



SOUTHWOOD PHASE I
A NEIGHBORHOOD MODEL DISTRICT

CODE OF DEVELOPMENT

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1.0 INTRODUCTION

Redevelopment of Southwood is unique in a number of ways. The most obvious of which is the existing trailer park community. Most development in the Charlottesville/ Albemarle area is greenfield in nature. Traditionally, lands sold by resident landowners are developed for new communities. Southwood is a 100-acre residential trailer park serving the housing needs of roughly 1,500 residents of Albemarle County; residents who are the foundation of the vibrant community and culture that exists today.

The overall development philosophy envisions a multi-phase approach, allowing groups of residents to form multiple cohorts and to design their replacement housing and neighborhoods to their specific needs and desires. The replacement housing site for the first of these cohorts, the early adopters, is geographically located near the center of the first phase.

Southwood is located along Old Lynchburg Road, just south of the City of Charlottesville where the four lane divided street transitions to a two lane rural road (see FIGURE 1: Vicinity Map). The property is within

the County's designated development area. It is surrounded by a mixture of residential and institutional/public uses and shares its southern property line with the Biscuit Run State Park (see FIGURE 2: Regional Context Map).

Phase I is planned within the project's undeveloped, thirty-four acres that includes the land swap tract, part of the original Biscuit Run NMD, and perimeter areas that have hidden the trailer park for years. Within this undeveloped acreage, resident planners have provided for a portion of the replacement housing and increased the County's overall stock of affordable housing. The Code of Development establishes dwelling units for a mixture of incomes, non-residential uses, and provides the opportunity to continue the informal services offered within the community into occupations or even small business ventures.



FIGURE 1: Vicinity Map

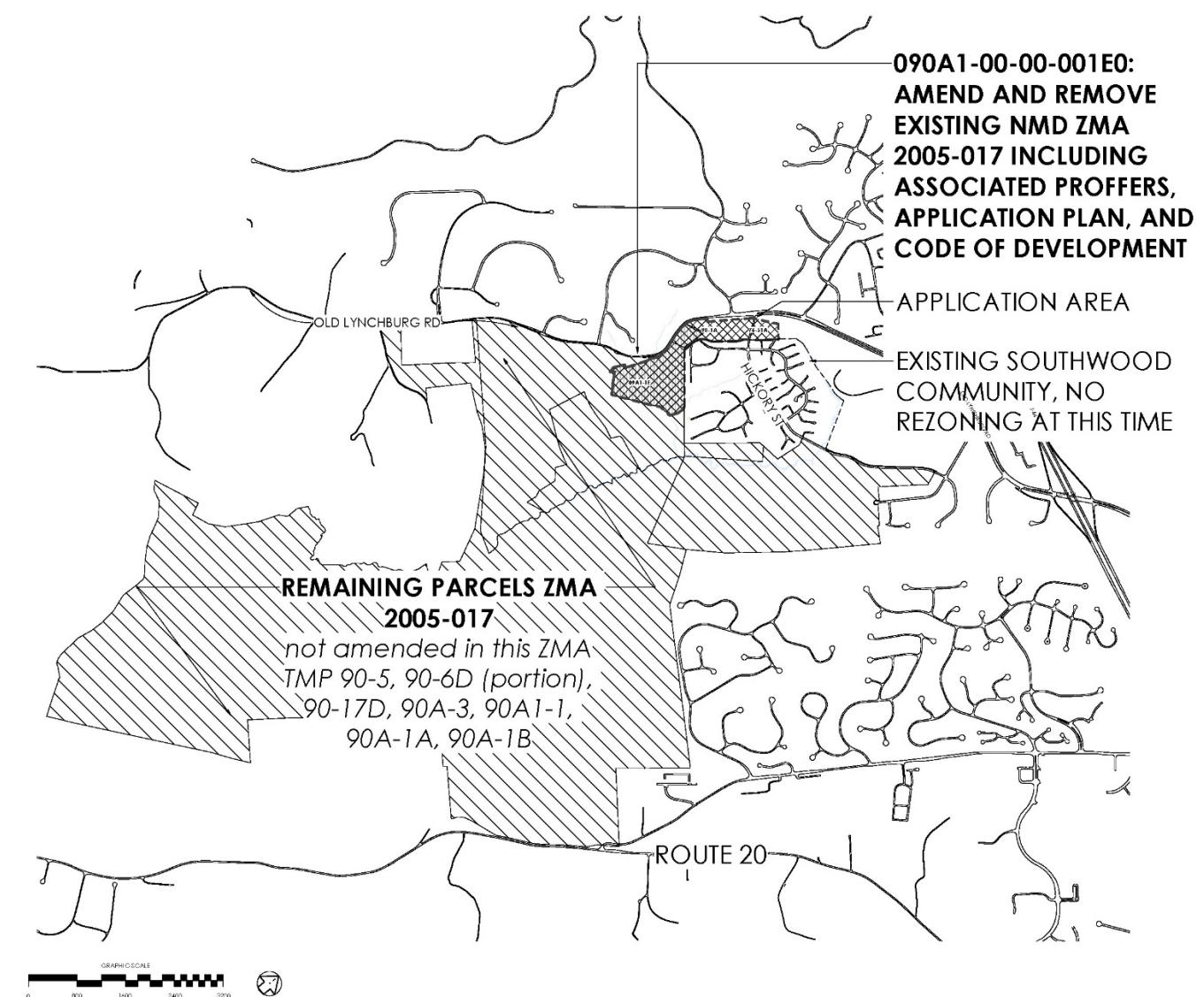
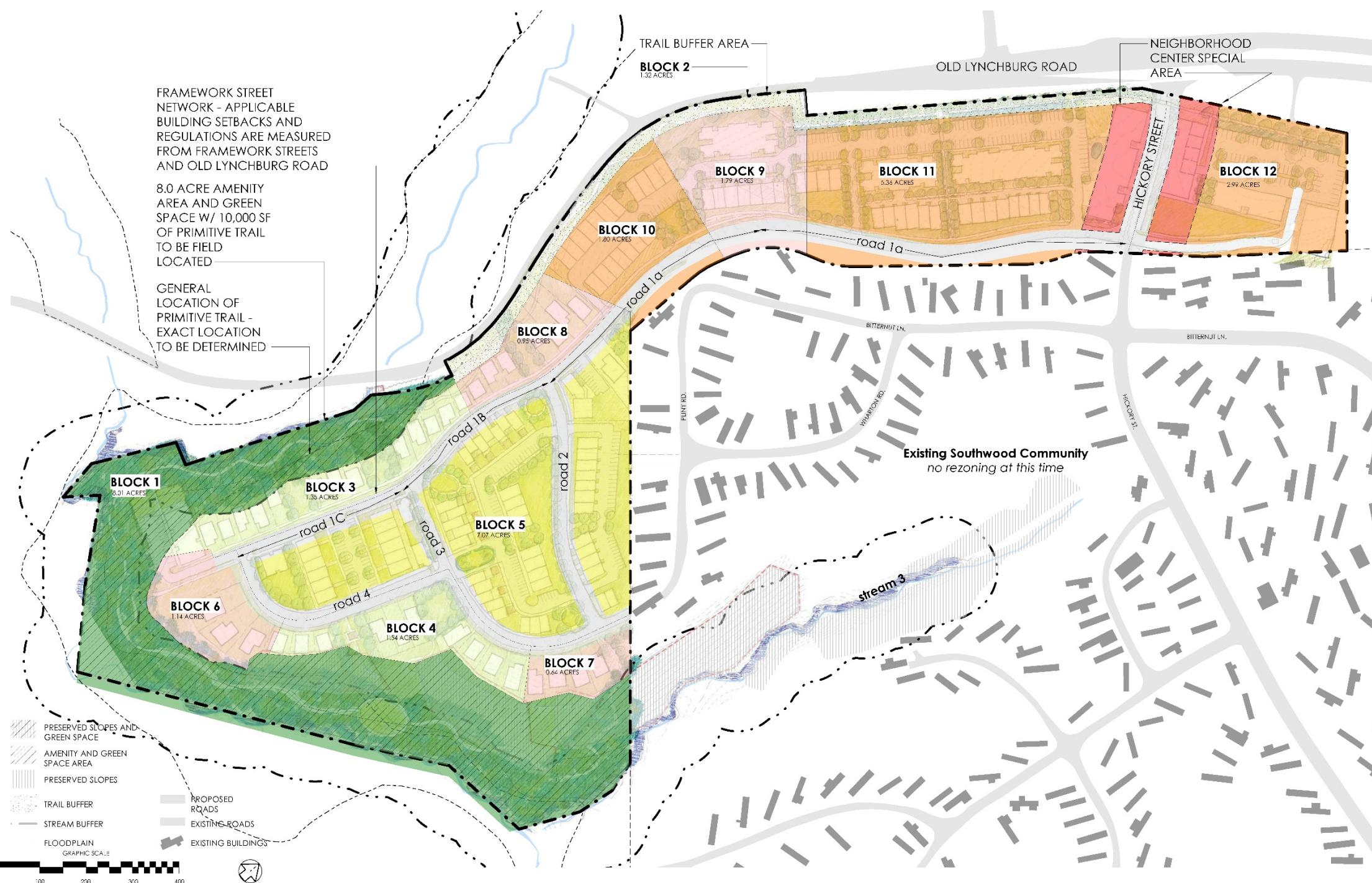


FIGURE 2: Regional Context Map

The resident planners chose to start on greenfield lands to provide a way for the community to redevelop without requiring off site rehousing. Phase I provides for the rehousing needs of a minimum of seventy-five families. As these families relocate into their new homes, redevelopment opportunities open up within the existing trailer park, allowing development to "leapfrog" from one area to the next.

Keeping residents on site throughout the development, this plan allows the existing community to continue to be the foundation of the redevelopment. Key components of community, often lost through temporary offsite housing, are preserved. Finally, mixed use, mixed income projects are more sustainable, and the sale of out parcels and lots to builders is critical to fund the project's financial needs.

This document was prepared with the comprehensive participation and approval of the resident planners and represents their approach towards the re-development of their own neighborhood.



2.0 APPLICATION PLAN & CODE OF DEVELOPMENT

The following sections of this document include the Application Plan and the Code of Development and are designed to work together to detail the design approach and provide specific metrics for the various design elements. The Code of Development also includes concept drawings, that while not proffered, provide a visual representation of one of the possible outcomes provided through this Code. FIGURE 3: Phase I Concept Plan is one such representation. The drawing shows conceptual locations for the larger manmade elements such as the street network, pedestrian and bicycle facilities, buildings and parking, and public areas.

Context Within Southwood

The Southwood Trailer Park is served by private water and sewer systems. Public water is provided through the park's private water distribution system. Wastewater north of Hickory Street is collected through a private sewer network and eventually conveyed westward to the public sewer system. Wastewater south of Hickory is collected via smaller networks and ultimately treated in septic fields. Both utility systems are aged and failing.

Similarly, the private road network is aged and in need of significant repairs and upgrades to meet current VDOT standards. Probably the most impactful of these upgrades is increasing the width of the roads.

FIGURE 4: Context Within Southwood

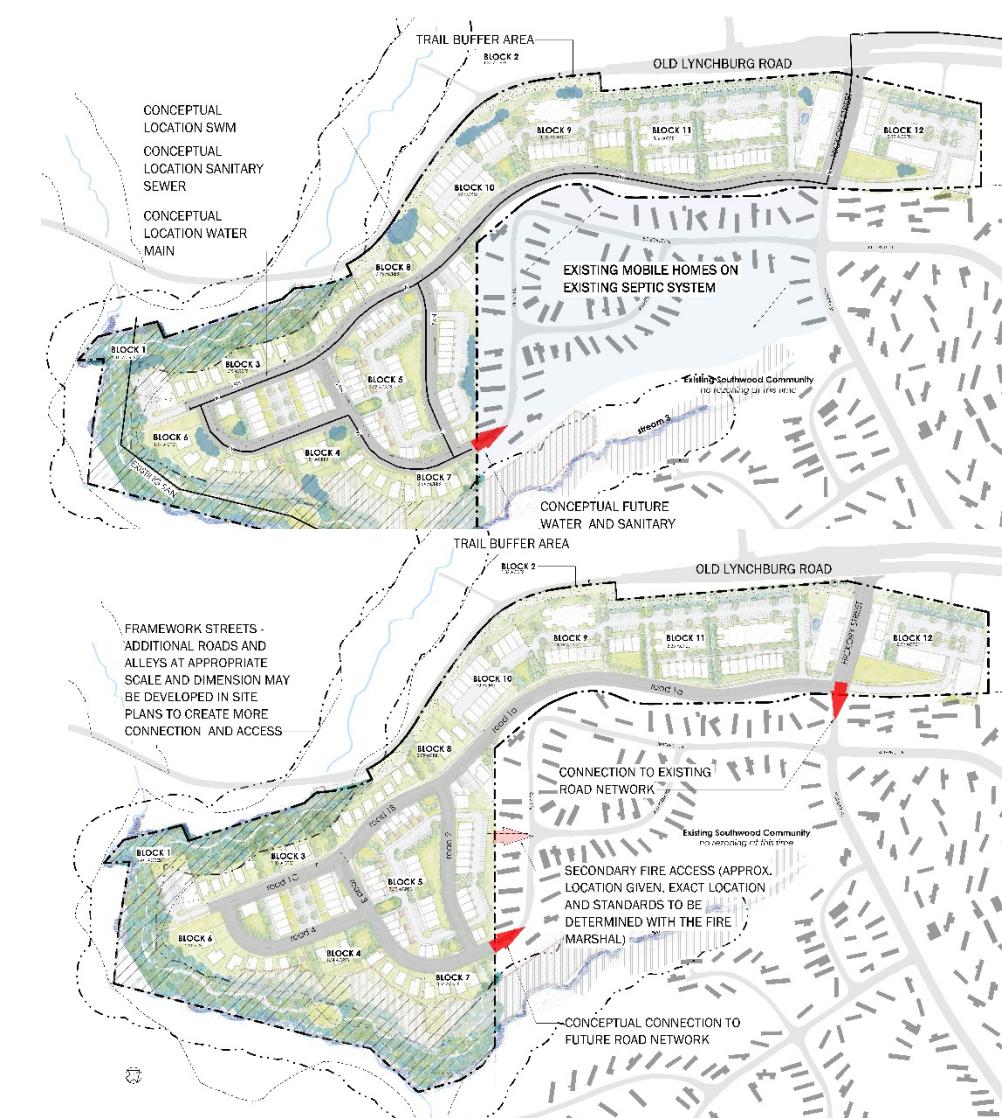


FIGURE 4: Context with Southwood shows how the Phase 1 Concept Plan relates to the existing portions of Southwood. Planning to date suggests that the future development will first continue south of Hickory, in an effort to address the failing septic systems, before continuing into the northern part of the project, which are currently served by sewer.

The exhibit is included to provide a general sense as to how the resident planners see the remainder of the project developing. Their plan identifies conceptual densities, neighborhood centers, special areas and specimen trees.

FIGURE 5: Connections to Existing Infrastructure shows how the proposed infrastructure connects into the existing network of utilities and roadways.

FIGURE 5: Connections to Existing Infrastructure



3.0 BLOCK PLAN – GENERAL DESCRIPTION

The project consists of general areas that are characterized by land use as primarily green space, residential, or mixed use. These areas may also include special designations, such as neighborhood center and placemaking locations, that are specifically identified by the County's Comprehensive Plan or through resident engagement.

Blocks

Land use, density regulations, and built form characteristics in Southwood Phase 1 are governed by blocks. The layout of the blocks is established by the framework street network shown in FIGURE 7: Application Plan. Applicable setbacks and building regulations with the blocks are measured from framework streets and Old Lynchburg Road. Approximate acreages of each block are provided in the supporting tables. The actual acreage of each block may deviate by 15%.

Green Space - Blocks 1 and 2

Blocks 1 and 2 designate green space along the perimeter of the development. While other blocks contain additional green spaces, these two blocks are used to protect environmental features such as floodplain, stream buffer, and preserved slopes, provide visual softening and screening and offer a natural amenity to the larger community.

Residential and Mixed Use – Blocks 3 through 12

These blocks are primarily designated for residential use, although non-residential uses are allowed in blocks 3-12. Density and intensity of non-residential uses vary by block with a bias towards single family attached and detached units with occasional home occupation type uses on the southern and eastern edge of the project and multi-family with commercial businesses in Block 12. Block 12, designated for mixed use LIHTC funding, is being pursued to help further increase the County's stock of affordable housing.

Neighborhood Center Special Area

The County's Comprehensive Plan identifies a neighborhood center along the initial section of Hickory Street. As such, the Code of Development focuses the most intense and highest density uses in this area. The area is defined as the area between Old Lynchburg Road and Bitternut Lane. Through the use of building heights, existing and new buffers, building setbacks, and top floor stepbacks, the built form standards accommodate higher density and frame Hickory Street while ensuring pedestrian orientation and guiding the focus away from Old Lynchburg Road and towards the first internal intersection.

Residential Village

Block 5 is the heart of the residential neighborhood and it is intended to host the majority of Southwood rehousing and allow for the most flexibility in design and use per site conditions and the Code of Development. This area will provide a mixture of housing types and allow for smaller residential groupings on public or private amenities or streets. Alleys, greenways, and/or internal sidewalk connections between residences and public amenities are permitted.

Neighborhood Places

Blocks 6, 7, 8, and 9 mediate intensity and provide connection. For example, the Block 8 area provides a transition from higher density of Blocks 10 through 12 to the less intense residential uses in Blocks 3 through 5. These blocks provide a pedestrian connection from the street network to the perimeter trail network. These blocks also provide an opportunity for a distinct identity, achieved either through use, form, intensity, or as a place to gather and connect to the natural area and trail amenity. Within these blocks are "place-making" reference points that suggest transition and connection between the developed community and the natural amenity and trail system while creating a varied pedestrian experience and destination 'nodes' along the streets.



FIGURE 6: Conceptual Render Interior View of Neighborhood Center Special Area along Hickory

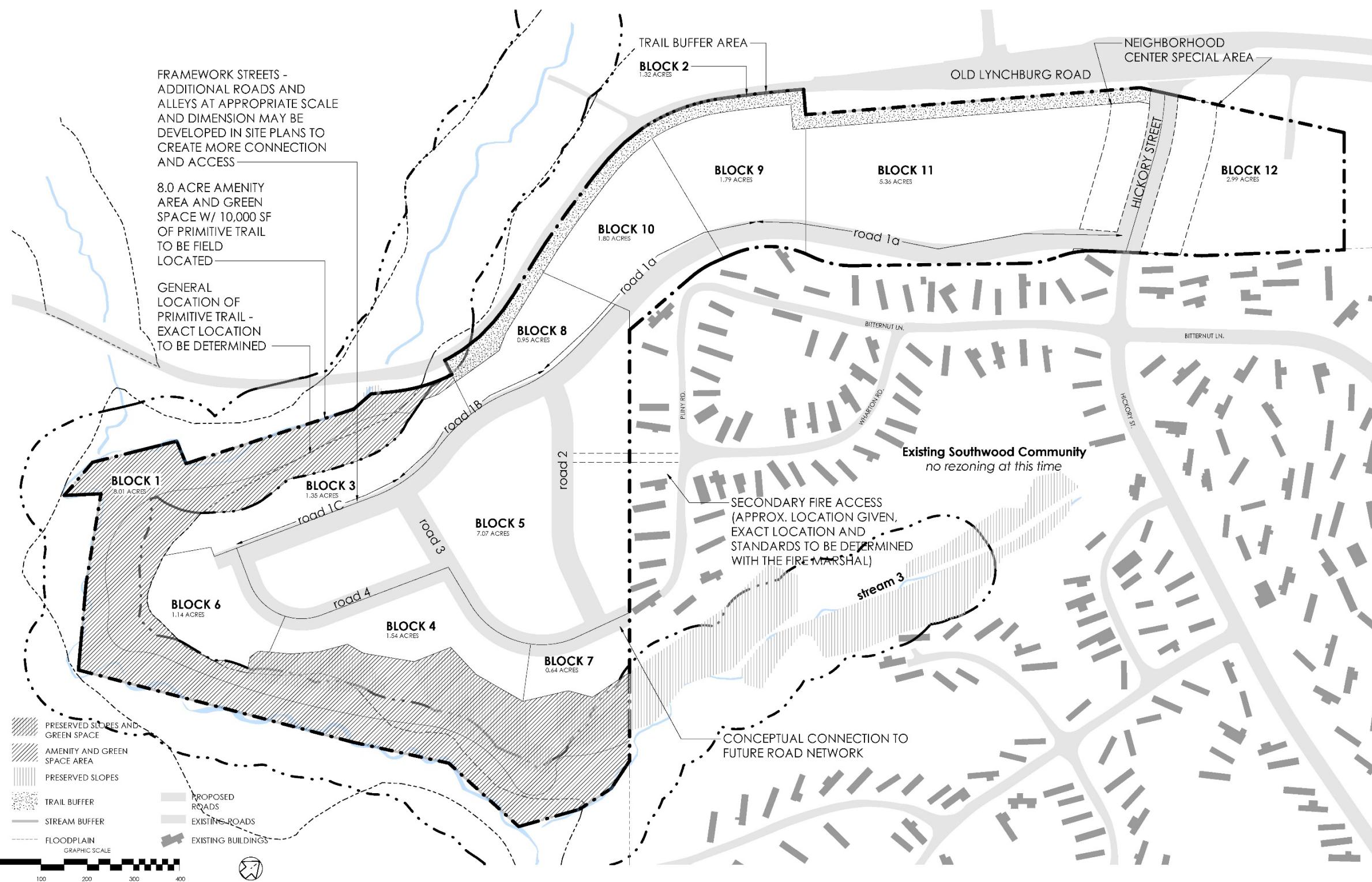


FIGURE 7: Application Plat

4.0 LAND USES BY BLOCK

Definitions

The following definitions supplant those found within Chapter 18 of the Albemarle County Code and in some cases define new uses and supplemental design standards.

Accessory Apartments: A separate, independent dwelling unit clearly subordinate to the principal single-family dwelling unit, as distinguished from a duplex, or other two-family dwelling.

Flexible Use Structure: A separate, independent, accessory structure detached from or attached to, and located on the same parcel as the principal single-family dwelling unit, as distinguished from a duplex, or other two-family dwelling.

Event Hall: A community space to be maintained by the neighborhood association or some other third-party organization or business, that can accommodate a variety of special events, public assemblies, and celebrations open to rent to the neighborhood and outside community. The event hall shall comply with minimum parking requirements for public assemblies in compliance with the Albemarle County Zoning Ordinance.

Urban Agriculture: An agricultural use as defined in Chapter 18 Section 3 of the Albemarle County Zoning Ordinance notwithstanding any accessory processing facilities other than allowable accessory units, structures, and/or sheds and including the keeping of allowable animals as described below.

General and Supplemental Regulations

Accessory Apartments: Each accessory apartment shall be subject to the following:

- a. Not more than one (1) accessory apartment, attached or detached, shall be permitted with any single-family dwelling.
- b. The gross floor area devoted to an accessory apartment shall have a minimum gross floor area of 200 square feet and not exceed 1,000 square feet or 50% of total gross floor area of the main dwelling unit, whichever is greater.
- c. The gross floor area of an accessory apartment shall not be included in calculating the gross floor area of the main dwelling unit for uses such as home occupations as provided in sections 5.2 and 5.2A and other similar uses in this chapter whose area within a dwelling unit is regulated.
- d. An accessory apartment shall enjoy all accessory uses availed to the main dwelling, except that no accessory apartment shall be permitted as accessory to another accessory apartment.
- e. An accessory apartment shall be provided with a minimum of one (1) off-street parking space, arranged so that each parking space shall have reasonably uninhibited access to the street, subject to approval of the zoning administrator.
- f. A single-family dwelling which adds an accessory apartment shall be deemed to remain a single-family dwelling and shall be considered one (1) dwelling unit for purposes of area and bulk regulations of the district in which such dwelling is located. Accessory Apartments will not count against the overall dwelling unit allowances.

g. The owner must reside in the main dwelling to which the apartment unit is accessory or the apartment unit itself.

Flexible Use Structure: Each Flexible Use Structure shall be subject to the following:

- a. Not more than one (1) Flexible Use Structure, attached or detached, shall be permitted with any single-family dwelling.
- b. The gross floor area devoted to a Flexible Use Structure shall have a minimum gross floor area of 200 square feet and not exceed 1,000 square feet or 50% of total gross floor area of the main dwelling unit, whichever is greater.
- c. The gross floor area of the Flexible Use Structure shall not be included in calculating the gross floor area of the main dwelling unit for uses such as home occupations as provided in sections 5.2 and 5.2A and other similar uses in this chapter whose area within a dwelling unit is regulated.
- d. Maximum footprint area of Flexible Use Structures shall be limited to 1,000 square feet or 50% of total gross floor area of the main dwelling unit, whichever is greater.
- e. Minimum height of Flexible Use Structures shall be to 10 feet. Maximum height shall be limited to equal or less than that of the main building.
- f. All Flexible Use Structures shall be located in the rear or side of the lot. Notwithstanding any other requirements of this Code of Development, Flexible Use Structure setbacks shall be the same as for the principal building with which it shares a lot, except for the rear or side yard setback, which shall be a minimum of (3) three feet.
- g. A single-family dwelling which adds a Flexible Use Structure shall be deemed to remain a single-family dwelling and shall be considered one (1) dwelling unit for purposes of area and bulk regulations of the district in which such dwelling is located. Flexible Use Structure will not count against the overall dwelling unit allowances.
- h. A Flexible Use Structure may contain a dwelling unit and/or any Home Occupation Class B subject to special use permit and home occupation processes and regulations. A Flexible Use Structure may be a combination of allowed uses, subject to permitting processes and regulations.
- i. A Flexible Use Structure requires one (1) dedicated parking space unless the Flexible Use Structure is a dwelling with three or more bedrooms, in which case the Flexible Use Structure will require two (2) parking spaces.

Agricultural Use: An agricultural use shall be permitted on lots comprised of detached single-family dwellings and attached or semi-detached single-family dwellings (duplexes and townhomes) subject to the following:

- a. The agricultural use may take place on a parcel subject to the following size requirements:
 - The side and rear yard ("yard") shall be at least 30% of the associated dwelling's footprint.
 - This yard space shall incorporate a chicken coop or other adequate covered structure and shall be fenced (ref. adequate shelter Chapter 4 section 100 (5) of the Albemarle County Code).
- b. Coops or structures must meet accessory structure setbacks (4.11.2)..
- c. The parcel shall have a fly-proof container for animal waste.
- d. Hens, goats, or bees may be permitted on the parcel subject to the following:
 - No more than 7 hens.
 - No more than 2 goats.
 - Beekeeping is permitted per County Ordinance.
 - On-site slaughter of one of each animal type is permitted per calendar year.
- e. Agricultural uses shall not require additional parking requirements beyond compliance with the parking regulations for dwellings as described in this Code of Development.

Alley Parking: Perpendicular or parallel parking off of the alley.

Community Garden: A parcel on which gardening is the primary use.

Stand-alone Parking: Stand-alone parking must be accessory to a use in Phase I. This use may be residential, in which case the parking shall serve residential uses within the Southwood neighborhood. See parking section for regulations about the location of stand-alone parking - it is not required that parking requirements be met on a parcel.

Amenity-Oriented Lots: Notwithstanding Chapter 18 sections 4.6.1 and 4.6.2 of the County Zoning Ordinance, attached and detached residential units with the front of the lot facing a grass or hardscaped mall, park, green space, open space, garden, or any other similar amenity area ("amenity") are permitted throughout the development, provided that the amenity must be at least thirty feet (30') in width, and an open area, from face of building to face of building must remain at forty feet (40') in width. The lot frontage may be obtained by the amenity rather than a public or private street.

Mixed Use: Mixed Use in a single building (residential and non-residential) are permitted.

Parking

Parking areas with 5 or more spaces must be relegated from Framework Streets and provided at rear of lots whenever possible. At a minimum, parking areas with 5 or more spaces must be behind the front face of the building. Parking areas with 5 or more spaces must be screened in accordance with Chapter 18 section 32.7.9.7. Safe pedestrian access from the parking spot to the associated building, parcel, or amenity or to a sidewalk must be provided for parking areas with 5 or more spaces. Requirements of Chapter 18 section 4.12 apply except for the following:

Modification of Location Requirements for Parking Spaces: The parking requirements for all residential and non-residential uses may be met on-street, off-street, off an alley, in a parking lot, in a stand alone parking lot, or in some similar parking situation as described in TABLE 1 so long as the total number of required parking spaces for the total number of residential and non-residential units are provided across

the project. It is not required that parking requirements be met on a parcel. Calculations shall be balanced at each subdivision plat submission and parking is to be within a 300' radius of the furthest entrance on the associated building.

Opportunities for stand alone parking accessory to a use shall be permitted for work or supplementary vehicles to decrease the demand on on-street and off-street parking within a 1/4 mile of any lot it serves or be located on a public transportation route.

Opportunities for shared parking and shared driveways shall be permitted.

Modification of Parking Requirements for Blocks 9-12: As an aggregate total, the ratio of parking spaces to residential dwelling units (as determined by density count) will be a minimum of 1.5 spaces per dwelling unit.

UNIT TYPE	(PARKING REQUIREMENTS MAY BE MET IN ANY OF THE FOLLOWING LOCATIONS)					
	(OFF-SITE) STAND ALONE PARKING LOT OR BAY	ON-SITE (OFF-STREET)	ALLEY PARKING	ON-STREET PARKING	GARAGE PARKING	ON OR OFF-SITE SHARED PARKING
SINGLE-FAMILY DETACHED, CARRIAGE HOUSES, DUPLEXES, TOWNHOMES, AND OTHER DETACHED AND ATTACHED UNITS		X	X	X	X	X
APARTMENTS AND MULTIFAMILY	X	X	X	X	X	X
TOURIST LODGING, BOARDING HOUSE	X	X	X	X	X	X
NON-RESIDENTIAL USES	X	X	X	X	X	X

Land Uses

All uses that reference a section of the Albemarle County Ordinance are to include all uses, definitions, and interpretations as specified in the aforementioned ordinance reference unless a use, otherwise listed in the ordinance reference, is separately and explicitly listed in the use lists within this Code of Development. In this case, the zoning administrator shall refer to the separate listing for this specific use.

The zoning administrator, after consultation with the director of planning and other appropriate officials, may permit as a use by-right, a use not specifically permitted; provided that such use shall be similar to uses permitted by-right in general character and more specifically, similar in terms of location requirements, operational characteristics, visual impact, and traffic generation.

Residential and Non-Residential Uses Permitted/Prohibited by Block

TABLE 2: RESIDENTIAL USES PERMITTED/PROHIBITED BY BLOCK

Residential Uses	Greenspace/amenity area		Trail buffer									
	Block 1	Block 2	Block 3	Block 4	Block 5	Block 6	Block 7	Block 8	Block 9	Block 10	Block 11	Block 12
Accessory Uses and Buildings, including storage buildings	-	-	P	P	P	P	P	P	P	P	P	P
Home Occupation, Class A (5.2)	-	-	P	P	P	P	P	P	P	P	P	P
Detached Single Family	-	-	P	P	P	P	P	P	P	P	P	P
Boarding House	-	-	P	P	P	P	P	P	P	P	P	P
Family Day Home (5.1.56)	-	-	P	P	P	P	P	P	P	P	P	P
Group Home (5.1.07)	-	-	P	P	P	P	P	P	P	P	P	P
Multifamily	-	-	P	P	P	P	P	P	P	P	P	P
Semi-detached and attached single family including duplexes and townhomes	-	-	P	P	P	P	P	P	P	P	P	P
Tourist lodging (5.1.17)	-	-	P	P	P	P	P	P	P	P	P	P
Accessory Apartment	-	-	P	P	P	P	P	P	P	P	P	P
Flexible Use Structure	-	-	P	P	P	P	P	P	P	P	P	P
Home Occupation, Class B (5.2)	-	-	SP	SP	SP	SP	SP	SP	SP	SP	SP	SP

Note: All Residential Lots shall be outside of stream buffers, preserved slopes, and floodplains.



TABLE 3: NON-RESIDENTIAL USES PERMITTED/PROHIBITED BY BLOCK													
Non-residential uses	Block 1	Block 2	Block 3	Block 4	Block 5	Block 6	Block 7	Block 8	Block 9	Block 10	Block 11	Block 12	
Farmers Market (5.1.47)	P	P	-	-	P	P	P	P	P	P	P	P	P
Public Uses: electric, gas, oil and communication facilities, excluding tower structures, owned and operated by a public utility	P	P	P	P	P	P	P	P	P	P	P	P	P
Uses permitted by-right within floodway fringe in accordance with 30.3.05.1.2 of the Zoning Ordinance	P	P	P	P	-	-	-	-	-	-	-	-	-
Uses permitted by special use permit within floodway fringe in accordance with 30.3.05.2.2 of the Zoning Ordinance	SP	SP	SP	SP									
Stormwater management facilities	P	P	P	P	P	P	P	P	P	P	P	P	P
Public recreational facilities	P	P	P	P	P	P	P	P	P	P	P	P	P
Tier I and Tier II wireless service facilities (5.1.40)	P	P	-	-	-	-	-	-	P	P	P	P	P
Public playgrounds and parks	P	P	P	P	P	P	P	P	P	P	P	P	P
Urban Agriculture	P	P	P	P	P	P	P	P	P	P	P	P	P
Community Garden	P	P	-	-	-	P	P	P	P	P	P	P	P
Retail store or service (22.2.1a/b)	-	-	P	P	P	P	P	P	P	P	P	P	P
Eating establishment	-	-	P	P	P	P	P	P	P	P	P	P	P
Storage yard	-	-	P	P	P	P	P	P	P	P	P	P	P
Religious assembly	-	-	P	P	P	P	P	P	P	P	P	P	P
Public uses	-	-	P	P	P	P	P	P	P	P	P	P	P
Community center (5.1.040/5.1.27) or neighborhood center	-	-	P	P	P	P	P	P	P	P	P	P	P
Temporary construction uses (5.1.18)	-	-	P	P	P	P	P	P	P	P	P	P	P
Stand-alone parking structures	-	-	P	P	P	P	P	P	P	P	P	P	P
Mixed Use	-	-	P	P	P	P	P	P	P	P	P	P	P
Day care, child care or nursery facility (5.1.06)	-	-	-	-	-	SP	SP	SP	P	P	P	P	P
Assisted living	-	-	-	-	-	P	P	P	P	P	P	P	P
Private school	-	-	-	-	-	-	-	-	P	P	P	P	P
Laundromat	-	-	-	-	-	-	-	-	P	P	P	P	P
Financial Institution	-	-	-	-	-	-	-	-	P	P	P	P	P
Medical Office	-	-	-	-	-	-	-	-	P	P	P	P	P
Professional Offices	-	-	-	-	-	-	-	-	P	P	P	P	P
Clubs and Lodges (5.1.02)	-	-	-	-	-	-	-	-	P	P	P	P	P
Laboratories/Research/Development/Testing	-	-	-	-	-	-	-	-	P	P	P	P	P
Manufacturing/Processing/Assembly/Fabrication	-	-	-	-	-	-	-	-	P	P	P	P	P
Event Hall (5.1.27)	-	-	-	-	-	-	-	-	P	P	P	P	P
Indoor Athletic Facilities	-	-	-	-	-	-	-	-	P	P	P	P	P
Commercial Recreational Establishment	-	-	-	-	-	-	-	-	P	P	P	P	P
Funeral Home	-	-	-	-	-	-	-	-	P	P	P	P	P

5.0 DENSITY & SQUARE FOOTAGE BY BLOCK

Table 4 Provides the metrics for development of each block. These metrics are subject to the following conditions:

- (1) The final acreage and number of dwelling units per block may vary by 15% so long as the number of dwelling units does not exceed the total minimums and maximums allowed across the entire development.
- (2) The total minimum number of dwelling units shall be achieved.
- (3) The total maximum number of dwellings shall not be exceeded.
- (4) At least two (2) different residential building typologies shall be provided in Blocks 3-5 and 10-11.
- (5) The total gross maximum square footage of non-residential uses shall not exceed 50,000 square feet.
- (6) Retail stores and services in blocks 3 - 8 shall not exceed a ground footprint of 1,600 net square feet.
- (7) Eating establishments in blocks 3 - 8 shall not exceed a ground footprint of 1,600 net square feet.

TABLE 4: DENSITY REGULATIONS BY BLOCK SUMMARY

LAND USE DESIGNATION	BLOCK	DENSITY RANGE (units / acre)	AREA (ac)	RESIDENTIAL USES		NON-RESIDENTIAL USES
				MINIMUM DWELLING UNITS	MAXIMUM DWELLING UNITS	
GREEN SPACE & BUFFER	1	0	8.0	0	0	0
	2	0	1.3	0	0	0
NEIGHBORHOOD DENSITY	3	3 - 6	1.4	4	12	5,000
	4	3 - 6	1.5	5	14	
URBAN DENSITY RESIDENTIAL VILLAGE	5	6 - 18	7.1	60	127	
NEIGHBORHOOD MIXED USE / NEIGHBORHOOD PLACES	6	0 - 28	1.1	0	31	10,000
	7	0 - 18	0.6	0	12	
	8	0 - 18	1.0	0	17	
	9	0 - 34	1.8	0	61	
URBAN DENSITY MIXED USE	10	6 - 34	1.8	11	62	20,000
	11	6 - 34	5.4	20	182	
	12	6 - 34	3.0	13	102	
TOTAL MIN. AND MAX. ALLOWED DWELLING UNITS AND NON-RESIDENTIAL SQUARE FOOTAGE				34.0	150	450
						50,000

6.0 BUILT FORM REQUIREMENTS BY BLOCK

TABLE 5: SETBACK + BUILDING REGULATIONS BY BLOCK					
REQUIREMENT	BLOCKS 3 – 4	BLOCK 5	BLOCKS 6 – 9	BLOCKS 10 -12	NEIGHBORHOOD CENTER SPECIAL AREA 115' measured on both sides from Hickory Street right-of-way
BUILDING HEIGHT MIN MAX	NO MIN 3 STORIES OR 35'	NO MIN 3 STORIES OR 40'	NO MIN 3 STORIES OR 45'	2 STORIES 4 STORIES OR 45'	2 STORIES 4 STORIES OR 50'
FRONT SETBACK MIN MAX	5' 25'	5' 25'	5' 25'	5' 18' ^A	FRONTS SHALL ORIENT TOWARDS HICKORY 10' 28' A
STEPBACK ^D MIN AT BUILDING HEIGHT OF	NA	NA	15' ^E 40'	15' ^E 40'	15' ^E 3 STORIES OR 45'
SIDE SETBACK MIN MAX	3' NO MAX	3' NO MAX	5' NO MAX	5' NO MAX	NO MIN NO MAX
REAR SETBACK MIN MAX	NO MIN NO MAX	5' NO MAX	5' NO MAX	5' NO MAX	NO MIN NO MAX
TRAIL BUFFER SETBACK ^B MIN MAX	NA	NA	BLOCKS 6 – 8: NA BLOCKS 9: 20' MIN/NO MAX	20' MIN NO MAX	0' MIN NO MAX
GARAGE SETBACK ^C FRONT ACCESS MIN/MAX	TO COMPLY WITH 4.19 ^C / NO MAX	FRAMEWORK STREET FACING GARAGE OPENINGS AND/OR GARAGE DOORS ARE NOT ALLOWED IN THESE BLOCKS. ALL GARAGE ACCESS MUST BE SIDE LOADED OR RELEGATED TO THE REAR OF THE BUILDING.			
MAX PORCH AND DECK ENCROACHMENT	4'	4'	4'	4'	9'
MAX EAVE AND OVERHANG ENCROACHMENT	2'	2'	3'	3'	3'
SINGLE BUILDING FOOTPRINT MAX NON-RESIDENTIAL	3,000 SF	3,000 SF	10,000 SF	20,000 SF	20,000 SF
STREET FACING BUILDING LENGTH MIN MAX MIN AIR PASSAGE WIDTH	NO MIN 200' 10'	NO MIN 200' 10'	NO MIN 200' 10'	NO MIN 200' 10'	50' 275' 10'

^A Up to an additional 22' of front setback may be provided for non-residential and mixed-use buildings for use as a front patio or courtyard and shall not exceed 25% of the length of the front facade.

^B In Block 11, for buildings over two (2) stories adjacent to the trail buffer, parking and or drive aisles shall be between the building and the trail buffer.

^C The wall plane of all street facing garages must be set back a minimum distance of three feet (3') from the primary street facing building facade

^D A stepback is not required for buildings with a front setback of at least 15'.

^E Stepbacks apply to non-residential and multifamily residential buildings only.

^F Coops, other agricultural use structures, and other accessory buildings except for Flexible Use Structures and Accessory Apartments must meet accessory structure setbacks (4.11.2).

^G Flexible Use Structures as defined in the Code of Development have the same minimum setbacks as the principal buildings with which they share a lot except for rear and side setbacks, which shall be a minimum of 3'.

TABLE 6: SETBACK + BUILDING REGULATIONS BY BLOCK ILLUSTRATIONS					
	BLOCKS 3 – 4	BLOCK 5	BLOCKS 6 – 9	BLOCKS 10 -12	NEIGHBORHOOD CENTER SPECIAL AREA 115' measured on both sides from hickory street right-of-way
SUMMARY ILLUSTRATIVE DIAGRAM					
SUMMARY ILLUSTRATIVE SECTION THROUGH BLOCKS 3 - 12					

General Notes Applicable To All Blocks:

1. All buildings adjacent to a Framework Street must have a minimum of one primary entrance facing the Framework Street. Corner buildings (facing two Framework Streets) may choose which Framework Street will receive the primary entrance.
2. Floor to Floor height for the ground floor as measured from the Finish Floor Elevation facing Hickory Street, will be a minimum of 12'-0" regardless of use for buildings in the Neighborhood Service Special Area.
3. Building height is defined per Albemarle County Zoning Ordinance.
4. Side and rear minimum setbacks for any primary structure shall be constructed and separated in accordance with the current edition of the building code, side setbacks for buildings that share a common wall may be 0'.

5. Street Facing Building Length is defined as the single or aggregate combined length of any building(s) facing a framework street without an open air passage to the rear of the parcel or a courtyard.
6. All max building heights shall allow for exceptions and projections per 4.10.3.2 and 4.10.3.3 of the zoning ordinance. When the maximum height regulation in the TABLE 5 is given in feet and stories, it shall be limited to whichever value is less.
7. Setbacks are measured from any Framework Street right-of-way, or back of sidewalk if sidewalk is outside of right-of-way, lot line, or trail buffer, if one is present, or Old Lynchburg Road.

Internal ARB

An internal Southwood Architectural Review Board will review individual submissions for a new building or village's compliance with the Southwood Phase 1 Neighborhood Model Code of Development's architecture, landscaping, buffer, screening and other standards as set forth herein. The ARB's specific guidelines governing the quality and characteristics of the Character Areas will be determined, maintained, and periodically updated by the Southwood Architectural Review Board. The ARB will be established prior to issuance of first building permit, and will be comprised of at least 51% Southwood residents, and will remain in place at least until the issuance of the final certificate of occupancy for Phase I.

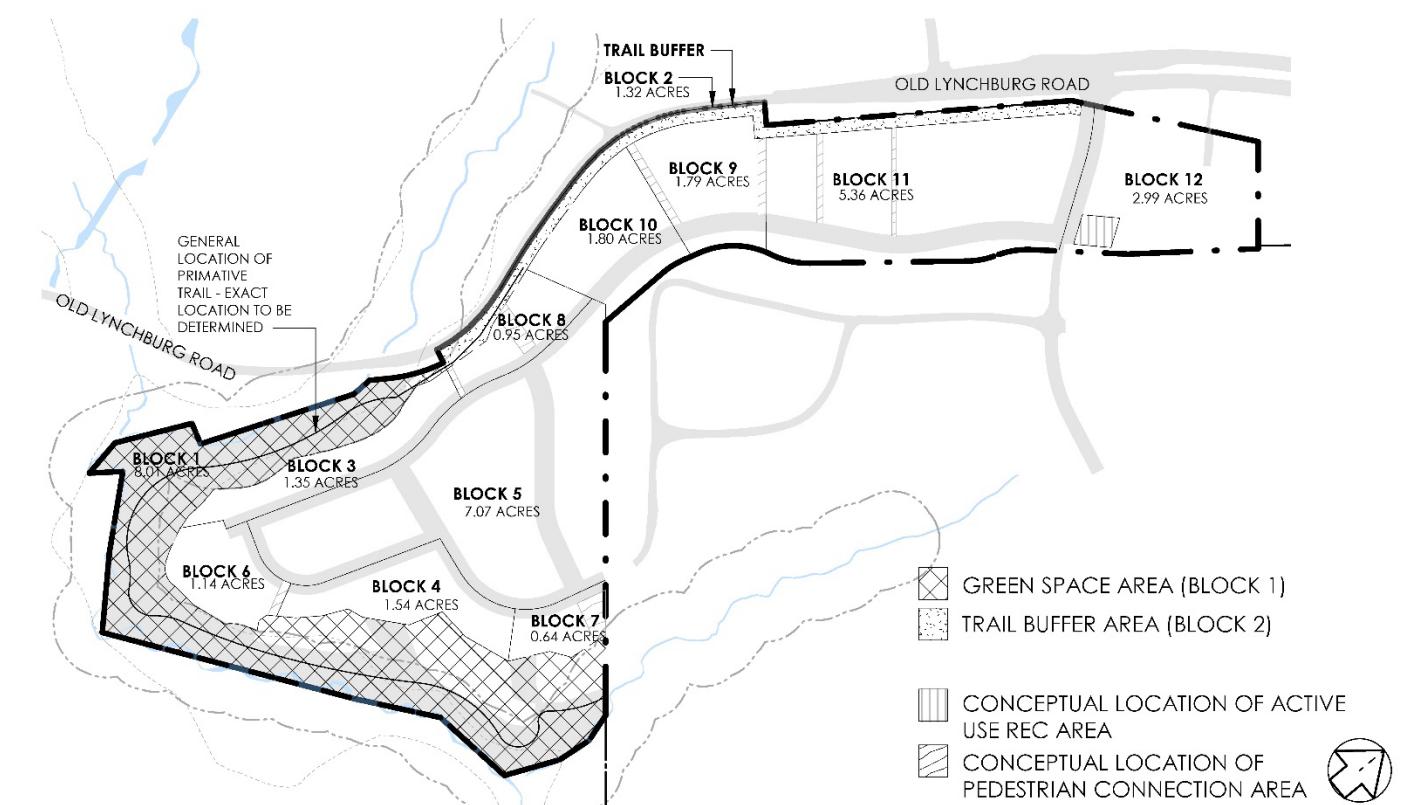
7.0 GREEN SPACE AND AMENITY REQUIREMENTS BY BLOCK

TABLE 7: MINIMUM GREEN SPACE AND AMENITY AREA BY BLOCK SUMMARY							
BLOCK	STEEP SLOPES	OPEN SPACE	TRAIL & PATH AMENITY	RECREATIONAL AMENITY & CIVIC SPACES	MINIMUM RECREATIONAL AMENITIES & CIVIC SPACE	TOTAL GREEN SPACE (AC)	TOTAL AMENITY (SF)
1	1.80	5.97	0.23		2,000 LF Class B type 1 primitive trail	8.00	10,000
2	0.10	1.10	0.20		1,740 LF Class B type 2 pedestrian trail	1.4	8,700
3							
4							
5 - 8					500 SF neighborhood park	0.23	10,500
					600 LF Class B type 2 trails ^A		
					4,000 SF neighborhood park or recreational amenity ^C		
9 - 11					500 SF neighborhood park	0.63	22,700
					2,170 LF Class B type 2 trails ^B		
					5,000 sf recreational amenity ^C		
12				0.15	6,500 sf active use recreational area	0.15	6,500
TOTAL	1.90	7.07	1.05	0.39		10.41	58,400

^A Three pedestrian connections distributed across blocks 6, 7, and 8.

^B Four pedestrian connections distributed across blocks 9, 10 and/or 11.

^C Space requirement is cumulative and may be provided using not more than 6 spaces, none of which can be smaller than 500 SF distributed across blocks.

**FIGURE 8: Conceptual Location of Amenity Areas****Definitions****Trail Buffer Area**

The Trail Buffer Area, also known as Block 2, is an undisturbed or replanted landscaped buffer area with a trail and a minimum buffer width of 30', measured from the property line along Old Lynchburg Road. This Trail Buffer Area may be disturbed for trail construction, maintenance, and support, and any necessary grading, so long as the trail and plantings are replaced. The characteristics of the trail in this area will be equal to or better than 'Class B-type 2 high maintenance pedestrian path' as described by the Albemarle County Standard and Design Manual -Engineering (page 20, year 2019). The Trail Buffer Area shall be planted with a mixture of deciduous and evergreen trees and shrubs to be approved by the director of planning. See FIGURE 9: Conceptual Landscape Plan for illustrative concept of plantings in the Block 2 Trail Buffer Area and for the relationship between the Block 2 Trail Buffer Area, proposed trail setbacks, and buildings in the blocks along Old Lynchburg Road, Blocks 9 - 12.

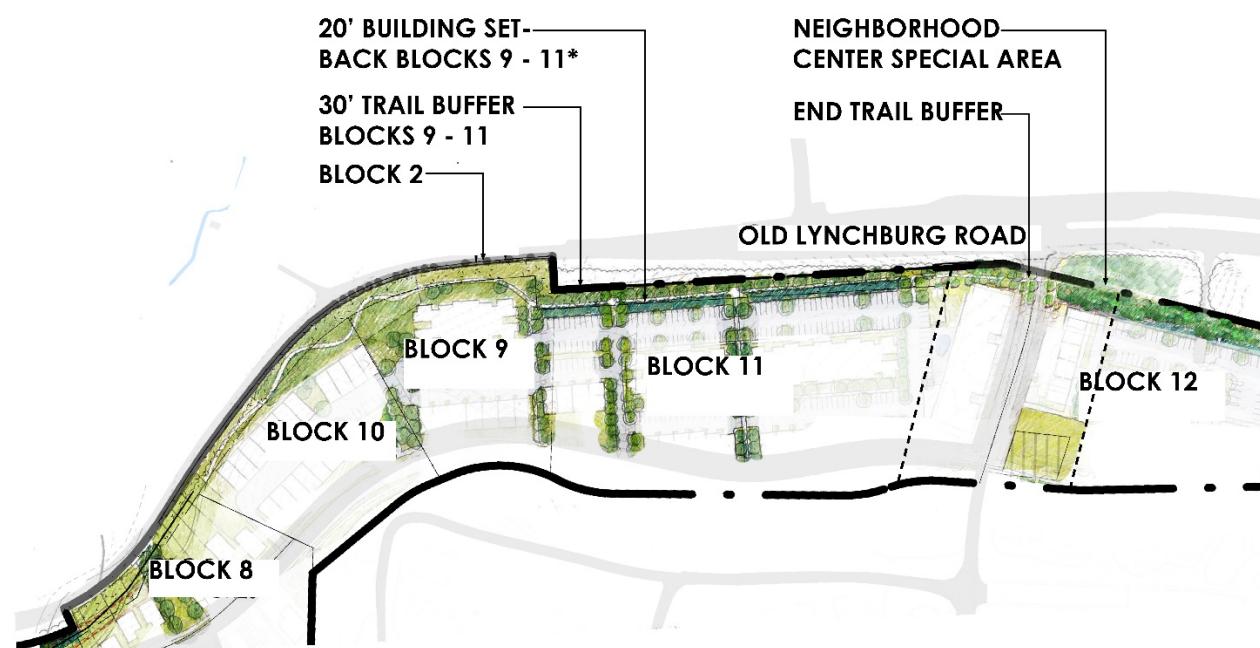


FIGURE 9: Conceptual Landscape Plan: Trail Buffer / Block 2

Trail Amenities

An important amenity of this project is a pedestrian trail originating within the 8.0 acre green space area of Block 1 and continuing within a 1.3 acre Trail Buffer Area of Block 2, which is to be used for passive use recreational activity. The field-located trail amenity is to be within a quarter-mile of any residential unit in the Phase 1 Southwood Development. The trail may connect to any existing or future network of trails and sidewalks internal to the Southwood neighborhood and is intended to help complete and connect to any potential future regional trails built by others in this southwestern area of the County. The trail network is to be consistent with the County's design standards for a 'Class B type 1 primitive trail' in Block 1 and 'Class B type 2' in Block 2. The general location of the trail is shown in FIGURE 8: Conceptual Location of Amenity Areas and FIGURE 9: Conceptual Landscape Plan: Trail Buffer; however, exact trail locations shall be determined by the Owner based on site conditions.

Pedestrian Connection Area

The Pedestrian Connection Area is a landscaped area with a minimum total width of 10' which must include a pedestrian and cyclist path with a minimum travel width of 5'. The characteristics of this path will be equal to or better than 'Class B-type 2 high maintenance pedestrian path' as described by the Albemarle County Standard and Design Manual -Engineering (page 20, year 2019) These areas will connect the Framework Street sidewalk network to either the Block 2 Trail Buffer Area or the primitive trail within Block 1. Pedestrian Connection Areas may be interrupted by future roads, alleys, or parking travelways and are not required to be continuous. The characteristics of the landscape plantings in the Pedestrian Connection Area contain a mix of trees, shrubs, and ground cover. Within each 100 foot length of Pedestrian Connection Area, the planting mix will contain a minimum quantity and variable

locations/groupings of the following materials in addition to the trail surface: 4 flowering trees, 4 medium shrubs. See TABLE 7: GREEN SPACE AND AMENITY AREAS BY BLOCK for required locations and quantity and FIGURE 8: Conceptual Location of Amenity Areas for conceptual locations of the Pedestrian Connection Areas.

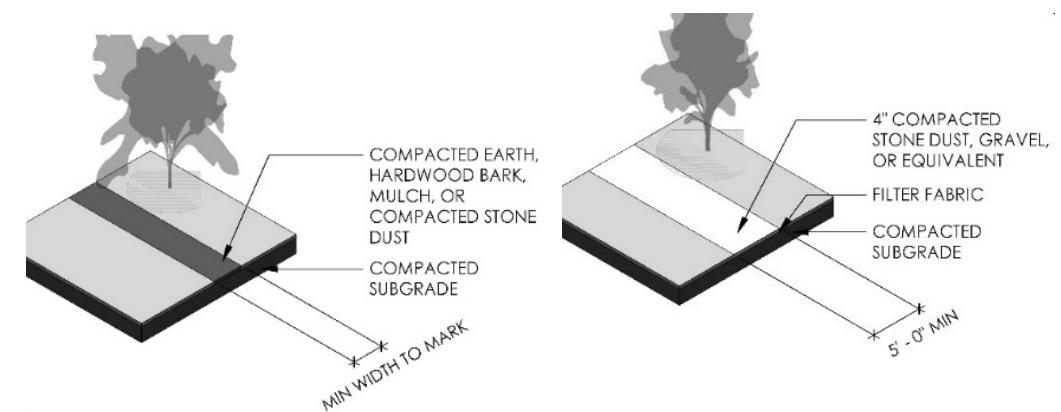


FIGURE 10: Primitive Trail (left) and Pedestrian Trail (right) Section Diagrams

Neighborhood Park

A Neighborhood Park is defined as a minimum of 500 sf of contiguous land that is suitable for providing passive gathering and/or unprogrammed open space for the neighborhood. The area must be accessible from a public way by pedestrians. The primary function of this space is to provide community-accessible green and open space for the neighborhood and the features and amenities within the Neighborhood Park will be determined by resident planners at site plan.

Recreational Amenity

A Recreational Amenity is defined as a minimum of 500 sf of contiguous land that is suitable for a variety of recreational activities. The area must have adequate drainage and proper proportions for recreational activities and gathering. This area must be open to the public and must be accessible from a public way by pedestrians and cyclists. The area may be used for a variety of active-use recreational activities, such as a basketball or sport court, sport field, playground, or some other use or uses to be determined by resident planners at site plan. Amenities and facilities appropriate to the recreational use or uses must be provided.

Active Use Recreational Area

The Active Use Recreational Area is defined as a minimum of 6,500 sf of contiguous land that is suitable for a variety of recreational activities. The area must have adequate drainage and proper proportions for recreational activities and for players and spectators to gather. This area must be open to the public and must be accessible from Hickory Street by pedestrians and cyclists. This area may have a variety of functions during any given day, week, season, or year and is intended to be flexible to serve multiple purposes, however, use as a community-accessible neighborhood-scale active recreational soccer field must be possible.

8.0 FRAMEWORK STREETS

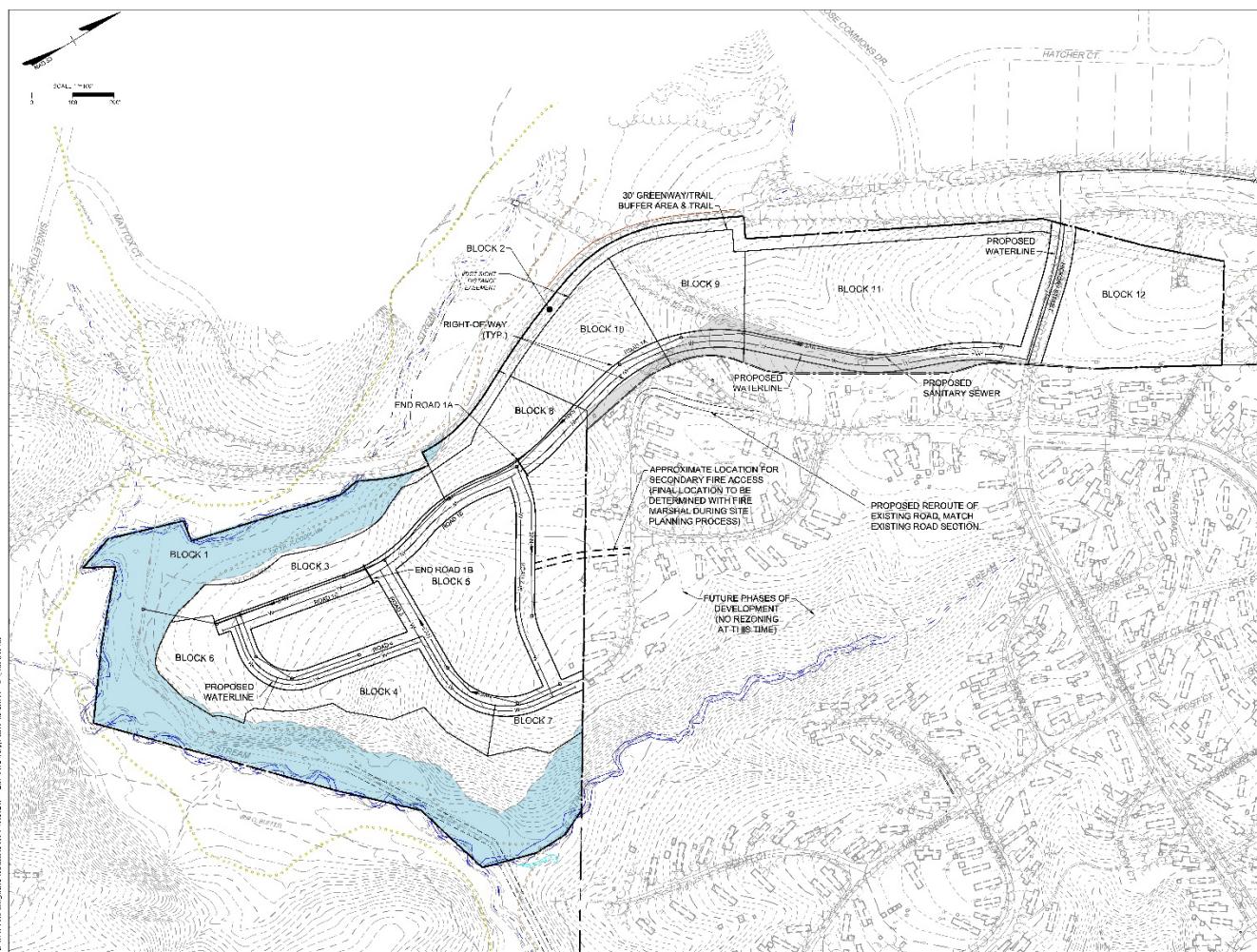


FIGURE 11: Framework Streets Technical Plan

Framework Streets

The street and pedestrian system for Phase 1 at Southwood is envisioned as the connective framework between the main entrance from Old Lynchburg Road at Hickory and the residential development of Southwood Phase 1. The main framework road system sets up the first phase of a neighborhood center and 'main street' along road 1A from Blocks 9 through 11 as it travels north to south toward Blocks 3 through 8. The internal street system throughout Blocks 3 through 8 provides a safe neighborhood street system with a variety of on street parking options, with block dimensions that reinforce the scale and configuration of the community, maximizing connection and minimizing dead-ends and cul de sacs. Associated with the street system is a system of sidewalks and pedestrian connection areas that separates pedestrians from vehicles. This system provides safe and coherent connections between various areas of the community and links the network of internal sidewalks to the trail system at specifically identified pedestrian connection areas.

The scale and configuration of road types vary in relationship to the density of development. If additional roads are designated at Site Planning, these additional roads will not be considered framework streets

and will serve more utilitarian purposes and these non-framework streets may be private and secondary. All streets are intended to be public right-of-way where possible. The road sections on the following page conform to Albemarle County and VDOT standards. The location and the design of framework street sections are intended to provide the Southwood neighborhood with safe, pedestrian and neighborhood-friendly streets.

Possible Waiver Streets

In addition to the framework street sections provided within this Code of Development, the neighborhood is considering waivers to allow for road elements that deviate from current County and VDOT Standards. These modified road sections will continue to provide safe streets while integrating specific resident values and site constraints. As shown in FIGURES 12 - 14, these possible road waiver sections focus on two values: calming traffic to provide safe pedestrian experience and appropriately reducing the width of the right-of-way to allow more space for housing and amenities.

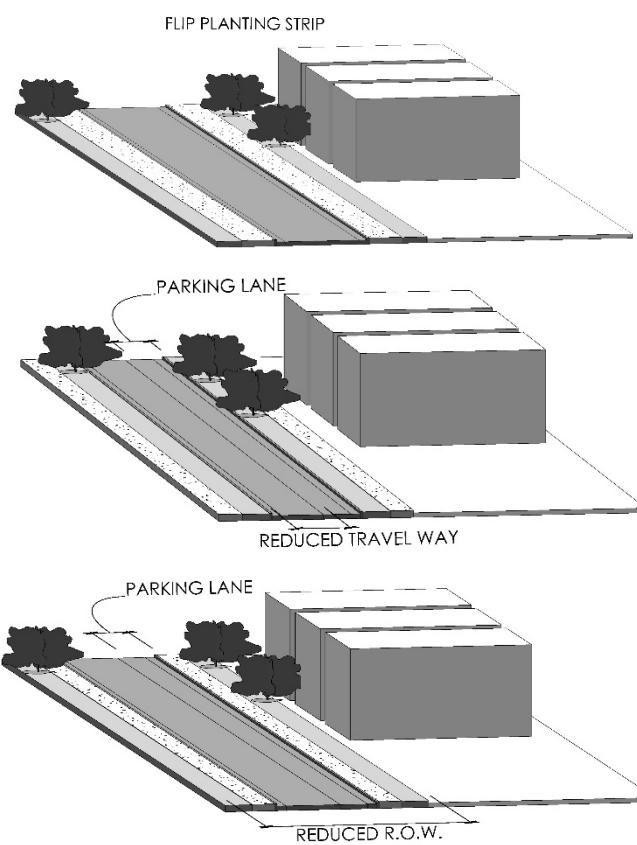


FIGURE 12: Waiver Diagram Reverse location of the planting strip and the sidewalk provides the perception of larger front yards and increased green space.

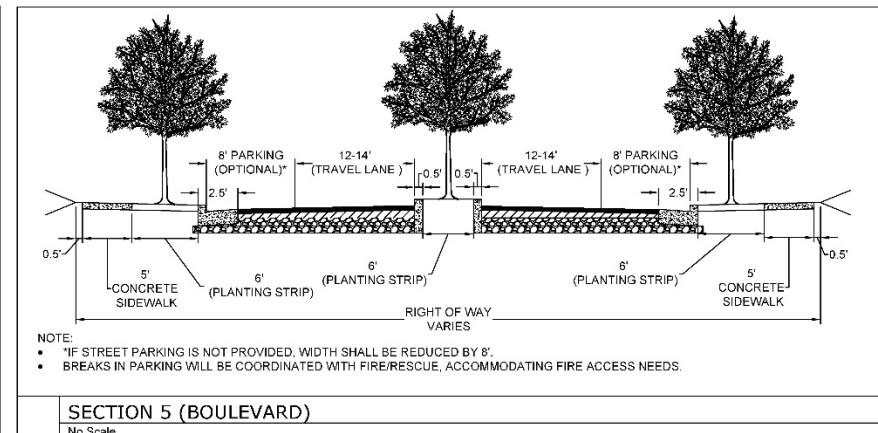
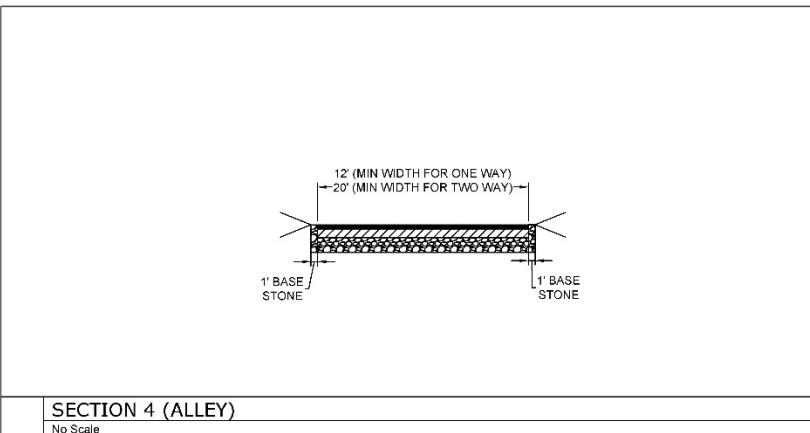
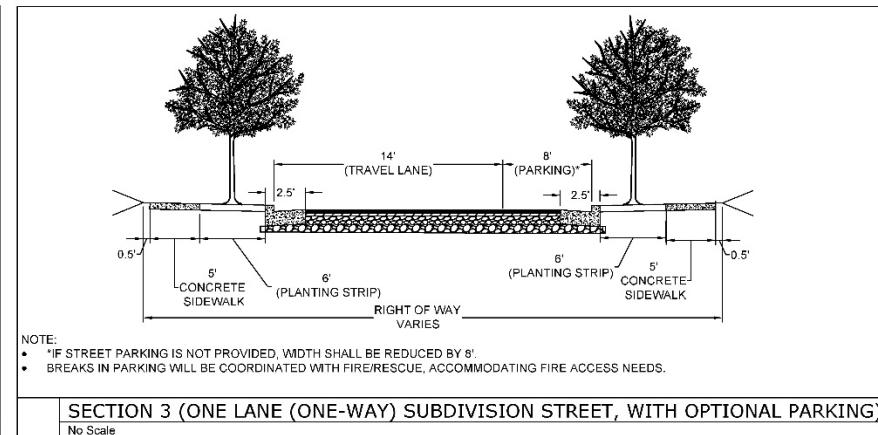
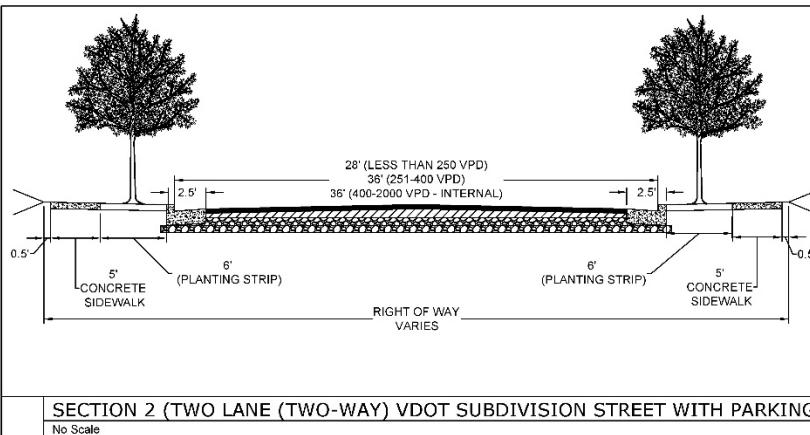
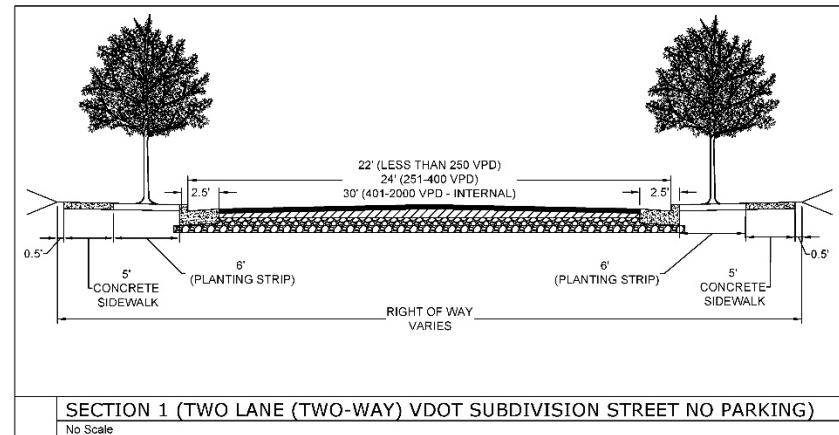
FIGURE 13: Waiver Diagram A Yield Street allows for a reduced travel lane and provides on-street parking to calm traffic.

FIGURE 14: Waiver Diagram To allow for a reduced sidewalk next to the curb adjacent to parking lane will reduce the actual width of the right-of-way and provide protection for the pedestrian.

Traffic Impact

The actual non-residential square footage and number of dwelling units will not exceed an additional daily vehicle trip count of 5,000 for the entire Southwood development, TMPs 90A1-1E, 90-1A, 76-51A, 90A1-1D, 90A-4, and 90A-1C. Each subdivision plat or site plan within the Property shall designate the daily vehicle trip count provided and must be approved by VDOT.

Framework Streets Sections



SECTION	1	2	3	4	5
HICKORY STREET**	X	X			X
ROAD 1A*	X	X			
ROAD 1B	X	X			
ROAD 1C	X	X	X		
ROAD 2	X	X			
ROAD 3	X	X			
ROAD 4	X	X	X		

* SIDEWALK AND PLANTING ASSOCIATED WITH THE SOUTH SIDE OF ROAD 1A MAY BE CONSTRUCTED DURING THE CONSTRUCTION AND DEVELOPMENT OF FUTURE PHASES.

** A 5' BIKE LANE WILL BE ADDED TO THE CHOSEN STREET SECTION FOR HICKORY STREET ON THE CLIMBING SIDE, WITH THE OPTION TO ADD ONE TO THE DOWNHILL SIDE OR PROVIDE SHARROW PAVEMENT MARKINGS. BIKE LANES ARE OPTIONAL ON ALL OTHER STREETS AND MAY BE PROVIDED AT SITE PLANNING STAGE.

9.0 EVALUATION CRITERIA

As envisioned in the purpose and intent of the Neighborhood Model District set forth in Chapter 18, section 20.A.1 of the Zoning Ordinance, the Plan of Development for Southwood has been designed to further the following principles:

Pedestrian orientation: This plan envisions sidewalks on all framework street as well as a 3,200 foot trail running from the entrance along Old Lynchburg Road through Block 2 to the 8.0 acre amenity area of Block 1, providing pedestrians with varied and secure options for mobility through all areas of Phase I. Because of this redundant system, there may be locations where it would be appropriate to have sidewalk present on only one side of any framework street.

Neighborhood friendly streets and paths: Streets will be designed with traffic-calming techniques that will result in slow-moving traffic and minimized road widths to the extent allowed. Building setbacks appropriate to building scale will create a built form that addresses the street. The proposed path through the natural areas will increase the community's ability to access existing natural resources.

Interconnected streets and transportation networks: The main road network proposed for Phase I sets a framework for developing a modified grid that both adapts to, and preserves the landscape to the extent possible. It enables an interconnected street system that will make travel intuitive. This network has been established with the opportunity for logical connections into the future phases of Southwood redevelopment and to the future Biscuit Run Park. This plan prioritizes a continuation and augmentation of the existing transportation partnership between the City of Charlottesville and Albemarle County which brings bus service to Southwood.

Parks and open space as amenities: This plan proposes the preservation of more than 9 acres of natural green space and amenity areas made up of sensitive ecological zones such as floodplain, stream buffer and steep slopes, as well as newly created recreational amenities and civic spaces, all to maintain the area's natural setting and feeling of tranquility in the future redevelopment. Potential connections to future county and regional trails and the existing amenities in the Southwood community such as trails, parks and sport courts will be able to provide multiple varied recreational opportunities to this development.

Neighborhood centers: The Neighborhood Center Special Area marks the intersection of Hickory Street and Old Lynchburg Road. This area serves as the entrance to the new Southwood, and as such is the most appropriate area for more intensive uses. Building regulations at this area support an appropriate scale to create non-residential opportunities and an activated street edge. The Neighborhood Places in Blocks 6 - 9 also provide opportunities for neighborhood commercial entities that would support the new neighborhood.

Buildings and spaces of human scale: Maximum building heights proposed in this rezoning enable an urban form at a pedestrian-friendly scale. Pedestrian-centered street design and continuous sidewalks invite the neighborhood to engage with their community and create a neighborhood with a strong sense of place.

Relegated parking: This plan envisions alleys in addition to main roads to allow for rear-loaded parking whenever appropriate, feasible, and allowable, and to minimize curb cuts. The parking plan allows flexible

solutions like surface lots, on-street parking and shared driveways to allow for ample parking that can be responsive to exact site and conditions the future development presents. The parking requirements will allow Southwood residents to have flexibility in locating required residential parking spaces to allow the neighborhood design flexibility to meet resident need. The project is within a half-mile of an existing bus stop in the adjacent Southwood Neighborhood. The project intends to encourage additional bus stops within the development when possible. The project also intends to encourage bike connectivity to a trail network outside of the Southwood Community.

Mixture of uses and types: Phase I allows for a wide range of commercial and residential uses, with the most intensive uses focused in Blocks 9 - 12 along Old Lynchburg Road, and less intensive uses in Blocks 3 - 8. There are opportunities for commercial uses that act primarily as support services to the residential development in Blocks 3 - 8. The uses proposed in this Zoning Map Amendment have been designated by community leaders and have been memorialized in the enclosed use tables.

Mixture of housing types and affordability: The Habitat homeownership model alongside innovative outside partnerships will provide sustainable affordable products available to a wide range of area median incomes. There will be ownership or rental structures to fit with the goals and aspirations of the community and the market. The Code of Development allows for a wide range of housing types such as single-family detached, single-family attached, townhomes, duplexes, apartments, and flexible use structures. Within blocks 3-5 and 10-11, at least two of those such housing types will be provided to ensure a varied built environment. Proactive financial coaching has already begun within the community to best prepare residents for their future housing goals.

Site planning that respects terrain: The team of landscape architects and environmental engineers that have been advising the redevelopment of Southwood have taken into consideration the unique conditions and topography present on this site. The road network's curvilinear design responds directly to existing grades and promotes the preservation of the natural areas at the edges of the site. All development shall comply with Chapter 18 section 30.7 of the Albemarle County Zoning Ordinance.

Clear boundaries with rural areas: Southwood is located at the southern edge of the growth area and is bordered to the south by County-leased parkland, serving as a natural and abundant barrier between this residential urban development and the rural areas to the south. The nearest rural areas are 0.5 miles to the west and 1.5 miles to the south. The Application Plan includes a 30' wide trail buffer from Hickory Street south along Old Lynchburg Road.

Consistency with the Comprehensive Plan: Southwood is part of Albemarle County's Southern and Western Development Area, which calls for an Urban Density Residential development with up to 34DU/acre and mixed-income, mixed-use development. The maximum density proposed in this rezoning application is 34DU/acre and is contained to the most dense section of Blocks 10 - 12, diminishing to a maximum of 6DU/acre in the more residential sections of Blocks 3 - 4. The building regulations identify a Neighborhood Center as identified by the Comprehensive Plan, and the Trail Buffer Area of Block 2 along Old Lynchburg Road supports the designation of a "greenway" in that area.

Proposed Impact on Public Facilities and Infrastructure

The Phase I development of Southwood will connect to the existing internal road Hickory Street, connecting approximately 330' south of Hickory Street's intersection with Old Lynchburg Road. This first phase does not contemplate large improvements at the intersection with Old Lynchburg Road, but does anticipate upgrading Hickory Street to the intersection for the entrance to Phase 1. Future phases and rezonings will continue to analyze these areas for additional improvements. A traffic study has contemplated total future build out to ensure long term development requirements are not missed during the early stages of the development.

Both water and sanitary utilities are located in the area. The existing sanitary line, which follows the stream, along the south end of the parcel, is well positioned to accept the flow from the first phase of development. Connection to the existing sanitary line will need to be designed and constructed with care, as it is located in the Water Protection Ordinance buffer, however connections of this type are allowed per the ordinance.

The existing waterline network that is located in Southwood runs to a master meter. With the completion of the Southwood Phase 1 project, it is anticipated that the neighborhood will continue to utilize the existing master meter. All new taps will connect into the water main in Old Lynchburg Road, allowing a service to be brought in to feed the first phase of development. The extension of this service will allow for individual meters to be set for each use, including both residential type units and commercial spaces. Coordination with the Rivanna Water and Sewer Authority and Albemarle County Service Authority has begun and will continue through the life of this project, including both during the rezoning application and the site plan/subdivision plan submissions. Because Southwood has existing water and sewer users, it is anticipated that redevelopment will be credited with an equal number of residential tap fees. Conversations have already begun with RWSA to coordinate through the site planning phases to calculate for these tap fee credits.

The development of Southwood also allows for the potential to extend access to a trail system and/or what may be Biscuit Run Park. This trail system will allow residents and the community to enjoy the natural areas and terrain, including the stream that runs along the western and southern borders of Phase I.

Impact on Environmental Features

This site is surrounded by natural features, such as streams, small areas of wetlands, and steep slopes. Each of these features defines this area and has become important to the resident community to be preserved and honored in the development of this first phase. Members of the resident design team have walked the site and acknowledged the environmental features that make it unique, focusing on ways to preserve and integrate each of these areas into the first phase of development.

The infrastructure and potential layouts carefully consider preserving these areas, while also making them accessible, allowing the environmental features of the area to be available for resident enjoyment. This access will be through a trail network developed in coordination with the Parks and Recreation department.

The streams and wetlands on the site will be preserved in a way to honor the natural habitats associated with each in partnership with the County of Albemarle. Restoration of some of the streams is being

contemplated. In addition, critical slopes are being honored along the south end of the property and stormwater and sanitary pipes will be located as to minimize disturbance of steep slopes and environmental features. When utilities are required to pass through steep slopes, all grades will be restored to their predevelopment state.

Strategies for Shared Stormwater

Blocks 3 -8 will feature a mix of residential type units, but will primarily be of a lower density, resulting in less impervious surface and therefore a lower amount of required water quality treatment. Conversely, Blocks 9 -12 will feature a more dense development, having a higher ratio of impervious surface and a greater need for water quality treatment. While all blocks will look to use non-proprietary measures such as bioretention, infiltration, and preservation of wooded areas, Blocks 9 -12 will most likely require some form of proprietary treatment such as cartridge filtration or permeable pavers. While all water quality measures approved by DEQ will be a part of our toolbox during design, we will have a focus on the different areas as noted. Additionally, off-site water quality credits, in accordance with DEQ may also be used to meet requirements.

Additionally, Southwood redevelopment, in partnership with Albemarle County staff, is simultaneously exploring a potential pilot project with the Department of Environmental Quality (DEQ) to pursue stream restoration as an on-site stormwater quality best management practice. However, as that is not yet an approved BMP, the other options, previously mentioned and shown on the concept plan can be implemented if it is determined that stream restoration does not meet the state requirements for water quality treatment.

Water quantity requirements will be met on-site by outfalling directly to the stream, within the 100 year floodplain. Providing a stormwater outfall at this location will better move water through the drainage shed, versus allowing the upstream volume and flow to catch up to the on-site runoff.

Grading

An overlot grading plan and final design of retaining walls shall be reviewed and approved in conjunction with the site and subdivision development plans for Southwood Phase I. Retaining walls shall be a maximum of six (6) feet in height, as measured from the top of wall to the finished grade at the bottom of the wall. The overall retained height may exceed six (6) feet with multiple stepped walls or, at the discretion of the Director of Community Development, in a single wall.

10.0 AFFORDABLE HOUSING

The Owner shall provide affordable housing equal or greater to fifteen percent (15%) of the total number of residential dwelling units constructed on the Southwood Property, subject to the following conditions:

- a. These units may be created as for-sale or rental. The Owner reserves the right to meet the affordable housing objective through a variety of housing types, including but not limited to single family detached, single family attached, multifamily, accessory units, and Flexible Use Structures, ("Affordable Units").
- b. "For-Sale Affordable Housing Units" shall be a residential unit offered for sale to Qualifying Families with incomes less than eighty percent (80%) of the area median income. All purchasers of for-sale affordable units shall be approved by Habitat for Humanity of Greater Charlottesville or Albemarle County Office of Housing or its designee. The Owner shall provide Habitat or the County or its designee a period of 120 days to identify and pre-qualify an eligible purchaser for the affordable units. The 120-day period shall commence upon written notice from the Owner that the units will be available for sale. This notice shall not be given more than 90 days prior to the anticipated receipt of the certificate of occupancy. If Habitat or Albemarle County or its designee does not provide a qualified purchaser within this 120-day period for such For-Sale Affordable Housing Units, the Owner shall have the right to sell the unit(s) without any restriction on sales price or income of the purchaser(s).
- c. "For-Rent Affordable Housing Units" shall be a residential unit offered at an initial rent that does not exceed the then-current and applicable maximum net rent rate approved by the Albemarle County Housing Office. "Net Rent" is defined as the amount of rent not including any tenant-paid utilities. Notwithstanding the foregoing, the monthly Net Rent may be increased by three percent per year following the first year of tenancy and still be deemed affordable. The designated affordable rental units shall remain affordable for a minimum of 10 years after initial occupancy.
- d. Affordable Units shall also be defined as any residential unit rented or sold to a current resident of the existing Southwood community with housing costs capped at 30% of the family's income.
- e. Each subdivision plat or site plan shall designate the number of affordable units provided and the minimum number of required affordable units per the Code of Development.

11.0 ATTACHMENTS

Technical Documents

Attached as a part of this Code of Development is a set of Technical Documents for the Project describing Impact on the Planned Development District, Existing Conditions, the Application Plan, Technical Road Grading Plan, Conceptual Utilities, Conceptual Stormwater Management Facility Locations, and Framework Street Sections.

REZONING APPLICATION PLAN FOR SOUTHWOOD REDEVELOPMENT PHASE 1 NEIGHBORHOOD MODEL

TAX MAP 90 & 76, PARCELS 09000-00-00-001A0, 090A1-00-00-001E0, 07600-00-00-051A0
SCOTTSVILLE DISTRICT, ALBEMARLE COUNTY, VIRGINIA ZMA 2018-003

VICINITY MAP



PROPERTY INFORMATION

OWNER/DEVELOPER: HABITAT FOR HUMANITY OF GREATER CHARLOTTESVILLE
SOUTHWOOD CHARLOTTESVILLE LLC
919 WEST MAIN STREET
CHARLOTTESVILLE, VA 22903

LEGAL REFERENCE: DB 3375 PG063, DB 4773/328, DB 2911

MAGISTERIAL DISTRICT: SCOTTSVILLE

Name of Project: Southwood Phase 1

TMPs: 090A1-00-00-001E0
09000-00-00-001A0
07600-00-00-051A0

Total Acreage: 33.96 acres
See Application Plan for acreage per Block

BASE INFORMATION

SOURCE OF BOUNDARY SURVEY:
WILLIAM S. ROUDABUSH, JR. 1974
ROUDABUSH, GALE, & ASSOCIATES, INC 2003
ROUDABUSH, GALE, & ASSOCIATES, INC 2015

SOURCE OF TOPOGRAPHY:
LOUISA AERIAL SURVEYS, INC.
P.O. BOX 340
MINERAL, VA 23117
DATE OF PHOTOGRAPHY: 03/23/04
DATE OF COMPILATION: 02/02/07

BENCHMARK(S):
(SPOT ELEVATION) CENTERLINE OF THE INTERSECTION OF HICKORY STREET
AND BITTERNUT LANE
ELEVATION = 451.0

WATER SOURCE:
ALBEMARLE COUNTY SERVICE AUTHORITY

SEWER SERVICE:
ALBEMARLE COUNTY SERVICE AUTHORITY

THIS PROPERTY IS ZONED: R2 - RESIDENTIAL AND NMD (090A1-00-00-001E0)

APPLICATION PLAN NOTES

1. THIS ZONING MAP AMENDMENT PROPOSES A CHANGE IN LAND USE FROM R2-RESIDENTIAL TO NMD (NEIGHBORHOOD MODEL DISTRICT) FOR PARCELS 09000-00-00-001A0 AND 07600-00-00-051A0 AND FROM NMD (NEIGHBORHOOD MODEL DISTRICT) WITH ASSOCIATED PROFFERS TO A NEW AND UNASSOCIATED NMD FOR PARCEL 090A1-00-00-001E0. ALL PARCELS WILL BE CONSIDERED FOR ONE REZONING UNDER ONE NMD. THIS SITE LIES WITHIN THE UPPER RIVANNA RIVER WATERSHED.
- 2.
3. REFER TO CODE OF DEVELOPMENT FOR PROJECT DESCRIPTION.

DRAWING INDEX

A0.00 COVER SHEET
A1.01 REGIONAL CONTEXT MAP & PARCEL OVERVIEW
A2.01 APPLICATION PLAN
A2.02 TECHNICAL PLAN
A2.03 SWM PLAN
A2.04 ROAD SECTIONS

project:
Southwood Phase 1

387 Hickory Street
Charlottesville, VA 22902

for:
Habitat for Humanity
Greater Charlottesville

job number: ZMA 2018-003

drawing:
COVER SHEET

revisions:
ORIGINAL SUBMISSION: 02/20/18
07/2/18 REVISION #1
01/7/19 REVISION #2
03/18/19 REVISION #3
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ARCHITECTS
112 South Main Street
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www.brucewardell.com

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date 01/07/2019 Zoning Map Amendment	sheet A0.00

REGIONAL CONTEXT MAP

IMPACT ON PLANNED DEVELOPMENT DISTRICT

GENERAL PROJECT INFORMATION

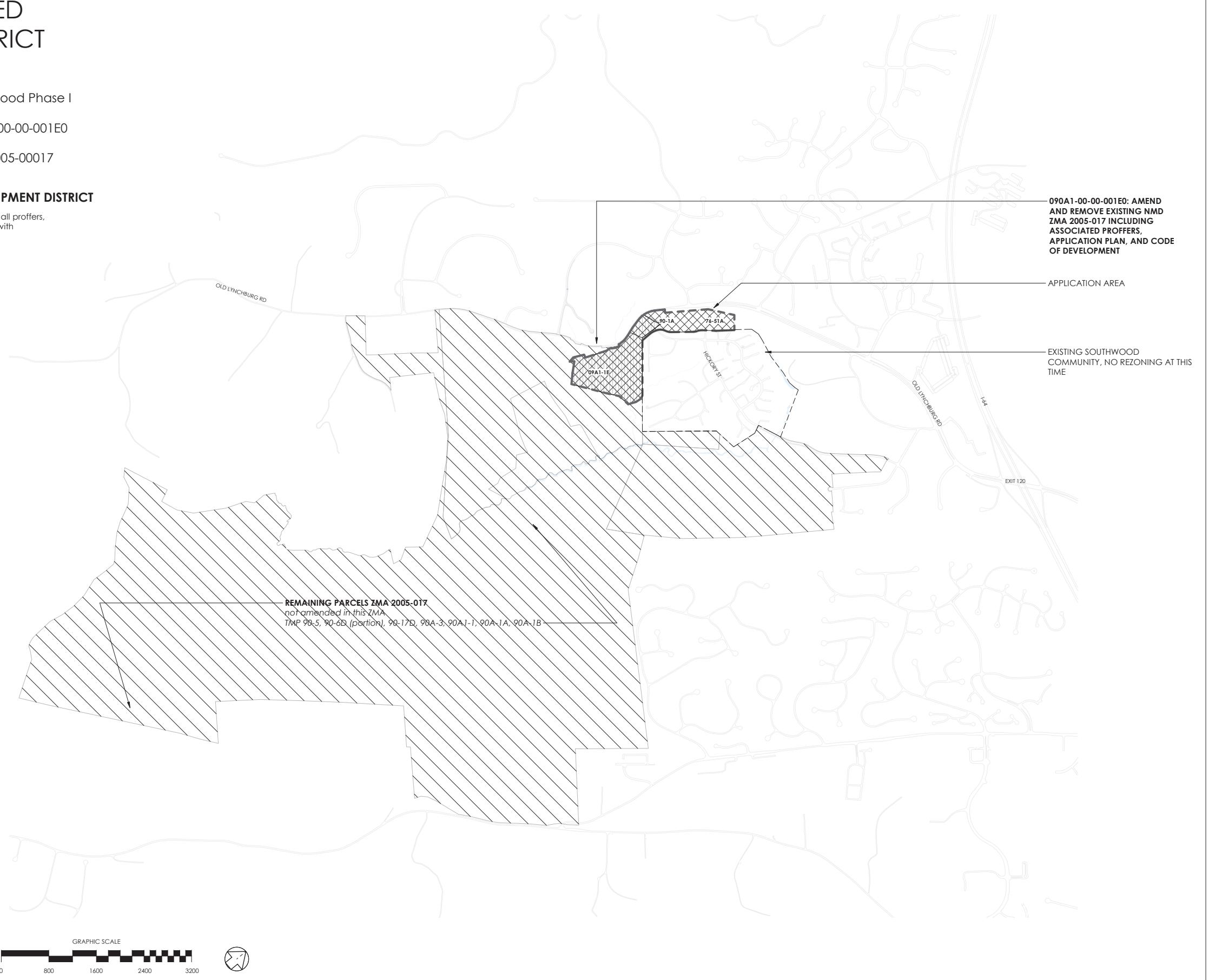
Name of Project: Southwood Phase I

TMP: 090A1-00-00-001E0

Existing ZMA to be Amended: ZMA-2005-00017

AMENDING EXISTING PLANNED DEVELOPMENT DISTRICT

Within the scope of this project is the intended removal of all proffers, Code of Development, and Application Plan associated with ZMA-2005-00017 of tax map parcel 090A1-00-00-001E0.



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MAP & PARCEL
OVERVIEW

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ARCHITECTS
112 Fourth Street NE
Charlottesville, Virginia 22902
Phone: 434.291.7166
www.brucewardell.com

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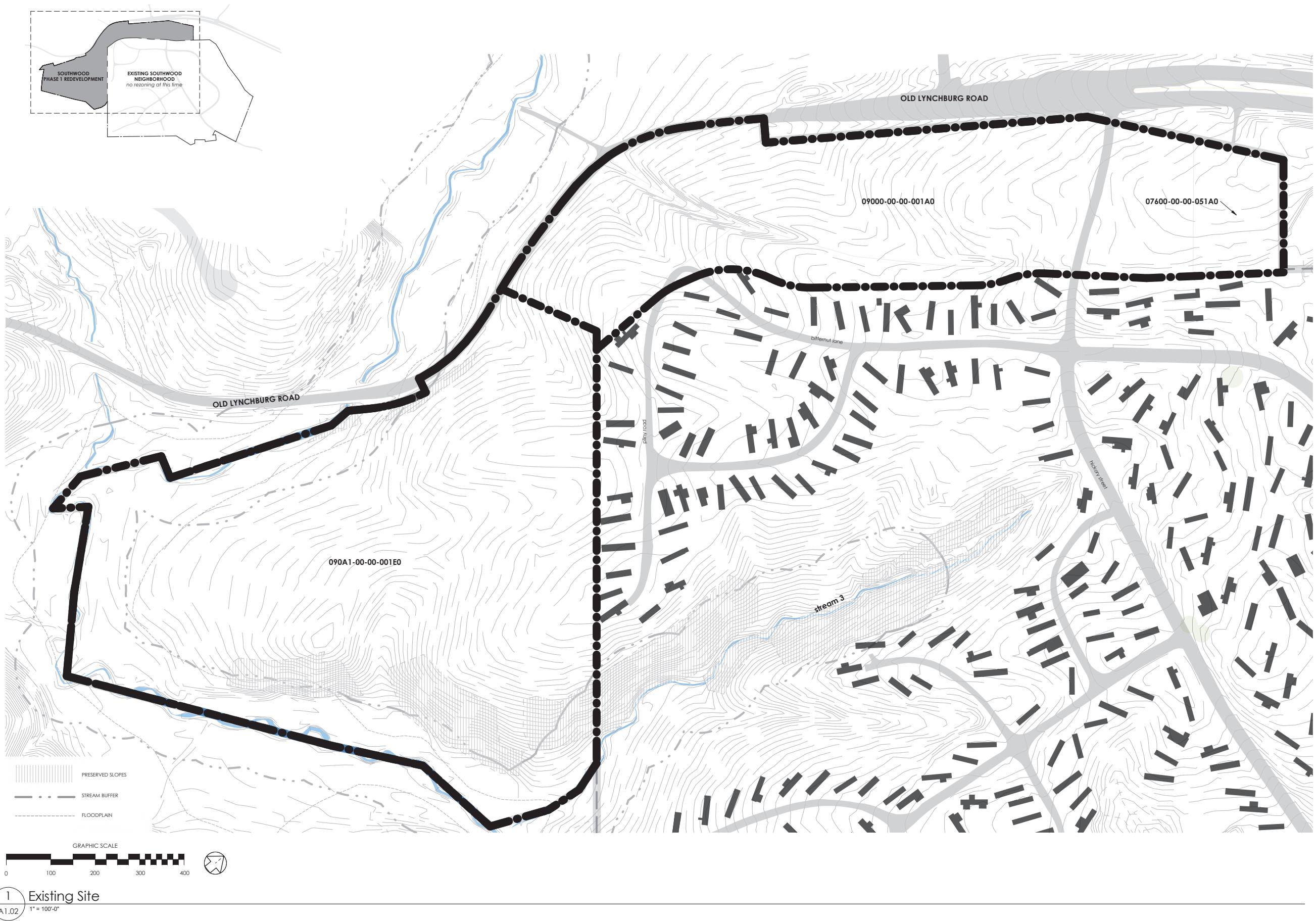
sheet
A1.01

EXISTING CONDITIONS

1:\17010-HABITAT Southwood S.Drawings\VA_Production Drawings - Revit SketchUp etc\17010_Southwood Rezoning Application_June 2019.wvt

6/20/2019 2:36:54 PM

VD



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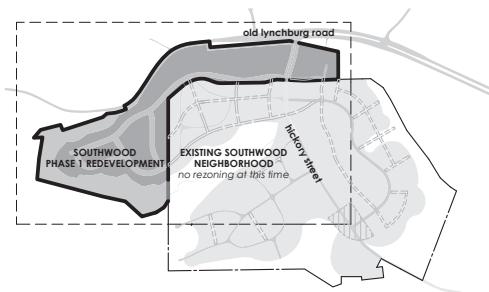
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112 South Steel Street
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www.brwendell.com

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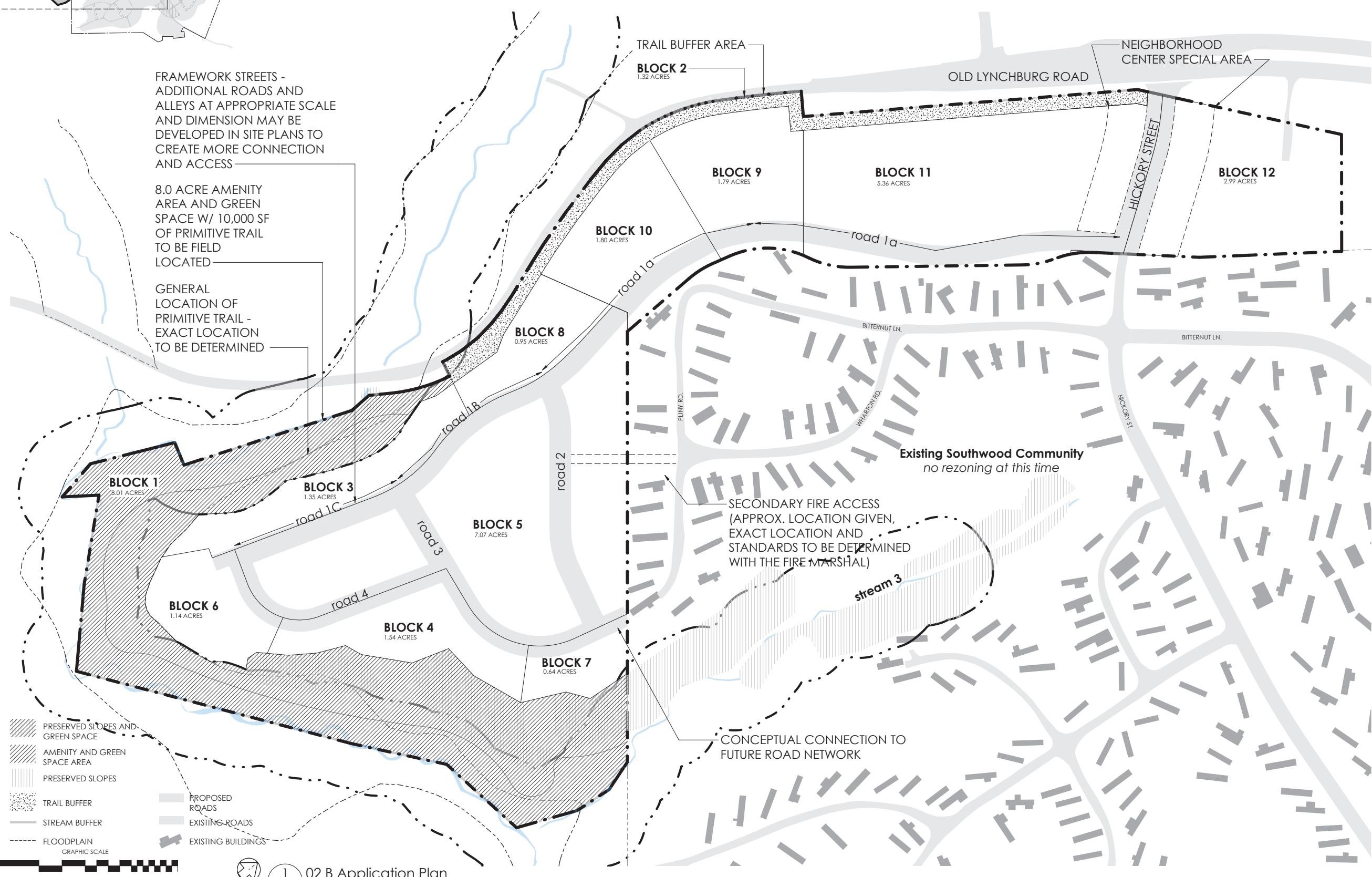
APPLICATION PLAN



FRAMEWORK STREETS - ADDITIONAL ROADS AND ALLEYS AT APPROPRIATE SCALE AND DIMENSION MAY BE DEVELOPED IN SITE PLANS TO CREATE MORE CONNECTION AND ACCESS

8.0 ACRE AMENITY AREA AND GREEN SPACE W/ 10,000 SF OF PRIMITIVE TRAIL TO BE FIELD LOCATED

GENERAL LOCATION OF PRIMITIVE TRAIL - EXACT LOCATION TO BE DETERMINED



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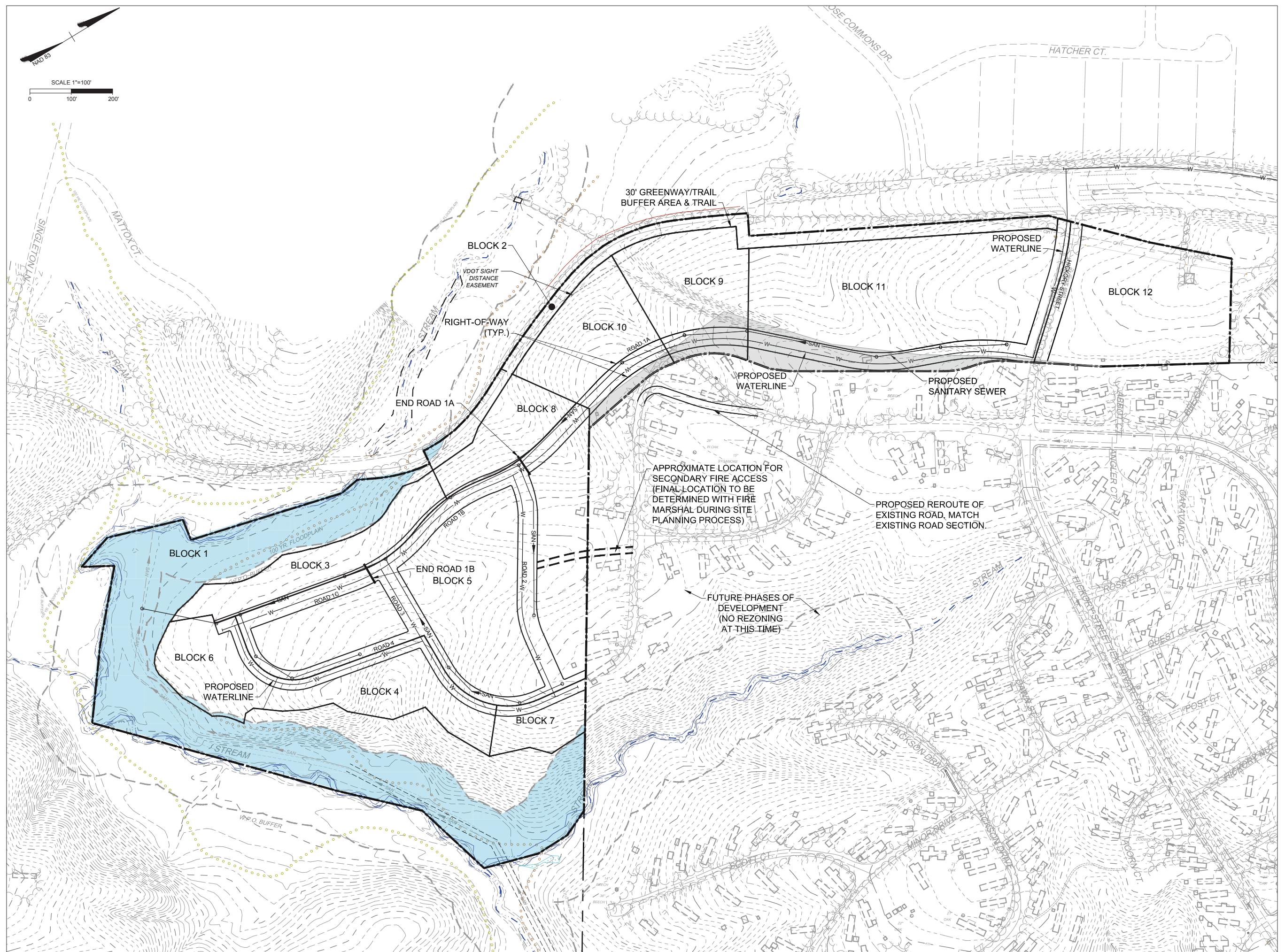


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BRUCE WARD ARCHITECTS
112 Fourth Street NE
Charlottesville, Virginia 22902
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www.brucewardell.com

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job number: 17010

drawing:
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R W A R C H I T E C T S
112 fourth street ne
charlottesville
virginia 22902
fax 434.971.7166
phone 434.971.7160

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WATER QUALITY ANALYSIS

SITE DATA

BLOCKS 1, 3-8

TOTAL AREA = 20.98 ACRES

APPROXIMATE IMPERVIOUS AREA = 7.17 ACRES

BLOCK 2, 9-12

TOTAL AREA = 12.98 ACRES

APPROXIMATE IMPERVIOUS AREA = 11.07 ACRES

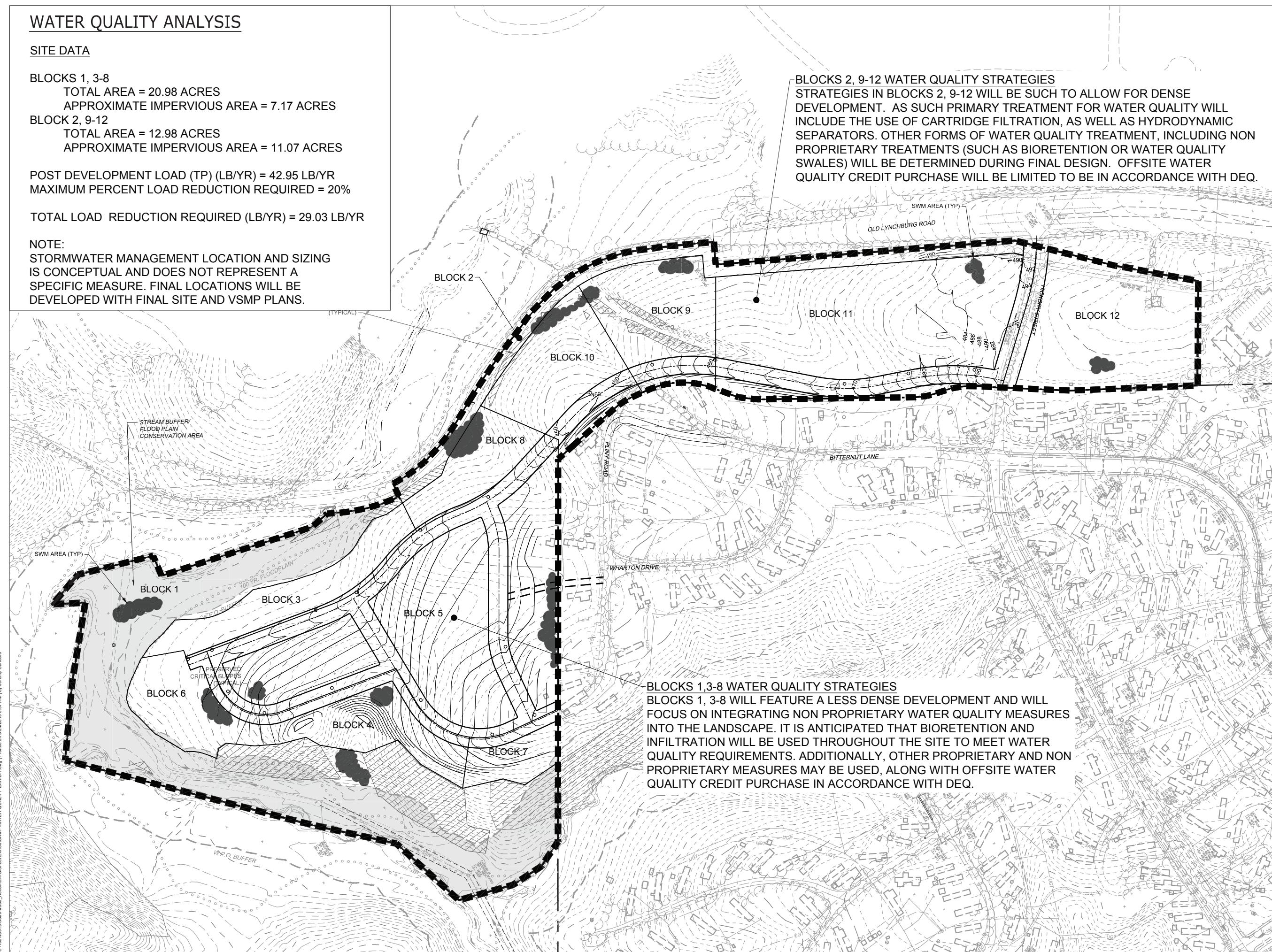
POST DEVELOPMENT LOAD (TP) (LB/YR) = 42.95 LB/YR

MAXIMUM PERCENT LOAD REDUCTION REQUIRED = 20%

TOTAL LOAD REDUCTION REQUIRED (LB/YR) = 29.03 LB/YR

NOTE:

STORMWATER MANAGEMENT LOCATION AND SIZING IS CONCEPTUAL AND DOES NOT REPRESENT A SPECIFIC MEASURE. FINAL LOCATIONS WILL BE DEVELOPED WITH FINAL SITE AND VSMP PLANS.



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drawing:
CONCEPT
STORMWATER PLAN

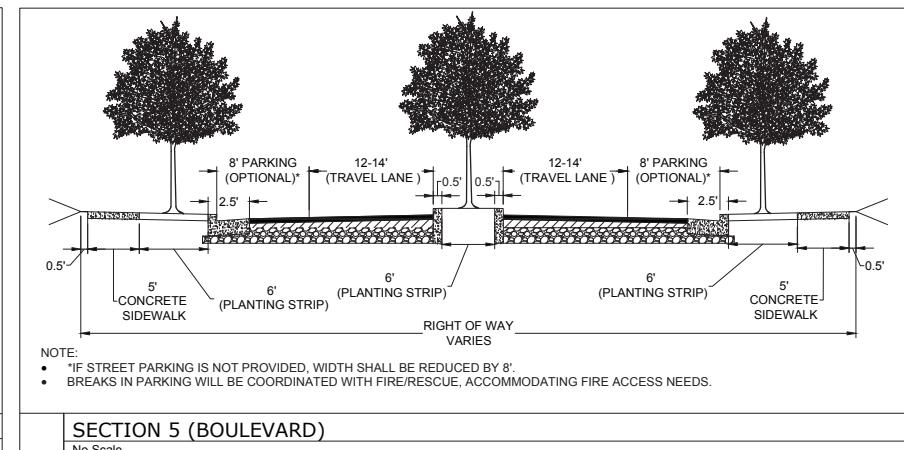
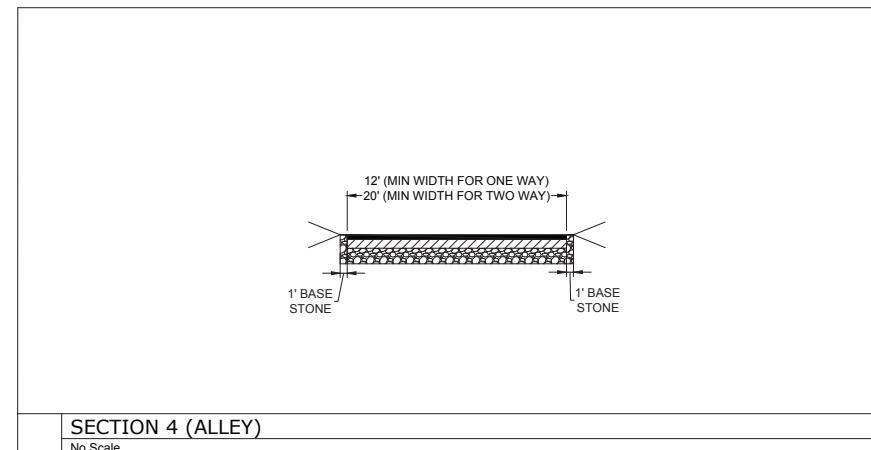
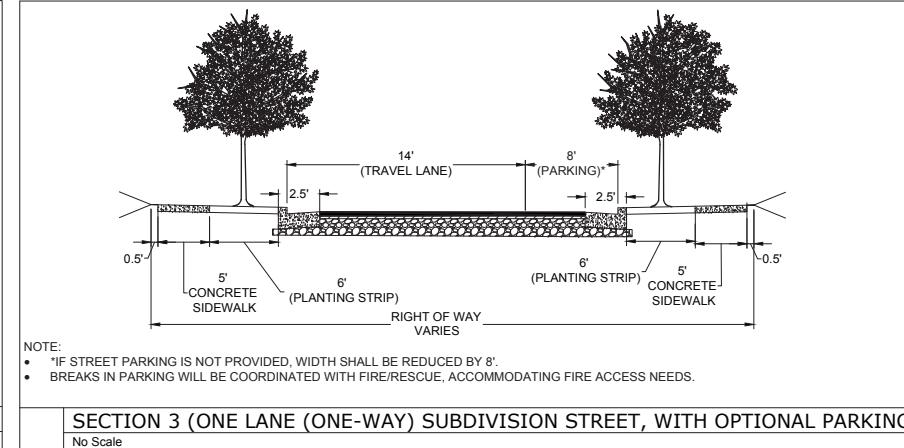
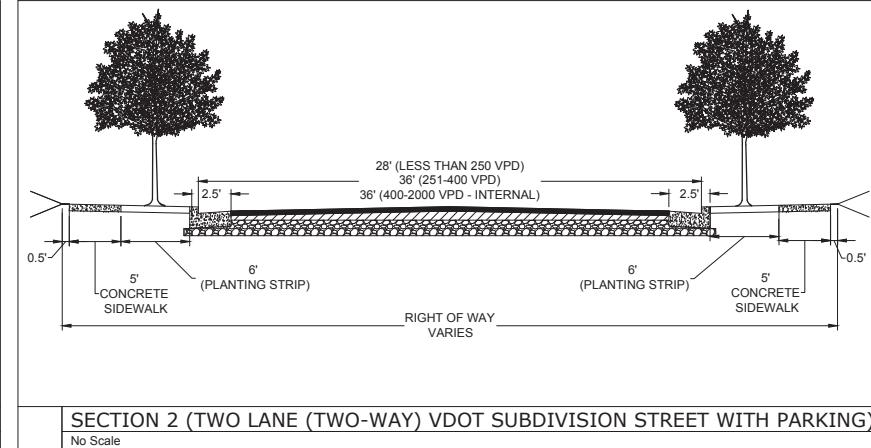
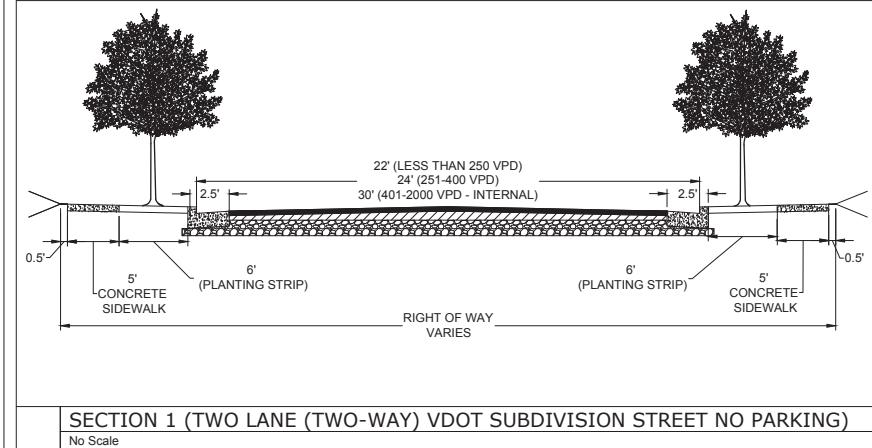
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112 fourth street ne
charlottesville, va 22902
tel: 434.971.1160
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SECTION	1	2	3	4	5
HICKORY STREET**	X	X			X
ROAD 1A*	X	X			
ROAD 1B	X	X			
ROAD 1C	X	X	X		
ROAD 2	X	X			
ROAD 3	X	X			
ROAD 4	X	X	X		

* SIDEWALK AND PLANTING ASSOCIATED WITH THE SOUTH SIDE OF ROAD 1A MAY BE CONSTRUCTED DURING THE CONSTRUCTION AND DEVELOPMENT OF FUTURE PHASES.

** A 5' BIKE LANE WILL BE ADDED TO THE CHOSEN STREET SECTION FOR HICKORY STREET ON THE CLIMBING SIDE, WITH THE OPTION TO ADD ONE TO THE DOWNHILL SIDE OR PROVIDE SHARROW PAVEMENT MARKINGS. BIKE LANES ARE OPTIONAL ON ALL OTHER STREETS AND MAY BE PROVIDED AT SITE PLANNING STAGE.

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112 fourth street ne
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tel: 434.971.1160
phone: 434.971.1160
www.brwarchitects.com

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