

III. Public Space Standards

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

Section III. Public Space Standards

A. Intent and Function.

The character of open civic spaces (i.e. parks, plazas, etc.) and public thoroughfares (i.e. the term used to connote general, transportation-oriented public spaces within the ROW) affects the quality of urban places. Consequently Public Space Standards have been developed and included in the UNO-FBC to establish and govern the character of open civic spaces and public thoroughfares. These Public Space Standards herein described, are both transect-based and project-wide. They do not apply to SD15 due to the auto-dominated and highway commercial oriented character of this special district. As stated in Section II, each UNO Transect Zone identified on the Transect Map Diagram, is tied to a "menu" of acceptable public frontage, thoroughfare and open space types which are governed by the Public Space Standards. The universal development principles introduced in Section II, also provide the underlying rationale for the UNO-FBC Public Space Standards.

The UNO-FBC Public Space Standards regulate these five areas in each of the five (5) Transect Zone (T5A, T5B, T4, T3, T2). The following standards do not apply to SD15 (unless otherwise noted):

Public Frontage Type Standards - "Regulatory."—Public Frontage is the area between the private lot line and the edge of the vehicular lanes and it establishes the relative degree of urban character for each of the thoroughfare types. Definitions, graphic depictions and standards are found in Figure 3.1.

Thoroughfare Type Standards - "Regulatory." Thoroughfares are transportation-oriented public spaces. Definitions, graphic depictions and standards are provided in the subsection, "Thoroughfare Type Standards."

Open Civic Space Type Standards - "Regulatory." Well placed and intentionally designed open and civic spaces are essential for healthy neighborhoods. Definitions, standards and graphic depictions for each type are found in Figure 3.2. Note: Specific recreational constructions (ie. playground equipment, shelters etc) are delineated in the proffer agreement.

Streetscape Standards - "Regulatory." This component deals with landscape features, lighting and signage associated with each of the public frontage types which in turn establish the degree of urban character for each of the thoroughfare types. Standards are provided in the sub-section, Streetscape Standards.

Parking Standards and Strategies - "Regulatory." Because of the potentially destructive nature of excessive parking on the quality of the public street space, parking is governed by both public space and building envelope standards. A shared parking methodology and detailed parking requirement tied to land use and transect zone are provided in Section V Land Use.

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

B. Components of the Public Space Standards.

1. Public Frontage Type Standards

Public Frontage is the area between the private lot line and the edge of the vehicular lanes and it establishes the relative degree of urban character for each of the thoroughfare types. It includes walkways, planters or planting strips and lighting. There are three public frontage types in the UNO-FBC; Commercial Street (CS,) with a Commercial Avenue (CAV) variant, Urban Street (US,) with an Urban Avenue (UAV) variant and Street (ST.) Each public frontage is associated with particular transect zones. However, unlike the Building Envelope Standards in Section IV which are tied to one transect zone, a public frontage type may apply to more than one transect zone. General definitions, graphic depictions and standards are found in Figure 3.1. These standards are to be coordinated with the specific streetscape standards (i.e. landscape features, lighting, signage, etc) associated with each public frontage type, found in Section III.B.4.a. Public Frontage Type and Streetscape Standards are Regulatory.

Figure 3.1 Public Frontage Type Standards

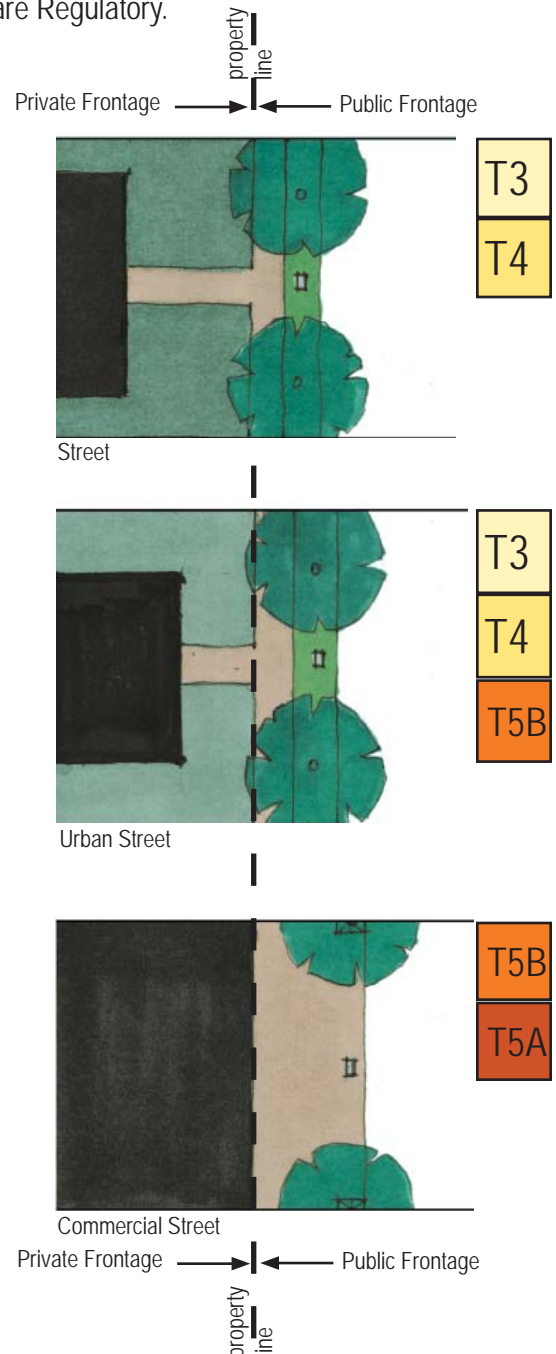
Street (ST): This public frontage has raised curbs drained by inlets and narrow sidewalks (5' wide) separated from the vehicular lanes by a continuous planting strip (6' wide) on both sides. Parking may be on one or both sides. Landscaping consists of regularly spaced, aligned street trees of a single or alternating species. Coordinate with Figure 3.5 Streetscape Standards for Streets.

Urban Street (US) and Urban Avenue (UAV): 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 that required for the Street Public Frontage Type. Parking is on both sides. Landscaping consists of regularly spaced, aligned street trees of a single species. Urban Avenue (UAV) are distinguished by their central medians which accommodate plantings. Coordinate with Figure 3.4 Streetscape Standards for Urban Streets and Urban Avenues.

Commercial Street (CS) and Commercial Avenue (CAV): 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 (See Open Space Types for definitions and Thoroughfare Type CS7134 for an application). 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 but clears shopfront entrances. Commercial Avenues (CAV) are distinguished by their central medians which accommodate plantings. Coordinate with Figure 3.3 Streetscape Standards for Commercial Streets and Commercial Avenues.

General Notes:

Sources: [SmartCode & Manual](#), version 8.0 by Andrea Duany, William Wright, Sandy Sorlien; [Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities](#), Copyright 2006 Institute of Transportation Engineers (ITE).



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

B. Components of the Public Space Standards (continued.)

2. Thoroughfare Type Assemblies and Standards

Thoroughfares are transportation-oriented public spaces. They are distinguished and identified by their public frontage type (i.e. CS, US or ST,) overall right-of-way width (i.e. vehicular lanes, inclusive of parking and travel lanes, plus public frontages) and pavement width (i.e. the vehicular lanes only.) As with public frontages above, each thoroughfare type is associated with particular transect zones. Definitions, graphic depictions and standards (application, dimensions, lanes and edges) are provided in the subsection, "Thoroughfare Type Assemblies & Standards." All Thoroughfare Assemblies and Standards are to be coordinated with their associated Public Frontage Types (Figure 3.1) and Streetscape Standards (Figures 3.3, 3.4, 3.5, and 3.6).

The term "assembly" when associated with a thoroughfare type refers to the various components that comprise the thoroughfare type designation. The first two letters refer to the Public Frontage type (ie: CS, US, or ST). The middle two numbers refer to the overall right of way width. The last two numbers refer to the pavement width of the vehicular travel plus parking lanes. For example, the thoroughfare type designation of CS6034 means a Commercial Public Frontage with a 60' wide ROW and 34' of paving dedicated to vehicular travel and on-street parking. Thoroughfare Type Assemblies Standards are Regulatory.

Furthermore, each of the thoroughfare types detailed in Section III fall into one of three categories of public frontage namely; commercial street and avenue, urban street and avenue, and street. Each of these public frontage types establish a public right of way (ROW) that includes the vehicular travel and parking lanes, planting areas and sidewalks. The ROW is distinguished from the VDOT Maintenance Area (MA) in the the latter may or may not include the width of street paving plus public frontage (inclusive of sidewalks and plantings) on either side of the street. Any net difference between the VDOT-MA and the pubic ROW shall be regarded as civic open space (see Figure 3.2.) and as such maintained by the Town of Orange.

NOTE: The interconnected network depicted on Figure 2.2 in Section II, the Thoroughfare Map Diagram, is regulatory as noted. The dimensional parameters specified on each of the following Thoroughfare Type Assemblies in this Section III are subject to change, pending final design review and approval by The Virginia Department of Transportation (VDOT) and the Town of Orange. Furthermore, the following Thoroughfare Assemblies and Standards (inclusive of tables, diagrams and notes) shall be used in conjunction with (not in lieu of) the more detailed streetscape standards found in Section III.B.4 and Figures 3.3, 3.4, 3.5, and 3.6.

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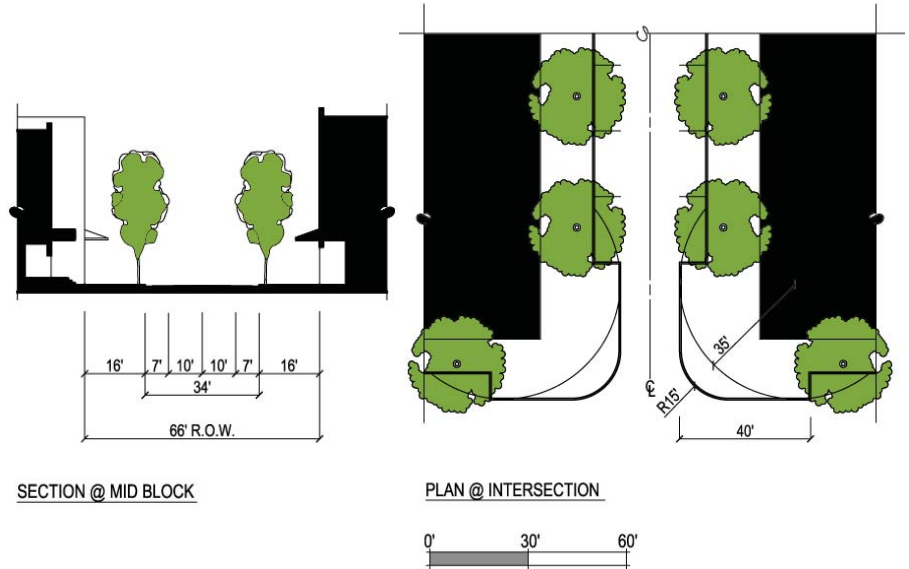
T5A

Thoroughfare Type Assemblies and Standards (CS6634, CS7134)

General Description: The Commercial Street type has raised curbs drained by inlets and very wide sidewalks separated from the vehicular lanes by separate tree wells with grates and parking on both sides (with exceptions-see CS7134 below.) Landscaping consists of a single tree species, and building fronts adhere to either 0 or 10' Build-To-Lines. Coordinate with Streetscape Standards in Section III.B.4 and Figure 3.3 Streetscape Standards for Commercial Street (Public Frontage) Types.



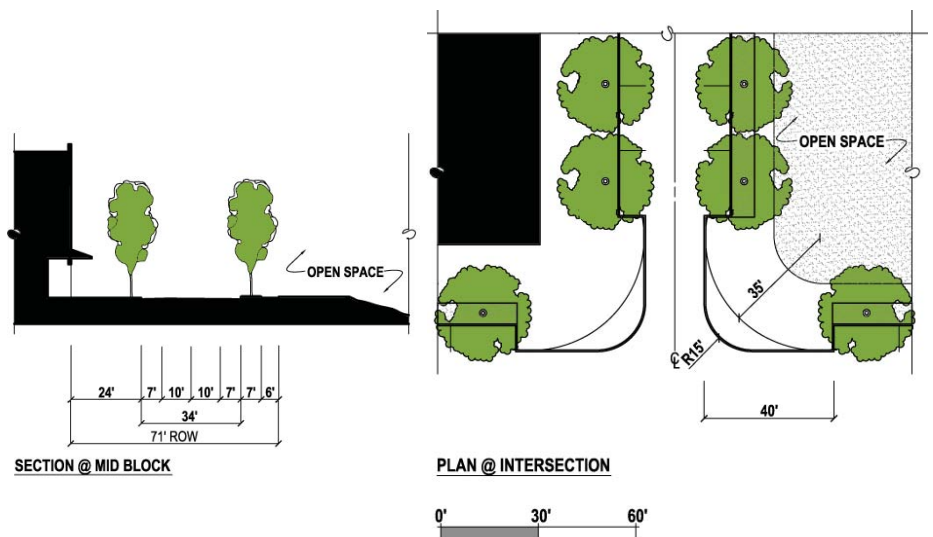
Specific Condition (CS6634)	
Application	Des. Speed: slow 25 mph max.
	BES: T5A
Dimensions	ROW: 66'w
	Paving: 34' w
	Radius: 10' min to 25' max. See adjacent NOTE.
Lanes	Traffic: 2, two-way @ 10' each
	Bicycle: In Traffic
	Parking: Parallel both sides @ 7'
	Median: NA
Edges	Loading: Double
	Curb: Raised with drop inlets
	Planting: tree wells with gates
	Sidewalk: both sides @ 16' each
	Lighting: Street lamps both sides.



Commercial Street CS6634

NOTE: A larger radius (up to 35') can be created if required via stabilized surfaces (of a different pattern, material and texture than the vehicular travel lanes) and shallower curb heights at the corners.

Specific Condition (CS7134)	
Application	Des. Speed: slow 25 mph max.
	BES: T5A
Dimensions	ROW: 71'w
	Paving: 34' w
	Radius: 10' min to 25' max See adjacent NOTE.
Lanes	Traffic: 2, two-way @ 10' each
	Bicycle: In Traffic
	Parking: Parallel both sides @ 7'
	Median: NA
Edges	Loading: Single
	Curb: Raised with drop inlets
	Planting: tree wells w/grates @ urban edge; 7' strip @ park.
	Sidewalk: 24' @ developed/built side; 6' @ open space side
	Lighting: Street lamps, both sides



Commercial Street CS7134

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

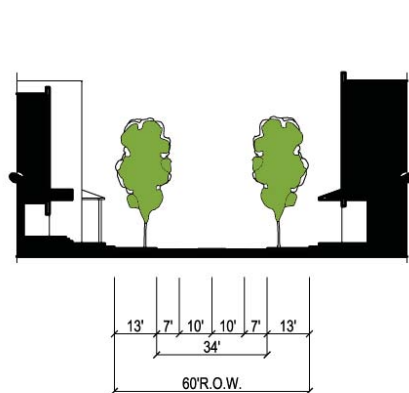
T5A T5B

Thoroughfare Type Assemblies and Standards (CS6034, CS4620)

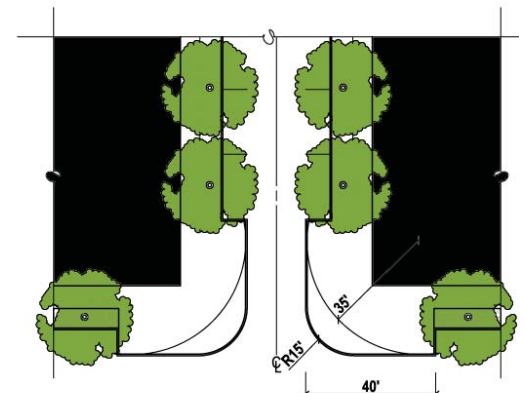
General Description: The Commercial Street has raised curbs drained by inlets and wide sidewalks separated from vehicular lanes by tree wells with grates and parking on both sides. Landscaping consists of a single tree species, aligned and regularly spaced where possible without obstructing shopfront entrances. Where CS6034 runs through Zone T5A, building fronts adhere to either 0' or 10' BTLs. Where it runs through Zone T5B setbacks apply. In a case of wetland or water crossing and if a bridge vs a culvert is required, the pedestrian travelway shall consist of hardscape (equal to the sidewalk width of adjacent commercial thoroughfares) with planters, street lamps and possible signage included. Coordinate with Streetscape Standards Section III.B.4 and Figure 3.3 Streetscape Standards for Commercial Street (Public Frontage) Types.



Specific Condition (CS6034)	
Application	Des. Speed: slow 25 mph max.
	BES: T5A, T5B
Dimensions	ROW: 60'w
	Paving: 34' w
	Radius: 10' min to 25' max
	See adjacent NOTE
Lanes	Traffic: 2, two-way @ 10' each
	Bicycle: In Traffic
	Parking: Parallel both sides @ 7'
	Median: NA
Edges	Loading: Double
	Curb: Raised with drop inlets
	Planting: tree wells with grates
	Sidewalk: both sides @ 13' each
	Lighting: Street lamps both sides.



SECTION @ MID BLOCK

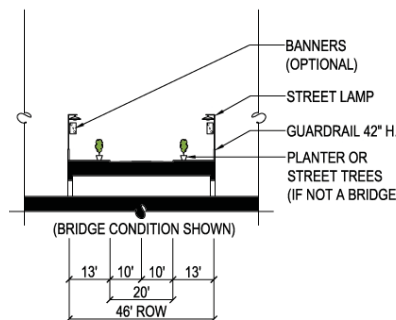


PLAN @ INTERSECTION

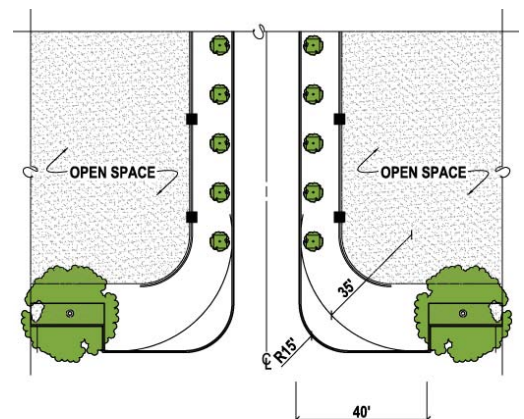
Commercial Street CS6034

NOTE: A larger radius (up to 35') can be created if required via stabilized surfaces (of a different pattern, material and texture than the vehicular travel lanes) and shallower curb heights at the corners.

Specific Condition (CS4620) to be verified	
Application	Des. Speed: slow 25 mph max.
	BES: T5A
Dimensions	ROW: 46'w
	Paving: 20' w
	Radius: 10' min to 25' max
	See adjacent NOTE
Lanes	Traffic: 2, two-way @ 10' each
	Bicycle: In Traffic
	Parking: No On-Street
	Median: NA
Edges	Loading: N/A
	Curb: Raised with drop inlets
	Planting: to be determined
	Sidewalk: both sides @ 13' each
	Lighting: Street lamps (& optional banners) both sides. Subject to design review by UDRC.
	Railings: each side 42" min .tall (if a bridge is required.)



SECTION @ MID WETLAND OR WATER CROSSING



PLAN @ INTERSECTION

Commercial Street CS4620

NOTE: Actual section and plan may be modified subsequent to the final engineering, geological and topographical analysis required for the final site plan submittal.

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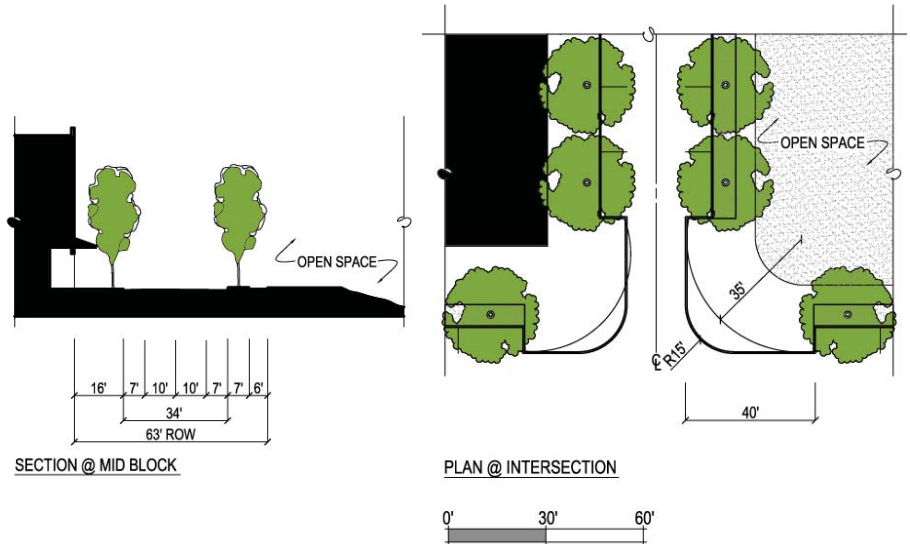
T5A

Thoroughfare Type Assemblies and Standards (CS6334 and CAV7038)

General Description: The Commercial Street type has raised curbs drained by inlets and very wide sidewalks separated from the vehicular lanes by separate tree wells with grates and parking on both sides. Landscaping consists of a single tree species, aligned and regularly spaced where possible without obstructing shopfront entrances. In both cases, building fronts adhere to either 0 or 10' Build-To-Lines. The Commercial Avenue (CAV) is similar except it has a central median that accommodates plantings. Coordinate with Streetscape Standards Section III.B.4 and Figure 3.3 Streetscape Standards for Commercial Street (Public Frontage) Types.



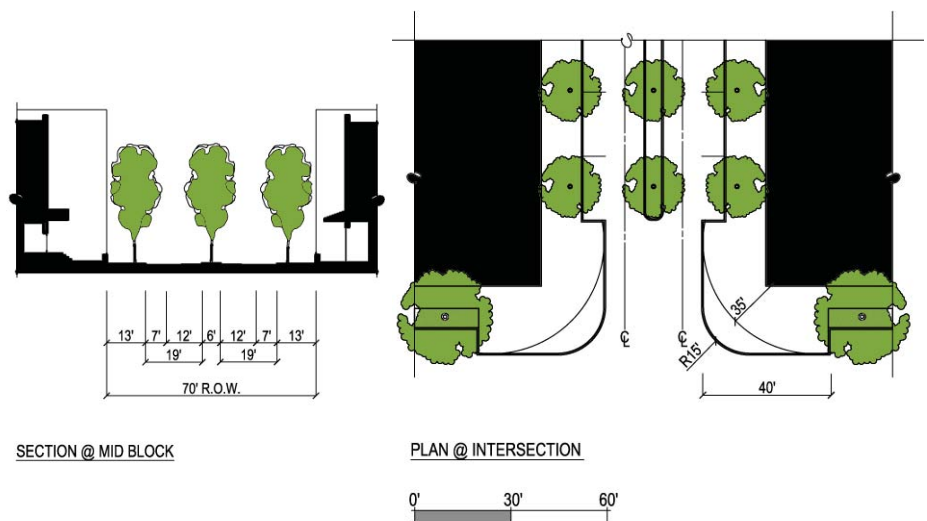
Specific Condition (CS6334)	
Application	Des. Speed: slow 25 mph max.
	BES: T5A
Dimensions	ROW: 63' w
	Paving: 34' w
	Radius: 10' min to 25' max
	See adjacent NOTE
Lanes	Traffic: 2, two-way @ 10' each
	Bicycle: In Traffic
	Parking: Parallel both sides @ 7'
	Median: NA
Edges	Loading: Single
	Curb: Raised with drop inlets
	Planting: tree wells w/grates @ urban edge; 7' strip @ park.
	Sidewalk: 16' @ developed/built side; 6' @ open space side
	Lighting: Street lamps, both sides.



Commercial Street CS6334

NOTE: A larger radius (up to 35') can be created if required via stabilized surfaces (of a different pattern, material and texture than the vehicular travel lanes) and shallower curb heights at the corners.

Specific Condition (CAV7038)	
Application	Des. Speed: slow 25 mph max.
	BES: T5A and T5B
Dimensions	ROW: 70' w
	Paving: 38' w
	Radius: 10' min to 25' max
	See adjacent NOTE
Lanes	Traffic: 2, two-way @ 12' each
	Bicycle: In Traffic
	Parking: Parallel both sides
	Median: 6' wide grass with street trees
Edges	Loading: Double full buildout
	Curb: Raised with drop inlets
	Planting: tree wells w/grates
	Sidewalk: both sides @ 13'
	Lighting: Street lamps both sides.



Commercial Avenue CAV7038

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

T4

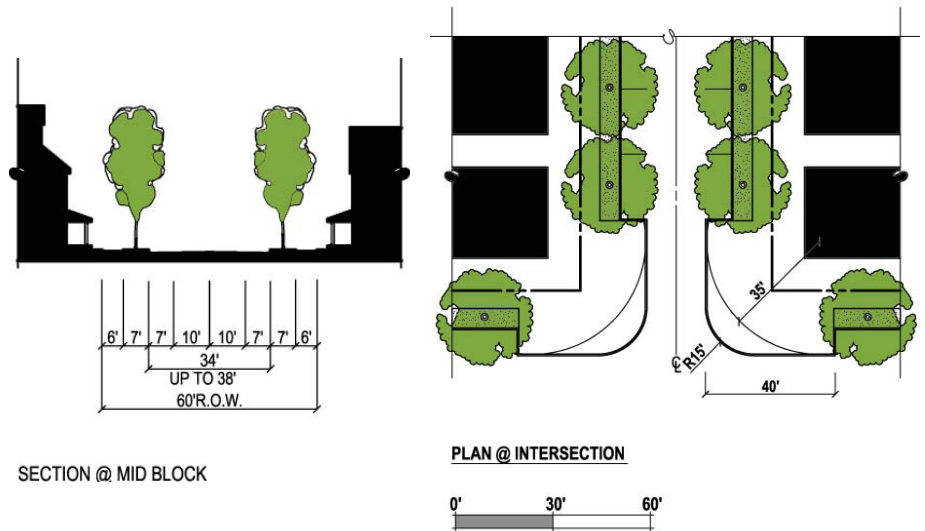
T5B

Thoroughfare Type Assemblies and Standards (US6034 and UAV7038)

General Description: The Urban Street type has raised curbs drained by inlets and narrow sidewalks separated from vehicular lanes by wide planting strips and parking on one or both sides. The Urban Avenue (UAV) is similar except it has a central median that accommodates plantings. Landscaping consist of a single tree species, aligned and regularly spaced. Although T5B is not a “shopping district” it does allow some mixed use and commercial building lot types. In those instances, street trees should be spaced where possible without obstructing shopfront entrances and front setback areas may be paved to accommodate outdoor retail activities such as dining. Building fronts adhere to very shallow setbacks. Coordinate with Streetscape Standards Section III.B.4 and Figure 3.4 Streetscape Standards for Urban Street (Public Frontage) types.



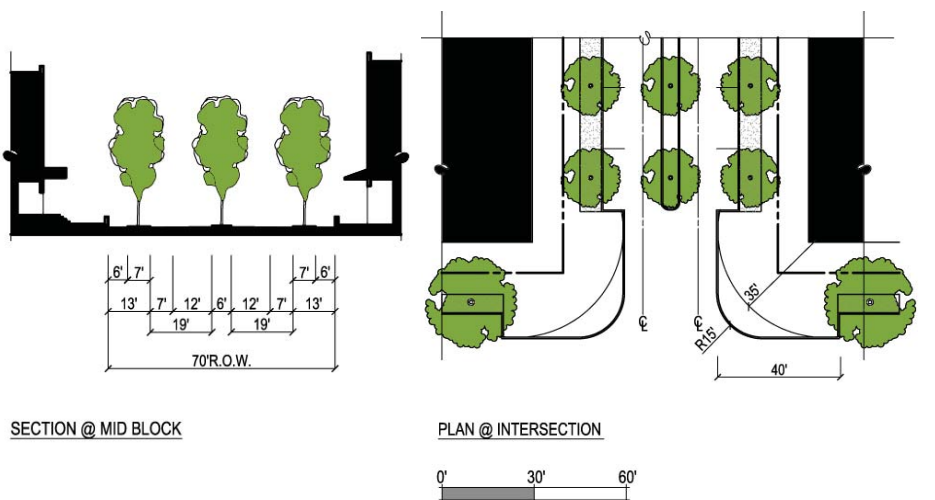
Specific Condition (US6034)	
Application	Des. Speed: slow 25 mph max. BES: T5B, T4
Dimensions	ROW: 60'w Paving: 34' w Radius: 10' min to 25' max See adjacent NOTE
Lanes	Traffic: 2, two-way @ 10' each Bicycle: In Traffic Parking: Parallel both sides @ 7' Median: NA
Edges	Loading: Double except along T2 edge Curb: Raised with drop inlets Planting: both sides 7' w. strip Sidewalk: both sides @ 6' each Lighting: Street lamps both sides.



Urban Street US6034

NOTE: A larger radius (up to 35') can be created if required via stabilized surfaces (of a different pattern, material and texture than the vehicular travel lanes) and shallower curb heights at the corners.

Specific Condition (UAV7038)	
Application	Des. Speed: slow 25 mph max. BES: T4
Dimensions	ROW: 70'w Paving: 38' w Radius: 10' min to 25' max See adjacent NOTE
*Lanes	Traffic: 2, two-way @ 12' each Bicycle: In Traffic Parking: Parallel both sides @ 7' Median: 6' wide grass with street trees
*Edges	Loading: Double full build out Curb: Raised with drop inlets Planting: both sides 7' w. strip Sidewalk: both sides @ 6' each Lighting: Street lamps both sides.



Urban Avenue UAV7038

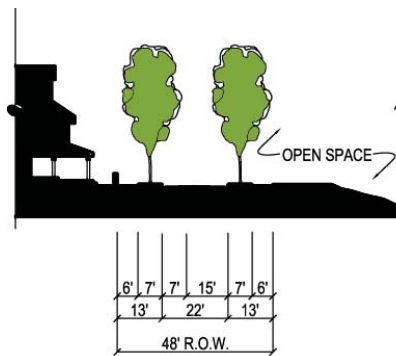
* NOTE: Due to existing farmstructures that intrude on the current ROW, on-street parking and public frontage along the north side of this thoroughfare may not be built until later phases of development. Furthermore UAV may evolve overtime into CAV (as shown currently on Figure 2.2.a and 2.2.b) See Thoroughfare Map (Figure 2.2) and Engineered Site Plans.

Thoroughfare Type Assemblies and Standards (US4822)

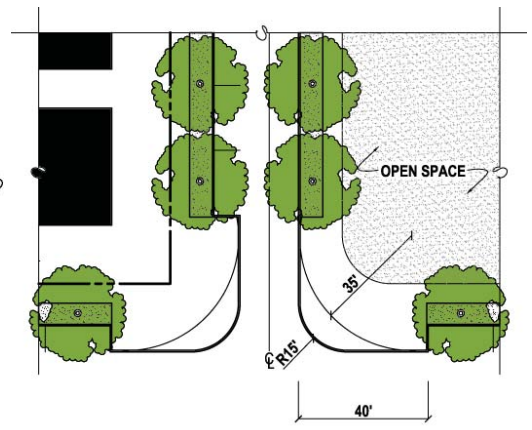
General Description: The Urban Street type has raised curbs drained by inlets and narrow sidewalks separated from vehicular lane by wide planting strips and parking on one or both sides. The Urban Avenue is similar except it has a central median that accommodates plantings. Landscaping consists of a single tree species, aligned and regularly spaced. Although T4 is not a “shopping district”, it does allow live/work. T3 does not accommodate live/work. In those instances, street trees should be spaced where possible without obstructing shopfront entrances and front setback areas may be paved to accommodate outdoor retail activities such as dining. Building fronts adhere to moderately shallow (T4) to moderately deep (T3) setbacks. Coordinate with Streetscape Standards Section III.B.4 and Figure 3.4 Streetscape Standards for Urban Street (Public Frontage) Types.



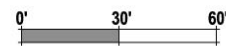
Specific Condition (US4822)	
Application	Des. Speed: slow 15-25 mph max.
	BES: T3, T4
Dimensions	ROW: 48'w
	Paving: 22' w
	Radius: 10' min to 25' max See adjacent NOTE below
Lanes	Traffic: 1, one-way @ 12' each
	Bicycle: In Traffic
	Parking: Parallel one side @ 7'
	Median: NA
Edges	Loading: Single
	Curb: Raised with drop inlets
	Planting: both sides 7' w. strip
	Sidewalk: both sides @ 6' each
Edges	Lighting: Street lamps both sides



SECTION @ MID BLOCK



PLAN @ INTERSECTION



Urban Street US4822

NOTE: A larger radius (up to 35') can be created if required via stabilized surfaces (of a different pattern, material and/or texture than the vehicular travel lanes) and shallower curb heights at the corners.

NOTE: Emergency Vehicular Access.

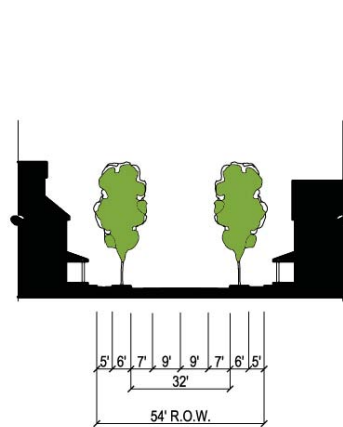
Where the combined width of vehicular travel lanes (from parked car to parked car or face of curb to face of curb at “bulb outs” or crosswalks) is less than 20' wide, intermediate staging areas that can accommodate emergency vehicles with fully extended “stabilizers” shall be provided every 150' along the block length. On-street parking shall be prohibited within intermediate staging areas for a frontage length of 40'. Staging areas shall be clearly designated on one or both sides of the thoroughfare by either diagonal striping or recessed curbing. Where the distance from finish grade to top of second floor window sills is $\leq 26'$, the local fire marshal may determine that ground ladders preclude the need for stabilizers, thereby eliminating the need for intermediate staging areas.

Thoroughfare Type Assemblies and Standards (ST5432, ST4725)

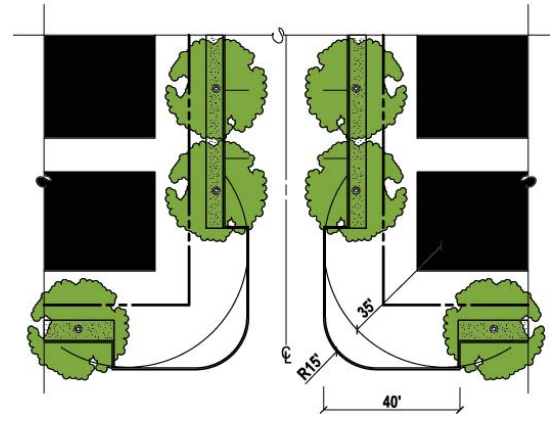
General Description: The Street type has raised curbs drained by inlets and very narrow sidewalks separated from vehicular lanes by narrow planting strips and parking on one or both. Landscaping consists of a single tree species, aligned and regularly spaced. Although T4 is not a “shopping district” it does allow live/work. T3 does not accommodate live/work. Building fronts adhere to moderately shallow (T4) to deep (T3) setbacks. See NOTE regarding emergency vehicular access on the previous page. Coordinate with Streetscape Standards Section III.B.4 and Figure 3.5 Streetscape Standards for Street (Public Frontage) Types.



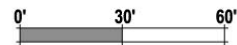
Specific Condition (ST5432)	
Application	Des. Speed: slow 10-20 mph max.
	BES: T3, T4
Dimensions	ROW: 54'w
	Paving: 32' w
	Radius: 10' min to 25' max
	See adjacent NOTE
Lanes	Traffic: 2, two-way @ 9' each
	Bicycle: In Traffic
	Parking: Parallel two sides @ 7'
	Median: NA
Edges	Loading: Double
	Curb: Raised with drop inlets
	Planting: both sides 6' w. strip
	Sidewalk: both sides @ 5' each
	Lighting: Street lamps both sides.



SECTION @ MID BLOCK



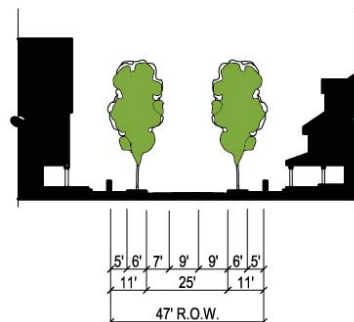
PLAN @ INTERSECTION



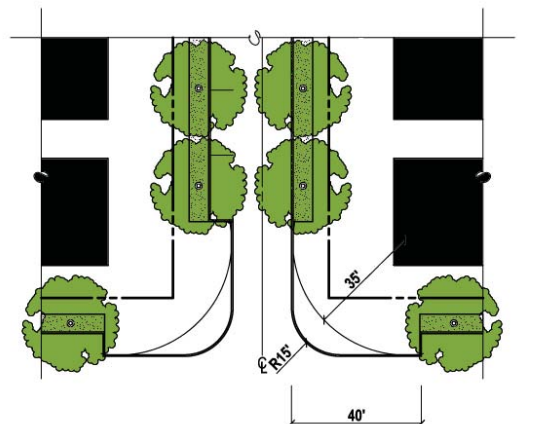
Street **ST5432**

NOTE: A larger radius (up to 35') can be created if required via stabilized surfaces (of a different pattern, material and texture than the vehicular travel lanes) and shallower curb heights at the corners.

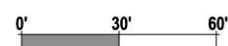
Specific Condition (ST4725)	
Application	Des. Speed: slow 10-20 mph max.
	BES: T3, T4
Dimensions	ROW: 47'w
	Paving: 25' w
	Radius: 10' min to 25' max
	See adjacent NOTE
Lanes	Traffic: 2, two-way @ 9' each
	Bicycle: In Traffic
	Parking: Parallel one side @ 7'
	Median: NA
Edges	Loading: Double
	Curb: Raised with drop inlets
	Planting: both sides 6' w. strip
	Sidewalk: both sides @ 5' each
	Lighting: Street lamps both sides.



SECTION @ MID BLOCK



PLAN @ INTERSECTION



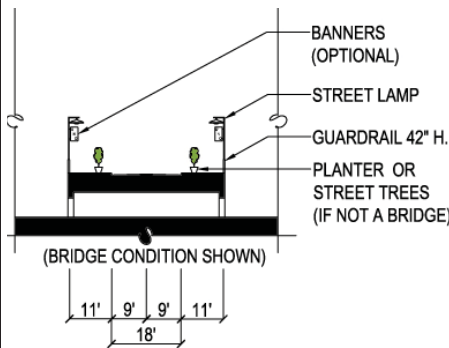
Street **ST4725**

Street Thoroughfare Type Assemblies and Standards (ST4018)

General Description: The Street type typically has raised curbs drained by inlets and very narrow sidewalks separated from vehicular lanes by narrow planting strips and parking on one or both. However, in the case of a wetland or water crossing, and if a bridge vs culvert is required, the pedestrian travelway shall consist of hardscape (equal to the adjacent thoroughfare combined sidewalk and planting strip width.) Planters, street lamps and possibly signage may or may not be included. Coordinate with Streetscape Standards Section III.B.4 and Figure 3.5 Streetscape Standards for Street (Public Frontage) Types.

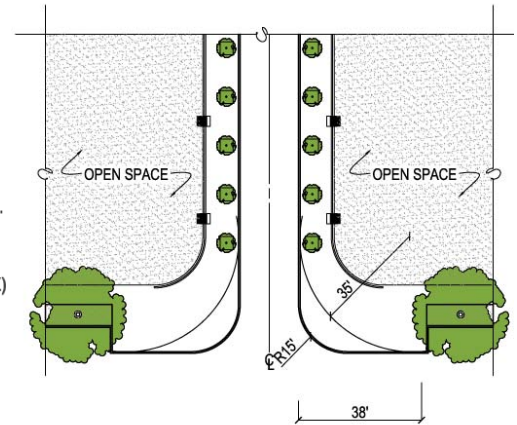


Specific Condition (ST4018)	
Application	Des. Speed: slow 10-20 mph max.
	BES: T3, T4
Dimensions	ROW: 40'w
	Paving: 18' w
	Radius: 10' min to 25' max
	See adjacent NOTE
Lanes	Traffic: 2, two-way @ 9' each
	Bicycle: In Traffic
	Parking: Parallel one side @ 7'
	Median: NA
Edges	Loading: NA
	Curb: Raised (with drop inlets if not a bridge)
	Planting: to be determined
	Sidewalk: both sides @ 11' each
	Lighting: Street lamps (& optional banners) both sides. Subject to design review by UDRC.
	Railings: each side 42" min. tall (if a bridge is required)

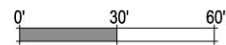


SECTION @ MID WETLAND OR WATER CROSSING

NOTE: Actual section and plan may be modified subsequent to the final engineering, geological and topographical analysis required for the final site plan submittal.



PLAN @ INTERSECTION



Street

ST4018

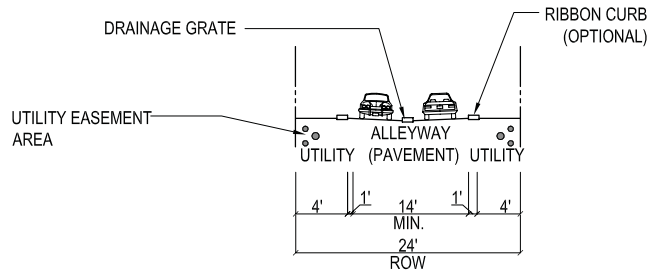
NOTE: A larger radius (up to 35') can be created if required via stabilized surfaces (of a different pattern, material and/or texture than the vehicular travel lanes) and shallower curb heights at the corners.

Alley Thoroughfare Types (AL2414)

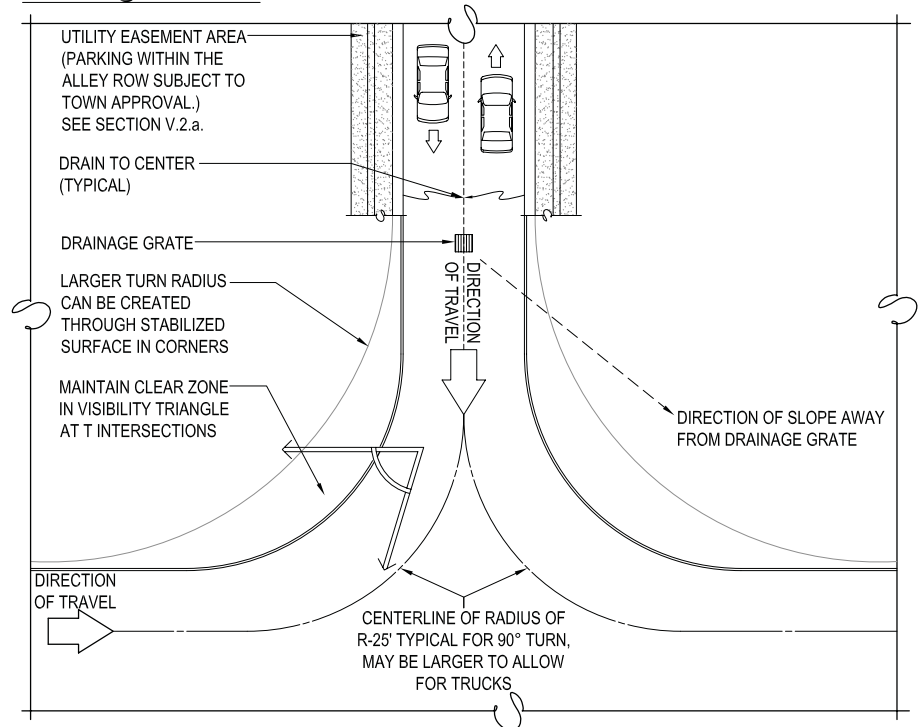
General Description: A low capacity roadway with two-way yield operation along the rear of properties it is intended to be publically owned. As a public right of way (ROW) for vehicles and pedestrians within a block it not only provides access to the rear of buildings, but also vehicle parkings (at garages see Figure 3.6.a and 3.6.b) and locations for utility meters, recycling and dumpsters.



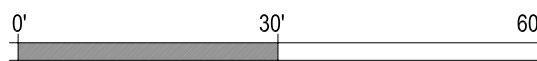
Specific Condition (AL2414)	
Application	Des. Speed: 0-5 mph.
	BES: T3, T4, T5B, T5A
Dimensions	ROW: 24' w
	Paving: 14' w max
	Radius: as required
Lanes	Traffic: two-way with yield
	Bicycle: NA
	Parking: Head-In @ Garages
	Median: NA
Edges	Loading: NA
	Curb: Ribbon (optional)
	Planting: not required
	Sidewalk: NA
	Lighting: NA
	Easements: for utilities & mailboxes



SECTION @ MID-BLOCK



PLAN @ INTERSECTION



Alley

AL2414

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

B. Components of the Public Space Standards.

3. Open Civic Space Type Standards

Well placed and intentionally designed open civic spaces such as greens, squares, plazas and pocket parks are essential for healthy, amenity-rich neighborhoods. The intent and development principles established in Section II apply to open and civic spaces. Open and Civic Space Type Standards which follow are regulatory. They do not apply to SD15 (unless otherwise noted.) All graphics are illustrative. Definitions, standards and graphic depictions for each specific type of open civic space (OCS) are found in Figure 3.2. The UNO-FBC recommends a minimum of 25% of the total area being rezoned be dedicated to the provision of open space (as defined in Figure 3.2) That minimum % shall be achieved as follows:

a. General Provision for Open Civic Space

- o Transect Zone T2 is primarily open civic space and constitutes approximately 16% of the total project area being rezoned (excluding paved vehicular roadways.) However some limited construction of civic buildings (public or private) is allowed in T2 by warrant (subject to the approval of the UDRC.)
- o In addition, all other Transect Zones (T5A, T5B, T4, T3) combined shall provide a minimum balance of 9% open civic space (excluding paved vehicular roadways) to achieve the minimum total of 25%. This open civic space shall be comprised of any combination of open civic space types as defined by Figure 3.2, Open Civic Space Types and conceptualized by Figure 2.3, Open Civic Space Map Diagram and quantified by Table 2.2, Open Space by Type and Transect Zone.

b. Overarching Rules and Standards for Open Civic Spacs (OCS)

The following rules and standards apply to all Transect Zones (T5A, T5B, T4, T3 and T2) except SD15 (unless otherwise noted.) They are to be implemented in conjunction with Figure 3.2 Open Space Types and Standards and the UNO Streetscape Standards found in Section III.B.4.b.

Consistency of Public Pedestrian Areas along Thoroughfares. Both sides of any given thoroughfare assembly along a shared block length shall be subject to the same streetscape standards for surface treatments and furnishings, plantings, public infrastructure, lighting, signage and parking (see Section III.B.4.b.) This standard shall apply when both sides of the public thoroughfare assembly have the same public frontage or when the public frontage along one side of the public thoroughfare differs from the other (as when the thoroughfare is adjacent to an OCS on one side.)

- o UNO thoroughfare assemblies that run adjacent to SD15 shall adhere to the above stipulated standard as well as all standards associated with those thoroughfare assemblies found in Section III.B.2 of this document.

Edge and Interior Landscape features. Landscape features along the edges of any given OCS (i.e. sidewalks, planting strips and plantings, stree lamps, etc) shall conform to the streetscape standards associated with the public frontage type of the adjacent thoroughfare assembly type (alleys not applicable.) Landscape features interior to the OCS (inclusive but not limited to trails and other recreational constructions) will vary depending upon the design characteristics of that particular OCS (see Figure 3.2.) Specific recreational contructions (i.e. trails, playground equipment, picnic areas inclusive of picnic benches and sheds, community center facilities, etc.) may be included in any one of the OCS types in Figure 3.2 (except linear Public Pedestrian Areas along Thoroughfares) and they are referenced in the "Statement of Proffers and Agreements".

- o Trailways (or trails) shall be provided in all naturalized, OCS types such a Naturla Preserve/Conservative Areas (T2) and Greens and connect to the sidewalk network along OCS edges, thereby creating a continuous pedestrian circulation system. Depending upon the topography and adjacency to natural features, two trail types shall be used.
- o Class A trails are ADA and bicycle accessible and are a minimum 8' to a maximum 10' wide. Class A surfaces shall consist of compacted, crushed stone and be located in and near various types of open space areas with high user activity. Class A trails may provide public access to stream banks and also tie directly into the sidewalk network. Class B trails have no surfacing requirement, have minimal clearance and grading requirements and are a minimum 5' wide. Class B trails can and shall tie directly into Class A trail networks however they shall not tie directly into the more formal sidewalk networks found within the public frontages abutting the OCS without some transitional walkway segment. Such walkway transitions shll be either a Class A trail or walkway with surface treatments compatible with that found within the abutting public frontage.

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

OCS Distribution. In addition to the Public Pedestrian Areas along Thoroughfares (which are integral to all Thoroughfare Assemblies throughout UNO) at least one out of the five additional OCS types identified in Figure 3.2, shall be located within 1/8 to 1/4 mile walking radius of all residences in UNO.

Playgrounds. Playgrounds shall be interspersed throughout the five (5) Transect Zones in UNO (excluding SD15) and pedestrian accessible to all UNO residences. Non-UNO residents may also use these playgrounds however parking shall be either on-street or in stand-alone lots not necessarily associated with the playground but within 1/8 to 1/4 mile radius of the playground.

- o Playgrounds may be included in any of the OCS types in Figure 3.2 (excluding Public Pedestrian along Thoroughfares) with no minimum or maximum size.
- o Playgrounds shall be distributed throughout each of the five (5) transect zones (excluding SD15) with at least one (1) playground per Transect Zone.
- o Playgrounds shall be designed and equipped for the recreation of children, and shall be subject to the strictest local ordinances for safety. It is recommended that playground design incorporate as possible the safety standards recommended by the Consumer Product Safety Commission (CPSC) and the American Society for Testing and Materials (ASTM), and adhere to the American with Disabilities Act Accessibility Guidelines (ADAAG) for play areas.
- o Depending upon the design program, playgrounds may be fenced (on all or one side) along the edge of private property, in keeping with standards outlined in Figure 3.2 and the UNO Streetscape Standards (in Section III.B.4.b.) Fencing shall be built during the development of the playground and be considered part of the Open Civic Space (OCS.)
- o Given the variety of residential product types found throughout UNO in all Transect Zones (from apartments to single family detached,) the design of playgrounds shall be varied to suit the developmental needs of the various age groups that will live in UNO; from "tot lots" for children up to the age of five, to surface courts and playfields for teens. Playground site designs, inclusive of equipment layout and type shall be required as part of the final site plan submittal. Specific recreational constructions (i.e. playground equipment, playground picnic areas and shelters, etc) are referenced in the "Statement of Proffers and Agreements." The following recommendations represent minimum amenity levels for age-appropriate playgrounds:
 - 1. Tot lots (up to 5 years old) and Playgrounds for school-age children (up to 12 years old) should include at a minimum; one (1) swing with four (4) seats, one (1) slide, two (2) climbers, one (1) sand box and two (2) shaded benches.
 - 2. Recreational amenities for older children (12 years plus) should include at a minimum one (1) surface court either for tennis or basketball, designed and built according to industry standards.
- o Substitutions of equipment or type of facilities may be made by the UDRC and Town Planner provided they offer a recreational amenity appropriate to the needs of the residents of UNO.

Other Acceptable Amenities and Facilities. Swimming and wading pools with associated changing facilities for both genders, community buildings with indoor game, meeting and other function rooms may be located either within or adjacent to any one of the various open civic space types found within UNO, but they are not mandatory. Such facilities, if provided shall be subject to the strictest local ordinances for safety as well as meet ADA accessibility requirements. If provided, pool facility and community building designs, inclusive of equipment layout and type shall be required as part of the final site plan submittal. Specific recreational constructions (i.e. pool facilities and equipment, changing rooms, community buildings, etc.) are referenced in the "Statement of Proffers and Agreements." Substitutions of equipment or type of facilities may be made by the UDRC and Town Planner provided they offer a recreational amenity appropriate to the needs of the residents of UNO.

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

Figure 3.2 Open Civic Space Types and Standards - Regulatory unless noted otherwise

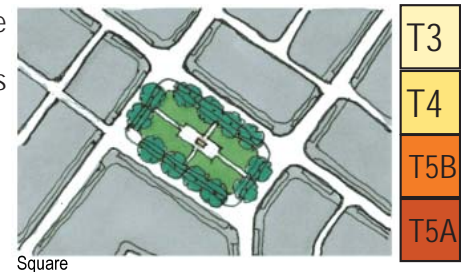
Natural Preserve: This is a large open space available for recreation, storm-water management (including rain gardens) and wetlands preservation. It may also be contiguous with other greenways and natural corridors in the region and follow, natural stream networks. It does not have to be defined or circumscribed by building frontages. Its interior landscape shall consist of trails, meadows, woodlands, all naturalistically arranged (as opposed to formal paved walkways, rows of regularly spaced trees of the same species.) The minimum size shall be 7 acres. There is no maximum size. Limited civic institutional (public or private) construction is allowed by warrant (subject to the review of the UDRC.)



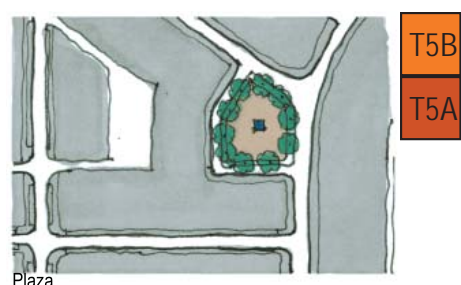
Green: This is an open space, available for recreation. A green is typically defined or circumscribed by building frontages. Its interior landscape shall consist of trails or paved walkways, lawn, grasses and multiple tree and other plant species, naturalistically arranged (as opposed to formal rows of regularly spaced trees of the same species.) It may include rain gardens as part of a storm water management strategy. The recommended minimum size shall be 2 acres and the maximum size shall be 15 acres.



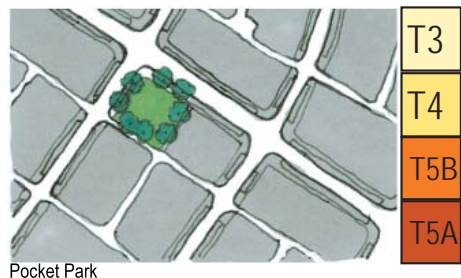
Square: This is an open space available for recreation and civic purposes. A square is spatially defined or bounded by building frontages. Its interior landscape shall include paved walkways, lawns and trees, formally arranged and limited to one species along thoroughfare edges (although more variety 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. The recommended minimum size shall be 0.25 acre and the maximum shall be 5 acres.



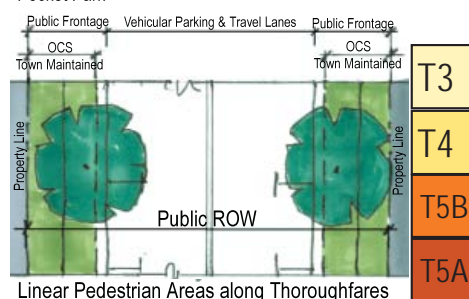
Plaza: This is an open space available for civic purposes and commercial activities. It is spatially defined or bounded by building frontages. Its interior landscape shall consist of hard pavement with trees of restricted species, equally spaced in either grates or planters along the edge of the surrounding thoroughfares. Plazas do not have to be geometrically "square" or perfectly rectangle however they are located at the intersection of important thoroughfares. The recommended minimum size shall be 0.25 acre and the maximum shall be 2 acres.



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 public thoroughfare with public sidewalks. Its interior landscape shall consist of paved walkways, lawns, and trees that are formally arranged along the thoroughfare edge. Fencing (2'6" to 4'6" tall, made up of plant material, metal, wood or masonry) is required along the edges of private property and shall be built during the development of the pocket park and shall be considered part of the public park. It may or may not include recreational structures or equipment. A pocket park has no minimum size, however it can only cover the area of a partial block.



Public Pedestrian Areas along Thoroughfares: Linear pedestrian areas within the public frontage (inclusive of sidewalks, planting strips and planters) serve as civic open space. Any portion of the public frontage determined to be outside of the VDOT maintenance area shall be maintained by the Town of Orange as open civic space (OCS).



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

B. Components of the Public Space Standards (continued.)

4. Streetscape Standards

This component of Public Space Standards specifically deals with the landscape features, lighting and signage associated with each of the public frontage types (See figures 3.1, 3.3, 3.4, 3.5, 3.6.) These public frontage types establish the degree of urban character for each of the thoroughfare types as well as specific parameters for sidewalk design (see sidewalk zones and definitions below) and alleys. Streetscape standards also identify the placement of infrastructure elements such as water, sewer and storm lines within the paving area of the thoroughfare and electrical and cable lines within the right-of-way of the alley as opposed to being within a utility easement or private property. These standards apply to Transect Zones T5A, T5B, T4, T3, T2. They do not apply to SD15 unless otherwise noted.

a. Public Frontage Type

The Public Frontage is the area between the private lot line and the edge of the vehicular lanes. It includes walkways, planters and lighting. Dimensions and standards are provided in the following figures which are regulatory. These Figures 3.3 to 3.6.a and 3.6.b are to be coordinated with Section III.B.4.b and the "Road and Infrastructure" Plans included within the rezoning submittal.

Commercial Street (section and plan).....Figure 3.3.

(Commercial Avenue similar)

Urban Street (section and plan).....Figure 3.4.

(Urban Avenue similar)

Street (section and plan)..... Figure 3.5.

Alley (section and plan)Figure 3.6.

In addition, the following sidewalk zones and their definitions apply to the above cited figures.

Building Frontage Zone: The distance between the thoroughway and the building front or private property line that is used to buffer pedestrians from window shoppers, appurtenances, and doorways. It contains private street furniture, private signage, merchandise displays, etc. The frontage zone can also be used for street cafes, however street cafes may cross into pedestrian Throughway Zone, provided a 6'-0" wide thoroughway is maintained.

Throughway Zone: The walking zone that must remain clear both horizontally and vertically for the movement of pedestrians (6'-0" min to accommodate two wheelchairs passing each other).

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, street lights and can contain utilities.

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.

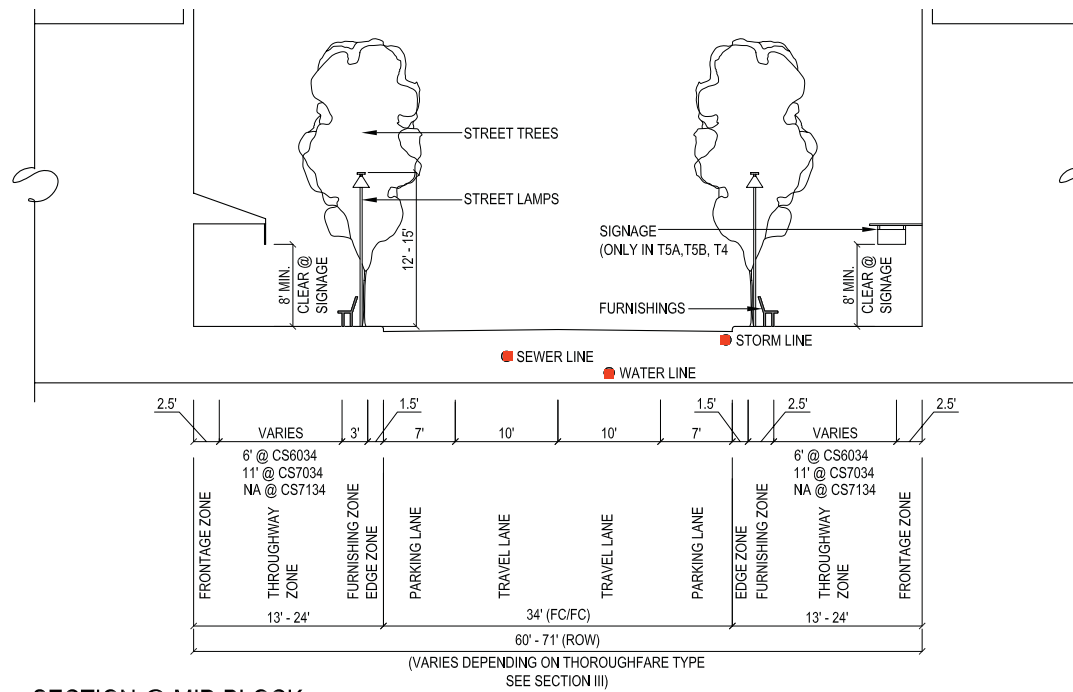
Uptown North Orange Form-Based Code (UNO-FBC)

T5A T5B

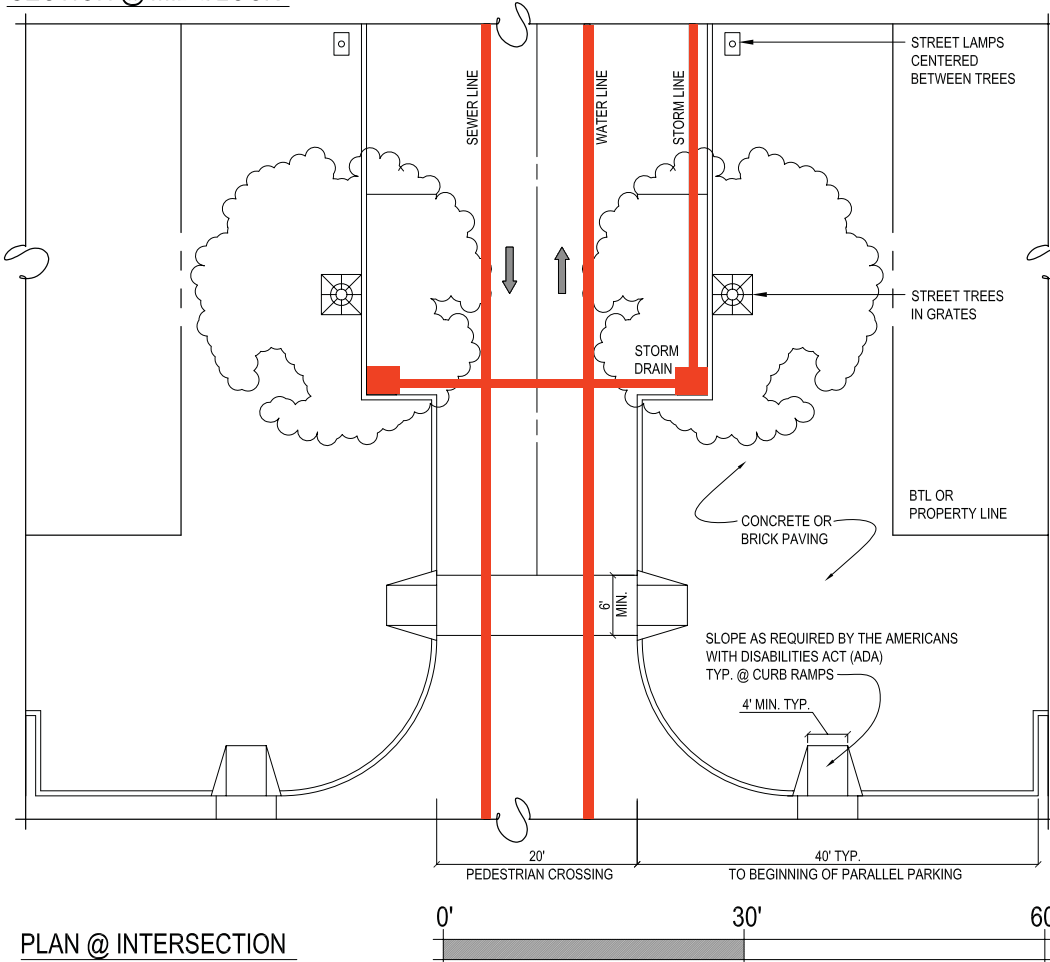
Figure 3.3 Streetscape Standards: Commercial Street Types (CS6034, CS6634, CS7134)

Coordinate with "Road and Infrastructure" Plans.

NOTE: Commercial Avenue Type (CAV7038) similar but with a 6'-0" wide central median with planting strip and street trees.



SECTION @ MID BLOCK



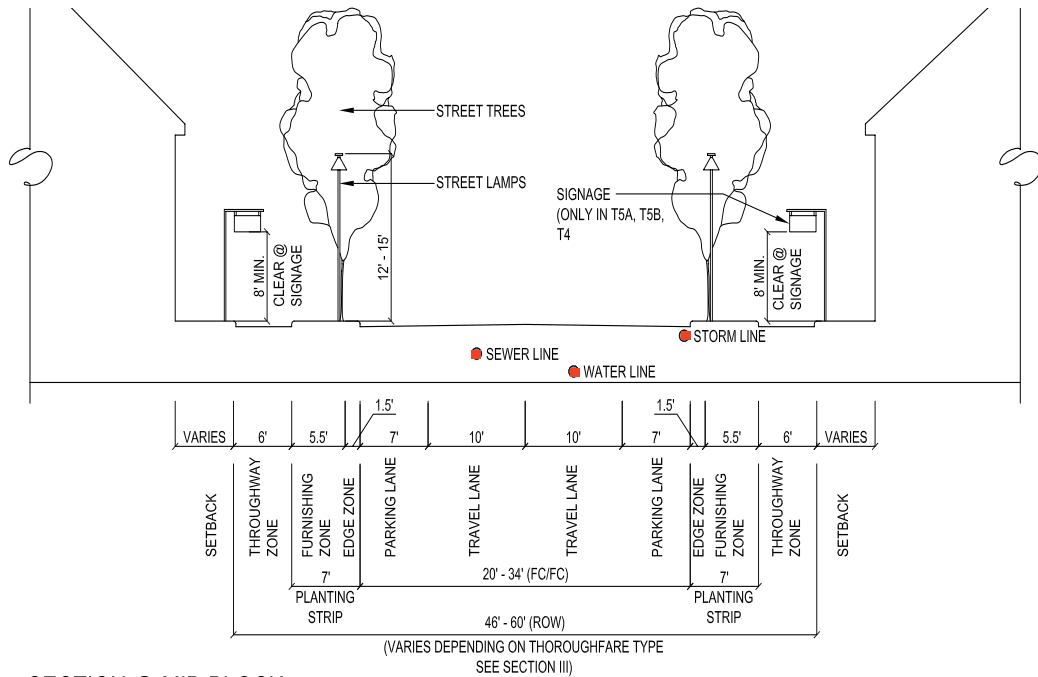
Uptown North Orange Form-Based Code (UNO-FBC)

T3 T4 T5B

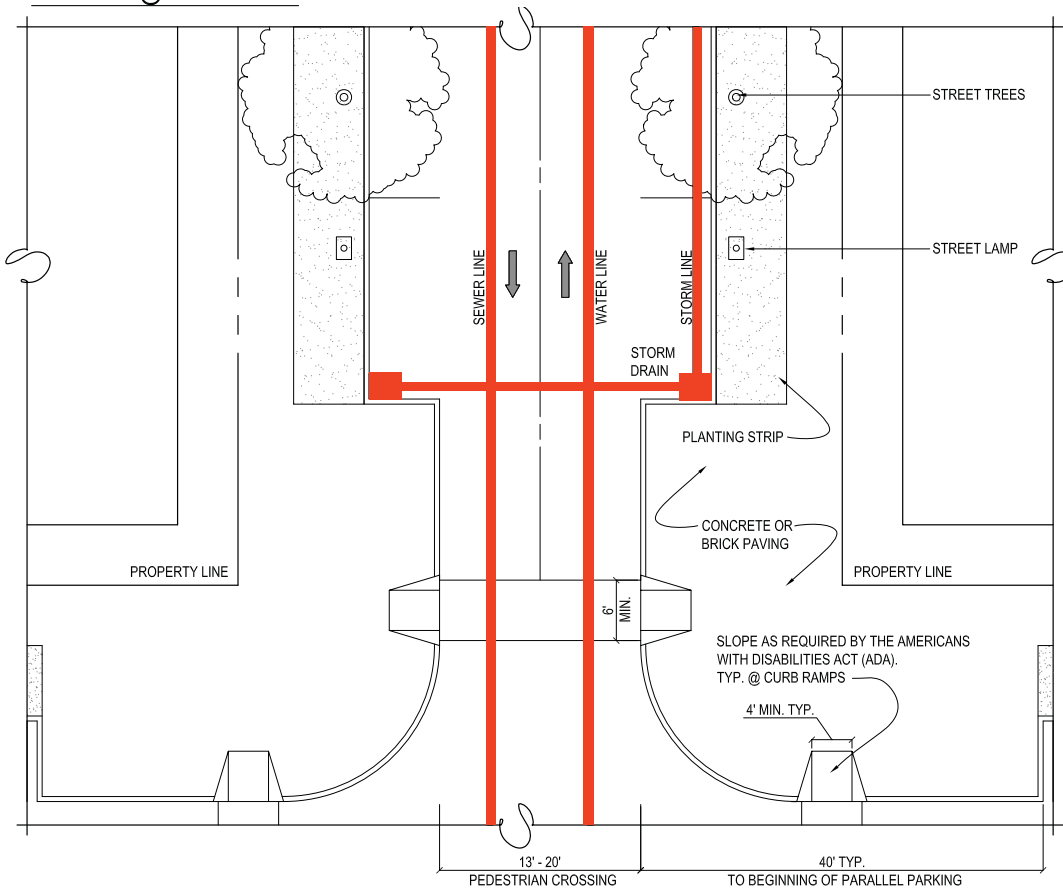
Figure 3.4 Streetscape Standards: Urban Street Types (US6034, US4620, US5327)

Coordinate with "Road and Infrastructure" Plans.

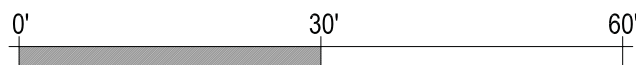
NOTE: Urban Avenue Type (UAV7038) similar but with a 6'-0" wide central median with planting strips and street trees..



SECTION @ MID BLOCK



PLAN @ INTERSECTION

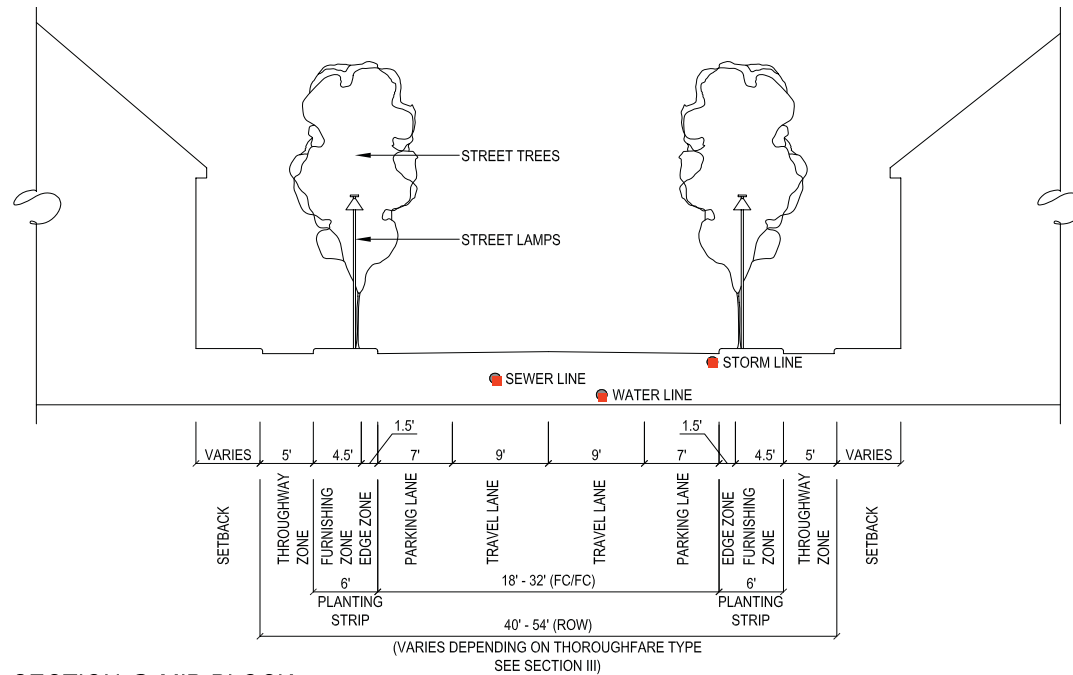


Uptown North Orange Form-Based Code (UNO-FBC)

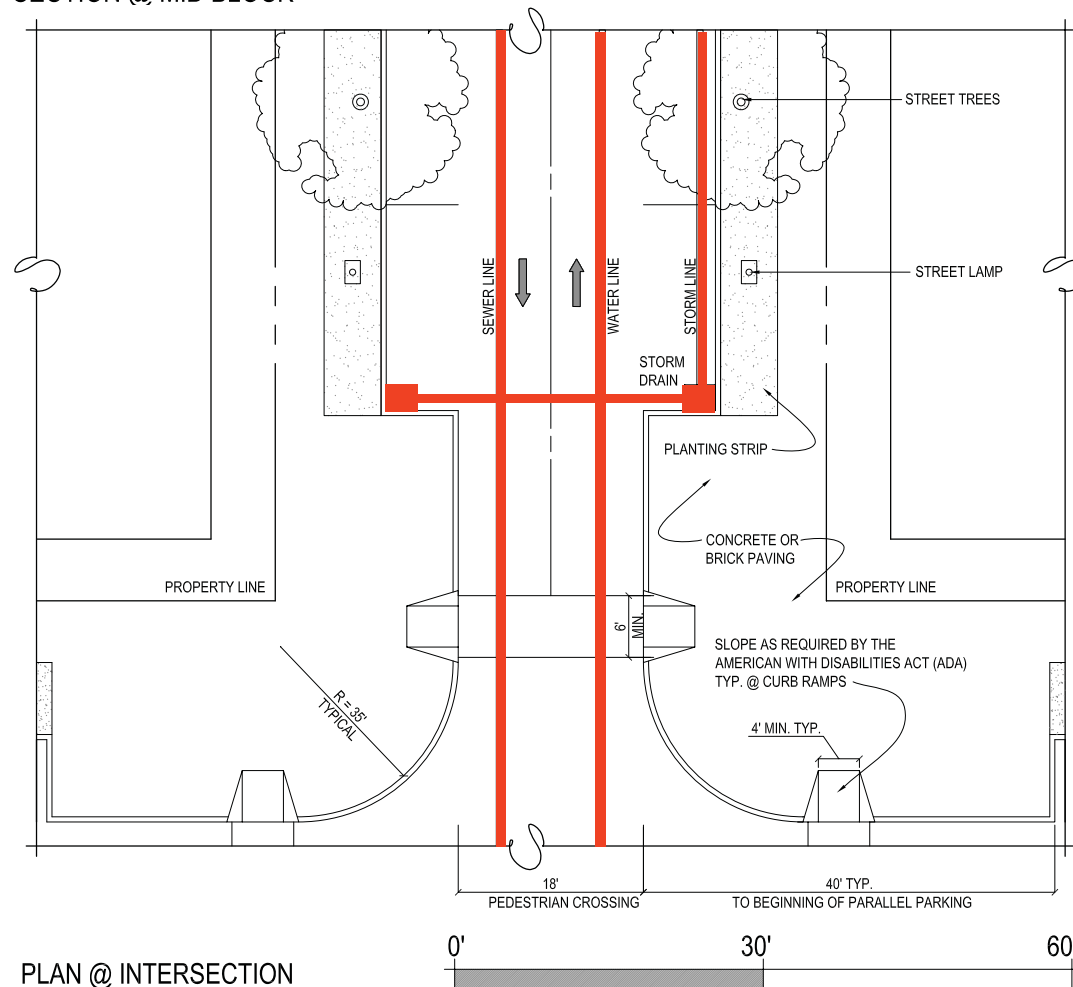
T3 T4

Figure 3.5 Streetscape Standards: Street Types (ST5432, ST4725, ST4018)

Coordinate with "Road and Infrastructure" Plans.



SECTION @ MID BLOCK



PLAN @ INTERSECTION

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

T3

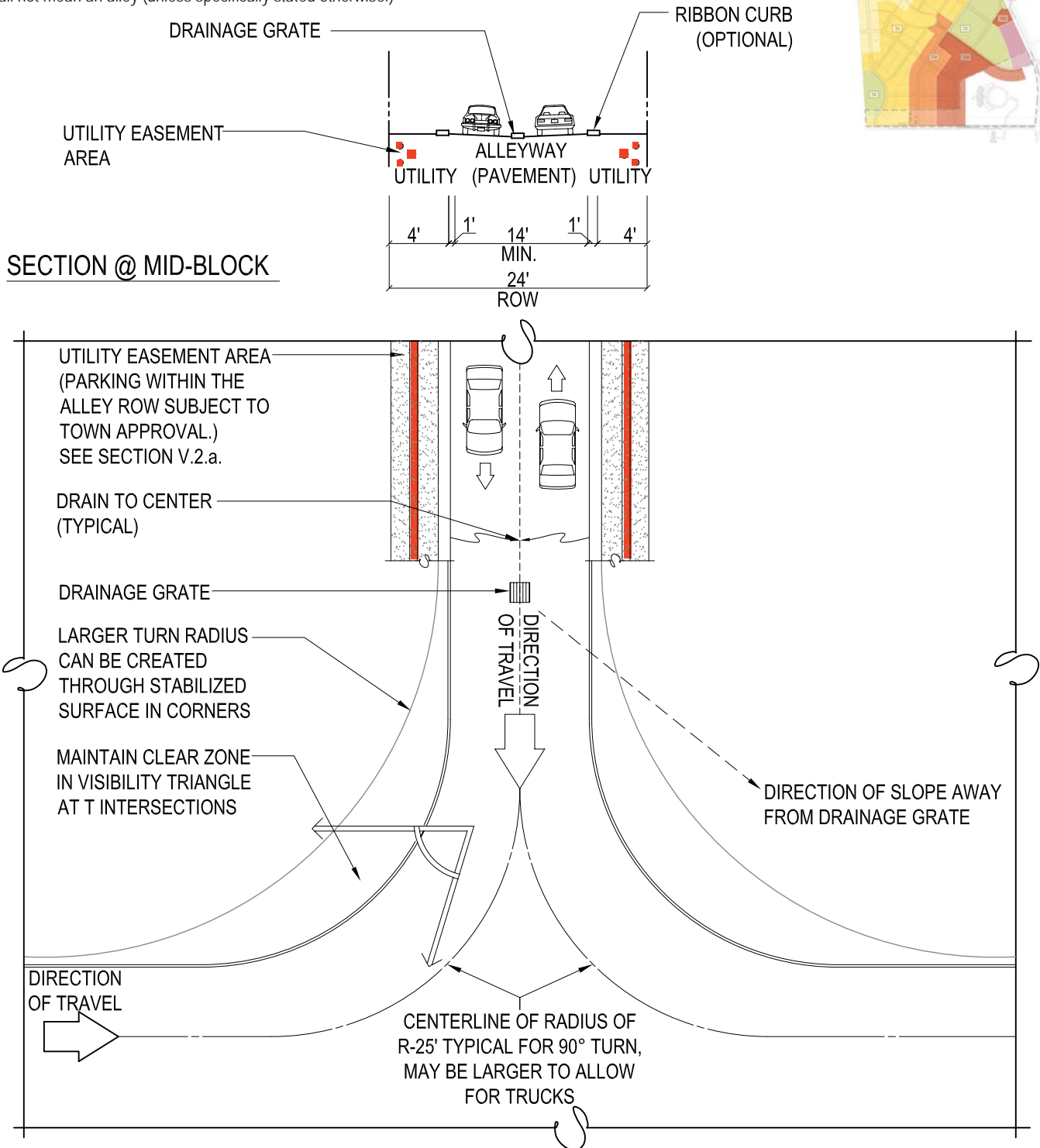
T4

T5B

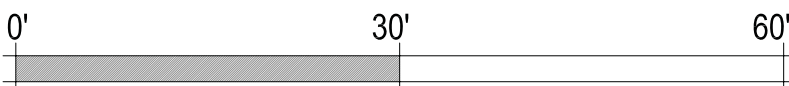
T5A

Figure 3.6a Streetscape Standards: Alleys (Typical) Coordinate with "Road and Infrastructure" Plans.

NOTE: An alleys is a type of thoroughfare used to access the rear of private property. However, when the term "public thoroughfare" is used to describe public streets (be they commercial, urban, or street public frontages) it shall not mean an alley (unless specifically stated otherwise.)



PLAN @ INTERSECTION

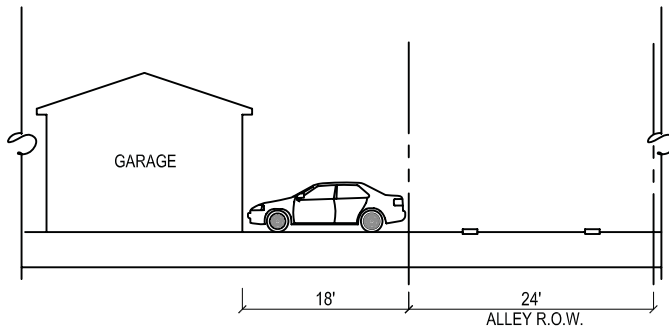


Uptown North Orange Form-Based Code (UNO-FBC)

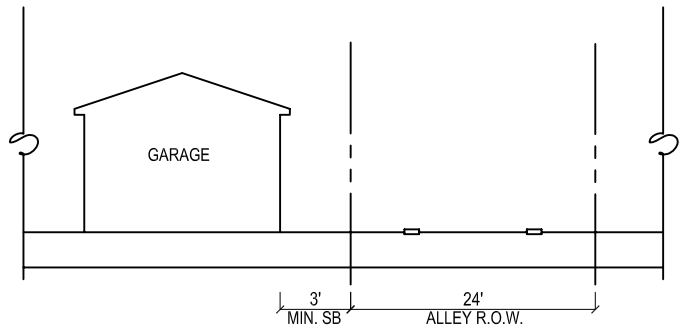
T3	T4	T5B
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Figure 3.6b Streetscape Standards: Garages @ Alleys (Typical)

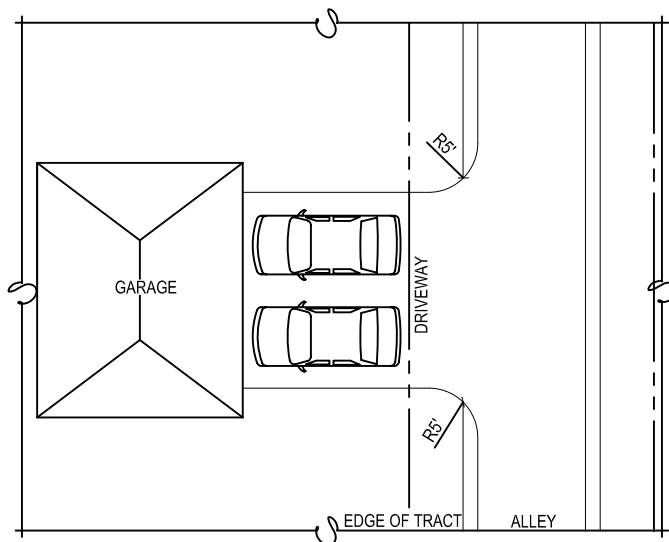
Coordinate with "Road and Infrastructure" Plans.



SECTION @ MID BLOCK

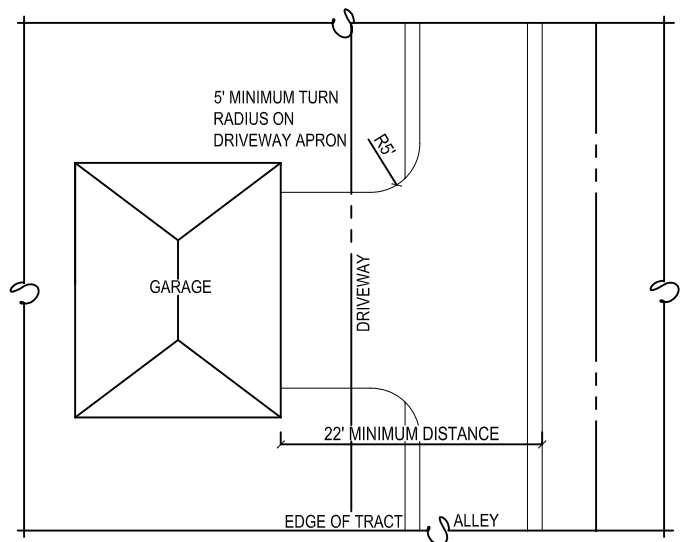


SECTION @ MID BLOCK



PLAN @ INTERSECTION

SCALE : N.T.S



PLAN @ INTERSECTION

SCALE : N.T.S

Head In Parking Alley

No Parking Alley

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

B. Components of the Public Space Standards.

4. Streetscape Standards (continued)

The Urban Design Review Committee (UDRC) shall have oversight and design coordination responsibilities for the following streetscape standards that pertain to Transect Zones T5A, T5B, T4, T3, T2, namely; surface treatments and furnishings, plantings, above ground components of the public infrastructure, lighting, signage and parking. Unless otherwise noted, these streetscape standards do not pertain to SD15. The oversight and design coordination of SD15 streetscape standards however also falls under the purview of the UDRC.

b. Surface Treatments and Furnishings

Sidewalks (a.k.a. Walkways) and Crosswalks. Sidewalks are public in that they promote pedestrian activity throughout Uptown for all of its residents and patrons. Sidewalks occur on both sides of the thoroughfare. Sidewalk widths are specified for each Thoroughfare Type Assembly which are regulated by the public frontage standards permissible in each transect zone. Acceptable sidewalk materials include brick and concrete. Asphalt and loose gravel are prohibited.

Street crosswalks shall be obviously marked (in color, pattern, texture and/or material change) on all public streets, private vehicular access-ways and service drives located between surface parking areas and building entrances. They shall be at least six (6) feet wide and located at all major crossing points at all thoroughfares, access drives, alleys, lanes and parking lots.

The "Urban Design Review Committee" (UDRC-see Section VI, Administration) shall establish, adopt and implement a common set of standards for sidewalk and crosswalk materials, textures and colors that complement the surrounding built context and ensure a cohesive, landscape design.

Fences, Screens and Walls. Fencing (and related gates) is appropriate for all residential building lot types throughout UNO. Its applicability to non residential uses in T5A and T5B is subject to the review and approval of the "Urban Design Review Committee" (UDRC). Fencing can be made of painted or stained wood (pressure treated wood is allowed only at the rear of buildings, not clearly visible from the public thoroughfares or OCS), cast iron and painted metal, planting or other materials deemed to be architecturally compatible by the UDRC. In any case, materials and design shall complement that of the primary building. Chain link fences are prohibited in all zones. Fencing is used to demarcate private property from the public ROW as well as to surround garden spaces or if deemed suitably opaque by the UDRC, screen trash cans, mechanical and electrical equipment, cars and parking lots from the view of public thoroughfare.

Privacy screens and screens in general are a type of fencing designed to ensure privacy and/or obscure visibility from and to public places (including public thoroughfares and open civic spaces.) They are typically made of painted/stained wood (pressure treated only if not visible from public places) in the form of solid panels and/or dense lattice. They can also be made of stone or masonry and in some cases metal (but in no case a chain link fence.) They are allowed by right at rear decks but allowed only be warrant at private frontages, subject to UDRC review and approval. Screening may be up to 8' tall when concealing large equipment such as dumpsters and mechanical equipment at the ground level.

Walls (and related gates) are appropriate for all building lot types and uses throughout UNO. Walls are opaque and are made of masonry, stone or wood framing with either wood siding or stucco or other materials deemed to be architecturally compatible by the UDRC. In any case, materials should complement that of the primary building. Synthetic stucco or synthetic stone veneers are prohibited. Walls, like fencing are used to demarcate private frontage from the public ROW as well as to surround garden spaces or screen undesirables such as trash cans, mechanical and electrical equipment and cars and parking lots from the public thoroughfare. A 2'-6" to 4'-6" tall, dense hedge, fence, or opaque masonry wall is required to conceal a parking lot adjacent to the public thoroughfare.

Furnishings & Equipment. Benches, trash receptacles and bicycle racks shall be provided on all Commercial and Urban Streets in T5A, T5B and T4 within the Furnishing Zone (See Public Frontages, Figure 3.1 and 3.1.a.) as well as in all OCS types designated as Natural Preserve Conservation Area Greens, Squares, Plazas and Pocket Parks. Such landscape furnishings shall be located at trailheads for preserve/conservation areas. Trash receptacles and bicycle racks shall also be provided in parking garages when such structures are determined to be economically feasible to construct. Wood, metal and pre-cast concrete are acceptable materials provided the color and style are compatible with surrounding building and paving materials as determined by the UDRC.

Mail drop boxes and Newspaper vending machines are permitted in T5A and T5B only in locations approved by the "Urban Design Review Committee (UDRC)." Large outdoor vending machines for food and drink are prohibited throughout UNO. Private mailboxes shall be located in either alleys or in "ganged" arrangements in designated locations on the final site plan. The design and placement of all mailboxes (private, single or ganged) shall be subject to the review and approval of the UDRC.

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

4. Streetscape Standards (continued)

c. Plantings

The following UNO-FBC standards apply project-wide to all Transect Zones (T5A, T5B, T4, T3, T2) except SD15 (unless otherwise noted.) A Landscape Plan shall be submitted during the time of application to the UDRC for review and approval (See Section VI Administration.)

Disposition. The formal or informal disposition of street trees and plantings is a function of thoroughfare, open and civic space type and ultimately governed by the Transect Map (see established zones in Section II.-Regulating Plan.) Informal, naturalized landscape design is acceptable in open spaces at the edge or sub-urban zones of T2 and T3 whereas formal design is required in the more urban zones T4, T5B and T5A. Street trees shall be planted at the time of development and regularly spaced an average of one tree for each thirty to fifty feet (30' to 50') of property line common with the public ROW of any UNO public thoroughfare assembly (excluding alleys) within planting strips or tree grates. Where necessary to accommodate curb cuts, fire hydrants, other infrastructure elements and clearance for storefronts (in T5A, T5B, and T4) spacing may vary. Trees shall be aligned parallel to the street and placed clear of the edge zone but within the furnishing zone. Street trees may be omitted in T5A only where colonnade frontages are designated on the final site plan. Tree placement is subject to VDOT sight distance requirements.

Materials. All plant materials shall be selected from native varieties (or those compatible with) free of fruits and seeds (unless designated in specific locations by the Landscape Plan submitted with the final site plan.) They shall be nursery grown in accordance with the American Standard for Nursery Stock (by the American Association of Nurserymen) and under climatic conditions similar to UNO for a minimum of two years. They shall have normal growth habits, be free of disease and have well-developed root systems. The following categories apply.

- o **Deciduous Street & Parking Lot Trees.** Major deciduous species shall be used in all thoroughfare types, located either within sidewalk planters or tree grates or planting strips for all transect zones. (See Section 3.2 and Figures 3.1 to 3.5) They shall also be used in parking islands of surface lots, or on the grounds of public institutions. Minimum size at the time of installation: 2 ½" to 3 ½" caliper with a maximum mature height of 50' to 60'.
- o **Ornamental Trees.** Shall be judiciously planted for accents and visual emphasis in accordance with the final Landscape Plan. Minimum size at the time of installation: 10-12' height with a maximum mature height of 12'-25'.
- o **Evergreen and Coniferous Trees and Shrubs.** Shall be judiciously planted for screening and buffering, in clusters and selected from native species. Minimum tree size at the time of maturity: 8'-10' height. Minimum size for low level shrubs at the time of maturity is 2'-6" to 4'-6" in height.
- o **Deciduous Shrubs.** Shall be used as accents and maintained with either a natural or formal growth habit depending upon location on the Transect Map. They shall not be used for screening, however they may be used for demarcating private from public areas where 100% opacity is not required. Minimum size for low level shrubs at the time of maturity: 18-24" spread. When used as formal hedges, min preferred size is 2'-6" to 4'-6" in height.
- o **Ground Cover.** Shall be used where clear visibility is required such as on roundabouts. Shall also be used on slopes steeper than a 1'rise:3'run slope however such steep slopes due to regrading shall be kept to a minimum and demonstrated to be unavoidable at the time of final site plan submittal. Minimum mature size: Vines-2 ¼" pots, Shrubs- 18"-24" spread.
- o **Lawns.** Lawns within the ROW (i.e. in planting strips) shall be seeded or planted with sod (in specific, strategic locations designated on the Landscape Plan.) Sod shall be used in combination with other methods of bio-filtration so that it qualifies as both LID and a Best Management Practice.

For a more complete list of acceptable plant materials and standards for performance refer to Appendix A in Section VII of the UNO-FBC.

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

4. Streetscape Standards (continued)

d. Public Infrastructure

Service Mains and Public Infrastructure. Such elements shall be constructed by the Master Developer and located within public ROWs (including alleys) and other utility easements. Infrastructure includes water, sewer, storm drainage, telephone, electricity, cable and gas. Utilities and infrastructure shall be sized in accordance with capacity analysis (to be submitted with approved final site plans.) Service mains shall be bonded prior to site improvements and upon inspection shall be dedicated to the Town for ownership and maintenance. The developer shall be responsible for the coordination and construction of service laterals to connect into these systems. Refer to the “Road and Infrastructure” Plans for locations, sizing, etc.

Where dictated by final design considerations, service easements may be located between the public ROWs and individual building sites. Services shall be located in these “utility corridors” as may be required. All service connections shall be located underground and away from existing and proposed trees and special features. In the Uptown Center (i.e. T5A and T5B,) exterior electric service conduits and connections shall be provided within designated public spaces to provide accessible receptacles for use during public events. Within the Center (i.e. T5A and T5B) electric transformers and appurtenances shall be placed in underground vaults or screened by opaque walls compatible with adjacent building materials. At no time in any Transect Zone, shall transformers be placed in highly visible locations or on the thoroughfare of primary address. The placement, design and construction of all transformers shall be determined at the time of final site plan review and be subject to any additional criteria imposed by the UDRC.

Waste Storage and pick-up facilities shall be located in areas with minimum visibility from thoroughfares, preferably within a building. When located outside the building, storage receptacles shall be enclosed by masonry walls or other materials compatible with the built context. For all Transect Zones, waste storage and pick-up shall be located with other service and loading facilities within alleys, or in screened areas contiguous to parking lots (relegated to the interior of blocks.)

Stormwater Management & Best Practices. A “Stormwater Management and Best Practices Master Plan” shall be submitted with the final site plan for UNO and prepared in accordance with state and local requirements as well as the principles of “Low Impact Development” (i.e. LID) wherever practicable. Wherever practicable, Best Management Practices in bio-filtration shall be employed, thereby creating “green streets” and “rain gardens.”

For a more extensive list of applicable standards, refer to Section VII Appendix B: Best Practices and Utility and Public Infrastructure, Erosion & Sediment Control Standards and Construction Procedures.

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

4. Streetscape Standards (continued)

e. Outdoor Lighting (aka lamps)

The following standards and guidelines apply to Transect Zones (T5A, T5B, T4, T3, and T2) and not SD15 (unless otherwise noted) and shall be subject to the review, approval and design coordination by the UDRC. All outdoor lighting site plans shall be approved by the Town of Orange. The following standards and guidelines also reflect the Town of Orange's Comprehensive Plan goal to preserve the quality of life of its citizens while protecting the aesthetic character of the Town and its neighborhoods. Towards this end, these standards and guidelines for outdoor lighting and illumination for UNO are established pursuant to the following principles to protect, promote and ensure:

- o night skies in the Town from highly reflective lighting,
- o the general welfare and comfort of the public by controlling the spillover of outdoor light onto adjacent properties.
- o the public safety and comfort by preventing glare from outdoor lighting.
- o safe and adequate levels of lighting in conjunction with the development of streetscapes,
- o architecturally attractive and coordinated lighting system for both public rights of way and private properties, and
- o a fully integrated outdoor lighting system that is fully approved by and accepted for dedication to the Town of Orange for operation and maintenance.

The Lot Developer/Applicant's layout and selection of lighting fixtures and output (including but not limited to pole style and height, lumen, and spread patterns) shall be in keeping with the aforementioned principles, coordinated with the following standards and guidelines and submitted in conjunction with the Lot Development Plan for approval by the UDRC and Town of Orange. The standards and guidelines provided in the following sections are intended to both regulate and provide guidance on the placement of outdoor light fixtures (i.e. luminaries) as well as their design and performance (i.e. direction and output of light.)

Street Light Standards. Street lights shall be installed on both sides of all thoroughfare assemblies in all Transect Zones (T5A, T5B, T4, T3, and T2) and centered between street trees. Permitted street light spacing shall not exceed 75' on center in Zones T5A, T5B, and T4 and 100' on center in Zones T3 and T2 provided the following standards for average lighting levels measured at the building frontage at sidewalks and bikeways (in foot candles-fc) are met. Exceptions to these placement standards must be justified before the UDRC and may be allowed by the UDRC via warrant.

- o T2 and T3: 0.2 fc minimum to 1.0 fc maximum.
- o T4: 1.0 fc minimum to 2.0 fc maximum
- o T5A & T5B: 1.0 fc minimum to 5.0 fc maximum (with a minimum 5.0 fc at building entrances.)

In all cases, street lights shall be aligned with each other, parallel to the street and be placed clear of the edge zone but within the furnishing zone. They shall be 12-15' in height above ground. The style, form and finish of street lights (both on public thoroughfares and alleys,) shall be compatible with the surrounding building context and subject to the review and approval of the UDRC. At the time of development, the Lot Developer/Applicant is only responsible for the installation of street lights within the streetscape adjacent to the lots and block(s) being developed. Upon completion of the construction of the project, street lights, along with all of the other landscape architectural elements of the public streetscape, shall be dedicated to the Town for Maintenance.

Lighting within Public Spaces other than Thoroughfares. Other open and civic spaces used for public gathering shall include supplemental lighting and appropriate electrical conduit and service connections. Reasonable levels of night visibility shall be provided along pedestrian pathways and within gathering spaces. Accent lighting on signage and building features shall be allowed in the Uptown Center zones T5A & T5B, General Zone (T4) and Edge Zone (T2) for publically used commercial, civic assembly, recreational and institutional sites but are subject to the review and design coordination of the UDRC.

Lighting within Private Frontages. Landscape accent lighting on private frontages such as on access drives, walkways, and steps is allowed throughout all of Transect Zones and subject to the review and design coordination of the UDRC.

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4. Streetscape Standards (continued)

Lighting of Surface Parking Lots. (in Transect Zones T5A, T5B, T4, T3 and T2.) The lighting design and layout of surface parking lots shall balance the needs of both commercial and residential users that abut the surface parking lot. For that reason the recommended maximum lighting level measured at the property line boundary between abutting residential, mixed use and commercial buildings and surface parking lots is 5.0 fc. Applicants whose project lighting levels exceed 5.0 fc (but no greater than 10.0 fc) in these locations shall be required to demonstrate that the quality of ambient lighting for abutting residential users shall not be compromised. Approval by the UDRC in these instances is by warrant.

Additional guidelines for public street lighting levels and distribution patterns can be found in the Illumination Engineering Society of North America (IESNA) Lighting Handbook and other IESNA publications as well as in Section VII, Appendix C, Outdoor Lighting Guidelines and Plan Requirements in the UNO-FBC.

f. **Signage** All signage design for all Transect Zones (and SD15 where noted) shall be subject to the review and approval of the UDRC.

Visibility and Legibility. As thoroughfare design speeds increase, a driver's visual field decreases, restricting peripheral vision. Lowering speeds and placing signs close to the ROW allows drivers to detect and read signs from a longer distance.

Context-Sensitive Signage. Signage shall respect the function, scale and design of the surrounding context. The three scales of signage are; Arterial, Main Street and Parking Lot.

- o **Arterial-** SD15 shall have "Arterial scaled" signage designed according to the visibility requirements of a motorist traveling 40 mph or more along Route 15. Acceptable signage (including retail names and logos) shall either be integrated with building facades, in an elevated position, with minimal color and simple text, or be a "Gateway" design that incorporates both landscaping and freestanding signage supported by stone, masonry, painted metal, wrought iron, painted/stained wood. Gateway signs are "monumental" in scale (without rising above the roof level of any building within SD15) in that they project an appearance of permanence with clear visibility from a motorist's perspective. Gateway signs shall be installed at UNO's major entrance from Route 15 and at the east entrance on Radney Road. Signage above the roof level is prohibited.
- o **Main Street-** The commercial and urban streets of Uptown Center (T5A and T5B) and General Zone (T4) shall have "Main Street-scaled" signage designed according to the visibility requirements of a pedestrian, cyclist or motorist traveling 25 mph or less. Signage shall be either free standing or building mounted (see descriptions below.) Because movement is slower, signs may incorporate multiple colors and text types, however signage in the Center and General Zones shall also be compatible with the scale and proportion of surrounding buildings (as governed by the UNO-FBC Section 4, Building Envelope Standards) and architectural styles and detailing approved by the UDRC.
- o **Parking Lots-** Such signage applies to all Transect Zones as well as the Special District and may take the form of "Arterial" signage, integral with the building and elevated to ensure visibility across the parking lot area. Shared signage (unless placed in an entrance vestibule or near a shared exterior entrance in the form of a pedestrian-scaled directory mounted on the wall or on the ground) and tall masts with multiple individual signs are prohibited. Signage at the pedestrian level within the frontage zone of the buildings facing the interior parking lot, shall take on the characteristics of Main Street.

Signage Type. Signage types may be free standing, building mounted or regulatory.

- o **Free Standing-** A single, free-standing, two-faced sign of a scale found in Historic Downtown Orange, mounted on a pole, pier or post made out of wood (painted/stained,) metal (painted/ wrought iron,) masonry or stone. Minimum clearance from the bottom of the sign to top of grade is 8'. Free Standing signs shall be placed within the frontage or furnishing zone of the streetscape only or within the front setback of the private frontage, adjacent to the ROW of the primary thoroughfare. They are not allowed along commercial highways or arterials or in parking lots. One is permitted per building (with more than one establishment per sign allowed.)
- o **Front Standing-Arterial Scale.** See "Arterial" under **Context-Sensitive Signage** above.

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B. Components of the Public Space Standards.

4. Streetscape Standards (continued)

- o Building Mounted- Applies across all scales and is consequently subject to varying design and visibility requirements. Building mounted sign types applicable to thoroughfares and parking lots within Zones T5A, T5B and T4 include awnings, hung signs, storefront window signs and signs fixed to building facades above awnings and storefront assemblies. Signs affixed to building facades also apply to SD15. (See Arterial and Parking Lot and/or Context Sensitive Signage.) Hung signs must maintain a minimum 8' clear from the bottom of the sign to the top of finish grade at sidewalks. All mounted signs may encroach within the public ROW or setback, provided the signage stays within the building frontage zone of the streetscape.

NOTE: Transparency Standards for ground floor businesses in T5A, T5B and T4 are identified in Section 4. Signage area shall not subtract from required transparency %'s.

- o Regulatory-These small signs (ranging from 1 ½ to 2' square in area posted at eye level) shall be designed to complement the surrounding context. Their public function is to direct, warn and identify critical geographic information. Examples of such signage include traffic directions, parking lot or loading dock entrances and locations, no trespass and handicapped parking areas.

In general, all signs of the same scale and type shall be located approximately in the same location relative to main entrances. Additional signage standards can be found in Section VII Appendix D.

5. Parking and "Great Thoroughfares"

The UNO-FBC is governed by an overarching commitment to establishing and maintaining a desired spatial character of the Public Thoroughfare. Establishing standards for building height, setbacks create a sense of spatial enclosure (i.e. the ratio between the typical height along a street and the width of the public ROW plus front setbacks or build-to lines) are particularly important in forming that character and reshaping auto-dominated thoroughfares into high quality public places. In doing so a "great street" (a phrase taken from Alan Jacob's book, Great Streets) provides;

- o Safety and active living where the car accommodates pedestrian space.
- o Physical Comfort as required by geography and climate.
- o Vertical and Horizontal Definition (i.e. a sense of spatial enclosure)
- o Qualities that engage the eye of a pedestrian (not a motorist moving at 60 mph.)
- o Transparency in that the pedestrian is invited to view and know what's within buildings.
- o Complementary building design in terms of massing, scale and height.
- o Maintained public and private properties that demonstrate a "pride of place".

However, ensuring the creation and preservation of "great thoroughfares" is not only contingent upon the enforcement of individual Building Envelope Standards (found in Section IV) or Land Use Regulations (found in Section V). Due to the potentially destructive nature that excessive parking has on the quality of the public space of the street, parking must be also governed by Public Space Standards (this Section III) that are predicated upon the following three principles (and associated rules). These principles (and associated rules) apply only to Transect Zones T5A, T5B, T4, T3, and T2. They do not apply to SD15 unless otherwise noted. First, reduce the number of on-site parking spaces required. Second, conceal or mitigate the visual impact of parking fields along public thoroughfares. Third, minimize the area footprint required for car storage.

a. Reduce the Number of On-Site Parking Spaces per Use.

- o Reduce diffused, single-purpose reserved parking and enable people to park once at a convenient location and access a variety of commercial and civic enterprises in a pedestrian-friendly environment.
- o Establish shared parking factors between uses so as to reduce aggregate parking requirements.
- o Allow off-site, parking spaces in stand alone parking fields within a 1320' (1/4 mile) walking distance to count toward parking requirements.
- o Maximize on-street parking and allow available on-street parking (i.e. both sides of adjacent thoroughfares that circumscribe the block) to count towards the overall required number of parking spaces.
- o Promote innovative administrative and planning practices that lessen the use of automobiles (i.e. employer transportation management plans and strategic placement of bus stops).
- o Establish & enforce detailed parking requirements and strategies to reduce the required number of parking spaces (Found in Section V, Land Use and Parking of this document.)

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5. Parking and “Great Thoroughfares”

b. Mitigate the Visual Impact of Parking

- o Relegate all parking fields to the interior of the block behind buildings; never in front of buildings.
- o Minimize parking field visibility from the public thoroughfare. No more than 72 linear feet (LF) of parking lot shall typically abut the public ROW along the public frontage line (preferably of a secondary thoroughfare) except in the case of “anchor” establishment where parking demand as substantiated by the applicant’s independent parking study may necessitate more LF of abutting parking on one or two sides of the associated block. In that event, the developer/applicant shall designate which thoroughfares lend them-selves to abutting parking lots (i.e. secondary) and which may not (i.e. primary) subject to the review and approval of the UDRC by warrant. In that case, adjacent parking lots along public frontages must be concealed by dense fencing or walls and interrupted at a minimum every 72’ by either landscaping or building.
- o Parking fields along public thoroughfares shall be concealed by screening, 2’6” to 4’6” tall made of dense hedge material, fencing (if design is concealing), or walls.
- o At no time shall a parking field be located on the corner of an intersection.
- o Allowable strategies for minimizing and concealing parking fields are included in the Section III, Public Space Standards (See Allowable Parking Types, Figure 3.7 and Table 3.1)
- o Mandatory Parking Placement Standards for individual lots are included in Section IV, Building Envelope Standards.

c. Minimize the Footprint for Car Storage (by going vertical)

- o Promote innovative construction projects for automobile storage that lessen the overall ground level surface footprint required for storage (i.e. structured interior parking, tuck-under parking.)
- o Allowable strategies for car storage are included in the Section III, Public Space Standards (See Allowable Parking Types, Figure 3.7 and Table 3.1)

d. Mitigate Surface Parking Lot Design through Landscaping.

Landscape plans submitted to the Urban Design Review Committee shall meet the following parking lot landscape standards which are applicable to all attached and multifamily residential, mixed use and non-residential development projects within UNO’s five (5) Transect Zones (T5A, T5B, T4, T3, T2,) excluding SD15 (unless otherwise noted.) However, these standards are not applicable to single family detached residential lots and are not intended to apply to off-street parking spaces or private driveway access to off-street parking spaces for individual single family residential dwellings. All UNO-FBC standards pertaining to plantings (see Section III.B.4.c) apply. For a more complete list of acceptable plant materials and standards for performance, refer to Section VII, Appendix A. Landscape Guidelines and Standards.

Parking Lot Treatments Adjacent to Lot Lines: For off-street parking lots adjacent to private lot lines, the following landscape regulations shall apply:

- o Where a parking lot abuts a property line not common with the right of way of a street, a landscaping strip of not less than five (5) feet in width shall be located between the parking lot and the abutting property line.
- o A minimum of one tree for an average spacing between thirty to fifty feet (30’-50’) of contiguous property shall be planted in this landscaping strip.
- o Where appropriate, shrubs and ground covers shall be provided within this landscaping strip to establish an enhanced low level visual buffer between the adjoining properties. Landscape strips shall be sodded with turf or mulched for planting.
- o At maturity, these shrubs and other ground covers shall be two to three feet in height. Landscape plans are encouraged to incorporate gently sloping earth berms, where appropriate, into the buffer strips.
- o A parking lot abutting a property line not common with the right of way of a street, must be concealed by dense fencing or walls (2’-6” to 4’-6” tall,) located within a landscaping strip of not less than five (5) feet in width, situated between the parking lot and the abutting property line.

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5. Parking and “Great Thoroughfares” (continued)

Parking Lot Treatments Adjacent to Public Streets: For off-street parking lots adjacent to public streets, the following landscape regulations shall apply:

- o Where a parking lot abuts a public right of way, a landscaping strip of not less than five (5) feet in width (excluding sidewalks) shall be located between the parking lot and ROW line.
- o A minimum of one tree for an average spacing between thirty to fifty feet (30'-50') feet of property line common with the public ROW shall be planted in the landscaping strip.
- o Where appropriate, shrubs and ground covers shall be provided within the landscaping strip to establish an enhanced low level visual buffer between the parking lot and the public right of way. All landscaping strips shall consist of sod with certified turf grass or mulched for plantings.
- o At maturity, the shrubs shall be a minimum of two to three feet in height. Taller shrubs are permitted where sight distances are not impaired. The landscape design for such shrubs shall also serve to direct and control pedestrian access into parking lots.
- o Parking lots may be adjacent to the public ROW (by right) for a maximum length of 72', provided they are concealed by dense fencing or walls (2'-6" to 4'-6" tall) located within the min. five (5) foot wide landscaping strip (see item #1 above.) “Anchor” establishments and their associated parking requirements may exceed these linear footage constraints, however they may be allowed by the UDRC by warrant. (See Section III. B.5.b) Gates at driveways are allowed but not required. Entry and exit driveways at parking lots shall not exceed a 24' width.

Interior Parking Lot Landscaping-When Required. Trees and landscaped “planting islands” (located such that parking spaces are on opposing sides of the planting island) shall be required and developed in parking lots (relegated to the interior of the block, behind buildings) when the:

- o Parking lot holds twenty (20) or more spaces.
- o Parking lot layout incorporates three or more double-loaded or single-loaded parking bays which are contiguous and parallel to each other.

Interior Parking Lot Landscape Requirements. The primary landscaping material used in parking lots shall be trees which provide shade or are capable of providing shade at maturity. The interior of the parking lot shall have not less than one tree for every five (5) parking spaces or fraction thereof. Sod with turf shrubs and other live planting material shall be required to complement the primary landscaping material. Such trees shall be dispersed throughout the interior of the parking lot in accord with street tree spacing standards. Landscaping located within the interior of parking lots shall be contained within sodded “planting islands.” Furthermore, planting islands shall adhere to the following standards:

- o Have raised medians.
- o Have a minimum width of twelve (12) feet to accommodate a minimum of six (6) feet wide pedestrian walk way and a six (6) feet wide planting strip in order to provide safe pedestrian passage to buildings with adequate separation from adjacent streets, access aisles or travelways. For standards applicable to surface treatments of walkways, see Section III.B.4.b.
- o Reduce storm water run-off, filter air, and provide shade. The type and method of parking lot landscape irrigation shall be described in the site plan if any type and method is to be included in the design.

Lighting of Parking Lots. See Section III.B.4.e lighting standards and guidelines as they pertain to the lighting of surface parking lots and street lights located within the streetspace of adjacent public thoroughfare assemblies.

Signage within Parking Lots. See Section III.B.4.f signage standards and guidelines pertaining to signage types applicable to the interior of parking lots. NOTE: All buildings with relegated surface parking lots that face adjacent, non-alley public thoroughfares within UNO shall follow “Context-Sensitive Signage” standards applicable to “Main Street.”

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Table 3.1 Summary of Allowable Parking Types by Transect Zone

Type	Description	Zone
GARAGES	Residential (Single Family Detached-SFD, Townhouses) & Live Work-alley access, rear loaded. Two-car garages shall be located at the rear of the lot and accessed via a rear alley (24' ROW). Rear setbacks shall be either 3' or 18' (See Figure 3.6.a & 3.6.b) Accessory residential or office space may be located above the ground level story. Alleys are the preferred access management strategy as they limit the number of curb cuts, thereby separating pedestrian from vehicular traffic, making sidewalks safer.	T3, T4, T5B
	Residential (SFD only)-street access, front and side loaded. Two-car garages shall be accessed via a driveway off either the primary address or side street. When off the primary address, garages shall be set back a minimum 15' from the primary building facade (if attached) and 15' from the maximum front setback(if detached.) When off a side street, garages shall at a minimum, align with the side setback. Garages may be detached or attached and may house accessory residential or office space over car storage. Shared driveways require a warrant.	T3, T4
TUCK-UNDER	Residential (SFD, Townhouses) and LiveWork. Required parking spaces for SFD, townhouse or live work unit shall be provided within the building footprint, under the first floor commercial or living space. Access shall be from the rear via an alley or side, via an alley or side street. Front access via a primary street is not allowed.	T4, T5B, T5A T3 (SFD & townhouses)
	Non-Residential (Vertically Mixed-Use, Commercial, Civic) and Multi family. Parking spaces required to accommodate the residences of a multi-family building (i.e. stacked flats, multiplexes, rental or owned) shall be provided at the rear and within the building footprint, under first floor office and living space. Shared access shall be from the rear via an alley or side, via an alley or side street. Parking Entry shall not exceed sixteen (16) feet clear height and twenty four (24) feet clear width and shall not be sited within seventy five (75) feet of the Block Corner or another Parking Entry on the same block. Where access is feasible only via the primary street (as evidenced by the front facades of primary buildings,) parking entries shall require a warrant for approval.	T3, T4, T5B, T5A
ON-STREET "PARALLEL"	Parking spaces are provided within the thoroughfare ROW. On-street spaces must be distributed evenly along the street edge in order to maintain visual consistency and buffer pedestrian activity from traffic.	T2, T3, T4, T5B, T5A
SURFACE PARKING LOT	For Transect Zones only, not SD15. Surface lots are defined as relatively large parking fields typically surfaced with asphalt, used for parking. A private driveway associated with a single family detached lot does not constitute a surface parking lot. As a rule, surface parking lots shall be placed at the rear of buildings. They are permitted to be adjacent to the ROW of public thoroughfares (by right) for a maximum length of 72', provided they are concealed by dense hedges, fencing or walls(2'-6" to 4'-6" tall.) "Anchor" establishments and their associated parking requirements may exceed these linear footage constraints, however they may be allowed by the UDRC by warrant. Gates at driveways are allowed but not required. Entry and exit driveways shall not exceed a 24' width. Well defined pedestrian walkways within planting strips lined with street trees shall be located between parking rows to provide safe access to buildings, reduce storm water run-off, filter air, and provide shade. (See Section III.B.5.d for additional surface parking lot standards and guidelines.	T3, T4, T5B, T5A SD15 is not subject to these UNO-FBC standards.
STRUCTURED	For Transect Zones only, not SD15. Structured parking garages (shared by multiple uses) shall be located within blocks and either wrapped with perimeter liner buildings or designed as "stand alone" structures that adhere to the proportion and massing of adjacent buildings. By right, "stand alone" buildings shall also have commercial space (minimum depth of 40') integral to the design of the first floor street level. "Stand alone" buildings without integral first floor commercial or perimeter liner buildings shall require a warrant. Shared access shall be from either the rear via an alley or side via an alley or side street. For Parking Entry, see Tuck Under and Surface Parking Lot above. In addition, structured parking entry portals may be set back up to twenty four (24) inches from the adjacent facades.	T5B, T5A

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Figure 3.7 Allowable Parking Scenarios

Garages (Residential)



Alleys mean Fewer Curb Cuts



With Buffer to Different T-Zone



Setback from Primary Facade

Tuck-Under



Rear of Townhouses off Alleys



Shared Front Entrance "in Scale"



Shared Side Entrance "in Scale"

On-Street (Parallel)



With Bulb-Out



With Planters & Trees



Adjacent to Live-Work Buildings

Surface Lot



With Fence as Screen



With Shade Trees



Internal to the Block

Structured



Stand Alone Building "in Scale"



Wrapped with Liner Buildings



First Floor Integral Commercial

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C. Public Space Standards Applicable to SD15.

SD15 represents a district within the TND that due to its adjacency to a state highway (i.e. Route 15) has a physical form that is more automobile and less pedestrian-oriented than the other five (5) Transect Zones; T5A, T5B, T4, T3 and T2. Furthermore, due to the district's highway visibility, it is suitable for the type of highway-oriented "destination" retail that can provide the entire Uptown North Orange (UNO) with an important retail catalyst and "anchor." Retail "anchor" establishments provide an attractive marketplace within the Uptown North Orange community that will support and sustain smaller, pedestrian-oriented commercial establishments (such as those that will be located in the center of UNO) because of the volume of business they attract. For SD15 Building Envelope Standards (BES) refer to Section II, Table 2.3 and Section IV. For allowable land uses in SD15, refer to Section V.

SD15 falls under the purview of the UDRC and its internal review.

All building plans and designs as well as associated landscape and site plan details and designs in SD15 are subject to the review and approval of the UDRC. The following narrative specifically deals with Public Space Standards applicable to SD15.

1. Surface Treatments and Furnishings.

All Surface Treatment and Furnishing Standards established for Transect Zones T5A, T5B, T4, T3 and T2 apply to SD15 where appropriate. A Fence, screen or wall (as per the above cited standards) shall conceal exposed parking lots along the frontage of Route 15 and the private access road adjacent to Transect Zone T2. Trash receptacles and bicycle racks shall be provided at each building entrance along the dominant public thoroughfare on which the building fronts and off of the parking lot. Mail drop boxes and newspaper vending machines are allowed at all building entrances.

2. Plantings.

SD15 landscape plans submitted to the Urban Design Review Committee shall meet the following parking lot landscape standards. All UNO-FBC standards pertaining to plantings (see Section III.B.4. c) apply. For a more complete list of acceptable plant materials and standards for performance, refer to Section VII, Appendix A. Landscape Plan Requirements.

a. Parking Lot Standards Adjacent to Public and Private Access Streets.

- o Where a parking lot abuts the public right of way of State Highway 15, a landscaping strip of not less than fifteen (15) feet in width (including sidewalks) shall be located between the parking lot and ROW line. An average of one tree for each forty to sixty (40'-60') feet of property line common with the public ROW of Route 15 shall be planted in the landscaping strip. This landscaping strip may be within VDOT's ROW, subject to the Town and VDOT's review and approval.
- o Where a parking lot abuts the public right of way of an UNO public thoroughfare or a private access road adjacent to an UNO Transect Zone, a landscaping strip of not less than five (5') feet in width (excluding sidewalks) shall be located between the parking lot and ROW line. An average of one tree for each thirty to fifty feet (30'-50') feet of property line common with the public ROW of UNO public thoroughfare assemblies shall be planted in the landscaping strip.
- o Where appropriate, shrubs and ground covers shall be provided within the landscaping strip to establish an enhanced low level visual buffer between the parking lot and the public right of way. All landscaping strips shall consist either of sod with certified turf grass or mulched beds with shrubs and other plantings. At maturity, the shrubs shall be a minimum of two to three feet in height. Taller shrubs are permitted where sight distances are not impaired. Where appropriate, fencing and/or berms may substitute for landscape material subject to final design considerations. The landscape design for such shrubs shall also serve to direct and control pedestrian access into parking lots.
- o Parking lots may be directly adjacent to or abut the public ROW (by right) provided they are concealed by dense hedges, fencing or walls (2'-6" to 4'-6" tall) located within the five (5) or fifteen (15) foot landscaping strips cited above. Within SD15, "Anchor" establishments and their associated parking requirements may exceed UNO's maximum 72 LF constraint because "anchors" are specifically allowed in SD15. Gates at driveways are allowed but not required. Entry and exit driveway dimensions shall be as required by VDOT and the Town.
- o The Owner's transportation improvements within the Rt. 15 ROW will address enhanced buffers, landscaping and pedestrian improvements.

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b. Interior Standards for Parking Lot Landscaping.

Trees and landscaped "planting islands" (located such that parking spaces are on opposing sides of the planting island) shall be required. The primary landscaping material used in parking lots shall be trees which provide shade or are capable of providing shade at maturity. The interior of the parking lot shall have not less than one tree for every ten (10) parking spaces or fraction thereof. Sod, shrubs and other live planting material shall be required to complement the primary landscaping material. Such trees shall be dispersed throughout the interior of the parking lot. Landscaping located within the interior of parking lots shall be contained within "planting islands." Furthermore, planting islands shall adhere to the following standards:

- o Have raised curb and gutter.
- o Allow for planting strips and raised median planters.
- o Control and manage the quality and quantity of urban parking lot storm water runoff when practical, filter air, and provide shade. The type and method of parking lot landscape irrigation shall be described in the site plan if any type and method is to be included in the design.

3. Public Infrastructure Standards.

Standards for urban infrastructure shall be consistent with the requirements of the Town of Orange or as otherwise approved by the Town with the final site plan.

4. Outdoor Lighting (a.k.a. lamps)

All outdoor lighting site plans shall be subject to the review and approval of the UDRC. These standards and guidelines for outdoor lighting and illumination for UNO are established pursuant to the following principles to protect, promote and ensure:

- o night skies in the Town from highly reflective lighting,
- o the general welfare and comfort of the public by controlling the spillover of outdoor light onto adjacent properties,
- o the public safety and comfort by preventing glare from outdoor lighting,
- o safe and adequate levels of lighting in conjunction with the development of streetscapes,
- o architecturally attractive and coordinated lighting system for both public rights of way and private properties, and
- o a fully integrated outdoor lighting system that is fully approved by and accepted for dedication to the Town of Orange for operation and maintenance.

The following standards and guidelines are intended to both regulate and provide guidance on placement, design and performance (i.e. direction and output of light.)

a. Street and Public Space Light Standards.

Street lighting for the district shall be in accord with the master outdoor lighting plan to be submitted with the first final plat and plan for the project. Subject to final plan review, street lights may be installed on the project side of Route 15 and both sides of all UNO public thoroughfare assemblies adjacent to SD15, centered between street trees. Street lights along adjacent UNO thoroughfare assemblies shall be aligned with each other, parallel to the street and placed clear of the edge zone but within the furnishing zone. They shall be 12'-15' in height above ground. The style, form and finish of street lights (both on public thoroughfares and alleys,) shall be compatible with the building context of UNO's Center Zones and subject to the review and approval of the UDRC. All street light standards, including but not limited to spacing intervals, light levels, style, form and finish of street lights along Route 15 shall be as required by the Town of Orange and VDOT for state highways. However, street lights in this location may be up to 20' in height.

Spaces within SD15 used for public gathering shall include supplemental lighting and appropriate electrical conduit and service connections. Reasonable levels of night visibility shall be provided along pedestrian pathways and within gathering spaces. Accent lighting on signage and building features shall be allowed in SD15 subject to the review and design coordination of the UDRC.

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4. Outdoor Lighting Principles (continued)

b. Lighting Standards and Guidelines for Surface Parking Lots

Lighting design and layout of surface parking lots shall balance the needs of all users. Style, form and finish are subject to the review and approval of the UDRC. Height, lighting level and distribution pattern shall be as required to ensure the safety and utility of pedestrians and moving vehicles using the same space, subject to the review and approval of the UDRC and Town. However, as with street lights along Rt. 15, parking lot lights may be up to 20' in height.

Applicants whose project lighting levels exceed 5.0 fc but are no greater than 10.0 fc are allowed but shall be required to demonstrate that the quality of ambient lighting for abutting residential users in neighboring Transect Zones is not compromised. Approval for lighting levels greater than 10.0 fc shall be subject to UDRC review .

5. Signage Standards.

Signage shall respect the function, scale and design of the surrounding context. That said, SD15 shall have "arterial-scaled" signage along Route 15 and "parking lot" signage interior to its parking lot, designed according to the visibility requirements of a motorist traveling 40 mph or more along Route 15. Acceptable signage (including retail names and logos) shall be either integrated with building facades in an elevated position or be a "Gateway" design that incorporates landscaping and freestanding signage supported by a stone, masonry, painted metal, wrought iron, painted/stand wood wall or framework. Gateway signs are "monumental" in scale (without rising above the roof level of any building within SD15) in that they project an appearance of permanence with clear visibility from a motorist's perspective. Gateway signs may be installed at the major entrance from Route 15 and at the east entrance on Radney Road. Signage standards for building facades facing adjacent interior public thoroughfare assemblies shall follow standards applicable to "Main Street." For additional standards regarding signage standards applicable to SD15 see Section III. 4.f. and Section VII. Appendix D. Outdoor Signage Guidelines.