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Uptown North Orange Form-Based Code (UNO-FBC)

SECTION I. Introduction

A. Historic and Policy Context.

The Town of Orange is a collection of neighborhoods which vary in size, scale and intensity. The Historic Main Street-Station Area preserves the built scale, densities and pedestrian-orientation of an era when train travel and walking were the primary modes of transportation. The older residential neighborhoods immediately adjacent to the old "Downtown" also reflect this respect for pedestrian scale and are within a ¼ to ½ mile radius of the heart of the Town of Orange. (See Orange Historic Development Pattern w/ Pedestrian Sheds, Figure 1.1.) This same pattern of historic urban development can be found in many Virginia towns and cities such as Charlottesville, Culpeper, Fredericksburg and Lexington. Notably, much of the surrounding county land has been zoned for agriculture, thereby preserving a link to the Town's agrarian past. The Round Hill property is currently located on the edge of the County and is very much a part of the agricultural landscape. In the years since WWII, like many American towns and cities, the Town of Orange went through a period of suburban development (particularly along the Route 15 Corridor) driven by the automobile as the primary mode of transportation. This pattern was promoted and codified by planning and zoning departments and departments of transportation (DOTs) throughout the United States. However, in the Commonwealth of Virginia, with the addition of Chapter 382 of the 2002 Acts to the Code of Virginia, secondary streets must now ensure the connectivity of road and pedestrian networks (in each new development) with the existing and future transportation network. The adoption of these Secondary Street Acceptance Requirements (SSAR) in 2009, may very well mark the beginning of a return to a more balanced approach to transportation planning in Virginia; one that encourages a mix of modes ranging from the pedestrian to the car to transit.

The Town of Orange Comprehensive Plan (adopted fall 2006) created an alternative "vision" for the Town of Orange that harkened back to the less auto-dominated era of "Main Street." The framework for this "vision" revolves around three pedestrian-oriented, urbanized centers namely; Downtown, Midtown and Uptown. Downtown encompasses the historic Main Street- Station Area and surrounding older residential neighborhoods. This area is inherently more dense and mixed use than the surrounding suburban fringe and its urban form embodies a respect for the pedestrian. Given this urban pattern along a train line, the predominant development strategies for the Downtown are context-sensitive infill combined with transit-oriented development (TOD.) Midtown includes the old strip suburban shopping centers along Route 15. This area is ripe for redevelopment in a more urban pattern, however pre-existing conditions do not necessarily warrant preservation. Finally, Uptown is predominantly farmland with some suburban-oriented development. Given that it is essentially a "green-field" site, urban development strategies will not revolve around preservation, context-sensitive infill or redevelopment but new development. The Round Hill property falls squarely within the parameters of "Uptown."

B. Essential Concepts and Purpose.

The Town's "vision" for Uptown necessitates a different set of regulatory practices than currently followed by either the Town or the County of Orange. The *Uptown North Orange Form-Based Code (UNO-FBC)* represents both an implementation strategy and an alternative code for developing the Round Hill site in keeping with the Comprehensive Planning concepts of "Uptown" and "Traditional Neighborhood Development" (TND) as per the Town's Traditional Neighborhood Development (TND) Zoning District. As referenced earlier, the inspiration and content for that strategy comes from historic precedent (i.e. the Town of Orange, Charlottesville, VA) and "New Urban" developments (i.e. Kentlands in Gaithersburg, MD.) The conceptual foundation for that strategy is the "Transect."

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B. Essential Concepts and Purpose (continued).

In order to accommodate the Town's diverse goals, the Uptown North Orange (UNO) Development Team needed a clear but flexible planning tool for organizing development. The "Transect" was selected because it simulates historic urban growth patterns in that it organizes "places" along a continuum of lesser to greater intensity of development. These places have discernible centers and edges within a "pedestrian shed" (i.e. the distance for the focal point to edge is within a 1/4 - 1/2 mile walking distance) and they support a variety of dwelling types. (See Transect Zone Definitions, Figure 1.2.) Applying this strategy to Roundhill, one can see that Uptown falls neatly within a "pedestrian shed." (See Uptown Transect Diagram w/Pedestrian Shed, Figure 1.3.) The area of highest density and intensity of land use mixing is the Uptown Center, T5. The land area immediately surrounding the Center with relatively less density and intensity is T4. The area adjacent to T4 is predominately residential (with a range of product types) and is referred to as T3. The area adjacent to Route 15 east of T5 has its own special district (SD) designation, in recognition of its position along Route 15. The outlying countryside surrounding Round Hill as well as larger areas of open space within Roundhill is T2. Each of these transect zones have their own specific standards for urban form, street spaces and land use designations. These standards in turn were derived from historic Virginia precedent and new urbanist developments and form-based codes. Each zone offers a range (or menu) of appropriate building, lot, frontage, thoroughfare and open space types that can be combined in numerous ways, to provide the flexibility desired on the part of the developer. Each Transect Zone and District specific to UNO is summarized below.

As depicted on the Transect Map (Section II. The Regulating Plan of this document) Uptown is comprised of five Traditional Neighborhood Development (TND) Transect Zones (T2 through T5A) and one Specialized District (SD15), ranging from most to least urban. Specifically in terms of land use and development intensity, each zone and district is summarized as follow.

Urban Center T5A. Has the capacity to evolve into a much denser and diverse "Core" commonly referred to as T6. T5A currently requires the most non-residential land use development of any of the other Traditional Neighborhood Development transect zones in Uptown and it excludes single family detached housing products entirely.

Urban Center T5B. Allows single family detached housing to coexist with a diverse mix of land uses, similar to that allowed in T5A, with slightly less density.

General T4. Allows a diverse mix of residential land use types with minimal commercial development.

Edge T3. Allows a wide range of residential uses with an emphasis on single family detached products, but no commercial development.

Conservation Area T2. Represents large areas of open space used for both un-programmed public recreation as well as storm-water management and wetlands preservation. Limited civic-institutional (public or private) buildings are allowed by warrant (subject to the review of the Urban Design Review Committee (UDRC) See Section VI Administration.

Special District SD15. The special (or specialized) district represents a zone within the TND that due to its adjacency to a state highway (ie Route 15) has a physical form that is more auto-dominated and less pedestrian-oriented than Transect Zones T5A, T5B, T4, T3 and T2. Furthermore, it is dominated by a single use, namely a type of retail that requires visibility from a roadway with a high frequency of vehicle miles traveled (VMT)/day. Where SD15 abuts major entrances to UNO from Route 15, buildings shall front the entrance thoroughfare and parking shall either be relegated to the rear of buildings or visually minimized.

The Uptown North Orange Form-Based Code (herein referred to as UNO-FBC) is intended to be a legal document that regulates land-development by setting coherent controls on building form while employing more flexible parameters relative to building use and density. This emphasis on physical form is intended to produce safe, vibrant public spaces (i.e. streets, parks and shopping areas) with a viable mix of uses. The UNO-FBC uses simple, clear graphic prescriptions and parameters for height, siting and elements to provide the basic ingredients for good public space.

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Figure 1.1 Orange Historic Settlement Pattern w/ Pedestrian Sheds

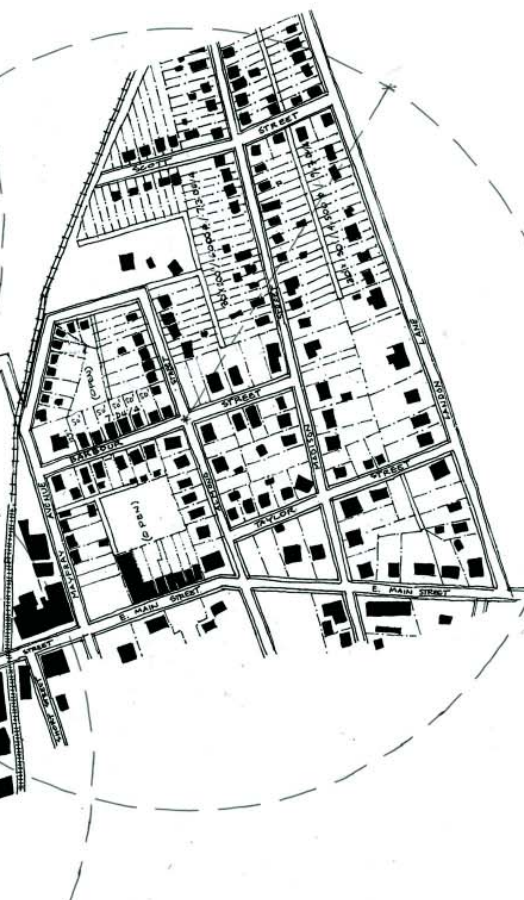
**NEIGHBORHOOD 2.
Peliso/Belleview Avenues:**

Lot Sizes (typical); 50' x 175'
Block Density (average); 5.0 du/acre



**NEIGHBORHOOD 3.
Madison Street, Landon Lane:**

Lot Sizes (typical); 30' x 150', 30' x 200', 60' x 150'
Block Density (average); 7.0-10.0 du/acre



**NEIGHBORHOOD 1.
West Main Street:**

Lot Sizes (typical); 30' x 200', 40' x 150', 75' x 200'
Block Density (average) 2.9-7.25 du/acre

North Arrow

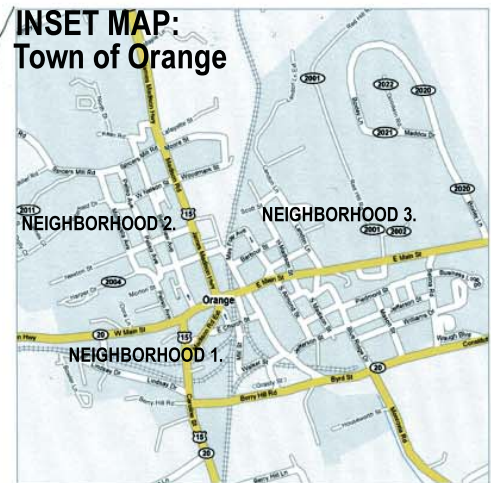


Pedestrian Shed (Circle w/ a 1/4 mile radius=a five to ten minute walk.)

Bar Scale



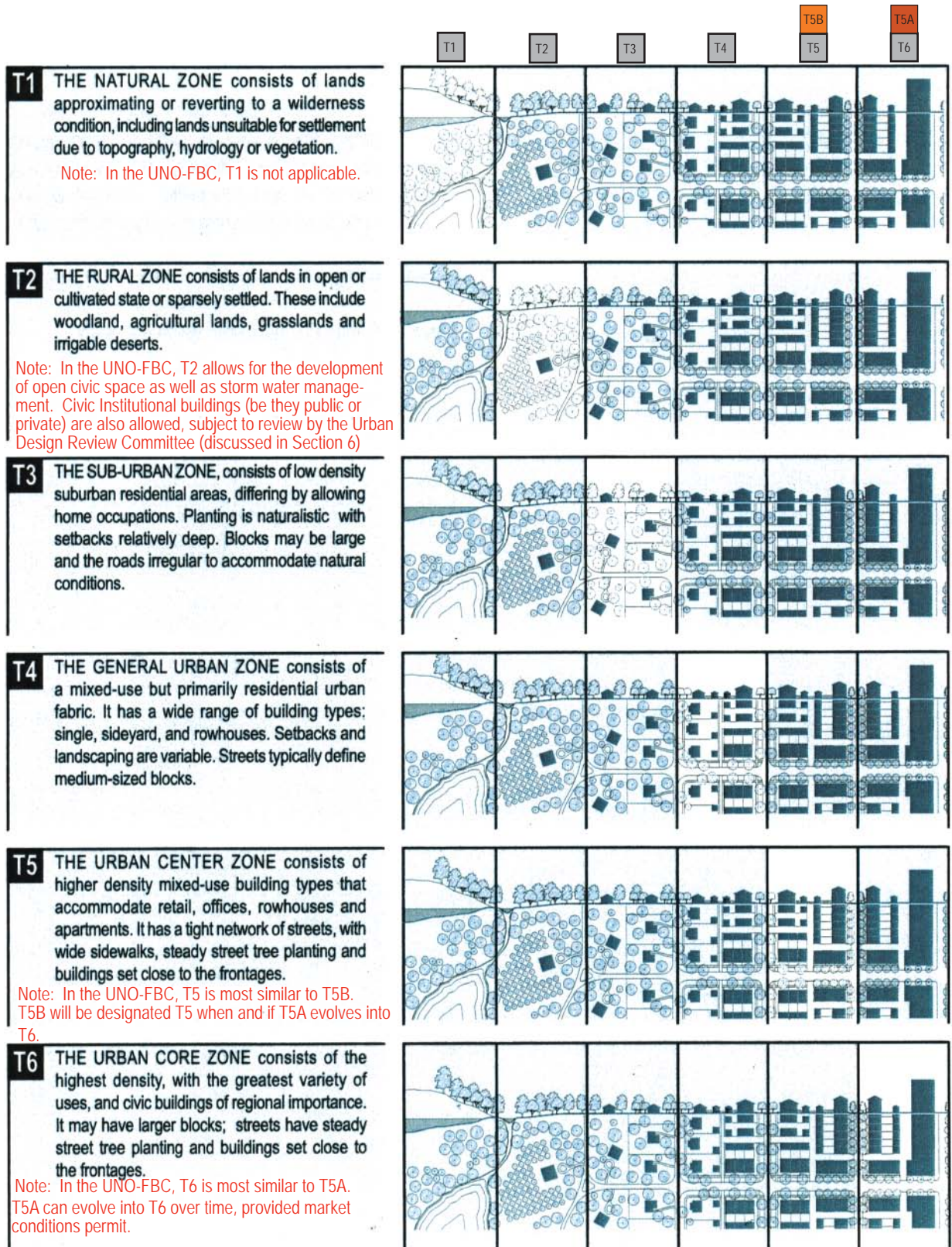
**INSET MAP:
Town of Orange**



Source: Limehouse Architects and Galvin Architects

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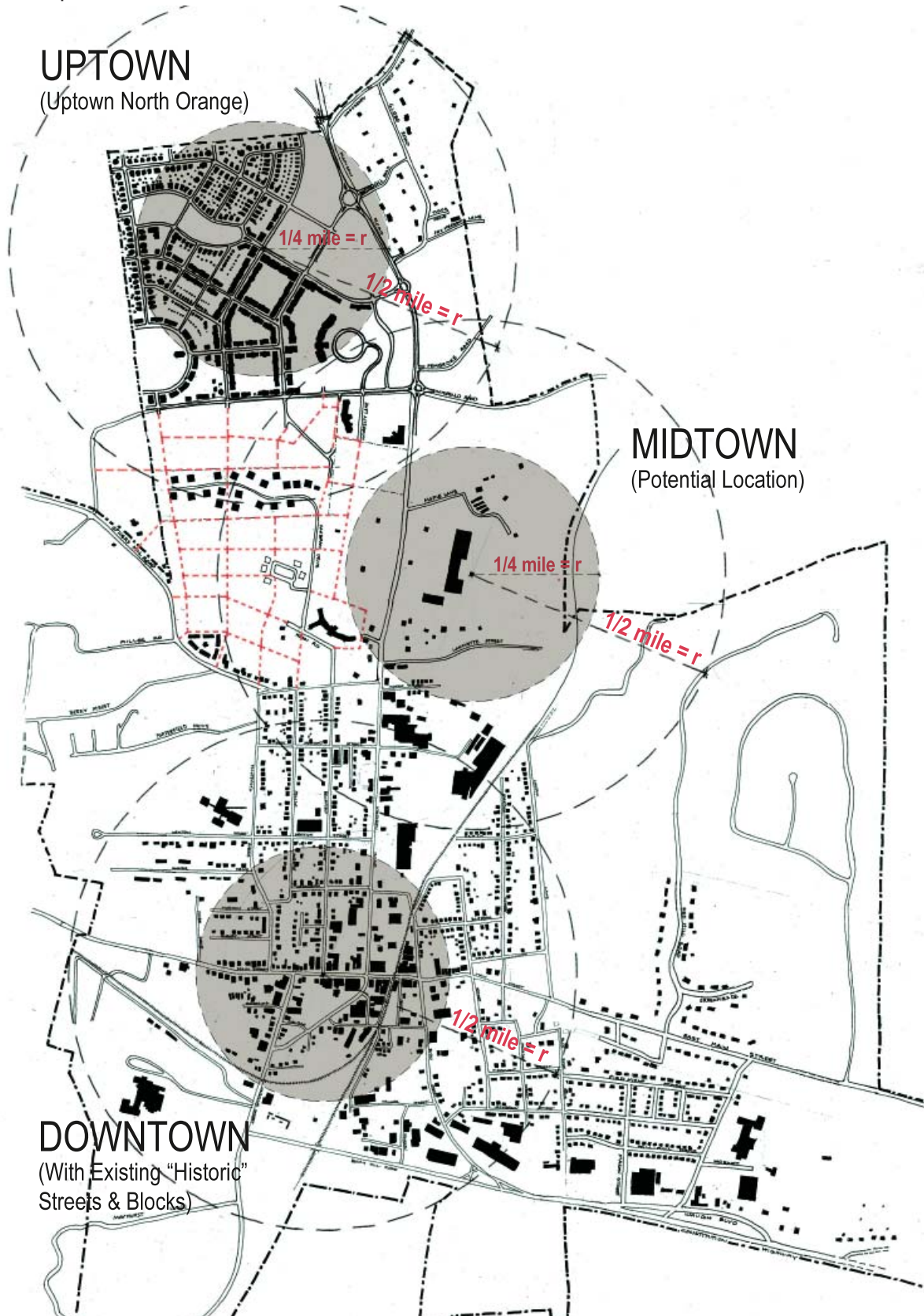
Figure 1.2 Transect Zone Definitions



Source: Smartcode and Manual, Version 8.0 by Audres Duany, William Wright, Sandy Sorlien (with modifications as noted.)

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Figure 1.3 Uptown in Context with Pedestrian Sheds-Illustrative



Source: Limehouse Architects and Galvin Architects

--- Hypothetical Future Connections (either vehicular or bicycle/pedestrian)

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C. Overview and use of this Document.

The information in this document will explain where the building sits on the street, the limits of its three dimensional form and the range of allowable uses. This document does not however provide architectural standards.

Section I. Rationale, methodology, instructions and glossary of terms for a UNO-FBC.

Section II. Regulating Plan (consisting of a series of map diagrams and a “Master Matrix of Urban Standards”) that key required Public Space and Building Envelope Standards to the site plan. Refer to the Regulating Plan (Section II.) to identify the applicable **Transect Zone and Thoroughfare Type** applicable to any given site location in UNO.

Section III. Public Space Standards that govern the physical characteristics of thoroughfares, streetscapes and open space. These Public Space Standards are required unless otherwise noted. Once the Transect Zone and Thoroughfare Types have been identified, refer to the **Public Space Standards** (Sections III.) This section regulates thoroughfare and streetscape standards, included but not limited to vehicular lane widths, curb radii, sidewalk and tree planting area dimensions and materials and on-street parking configurations. Section III also identifies and regulates premissable open space types.

Section IV. Building Envelope Standards that regulate the physical placement of buildings and parking, building massing and scale. These Building Envelope Standards are required unless otherwise noted. Refer to the **Building Envelope Standards (BES)** in Section IV to determine the basic parameters for building and parking placement, height, transparency and encroachments. This section also keys the BES to the range of applicable building, lot, private frontage, thoroughfare and open space types possible for any given piece of property relative to its transect zone and thoroughfare type.

Section V. Land Use Assignments and Parking Standards. Refer to the Land Use and Parking Requirements in Section V to determine appropriate land uses and parking requirements for each transect zone. This section also explains and qualifies the overall **Development Program** for UNO.

Section VI. Administration. Throughout the planning and development process, refer to Administration in Section VI to determine application procedures and requirements at both the lot and block level of development as well as project-wide.

Section VII. Appendix Throughout the planning and development process refer to the Appendix Section VII for specifications and historic precedents

NOTE: It is understood that the standards herein established by the UNO-FBC and the Internal Review Process established in Section VI. Administration of this document do not void any requirement on the part of the owner, the Master Developer, the Sub-Developer and/or Lot Owner (a.k.a. Lot Developer/Applicant) to comply with all other requirements, policies, and laws of the Town of Orange and the State of Virginia, including but not limited to the Town's zoning ordinance, subdivision ordinance and infrastructure design standards provided that such standards may be waived or amended by due process in accord with the legislative and administrative procedures of the Town of Orange and the State of Virginia in effect on the date of such request for waiver or modification. It shall be the responsibility of the owner, the (Master) Developer, the Sub-Developer and/or Lot Owner (a.k.a. Lot Developer/Applicant) to determine all External Review Process responsibilities in conjunction with the specific nature of the project being proposed.

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D. Glossary of Terms

The following terms are used in the Uptown North Orange Form-Based Code (UNO-FBC). Certain terms in the Form-Based Code Plan are used in very specific ways, often excluding some of the meanings of common usage.

Accent Lighting: Fixtures or directional beams of light arranged so as to bring attention to an object or area, be it a building and/or architectural or landscape architectural feature.

Accessory (or Ancillary) Building: A detached non-primary structure on a lot that may include a garage, that is subordinate in size and character to a principal, primary building situated on the same lot. Accessory/Ancillary Buildings shall not be located in the front yard.

Accessory Unit: A secondary living unit on a residential lot, which can be rented out as an additional residential unit or used as a home occupation space by the owner of the primary principal structure. It can be located in a primary building attic or basement or over a garage in an accessory/ancillary building on the same lot as the main structure. When it is within a detached, ancillary structure, such as a garage it shall not be more than 800 SF (not including the garage.)

Alley: A low-capacity roadway, with two-way yield operation along the rear of properties. It not only provides access to the rear of buildings, but also vehicle parking (e.g. garages), and locations for utility meters, and recycling and garbage bins. The intent of the UNO-FBC is that they be within a public right-of-way (ROW.)

Anchor or Anchor Establishment: A commercial or recreation-oriented, single-use establishment that is typically located in a shopping center, enclosed mall, free standing pad site, or urban main street area which provides a destination attraction for a regional or subregional market segment. Examples include, but are not limited to, large footprint clothing and department stores, grocery stores, physical fitness facilities, theaters and cinemas. The anchor establishment serves as a catalyst to enhance the local marketplace support for smaller scale retail and non-residential uses.

Apartment Building: A structure with more than two dwelling units on one lot. Allowable frontages are Front Yard, Doorway, Dooryard, Terrace/Light Court, Forecourt and Common Lawn.

Apartment House Lot: Lot on which a building containing multi-family dwelling units is constructed or may be constructed.

Arcade (a.k.a. Colonnade): A private frontage wherein the façade is an arched colonnade that overlaps the sidewalk, while the façade at sidewalk remains the frontage line. This type is conventional for retail use, with other uses in the occupied space above the colonnade.

Assembly Area: A facility with fixed seats or large spaces designed to accommodate temporary seating on a regular basis for gatherings or events or open exhibition halls. Examples include, but are not limited to, churches, auditoriums, libraries, and community centers. This does not include spectator sporting events.

Average Daily Traffic (ADT): The average total number of vehicles that traverse a road on a typical day.

Awning: A cantilevered, projected or suspended cover over the sidewalk portion of the street-space. It is usually made of canvas or metal, is often adjustable and placed over the sidewalk, windows, or doors to provide protection from sun and rain.

Balcony: An exterior platform attached to the building façade (forward of its required building line). Balconies aligned vertically on adjacent floors may post up to one another and share a single roof element. Balconies are regulated as an encroachment. (See Section IV, Table 4.1)

Bay: The repetitive, compositional pattern of private frontages (i.e. storefronts, stoops, porches, etc) upper facades and cornices that give the entire streetscape a visual cohesiveness and physical rhythm that orients pedestrians and motorists. The physical rhythm of storefront openings along a thoroughfare can create a visual image that consumers recognize and associate with commercial activity.

Bay Window: Generally, a U-shaped enclosure, extending the interior space of the building outward of the exterior building wall (along its street space side). Walls and windows shall be between ninety (90) degrees (perpendicular) and zero (0) degrees (parallel) relative to the primary wall from which they project. Coordinate with the Encroachment requirements stipulated in the Building Envelope Standards (BES), Section IV of the UNO-FBC.

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Bio-retention: A water quality practice that uses landscaping and soils to treat urban storm water runoff by collecting it in shallow depressions before filtering it through a fabricated planting soil media.

Block: The aggregate of private lots, passages, rear lanes and alleys, circumscribed and not traversed by thoroughfares (pedestrian pathways excepted). Blocks shall be measured at the frontage lot lines (along required right of way).

Block Corner: This refers to the outside corner of a block at the intersection of any two streets. Some of the requirements of the building envelope standards are specific to block corners.

Buildable Area: The area of the lot that building(s) may occupy, which includes the entire area of the lot behind the Build to Line or minimum setbacks. The buildable area sets the limits of the building footprint now and in the future (i.e. additions to structures must be within the designated area.)

Building Envelope Standards (BES): The part of the Code that establishes basic parameters regulating building form, including the envelope, placement (in three dimensions) and certain permitted/required building elements, such as storefronts, balconies, and street walls. The building envelope standards establish both the boundaries within which things may be done and specific things that must be done. The applicable BES for a site is determined by its transect zone and thoroughfare type as per the Regulating Plan. This produces a coherent street space while at the same time granting the developer a range of site design and architectural options.

Building Frontage Zone: The distance between the throughway and the building front or private property line that is used to buffer pedestrians from window shoppers, apputenances and doorways, etc. The frontage zone can also be used for street cafes, however street cafes may cross pedestrian Throughway Zone, provided a 6' wide throughway is maintained. (See Section III.B.4.a)

Building Height: The vertical distance measured in stories (and minimum footage) from the finish grade of the sidewalk at the front property line, to the eave of the roof, or bottom of parapet wall. The half (0.5) story designation shall apply when the maximum number of stories includes either active habitable roofs, or parapet walls (greater than or equal to 4'-0") that provide locations for signage and awnings (see Generic Wall Sections, Figure 4.4 in Section IV.)

Building Width and Building Width Module: The distance between a building facade's two sides, measured along the front of the right of way (ROW.) The UNO-FBC regulates maximum building width in order to ensure that buildings will be appropriately scaled. When buildings need to be wider than the maximum width module allowed the building must be designed to read as multiple separate buildings governed by the maximum module width. This applies to T5A (all building lot types) and T5B and T4 for all building lot types, except single family detached (SFD.)

Build-To-Line (BTL): A line parallel to the property line, along which a building shall be built. It defines the frontage which extends vertically and parallel to the street. The BTL is a requirement, not a permissive minimum as is a setback. The minimum length of building that is required to be built to the BTL is regulated by the BES for each transect zone. The BTL occurs in T5A only.

Civic Building: A building intended for public assembly, governmental or non-governmental institutional use or some other civic function. Civic buildings can include but not be limited to municipal buildings, churches, libraries, schools, daycare, educational, cultural and recreational facilities. Civic buildings (and public art) shall be designated on the final site plan and may deviate from the BES by warrant.

Civic Building Lot: Lot on which a civic building is constructed or may be constructed.

Civic Space: An area dedicated to institutional use (public or private), often designated in association with prominent civic buildings.

Close: An alternative to the cul-de-sac (i.e. a local street with a closed circular end which allows for vehicle turn around.) The close is a one-way loop road encircling a public space, fronted by residences or shops on one side.

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Colonnade (a.k.a. Arcade): An encroachment and private frontage type where the upper floors extend beyond the BTL into the public ROW. Ground floor level facades align with the BTL. It is open to the street space except for supporting columns, piers, or arches. Residential or office units may occupy the space over the colonnade. Where a colonnade is built the requirement for street trees is waived for that portion of the street's public frontage which parallels the BTL. A colonnade is distinct from a gallery, where the covered walkway is applied to the front façade. A gallery does not support upper stories. Colonnades and Galleries are only allowed in T5A where sidewalks are a minimum of 16' wide. See Gallery in this glossary and Coordinate with Section IV, Figure 4.1 and Table 4.1/

Commerce/Commercial: Any use that is defined herein as a business service, personal service, professional office, retail service, retail specialty, retail trade or studio use and specifically excluding any type of sexually oriented businesses.

Commercial Street: This public frontage has raised curbs drained by inlets and very wide sidewalks along both sides, unless the opposite side bounds a Natural Preserve/Conservation Area or Green. Sidewalks are separated from vehicular lanes by separate tree wells with grates and parking on both sides. Landscaping consists of a single tree species aligned with regular spacing where possible without obstructing shopfront entrances or signage. (See Section III.B.1 and Figure 3.1)

Common Lawn Front or Frontage: This is the most rural of private frontages, where the house is perceived as a distinct object in the landscape as opposed to being one of many buildings along both sides of a thoroughfare that contain space and create a sense of enclosure. It provides a lawn, garden or terrace in the area between the street and the door, is suitable for "estate building lots" and highly trafficked roads since the larger front setback serves as a buffer. Only occurs in T3.

Common Lot Lines: Lot lines shared by adjacent private lots.

Conservation Area (a.k.a. Natural Preserve): This is a large open civic space type and transect zone (T2) available for recreation and other civic use that may also function as a part of an overall system of storm-water management (including rain gardens) or wetlands preservation. It may be contiguous with other greenways and natural corridors in the region and may be linear in that they follow natural stream networks. It does not have to be defined or circumscribed by building frontages. Its landscape shall consist of paths and trails, meadows and woodlands, all naturalistically arranged (as opposed to formal rows of regularly spaced trees of the same species). (See Section III, Figure 3.2)

Cornerstore: See General Store Building.

Cottage: A small single dwelling unit with yards on all four sides (i.e. an "Edgeyard" building type) or located at the front and one side of its lot with a side porch facing the side yard (i.e. a "Sideyard" building type) that is well suited for shallow or narrow lots.

Cottage Lot: Lot on which a cottage is constructed or may be constructed. It is the smallest lot designated for single family detached (SFD).

Density, Gross: The maximum number of dwelling units allowed within a particular parcel of land, expressed in terms of dwelling units per acre gross. The acreage calculation includes non-developable areas (ie flood plains wetlands, steep slopes, forest preserves, thoroughfare assembly) but not land areas internal to the transect zone reserved for civic open space uses including T2.

Density, Net: The maximum number of dwelling units possible within a particular parcel of land after subtracting the non-developable areas, (e.g., flood plains, wetlands, steep slopes, forest preserves, thoroughfare assembly) and all open civic space types internal to the transect zone, expressed in terms of dwelling units per acre, net.

Density Bonus: A form of incentive offered to property developers to provide some combination of features consistent with a community's goals (as found in the Comprehensive Plan).

Density Compensation: Granting a credit for higher density elsewhere on a site to compensate for developable land lost due to environmental considerations.

Developer(Master): Entity charged with planning and implementing the UNO Conceptual Master Plan. The Master Developer (unlike the lot developer) oversees the entire buildout of UNO overtime and by phase. The Master Developer and Owner may be one and the same.

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Doorway: A private frontage type where the façade is aligned with the edge of the sidewalk and the entry is a door flush with the façade, or recessed into the façade. This type is similar to storefront frontages, except that they are primarily used for residential entries to achieve greater “visit-ability.”

Dooryard/Terrace: A private frontage type wherein the façade is set back from the frontage line by an at-grade courtyard or an elevated terrace, garden or lawn. This type buffers residential use from urban sidewalks and removes the private yard from public encroachment. The dooryard is suitable for conversion to outdoor dining space. It is specifically the area within the street space, between the façade of the building (generally the BTL) and the property line. Stoops, balconies, temporary displays, café seating and other encroachments may be placed within the Dooryard area.

Dormers: Small, roofed structures with windows providing light and air to habitable space within the roof. Dormers are permitted and do not constitute a full story so long as they do not break the primary eave line, are individually less than fifteen (15) feet wide.

Dwelling: A place of habitation with food preparation facilities for a single family, regardless of building lot type. Dwelling does not include use as a transient vacation rental or time-share unit.

Dwelling/Apartment: A portion of a building consisting of a single dwelling unit. Apartment dwelling may be located in buildings containing more units of the same use (Apartment House) or in buildings containing multiple uses (Mixed-Use/Main Street Building).

Dwelling, Multi-Family: A building or portion thereof which consists of two or more dwelling units and which is designed for occupancy by two or more families living independently of each other.

Dwelling, Single Family: A Building consisting of only one dwelling unit designed for or occupied exclusively by one family. Applicable building lot types include; Townhouse, Live Work, Cottage, House, Villa and Estate.

Eave Height: Used to establish building height in the Code. Eave Height shall be measured from finish grade at the sidewalk to the bottom of the roof overhang or top layer of roofing material at the base of a parapet wall. (See Generic Wall Sections Figure 4.4, in Section IV.)

Edge Zone: The area between the face of the curb and furnishing zone, an area of required clearance between parked vehicles or traveled way appurtenances or landscaping. (See Section III.B.4.a)

Encroachment: A building element that may extend over the BTL or into the setback, such as balconies, bay windows, porches and roof overhangs, typically on all sides of the building. They are required and monitored in order to enliven the streetscape and create distinctive urban environments that reflect the locality’s architectural and urban design traditions. (Coordinate with Section IV and Table 4.1)

Establishment: A single business with a single owner (be it a sole proprietor or corporate entity)

Estate: A large single dwelling unit with yards on all four sides, suited to larger lots.

Estate House Lot: Lot on which an estate house is constructed or may be constructed. It is the largest lot type designated for single family detached. (SFD)

Excess Parking: Parking spaces that are constructed over and above the number required or predicted based on the parking demand ratio for a particular land use or activity.

Façade: Building face; the building elevation facing the public street space. Building walls facing interior courts, common lot lines, and alleys are not facades.

Facade Build-out along Frontage: The extent to which the lot width along the frontage line (see definition below) of a thoroughfare is occupied by a facade, measured as a % of the frontage line. Whereas building height monitors the vertical definition of a public thoroughfare or open civic space, the minimum % facade buildout sets a minimum criterion for establishing horizontal definition. It shall be used in conjunction with (not in lieu of) the side BTL and side setback requirements established by the BES.

Fenestration: Openings in the building wall allowing light and views between interior and exterior. Fenestration is measured as glass area (including muntins and similar window frame elements) for conditioned space and as open area for parking structures or other un-conditioned, but defined space.

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Flat: A structure with two dwelling units placed one above the other. It may additionally have an Accessory Unit to the rear of the property.

Forecourt: A private frontage type wherein a portion of the façade is close to the frontage line and the central portion is set back. The forecourt created is suitable for vehicular drop-offs. Large trees within the forecourts may overhang the sidewalk.

Form Based Code: A method of regulating development to achieve a specific urban form. Form-based codes create a predictable public realm primarily by controlling physical form, with a lesser focus on land use through regulations.

Frontage or Frontage Line: The front or side property line and/or right of way line of a building lot (equal to lot width), measured along a public thoroughfare. Alleys are not considered to have frontages.

Frontage Requirements: Requirements that each lot within a particular zoning or building lot type category have a minimum length that fronts along the street.

Front Porch/Porch and Fence: An encroachment and private frontage type attached to the front of the primary building. Front Porches, must be roofed and enclosed by balustrades (railings) and posts that extend up to the roof and shall not be otherwise enclosed, except with insect screening. They may extend upwards multiple stories. Porch and fence is a private frontage type allowed in T5B, T4, and T3. Coordinate with Section IV and Figure 4.1 and Table 4.1.

Front Yard: Applies to a number of private frontage types where the façade is set back from the public ROW or via a setback or BLT. Applicable frontage types can include stoop, dooryard, porch and fence and common lawn. A fence at the frontage line is optional.

Furnishing Zone: The area of the roadside that provides a buffer between pedestrians and vehicles. It contains landscaping, public street furniture, transit stops, public signage and can contain utilities. See Section III.B.4.a.

Gallery: A private frontage type wherein the façade is aligned close to the frontage line with an attached cantilevered shed or a lightweight colonnade overlapping the sidewalk. This type is conventional for retail use. A gallery is distinct from a colonnade or arcade in that it is applied to the front façade and does not support upper stories.

Garden Wall: A masonry wall defining a property line or delineating a private area. A vehicle entry gate (opaque and maximum twelve (12) feet wide) and a pedestrian entry gate (maximum six (6) feet wide) are both allowed within the garden wall length.

General Store Building (a.k.a. corner store): A retail store located to the front of its lot and featuring a highly transparent ground floor façade. Upper floors may house residential or commercial uses. Corner stores are restricted to T4, T5B and T5A and frequency is limited by market demand (300 roof tops min. required/cornerstore \leq 5,000SF)

General Store Building Lot: Lot on which a general store building is constructed or may be constructed.

Green: This is an open civic space type, available for recreation. A green is typically defined or circumscribed by building frontages. Its landscape shall consist of lawn, grasses and multiple tree and other plant species, naturalistically arranged (as opposed to formal rows of regularly spaced trees of the same species). It may include rain gardens as part of a storm water management strategy. See Section III, Figure 3.2.

Ground Floor Build to Line (GFBTL): Applies only to the Arcade/Colonnade private frontage in T5A. The GFBTL extends vertically for the full clear height of the colonnade parallel to the street, at the BTL. See Section IV, Figure 4.1 and Table 4.1 for specifications and details.

Ground Story: The first floor of a building that is directly accessible to the public street, either at grade or elevated via ramps or steps. For commercial buildings, at least eighty percent (80%) of the finished floor elevation shall be within eighteen (18) inches of the adjacent fronting sidewalk level. When a residential use occupies the Ground Story, the finished floor elevation shall be a minimum of 18" to sixty (60) inches above the fronting sidewalk elevation, unless otherwise specified in the Building Envelope Standards or to be handicapped accessible as per the American with Disabilities Act (ADA). The next Story above the Ground Story is the second floor. All ground stories serving the

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Guideline: A table, graphic, or piece of text that sets forth a desired or preferred condition or outcome but whose actual application is up to the discretion of the user (ie. developer.) It is not mandatory but intended to be a useful reference.

Half Story: The active occupiable space within the attic (of sloped roofs) of a building, naturally lit with dormers. In this instance, building height is measured from the top of finish grade to the bottom of dormer eaves. It is also the non-occupiable space behind a parapet wall where the distance between the top of the roofing material and the top of the solid, opaque, parapet wall is $\geq 4'-0"$. It functions to both conceal mechanical equipment and provide a backdrop for signage, lighting and awnings. (See Generic Wall Sections, Figure 4.4 in Section IV.)

Hollywood Drive: A one-lane driveway broken into separate narrow paved areas for each wheel with a strip of grass in between.

Home Occupation: An enterprise or activity conducted by the occupant of the dwelling unit wherein the enterprise or activity takes place and which is intended to produce income.

House: A relatively small dwelling unit that is either an edgeyard or sideyard building type that is well-suited for relatively narrow lots.

House Lot: Lot on which a house is constructed. It is the second largest lot type designated for single family detached (SFD).

Illustration and Illustrative: A graphic or image intended to illustrate the application of a standard or principle, but is not in and of itself mandatory.

Impervious Cover: Any surface in the urban landscape that cannot effectively absorb or infiltrate rainfall.

Indentation: A recess within a building facade, from the primary plane of the facade. Indentations are an integral part of the overall design composition of a building facade.

ITE Manual: Published by the Institute of Traffic Engineers, it is considered by many jurisdictions, including VDOT, to be the definitive guidebook for roadway standards.

Lane: Low to very low capacity roadway with two-way yield operation to provide direct access to abutting land. Yield operation means the street widths are such that when cars traveling opposite directions meet, one driver must yield to allow passage.

Liner Building: A building specifically designed to mask a parking garage or large footprint establishment along a public thoroughfare.

Live-Work Building: A type of vertically mixed use building that consists of a single dwelling unit located at the front of its lot, with a ground floor that may be used for a business. It is a fee-simple unit on its own lot with the commercial component limited to the ground level. Allowable frontages are Storefront, Gallery, Dooryard, and Arcade. Live Work Buildings may evolve over time to become vertically mixed use without a residential component (i.e.: retail and office combination) or initially be used as a non-residential vertically mixed use building that evolves over time to include a residential component.

Live-Work Building Lot: Lot on which a Live-Work building is constructed or may be constructed.

Live-Work Business: An activity intended to produce income (with a front facade and street level access) that is carried on within a dwelling. Live/work businesses may only be permitted on live/work building lots.

Lumen: Unit of luminous flux; used to measure the amount of light emitted by lamps.

Lodging: Premises available for daily and weekly renting of bedrooms.

Lot Area: The total area within a lot boundary.

Lot Coverage: The extent to which a lot is built out, inclusive of primary and ancillary buildings (but not excluding any open area requirements) measured as a % of the lot area. Maximum % lot coverage sets a maximum criterion for building mass and scale along a public street or open civic space. It shall be used in conjunction with (not in lieu of) the BTL, setback and building height requirements established by the BES.

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Main Street Building: A building located to the front of its lot (a.k.a. a rearyard building type) with ground floor commercial use that is at or near grade level with the sidewalk. Upper floors may have commercial uses or dwellings. The ground floor façades of shopfront retail establishments have a substantial amount of transparent window and door openings for retail display purposes. A main street building is the basic unit of a traditional mixed-use street. See also "Mixed Use Building".

Main Street Building Lot: A lot on which a main street building is constructed or may be constructed.

Masonry: Durable, long-lasting materials such as Stone, Brick, Cast Stone, Stucco, Synthetic Stone, Cultured Stone, and, Glass-Fiber reinforced Concrete and Concrete Masonry Units (CMU).

Minimum Lot Size: The minimum area of an individual lot within a particular zoning category.

Mixed-Use Building: A structure with a vertical mixture of uses, typically found along mixed-use Main Streets and is used interchangeably with the term "Main Street Building." The upper floors may be used for office, residential, lodging or storage and the ground floor (lot frontage at the street level may be used for retail or office uses.) Allowable frontages are Storefront, Gallery, Dooryard and Arcade. A live work building is a type of mixed use building that either initially has a residential component above the street level floor, or can evolve over time to include a residential component.

Mixed-Use Street: A street within the neighborhood that contains a mix of uses which may include commercial, residential, office, and civic uses within close proximity.

Mullion: Upright division between the lights and other openings of a storefront assembly.

Muntin: Vertical and horizontal dividers within a window, forming panes.

Natural Preserve: (See Conservation Area)

Neighborhood: A Neighborhood is a mixed-use, mixed-income area limited by walking distance, not by density. The neighborhood is conceived to fulfill ordinary human needs, including those of transportation, employment and shopping. The neighborhood is served by a interconnected pattern of transportation variously designed for character and capacity creating a public realm that is available to the pedestrian, the cyclist and motorist.

Neighborhood Center Shops: An alternative to the Shopping district they are designed to be a part of a neighborhood seamlessly integrated into the whole. Generally they front the thoroughfares and have their parking in the rear. Often they have other uses on upper floors.

Network: A system of interconnected streets and transportation options.

New Urbanism: A land development methodology that gained popularity in the early 1990's that aims to use the techniques of neighborhood design popular before the 1940's. It marries these techniques to contemporary technology, e.g., cars, rapid transit, etc. Uptown North Orange Form Based Code is consistent with the New Urbanism. (More information can be obtained from the Congress for the New Urbanism at their web site: www.cnu.org.)

Open Area: The required area within the buildable area and behind the parking setback line, accessible to all occupants of the particular building or site, and open to the sky. Open Areas shall not be built-upon, parked on or driven upon (except for emergency access).

Outside Open Air Dining: A restaurant or food service establishment with tables, dining facilities and activities located outside in the open air on a private property, on a public property, or on the sidewalk when the open air dining is used in conjunction with a business located within the building or structure located along and adjacent to the open air dining facility

Open Space: Land that is set aside for outdoor enjoyment and preservation.

Open Space Types: The range of land configurations set aside for open civic spaces (ie: greens, squares, plazas, pocket parks) and preservation (ie: natural preserves and conservation areas). See Figure 3.2 in Section III for Open Civic Space standards.

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Paired House (or duplex): A structure with two dwelling units placed one beside the other, sharing a common wall. It may additionally have an Accessory Unit to the rear of the property. Allowable Frontages are Front Yard, Dooryard, and Terrace/Light Court.

Parapet Height: Where used to limit building height in the Code, Parapet Height shall be measured at the top of the parapet, including any coping. An additional three (3) feet in height by twelve (12) feet in width (or fifteen percent (15%) of the façade, whichever is greater) is permitted for a section of the parapet emphasizing the building's primary street space entry or a block corner.

Parking Demand: The number of parking spaces in demand by a particular land use based on a documented parking assessment.

Parking Entry (for structured parking or parking lot, relegated to block interiors): An opening (with curb cut) in the building façade and/or street wall where vehicles may enter into the block interior for general parking and business servicing. See Section III, Table 3.1 for regulatory standards and specifications.

Parking Lane: A narrow curb lane, designed for parallel "on-street" parking.

Parking, Off-street: Driveways or parking lots within the boundaries of a property.

Parking, On-street: Parallel parking typical of traditional towns and villages, frequently not counted toward satisfying the required number of parking spaces for a residence or a business. The UNO-FBC is predicated on a development-wide parking strategy that allows on-street parking to meet local parking requirements for all uses.

Parking, Public: Parking that is available to the public on an unreserved basis for free or at the same fee for all users. Time limits may be imposed to ensure turn-over. Hours of public use may be restricted.

Parking Ratios: An expression of the required parking spaces that must be provided for a particular land use, often stated as a ratio of x spaces per y units in residential calculations or x spaces per 1000 square feet in non-residential calculations.

Parking, Reserved: Parking not available to the public, but only to specifically identified users (either a single user per space or a set of users for a group of spaces), whether for free or at a fee.

Parking, Shared: Two or more uses such as office and residential that have peak parking loads at different times of the day or week, can often share their parking with each other and take advantage of the underutilized parking at one of the facilities. This reduces the total amount of parking thereby allowing higher densities and reducing impervious cover. The UNO-FBC is predicated on a development-wide parking strategy that allows shared parking.

Parking Setback Line: A line parallel to the BTL or minimum front and side setbacks along primary streets, behind which all parking shall be set back, unless it is below grade. The parking setback line is a permissive minimum distance from the BTL and parking may be placed anywhere within the lot behind this line, except where otherwise specified in the UNO-FBC.

Pavement Width: The actual width of the roadway, face of curb (f/c) to face of curb (f/c).

Pedestrian Pathway: Interconnecting paved ways that provide pedestrian and bicycle passage through blocks running from a street space to another street space, alley or an interior block parking area. The area within a pedestrian pathway shall be a public access easement or public right of way. The easement width for these pathways shall not be less than ten (10) feet wide, except where otherwise specified in the UNO-FBC. It shall provide an unobstructed view through its entire length.

Permit: A ruling by a governing authority that confirms full compliance with the UNO-FBC and ensures an administrative (vs public discretionary) review.

Plaza: This is an open civic space type available for civic purposes and commercial activities. It is spatially defined or bounded by building frontages. Its landscape shall consist primarily of pavement with trees of restricted species, equally spaced in either grates or planters along the edge of the surrounding thoroughfares. Plazas do not have to be geometrically "square" or perfectly rectangle however they are located at the intersection of important thoroughfares. See Section III, Figure 3.2 for open civic space standards.

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Pocket Park: This is a small open space placed within a block, bounded by building frontages and thoroughfares, as well as alleys and sides and rears of adjacent properties. It is enclosed on only one or two sides by a thoroughfare with public sidewalks. Its landscape can include but not be limited to paths, lawns and trees. Fencing is required along the edges of private property. See Section III, Figure 3.2 for open civic space standards.

Primary Entrance: The entrance to a structure which is located along the primary street.

Primary Street: Within the context of the UNO-FBC, this term signifies a thoroughfare assembly with a public frontage (i.e. either commercial street, urban street or street) where the front facades of the primary buildings dominate the public streetscape. It is not, in this context, defined as a street that carries more than 3,000 vehicle trips per day and has a 70' min. wide right of way (ROW).

Prominent Civic Building: A civic structure located on a prominent community site. Prominent Civic structures are allowed more design flexibility, due to their role in the community and the Plan. Prominent Civic building locations shall be designated on the final site plan.

Property Line: The boundary line of a lot that demarcates ownership rights and responsibilities.

Privacy Fence: An opaque fence made of dense plan material, wood or masonry (not chain link or any other type of rolled fence) along alleys and common lot lines. It may be as high as nine (9) feet above the adjacent ground.

Private Frontage: The privately held layer between the frontage line/front property line and the principal building facade. The encroachments within the private frontage are governed by Encroachment Standards. Variables of private frontage include depth of setback, architectural elements such as fences, stoops, porches and galleries. Coordinate with Section IV, Figure 4.1 and Table 4.1.

Proffer: A voluntary offer by a landowner to perform an act, contribute money or donate land in order to mitigate the impacts of new development that result from rezoning.

Public Art: Art that is visually or physically accessible to the public (within the public realm e.g. a street) and that is acquired by City funds, donated to the City, or provided by a private entity as a community benefit, including monuments and statues, building ornament, and visible public infrastructure such as bridges, etc.

Public Frontage: The area between the curb of the vehicular lanes and frontage/front property line. Elements of public frontage include the type of curb, walk, planter, street tree and street light. Coordinate with Section III, Figure 3.1.

Rail: Horizontal structural member of a door.

Recreation Area, Outdoor: Areas, and accessory structures designed primarily for recreational and leisure activity in the open air. Examples of accessory structures include restrooms and pools, seating and tables, pavilions.

Recycling Facility: A facility that reprocesses used or abandoned materials.

Regulating Plan: A plan or map of the regulated area designating the locations where different building form standards apply. Within the UNO-FBC it is the Transect Map Diagram and Thoroughfare Map Diagram that key the BES and public space standards for each transect zone to the site plan.

Regulation and Regulatory: A mandatory requirement (a.k.a. standard) that is typically in tabular or written form, but can also be a graphic (such as a map.)

Repair, Minor: Repair activities which have relatively little impact on surrounding land uses and can be compatible located with other businesses. Examples include but are not limited to upholstery repair, bicycle repair, production and repair of eye glasses and hearing aids, garment repair, household appliance repair, except those with gasoline engines, shoe repair, and watch, clock and jewelry repair.

Retail: Any use associated with the sale of merchandise and food service.

Retail Service: Establishments providing services, as opposed to products, to the general public, including restaurants, hotels and motels, finance, real estate and insurance, travel agencies, health and educational service, and galleries.

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Retail, Specialty: Include, but are not limited to the sale of gifts, antiques, flowers, books, jewelry, wearing apparel or craft shops making articles exclusively for sale at retail on the premises. Establishments selling used goods or merchandise and retail store sales consisting primarily of specialty and novelty items.

Retail Trade: Establishments engaged in selling new goods or merchandise to the general public for personal or household consumption and rendering services incidental to the sale of such goods. Establishments primarily engaged in the selling of used goods or merchandise are specifically excluded.

Right of Way (ROW): The design area of a thoroughfare defined by the outside edges of the public sidewalk on both sides of the thoroughfare that includes the sidewalk, planting areas, road pavement and areas for on-street parking and utilities.

Rowhouse (a.k.a. Townhouse): One dwelling unit attached by a common wall to another dwelling unit. A Row House is generally a fee simple unit, from ground to roof, with no units above or below. Allowable frontages are Dooryard, Terrace/Light Court and Common Lawn.

Sash: Frame which holds window glazing.

Setback: Minimum distance between the building face (i.e. façade) and property (i.e. lot boundary) line.

Shopping District: A large area devoted exclusively to retail activity. This may appear as a large shopping mall, or a "district." Uptown North Orange Form-Based Code restricts the incidence of single-use districts and seeks to promote and replicate the composition and function of historic towns and villages where a multitude of activities can occur simultaneously, often in the same building.

Secondary Street: A thoroughfare assembly with a public frontage (i.e. commercial street, urban street, or street) where the public streetscape is not dominated by the front facades of primary buildings but also includes the sides of primary and ancillary buildings, alley and parking entries and screened parking lots.

Sideyard Building Type: A building type located at the front and one side of its lot. Typically built with a side porch along the side yard (as per the traditional Charlestown "Sideyard.")

Single Family Detached (SFD): One dwelling unit on its own lot, detached from other adjoining lots. Allowable Frontages are Porch and Fence and Common Lawn. Applicable Building Lot Types include; cottage, house, villa and estate. See Section IV for lot parameters.

Spatial Enclosure: The vertical and horizontal definition of a public thoroughfare or open civic space as established by building height, front BTL's, front setbacks and street trees (i.e. gages of vertical definition) and side BTL's, side setbacks and minimum % facade build-out along frontages (i.e. gages of horizontal definition.)

Square: This is an open civic space type for recreation and civic purposes. A square is spatially defined or bounded by building frontages. Its landscape shall include paths, lawns and trees, formally arranged and limited to one species along thoroughfare edges (although more variety is allowed internal to the square.) Squares do not have to be geometrically "square" or perfectly rectangle however, they are located at the intersection of important thoroughfares. See Section III, Figure 3.2 for open civic space standards.

Stile: Structural, upright, vertical member of a door which runs both sides of its full height. Rails run horizontally between stiles.

Stoop Frontage: A frontage type with a small platform and/or entrance stairway at a house door. Stoops may be roofed, but they shall not be enclosed.

Storage, Wholesale, and Distributions: Activities and facilities for the storage of goods and the bulk sale and distribution of products. Examples include but are not limited to warehouses, freight-forwarding and delivery operations, and air courier services.

Storefront (aka: shopfront): A private frontage wherein the façade is aligned close to the frontage line with the building entrance at sidewalk grade. This type is conventional for retail use requiring the display of merchandise. It has substantial clear glazing on the sidewalk level and an awning that may overlap the sidewalk to the maximum extent possible. Both glazing (ie: transparency) and encroachments (ie: awnings) are regulated by Building Envelope Standards. (BES)

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Story Height: That space within a building and above grade, that is situated between one floor level and the floor level next above, or if there is no floor above, the ceiling or roof above. Story Height parameters are as specified by BES and transect zone.

Street: In general, a roadway designed to provide direct local access to abutting land. Streets may have either two-way or one-way operation. A street is also a particular kind of public frontage that has raised curbsm, drained by inlets and narrow sidewalks (5'wide) separated from the vehicular lanes by a continuous planting strip (6' wide) on both sides. Parking may be on one or both sides. Landscaping consists of regularly spaced, aligned street trees of a single or alternating species. See Section III.B.(1 and Figure 3.1.

Street Frontage: That portion of the lot or building that is coincident with the BTL or setback along a street. Also referred to as Frontage or Frontage Line.

Street Light: A luminaire installed on both sides of streets, along the street tree alignment line at regular intervals. See Section III, B.4.C for specifications amd regulatory standards.

Streetscape: The streetscape is composed of thoroughfare assemblies (travel lanes for vehicles and bicycles, parking lanes for cars and sidewalks for pedestrians-but not alleys) and visible private frontages (building facades and elevations, porches, yards, fences, awnings, etc) and the amenities of the public frontages (street trees and plantings, benches, streetlights, etc)

Streetspace: Includes all space between front and side street BTLs and setbacks that is within the public ROW, of all thoroughfare assemblies (except alleys) including open civic space and public transit service stops.

Street Tree: A tree required per the regulating plan and listed in the Street Tree List located in the Code's Streetscape Standards. Street trees shall be of a proven hardy and drought tolerant species, large enough to form a canopy with sufficient clear trunk to allow traffic to pass under unimpeded. See Section III.B.4.C for more specifications and standards.

Street Wall: A masonry wall set back not more than eight (8) inches from the BTL and built to the height specified in the Building Envelope Standards. A vehicle entry gate (opaque, maximum eighteen (18) feet wide) and a pedestrian entry gate (maximum six (6) feet wide) are allowed within the street wall length.

Structured Parking: More commonly referred to as parking garages, these are parking facilities on multiple levels. Structured parking, while more expensive than surface parking reduces the land on a given site that must be devoted to parking to allow higher densities of development and reduce the total land coverage of a particular development.

Subdivision Ordinance: A set of local conventional suburban development requirements that govern the creation of new parcels for development. It also specifies the construction standards for roads, drainage, utilities and other facilities to serve the development. The UNO-FBC is used in lieu of the Subdivision ordinance.

Swale: An open drainage channel or depression explicitly designed to detain and promote the filtration of storm water runoff.

Terrace or Light Court (aka English Basement and Dooryard Terrace): A private frontage where the façade sets back from the frontage line by an elevated terrace or sunken light court. The sunken court can potentially access an additional unit below-grade. This type buffers residential use from urban sidewalks and removes the private yard from public encroachment. The terrace is suitable for outdoor dining also.

Throughway Zone: The walking zone that must remain clear both horizontally and vertically for the movement of pedestrians (6' min to accomodate two wheelchairs passing each other.) See Section III.B.4.a.

Traditional Neighborhood Development (TND): A development that uses the Neighborhood as its basic element and the District as an exception. Traditional Neighborhood Development and the ordinances it inspires are a rationalization of the vernacular pattern of human settlement typical of development throughout the United States up until 1939.

Transect: A cross-section of a Neighborhood divided into zones containing a mix of activities and reflecting a continuum of intensity of uses.

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Transect Zone: A geographical cross-section, used to identify the level of urban character and intensity of a Traditional Neighborhood Design Project. See Figure 1.2, for specific attributes of each Transect Zone.

Transit Oriented Design (TOD): A type of development consistent with the UNO-FBC, designed to encourage and facilitate transit ridership through higher residential densities situated around stations. NOTE: TOD's require a minimum net density of 12 du/acre (or roughly 10 du/acre gross) with an average of 15 du/acre net (roughly 13 du/acre gross).

Transom or Transom Window: Window above the lintel of a door.

Transparency: A term that connotes the assembly of clear glazing on a building facade and includes all glass (windows, doors, sidelights and transom) and non-glass components of the opening's construction (ie. sash, muntins, mullions, rails and stiles) The % transparency at any given floor of a building (measured from finish floor to finish ceiling) is regulated by the BES in Section IV. NOTE: The absence of mullions or muntins in any of Section IV's illustrative diagrams does not imply a prohibition but indicates that the UNO-FBC does not prescribe architectural style.

Traveled Way: The public right-of-way between curbs, including parking lanes and the travel lanes for private vehicles, goods movement, transit vehicles and bicycles. medians, turn lanes, transit stops and exclusive transit lanes, gutter and loading and unloading zones are also included in the traveled way.

UNO-FBC: Uptown North Orange Form-Based Code (a.k.a. Code)

Urban Design Review Committee (UDRC): The administrative vehicle in the UNO-FBC for ensuring that submissions for individual building projects at the lot level adhere to the regulatory plan and urban design standards of the UNO-FBC. See Section VI.

Urban Street: This public frontage has raised curbs drained by inlets. Because vehicular lanes are wider than that associated with the Street Public Frontage Type, design speeds are higher. Consequently this frontage has a wider, continuous planting strip (7' wide) on both sides. Because this frontage is also located in transect zones that allow commercial and retail uses, pedestrian activity is greater, thereby necessitating sidewalks (6' wide) wider than they required for the Street Public Frontage Type. Parking is on both sides. Landscaping consist of regularly spaced, aligned street trees of a single species. See Section III.B.1 and Figure 3.1.

Use, Business Service: Establishments primarily engaged in rendering services to business establishments on a fee or contract basis, including but not limited to advertising and mailing; building maintenance; employment service; management and consulting services; equipment rental and leasing (other than heavy construction equipment); commercial research; development and testing; photo finishing; and supplies services.

Use, Civic: Community uses including: meeting halls; libraries; schools; police and fire stations; post offices (retail operations only, no primary distribution facilities); places of worship; museums; cultural, visual and performing arts centers; transit centers; government functions open to the public; and other similar uses.

Use, Commercial Amusement: Establishments that provide amusement, entertainment or games of skill for a fee or admission charge including, but not limited to , billiards, bowling, video or game arcades, movie theaters, and skating rinks.

Use, Personal Service: Establishments primarily engaged in providing services involving the care of a person or his or her apparel, including laundry, cleaning and garment services, garment pressing, coin operated laundries, beauty shops, barber shops, shoe repair, reducing salons and health clubs, and clothing rental, etc.

Use, Professional Service: Includes, but are not limited to lawyers, engineers, architects, landscape architects, accountants, economic consultants, doctors, dentists, chiropractors, veterinarians or other similar professions.

Use, studio: Includes, but is not limited to dance, art, music, photography, radio or television and specifically excluding any type of sexually oriented business. May also refer to a studio apartment when referring to residential use.

Vehicle Miles Traveled (VMT): This is a measure of the total number of miles driven by every automobile within a study area within a specified time period, on any given day. VMTs are one of the statistics used to measure the required road capacity. Reducing distances between residences and shops and workplaces, mixing uses and adopting a network pattern for thoroughfares reduces VMTs over conventional suburban development.

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Villa: A moderately sized dwelling unit that is either a sideyard or edgeward building type that is well suited for relatively wide lots.

Villa Lot: Lot on which a villa is constructed. It is the third largest lot type designated for single family detached.(SFD)

Warrant: A ruling by a governing authority such as The Urban Design Review Committee (UDRC) that permits a practice technically inconsistent with the UNO-FBC but in keeping with its intent. See Section VI Administration

Where Clearly Visible From the Street: Many requirements of the UNO-FBC apply only where the subject is "clearly visible from the street." For instance, an ancillary building more than thirty (30) feet from the BTL and public streetscape and building a primary building but not adjacent to a side street is by definition, not clearly visible from the street. Also, the space behind common and/or party walls is not visible from the street. However, this does not exempt ancillary buildings exposed to side streets or vehicle parking lots exposed to any streets (even if screened by opaque walls or fencing) from BES or public space standards found in the UNO-FBC.

Wing or appendage: The distinct segment of the main building block extending from the main block toward an alley or the side or rear of the lot.

Workshop: Enclosed facilities for the production or assembly of products, other than food or agricultural products, involving limited or minor emissions of odors, fumes, noise, vibrations, heat, glare, or electrical interference to the exterior. Examples include but are not limited to, carpet cleaning, woodworking and crafts industries.

Workplace-Loft Building: Building intended for office or workshop, minor repair, storage, wholesale, and distribution uses. It is a type of live-work unit.

Yard: The space in front, behind or to the side of a building. The UNO-FBC suggests specific front yard sizes via the BES which in turn is dictated transect zone. This is in contrast to conventional zoning, where setbacks and resulting yards are independent of a building's role in forming spaces.

Zero Lot Line: The location of a structure on a lot in such a manner that one or more sides of the structure rest directly on a lot line. This technique is common in traditional towns and villages throughout Virginia and is permitted by the UNO-FBC. Lot type examples include townhouses and live works and the sideyard buildings type as it applies to single family detached housing units. In the case of sideyard buildings for single family detached buildings, the Master Developer must oversee the design, lot assemblage and building disposition of the entire block within which sideyard buildings shall be placed so as to ensure that adequate access easements and window specifications are in place and acceptable corner conditions occur. Sideyard building lot types are allowed by warrant.