces per bedroom.
Long-term	1 space per 10,000 square feet of gross floor area.	1.5 spaces per bedroom.





# Discussion



# Framework – Architectural Standards



- Proposal for administrative process to review compliance with Entrance Corridor Guidelines
- Architectural standards proposed for: transparency, materials/color, façade articulation, lighting, parking structures, and equipment/service areas





# Feedback Summary

- Shared precedents for regulating facade articulation and transparency
- Design standards to be incorporated as future work
- Collaboration with ARB via virtual work sessions and feedback forms



# Architectural Design Standards

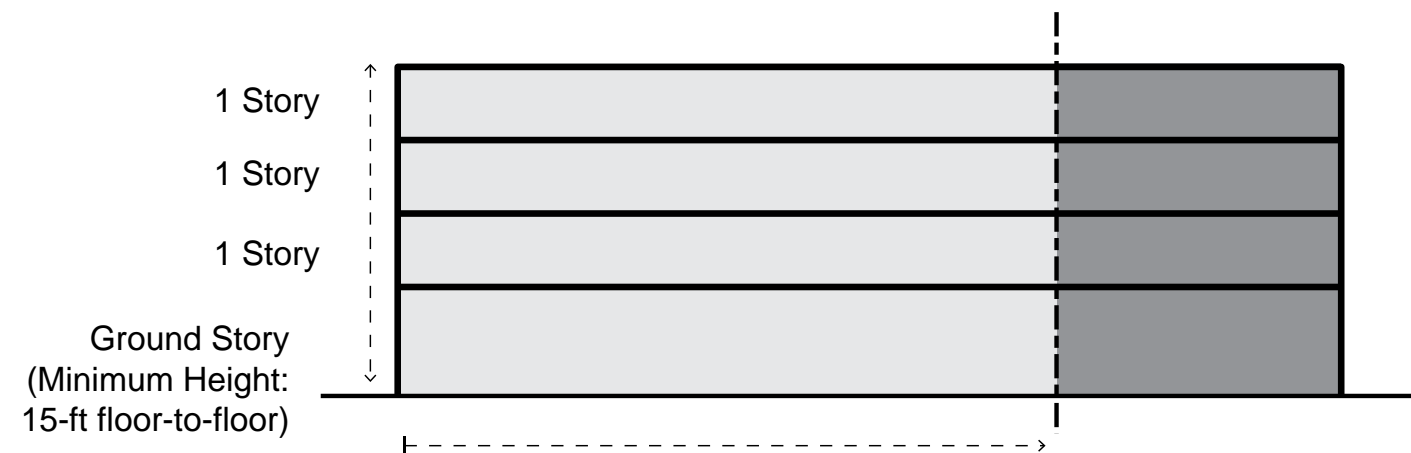
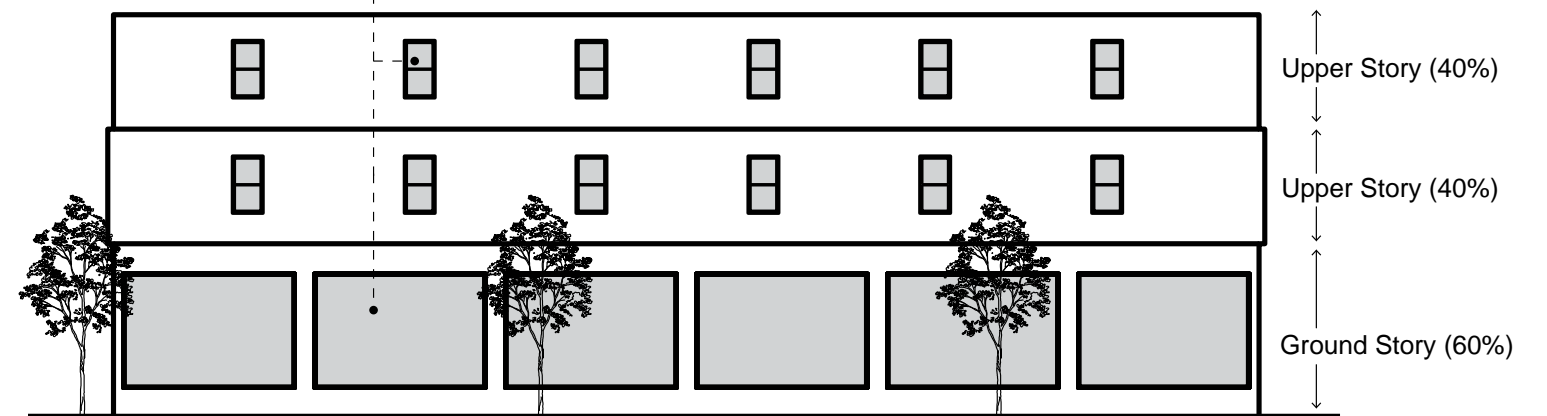
## Transparency & Facade Articulation

	Core	Flex	Edge	Buildings with frontage along Route 29
Minimum Ground Story Transparency	60%	45%	30%	30%
Minimum Upper Story Transparency	40%	25%	25%	25%

- Defines percentages of building “transparency” for facades facing streets and Civic Spaces
- Defines a “maximum facade segment length” for building facades facing streets

**(See Attachment B1 pg. 36-39)**

Transparency is the amount of glass within the frames of windows and doors as a percentage of the building facade.



No building facade segment without a physical or visual facade break shall exceed double the building height



# Architectural Design Standards

## Alignment with Entrance Corridor Guidelines

- Minimum planting requirements by Street Type
- Lighting requirements (color temperature, brightness and decorative lighting)
- Screening for mechanical, service and loading areas
- Permitted and prohibited building materials

		Permitted Materials	Prohibited Materials	Allowed in limited amounts or special circumstances
Stone	Genuine stone/native stone	X		
	Stone veneer with cavity wall construction	X		
	Applied stone without cavity wall construction		X	
	Cast stone	X		
	Artificial stone (concrete base)		X	
Brick	Genuine brick	X		
	Prefabricated panel brick and tilt-up brick textured paneling		X	
Stucco	Stucco - cementitious finish	X		
Concrete	Concrete finished to an architectural level	X		
	Precast concrete including precast concrete panels	X		
	Concrete block: Fine concrete block	X		
	Concrete block with stucco	X		
	Split face block		X	
	Gypsum reinforced fiber concrete			Trim only
Glass	Glass curtain wall system			X
	Glass block		X	
	Tinted glass			X
Metal	Aluminum siding		X	
	Metal curtain wall systems, Metal panel systems, Metal panels, individual, including prefinished, and cut, stamped, or cast ornamental	X		Reflective materials only used in small areas
	Metal sheets with expressed seams	X		
Wood	Wood siding	X		
	Unfinished or untreated wood		X	
	Plywood siding (T1-11)		X	
	Wood clapboard (including high quality manufactured wood)	X		
Tile		X		
Synthetics/Composites	Fiber cement siding – panels, boards (for example, Hardi plank)	X		
	Foam-based products including: EIFS, Styrofoam, other face-sealed foam products			EIFS or synthetic stucco on non-principal faces or for architectural detail above 1 <sup>st</sup> floor
	Vinyl siding		X	
	Scored stucco (imitation brick/stone)		X	
Other	Green walls with planted sedums			X









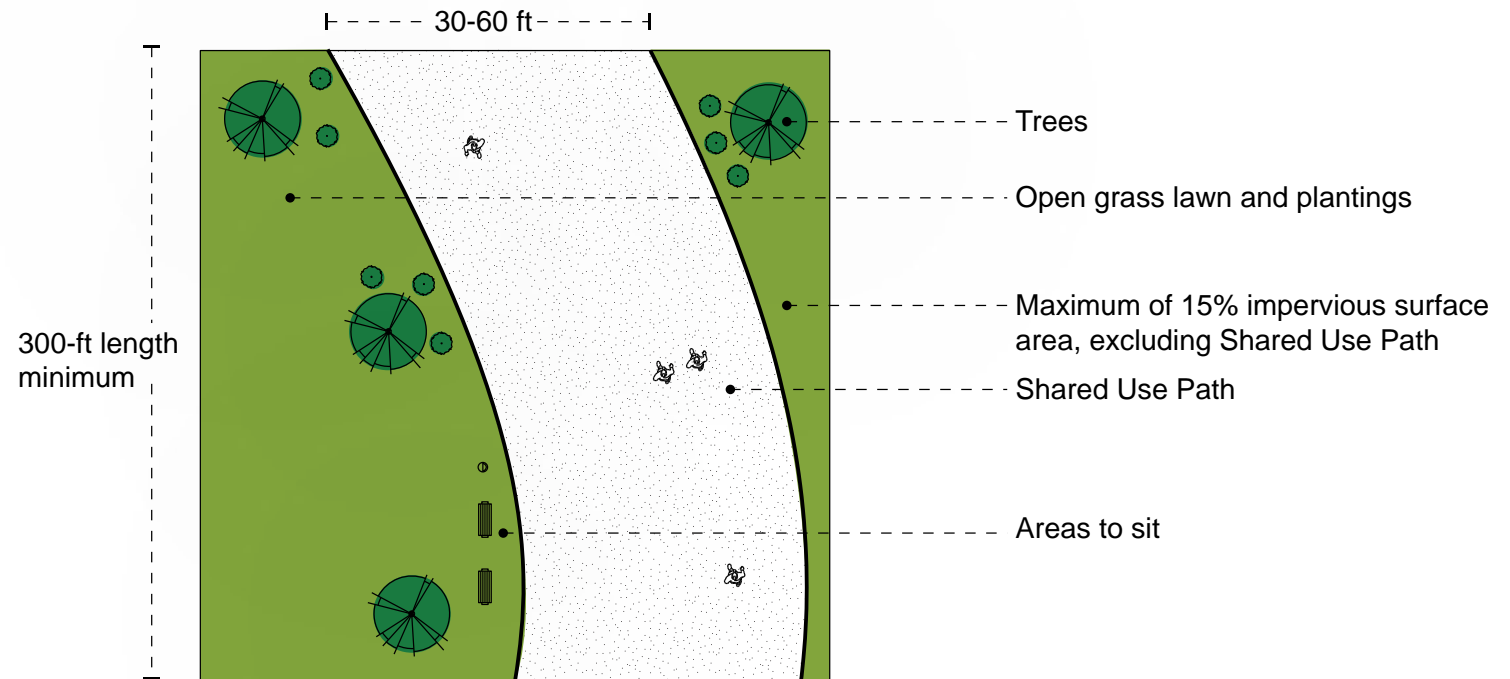
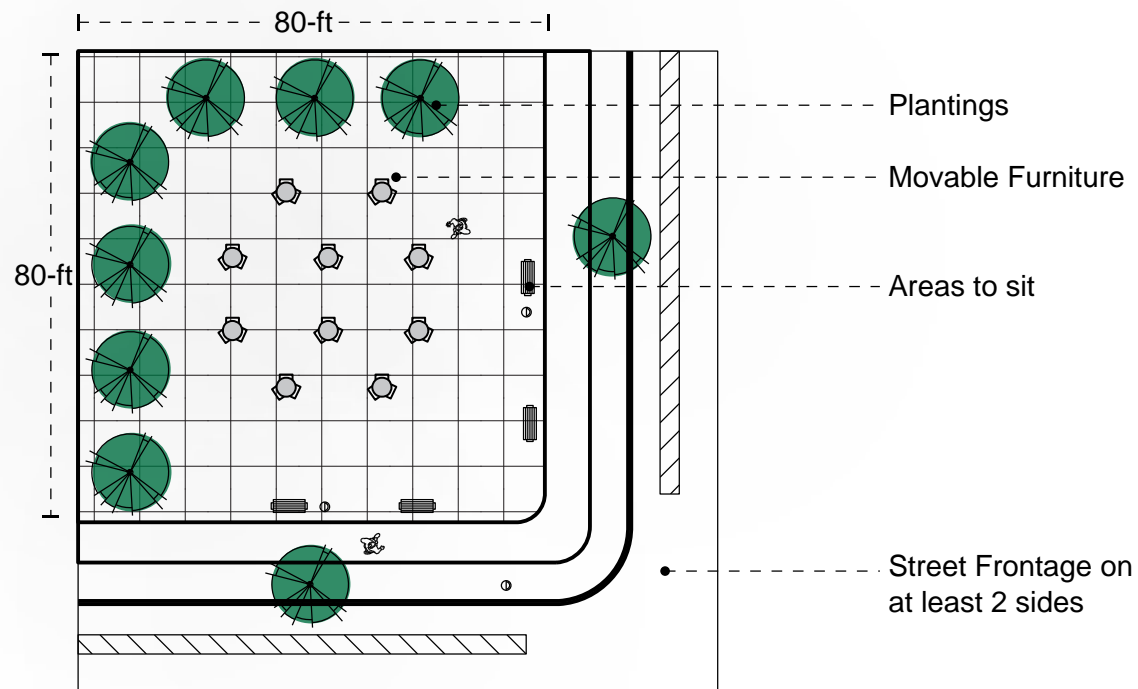
# Feedback Summary

- Reduce Civic Space percentages required due to provision of streetscape elements
- Consider allowing Pedestrian Passages to count towards Civic Space requirements
- Additional guidance on Civic Space locations
- Clarify ownership and maintenance of Civic Spaces
  - Albemarle County ownership and maintenance (BOS Work Session 11/4)



# Civic Space Standards

Character area	Minimum Percentage of Gross Acreage Dedicated to Civic Space	Civic Space Type Options
Core	10%	Square Plaza Green Linear park Pocket park Pedestrian street Indoor civic gathering spaces Dedication of civic space shown on Regulating plan
Flex	15%	Plaza Green Linear park Pocket park Pedestrian street Natural area Dedication of civic space shown on Regulating plan
Edge	20%	Plaza Green Linear park Pocket park Natural area Dedication of civic space shown on Regulating plan



**(See Attachment B1 pg. 40-49)**



# Framework – Incentives

- Additional, non-required building elements can warrant additional development rights / different form standards
- Proposed point-based system to be eligible for bonus categories
- Point allocations are illustrative and aim to solicit feedback on the overall approach

Bonus Category	Minimum Description	Point Value
<b>Affordable housing units</b>	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
<b>Amenity space or trails</b>	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
<b>Bicycle storage</b>	Sheltered and secure bicycle parking for X bicycles	0.5 points 0.25 points for every additional X bicycle parking
<b>Green building design</b>	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
<b>LID/Green infrastructure</b>	Satisfies 1 of the 4 options (to be developed in 2020)	1 point for the first option 0.5 point per additional improvement
<b>Pedestrian alley improvements</b>	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
<b>Public and cultural amenities</b>	1% of project budget or 3,000 sq. ft. gallery/museum space	1 point
<b>Underground parking facility</b>	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.





# Feedback Summary

- Remove this section given that the code is intended to be implemented as an optional district (incentive zoning)
- More detail and clarity on incentive standards
- Additional development rights (height bonus) is the most meaningful incentive (Property Owner & Steering Committee meetings)



# Current Draft – Incentives

Incorporated into Building Standards & Affordable Housing sections

Created new Civic Space Types (Indoor Civic Space and Pedestrian Street)

Required long-term and short-term bicycle parking

Created new Street Types (Pedestrian Passages and Alleys)

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
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# Current Draft – Affordable Housing

- Required percentage of affordable housing - three options aligned with Albemarle County Housing Policy Update
- Provision of additional affordable warrants additional development rights (height bonus)

**(See Attachment B1 pg. 50)**

## Sec. 20C.13 - Affordable housing requirement

- A. *Affordable housing requirement.* Each development containing five or more residential dwelling units in the Rio29 form-based code district must provide at least one of the following:
1. 20% affordable units at 80% area median income (AMI), or
  2. 15% affordable units at 60% area median income (AMI), or
  3. 10% affordable units at 50% area median income (AMI).
- B. *Anti-displacement and tenant relocation requirements.* Adherence to the *Albemarle County Tenant Relocation Guidelines for Non-Federally Funded Residential Developments* is mandatory for developers and property owners proposing:
1. Redevelopment or rehabilitation of existing residential units;
  2. Conversion of rental housing to nonresidential use(s);
  3. Demolition for rebuilding a site; and
  4. Sale by contract where the contract requires an empty building.





# Discussion





# Prioritizing Future Work

## **Staff Recommendation - Top Priorities**

- **Street Network Regulating Plan:** Identify future street locations to provide clarity and continuity
- **Civic Space Design Guidance:** Design standards for Civic Spaces and required facilities
- **Transit Planning:** Identify transit infrastructure needs for Rio29 and appropriate locations for stops, facilities, and transit hub

## **PC Recommendation:**

- Support for staff's future work recommendation (above)
- Incorporate sustainable building and site design standards (building orientation, Low-Impact Development (LID) standards, energy efficiency)





Do you support staff's recommended priorities for future work?  
Do you have anything to add?





# Next Steps

- Incorporate feedback/comments from stakeholders, Planning Commission and Board of Supervisors into refined draft
- Goal to hold public hearings for Rio29 form-based code in Q1 2021
- Public Comment Opportunity before Planning Commission & BOS Public Hearings