

II. Regulating Plan

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

Section II. The Regulating Plan

A. Project Wide Intent and Function

The “intent” of the UNO-FBC (as governed by the Regulating Plan) is rooted in a set of universal or project-wide development principles (listed below.) Because it is foundational, this “intent” will serve as a reference for decisions about development as it proceeds. It will also be useful in determining whether a deviation from the UNO-FBC will require a warrant (which can be approved administratively.) More about the “process” ramifications of implementing the UNO-FBC can be found in Section VI. The “intent” of the UNO-FBC is therefore to enable, encourage and implement the following universal principles that operate at three scales of administration and planning.

Principles for Development

The Region (the scale of the County and Town of Orange Comprehensive Plans.)

- o The region shall retain its natural infrastructure and visual character derived from topography, woodlands, farmlands and riparian corridors.
- o Development contiguous to existing urban areas shall be structured in a complementary “Neighborhood Pattern” (See Section I, Figure 1.1) that respects historic patterns.
- o Development non-contiguous to urban areas shall be organized in patterns of traditional Neighborhoods and Centers. (See Section I, Figure 1.3)
- o Affordable housing can and shall be provided and distributed throughout the region via the development of a range of housing product types within each project.
- o Transportation corridors shall be planned and reserved in coordination with land use.
- o Green corridors shall be used to define and connect urbanized areas.
- o The region shall include a framework of transit, pedestrian and bicycle systems that provide alternatives to the automobile.

The Community (the scale of “Uptown” as envisioned by the Town of Orange Comprehensive Plan, the TND District Overlay Zone and the UNO-FBC.)

- o Neighborhoods and Regional Centers shall be compact, pedestrian-oriented and mixed use.
- o Districts specializing in single-use shall be the exception.
- o Ordinary activities of daily living shall occur within walking distance of most dwellings, allowing independence to those who do not drive.
- o Interconnected networks of thoroughfares shall be designed to disperse traffic and reduce travel time.
- o A range of housing types and price levels shall be provided to accommodate diverse ages and incomes.
- o Appropriate building densities and land uses shall be provided within walking distance of transit stops.
- o Civic, institutional and commercial activity shall be embedded in urban centers namely, Downtown, Midtown, and Uptown not isolated in remote, single-use complexes.
- o A range of open space including parks, squares, playgrounds (and school yards) shall be distributed within all transect zones as appropriate. They shall be accessible, usable and located within walking distance of residents and workplaces, every 1/8 to 1/4 mile.

The Block and the Building (the scale of the UNO-FBC.)

- o Buildings and landscaping (i.e. streetscapes) shall contribute to the physical definition of Thoroughfares as Civic places.
- o Development shall adequately accommodate automobiles but first and foremost respect the pedestrian and the spatial character and form of public spaces.
- o Design of streets and buildings shall reinforce safe environments without compromising accessibility.
- o Architectural and landscape design shall conform to local climate, topography, history and building practice.
- o Buildings shall provide inhabitants with a clear sense of geography and climate through energy efficient methods.
- o Civic building design shall be distinctive and appropriate to the role civic buildings perform in reinforcing community identity and self government. (The Town of Orange City Hall with its distinctive “tower” is a prototype.)
- o Graphic codes (such as the UNO-FBC) shall ensure that current development practice both incorporates innovative technologies as well as preserves time-tested standards of urban design.

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B. Components and Project Wide Rules for Development

The Transect Map and Matrix Components of the Regulating Plan function as the coding key for the Uptown North Orange Form-Based Code (UNO-FBC) in that they link each individual lot in Uptown North Orange (UNO) specific standards governing building placement, form and use. They are the “lynch pin” that ties together the myriad particulars of each transect zone, resulting in a cohesive, comprehensive “Form-Based Code of Development.” The five components of the Regulating Plan (all of which can be found in this section) are the:

The following pages contain the five components of the Regulating Plan. They are the:

1. **Transect Map Diagram “Regulatory”**-sets the boundaries for each transect zone. This is a definitive document, required for both the rezoning application as well as the final site plan submittal. (Figure 2.1)
2. **Thoroughfare Map Diagram “Regulatory”**-demonstrates how and where the range of thoroughfare types allowed in each transect zone, shall be applied for the purposes of securing a rezoning. Final site plan submittals shall also include a definitive, “regulatory” Thoroughfare Map. (Figure 2.2)
3. **Open & Civic Space Map Diagram “Illustrative”**- demonstrates how and where the range of open space types and civic uses allowed in each transect zone, could be applied. Final site plan submittals however, shall show definitive, locations of all intended open & civic spaces. (Figure 2.3)
4. **Conceptual Master Plan “Illustrative”**- demonstrates a composite application of the Transect Map, Thoroughfare Map And Open & Civic Space Map Diagrams. It is essentially a “vision” of what Uptown North Orange will become. The final site plan submittal, however shall be a composite of the definitive map diagrams listed above. (Figure 2.4)
5. **Master Matrix of Urban Design Standards “Regulatory”**- is a definitive document, required for both the rezoning application as well as the final site plan submittal that highlights major public space and building envelope standards for each transect zone in Uptown North Orange (UNO.) (Table 2.1)

Each UNO Transect Zone identified on the “Transect Map Diagram, is in turn tied to a “menu” of acceptable thoroughfare types, public frontages, and open space types (governed by Public Space Standards in Section III,) building, lot and private frontage types (governed by Building Envelope Standards in Section IV) and land uses (identified in Section V.) The overarching “function” or purpose of the Regulating Plan is therefore to identify where different rules for development apply. This is achieved via the boundaries shown on the “Transect Map Diagram.” These rules invoke lot by lot, the development standards which define the critical differences in form and character of development for each transect zone.

The following overarching rules for development in UNO are regulatory and are as follows:

Blocks and Lots.

- o All lots shall share a frontage line with a streetspace.
- o All lots shall be considered a part of a Block. No Block shall have a length greater than 600' without interruption such as an open civic space type or an alley, common drive, access easement or pedestrian pathway.
- o Alleys shall provide access to the rear of lots, to the extent possible. The developer/applicant shall be required to demonstrate that alleys are not feasible due to topographic or other physical constraints.
- o Curb cuts shall be limited to no more than three curb cuts per each side of block in center zones T5A and T5B and general zone T4.
- o A greater frequency of curb cuts is allowed in T3 only, so as to allow private driveways off public streets to access private garages, in situations where alleys are not possible. In those instances, BES with regards to garage placement (recessed a min. 15' from the front facade of the primary building) shall apply.

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B. Components, continued.

Buildings.

- o "Anchor" establishments as defined in the Glossary found in Section I of this document (which may have street-level footprints $\geq 16,000$ SF but $\leq 60,000$ SF) are allowed by right in SD15 without condition, are allowed by warrant in T5A and T5B (provided UNO-FBC facade composition requirements are met via the application of liner shops or some other strategy approved by the UDRC.)
- o The maximum first floor, street-level footprint (measured in square feet) of "non-anchor" single-use establishments is regulated by Transect Zone. (See Section II, Table 2.3)
- o For each side of block, buildings shall present a distinctive vertical facade composition divided into separate bays consistent with the prevailing storefront rhythm along Main Street in historic Virginia downtowns (i.e. Charlottesville, Culpeper, Staunton, and to a limited extent the Town of Orange.) At no time however shall building width modules be wider than 50'. Building facades wider than 50' must be designed (or composed) in modules no greater than 50'.
- o Each establishment shall have a functioning primary street entry, specifically for each building and lot type, functioning entry doors shall be provided at intervals $\leq 60'$ on center at the street level. This requirement may be satisfied through the use of liner shops for larger foot-plate buildings.
- o When Transect Zone designation changes along a street frontage, the property owner has the option of applying either Transect Zone's BES for a maximum additional distance of 75' in either direction (except in the case of Transect Zone-SD15 which shall not extend beyond its special district boundaries).

Thoroughfares, Emergency Vehicular Access & Streetscapes..

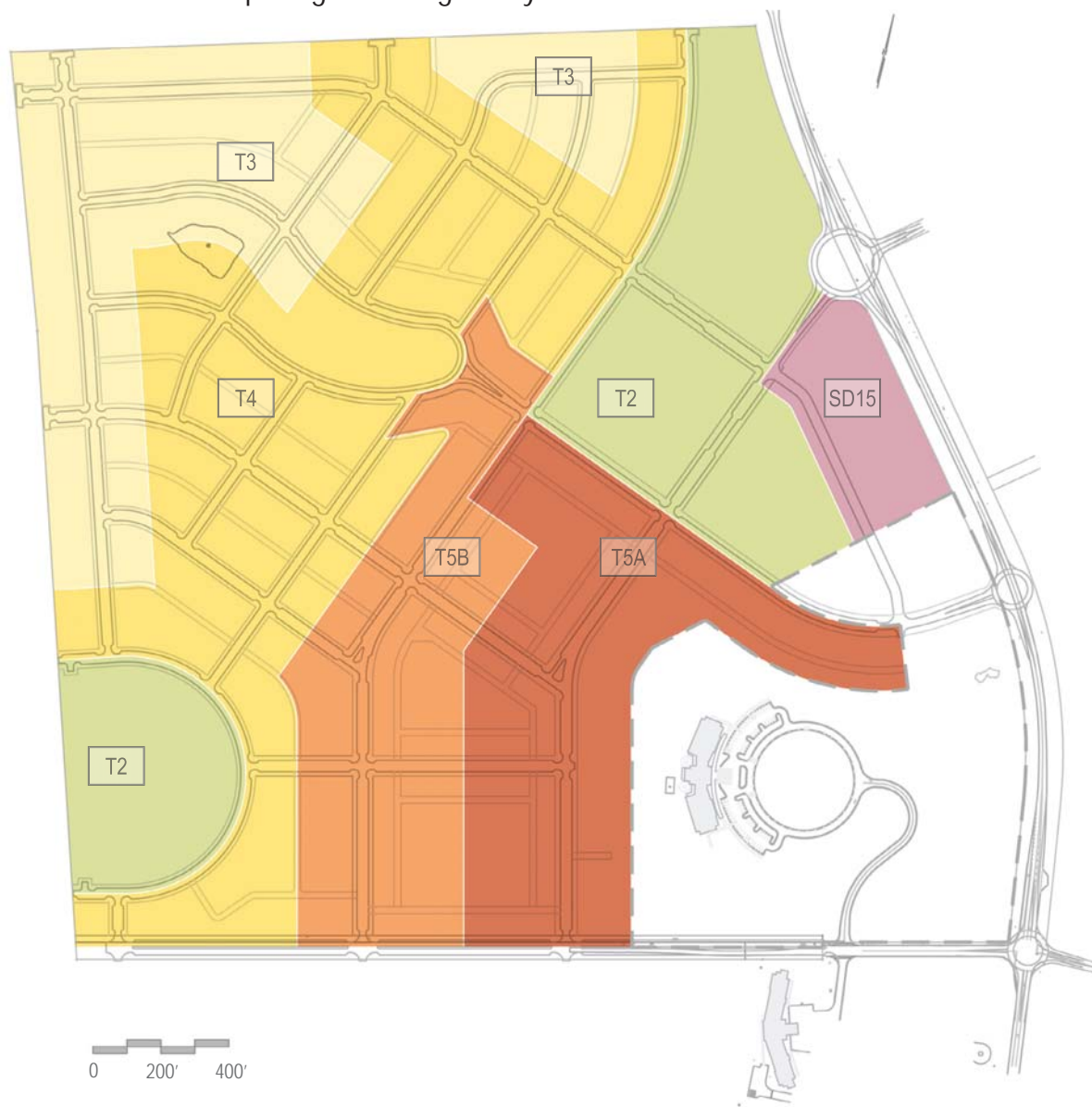
- o Vehicular travel lane widths shall be minimized as possible to ensure both pedestrian safety and emergency vehicular access.
- o Where the combined width of vehicular travel lanes (from parked car to parked car or face of curb to face of curb at "bulb outs" or crosswalks) is less than 20' wide, intermediate 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 side of the thoroughfare by either diagonal striping and/or recessed curbing. Where the distance from finish grade to top of second floor window sill 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.
- o Street trees shall be planted at the time of development at an average spacing between 30' to 50' on center (measured per length of block) within planting strips or tree grates. Where necessary to accommodate curb cuts, fire hydrants, other infrastructure elements and clearance for storefronts, average spacing may be 50' on center. However, at no time shall spacing exceed 50' on center. Trees shall be aligned parallel to the street and placed clear of the edge zone but within the furnishing zone.
- o Street lights shall be installed on both sides of streets in T5A and T5B unless otherwise designated on the regulating plan and centered between street trees. At no time shall intervals exceed more than 75'. Street lights (or lamps) shall be aligned parallel to the street and placed clear of the edge zone but within the furnishing zone. They shall be between 12-15' above ground in height. At the time of development, the developer is only responsible for the installation of street lights of the street space being developed.
- o Sidewalks shall be considered part of UNO's infrastructure and built simultaneously with thoroughfares.

Parking.

- o Enable people to park once at a convenient location and to access a variety of commercial and civic enterprises in a pedestrian-friendly environment by enabling shared parking.
- o Reduce diffused, single-purpose reserved parking and minimize the visibility of parking lots from non-alley public thoroughfares by relegating parking lots to the rear of buildings and screening all exposed areas.
- o Parking lots shall not directly abut non-alley public thoroughfares for a distance/length greater than 72' except in the case of an "anchor" establishment where parking demand may necessitate the relegation of one or two sides of the associated block to parking (in addition to the interior of the block.) In that event, the developer/applicant shall designate which thoroughfares lend themselves to abutting parking lots (i.e. secondary street) and which may not (i.e. primary street) subject to the review and approval of the UDRC by warrant. In all cases, adjacent parking lots along non-alley public frontages must be concealed by dense landscaping, fencing or walls and interrupted at 72' max intervals by either landscaping or building.
- o Maximize on-street parking.
- o Promote innovative construction projects for automobile storage as well as administrative practices that lessen the use of automobiles (i.e. structured interior parking with liners, tuck-under parking, shared parking, employer transportation management plans and strategic placement of bus stops.)

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Figure 2.1 Transect Map Diagram - Regulatory

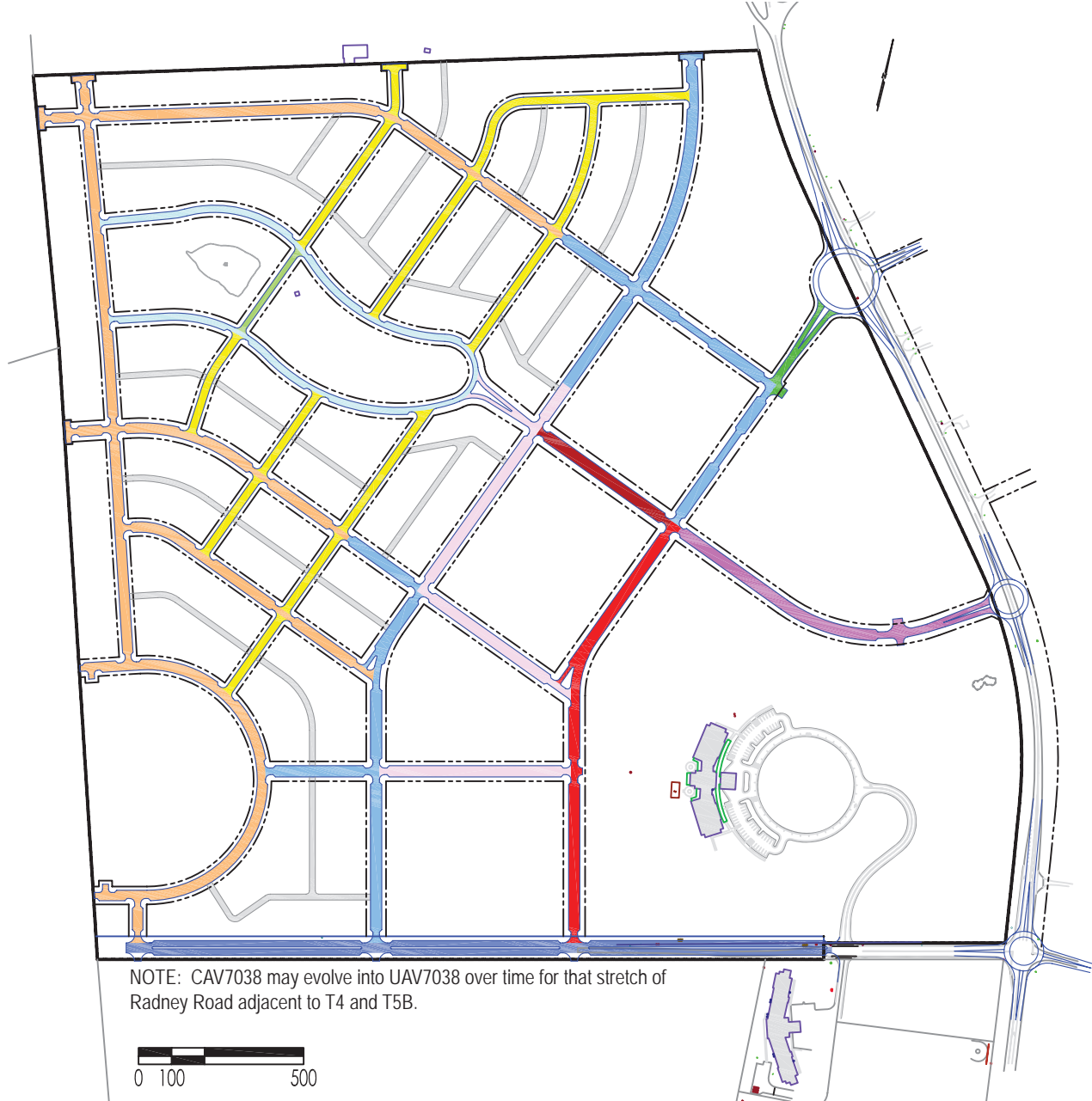


ZONE		APPROXIMATE GROSS ACREAGE
<u>existing</u>		
— — —	area not to be rezoned	26.3 acres
<u>area to be rezoned</u>		
■	special district SD15	4.9 acres
■	center zone T5A	20.1 acres
■	center zone T5B	17.4 acres
■	general zone T4	40.9 acres
■	edge zone T3	24.7 acres
■	edge zone T2	25.2 acres
total area to be rezoned:		133.2 acres

NOTE: Transect Zone Boundaries, Special District Boundaries and all associated area calculations (inclusive of the Transect, Paved Space and Open Civic Space Map Diagrams) shall be made more definitive and accurate at the time of final platting.

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Figure 2.2 Thoroughfare Map Diagram - Regulatory (as it pertains to the interconnected network shown)



THOROUGHFARE

	CS7134		ST5432		CAV7038 (see note above)
	CS6634		ST4725		US6034
	CS6334		CS4620		US4822
	CS6034		ST4018 (Crossing)		Alley

NOTE: Alleys shown may only be modified or eliminated if subsequent to the final engineering, terrain and geological analysis required for preparation of the final plat and site plan submittal for any given lot, the applicant demonstrates that alleys are physically impossible to construct. Such exceptions may be granted by the UDRC by warrant only.

NOTE: The interconnected network depicted on Figure 2.2, the Thoroughfare Map Diagram is regulatory as noted. The dimensional parameters specified on each Thoroughfare Type Assembly in Section III are subject to the Virginia Department of Transportation (VDOT) and the Town of Orange.

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Figure 2.2.b Combined Thoroughfare and Transect Map-Illustrative



THOROUGHFARE

	CS7134		ST5432		CAV7038 (see note above)
	CS6634		ST4725		US6034
	CS6334		CS4620		US4822
	CS6034		ST4018 (Crossing)		Alley

ZONES

	T5A		T4		T2		Existing General Commercial (GC)
	T5B		T3		SD15		

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Figure 2.2.c Paved Space Diagram-Illustrative



NOTE: Transect Zone Boundaries, Special District Boundaries and all associated area calculations (inclusive of the Transect, Paved Space and Open Civic Space Map Diagrams) shall be made more definitive and accurate at the time of final platting.

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Table 2.1 Paved Space by Type and Transect Zone - Illustrative

		VEHICULAR ROADWAYS	VEHICULAR ALLEYS & AISLES	PARKING LOTS	TOTAL AREA	% TOTAL TRANSECT AREA
SD15	area (acres)	0.6 acres	0 acres	2.3 acres	2.9 acres	59.2 %
	area (s.f.)	24,756 s.f.	0 s.f.	100,832 s.f.	125,588 s.f.	
	linear feet per road/alley	911 feet	0 feet	n/a	n/a	n/a
	linear feet per side	1,429 feet	0 feet	n/a	n/a	n/a
T5A	area (acres)	2.6 acres	1.7 acres	5.2 acres	9.6 acres	47.5%
	area (s.f.)	113,648 s.f.	74,528 s.f.	228,511 s.f.	416,687 s.f.	
	linear feet per road/alley	4,252 feet	3,821 feet	n/a	n/a	n/a
	linear feet per side	6,417 feet	7,642 feet	n/a	n/a	n/a
T5B	area (acres)	2.7 acres	1.5 acres	5.0 acres	9.2 acres	52.8 %
	area (s.f.)	117,774 s.f.	65,557 s.f.	217,108 s.f.	400,439 s.f.	
	linear feet per road/alley	4,246 feet	4,158 feet	n/a	n/a	n/a
	linear feet per side	6,985 feet	6,862 feet	n/a	n/a	n/a
T4	area (acres)	6.7 acres	2.0 acres	2.5 acres	11.3 acres	27.6 %
	area (s.f.)	292,036 s.f.	89,257 s.f.	110,902 s.f.	492,195 s.f.	
	linear feet per road/alley	11,535 feet	6,121 feet	n/a	n/a	n/a
	linear feet per side	19,362 feet	9,985 feet	n/a	n/a	n/a
T3	area (acres)	3.6 acres	0.8 acres	0.2 acres	4.5 acres	18.4 %
	area (s.f.)	155,448 s.f.	33,680 s.f.	8,402 s.f.	197,530 s.f.	
	linear feet per road/alley	5,157 feet	2,281 feet	n/a	n/a	n/a
	linear feet per side	10,314 feet	3,756 feet	n/a	n/a	n/a
T2	area (acres)	2.4 acres	0.0 acres	0.0 acres	2.3 acres	9.3 %
	area (s.f.)	102,455 s.f.	0 s.f.	0 s.f.	102,455 s.f.	
	linear feet per road/alley	4,926 feet	0 feet	n/a	n/a	n/a
	linear feet per side	5,904 feet	0 feet	n/a	n/a	n/a
TOTALS	total area (acres)	18.5 acres	6.0 acres	15.3 acres	39.8 acres	
	total area (s.f.)	806,117 s.f.	263,022 s.f.	665,755 s.f.	1,734,894 s.f.	
	% total project area	13.9 %	4.5 %	11.5 %	29.9 %	
	total linear feet per road/alley	26,201 feet	14,124 feet	n/a	n/a	
	total linear feet per side	50,476 feet	28,248 feet	n/a	n/a	

NOTE: "linear feet per road/alley" within a given zone represents the total linear feet of any roadway occurring partially in that zone, and "linear feet per side" within a given zone represents the linear feet per side of roadway that occurs fully within that zone.

NOTE: Transect Zone Boundaries, Special District Boundaries and all associated area calculations (inclusive of the Transect, Paved Space and Open Civic Space Map Diagrams) shall be made more definitive and accurate at the time of final platting.

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Figure 2.3 Open Civic Space Map Diagram - Illustrative



NOTE: Playgrounds (and dog parks) may be located in T2 or any open civic space except along “green” thoroughfares.

NOTE: Transect Zone Boundaries, Special District Boundaries and all associated area calculations (inclusive of the Transect, Paved Space and Open Civic Space Map Diagrams) shall be made more definitive and accurate at the time of final platting.

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Table 2.2 Open Civic Space by Type and Transect Zone - Illustrative

		PARKS / SQUARES / PLAZAS	GREEN THOROUGHFARES	EDGE CONDITION / CONSERVATION	TOTAL AREA	% TOTAL TRANSECT AREA
SD15	area (acres)	0 acres	0.1 acres	n/a	0.1 acres	1.4 %
	area (s.f.)	0 s.f.	3,024 s.f.	n/a	3,024 s.f.	
	linear feet of green thoroughfares	n/a	328 feet	n/a	n/a	n/a
T5A	area (acres)	0.6 acres	1.2 acres	n/a	1.8 acres	8.6 %
	area (s.f.)	24,993 s.f.	52,352 s.f.	n/a	77,345 s.f.	
	linear feet of green thoroughfares	n/a	6,417 feet	n/a	n/a	n/a
T5B	area (acres)	0.1 acres	1.3 acres	n/a	1.4 acres	7.7 %
	area (s.f.)	2,917 s.f.	57,536 s.f.	n/a	60,453 s.f.	
	linear feet of green thoroughfares	n/a	6,985 feet	n/a	n/a	n/a
T4	area (acres)	4.4 acres	3.7 acres	n/a	8.1 acres	19.8 %
	area (s.f.)	193,191 s.f.	159,574 s.f.	n/a	352,755 s.f.	
	linear feet of green thoroughfares	n/a	19,362 feet	n/a	n/a	n/a
T3	area (acres)	2.7 acres	2.0 acres	n/a	4.7 acres	19.2 %
	area (s.f.)	118,201 s.f.	88,738 s.f.	n/a	206,939 s.f.	
	linear feet of green thoroughfares	n/a	10,314 feet	n/a	n/a	n/a
T2	area (acres)	n/a	1.2 acres	21.6 acres	22.9 acres	90.7 %
	area (s.f.)	n/a	53,771 s.f.	943,017 s.f.	996,788 s.f.	
	linear feet of green thoroughfares	n/a	5,904 feet	n/a	n/a	n/a
TOTALS	total area (acres)	7.8 acres	9.5 acres	21.6 acres	38.9 acres	
	total area (s.f.)	339,302 s.f.	414,995 s.f.	943,017 s.f.	1,697,314 s.f.	
	% total project area	5.8 %	7.2 %	16.2 %	29.2 %	
	total linear feet	n/a	49,310 feet	n/a	n/a	












NOTE: Transect Zone Boundaries, Special District Boundaries and all associated area calculations (inclusive of the Transect, Paved Space and Open Civic Space Map Diagrams) shall be made more definitive and accurate at the time of final platting.

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Figure 2.4 Concept Master Plan - Illustrative



Legend

	Residential-Single Family Attached, Livework & Multifamily		Parking Lots
	Regional Center with Mixed-Use, Commercial		Paved Vehicular Ways (including travel & parking lanes)
	Neighborhood Center with Mixed-Use, Commercial		Open Civic Space-hardscape (sidewalks, plazas)
	Residential-Single Family Detached Lots		Open Civic Space-softscape (greens, squares, pocket parks, T2)
	Civic Institutional Buildings		Trees and Plants
	Existing Structures (subject to future T5A and T5B development.)		

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*Table 2.4: Uptown North Orange
Permitted Residential Lots Types*

Lot Group	Building Lot Type	Transect Zone ⁽³⁾			
		T3	T4	T5A	T5B
Single Family Detached	COTTAGE				
	HOUSE				
	VILLA				
	ESTATE				
Attached Residential & Mixed	TOWNHOUSE				
	MULTIFAMILY				
	LIVEWORK				
	VERTICAL MIXED USE				

Notes:

1. Lot width and depth guidelines are established in a range for interior lots; Up to 5% of the residential lot depths can be reduced to 60' with the issuance of a variance.
2. Live-Work and Mixed-Use includes Commercial/Residential convertible units.
3. This table shall be regulatory upon adoption of the ZMA.

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*Table 2.5: Uptown North Orange
Residential Lot Types: Lot Size Regulations and Transect Allocation*

Lot Group	Building Lot Type	Lot Size ⁽¹⁾		Transect Zone ⁽⁴⁾			
		Width ⁽²⁾	Depth	T3	T4	T5A	T5B
Single Family Detached	COTTAGE	30'-42'	80'-120'	Range: 0% min; 30% max	Range: 20% min; 50% max		Range: 0% min; 10% max
	HOUSE	42'-54'	80'-120'	Range: 20% min; 60% max	Range: 20% min; 60% max		Range: 0% min; 10% max
	VILLA	54'-66'	80'-120'	Range: 30% min; 60% max	Range: 10% min; 40% max		
	ESTATE	66'-80'	80'-120'	Range: 20% min; 50% max	Range: 0% min; 20% max		
Attached Residential & Mixed	TOWNHOUSE	16'-32'	60'-100'	Range: 0% min; 10% max	Range: 10% min; 50% max	Range: 10% min; 60% max	Range: 10% min; 70% max
	MULTIFAMILY	variable, per DRC & Site Plan ⁽³⁾	variable, per DRC & Site Plan ⁽³⁾		Range: 0% min; 40% max	Range: 60% min; 100% max	Range: 20% min; 80% max
	LIVEWORK	16'-32'	60'-100'		Range: 0% min; 20% max	Range: 10% min; 30% max	Range: 10% min; 70% max
	VERTICAL MIXED USE	variable, per DRC & Site Plan ⁽³⁾	variable, per DRC & Site Plan ⁽³⁾	Mix allocation for vertical uses not regulated by this table.			

Notes:

1. Lot width and depth guidelines are established in a range for interior lots; Up to 5% of the residential lot depths can be reduced to 60' with the issuance of a UDRC
2. Sideyards for corner and interior lots shall be increased in accord with the "Building Envelope Standards: Building Placement".
3. Lot sizes for multifamily and vertical mixed use buildings subject to dimension established with final site plan.
4. Refer to Figure 2.1 for "Transect Map Diagram".
5. Percentages represent the minimum and maximum mix of individual residential unit types within designated transect in relation to total number of planned tran
6. Live-Work and Mixed-Use includes Commercial/Residential convertible units.
7. This table shall be regulatory upon adoption of the ZMA.