

## Section 2 Regulating Plan

### A. Purpose and Intent

The REGULATING PLAN is the controlling document and principal tool for identifying the applicable regulations in Taft Corners. It lays out the interconnected network of streets, BLOCKS, ALLEYS, and public open spaces that are necessary for the pedestrian oriented, walkable downtown/town center called for in the Town Plan.

1. The REGULATING PLAN is the mandatory base zoning for the Taft Corners. FBC.
2. The REGULATING PLAN makes the Taft Corners FBC standards place-specific by:
  - a. Identifying the boundaries of the district;
  - b. Laying out a specific street and BLOCK configuration, including new streets;
  - c. Designating the building frontage for each STREET-SPACE (regulated in *Section 3, Building Form Standards*);
  - d. Identifying any CIVIC BUILDINGS; and
  - e. Delineating any new or existing GREENS, SQUARES or parks.
3. The REGULATING PLAN also specifies the REQUIRED BUILDING LINE and PARKING SETBACK LINE. *See also the Placement page in the individual building frontage in Section 3 Building Form Standards.*
4. The REGULATING PLAN may identify:
  - a. Specific characteristics assigned to a lot or a section of street frontage;
  - b. Additional regulations for frontages in specific locations;
  - c. Exceptions to the BUILDING FORM STANDARDS or other Taft Corners FBC standards related to unique context or urban design.
5. Changes to the REGULATING PLAN beyond those specifically allowed in this section will require a rezoning process. (*See Section 8.B.2 Amending Regulating Plans.*)

### B. REGULATING PLAN Configuration Standards

1. Building form frontages on the REGULATING PLAN
  - a. The applicable BUILDING FORM STANDARDS for private parcels are designated on the REGULATING PLAN by their street frontage.
  - b. The BUILDING FORM STANDARDS—which define the form and character of the district—are allocated based on the Vision Plan.
2. Streets
  - a. Generally, connectivity of the street grid throughout Taft Corners, specifically intersection alignments, is regulated by these standards. An interconnected street grid is fundamental to creating a compact, walkable, bikeable, and transit-supportive environment. These standards are intended to preserve and establish that connectivity, whether it is constructed immediately or in a phased manner. The REGULATING PLAN delineates the street network that creates a pattern for growth while providing flexible opportunities for infill.

#### Taft Corners Sections: 1 to 8

1. Introduction & Definitions
- 2. Regulating Plans**
3. Building Form Standards
4. Architectural Standards
5. Public Realm Standards
6. Parking & Loading
7. Building Functions
8. Administration

- b. Streets on the REGULATING PLAN are considered mandatory.
  - c. No STREET-SPACE may be gated.
  - d. All lots must share a frontage line with, and all principal buildings must directly front, a STREET-SPACE and/or a REQUIRED BUILDING LINE - as designated on the approved REGULATING PLAN. Phased projects must meet this requirement for each phase of development, satisfying it in increments.
  - e. Where a new street or a street stub-out is shown on the REGULATING PLAN, no other curb cut and/or intersecting street is permitted within 100 feet.
3. New Streets designated on the REGULATING PLAN
    - a. Any new streets will require any and all steps necessary within the Town procedures. Consult the Zoning Administrator.
    - b. In addition to the street connectivity requirements in 2. Streets above, the following standards apply to those streets constructed after the adoption of the Taft Corners REGULATING PLAN.
      - (i) New streets designated on the REGULATING PLAN may or may not be immediately constructed.
      - (ii) Any new streets that create frontage on a parcel being developed must be constructed at the time of development, Level Two streets excepted.
      - (iii) Where a parcel has frontage on a Level Two street and another new street, construction of the Level Two street may be delayed until a time approved by the Zoning Administrator.
      - (iv) New streets must be public.
    - c. If constructed within 50 feet of the center line location in the REGULATING PLAN, the street repositioning will not require a rezoning, provided the resulting configuration meets these street configuration standards and that any other properties with frontage are not adversely affected and the Zoning Administrator agrees. All regulatory elements of the street, such as the REQUIRED BUILDING LINE, PARKING SETBACK LINE, and the BFS frontage designation, will move with any street repositioning.
  4. A Mid-Block Pedestrian Crossing/Emergency Vehicle Staging Area is required for any BLOCK FACE greater than 300' in length. This must be sited within 60' of the mid-BLOCK point.
  5. Additional new streets or ALLEYS
    - a. May be added to the REGULATING PLAN by an applicant to create a smaller BLOCK pattern
    - b. No streets or ALLEYS may be deleted without being replaced
    - c. The resulting configurations must meet all the prescriptions of the Taft Corners FBC, *see 3.c immediately above.*
    - d. Such additions will be processed as an Administrative Adjustment and added to the REGULATING PLAN.

### C. Blocks

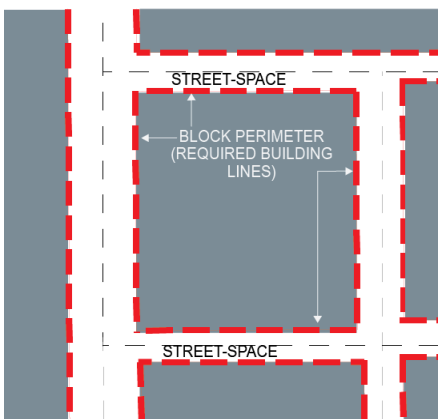


Diagram A.

1. BLOCKS are measured at the REQUIRED BUILDING LINES or, where a REQUIRED BUILDING LINE is not present, along Lot Building Limit Lines, public rights-of-way, or other public, conservation, and/or property outside of Taft Corners. All lots and/or contiguous lots are considered to be part of a BLOCK for this purpose. (see Diagram A)
2. No BLOCK FACE may have a length greater than 360 feet without an ALLEY, public access easement or PEDESTRIAN PATHWAY of not less than 24 feet in width, providing through-access to another STREET-SPACE, or ALLEY. If a BLOCK does not meet this standard, then at the time of development, the following standards apply:
  - a. Individual lots with less than 150 feet of STREET-SPACE frontage are exempt from this requirement.

- b. Lots from 150 through 200 feet in frontage must, in coordination with the Project Review Committee, reserve a public access easement at least 12 feet wide, establishing one half of a new future ALLEY, unless already satisfied within that BLOCK face.
- c. Lots with over 200 feet of street frontage must meet the through-access requirement within their lot, unless already satisfied within that BLOCK face.
- d. New lots may not be platted in order to avoid/circumvent the through-access requirement.

The Zoning Administrator in consultation with the Project Review Committee must determine which type of through-access must be implemented.

- 3. Curb Cuts: No new curb cuts are permitted unless otherwise specified below. The creation and retention of curb cuts in the TAFT CORNERS FBC is dependent on their providing access to, and circulation for, ALLEYS as per the following:
  - a. For lots with ALLEY access, existing or in a redevelopment plan, existing curb cuts other than those necessary for ALLEY circulation, must be eliminated or vacated at the time of redevelopment.
  - b. For lots without ALLEY access, existing curb cuts may be maintained or required to be relocated, subject to the standards of this section.
  - c. For lots without a curb cut or ALLEY access, new curb cuts for shared driveways have priority over those for single access. No new curb cut may be within 100 feet of another curb cut except where the new curb cut provides needed access for existing or planned ALLEY circulation.
  - d. All curb cuts are subject to Project Review Committee approval.
- 4. Where a parking structure or surface lot with more than 30 spaces, existing or planned, is being provided with at least 40% of its spaces available to the general public, existing curb cuts that provide access to the public parking may be retained or relocated even if the lot has ALLEY access, subject to Project Review Committee approval. Such parking must meet the requirements of *Section 6.C.5* for SHARED PARKING.

#### D. Alleys

ALLEYS provide required internal BLOCK circulation and shared access to rear parking and service areas. They may also serve as emergency vehicle lanes.

- 1. ALLEYS shown on the REGULATING PLAN indicate:
  - a. there must be vehicle and pedestrian passage through the BLOCK and,
  - b. the BLOCK face where the ALLEY must exit/enter.
- 2. The specific route through the BLOCK and exit locations in the BLOCK FACE shown in the REGULATING PLAN may be changed with the approval of the Zoning Administrator.
- 3. ALLEYS or public access easements must, at the time of redevelopment, provide access to the rear of all lots. The Zoning Administrator may waive or approve alternative access to parking and service areas where the absence of the ALLEY would not deprive an adjacent lot/neighbor of rear lot access, and:
  - a. A lot has streets on three sides and,
  - b. The lots are on a perimeter common to non-developable or conservation lands, or
  - c. no BLOCK FACE is greater than 300 feet.
- 4. ALLEYS may be incorporated into parking lots as standard drive aisles. Access from ALLEYS to all adjacent properties must be maintained.
- 5. In all frontages, except where constructed as ROWHOUSES, vehicular access between adjacent parking lots and across property lines is required. If not available at the time of redevelopment, accommodation for future vehicular cross-access must be provided.

**E. Private Lots/Parcels**

The ROW and front lot line for parcels created in the Taft Corners FBC is the line between the CLEAR SIDEWALK and the DOORYARD.

**F. Public Open Space**

Standards for structures and planting in public open spaces are provided in *Section 5 Public Realm Standards*.

**G. Sample Regulating Plan Key**

Each REGULATING PLAN contains a key explaining the plan designations. The key below, *Illustration B*, is provided as an example. See the Town for the official REGULATING PLAN.DDEEDIT

**UNDERSTANDING THE REGULATING PLAN**

**BUILDING FRONTAGE DESIGNATIONS**  
(see below)  
This indicates the relevant Building Form Standard (BFS) rules governing your site.

**REQUIRED BUILDING LINE (RBL)**  
This line indicates the RBL for your site. The Building shall be BUILT-TO the RBL.

**PARKING SETBACK LINE**  
Vehicle Parking (above ground) is not allowed forward of this line unless otherwise noted on the Regulating Plan.

**SPECIAL BFS CONDITION**  
Frontage specific limitation or allowance regarding maximum allowable Height and or BFS Frontage Standard.

**Civic Green or Square**  
Urban Public Space per the Code Refer to the City for details.

**Color and Symbol Key**

<span style="display: inline-block; width: 15px; height: 15px; background-color: orange; border: 1px solid black;"></span> Urban General	<span style="display: inline-block; width: 15px; height: 15px; border: 1px dashed black;"></span> Required Building Line (RBL)	<span style="display: inline-block; width: 15px; height: 15px; background-color: green; border: 1px solid black;"></span> Civic Green or Square
<span style="display: inline-block; width: 15px; height: 15px; background-color: yellow; border: 1px solid black;"></span> Urban General 2	<span style="display: inline-block; width: 15px; height: 15px; border: 1px dashed blue;"></span> Parking Setback Line	<span style="display: inline-block; width: 15px; height: 15px; background-color: lightgreen; border: 1px solid black;"></span> Park/Natural Area
<span style="display: inline-block; width: 15px; height: 15px; background-color: lightyellow; border: 1px solid black;"></span> Urban Neighborhood	<span style="display: inline-block; width: 15px; height: 15px; border: 1px dashed green;"></span> Lot Building Limit	<span style="display: inline-block; width: 15px; height: 15px; border: 1px solid red;"></span> Taft Corners District Bounds
<span style="display: inline-block; width: 15px; height: 15px; background-color: red; border: 1px solid black;"></span> Storefront	<span style="display: inline-block; width: 15px; height: 15px; border: 1px solid gray;"></span> Alley	<span style="display: inline-block; width: 15px; height: 15px; border: 1px solid black; background-image: repeating-linear-gradient(45deg, transparent, transparent 2px, gray 2px, gray 4px);"></span> VELCO Powerlines
<span style="display: inline-block; width: 15px; height: 15px; border: 1px solid black; background-image: repeating-linear-gradient(45deg, transparent, transparent 2px, gray 2px, gray 4px);"></span> Level Two Streets	<span style="display: inline-block; width: 15px; height: 15px; background-color: red; border: 1px solid black;"></span> Civic Structure	

**SPECIAL SITE CONDITIONS**  
\*1. see the Urban General BFS, WXYZ, for more information.  
\*2. see the Urban General 2 BFS, WXYZ, for more information.  
\*3. Consult with the Zoning Administrator for more information.

**UNDERSTANDING THE REGULATING PLAN**

**BUILDING FRONTAGE DESIGNATION**  
The color filling the right-of-way indicates the relevant BUILDING FORM STANDARD (BFS) rules governing your site.

**REQUIRED BUILDING LINE (RBL)**  
This black dashed line indicates the RBL for your site. The building must be *built-to* the RBL.

**PARKING SETBACK LINE**  
Vehicle parking (above ground) is not allowed forward of this blue dashed line unless otherwise noted on the REGULATING PLAN or in this section.

**GREEN or SQUARE**  
Public Open Space. Refer to the Town for details.

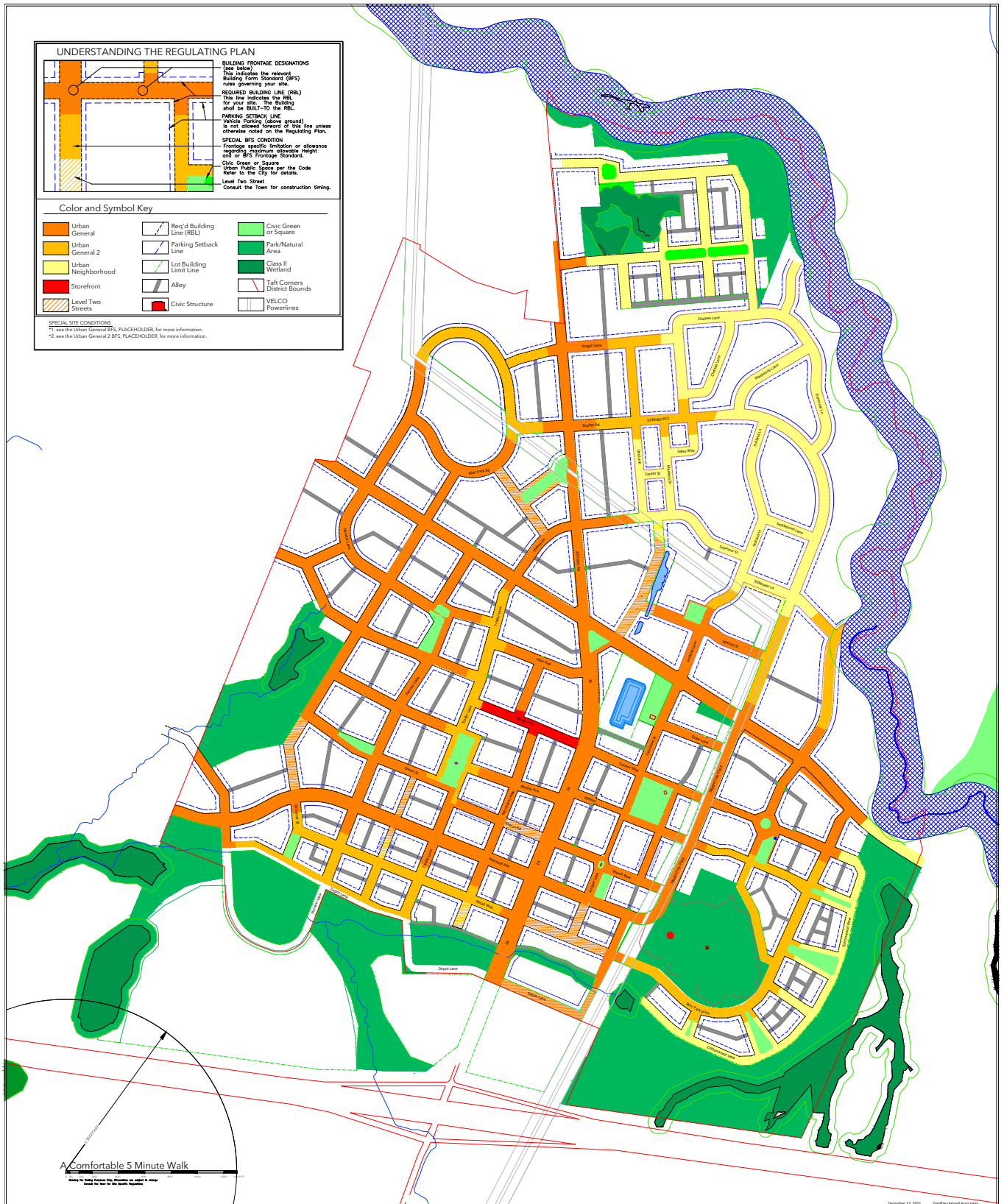
**SPECIAL CONDITION**  
Specific limitation or allowance regarding the BUILDING FORM STANDARD for this frontage or site.

**LEVEL TWO STREET**  
Streets whose construction may be delayed to fit redevelopment coordination.

*Illustration B.*

### H. Example Regulating Plan

The REGULATING PLAN facsimile below is provided as an example.



See the Town for the official REGULATING PLAN.

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