



Rio29 Framework Overview

This attachment includes an overview of research/best practices, community engagement findings and rationale for staff's recommendations included in the draft framework for the Rio29 Form-Based Code.

The Rio29 Form-Based Code includes 3 sections:

Section 1. Regulating Plan

This section includes the Regulating Plan map, Use table and Affordable Housing Requirement.

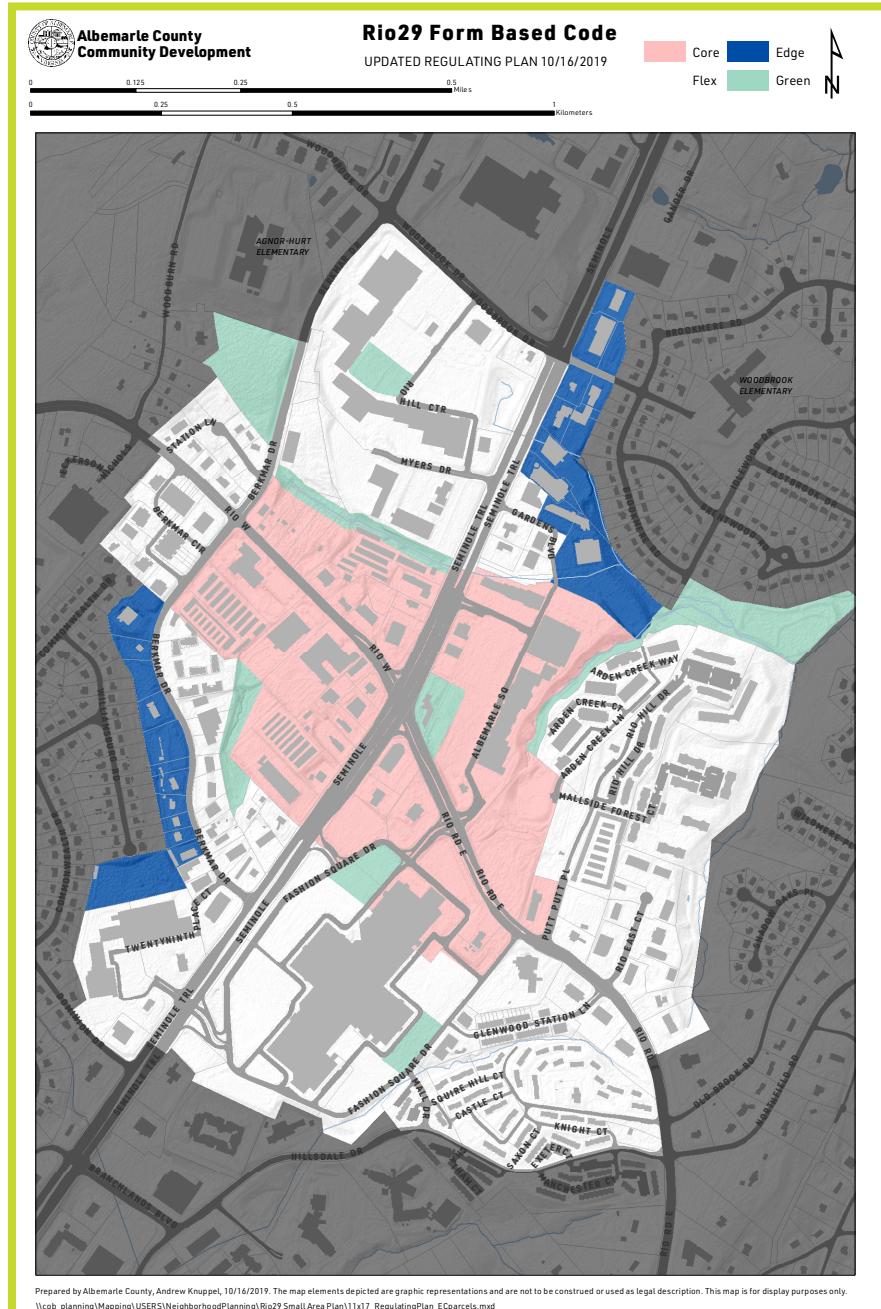
Section 2. General Standards

This section includes Building Standards, Street Standards, Parking / Loading Standards, Architectural Standards and Amenity Standards.

Section 3. Incentives

This section includes a description of and table for incentives that may be utilized for additional development rights.

Section I: Regulating Plan



The Character Areas identify general form standards and permitted uses applicable to each property in the Rio29 area.

These Character Areas include:

- Core
- Flex
- Edge
- Amenity Space

Section I: Use Table

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

Staff Recommendation (August Work Session)

- Further refine the light industrial definition to allow for uses that have a small manufacturing or fabrication component, while ensuring there are limited adjacent impacts
- Require ground-level floors in the Core to be designed with taller ceilings and transparent materials to allow for future conversion to retail/commercial or other active uses.

Draft Framework

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

Section I: Affordable Housing

3. Affordable Housing Requirement *

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

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

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

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

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

Community Engagement (August Public Event & Online)

- 68% of respondents in favor of an affordable housing requirement for all new development in Rio29

Economic Development Focus Group Feedback

- 47% of respondents in favor of a 15% affordable housing requirement
- 33% of respondents not in favor
- 20% unsure or had additional questions

Draft Framework (see above & Attachment 3)

If adopted as an optional overlay district, one of the following applies:

- 15% of units at 80% AMI
- 10% of units at 60% AMI
- 5% of units at 50% AMI

Section 2: Building Standards

Section 2. General Standards

1. Building Standards

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

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

1. Core

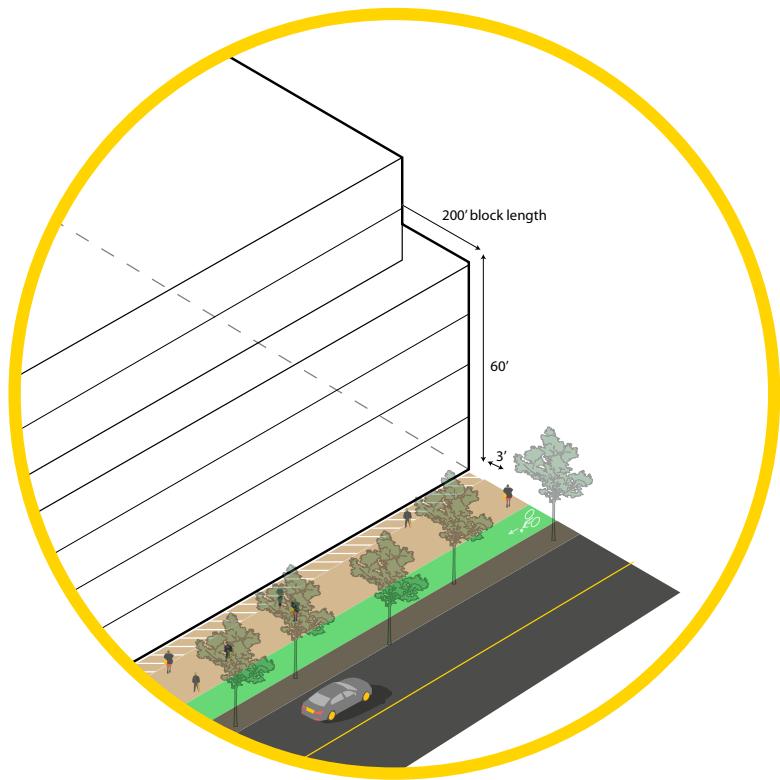
The Core is intended to have the highest intensity of development and the tallest buildings with greater window area and transparency.

- a. **Height:** Buildings in the Core must be at least three (3) stories tall. Five (5) story buildings are allowed by-right and up to six (6) stories may be permitted for bonus factors (see Section 3. Incentives). Seven (7) stories may be permitted with bonus factors and Special Exception.
- b. **Ground Floor Ceiling Heights:** At least 60% of buildings along Local Streets in the Core must have a ground floor ceiling height of at least 15 feet floor-to-floor. 100% of buildings along Boulevards and Avenues in the Core must have a ground floor ceiling height of at least 15 feet floor-to-floor.
- c. **Block Length:** Blocks in the Core must be between 200 and 300 feet long. Longer block lengths may be permitted if perpendicular pedestrian passages are provided (see Section 2.2 Streetscape Standards).
- d. **Build-To Line:** Buildings must be constructed within three (3) to ten (10) feet from the front lot line. Encroachments such as building entrance facades, building entrance canopies or balconies are allowed.
- e. **Step back(s):** Buildings along Local Streets must have a step back for each story above four (4) stories or 50 feet, unless appropriate façade articulation is incorporated into building design (see Section 2.4.3 Façade Articulation).

Draft Framework

- Specific building standards apply based on a property's Character Area:
 - Height (see following page for additional detail)
 - Ground Floor Ceiling Heights
 - Block Length (longer blocks may be permitted if pedestrian passages are provided)
 - Build-To Lines
 - Step back(s)

Section 2: Building Standards - Building Height



Community Engagement (June Public Event + Online)

- Preference for smaller block sizes and taller heights in urban areas (Core)

Economic Development Focus Group Feedback

- 82% of respondents cited negative implications for capping the height of buildings at four (4) stories

Planning Commission Recommendation (August Work Session)

- Allow four (4) stories by-right
- Five (5) stories may be permitted for bonus factors
- Six (6) stories may be permitted by Special Exception
- Prioritize preserving views and vistas at different scales

Steering Committee Feedback

- Five (5) stories is the natural building height for a building with first floor active, ground floor uses since "platform" construction is required with four stories of "stick" construction above
- Five (5) to six (6) stories are the most appropriate heights for the Core given building code requirements and construction practicalities for the most urban areas of Rio29. This is the form necessary to support a publicly-oriented and mixed-use community.

Draft Framework

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

Section 2: Street Standards

3. Street Amenities

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

	Boulevard	Avenue	Local Streets (Core)	Local Streets (Flex/Edge)
Street Lighting	R	R ³	R	R
Street Trees	R	R	R	R
Street Furniture	R	O	R	O
High Visibility, Signalized Crosswalks	R ¹	R	R ⁶	R ⁴
Landscaped Medians	R	O	O	O
Enhanced Transit Stop⁵	R ²	R	R	R
Protected Bicycle Lane	R	O	O	O
Bicycle Parking	R	O	R	O
Shared Use Path	O	O ¹	O	O
Special Pavers	O	O	R	O
Pedestrian-Only Streets	N	N	O	O
Green Infrastructure / Stormwater Control Measures	O	O	R	O

R¹ High visibility crosswalks with a signal are required but occur at a lower frequency than on Local Streets.

R² Transit stops must have an associated bus pull-out on Boulevards.

R³ Lighting at a specified interval is required, but at a less frequent interval than Boulevards.

R⁴ Marked crosswalks are required on Local Streets. High visibility and signalized crosswalks are not.

Enhanced Transit Stop⁵ Enhanced transit stops are only required in locations currently served or that will be served by Charlottesville Area Transit following completion of project construction.

R⁶ Marked crosswalks using special pavers are required.

O¹ Shared use paths may be provided in-lieu of on-street protected bike facilities.

Community Engagement (July Public Event + Online)

- Community members identified key street amenities for each street type (found on pg. 10 of Attachment 3 - Framework)

Economic Development Focus Group Feedback

- 35% of respondents cited the cost of funding redevelopment as the most significant financial impact of the Rio29 vision
- County infrastructure investment was cited as the most meaningful incentive to stimulate development (28%)

Planning Commission Recommendation (September Work Session)

- Planning Commissioners expressed support for staff's recommendation to use the Rio29 Small Area Plan's street sections as standards in the form-based code
- Request to remove new "destination street" term and use the term "Local Streets inside the Core"

Draft Framework

- Four street types
 - Boulevard
 - Avenue
 - Local Street
 - Through Corridor (Rt. 29)
- Street Section Components Table
- Street Amenities Table (with further design standards work in 2020)

Section 2: Parking Standards

PARKING LOTS IN RIO29



Community Engagement (July Public Event + Online)

- Community members identified appropriate parking for each type of street in Rio29

Economic Development Focus Group Feedback

- Mixed support for shifting from parking minimum approach to market-driven /parking maximums approach

Planning Commission Recommendation (September Work Session)

- Mixed support for staff's recommendation to remove parking minimums and introduce parking maximums
- Concern that current infrastructure not sufficient for market-based approach

Steering Committee Feedback

- Update parking minimum standards and remove parking maximums

Draft Framework

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

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

Parking can be located off-site or shared within $\frac{1}{4}$ -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.

Section 2: Architectural Standards

4. Architectural Standards

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

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

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

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

To accommodate concerns expressed at the October 15th Planning Commission work session, staff recommends that parcels fronting on Rio Road continue to be reviewed by the Architectural Review Board, while other interior parcels be reviewed administratively.

Community Engagement (August Public Event + Online)

- Conducted a visual preference survey for appropriate architectural styles in Rio29

Economic Development Focus Group Feedback

- 100% of respondents recommended codifying Entrance Corridor Guidelines as part of the Rio29 form-based code

Architectural Review Board Recommendation (October)

- Overall support for staff's recommendation
- Work collaboratively with ARB to develop the CWCoA and form-based code architectural standards

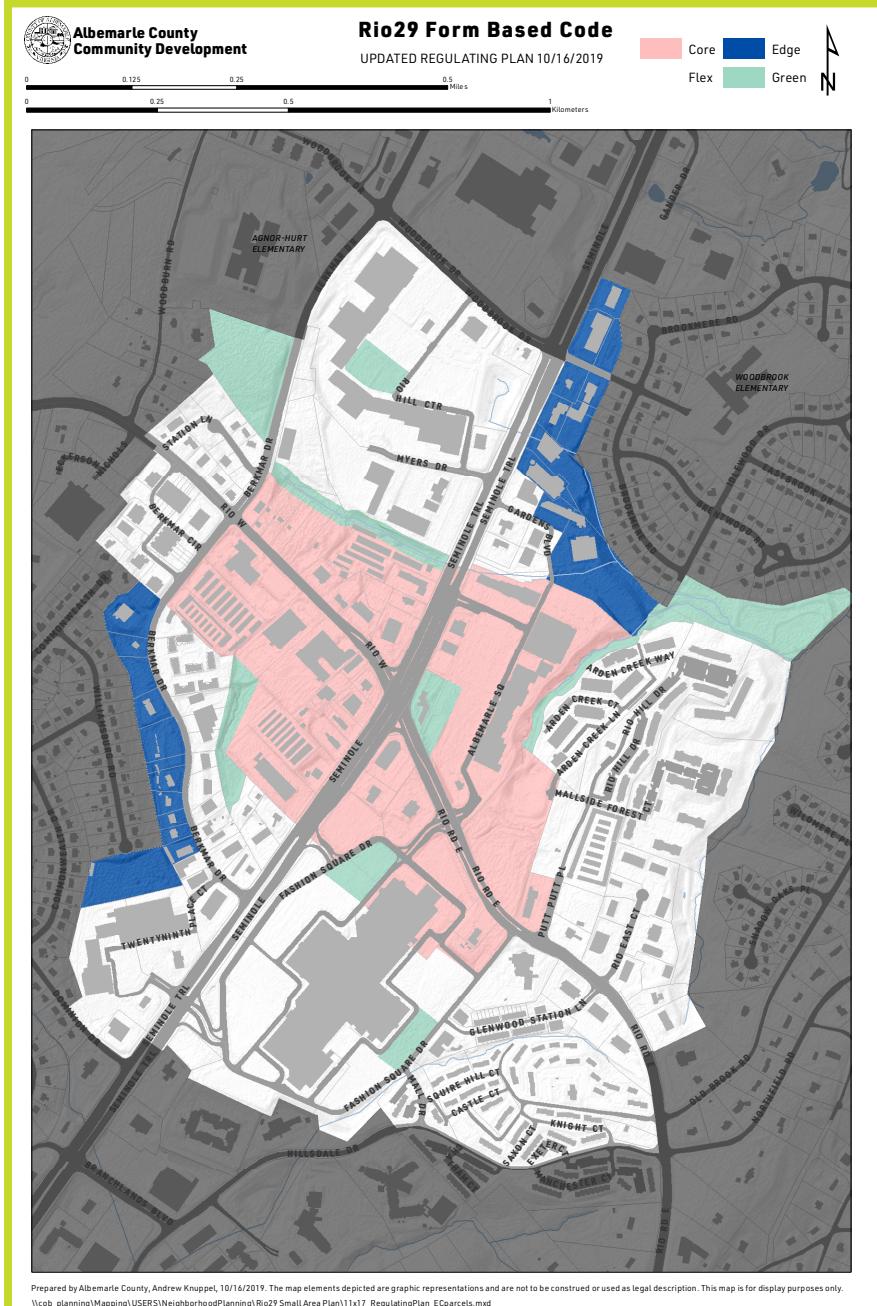
Planning Commission Recommendation (October Work Session)

- Concern about overly prescriptive architectural standards that could limit creativity and loss of flexibility
- Eliminating ARB review would be a loss in valuable input and expertise

Draft Framework

- Develop a new category of County-wide Certificate of Appropriateness (CWCoA) for Rio29 with the Architectural Review Board (ARB).
- Rio29 CWCoA would provide architectural standards on topics of transparency, materials/color, façade articulation, lighting, parking structures, and equipment/service areas. These are the topics currently included in the Entrance Corridor Guidelines and more specificity could provide more certainty for applicants interested in developing in Rio29 EC sites.
- Parcels with frontage on Rio Road continue to be reviewed by the Architectural Review Board, while other interior parcels be reviewed administratively.

Section 2: Amenity Standards



Community Engagement (July Public Event & Online)

- Community members identified appropriate components of each type of amenity space

Economic Development Focus Group Feedback

- 73% of respondents in favor of a "cash-in-lieu" option for central amenity spaces in Rio29

Planning Commission Recommendation (September Work Session)

- Overall support for staff's recommendation to use the Rio29 Small Area Plan's Conservation Network Plan to establish require outdoor amenity spaces
- Concern that there is not enough amenity space shown on the Future Conservation Network Plan
- Noted importance of design standards for amenity spaces

Draft Framework

- Staff incorporated additional amenity spaces and expanded previous locations shown on the Regulating Plan (left)
- All developments must dedicate a minimum area to onsite amenity space
- Permitted amenity space types are indicated by a property's Character Area

Section 3: Incentives

1. Bonus Points Table *

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

Bonus Category	Minimum Description	Point Value
Pedestrian alley improvements	1 of 3 options is satisfied (such as burying overhead utilities, incorporating a public plaza into the entrance of an alley; delineate pedestrian spaces from vehicular spaces)	1 point for the first improvement 0.5 point per additional improvement
Public and cultural amenities	1% of project budget or 3,000 sq. ft. gallery/museum space	1 point
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
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
Underground parking facility	X number of sub-grade parking stalls	2 point 1 point for every additional X number of sub-grade parking stalls
Bicycle storage	Sheltered and secure bicycle parking for X bicycles	0.5 points 0.25 points for every additional X bicycle parking
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
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

*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.

Economic Development Focus Group Feedback

- Discussion from focus groups helped identify key incentives that would be beneficial to property owners/developers in Rio29, while also maintaining consistency with the vision and goals established in the Rio29 Small Area Plan

Steering Committee Feedback

- Overall support for a point-based system/conceptual matrix provided
- Acknowledgement that additional tax incentives and public-private partnerships are desired, while they cannot be incorporated into the form-based code

Draft Framework

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