

2.0 REGULATORY PLAN

2.1 PURPOSE

- A. This chapter establishes the purpose of each development district and provide the district map for the I-55 Corridor planning area.

2.2 GENERAL PROVISIONS

- A. Rural Residential: This residential district has a low density single family rural residential, countryside and estate type use interspersed with farm and agriculture uses, all with a distinctive rural character and emphasis on clustered development strategies and low-impact design that provides a high degree of connection and protection of the natural systems, minimal landscape interruption and passive natural amenities. The Rural Residential zone is intended to be applied to the areas outside the urban communities of the area which might be without fully developed services and where individual residences are expected to be largely self-sustaining, particularly for water and sewage disposal.
- B. Neighborhood Residential: The Neighborhood Residential District is the traditional quiet walkable residential neighborhood environment, prototypically characterized by high quality single-family detached and attached houses, porch and fence frontages, occasional civic uses, small residential block structure and narrow neighborhood streets with low traffic speeds and volumes. Such conditions are typical of the neighborhoods immediately surrounding the downtown areas of small towns and villages within the region. The district is to be highly connective, with an inter-connected roadway network that disperses traffic and provides convenient routes for pedestrian and bicyclists as well as being highly integrated with the natural systems and connected to passive and active open space and recreation trails.
- C. General Neighborhood: The General Neighborhood District consists of a balanced mix of residential building types and neighborhood-serving retail, health & personal services, and civic uses within a walkable setting. This is the predominant existing urban condition of a typical traditional small town community within the region in which the neighborhoods include walkable streets, reasonably scaled blocks, and building types that generally relate well to the pedestrian. Other key considerations include residential density, pedestrian circulation, home-based businesses and supportive neighborhood commercial uses.
- D. Mixed-Use Commercial: The Mixed-Use Commercial District is a predominate office district and employment center supported by commercial, residential and civic uses within a walkable setting characterized by mixed-use buildings set close to the sidewalk – many with ground floor commercial uses and higher density office and housing uses on upper floors – streets with wide sidewalks and street trees in tree grates, and abundant and managed curbside parking. Accordingly this district allows buildings and streetscapes that are more urban in character than the rest of the Districts, with building heights typically in the two to four (2 to 4) story range but going as high as five stories. The district is to be highly connective, with an interconnected roadway network that disperses traffic and provides convenient routes for pedestrian and bicyclists as well as being well connected to passive and active open space and recreation trails.
- E. Town Center: A mixed-use medium density district that reflects a traditional Main Street development pattern. The district will feature retail, office, civic uses and complimentary residential uses that provide a broad range of housing types and meet an array of housing needs. Residential development will largely target seniors, families, and professionals and should not be considered for student housing. This district will also support institutional, educational, cultural, and entertainment activities for workers, visitors, and residents. The district will

be highly branded, with an emphasis on regional urban character that creates a place that represents a unique, attractive, and memorable destination for visitors and residents; and enhance the community's character through the promotion of high-quality urban design. The district is to be highly connective, with an inter-connected roadway network that disperses traffic and provides convenient routes for pedestrian and bicyclists as well as being well connected to passive and active open space and recreation trails. The district will be distinct from the Mixed Use Commercial District and General Neighborhood districts, which allow for a mix of surface parking lot and parking structures for off-street parking needs, Town Center roads and streets widths are designed to allow for more on-street parking and/or the "Parking Garage/Linear Building" type so there will be a reduced reliance on surface parking. As Town Center will rely, in part, on those living within and in 5-10 minute walking distance of the district to be economically sustainable, residential densities within Town Center and 0.5 miles of Town Center will be somewhat higher while still retaining the lower density character of residential uses beyond 0.5 mile. To achieve a compact and well-designed "Main Street" environment, Town Center building types have been selected in order to use available land efficiently.

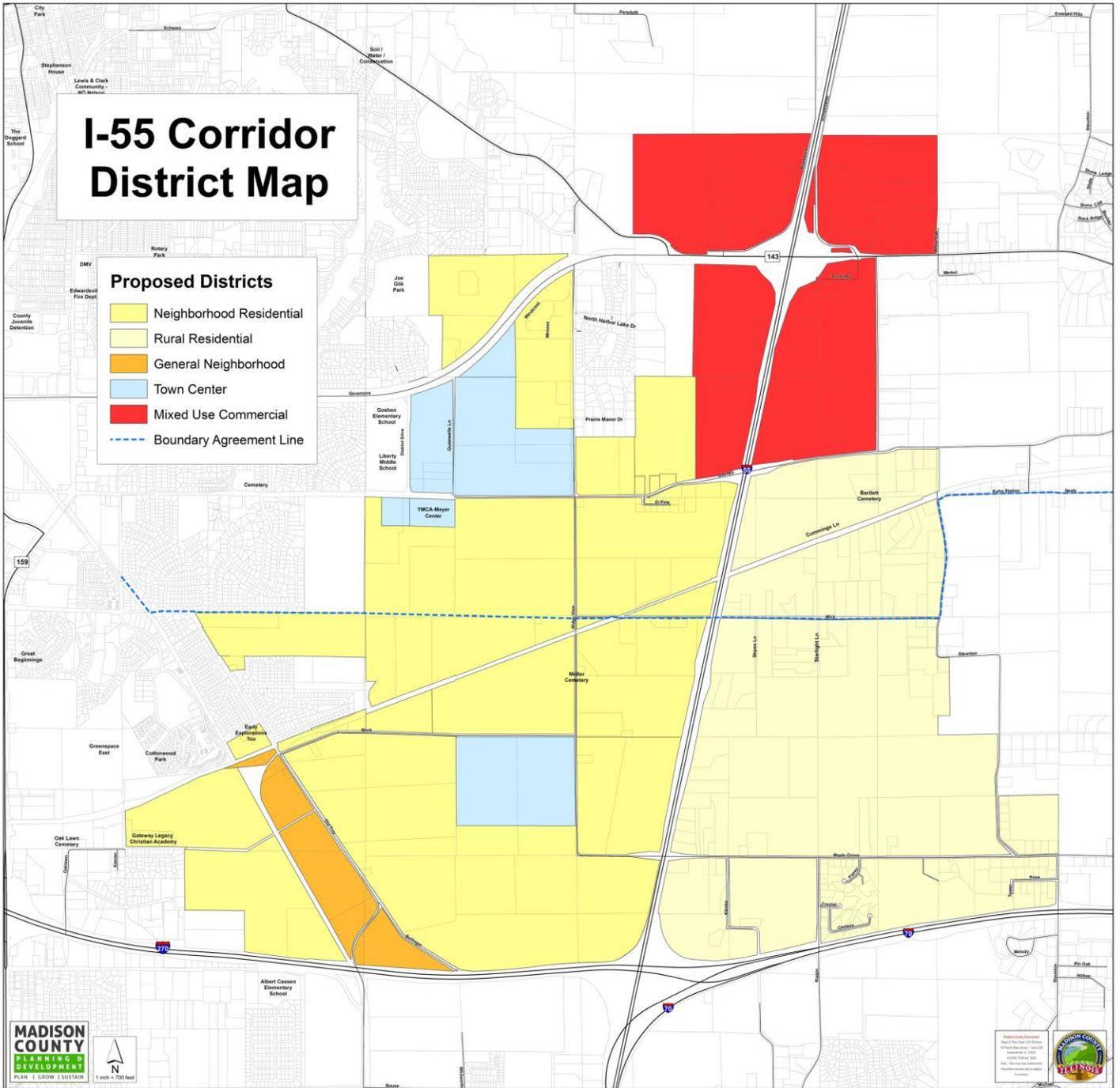
2.3 DEVELOPMENT DISTRICT MAP

The map on the next page establishes the boundaries of the development districts and shall act as the Official Zoning Map for the I-55 Corridor area, subject to the provisions of Article 1.0.

I-55 Corridor District Map

Proposed Districts

- Neighborhood Residential
- Rural Residential
- General Neighborhood
- Town Center
- Mixed Use Commercial
- Boundary Agreement Line



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