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

## SECTION V. Land Use

### A. Distinguishing Land Use Features of a Form-Based Code.

The UNO-FBC is distinguished from conventional zoning review practice, in four ways.

First, it emphasizes mixed land use arrangements both vertically (within the same building) and horizontally (within the same block and transect zone.) This is a major departure from conventional Euclidean Zoning that geographically segregated land uses. Each transect zone shall achieve at least the minimum %'s of residential and non-residential land use combinations identified in Section II, Table 2.1. At least two of the allowed residential lot types shall be developed simultaneously within any given transect zone to ensure a minimum degree of residential product mixing. The following %'s of the minimum non-residential square footage stipulated for each Transect Zone (see Table 2.3,) shall be provided in the form of vertically mixed-use buildings.

- o T5A: 20% min.
- o T5B: 10% min.
- o T4: 5% min.
- o T3: Not Applicable (NA)

Second, it provides more clarity and flexibility in the number and type of land uses allowed in each transect zone (particularly in zones T5A and T5B) by distilling a long list of land uses into a more succinct, generic table organized by "use type" and transect zone. Furthermore, it clearly distinguishes between use types permitted by right and those subject to additional review (via warrant.) This allows the user to find germane uses without having to read the entire table. There are ten broad land use categories in the UNO-FBC; Residential, Lodging, Office: Business, Financial and Professional, Retail, Automotive & Auto-Dependent Enterprises, Civil Support, Civic: Recreation and Public Assembly, Education, Agriculture and Industry.

Third, the UNO-FBC (like all form-based codes) is not organized around land use, but primarily regulates the built-form as it relates to scale and the quality of public spaces. Nonetheless, even though it provides greater flexibility in the determination and location of acceptable land uses, it does associate certain land use types with each transect zone and mechanisms that govern the built form. (Refer to Table 5.1. Summary of Permitted Land Use by Transect Zone, Lot, Building and Frontage Type.) In addition, the UNO-FBC restricts the area of the first floor footprint of non-residential, single use, single establishments so as to; ensure buildings that are in scale with the surrounding context, limit surface parking and promote a sense of spatial enclosure along public thoroughfares. To that end for all non-residential uses in T5A and T5B, the first floor non-residential foot prints shall not exceed 16,000 SF except in instances of anchor establishments, (such as grocery stores, theaters/cinemas and health fitness facilities) which may be up to 60,000 SF. In those instances, liner buildings are strongly encouraged and project approval is by warrant. (See definition of "anchor and anchor establishment" in Section I, Glossary.) In T4, due to its predominately residential character, non-residential street level footprints shall not exceed 5,000 SF.

Fourth, like conventional zoning, it associates land use with parking need however it employs various alternative parking strategies (i.e. shared parking factors, stand alone parking and on-street parking) to minimize parking requirements.

NOTE: All of the above statements apply to Transect Zones T5A, T5B, T4, T3, and T2. They do not apply to SD15 unless otherwise noted.

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Table 5.1. Permitted “By Right” Land Use by Transect, Lot, Building and Frontage Types-Regulatory

Zone	Land Use Type	Building Lot Type	Building Type	Frontage Type
T5A	Residential: (excluding single family detached w/accessories) Lodging, Office, Retail, Automotive, Civic, Civil Support Education	Vertical Mixed Use Live Work Commercial (single-use) Civic-Institutional Multifamily, Townhouse	Specialized Courtyard Rearyard	Shopfront/Awning Arcade, Gallery Forecourt, Stoop Dooryard/Terrace
T5B	Residential: (Including single family detached w/accessories) Lodging, Office, Retail, Civic, Education	Vertical Mixed Use Live Work Commercial (single-use) Civic-Institutional Multifamily Townhouse Cottage, House, Villa	Specialized Courtyard Rearyard Sideyard Edgeyard	Shopfront/Awning Forecourt, Stoop Dooryard/Terrace Porch & Fence
T4	Residential: (All subtypes inc. single family detached w/ accessory units.) Lodging, Office, Retail Automotive, Civic, Civil Support Education	Live Work Civic-Institutional Multifamily Townhouse Cottage, House, Villa	Specialized Courtyard Rearyard Sideyard Edgeyard	Shopfront/Awning Forecourt, Stoop Dooryard/Terrace Porch & Fence
T3	Residential: (All single family detached subtypes w/accessory units and townhouses.) Civic (open space only)	Townhouse, Multi-family, Cottage, House, Villa Estate	Sideyard Edgeyard	Forecourt Stoop Porch & Fence Common Lawn
T2	Civic All Buildings in T2 are subject to the review of the UDRC and approved by warrant.	Civic-Institutional	Specialized	All allowed except shop/storefront.
SD15	Office, Retail, Automotive Civic, Civil Support, Industrial	Commercial (single use-dominated)	Not Applicable	Not Applicable

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

## B. Allowable Land Use Types by Transect Zone

The UNO-FBC regulates land uses in four ways. First, it regulates the number and types of land uses listed in all of the transect zones. If a specific use is not listed in the FBC and cannot be interpreted (within reason) by staff to be equivalent to a listed use, it shall not allowed. Second, it limits certain land-use types to particular transect zones and districts. Third, it identifies which uses are allowed by permit, warrant, or disapproved in each transect zone or district. (See definitions below.) Fourth, specific land use designations must be included in each lot development submittal that comes before the UDRC prior to the Town's review and approval. (See Section VI, Administration.)

**Permit (P)**- Land uses are allowed by right (as established by the subsequent table 5.2), if they reflect the primary purpose of the transect zone, without demonstrable negative impacts to the rest of the transect zone or neighborhood as a whole.

**Warrant (W)**- Uses allowed via warrant are compatible with and supportive of the overall intent of the FBC, however the unpredictability of their possible side effects (i.i. traffic, scale of building, hours of operation, noise etc.) requires greater scrutiny. Two presentations (instead of one) may be required before the UDRC will issue an approval warrant. See section VI, Administration

**Disallowed (D)**- Land uses are not allowed because they are not compatible with or supportive of the overall intent of the FBC .

The following table (**Tables 5.2.a-j.**) assigns specific land use types to each transect zone and district. The table also distinguishes between allowed (by permit, warrant) and not allowed (disallowed) land use types within each transect zone and district. The Table is regulatory. In the Tables, P = Permit, W = Warrant, D = Disallowed, and NA = Not Applicable.

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

**Table 5.2. Allowed Land Use Type by Transect Zone and District-Regulatory**

a. Residential	T2	T3	T4	T5B	T5A	SD15
Component of Vertical Mixed Use Building (i.e. Loft apt or condo)	D	D	W	P	P	P
Live Work Unit (rearyard)	D	D	P	P	P	P
Live Work (edgeward i.e. the cornerstore)	D	D	P	P	D	D
*MultiFamily (>6 units)	D	D	P	P	P	W
Assisted Living/Residential Care (<= 6 units)	D	P	P	P	P	D
*MultiFamily (<= 6 units)	D	D	P	P	P	D
Assisted Living/Residential Care ( no restrictions on 1st Floor Building Footprint)	D	W	P	P	P	W
Townhouse/Rowhouse (Attached Units)	D	P	P	P	P	W
SFD: Sideyard House (0' Lot Line)	D	P	P	P	D	D
SFD: Cottage	D	P	P	P	D	D
SFD: House	D	P	P	P	D	D
SFD: Villa	D	P	P	P	D	D
SFD: Estate	D	P	P	P	D	D
Ancillary Building	P	P	P	P	D	D
Accessory Unit	D	P	P	P	D	D
Home Occupation(excluding Live Work Units)< 300SF, up to 2 employees	D	P	P	P	D	D

\*Includes independent living facilities, apartment & condo stacked flats, multiplexes 2 to 4 units.

b. Lodging	T2	T3	T4	T5B	T5A	SD15
Hotel (no room limit)	D	D	D	P	P	D
Inn (up to 12 rooms)	D	D	W	W	P	D
Inn (up to 5 rooms)	D	D	W	P	P	D
Bed & Breakfast (up to 4 rooms, owner occupied)	D	W	P	P	P	D

c. Office: Business, Financial, Professional	T2	T3	T4	T5B	T5A	SD15
Component of Vertical Mixed Use (1st floor office w/residential over footprint > 5000sf but ≤ 16,000SF)	D	D	D	P	P	P
Component of Vertical Mixed Use (1st floor office w/residential over footprint < 5,000SF)	D	D	P	P	P	P
Live Work Unit (1st Floor)	D	D	P	P	P	P
Office (single use) Building (footprint > 5000SF but < 16,000SF)	D	D	D	P	P	P
Office (single use) Building (footprint < 5,000SF)	D	D	P	P	P	P

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d. Retail	T2	T3	T4	T5B	T5A	SD15
Component of Vertical Mixed Use (1st floor retail w/residential or office over, footprint >5000sf but <= 16,000SF)	D	D	W	P	P	P
Component of Vertical Mixed Use (1st floor retail w/residential or office over, footprint <= 5000 SF)	D	D	P	P	P	P
Live Work Unit (1st floor) including "cornerstore"	D	D	P	P	P	P
Retail (single use) Building (footprint >5000sf but <= 16,000SF)	D	D	W	P	P	P
Retail (single use) Building (footprint <= 5,000SF)	D	D	P	P	P	P
Anchor Establishment (1st floor > 16,000 but < 60,000SF)	D	D	D	W	W	P
Anchor Establishment (1st floor > 60,000 but < 80,000 SF)	D	D	D	W	W	W
Community Grocery (1st Floor > 16,000 SF but <= 60,000 SF)	D	D	D	W	W	P
Neighborhood Market/Grocery (1st floor > 5,000 but <= 16,000SF)	D	D	W	P	P	P
Artisan Shop	D	D	P	P	P	P
Artisan Shop (w/on site production)	D	D	P	P	P	P
Display/Storefront (1st floor or single story bldg only)	D	D	P	P	P	P
Restaurant	D	D	P	P	P	P
Bar, tavern, night club (closed between 12AM-7AM.)	D	D	W	W	P	P
Bar, tavern, night club (operating between 12AM-7AM.)	D	D	D	W	W	P
Kiosk	D	D	P	P	P	P
Push Cart	D	D	P	P	P	P
Liquor Establishment (Package Sale)	D	D	D	D	P	P
Adult Entertainment (Retail and Entertainment)	D	D	D	D	D	D

e. Automotive and Auto-Dependent Activities	T2	T3	T4	T5B	T5A	SD15
Surface Parking Lot: Abutting a public thoroughfare (for a length <= 72 LF) and not relegated to the interior of blocks or behind primary buildings.	W	D	W	P	P	P
Surface Parking Lot: Abutting a public thoroughfare (for a visible length >72LF) and not relegated to the interior of blocks or behind primary buildings.	W	D	D	W	W	P
Gasoline Station	D	D	D	W	W	P
Drive Through Facility	D	D	D	W	W	P
Parking Structure	D	D	W	P	P	P
Automobile Service	D	D	D	D	D	P
Auto/Truck Dealership	D	D	D	D	D	P
Enclosed Shopping Mall	D	D	D	D	D	P

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

f. Civic, Recreation & Public Assembly	T2	T3	T4	T5B	T5A	SD15
Bus Shelter	P	P	P	P	P	P
Conference Center	D	D	W	P	P	P
Exhibition Center	D	D	W	P	P	P
Fountain/Public Art	P	P	P	P	P	P
Library	W	D	P	P	P	P
Theater, Cinema, Performing Arts first floor (<= 5000SF)	D	D	P	P	P	P
Theater, Cinema, Performing Arts first floor (>5000SF but ≤ 16,000SF)	D	D	W	P	P	P
Theater, Cinema, Performing Arts first floor (> 16,000 SF but ≤ 60,000 sf)	D	D	D	W	W	P
Theater, Cinema, Performing Arts first floor (≥ 60,000 SF)	D	D	D	D	D	P
Museum	W	D	P	P	P	P
Religious Assembly	W	W	P	P	P	P
Secular Assembly	W	D	P	P	P	P
Outdoor Auditorium	W	D	W	P	P	P
Outdoor "Festival" Area	P	D	W	P	P	P
Nature Preserves	P	P	D	D	D	NA
Greens	NA	P	P	P	NA	NA
Squares	NA	P	P	P	P	P
Plazas	W	D	W	P	P	P
Playgrounds (and dogparks)	P	P	P	P	P	W
Health/Fitness Facility first floor (> 1500 SF but <=5,000SF)	W	D	P	P	P	P
Health/Fitness Facility first floor (>5,000 SF but <=16,000SF)	W	D	W	P	P	P
Indoor Recreation Facility first floor (>1500SF but <=5,000SF)	W	D	P	P	P	P
Indoor Recreation Facility first floor (>5,000 SF but <=16,000SF)	W	D	W	P	P	P
Health Fitness Facility of Indoor Recreation first floor (> 16,000 SF but ≤ 60,000 SF)	W	D	D	W	W	P

g. Civil Support	T2	T3	T4	T5B	T5A	SD15
Fire Station	D	D	D	W	P	P
Police Station	D	D	W	P	P	P
Cemetary	D	D	D	D	D	P
Funeral Home	D	D	D	P	P	P
Medical Facility/ Veterinarian Clinic	D	D	W	P	P	P

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h. Education	T2	T3	T4	T5B	T5A	SD15
College/Post Secondary/Adult Education	W	W	W	W	W	W
High School	W	W	W	W	W	D
Vocational/Technical School	W	W	W	W	W	W
Middle School	W	W	W	W	W	D
Elementary School	W	W	P	P	P	D
Childcare Center (<= 10 children)	W	W	P	P	P	W
Childcare Center (>10 children)	W	W	W	W	P	W

i. Agriculture	T2	T3	T4	T5B	T5A	SD15
Grain Storage	D	D	D	D	D	D
Livestock Pen	D	D	D	D	D	D
Greenhouse	W	D	D	D	D	D
Vineyard	W	D	D	D	D	D
Stable	W	W	W	D	D	D
Kennel (Except dog parks)	W	W	W	D	D	W

j. Other Employment Uses	T2	T3	T4	T5B	T5A	SD15
Heavy Industrial Facility	D	D	D	D	D	D
Artisanal Facility (includes winery, brewery w/retail shop, craftsperson studio)	W	D	W	W	W	P
Laboratory Facility	D	D	D	D	D	D
Warehouse	D	D	D	D	D	D
Utility Facility i.e. Water Supply, Sewer & Waste, Electric Substation, Wireless Transmitter (but not including mains, transformer and pump stations)	D	D	D	D	D	P

**P=Permit, W=Warrant D=Disallowed (Not Allowed in this Transect Zone or Special District.) NA= Not Applicable**



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

## C. Land Use and Parking by Transect Zone

### 1. Parking Goals

Form-based Codes establish and maintain a desired spatial character of the street. Consequently, due to the potentially destructive nature that excessive parking has on the quality of the public street space and the close tie between land use and parking requirements, parking is governed not only by Public Space Standards (Section III) and Building Envelope Standards (Section IV) but by Land Use Regulations (this Section V.) The following "Goals" for parking within Uptown North Orange (from Section II) apply;

- 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 visibility of parking.
- o Maximize the use of on-street parking.
- o Promote innovative construction projects for automobile storage as well as administrative practices that lessen automobile use (i.e. structured interior parking with liners, tuck-under parking, employer transportation management plans and strategic placement of bus stops.)

The UNO-FBC minimizes on-site parking requirements via shared parking strategies between land uses and allowing off-site parking (on-street and stand alone) within a reasonable walking distance of a residence or commercial establishment to count towards that requirement. This section prescribes both parking standards and the methodology to be used to minimize parking requirements.

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

## C. Land Use and Parking by Transect Zone

### 2. Alternative Parking Standards- Regulatory

The alternative methods of meeting parking need (in whole or in part,) described herein are intended to promote creative urban design, allow higher density and reduce impervious areas in the five (5) Transect Zones (i.e. T5A, T5B, T4, T3, T2) excluding SD15 (unless otherwise noted.) Alternatives include; on-street parking, shared and off-site stand alone parking. At least two parking alternatives shall be used in combination with one another to reduce the number of required on-site parking spaces stipulated in Table 5.3. (see below.) Sidewalks or some other means of providing safe movement of pedestrians between parking areas shall be provided. No parking field shall be separated from the use or structure they serve by a street unless safe and convenient access is provided from the parking area to the use or structure. If stand-alone or off-site or shared parking is provided, the applicant shall submit with the application for a site plan, an instrument that ensures that a minimum number of required parking spaces shall be established and maintained for the life of the use. The instrument shall be suitable for recording subject to the review and approval by the Town of Orange before the site plan is approved. As the parking requirements for a given structure changes, subsequent instruments may be submitted and possibly modify or rescind the prior instrument. The following is a list of acceptable alternative parking strategies.

#### a. Street & Alley Parking.

- o On-street parking consists of parking spaces located within the public right of way of a non-alley public thoroughfare and is not prohibited by the Virginia Department of Transportation (VDOT.) Each parking space shall be on a paved area abutting the travelway.

For Residential uses (primarily in T3 and parts of T4, T5B.) When on-street parking is used as one of the two strategies to mitigate on-site parking requirements, such parking may be located along the street adjacent to the residential lot for a distance of one block or a maximum 660' (1/8 mile.) The amount of on-street parking that can be used to count towards the on-site parking requirements shall be derived as follows; a minimum of one (1) on-street parking space, up to a maximum of 50% of the available on-street parking spaces equal to the full length or width of the lot's frontage (on one side of one street if mid block or one side of two streets if a corner lot.) In the case of a single-loaded public street (i.e. one side is developed with building and one side has open civic space,) both sides of the public street shall count. For example, a multi-family residential building on a mid-block lot with 80 LF of street frontage would be able to apply two (2) on-street parking spaces towards its on-site parking requirement. (80LF/20LF per parallel parking space=4 spaces. 4 spaces x 50% = 2 spaces.) If that same building were on a corner lot with 80 LF on each adjacent street, four (4) on-street parking spaces would be available. If in addition, that same building were on a single-loaded street opposite an open civic space, an additional two spaces for a total of six (6) spaces would be available.

For Non-Residential/Residential Mixed uses (primarily in T5B, T5A and parts of T4.) When on-street parking is used as one of the two strategies to mitigate on-site parking requirements, such parking may be located within a 1320' or ¼ mile walking distance of the non-residential/residential mixed use lot. The amount of on-street parking that can be used to count towards the on-site parking requirements shall be derived as follows; a minimum of one (1) on-street parking space, up to a maximum of 50% of the available on-street parking equal to the full length or width of the lot's frontage (on one side of one street if mid block or one side of two streets if a corner lot.) In the case of a single-loaded public street (i.e. one side is developed with building and one side has open civic space,) both sides of the public street shall count. For example, a commercial building on a mid-block lot with 120 LF of street frontage would be able to apply three (3) on-site parking spaces towards its on-site parking requirement. (120LF/20LF of parallel parking space= 6 spaces. 6 spaces x 50% =3 spaces.) If that same building were on a corner lot with 120 LF on each adjacent street, six (6) spaces would be available. If in addition, that same building were on a single-loaded street opposite an open civic space, an additional three spaces for a total of nine (9) spaces would be available.

- o Alley parking consists of parking areas within the alley right of way. Such spaces require approval by the Town of Orange which will consider the width of the alley travelway, the widths of the abutting lots and the alley setbacks.

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

## C. Land Use and Parking by Transect Zone

### 2. Alternative Parking Standards-Regulatory (continued)

#### b. Shared Parking.

Shared parking allows parking spaces to be shared among two (2) or more uses that typically experience peak parking demands at different times and is located on the same lot or on nearby lots. (Note: The methodology to determine shared parking and its application are included in 5.D. and 5.E of this section.) Because parking spaces are shared, the total number of parking spaces that would otherwise be required is reduced. In addition to other applicable requirements in this section, the following standards shall apply.

- o The Urban Design Review Committee (UDRC-see Section VI, Administration) upon the recommendation of the UDRC Architect and Engineer may reduce the aggregate minimum number of required parking spaces provided that each use participating in the shared parking experiences peak parking demand at different times. Depending upon the magnitude of the parking required and the correct application of the shared parking factors herein described, the UDRC may reject or approve the application via permit, or warrant.
- o Parking spaces reserved for specific individuals or classes thereof shall not be counted toward the spaces available for sharing except for those spaces designated and marked for the handicapped.
- o Maximum reductions of the aggregate number of parking spaces required for all uses participating in the shared parking shall be reduced by the most restrictive shared parking factor of a participating use. (See Table 5.5 in this document.) At no time however shall aggregate parking for more than two uses be reduced by more 35%.
- o In addition to the alternative parking strategies and methodologies here in described in Section V (which together constitute the framework for the Parking Impact Assessment (PIA) required as part of the Design Review Application Package discussed in Section V. Administration of this UNO-FBC) the UDRC and Town Planner may require an independent parking study for any given application. An independent parking study which seeks to minimize on-site parking requirements as possible, shall be required for anchor establishments (as defined in Section I.)

#### c. Stand Alone Parking.

Stand alone parking allows parking areas to be located on a lot other than the lot or block on which the use originates. Stand alone parking is not required to be located on a lot under the same ownership as the lot on which the use served by the parking is located. In addition, the following requirements shall apply.

- o When parking spaces in stand alone parking lots are used as one of the two strategies to mitigate on-site parking requirements, stand alone parking lots shall be located within a 1320' or ¼ mile walking distance of the Non-Residential/Residential Mixed use in question and the specific number of parking spaces available shall be demonstrated by the applicant.
- o A site plan for the stand alone parking shall be submitted and approved in accordance with administrative procedures articulated in Section VI of this document.
- o At least one sign shall be posted in the parking area identifying the off-site use served by the parking area. One sign shall be posted at the entrance of each shared parking lot, visible from the adjacent public thoroughfares. Signage is subject to the review and approval of the UDRC (see Section III, Public Space Standards.)

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

## C. Land Use and Parking by Transect Zone

### 2. Alternative Parking Standards-Regulatory

#### d. Transportation Demand Management.

Transportation demand management (TDM) is a set of tools that demonstrate that the number of vehicle trips upon which the minimum number of parking spaces is determined, will be reduced through public transportation, car pooling and park and ride lots as practicable in the Town of Orange. The UDRC and Town of Orange may reduce the number of on-site parking spaces required using TDM alternatives if the parking study submitted by the applicant for a particular lot or block development demonstrates that the TDM tools effectively obviate the need for some of the required spaces.

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

## C. Land Use and Parking by Transect Zone

### 3. Shared Parking Requirements by Land Use Type and Transect -Regulatory

The UNO-FBC first establishes min. on site total parking requirements for each category of land use type across the "transect." Actual on site parking required is then determined by adding the total number of spaces required by each separate land use type and dividing that total by the appropriate factor from the Sharing Factor Matrix (Table 5.5.)

**a. Shared Parking Factors: Definition.** Sharing Factors are used wherever there is mixed use, defined as two or more dissimilar uses occurring within any two adjacent blocks. This definition includes both vertical mixed use (within a building) and horizontal mixed use (within the block.) Sharing Factors are the allowable % deductions allowed between two dissimilar uses that share a parking field. These deductions can be as low as 0% (in the case of two retail uses) and as high as 40% in the case of an office type use sharing a parking area with a residential use and even 70% with a lodging facility. When three or more land use types share parking, the lowest factor is used to ensure that enough parking will be provided. For purposes of calculating shared parking requirements on a transect-wide basis, the more restrictive factors (i.e. the lowest factor when three or more land use types are involved) are applied. As Project Build-out within Uptown is implemented however (see Section VI) a more precise application of the Sharing Factor Matrix can be made on a building lot by building lot basis, thereby potentially reducing the actual number of parking spaces required even further. Aggregate parking of more than two land use types shall not be reduced by more than the maximum shared parking factor between two uses allowed in Table 5.5.

**Table 5.3-Regulatory.** Land Use Type and Parking Requirements by Transect Zone.

**Table 5.4-Regulatory.** Summary Land Use & Parking by Transect Zone.

**Table 5.5-Regulatory.** Sharing Factor Matrix by Land Use Type.

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

**Table 5.3. Land Use Category and Minimum On-Site Parking Requirements by Transect Zone-Regulatory**

Category	T3	T4	T5B, T5A
<b>Residential</b>	2.0 parking spaces required for each principal residence. 1.0 parking space required for each ancillary studio space >500'. 0.0 parking spaces required for ancillary living spaces < 500 SF.	1.5 parking spaces required per dwelling.	1.5 parking spaces required per dwelling.
<b>Lodging</b>	1.0 assigned parking space per bedroom (up to 5) plus parking required for the dwelling. Morning food service may be provided.	1.0 assigned parking space per bedroom (up to 12) plus parking required for the dwelling. Morning food service may be provided.	1.0 assigned parking space per bedroom (no room limit.) Food service may be provided at all times.
<b>Office</b>	Building area available for office use is restricted to home occupations located anywhere within the principal or ancillary building. 0.0 parking spaces required for <= 300SF w/ two employees, plus that required per dwelling.	Building area available for office use is limited to either home occupations (located anywhere within the principal or ancillary building) or live work units (located on the first floor.) 3.0 parking spaces per 1000 SF (or 1/300SF) of net office space.	Building area available for office use is limited to either home occupations in T5B (located anywhere within the principal or ancillary building,) live work units in T5A/B (located on the first floor,) commercial or mixed use buildings in T5A. 2.0 parking spaces per 1000 SF (or 1/500SF) of net office space.
<b>Retail</b>	NA	Building area available for retail use is limited to the first story of buildings at corners not more than one per block (i.e. corner stores) and 300 dwellings. 0.0 required for single corner store <= 3000SF per block. 4.0 parking spaces per 1000SF of net retail required per block of Live Work Units totaling > 3000SF.	Building area available for retail use is limited to either the first story of buildings with office or residential above in vertically, mixed- use buildings and live work units or to retail buildings. 3.0 parking spaces per 1000SF of net retail.
<b>Other</b>	To be determined by warrant.	To be determined by warrant.	To be determined by warrant.

**NOTES:**

o The on-site minimum parking requirements in Table 5.3 constitute a minimum parking demand for each land use category when no alternative parking strategies (as listed in Section V.C.2) have been applied. If it can be demonstrated that no alternative parking strategies can be practically applied, via an independent parking analysis, then this minimum parking demand must be met on-site. If an applicant requests more on-site parking spaces than required by Table 5.3, then the need for these additional spaces must be demonstrated via an independent parking analysis. However, on-site parking requirements can and shall be reduced as practical, via the application of allowable alternative parking strategies, stipulated in Section V.C.2. at a minimum, two alternative parking strategies shall be used in combination with one another.

o For Residential uses (primarily in T3 and parts of T4, T5B.) When on-street parking is used as one of the two strategies to mitigate on-site parking requirements, such parking may be located along the street adjacent to the residential lot for a distance of one block or a maximum 660' (1/8 mile.) The amount of on-street parking that can be used to count towards the on-site parking requirements shall be derived as follows; a minimum of one (1) on-street parking space, up to a maximum of 50% of the available on-street parking spaces equal to the full length or width of the lot's frontage (on one side of one street if mid block or one side of two streets if a corner lot.) In the case of a single-loaded public street (i.e. one side is developed with building and one side has open civic space,) both sides of the public street shall count. For an illustrated example, refer to Section V.C.2.a. Street and Alley Parking.

o For Non-Residential/Residential Mixed uses (primarily in T5B, T5A and parts of T4.) When on-street parking is used as one of the two strategies to mitigate on-site parking requirements, such parking may be located within a 1320' or ¼ mile walking distance of the non-residential/residential mixed use lot. The amount of on-street parking that can be used to count towards the on-site parking requirements shall be derived as follows; a minimum of one (1) on-street parking space, up to a maximum of 50% of the available on-street parking equal to the full length or width of the lot's frontage (on one side of one street if mid block or one side of two streets if a corner lot.) In the case of a single-loaded public street (i.e. one side is developed with building and one side has open civic space,) both sides of the public street shall count. For an illustrated example, refer to Section V.C.2.a. Street and Alley Parking.

When parking spaces in stand alone parking lots are used as one of the two strategies to mitigate on-site parking requirements, stand alone parking lots shall be located within a 1320' or ¼ mile walking distance of the Non-Residential/Residential Mixed use in question and the specific number of parking spaces available shall be demonstrated by the applicant

o See Section V, Table 5.5 for determining allowable shared parking reductions.

o If single family detached or attached residential lots are served by a rear loaded alley that accesses the minimum number of required spaces on-site located at the rear of each lot, then the application of additional alternative parking strategies shall not be required.

o For SD15 the following min. on-site parking requirements apply; shopping/retail=1 space/500 SF of structure; other uses = 1 space /300 SF of structure. Alternative parking strategies herein described are allowed but not required in SD15.

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

Table 5.4. Summary of Land Use Category and Minimum On-Site Parking Requirements by Transect Zone-Regulatory

	T2, T3	T4	T5A, T5B
Residential	2.0/dwelling	1.5/dwelling	1.5/dwelling
Lodging	1.0/bedroom	1.0/dwelling	1.0/dwelling
Office	3.0/1000SF	3.0/1000SF	2.0/1000SF
Retail	NA	4.0/1000SF	3.0/1000SF
Other	To be determined by warrant.		

Source (with content modifications to accommodate the UNO-FBC): Smartcode version 8.0 by Andres Duany, William Wright, Sandy Sorlien

NOTE: If an applicant /lot developer requests more parking than the minimum required by the UNO-FBC yet can demonstrate that the additional parking will not negatively impact the public thoroughfare (i.e. the visual impact is minimized as per Section III.B.5 of the FBC,) then more spaces may be allowed by warrant.

NOTE: All notes under Table 5.3 apply to table 5.4

Table 5.5. Sharing Factor Matrix for parking Requirements by Land Use Type-Regulatory

	Residential	Lodging	Office	Retail
Residential	1.0	1.1	1.4	1.2
Lodging	1.1	1.0	1.7	1.3
Office	1.4	1.7	1.0	1.2
Retail	1.2	1.3	1.2	1.0

Source ((with content modifications to accommodate the UNO-FBC): Smartcode version 8.0 by Andres Duany, William Wright, Sandy Sorlien



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

## 3. Shared Parking Requirements by Land Use Type & Transect -Regulatory (continued)

- b. Required Methodology-Regulatory.** The following steps shall be followed by the lot developer/applicant when calculating actual on-site parking requirements at the building lot and block level.
- o Calculate the total number of spaces required for each separate function (based on Tables 5.4 and 5.5.) and then add them together.
  - o Subtract the amount of on-street parking available (see Section V.C.2.a for allowable %'s of on-street parking which may be used to reduce on-site parking requirements.)
  - o Divide the total by the appropriate factor from the Sharing Factor Matrix (Table 5.6.)
  - o The resulting calculation for each applicant shall then be compared to the UNO-wide PIA (either as herein derived or as established by the final approved TND-rezoning for UNO) to determine whether or not the applicant's proposal adequately addresses parking. The UDRC in consultation with the UDRC Architect and Engineer shall then determine to what extent differences (if any) between the UNO-wide PIA and the applicant's proposal need to be reconciled before a ruling (either a permit, warrant or disapproval) can be made. The Town of Orange at all times reserves the right to supersede this or any UDRC decision.
- c. Application-Illustrative.** For illustration purposes, assume that a developer submits a proposal to the Urban Design Review Committee (UDRC) for 6- apartment units and a 4000SF office building in T4 either adjacent and on the same block or in the same building. In order to calculate required on-site parking, apply the following three steps.
- o Calculate the total number of spaces required for each separate land use (based on Tables 5.4 and 5.5.) and then add them together. The 6 apartment units require 9 spaces (i.e. 1.5 spaces x 6) and the office space requires 12 spaces (i.e. 3.0 spaces/1000SF.) Adding the total number of parking spaces required for each land use type results in a total of 21 spaces.
  - o Subtract the amount of on-street parking available (see notes under Table 5.3 for Residential and Non-Residential/Residential mixed uses) before applying the sharing factor. Assume two spaces of on-street parking are available in this illustration, resulting in a net of 19 spaces.
  - o Divide the total by the appropriate factor from the Sharing Factor Matrix (Table 5.5.) The sharing factor for residential and office is 1.4. Consequently the actual parking required is 19 divided by 1.4 or 14 spaces.
  - o On-site parking requirements for Non-Residential /Residential Mixed use may be further reduced by parking spaces within stand alone parking lots located within 1320' (or 1/4 mile) of the Non-Residential/Residential Mixed Use, however the specific number of parking spaces available must be demonstrated by the applicant.

## D. Development Program for Uptown North Orange

### 1. Relationship to the Regulating Plan.

Uptown is comprised of five Traditional Neighborhood Development (TND) Transect Zones (T2 through T5A) and one Specialized District (SD15.) ranging from most to least urban. In terms of land use and development intensity, each zone and district is summarized as follows.

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

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

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

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

**Conservation Area T2.** Represents large areas of open space used for both un-programmed public recreation as well as storm-water management and wetlands preservation. Specialized Civic Buildings (private and public) may be built within T2, subject to the review of the UDRC and approved by warrant.

**Special District, SD15.** Allows highway oriented commercial.



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

## D. Development Program for Uptown North Orange

### 2. Estimated Build-Out Capacity and On-Site Parking Requirements (not applicable to SD15)

Each Transect Zone can accommodate a range of non-residential and residential land use area, mixing, number of stories and densities. (See Section II, Table 2.3) These ranges do afford lot developer/applicants the ability to accurately respond to market conditions however they can also generate high build-out numbers and on-site parking requirements that necessitate structured parking. Although parking structures may be economically feasible in the future, they are not at this point in time. For that reason, the UNO-FBC herein provides a conservative methodology for determining preliminary build-out capacities and on-site parking requirements for each Transect Zone in Uptown North Orange (UNO). The methodology is based on a “moderate,” intermediate build-out scenario that safeguards against high build-out numbers and on-site parking requirements, thereby precluding the need for structured parking. This “moderate,” intermediate build-out scenario is predicated on;

- o moderate levels of density and intensity (i.e. #'s of stories as identified by Tables 5.8 and 5.9,)
- o a minimum % of Transect land area allowed for non-residential/residential mixed use development and
- o a maximum % of transect land area allocated solely for residential development, not including residential within vertically mixed use buildings (as established by Table 2.3.)

Ultimate Transect Zone boundaries, road configurations and build-out capacities (based on certain land use allocations, densities, number of stories, etc. within acceptable UNO-FBC ranges) established by the final, approved TND rezoning for UNO may differ from this preliminary UNO-wide, “moderate” build-out scenario. In that event, it is up to the discretion of the Town (with the UDRC) to determine if an updated build-out capacity and parking impact assessment (PIA) shall be done for all or part of UNO (i.e. the TND.) Any said updates shall be executed using the methodology herein described and provided with the first plat and final site plan submittal.

The alternative parking strategies and methodologies described in this Section V constitute the framework for generating the required Parking Impact Assessment (PIA) for both the entire UNO (established either via the preliminary “moderate” build-out scenario or at the time of the first final plat and site plan submittal should the “moderate” scenario no longer apply) and individual Design Review Application Packages. When included in subsequent Design Review Application Packages (see Section 6. Administration for complete Design Review Application requirements,) each individual PIA shall serve as an update to the initial UNO-wide PIA. The inclusion of a PIA with every subsequent Design Review Application Package, shall both provide the Town with a tool to monitor the balance of UNO’s development program for each phase of build-out and allow subsequent applicants the ability to better respond to local market conditions prevalent at the time of submittal. Furthermore, each subsequent PIA submitted along with the Design Review Application Package shall be compared to the initial UNO-wide build out capacity and PIA. The initial and subsequent PIAs constitute the basis for the Parking Management Strategy implemented within Uptown North Orange’s five (5) Transect Zones (T5A, T5B, T4, T3 and T2.) Although the UNO Parking Management Strategy does not strictly apply to SD15, a PIA will be required with the first application and site plan submittal for this district. The PIA for SD15 may incorporate any or all of the alternative parking strategies identified in this Section V, however unlike the other five (5) Transect Zones, the PIA for SD15 is not required to do so.

The overall methodology for determining a “moderate” build-out capacity with associated on-site parking requirements (i.e. the basis upon which to apply the shared parking strategies) entails the following basic steps.

1. Calculate minimum non-residential square footage (SF) allowed by the UNO-FBC based on a minimum % of Transect land area allowed for non-residential/residential mixed uses and maximum residential unit counts based on a maximum % of transect land area allocated for residential uses, not including residential within vertically mixed use buildings (as established by Table 2.3.)
2. Apply moderate “story multipliers” and residential density ratios (as per Tables 5.8 and 5.9 respectively.)
3. Calculate total on-site parking requirements per Table 5.3 and apply alternative parking strategies (from Section V.C.2.)

The calculations found within subsequent tables in this Section V are preliminary and approximate. As stated earlier, should Transect Zone boundaries and/or ultimate build-out capacities and associated variables subsequent to rezoning and the proffer agreement, differ from those used in this UNO-FBC preliminary “moderate” build-out capacity and PIA, then the Town may require that new calculations be generated for all or part of UNO at the time of first platting and final site plan submittal. Lot developer/applicants may deviate from prescribed combinations of land use mixing, number of stories and densities herein described, provided overall numerical outcomes for the desired build-out capacity (be it “moderate” or some other build-out capacity established by the final approved TND rezoning for UNO) and associated PIA are achieved and all other applicable BES and public space standards are met.

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

**Table 5.6. Project Area and Zoning Designation Summary (Approximate)**

Uptown North Orange Area	161.8 acres
Uptown North Orange TND	133.2 acres
Existing Zoning	RL and CG
Proposed Zoning	Traditional Neighborhood Design (TND) Overlay (inclusive of Transect Zones T5A, T5B, T4, T3, \$2 and Special District SD15) with Proffers.

**Table 5.7. Area by Transect Zone (Approximate)**

Transect Zone Area Summary																		
Transect Zone	TND Total Area	% TND Total Area	*TGA	Non-Res Open Space Multiplier	TNA1	Non-Res Min %	NRA1	TNA1	Non-Res Max %	NRA2	*TGA	Res Open Space Multiplier	TNA2	Res Min%	RA1	TNA2	Res Max %	RA2
T5A	133.2	0.1588	20.10	0.91	18.29	0.10	1.83	18.29	0.75	13.72	20.10	0.97	19.50	0.25	4.87	19.50	0.90	17.55
T5B	133.2	0.1187	17.40	0.92	16.01	0.05	0.80	16.01	0.65	10.41	17.40	0.99	17.23	0.35	6.03	17.23	0.95	16.36
T4	133.2	0.3314	40.90	0.80	32.72	0.03	0.98	32.72	0.25	8.18	40.90	0.89	36.40	0.75	27.30	36.40	0.97	35.31
T3	133.2	0.1704	24.70	0.80	19.76	0.00	0.00	19.76	0.00	0.00	24.70	0.89	21.98	0.00	0.00	21.98	1.00	21.98
T2	133.2	0.1843	25.20	1.00	25.20	0.00	0.00	25.20	0.00	0.00	25.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00
SD15	133.2	0.0364	4.85	0.95	4.61	1.00	4.61	4.61	1.00	4.61	4.85	0.95	4.61	0.00	0.00	4.61	0.00	0.00

\*Transect Gross Acreage (TGA) included thoroughfares and parking fields to the block and all civic space except T2.

**NOTES:**

- o Transect Gross Acreage (TGA) = Transect Land Area with all paved roadways, parking lots and open space.
- o Transect Net Acreage (TNA1) = TGA less a minimum area relegated to civic open space except T2. (Derived from Table 2.2 and 2.3 and Figure 2.3)
- o Non-Residential/Residential Mixed Acreage (NRA1 and NRA2) minimum and maximum respectively = TNA1 multiplied by the minimum and maximum %'s of non-residential land area development allowed (see Table 2.3) including all paved areas for vehicular traffic (i.e. roads, on-street parking spaces and parking lots.)
- o Non-Residential/Residential Mixed Acreage (NRA3 and NRA4) minimum and maximum respectively = the product of Non-Residential Acreage (NRA1 and NRA2) and a "Paving Multiplier" that derives a net buildable non-residential area less paving vehicular traffic (i.e. roads, on-street parking spaces and parking lots. See Table 2.1 and Figure 2.2.c) NOTE: These apply to Table 5.10.a, not Table 5.7.
- o Transect Net Acreage (TNA2) = TGA less a minimum area relegated to civic open space except T2 and public pedestrian areas along public thoroughfares.
- o Residential Only Acreage (RA1 and RA2) minimum and maximum respectively = TNA2 multiplied by the minimum and maximum %'s of residential land area development allowed (see Table 2.3) including all paved areas (i.e. roads and parking lots.)
- o Resulting minimum and maximum areas (measured in acres) for non-residential/residential mixed and residential only shall be the basis for determining "moderate" build-out" capacity.

**a. Calculating Minimum Non-Residential/Residential Mixed Square Footage.**

When calculating the build-out and parking requirement for the minimum non-residential development area, the following methodology shall apply.

- o Apply minimum non-residential/residential mixed land use % ranges from Table 2.3
- o Apply the "Paving Multiplier" in order to deduct vehicular paving areas, parking spaces and parking lots. (Derived from Table 2.1 and Figure 2.2.c)
- o Convert Acreage (NRA3) into Square Footage.
- o Apply the Moderate Story Multiplier" (see below ) to reflect a moderate intensity of development.
- o Apply the "Parking Multiplier" (see Tables 5.4 and 5.5) to determine total on-site parking required (before factoring in shared parking or on-street parking.)

A "Moderate Story Multiplier" shall apply to each Transect Zone. The following "Moderate Story Multipliers when applied and combined with shared parking ratios and on-street parking, generate a parking need that can be managed without structured parking. Actual story combinations are up to the discretion of the lot developer/applicant provided desired numerical outcomes for build out capacity and parking impact assessments are achieved and all other BES and public space standards of the UNO-FBC are met. The following scenario represents an example of an acceptable combination for T5A; 10% four-story, 20% three-story, 40% two story and 30% 1.5 story buildings.

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

**Table 5.8. Non-Residential/Residential Mixed “Moderate Story Multipliers”**

Transect Zone	Moderate Story Multiplier
T5A	2.25 (1.5 story buildings by warrant only and shall not exceed 30% on any block side along any street.)
T5B	1.75 (1.0 story buildings by warrant only and shall not exceed 30% on any block side along any street.)
T4	1.5 (same as T5B above)
T3	Not Applicable

**b. Calculating Maximum Residential Only Unit Counts**

When calculating the full build-out and parking requirement for the maximum residential only development area, the following methodology shall apply. The methodology is as follows.

- o Apply maximum residential land use % ranges from Table 2.3.
- o Apply the “Moderate Density Multiplier” to reflect a moderate intensity of development.
- o Apply “Parking Multiplier” (from Tables 5.4 and 5.5) to determine total on-site parking required (before factoring in shared parking or on-street parking.)

Apply a “Moderate Density” as opposed to the minimum or maximum allowed. The following “Moderate Density Multipliers” when combined with shared parking ratios and on-street parking, generate a parking need that can be managed without structured parking. Actual residential density combinations are up to the discretion of the lot developer/applicant provided desired numerical outcomes are achieved for buildout capacity and other BES and Public Space Standards of the UNO-FBC are met.

**Table 5.9. Residential Moderate Density Ratios (gross)**

Transect Zone	Moderate Density Ratio
T5A	13 dwelling units (du)/acre
T5B	10 du/acre
T4	8 du/acre
T3	4 du/acre

**c. Calculating Total Parking Requirements**

Combine the total on-site parking for Non-Residential and Residential Uses. Subtract the available on-street parking and then multiply the results by the shared parking factors in Table 5.5. (See Table 5.12.a.b.c. for a application project-wide.)

Available on-street parking by Transect Zone is determined by;

- o Taking the linear feet per side of roadway calculation in Section II, Table 2.1,
- o Multiplying that figure by .75 in T5a and T5B (to account for bulbouts, drives and intersections) and .5 in T4 and T3 (to account for the increased incidence of streets with parking on only one side in addition to bulbouts, drives and intesections),
- o Dividing that product by 20 LF ( i.e the length of a parallel parking space) and
- o Multiplying that result by .5 (i.e. 50% of the available on-street parking spaces.)

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

## Table 5.10.a.b.c. Shared Parking Factors Applied to the Build-Out Capacity (Approximate)

a. Non-Residential Build Out (Moderate) by Transect Zone											
Based on the Minimum % of Transect Area allowed for Non-Residential Development + Minimum # of Stories											
Transect Zone	TNA1	Minimum % (Section 2, Table 2.1)	NRA1	Paving Multiplier	NRA3	Square Footage Conversion	Non-Res (SF)	Moderate Story Multiplier	Total Non-Residential SF	Parking Multiplier	*Total Parking Required
T5A	18.29	0.10	1.83	0.53	0.97	43560.00	42228.07	2.25	95013.15	0.003	285.04
T5B	16.01	0.005	0.80	0.47	0.38	43560.00	16386.75	1.75	28676.81	0.003	86.03
T4	32.72	0.03	0.98	0.72	0.71	43560.00	30786.12	1.50	46179.18	0.004	184.72
T3	19.76										
TOTAL									169869.14		555.79
*Total Parking Required BEFORE subtracting On-Street Parking and applying Shared Parking Factors.											

b. Residential Build-Out (Moderate) by Transect Zone							
Based on the Maximum %'s of Transect Land Area Allowed & Moderate Densities							
Transect Zone	TNA2	Maximum % (Section 2, Table 2.1)	RA2	Moderate Density Multiplier	Total Maximum # of Units	Parking Multiplier	*Total Parking Required
T5A	19.50	0.90	17.55	13.00	228.11	1.000	228.11
T5B	17.23	0.95	16.36	10.00	163.65	1.000	163.65
T4	36.40	0.97	35.31	7.00	247.16	1.500	370.74
T3	21.98	1.00	21.98	4.00	87.93	2.000	175.86
TOTAL					726.86		938.37
*Total Parking Required BEFORE subtracting On-Street Parking and applying Shared Parking Factors.							

c. Applied Shared Parking Factors							
Based on Non-Residential (Moderate) + Residential (Moderate) by Transect Zone							
Transect Zone	Total Required Non-Res. Parking (Mod)	Total Required Res. Parking (Mod)	Total Combined	Available On Street Parking (50% of Total)	Net Combined Total	Shared Parking Factor of 1.2	On-Site Parking Total
T5A	285.04	228.11	513.15	-120.00	393.15	0.80	314.52
T5B	86.03	163.65	249.68	-131.00	118.68	0.80	94.94
T4	184.72	370.74	555.46	-242.00	313.46	0.80	250.77
T3		175.86	175.86	-129.00	46.86	0.80	46.86
TOTAL			1494.16	-807.00	687.16		707.09
*Total Parking Required AFTER subtracting On-Street Parking and applying Shared Parking Factors.							

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

## D. Development Program for Uptown North Orange

### 2. Build-Out Capacity Calculations and Shared Parking Requirements (continued)

d. **Summary Results.** Calculations derived from applying this moderate approach provide the following Project-Wide “Build-Out” targets for Uptown North Orange (UNO). It is important to note, that as long as the above stipulations are adhered to, the developer and/or applicant may arrive at these Build-Out Target numbers with different combinations of story height and densities as well as transect area appointments for non-residential and residential uses (See Table 2.3 in Section II.) as dictated by market demand at the time of development.

**Table 5.11. Preliminary & Approximate Summary Build-Out Capacity: UNO-Wide, (exc. SD15)**

Non-Residential/Residential Mixed SF Build-Out Capacity	169,869 SF.
Residential Only Build-Out Capacity	727 units+13 units (from vertical mixed use buildings)=740 units
Aggregate On-Site Parking Requirements (all T-Zones) after applying Alternative Parking Strategies	707 spaces

**NOTES:**

- o Aggregate On-Site Parking Requirements were determined after subtracting available on-street parking and applying shared parking factors. Total On-Site Parking Requirements (for combined residential only and non-residential/residential mixed uses) before taking into account on street parking and shared parking factors equaled 1494 spaces.
- o Total approximate acreage of on-site parking required for 707 spaces is 5 acres. (707 spaces x 300 SF/space = 4.87A.) Total approximate acreage of on-site parking required for 1494 spaces is 10 acres (1494 spaces x 300 SF/space = 10.33A.) When compared to Table 2.1 Paved Space by Type and Transect Zone (which is based on the Conceptual Plan, Figure 2.4) there is adequate land area available to accommodate required on-site parking via surface area parking lots without resorting to structured parking in either case, at this point in time. (NOTE: The 300SF/space is an approximate metric for calculating surface parking lot area based on number of spaces. See Planning and Urban Design Standards, American Planning Association, copyright 2006, Part 3.
- o Non-Residential/Residential Mixed SF Build-Out Capacity includes ten land use types (including residential in vertically mixed use buildings) for the entire TND. Table 5.12 apportions a prescribed % of the total non-residential/residential mixed area allowed to each of the ten land use types throughout the TND.
- o Resulting Parking Requirements (from Table 5.10.a.b.c.) are met through surface parking either on-site (on each lot) or via a shared parking field. Ownership and management (inclusive of agreements) of shared parking fields shall be determined at the time a lot developer/applicant submits an application package to the UDRC for review. It should be noted however, that at such time any lot developer/applicant sees fit to invest in structured parking, the above stipulations on # of stories and densities shall no longer apply.
- o Residential units from vertical mixed use buildings was derived by taking the apportioned SF% for Residential use in Table 5.12, converting that SF to a net acreage and then multiplying that net acreage by and average of 12 du/acre net.
- o All calculations above are preliminary and approximate.

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

## 3. Land Use Types within the Non-Residential Use Category

The land use types subsumed under the Non-Residential Category include; Lodging, Office, Retail, Auto-Dependent, Civic, Civil Support, Education, Agriculture and Industrial. Because of the potential impacts these non-residential use-types have upon the quality of life in Uptown North Orange (and the Town in general) such as increased traffic, noise and pollution, the UNO-FBC regulates the % distribution of these land use types across the entire project. Furthermore, both residential and non-residential land uses must abide by the land use type and built-form relationships established by the UNO-FBC (see Table 5.1.) Nonetheless, compared to the built-form requirements stipulated by the UNO-FBC, the developer and/or applicant are granted considerable latitude with regards to land use assignments.

**Table 5.12. Preliminary Apportionment of Land Uses (in %'s and Approximate SF's) UNO-wide (exc. SD15)**

Land Use Types (Non-Residential/Residential Mixed)	% Share	Total Non-Residential SF	Apportioned SF
<b>Residential</b> (within vertical mixed use buildings)	0.3	169,869	50,960.70
<b>Lodging</b>	0.025	169,869	4,246.73
<b>Office</b>	0.15	169,869	25,480.35
<b>Retail</b>	0.3	169,869	50,960.70
<b>Auto-Dependent</b> (not associated w/SD15, primarily parking lots, drive through facilities, i.e. banks)	0.025	169,869	4,246.73
<b>Civic</b> (Recreation/Public Assembly)	0.1	169,869	16,986.90
<b>Civic Support</b>	0.025	169,869	4,246.73
<b>Education</b>	0.05	169,869	8,493.45
<b>Agriculture &amp; Other Employment</b>	0.025	169,869	4,246.73
<b>TOTAL</b>	1.00	169,869	169,869.00
* Residential SF translates into 1.2 acres net.			

**NOTES:**

- o The Residential Category is not abstracted into particular lot types and regulated by transect zone in Table 5.12. However, the UNO-FBC does regulate residential mixing to a minimal extent. See Tables 2.4 and 2.5 in Section II
- o As SD15 does not subscribe to any of the Public Space or Building Envelope Standards or employ alternative parking strategies required by the UNO-FBC, it is not included in Table 5.12 above.
- o Calculations are preliminary and approximate.



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

### 4. Developer/Applicant Discretion & Administrative Requirements.

The Master Developer and Lot Developer/Applicant have considerable discretion in determining appropriate land use mixes at the time when a final site plan and plat are submitted for a particular project within a given transect zone or special district. As stated in the previous subsection with regard to land use assignments, the applicant is granted considerable flexibility in assessing and responding to market demand, closer to the time of construction provided desired overall numerical outcomes for buildout capacity and onsite parking are achieved without compromising all other BES and Public Space Standards in the UNO-FBC. At such time as the applicant sees fit to invest in structured parking, the % area of non-residential development as well as, the number of stories and densities shall be allowed to move towards the maximums allowed in Section II, on Table 2.3.

As stated earlier, the alternative parking strategies and methodologies described in this Section V constitute the framework for generating the required Parking Impact Assessment (PIA) for both the entire UNO (established either via the preliminary "moderate" build-out scenario or at the time of the first final plat and site plan submittal should the "moderate" scenario no longer apply) and individual Design Review Application Packages. When included in subsequent Design Review Application Packages (see Section 6. Administration for complete Design Review Application requirements,) each individual PIA shall serve as an update to the initial UNO-wide PIA. The inclusion of a PIA with every subsequent Design Review Application Package, shall both provide the Town with a tool to monitor the balance of UNO's development program for each phase of build-out and allow subsequent applicants the ability to better respond to local market conditions prevalent at the time of submittal. Furthermore, each subsequent PIA submitted along with the Design Review Application Package shall be compared to the initial UNO-wide build out capacity and PIA. The initial and subsequent PIAs constitute the basis for the Parking Management Strategy implemented within Uptown North Orange's five (5) Transect Zones (T5A, T5B, T4, T3 and T2.) Although the UNO Parking Management Strategy does not strictly apply to SD15, a PIA for SD15 shall be required with the first application and site plan submittal for this district. The PIA for SD15 may incorporate any or all of the alternative parking strategies identified in this Section V, however unlike the other Transect Zones, the PIA for SD15 is not required to do so.

Should ultimate Transect Zone boundaries, road configurations and/or build-out capacities (based on certain land use allocations, densities, number of stories, etc. within acceptable UNO-FBC ranges) established by the final, approved TND rezoning for UNO differ from the preliminary UNO-wide, "moderate" build-out scenario herein described in Section V, then it is left up to the discretion of the Town (with the UDRC) to determine if an updated build-out capacity and parking impact assessment (PIA) shall be done for all or part of UNO (i.e. the TND.) Any said updates shall be executed at a minimum, using the methodology herein described and provided with the first plat and final site plan submittal.

Oversight responsibilities have been built into the administrative review structure of the UNO-FBC (See Section VI, Administration.) As the build-out of development proceeds, subsequent applicants must demonstrate conformance with this code and the Master Stormwater Management Plan. Conformance is monitored via the review and approval process established in Section VI of this document.