CITY OF KIRKLAND
Planning and Building Department
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MEMORANDUM

To: Planning Commission

From: Adam Weinstein, AICP, Planning & Building Director
Allison Zike, AICP, Deputy Planning & Building Director
Scott Guter, AICP, Senior Planner

Date: November 3, 2022

Subject: NE 85TH ST. STATION AREA PLAN – PHASE 2 – FILE NO. CAM20-00153

RECOMMENDATION

Planning Commission should hold a final study session on the proposed Phase 2 Form-Based Code (FBC), review the staff summary and response to the Commission's previous questions and concerns from the October 13 and 27 study sessions, and provide feedback to guide the project team's finalization of a draft FBC prior to holding a public hearing on December 10, 2022.

BACKGROUND

The Commission has held two study sessions, on October 13 and October 27, 2022, to discuss Phase 2 of the Station Area Plan. Phase 2 of the Station Area adoption process will include specific parcel rezones and Zoning Code amendments to implement the FBC for the Neighborhood Mixed-use, Civic Mixed-use, and Urban Flex districts (Phase 2 districts). In the October study sessions, Commissioners discussed the development regulations for each Station Area district (or zone) and how the districtwide standards adopted in Phase 1 (e.g., height transitions, landscaping, parking rates) apply to Phase 2 districts, and if any amendments were needed to those standards that apply to all districts.

Phase 2 will also include adoption of the final Planned Action Ordinance (PAO) for the full Station Area, minus the sub-area covered by the PAO that was adopted in September 2022 for the Google catalyst project at the Lee Johnson site.

PLANNING COMMMISSION'S FBC FEEDBACK & QUESTIONS BY TOPIC AREA

At the October study sessions, Commissioners had a robust discussion about each Phase 2 regulating district and provided staff feedback on several specific and districtwide standards. The following is a summary of the questions and comments from Commissioners, organized around the primary discussion topics, and a staff response.

1. Neighborhood Mixed Use (NMU) Regulating District

Planning Commission: Commissioners emphasized the need to proactively regulate to promote the Station Area vision to create a walkable neighborhood that has neighborhood-oriented businesses and services that will benefit the community; goods and services should be in line with the City's 10-minute neighborhood goals. Commissioners directed staff to consider a requirement for a minimum percentage of street-level building frontage to be retail/services.

Staff Response: See staff's response in the Active Street-Level Use section below for amendments to the proposed street-level use requirement.

2. Active Street-Level Use in the NMU District

Proposed Requirements presented at the October 27th Planning Commission Meeting: Staff provided the following draft language to address the Commission's comment about active street-level use: "At least 80% of the street-level facade should consist of an active use such as storefronts, street-oriented commercial uses, or lobbies and excludes blank walls and non-public areas, including but not limited to, kitchen prep, cooking areas, dishwashing, trash/recycling rooms, equipment rooms, and storage areas."

Planning Commission: Some Commissioners preferred more specific language to restrict the size of residential lobbies and suggested that the proposed 20% allowance is too much, and the drafted language is too vague.

Others don't want to see non-active use reduced below 20% and expressed that an active use requirement should be balanced with flexibility to ensure that street level uses are occupied and not left vacant. A commissioner mentioned an example of a mixed-use building in Totem Lake that has had long-term vacancies on the ground floor.

There was also concern with the use of the phrase "blank walls", and a question to clarify if the FBC is more concerned with opaque walls or just "walls" (including those that contain art)? Another question was if kitchen preparation or cooking areas visible from the street could contribute to, or be counted as, active uses?

Staff Response: Staff recognizes Planning Commission's desire to ensure active street-level uses within the Neighborhood Mixed Use District. The desire for active uses at the street level should be balanced with key objectives of the FBC – including appropriate levels of regulation and a focus on design (and not land use). Instead of proposing additional use requirements in addition to the allowed frontage types, staff recommends adjusting the allowed frontage types to those that will support a diverse mix of commercial uses that will contribute to a vibrant pedestrian experience. Although this approach would not dictate retail use on the ground floor, we believe that the high employee and residential densities of the Station Area Plan would be very likely to result in retail tenants occupying ground floor spaces. Most of the Neighborhood Mixed Use District is adjacent to Major Thoroughfare, Main Street, and Neighborhood Mixed Use Street Types. Staff recommends adjusting the allowed

frontage types of the Neighborhood Mixed Use Street Type to only allow for Retail & Active Uses, and Plaza/Public Space frontage types.

3. Incentive Zoning Program

Planning Commission: Commissioners asked for more information about how incentives for affordable housing affect building height.

Regarding affordable housing incentives, Commission asked if the incentive zoning program could weight the incentive by a total number of bedrooms provided in a development overall, rather than specifically weighing individual units over 3+ units? Commission also asked if there could be an incentive for new development to provide grocery stores.

Staff Response: The incentive zoning program will not impact the maximum building heights established by the Station Area Plan. For those districts where the value of the added development capacity is significant, the incentive zoning analysis will establish a base height that is allowed by right. Development applications will be required to provide community benefits to achieve height above the base (allowed by right) and will receive additional development capacity up to the allowed maximum height using the exchange rates established in the incentive zoning program. An initial incentive program and exchange rates were adopted in Phase 1 for the Commercial Mixed Use district; the adopted program includes an exchange rate for commercial development to make an affordable housing payment to achieve height above the allowed base, but did not establish how much development capacity would be awarded for provision of affordable housing units (beyond the existing 10% inclusionary requirement). Staff is continuing to develop that performance-based exchange rate for the Phase 2 incentive program and anticipates providing an update to Commission at the November 10 study session. That analysis will also explore the bedroom-based approach suggested by a Planning Commissioner.

The Station Area contains existing transportation infrastructure with high vehicular frequency and large parcel sizes suitable for larger grocery stores. The Growth Framework of the Station Area will concentrate additional development capacity and population density and improves the area's multimodal transportation infrastructure that will support additional economic growth in this area. Existing conditions and the planned growth within the station area are favorable for locating a grocery in this area. Adding additional regulations requiring a specific grocery use on a set of properties could limit the redevelopment of properties within the Station Area and forestall the desired outcome of a future grocery use. Staff does not recommend adding a parcel or area specific requirement to include a grocery store with redevelopment. Although incorporating a grocery store use into the incentive zoning program would be feasible, it would likely detract from the creation of affordable housing benefits (i.e., the primary benefit expected to be generated from Phase 2 as identified by City Council). Staff would note that the two grocery stores in Moss Bay (PCC and QFC in and around Kirkland Urban) were developed not as a result of prescriptive zoning or incentive zoning, but through leveraging good planning principles to support market opportunities (i.e., the establishment of ground-floor

retail requirements, and the addition of substantial employment and residential density to create a sufficient customer base for the grocery stores).

4. Urban Flex Regulating District

Planning Commission: While the Commission desired to foster retail uses, it does not want to lose light industrial uses in the urban flex area and stressed the importance of the district maintaining its existing light industrial character.

Staff was directed to consider looking at a minimum active frontage requirement at ground floor, with the parameters that residential uses should not be allowed at the street-level, but there should be an allowance for street-level residential lobbies in up to 20% of the frontage.

There was also a concern that there is no street parking included in the adopted street type standards in the FBC. Commission asked staff to consider prioritizing some street parking on certain street types and asked if the street type through the Urban Flex district should be a Main Street. Commission suggested it would be useful to look at the planned improvements for 7th Ave and the bike network to understand the overall active transportation network better.

Staff Response: Staff's recommendation for amendments to frontage types allowed on Neighborhood Mixed Use Street Types will also accommodate activated commercial frontage along 7th Ave in the Urban Flex Regulating District. The Neighborhood Mixed Use Street Type also accommodates bike facility infrastructure. The Neighborhood Residential Street Type within the Urban Flex District can accommodate both biking and parking.

Street Types have been studied for their function based largely on existing right-of-way widths. Staff does not recommend changing the adopted street types further within the Urban Flex District. Staff recommends adding a special regulation to the Permitted Uses section prohibiting residential use on the street-level floor with the exception that a maximum 20% of the street-level floor may include lobby area.

To discourage street-level residential use along the Neighborhood Residential Street Types within the Urban Flex Regulating District, staff recommends adding a special regulation prohibiting Residential Stoop/Porch and Private Frontage Types along these street types.

5. Maximum Building Heights

Planning Commission: There were many concerns related to differing height allowances between FBC districts and the existing neighborhoods outside of the FBC boundary. Specifically, there was a concern that 85 ft. in the NMU district is too high between 124th Ave NE and 128th Ave NE relative to the adjacent residential properties to the north. There was also concern that that 65 ft. portion of the Commercial Mixed Use (CMU) district (on the Lee Johnson site) would not be adequate to buffer heights of CMU district development from properties to the east.

Other discussions on maximum building height included: consider adjusting the Petco site's maximum building height to be 85 ft. like surrounding properties and

designate the Neighborhood Residential area north of the cemetery as Neighborhood Mixed Use to help better stagger (step down) the maximum building height between districts.

The Commission would also like to know how the difference in height comes into play with incentive zoning.

Staff Response: The Growth Framework of the Station Area Plan focuses the most significant increases in development intensity in areas that provide clear benefits to the community and take advantage of regional transit connections. The maximum building heights studied during the environmental review process of the Station Area Plan were adopted with the Comprehensive Plan. Adjusting the adopted maximum building heights would require amending the Station Area Plan and associated Comprehensive Plan chapter. More importantly, reducing maximum building heights would compromise the creation of public benefits that were a primary motivating factor behind the Station Area Plan. Furthermore, adjusting the maximum building heights adopted in Phase 1 is not within the scope of Phase 2 and could compromise provisions of the already-adopted Development Agreement for the Google Campus. Staff is recommending that the Planning Commission consider refining the adopted transition standard (see Transition Standards Between Regulating Districts section below) to manage massing between zones without compromising the growth framework recommended by the Planning Commission and adopted by City Council in Phase 1.

The incentive zoning program will not impact the maximum building heights established by the Station Area Plan. For those districts where the value of the added development capacity is significant, the incentive zoning analysis will establish a base height that is allowed by right. Development applications will be required to provide community benefits to achieve height above the base (allowed by right) and will receive additional development capacity up to the allowed maximum height using the exchange rates established in the incentive zoning program.

6. Civic Mixed Use (CVU) Regulating District

Planning Commission: Commissioners would like to maximize development on the Lake Washington High School (LWHS) site to allow for opportunities to increase school capacity, suggested that staff should consider allowing more than the 75 ft. building height maximum adopted in the Station Area Plan, and also allow for 100% lot coverage with a focus on setbacks along the west property line (but noted that the transition strategy may be adequate to mitigate impacts). A Commissioner also asked staff to consider removing the maximum floor plate requirement. There was an emphasis on requiring an ample buffer zone for any abutting residential properties, and the request to ask Lake Washington School District (LWSD) specifically if they want any additional flexibility.

Staff Response: As stated in the previous section, adjusting the adopted maximum building heights requires amending the Station Area Plan and associated Comprehensive Plan chapter. Staff has worked with LWSD during the development of the FBC for the CVU district. Attachment 1 expresses the district's support in the

proposed FBC for the existing proposed zoning, and LWSD has not indicated the desire for further amendments. Therefore, staff recommends proceeding with the proposed approach.

7. Transition Standards Between Regulating Districts

Planning Commission: There is general concern that the transition standard is not adequate to account for the differences in height to create compatible, contextual development.

There was concern that using the property line as a fixed point(s) to establish the base height for required sky plan exposure measurements might not adequately account for differences in grades and that on large sites with a long property line, where elevation varies across the property line, the transition strategy will be applied unevenly.

The Commission is interested in considering a more aggressive transition standard where height difference is large (e.g., 150' next to 30') and would like to study the areas where these situations occur. Also, there can be locations where there exists substantial slope and the perceived height difference between properties can be much greater. The Commission would like staff to bring back more aggressive transition options for areas of greater height differences between zones.

The Commission is interested in looking at other transition strategies but doesn't want to complicate the calculation. Additional approaches discussed were to require a greater buffer setback, increasing the sky plane angle where height differences are greater between zones, or a standard that is based on a maximum façade height and how facades relate to each other.

Staff Response: Staff, and the consultant team from Mithun, have explored various transition strategies through the process of developing the FBC. Staff believes that the combination of requiring landscape buffers and utilizing a sky exposure plan based on an elevation point along a common property line is the best balance of techniques to mitigate building massing and form, while enabling a consistent and straightforward application by staff in the future and providing predictability for applicants/community members. The project team is preparing additional visual aids for the November 10 study session to facilitate a further discussion of transitions with the Commission and is preparing a recommendation that establishes a more aggressive sky exposure plan in areas where there is a greater change in maximum allowed heights across properties. At the study session, staff will seek final direction from the Commission on required transitions.

8. Parking

Planning Commission: Commission discussed that the City needs to be cognizant of parking supply in establishing parking ratios, and that consideration should be given to on-street parking, designated ADA parking, and rideshare pick-up/drop-off areas. The convenience of parking shapes people's behavior.

Regarding the proposed parking ratio standards, some Planning Commissioners commented that the minimum parking rates should be even lower because developers already have an intrinsic motivation to make sure their parking supply is adequate, and the City should consider eliminating parking minimums in the Station Area. There were some comments that assisted living and convalescent center draft parking rates are too high, and residential minimums could be lower. Interest was expressed in reducing parking ratios for restaurant uses. There was consensus that the code should be bold on parking for electric vehicle charging (EV) and require development to ensure that 100% parking spaces are EV ready.

Commissioners requested that staff consider more options for on-street parking and active curb space and get ride share off main streets.

Staff Response: Adoption of the Phase 1 FBC established parking ratios for Commercial and Institutional uses in the Station Area. Phase 2 work includes the need to set parking ratios for Residential and Industrial uses. The project team, including the City's Transportation Planners and Engineers, have completed significant background research on contemporary parking demand to draft the proposed parking rates for Residential and Institutional uses, including proposing that certain specific uses warrant rates that are different from the general rate. The staff recommended parking standards reflect the planned multi-modal, transit-oriented approach of future development.

9. Frontage Standards

Planning Commission: Commissioners discussed a regulation in the draft that prohibits balconies on covered porches when those porches are an allowed encroachment into a required setback.

Staff Response: Staff has removed the following requirement from the Residential Stoop/Porch and Private Yard Frontage Standards (see Attachment 2):

"No deck, balcony, or living area is placed on the roof of the porch within the required front yard;"

10. Miscellaneous

Planning Commission: There was some concern that the sound coming from the highway is going to be louder with taller buildings and the Commission wants to ensure that the incentive program is providing specific benefit to the community. The Commission would like some examples of tying the benefits to Green Factor.

Staff Response: Noise resulting from proposed growth in the Station Area was addressed through the environmental review process that occurred in 2020 and 2021 and discussed in the SEPA Checklist associated with the scoping notice that referenced available studies and codes. See Draft Supplemental Environmental Impact Statement (SEIS) Appendix A, available on the project webpage. In addition, the Final SEIS (published in December 2021) Section 3.3, Land Use Patterns and Socioeconomics, addresses noise and land use compatibility. The noise required to

be addressed in environmental review for growth in the Station Area Plan is separate from the road noise generated by I-405, which would be evaluated in environmental review(s) prepared by WSDOT.

While the City was not required to perform an analysis of road noise from I-405, staff has heard the concerns that this road noise would be amplified by "bouncing" off of taller buildings east of I-405 to impact properties that are west of I-405 and has spoken with entities to understand the possibility of this better. Generally, noise dissipates as it travels, meaning that noise "bouncing" off of a building would be more quiet than when/where it originates. Additionally, noise traveling east from I-405 and bouncing off a tall structure back across the highway to the west, would be significantly quieter than noise traveling directly west from the highway. In fact, part of the urban design strategy in the Station Area was to place the tallest buildings in the area closest to the highway in order for them to intercept and mitigate highway noise for more peripheral properties. Staff is prepared to discuss this further with Commission at the November 10 study session, if desired.

The Green Factor adopted in the FBC sets forth a system where elements of landscaping, green infrastructure, and site design that contribute to a calculated score. The structure incentivizes provision of functional landscaping that is accessible and visible to the public by weighing certain elements more heavily in the Green Factor calculation. While staff heard from Commission that green walls are a particularly desirable component of "greening" a structure, conversations with design professionals and the development community did not yield sufficient confidence in the method to provide a specific environmental benefit for green walls to be included as a required element of new development. The intent of the Green Factor calculation, though, is that development choosing to provide elements of green infrastructure beyond base requirements would receive appropriately weighted credit toward their minimum required green factor score or the minimum score required to achieve bonus density within the Incentive Zoning program structure.

At the November 10 study session, staff will focus on the above Phase 2 FBC (see Attachment 2 for in-progress draft) topic areas that have garnered the most discussion amongst Commissioners and provide recommendations for how to address the topics in the final draft FBC. To provide additional context about the Form-based Code, the project team has prepared an FBC Concepts and Descriptions document recommended to be reviewed by Commission (see Attachment 3).

NEIGHBORHOOD RESIDENTIAL DISTRICT UPDATE

As was discussed with the Commission at the October 27 study session, staff is recommending removing standards for the Neighborhood Residential district from the FBC at this time, meaning that properties in that district will retain their existing zoning-comprising primarily of low-density residential zoning. The Station Area Plan and associated Comprehensive Plan goals and policies do not include provisions to meaningfully increase the allowed development capacity in these areas, and instead, assume continued infill that can build to the City's existing missing middle housing allowances for ADUs, Cottages, and Two/Three Unit Homes. As such, the development of FBC standards for this district would not expressly increase capacity for these

properties. While this adjustment results in a slightly more limited application of FBC in the Station Area, staff has determined it will not hinder progress towards the broader vision and goals for the Station Area Plan.

Staff has begun to explore how a FBC could encourage utilization of the allowed missing middle housing types but has concluded that the application of this strategy is best considered on a larger scale than the limited properties within the Station Area Neighborhood Residential district. Planning Commission could consider directing staff to explore changes to low-density residential zones in future Planning Work Programs and/or the 2044 Comprehensive Plan Update project.

120TH AVE NE CORRIDOR STUDY UPDATE

In development of the NE 85th St Station Area Plan, 120th Ave NE has been identified as a key corridor connecting Forbes Lake, Lake Washington High School, and future high-density development to the future Stride bus rapid transit station. The Station Area Plan and accompanying form-based code envision 120th Ave NE as a walkable "Main Street" with widened sidewalks, tree canopy, and adjacent development with active ground floors; a vibrant public realm at the heart of the district. At the May 12th Special Joint Meeting of City Council and Planning Commission, some Council and Planning Commission members raised questions about the consistency of the 120th Ave NE "Main Street" urban design concept being fulfilled by a variety of street types as proposed in the form-based code.

In a subsequent meeting, Council agreed with a staff recommendation to conduct a focused study of the 120th Ave NE corridor including parcel level analysis to develop alternative cross sections to ensure the design to fulfill the vision of a pedestrian focused "Main Street" within the station area. Staff hired a consultant, Ferhr & Peers, to conduct this study. The results of this study were reviewed by the Transportation Commission at their October 26 meeting.

Transportation Commissioners expressed appreciation for the detailed study of the corridor and spoke in favor of the alternative design for 120th Ave NE as it provides a more consistent design concept for the corridor and enables a comfortable bicycle connection to safely travel throughout the Station Area.

NEXT STEPS

Staff will utilize the feedback received from the three Planning Commission study sessions and complete a final draft of the Phase 2 FBC. A Planning Commission public hearing on the draft FBC is scheduled for December 8, 2022.

The following is an update to the tentative Phase 2 schedule:

- November 15, 2022: City Council public hearing – Planned Action Ordinance
- December 8, 2022: Planning Commission public hearing and recommendation to City Council on Zoning Code amendments (Phase 2 FBC)
- January 2023: City Council consideration of Phase 2 adoption (FBC and Planned Action Ordinance)

ATTACHMENTS

1. LWSD Comment Letter on Draft FBC
2. Draft Chapter 57 – Form-Based Code for the NE 85th Street Station Area Plan Amendments
3. FBC Concepts & Descriptions

cc: File Number CAM20-00153

VIA EMAIL
PlanningCommissioners@kirklandwa.gov

Planning Commission
City of Kirkland
123 Fifth Avenue
Kirkland, WA 98033

RE: LWSD Comments on 85th Station Area Form-Based Code DRAFT Amendments

Dear Planning Commissioners:

The Lake Washington School District (the "District") submits these comments in regard to the Kirkland Zoning Code Chapter 57 Form-Based Code updates for the NE 85th Station Area Plan. We appreciate the continued discussions toward zoning code updates that will increase flexibility and options for District projects across the City.

We have conducted a review of the proposed updates and believe the overall framework is reflective of urban planning principles from comparable jurisdictions addressing increased density. This framework supports the integration of educational uses and permits institutional use in all outlined areas.

In general, this framework is in alignment with the aspirations of the District and our goals for innovative approaches to build more urban educational facilities. Aspects of these suggested requirements will require adaptation from urban/commercial context to more institutional program use and the specificity of our facilities and needs. However, there appears to be ample room to create innovative solutions for future District facilities and greater accessibility to new transportation modalities that are appropriate to our growing region and cities.

Thank you for the opportunity to comment.

Sincerely,

Brian Buck
Executive Director, Support Services

Cc: Allison Zike, Deputy Director
Scott Guter, Senior Planner

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57.05 INTRODUCTION

57.05.01 Background

The City's NE 85th St.Station Subarea Plan was adopted in 2022 to support a thriving, new walkable district with high tech and family wage jobs, plentiful affordable housing, sustainable buildings, park amenities, and commercial and retail services linked by transit.

57.05.02 Purpose

Implementation of the vision established in the NE 85th St. Station Subarea Plan requires a comprehensive set of regulations and the supporting Design Guidelines for NE 85th St. Station Subarea Plan. This Form-Based Code is intended to ensure that development in the Station Area is facilitated by clear and predictable standards that achieve transit-supportive development intensities in a high quality, pedestrian-oriented built environment.

57.05.03 Development Agreements – Catalyst Projects

As a means of encouraging early catalyst transit oriented development projects within the Station Area, projects on sites greater than four acres within the Commercial Mixed Use District are encouraged to apply for and negotiate a development agreement with the City pursuant to Chapter 36.70B RCW.

The purpose of such a development agreement is to provide a process for tailoring the regulations and incentives of this chapter as they apply to specific facts and circumstances. A Development Agreement approved by the City Council pursuant to chapter 36.70B RCW may approve specific variations or exceptions from the District Regulations if the Council finds and concludes in the Development Agreement that the variations or exceptions result in a project that provides overall greater benefit or overall better mitigation than would a project that strictly complies with the District Regulations, except that a Development Agreement may not authorize (1) additional height above the bonus maximum height; or (2) a use that is not otherwise permitted in the District.

57.05.04 How to Use this Chapter

This code is organized into four sections:

• **Regulating Districts** define primary features of overall building form, including lot parameters, massing, height, and permitted uses. A Regulating Plan (Figure 2) defines the regulating district designation and allowed height for each parcel. These regulating districts are established on the Kirkland Zoning Map and in this chapter.

• **Street Types** set the design intent for specific segments of public ROW, including prioritized transportation modes, sidewalk and bikeway facility dimensions, and expected streetscape amenities like trees, planting, hardscape, and street furnishings.

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• **Frontage Types** establish design regulations for private property frontages, including the required front setback and building base. Eligible frontage types are determined based on the adjacent street type for a subject property.

• **Districtwide Standards** apply across the subarea, and include overall transitions, parking, plazas and public spaces, and landscaping and open space.

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FIGURE 1: FORM-BASED CODE ELEMENTS

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57.05.05 Administrative Process

This chapter shall be administered by the Planning and Public Works Officials through the related development permit process. In cases where a development project is subject to Design Board Review and this chapter establishes design departures and minor variation from the requirements in this chapter, the final standard shall be determined by the Design Review Board as established in KZC Ch 142.37, unless otherwise noted. Standards which may be granted design departures and minor variations are the following:

- Maximum Street Level Façade Width
- Minimum Façade Break Width and Depth
- Required Setbacks
- Minimum Upper Story Street Setbacks
- Maximum Floor Plate
- Minimum Ground Floor Parking Setbacks
- Plaza/Public Space Dimensions

57.05.06 Definitions

For definitions, refer to KZC Ch 5.

57.05.07 Relationship to other regulations

Development in regulating districts contained in this chapter is subject to the below common code references. Where a provision in a referenced section below conflicts with a specific district or districtwide regulation contained in this chapter, the regulation of the specific district, or districtwide regulation shall govern.

Common Code Regulations. Refer to:

1. KZC Ch 1 to determine what other provisions of this code may apply to the subject property.
2. KZC Ch 45.50 for Public park development standards.

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3. KZC Ch 90 for regulations regarding development near streams, minor lakes (e.g. Forbes Lake), wetlands, fish and wildlife habitat conservation areas and frequently
   flooded areas.
4. KZC Ch 85 for regulations regarding development on property containing geologically hazardous areas.
5. KZC Ch 92 for design regulations.
6. KZC Ch 95 for regulations regarding tree retention and landscape standards for development on private property.
7. KZC Ch 105 for parking areas, vehicle and pedestrian access, and related improvements.
8. KZC Ch 100 for regulations regarding signs.
9. KZC Ch 112 for regulations regarding affordable housing standards.
10. KZC Ch 113 for regulations regarding cottage, carriage, and two/three unit homes housing types.
11. KZC Ch 115 for applicable miscellaneous use development and performance standards.
12. KZC Ch 115.24 for development standards adjacent to the Cross Kirkland Corridor.
13. KZC Ch 142 for regulations regarding the design review process.
14. KZC Ch 162 for regulations regarding nonconformances.

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57.10 REGULATING DISTRICTS

57.10.01 Purpose

Regulating districts are intended to translate the vision and goals documented in the NE 85th St. Station Area Plan adopted by Resolution R-5547 into standards that define allowed uses, lot parameters, building massing, and height controls. Regulating districts consist of two elements: Regulating District Standards that specify development standards for each district, and a Regulating Plan that maps these districts to specific parcels.

57.10.02 Applicability

Regulating districts apply to areas shown on the Kirkland Zoning Map and in the Regulating Plan (Figure 2). They consist of the following zones:

• **Commercial Mixed Use (CMU)**: This zone is intended to encourage uses consistent with large scale commercial and office development. It allows for commercial and civic/institutional uses. Maximum heights are established in the Regulating Plan and range from 60 ft west of I-405 to 250 ft east of I-405.

• **Neighborhood Mixed Use (NMU)**: This zone is intended to encourage uses consistent with a mixed-use neighborhood that includes commercial development and a range of residential development types. It allows for commercial, civic/institutional, residential uses. Maximum heights are established in the Regulating Plan and range from 60 ft west of I-405 to 150 ft east of I-405.

• **Neighborhood Residential (NR)**: This zone is intended to encourage uses consistent with a primarily residential neighborhood that includes a range of residential development types and small scale commercial and civic/institutional development. It allows for residential, commercial, and civic/institutional uses. Maximum heights are established in the Regulating Plan and range from 30 ft west of I-405 to 45 ft east of I-405.

• **Urban Flex (UF)**: This zone is intended to encourage uses consistent with a mixed-use neighborhood that supports light industrial uses consistent with an urban, walkable character. It allows for commercial, retail, civic/institutional, and residential uses. Maximum heights are established in the Regulating Plan and allow heights up to 45 ft west of I-405.

• **Civic Mixed Use (CVU)**: This zone is intended to encourage uses consistent with a mixed-use environment anchored by civic/institutional uses. It allows for commercial and civic/institutional uses. Maximum heights are established in the Regulating Plan and allow heights up to 75 ft east of I-405.

Design Review is required for projects that meet the criteria established in KZC Ch 142.15, and which are located in the following zones: Commercial Mixed Use, Neighborhood Mixed Use, Civic Mixed Use.

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57.10.03 Regulating Plan

The Regulating Plan maps the applicable areas of the Form-Based Code area with the appropriate regulating district designation. Each designation includes two parts: a district designation followed by the height subdistrict for that zone. Heights are stated in terms of maximum base and bonus heights. For instance, CMU 85/150 would reflect a base maximum height allowance of 85’ and bonus maximum height of 150’. Refer to the Incentive Zoning section of this chapter KZC Ch 57.30 for details on utilizing the bonus allowances. Where heights are stated as a single number, that number reflects the maximum height and there are no incentive allowances for additional height.

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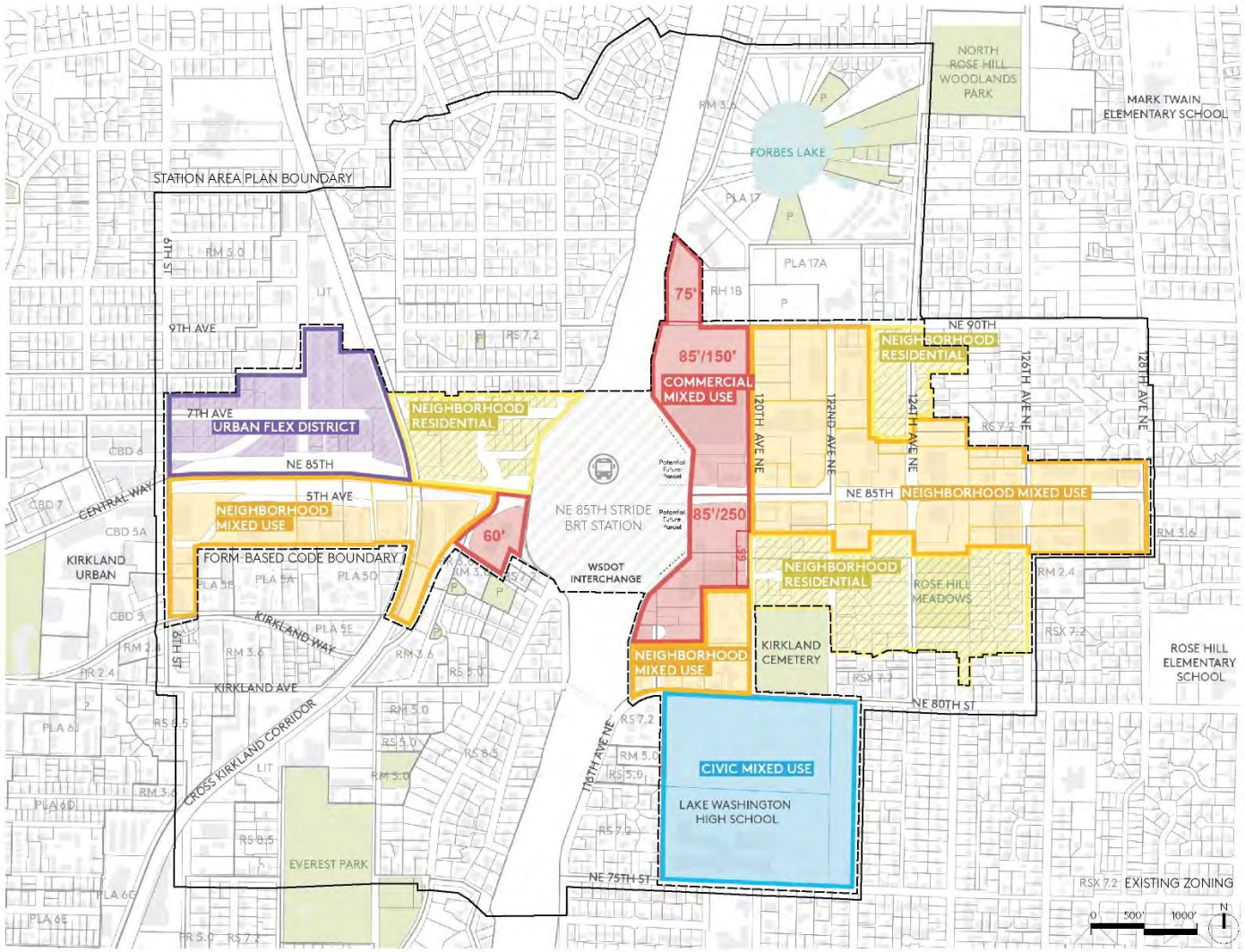
FIGURE 2: REGULATING PLAN



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57.10.04 Regulating District Standards

57.10.04.01 General Provisions

Illustrations and graphics are included in this section to assist users in understanding the purpose and requirements of the regulations. In the event a conflict occurs between the text of this section and any illustration or graphic, the text supersedes.

57.10.04.02 Regulating District Components

The following terms and concepts are used in regulating districts to address a lot's development parameters and building massing. This section is intended to clarify intent, for full definitions, refer to KZC Ch 5.10.

1. **Lot Coverage** refers to the area of the Maximum Lot Coverage as defined in KZC Ch 5.10. The shaded area on graphics for lot coverage does not represent the required placement or location of buildable area.

2. **Base Maximum Allowed Height** is the maximum allowed height of all buildings within a given regulating subdistrict by right, based on the Average Building Elevation as defined in KZC Ch 5.10, unless an alternate height calculation is identified in this chapter.

3. **Bonus Maximum Allowed Height** is the maximum allowed height of all buildings within a given regulating subdistrict with applicable bonus height, based on the Average Building Elevation as defined in KZC Ch 5.10. For details on the incentive zoning allowances for bonus height, see the Incentive Zoning section of this chapter KZC Ch 57.30.

4. **Maximum Floor Plate** is the maximum Gross Floor Area allowed for each floor of a structure based on that floor's height. Reductions shall be utilized at the exterior of the building. Maximum floor plate requirements are regulated at increments of structure height above the Average Building Elevation as defined in KZC Ch 5.10 unless an alternate height calculation is identified in this chapter. See Design Guidelines for NE 85th St. Station Subarea Plan for additional guidance on achieving floor plate reductions.

5. **Minimum Upper Story Street Setbacks** are height-based triggers specified along streets for the building façade to be set back from the back of the required pedestrian clear zone or shared use path by a certain horizontal distance. Minimum upper story street setbacks apply to street-facing exterior walls only. The minimum upper story street setback dimension may be averaged along the full street frontage, so long as no portion of the floor to be set back is less than 50% of the required setback distance.

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6. **Minimum Tower Separation** refers to the minimum horizontal distance between the closest exterior walls of adjacent towers, excluding skybridges, decks, and balconies. "Tower" refers to any portions of buildings greater than 75' in height.

7. **Primary Use** refers to the predominant and main land use activity on a site, and is the highest and most readily identifiable use that characterizes a property.

8. **Building Height Maximums** are measured above Average Building Elevation unless a different benchmark is specified.

9. **Maximum Façade Width and Minimum Façade Break Width** refer to the horizontal length of a façade parallel to the parcel frontage. Maximum façade width is the maximum allowed distance of a continuous façade wall. Once that maximum façade width is reached, a façade break that modulates the façade and meets a minimum width is required.

10. **Vertical Articulation** refers to a required articulation of street-facing facades at 45' in height across the full width of the façade. For design guidance in achieving vertical articulation, refer to Design Guidelines for the NE 85th St. Station Subarea Plan.

57.10.04.03 Continued Uses

1. Applicability

Primary and accessory uses in existence in the Station Area zones at the time of adoption of this chapter, that become non-conforming uses as a result of the provisions of this chapter, may continue as legal nonconforming uses. Primary and accessory uses in existence in zones other than the Commercial Mixed Use zone at the time of adoption of this chapter shall comply with the regulations of KZC 162.

2. Continued Uses and Minor Expansions Allowed

Structures in existence at the time of adoption of this chapter KZC Ch 57 that became nonconforming structures solely as a result of the provisions in this chapter shall be deemed legally conforming structures for purposes of maintenance, repair, and replacement, and may be enlarged by up to ten percent of the existing footprint or existing gross floor area without complying with the provisions of this chapter. Enlargement of such structures or addition of new structures that exceed existing gross floor area or existing footprint by more than ten percent shall comply with the provisions of this chapter, except that an applicant may request an exception to allow enlargement by more than ten percent without complying with all provisions of this chapter if they can demonstrate to the satisfaction of the Planning and Building Director that it is not reasonable and practicable for such enlargement to comply with this chapter; or that such enlargement will not materially increase the nonconformity of the subject property in a manner contrary to the stated purpose of this chapter. Any enlargement of more than fifty percent of the footprint shall conform to this chapter, except as provided in the next section.

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3. Special Provisions for Continued Uses with Development Agreements

Subject properties greater than ten (10) acres in size with large-format retail sales uses in existence at the time of adoption of this chapter may redevelop or expand the structures associated with such uses by more than 10% of the existing gross floor area or existing footprint by means of a development agreement adopted pursuant to RCW 36.70B.170 et seq ("Development Agreement").

In the Development Agreement, the City Council may approve administrative modifications and adjustments to the Station Area Regulations as reasonably required to facilitate the following:

(A) Expansion of retail buildings, modification of the existing parking layouts, expansion, or development of existing or new accessory uses, modifications to surface parking or the addition of structured parking, and enlargement of allowed floor plates.

(B) Redevelopment of a subject property with a large-format retail sales use by more than fifty percent of the existing gross floor area or existing footprint shall comply with the Station Area Regulations and intent of the Form-Based Code to the extent reasonably practicable subject to operational requirements for such uses.

(C) The continued sale of gasoline and diesel fuel shall be permitted as an accessory use to an existing large-format retail sales use. A car wash is also authorized as an accessory use to a large-format retail sales use.

57.10.04 Regulating District Standards

57.10.04.04 Commercial Mixed Use

PERMITTED USES

Table 1 specifies permitted uses for this zone.

TABLE 1: COMMERCIAL MIXED USE DISTRICT USE TABLE

General Use	**Commercial Mixed Use (CMU) P/NP?**
Commercial	P

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Institutional	P
Residential	NP
Industrial	NP

Uses Specifically Prohibited as Primary Use
Automotive Service Station
Vehicle Service Station
Sale, service, storage, and/or rental of motor vehicles, sailboats, motor boats, and recreational trailers
Drive-through facilities

SIGN CATEGORY

All permitted uses within the Commercial Mixed Use District shall comply with Sign Category E (Chapter 100 KZC) unless otherwise specified in a development agreement or a development receives bonus height. All development that receives bonus height must be proposed with a master sign plan (KZC 100.80).

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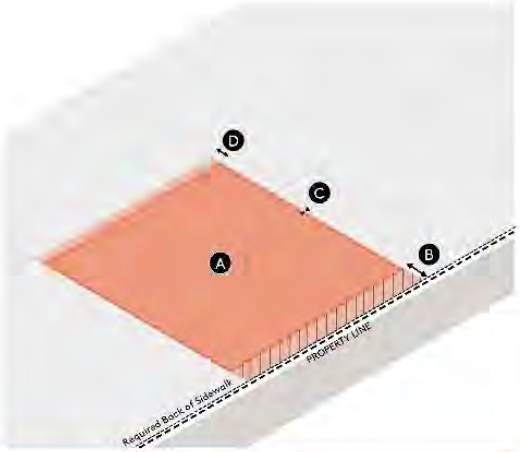
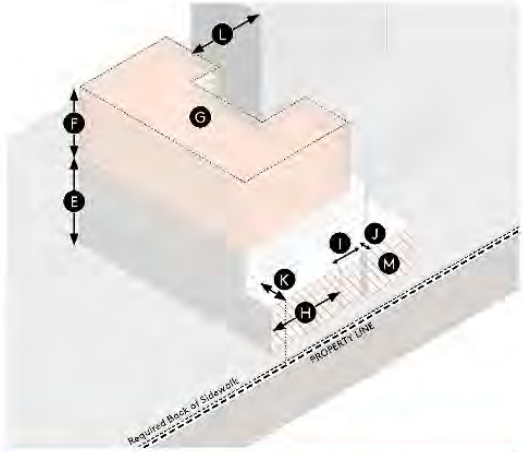
FIGURE 3: COMMERCIAL MIXED USE DISTRICT STANDARDS



LOT COVERAGE AND SETBACKS

Permitted Uses	
General Permitted Uses	Commercial, Institutional, Residential
Lot Coverage	
A Max Lot Coverage *	90%
Required Setbacks	
B Front	Refer to Frontage Types
C Side	0 ft Min
D Rear	5 ft Min

* Lot coverage as shown does not represent intended building placement or setbacks.



MASSING AND DEVELOPMENT INTENSITY

Maximum Height and Floor Plate	
E Base Maximum Allowed Height	Refer to Regulating Plan
F Bonus Maximum Allowed Height	Refer to Regulating Plan
G Maximum Floor Plate (per building)	45 ft-75 ft: 30,000 GSF 75 ft-85 ft: 25,000 GSF Above 85 ft: 15,000 GSF
Facade Design	
H Maximum Facade Width	120 ft
I Minimum Facade Break Width	10 ft
J Minimum Facade Break Depth	5 ft
Upper Story Massing	
K Upper Story Street Setbacks	At 75 ft: 15 ft setback At 100 ft: 30 ft setback
L Tower Separation	60 ft
M Vertical Articulation	Required at 45 ft Refer to Design Guidelines for recommended articulation strategies.

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57.10.04.05 Neighborhood Mixed Use

PERMITTED USES

Table 2 specifies permitted uses for this zone.

TABLE 2: NEIGHBORHOOD MIXED USE DISTRICT USE TABLE

General Use	**Neighborhood Mixed Use (NMU) P/NP?**
Commercial	P
Institutional	P
Residential	P
Industrial	NP

Uses Specifically Prohibited as Primary Use
Automotive Service Station
Vehicle Service Station
Sale, service, storage, and/or rental of motor vehicles, sailboats, motor boats, and recreational trailers

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Drive-through facilities

SIGN CATEGORY

All permitted uses within the Neighborhood Mixed Use District shall comply with Sign Category E (Chapter 100 KZC) unless otherwise specified in a development agreement or if a development receives bonus height. All development that receives bonus height must be proposed with a master sign plan (KZC 100.80).

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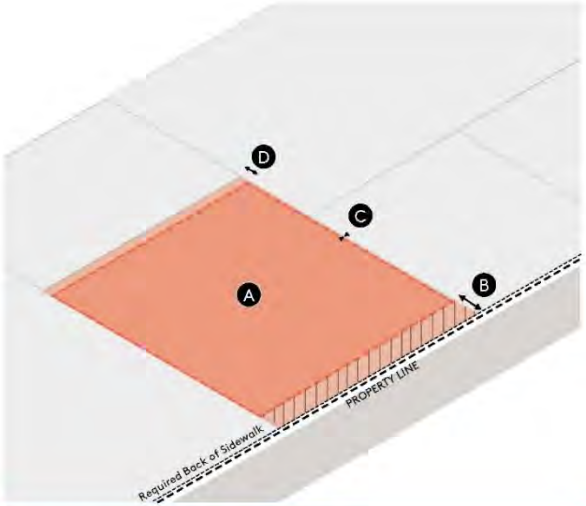
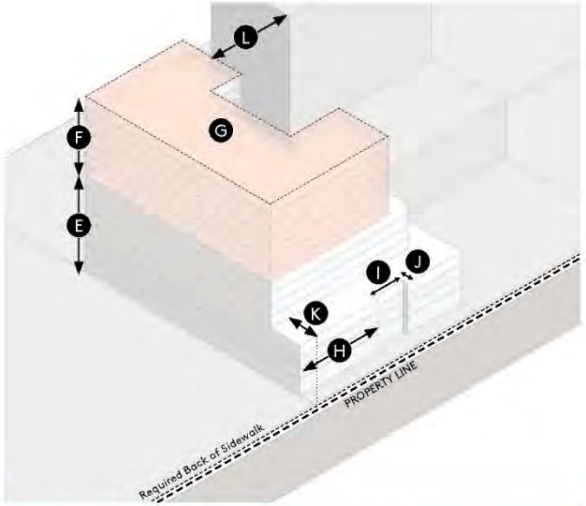
FIGURE 4: NEIGHBORHOOD MIXED USE DISTRICT STANDARDS



LOT COVERAGE AND SETBACKS

	Permitted Uses	
	General Permitted Uses	Commercial, Institutional, Residential
	Lot Coverage	
A	Max Lot Coverage *	90%
	Required Setbacks	
B	Front	Refer to Frontage Types
C	Side	0 ft Min
D	Rear	5 ft Min

* Lot coverage as shown does not represent intended building placement or setbacks.



MASSING AND DEVELOPMENT INTENSITY

	Maximum Height and Floor Plate	
E	Base Maximum Allowed Height	Refer to Regulating Plan
F	Bonus Maximum Allowed Height	Refer to Regulating Plan
G	Maximum Floor Plate (per building)	45 ft-75 ft: 30,000 GSF 75 ft-85 ft: 25,000 GSF Above 85 ft: 15,000 GSF
	Facade Design	
H	Maximum Facade Width	120 ft
I	Minimum Facade Break Width	10 ft
J	Minimum Facade Break Depth	5 ft
	Upper Story Massing	
K	Upper Story Street Setbacks	At 75 ft: 15 ft setback At 100 ft: 30 ft setback
L	Tower Separation	60 ft

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57.10.04.06 Neighborhood Residential

Reserved

57.10.04.07 Urban Flex

PERMITTED USES

Table 5 specifies permitted uses for this zone.

TABLE 5: URBAN FLEX DISTRICT USE TABLE

General Use	**Urban Flex (UF)** **P/NP?**
Commercial	P
Institutional	P
Residential	P*
Industrial	P

**see section below on Residential Uses*

Uses Specifically Prohibited as Primary Use
Automotive Service Station
Vehicle Service Station

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Sale, service, storage, and/or rental of motor vehicles, sailboats, motor boats, and recreational trailers
Drive-through facilities

RESIDENTIAL USES

Residential uses are not permitted on the street level floor, except for lobbies, resident amenities, and other non-habitable uses related to residential uses.

SIGN CATEGORY

Residential uses shall comply with Sign Category A (Chapter 100 KZC). Institutional and Commercial uses shall comply with Sign Category B (Chapter 100 KZC). Commercial uses shall comply with Sign Category E (Chapter 100 KZC). Developments with more than one use shall comply with the Sign Category of the primary use.

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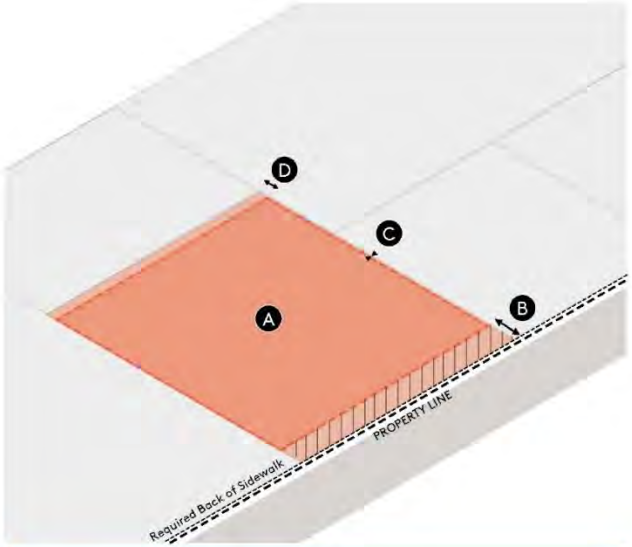
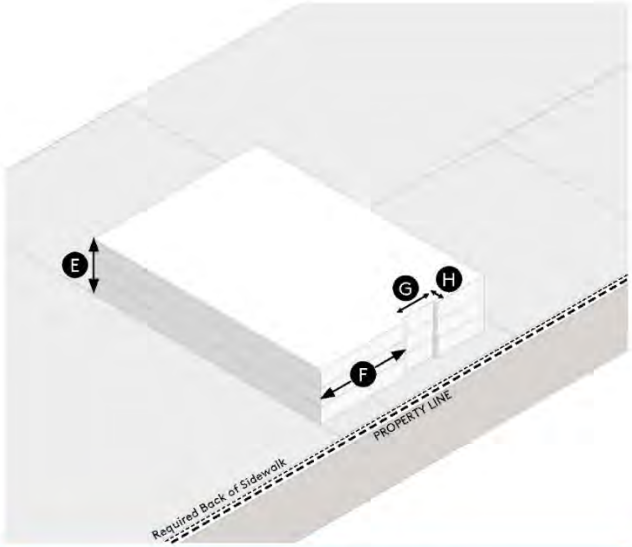
FIGURE 5: URBAN FLEX DISTRICT STANDARDS



LOT COVERAGE AND SETBACKS

	Permitted Uses	
	General Permitted Uses	Light Industrial, Commercial, Institutional, Residential
	Lot Coverage	
A	Max Lot Coverage *	90%
	Required Setbacks	
B	Front	Refer to Frontage Types
C	Side	0 ft Min
D	Rear	5 ft Min

* Lot coverage as shown does not represent intended building placement or setbacks.



MASSING AND DEVELOPMENT INTENSITY

	Maximum Height and Floor Plate	
E	Base Maximum Allowed Height	Refer to Regulating Plan
	Facade Design	
F	Maximum Facade Width	160 ft
G	Minimum Facade Break Width	15 ft
H	Minimum Facade Break Depth	5 ft

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57.10.04.08 Civic Mixed Use

PERMITTED USES

Table 4 specifies permitted uses for this zone.

TABLE 4: CIVIC MIXED USE DISTRICT USE TABLE

General Use	**Civic Mixed Use (CVU) P/NP?**
Commercial	P
Institutional	P
Residential	P
Industrial	NP

Uses Specifically Prohibited as Primary Use
Automotive Service Station
Vehicle Service Station
Sale, service, storage, and/or rental of motor vehicles, sailboats, motor boats, and recreational trailers

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Drive-through facilities

SIGN CATEGORY

All residential uses shall comply with Sign Category A (Chapter 100 KZC). Institutional uses shall comply with Sign Category B (Chapter 100 KZC). Commercial uses shall comply with Sign Category E (Chapter 100 KZC). Developments with more than one use shall comply with the Sign Category of the primary use.

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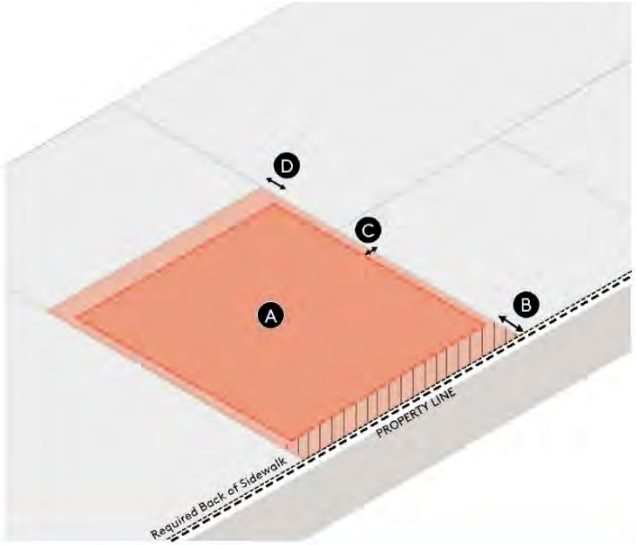
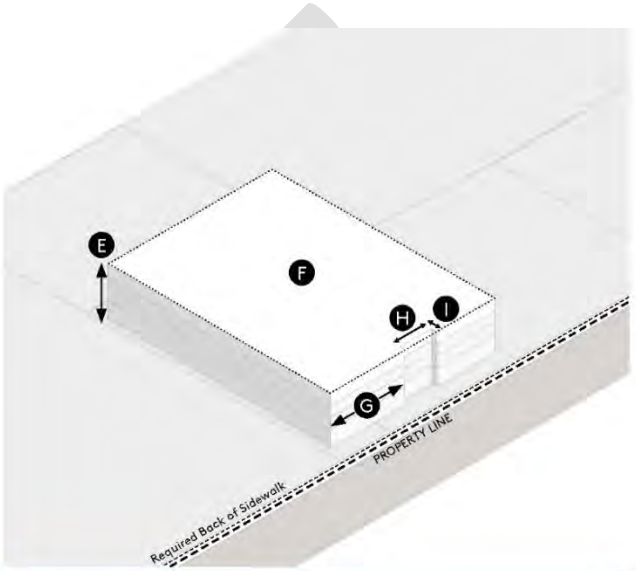
FIGURE 6: CIVIC MIXED USE DISTRICT STANDARDS



LOT COVERAGE AND SETBACKS

	Permitted Uses	
	General Permitted Uses	Commercial, Institutional, Residential
	Lot Coverage	
A	Max Lot Coverage *	80%
	Required Setbacks	
B	Front	Refer to Frontage Types
C	Side	5 ft Min
D	Rear	5 ft Min

* Lot coverage as shown does not represent intended building placement or setbacks.



MASSING AND DEVELOPMENT INTENSITY

	Maximum Height and Floor Plate	
E	Base Maximum Allowed Height	Refer to Regulating Plan
	Bonus Maximum Allowed Height	Refer to Regulating Plan
F	Maximum Floor Plate (Per building)	45 ft-75 ft: 30,000 GSF
	Facade Design	
G	Maximum Facade Width	120 ft
H	Minimum Facade Break Width	10 ft
I	Minimum Facade Break Depth	5 ft

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57.15 STREET TYPES

57.15.01 Purpose

Street types are intended to translate the vision and goals documented in the NE 85th St. Station Area Plan adopted by Resolution R-5547 into standards that provide direction for improvements to public and private right of way. These street types specify typical dimensions, transportation mode considerations for appropriate facilities, and guidance on how public rights of way and private and frontage improvements can work together to create a cohesive, pleasant public realm.

57.15.02 Applicability

Street Types apply to areas shown in the Street Types Map, in Figure 14. They consist of the following types:

• **Major Thoroughfares** connect regional centers or run through central commercial corridors. Many of these streets have significant traffic volumes at peak hours and are important places for high-capacity transit routes and protected bike facilities.

• **Main Streets** are special streets that concentrate ground-floor retail and active uses, often with generous public realm designed to prioritize pedestrian activity .

• **Neighborhood Mixed Use** streets are neighborhood streets serving low to mid-intensity commercial and midrise residential and occasional ground floor retail. They are generally lower vehicular traffic volume than major thoroughfares, and some may contain bike facilities and transit service.

• **Neighborhood Residential** streets are residentially focused with low vehicular traffic volumes, which may accommodate designated bikeways or Neighborhood Greenways depending on roadway speeds and volumes. .

• **Green Mid-Block Connections** provide important network connections for cyclists and pedestrians through and across long blocks and are typically found within larger commercial or residential developments or between existing parcels. In addition to providing bike and pedestrian access, they can also include on-site green stormwater infrastructure as part of their design, or where accommodating vehicle access, provide delivery and back of house access to parcels.

57.15.03 Street Types Map

The Street Types Map shows the designated street type classification for each street segment within the Regulating Districts.

FIGURE 14: STREET TYPES MAP

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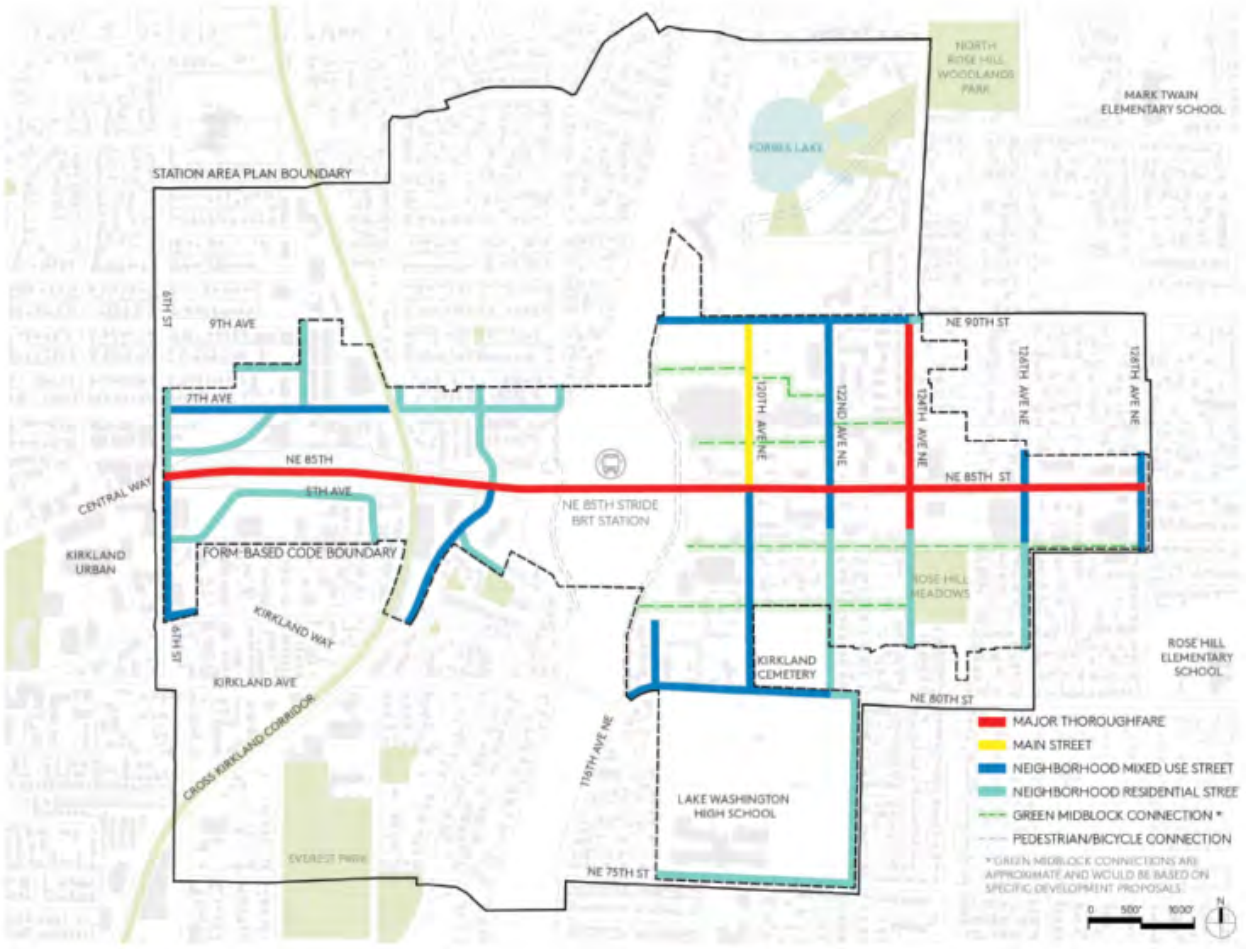

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57.15.04 Using Street Types

Individual Treatments

These street types reflect the City's general intent for improvements of the public right of way, and guidance for development of private rights of way within private parcels. It reflects the need to balance modal needs with the impact of street design in shaping the public realm. Site conditions, existing right-of-way conditions, or City plans for specific corridors may merit departures from these street type standards. . In these cases, the Public Works Official shall determine how the proposed design meets the urban design and mobility intent of the designated street type.

Street Type Elements

Street types are comprised of the following elements:

• **Pedestrian Clear Zone**: the primary, accessible portion of the sidewalk or shared use path that runs parallel to the street. This zone must be clear of obstructions and elements that could impede pedestrian travel.

• **Furnishing Zone**: the section of the sidewalk between the curb and the pedestrian clear zone in which street furniture and amenities, such as lighting, benches, utility poles, tree pits, and green infrastructure are provided.

• **Bikeway**: the portion of the right-of-way exclusively dedicated to bicycle travel. This can include a variety of facilities, including designated bike lanes, at-grade protected bike lanes or grade-separated (sidewalk level)protected bike lanes. Bicycle riders may also use other facility types that are not exclusive bikeways, but shared facilities such as Neighborhood Greenways, which are low volume, low speed streets with signage, pavement markings, and traffic calming elements to prioritize pedestrian and bicycle travel; or shared use bicycle and pedestrian facilities such as temporary on-street paths or off-street shared use paths or trails..

• **Roadway**: the area between curbs, which can include travel lanes, on-street parking, and bikeways.

Required and Minimum Alternative Dimensions

The street types show dimensions that reflect the desired space allocation for each portion of the right of way. The table below shows required and minimum alternative dimensions for each street type. Required dimensions shall be constructed, except where the Public Works Official determines allowed deviations from these dimensions pursuant to modification procedures in KZC 110.70. In those cases, minimum alternative dimensions may be used.

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TABLE 5: REQUIRED AND MINIMUM ALTERNATIVE DIMENSIONS FOR STREET TYPE ELEMENTS

Street Type	**Pedestrian Clear Zone**	**Bikeway**	**Furnishing Zone**	**Travel Lane Width*** **	**Number of Travel Lanes (Typical)**	**On-Street Parking Permitted (Typical)**
Major Thoroughfare	10’/8’	6’*	10’/8’	10’	5	No
Main Street	15’/8’	N/A	10’/5’	10’	3	Yes
Neighborhood Mixed Use	8’/6’	7’ buffered bike lane/5’ bike lane	6’/5’	10’	2	Yes
Neighborhood Residential	6’/5’	Type 1: 7’ buffered bike lane/5’ bike lane Type 2: N/A	6’/5’	10’	2	Type 1: No Type 2: Yes
Green Mid-Block** Connection	10’/6’	varies by configuration, see examples	6’/2’	10’	2	No

*includes 1’ separation between pedestrian and bike zones

** This configuration shows Vehicular/Bike/Pedestrian Shared version. See Green Mid-Block Connection section for alternative configurations.

***exclusive of gutter pan

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Primary Street Frontage

Frontage types are allowed based on the street type designated for the frontage of each subject property. In cases where a subject property includes frontages adjacent to multiple streets, the street type with the highest pedestrian activity category (5 is highest) should be considered the primary street frontage. In the event that multiple frontages share a single street type designation, City Planning and Building official may designate one of them as primary for the purposes of establishing frontage type requirements.

TABLE 6: STREET TYPE AND PRIMARY FRONTAGE CATEGORIES

Street Type	**Priority Street Frontage Category**
Main Street	5
Neighborhood Mixed	4
Major Thoroughfare	3
Neighborhood Residential	2
Green Midblock	1

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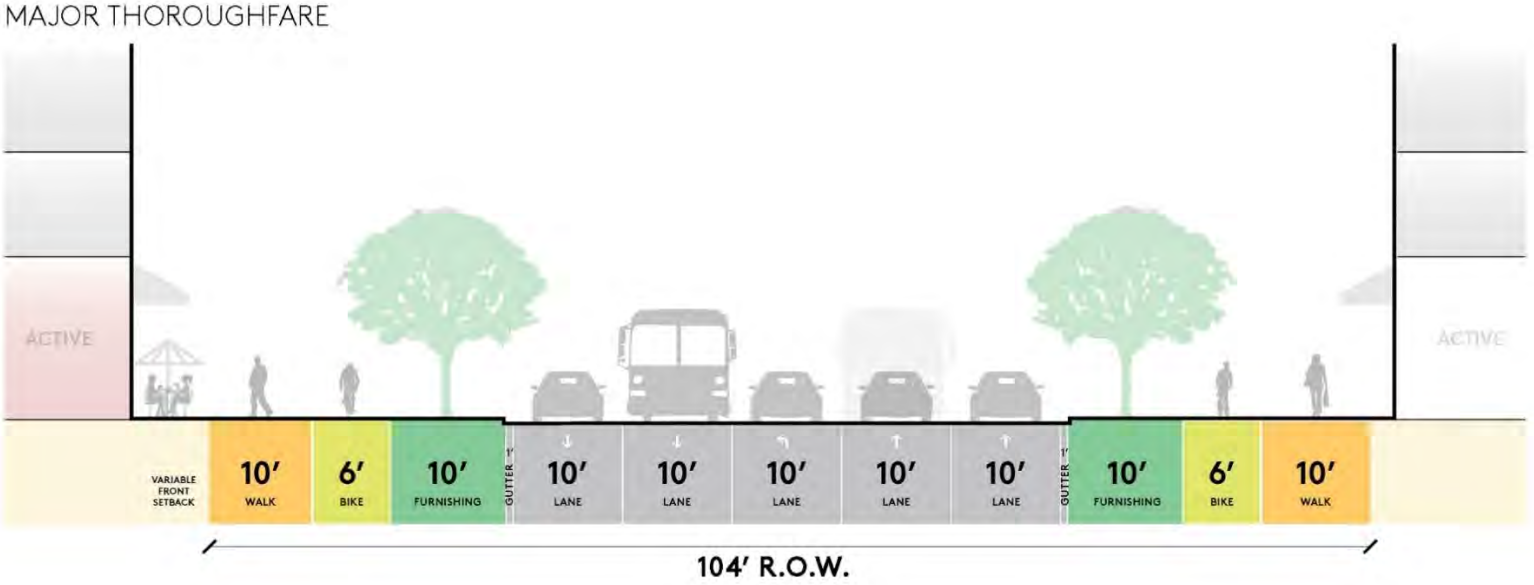
57.15.05 Street Types Standards

MAJOR THOROUGHFARE



DESCRIPTION

Major Thoroughfares are streets that connect regional centers or pass through central commercial corridors. Many of these streets have significant traffic volumes at peak hours, and are key places for high-capacity transit routes, separated bike facilities, and wider sidewalks.

PERMITTED FRONTAGE TYPES

URBAN STREET EDGE	RETAIL & ACTIVE USES	RESIDENTIAL STOOP/PORCH	PLAZA/PUBLIC SPACE	PRIVATE YARD
Permitted	Permitted	Not Permitted	Permitted	Not Permitted

ADJACENT LAND USES

High intensity commercial, residential, and active ground-level uses

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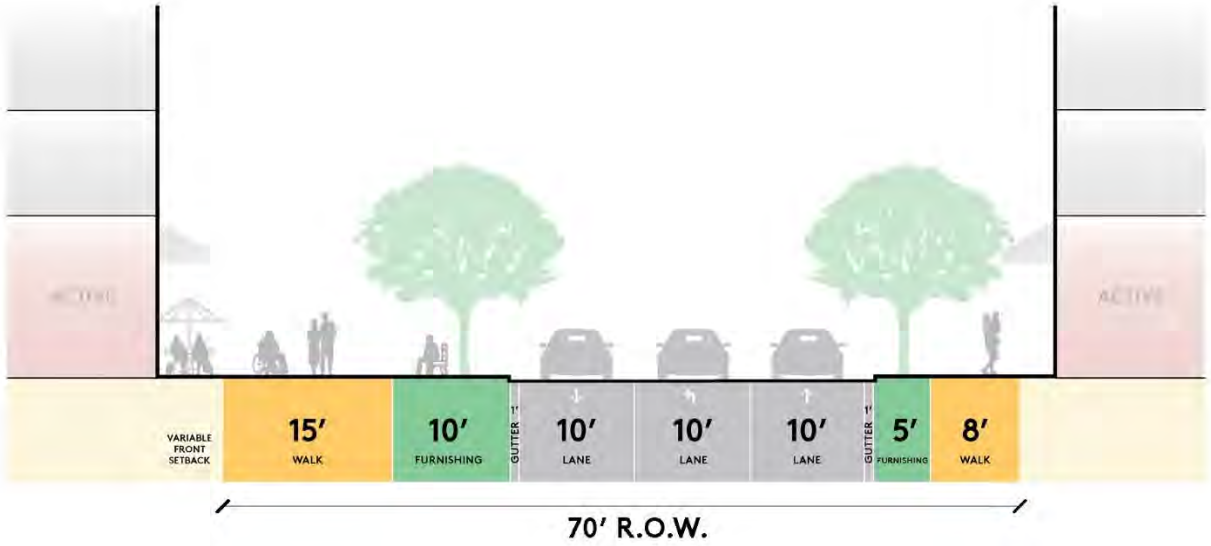
MAIN STREET



DESCRIPTION

Main Streets are primary pedestrian corridors with active uses and generous sidewalks. They feature high quality streetscapes with linear open space, decorative paving, and tree canopy. These are often important corridors for transit or supported with transit nearby. Wide furnishing zone may include pockets for on-street parking.

PERMITTED FRONTAGE TYPES

URBAN STREET EDGE	RETAIL & ACTIVE USES	RESIDENTIAL STOOP/PORCH	PLAZA/PUBLIC SPACE	PRIVATE YARD
Permitted	Permitted	Not Permitted	Permitted	Not Permitted

ADJACENT LAND USES

Mid to high intensity commercial, residential, and ground-level retail uses.

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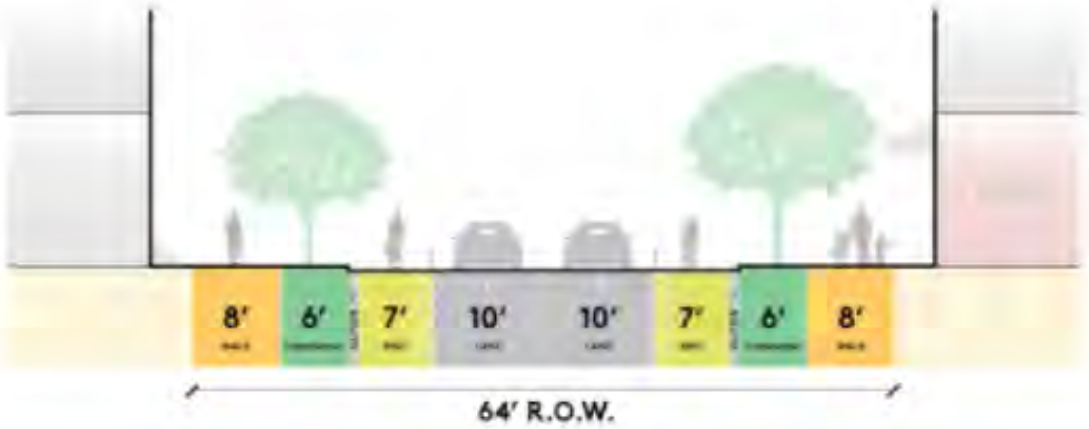
NEIGHBORHOOD MIXED USE STREET



DESCRIPTION

Neighborhood mixed use streets have low to mid-intensity commercial and residential, occasional active ground floors. With generally lower vehicular volume than major thoroughfares, these streets require careful balancing among modes and should include wider sidewalks, buffered bike facilities, transit routes, and narrower travel lanes. On-street parking considered on a contextual basis and is subject to approval by Public Works Official.

PERMITTED FRONTAGE TYPES

URBAN STREET EDGE	RETAIL & ACTIVE USES	RESIDENTIAL STOOP/PORCH	PLAZA/ PUBLIC SPACE	PRIVATE YARD
Not Permitted	Permitted	Not Permitted	Permitted	Not Permitted

ADJACENT LAND USES

Low to mid-intensity commercial, residential, and occasional active ground-level uses, civic and urban flex uses

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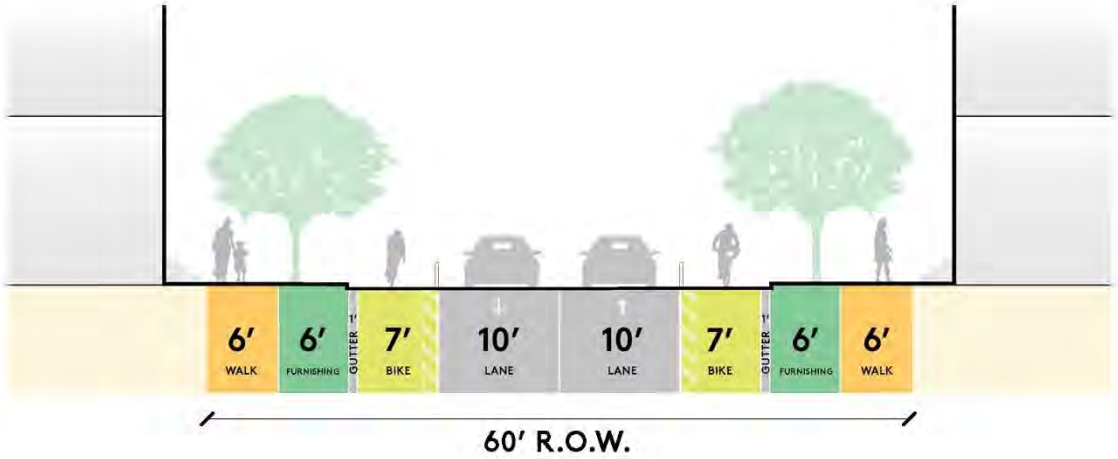
NEIGHBORHOOD RESIDENTIAL STREET TYPE 1



DESCRIPTION

Neighborhood residential streets are low vehicular traffic volume streets that have primarily residential frontages and dedicated bicycle facilities.

PERMITTED FRONTAGE TYPES *

URBAN STREET EDGE	RETAIL & ACTIVE USES	RESIDENTIAL STOOP/PORCH	PLAZA/ PUBLIC SPACE	PRIVATE YARD
Not Permitted	Not Permitted	Permitted	Permitted	Permitted

ADJACENT LAND USES

Predominantly low to medium intensity residential uses

** Permitted frontage types within the Urban Flex Regulating District include Urban Street Edge, Retail & Active Uses, and Plaza/Public Space. Residential Stoop/Porch and Private Yard frontage types are prohibited.*

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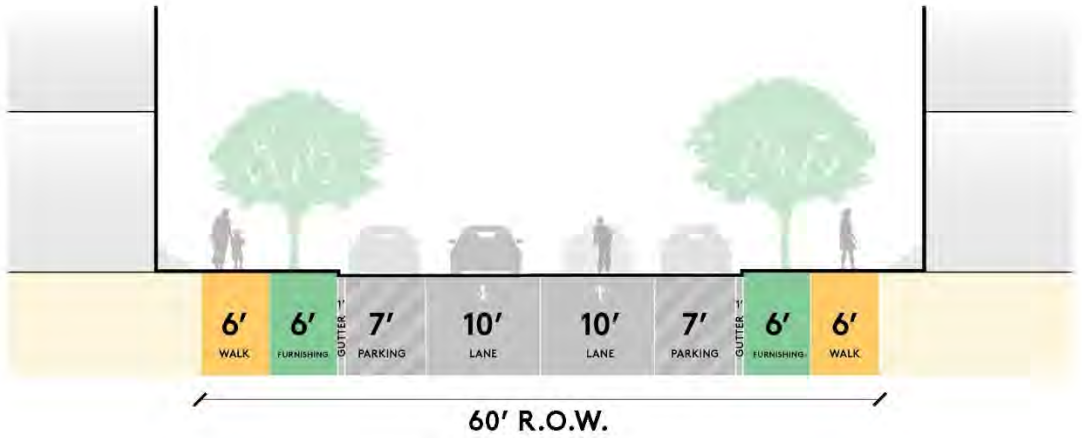
NEIGHBORHOOD RESIDENTIAL STREET TYPE 2



DESCRIPTION

Residential-focused streets with low vehicular traffic volumes, which can accommodate shared bike facilities.

PERMITTED FRONTAGE TYPES *

URBAN STREET EDGE	RETAIL & ACTIVE USES	RESIDENTIAL STOOP/PORCH	PLAZA/ PUBLIC SPACE	PRIVATE YARD
Not Permitted	Not Permitted	Permitted	Permitted	Permitted

ADJACENT LAND USES

Predominantly low to medium intensity residential uses

** Permitted frontage types within the Urban Flex Regulating District include Urban Street Edge, Retail & Active Uses, and Plaza/Public Space. Residential Stoop/Porch and Private Yard frontage types are prohibited.*

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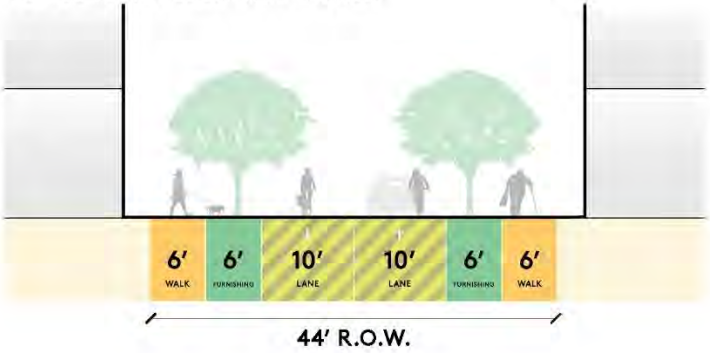
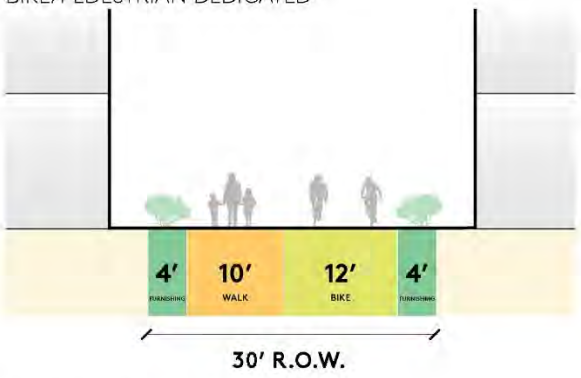
GREEN MID-BLOCK CONNECTION

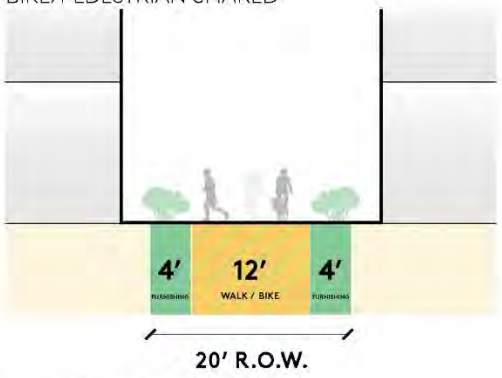
VEHICLE/BIKE/PEDESTRIAN SHARED



BIKE/PEDESTRIAN DEDICATED



BIKE/PEDESTRIAN SHARED



DESCRIPTION

These streets are generously landscaped mid-block connections typically as part of larger developments. May include required green infrastructure. Does not include public R.O.W. improvements to "green" an existing street. Mid-block connections may be used for emergency access, and may also be used for access to loading zones, parking entrances, or other "back of house" functions.

PERMITTED FRONTAGE TYPES

URBAN STREET EDGE	RETAIL & ACTIVE USES	RESIDENTIAL STOOP/PORCH	PLAZA/ PUBLIC SPACE	PRIVATE YARD
Permitted	Permitted	Permitted	Permitted	Permitted

ADJACENT LAND USES

Low to high intensity commercial or residential uses, typically within larger developments. May have active ground-level uses, depending on site design

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57.15 FRONTAGE TYPES

57.15.01 Purpose

Frontage Types are intended to create a cohesive public realm by regulating the relationship between private development and the public right of way. The "public realm" consists primarily of the publicly owned street rights-of-way, including elements of the streetscape that may be privately owned such as building facades, entrances, and street-facing uses like outdoor seating. Public realm also refers to other publicly accessible open spaces such as parks, squares, plazas, courtyards, which may be publicly or privately owned.

57.15.02 Applicability

Permitted frontage types are defined based on the street type designation of each street segment within the Regulating Districts as shown in Figure 14. A structure can apply more than one allowed frontage type along same street frontage. Application of a frontage type requires a minimum of 30' measured horizontally along the building façade, unless the building façade itself is less than 30'. The following types of frontages are permitted within the regulating districts:

• **Urban Street Edge**: This frontage type is intended to establish a public realm consistent with a walkable mixed use environment. Characteristics include buildings set close to the public sidewalk, pedestrian-oriented facades, and landscaping that contributes to an urban environment.

• **Active Use/Retail**: This frontage type is intended to foster a dynamic public realm anchored by active uses on the street level floor, including retail, institutional, or other public-facing uses.

• **Residential Stoop / Porch**: This frontage type is intended to establish a consistent, walkable residential frontage defined by buildings that engage the public right of way by inclusion of elements that reflect individual residential units like direct entries, articulated facades, and elevated stoops and porches.

• **Plaza / Public Space**: This frontage type is intended to support the creation of publicly accessible public space within the district. It is characterized by high quality landscaping, pedestrian-oriented amenities like seating, fountains, and artwork, and buildings that engage the open space with elements like primary entries and storefronts.

• **Private Yard**: This frontage type is intended to establish a streetscape with landscaped front yards, a visual connection to primary buildings from the sidewalk, and street wall edges maintained with elements like low fences, low walls and low height vegetation.

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57.15.03 Frontage Types Components

The following terms and concepts are used to address the elements of frontage types. This section is intended to clarify intent; for full definitions, refer to KZC Ch 5.10.

11. **Frontage** refers to a street-facing portion of a lot to a maximum depth of 50' from the required back of pedestrian clear zone.
12. **Street Level Floor** refers to the first floor accessible from sidewalk, consistent with the definition in KZC Ch 5.10. This is also referred to as Ground Floor.
13. **Street Level Floor Story Height** refers to the floor to floor height of this pedestrian-oriented story.
14. **Maximum Street-level Facade Width** refers to the division of the street level floor of a building façade into vertical sections that reduce perceived bulk, create visual interest, and reflect the vision and objectives of the NE 85th St Station Area Plan to create a pedestrian oriented district. For design guidance in achieving maximum street-level facade widths, refer to Design Guidelines for the NE 85th St. Station Subarea Plan.
15. **Façade Transparency** refers to the minimum total transparent area of the building façade between 2' and 10' above the street level floor elevation. Illustrations are not otherwise intended to reflect specific location requirements.
16. **Primary street-facing frontage** refers to whichever property frontage is along the street that is intended to serve the most pedestrian traffic. See street types for guidance on which property frontage qualifies as primary street-facing frontage.
17. **Entrance Location** is intended to orient a primary building entrance along the frontage facing the street. Entrance locations shown in graphics depict one conforming design, but do not reflect specific location requirements.
18. **Entrance Spacing** refers to the linear horizontal distance between the closest points of entrances along a frontage.
19. **Entrance Transparency** is the minimum total transparency percentage of the entrance, which includes the gross area of the outer edge of doors and transom.
20. **Front Setback** is the area from the back of the required pedestrian clear zone width where the building exterior wall should be located. It is expressed as minimum and maximum distance.
21. **Building Frontage Amenity Zones** are portions of the frontage located between building façade and the back of the required pedestrian clear zone width that can be designed to support an active pedestrian scaled street experience with uses such as café seating and excluding uses such as goods storage. Additional uses may be approved by City Planning and Building Department official. For amenities with seating for outdoor dining, minimum depths are required to ensure adequate space.
22. Minimum **Ground Floor Parking Setback** refers to a horizontal setback from the frontage building façade that is required for any parking uses. Building area within this setback must be designed for use as residential, commercial, or institutional use consistent with applicable permitted uses.
23. **Corner Design** refers to the treatment of building facades at the intersection of specific street types. Corner design regulations apply to the full height of the building façade within the applicable area. For design guidance on how to achieve the desired corner design, refer to Design Guidelines for the NE 85th St. Station Subarea Plan.

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57.15.04 FRONTAGE TYPE STANDARDS

57.15.04.01 Urban Street Edge

INTENT AND CHARACTER

The Urban Street Edge frontage type is intended to establish a public realm consistent with a walkable mixed use environment. Characteristics include buildings set close to the public right of way, pedestrian-oriented facades, and landscaping that contributes to an urban environment. Examples consistent with the intent of this frontage type are shown in Figure 4.

FIGURE 7: CHARACTER EXAMPLES FOR URBAN STREET EDGE FRONTAGE TYPE

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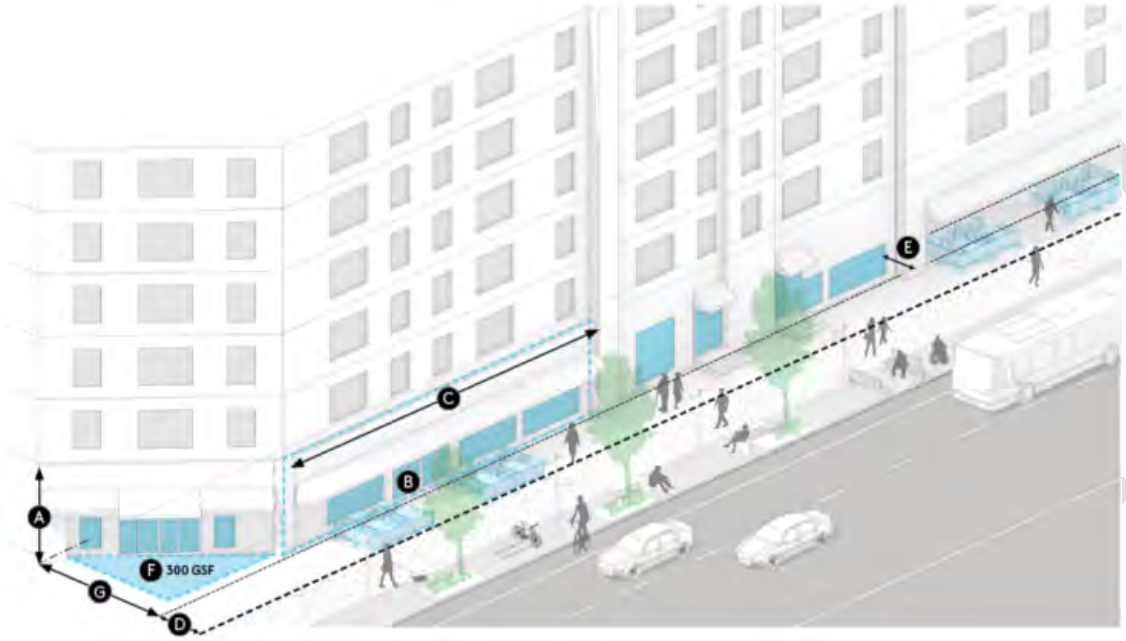
FIGURE 8: URBAN STREET EDGE FRONTAGE STANDARDS



GROUND FLOOR DESIGN AND ENTRY	
Ground Floor Design	
A Minimum Height	15'
B Facade Transparency	50%
C Max Street Level Facade Width	65'
Entrances	
Location	Required on primary street-facing frontage
Entry Transparency	80%

PUBLIC REALM	
Public Realm	
D Front Setbacks (Min, Max)	0', 15'
E Sidewalk Cafes/ Amenity Zone	Min depth 7', up to 10' additional setback allowed
F Corner Design	300 GSF required within property line at corners where two intersecting streets are a combination of major thoroughfare, main street, or neighborhood mixed use
G Ground Floor Parking Setback	Average 30', Minimum 20'

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57.15.04.02 Retail / Active Use

INTENT AND CHARACTER

The Retail/Active Use frontage type is intended to foster a dynamic public realm anchored by active uses on the ground floor, including retail, civic/institutional, or other public-facing uses. Examples consistent with the intent of this frontage type are shown in Figure 6.

FIGURE 9: CHARACTER EXAMPLES FOR RETAIL / ACTIVE USE FRONTAGE TYPE

IMAGE CREDITS: CASCADE DESIGN COLLECTIVE, M. KENNEDY

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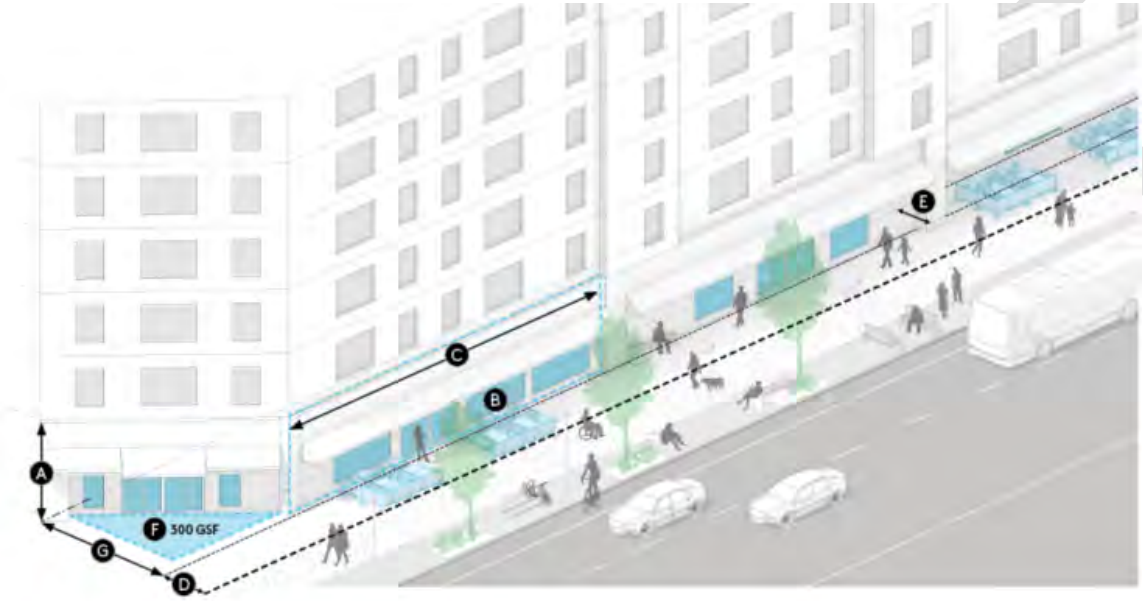
FIGURE 10: RETAIL AND ACTIVE USES FRONTAGE STANDARDS



GROUND FLOOR DESIGN AND ENTRY		
Ground Floor Design		
A	Minimum Street Level Story Height	15'
B	Facade Transparency	75%
C	Max Street Level Facade Width	65'
Entrances		
	Location	Required on primary street-facing frontage
	Entry Transparency	80%

PUBLIC REALM		
Public Realm		
D	Front Setbacks (Min, Max)	0',15'
E	Sidewalk Cafes/ Amenity Zone	Min depth 7', up to 10' additional setback allowed
F	Corner Design	300 GSF required within property line at corners where two intersecting streets are a combination of major thoroughfare, main street, or neighborhood mixed use
G	Ground Floor Parking Setback	25'

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57.15.04.03 Residential Stoop / Porch

INTENT AND CHARACTER

This frontage type is intended to establish a consistent, walkable residential frontage defined by buildings that engage the public right of way, elements that reflect individual residential units like direct entries and articulated facades, and elevated stoops and porches.

FIGURE 11: CHARACTER EXAMPLES FOR URBAN STREET EDGE FRONTAGE TYPE

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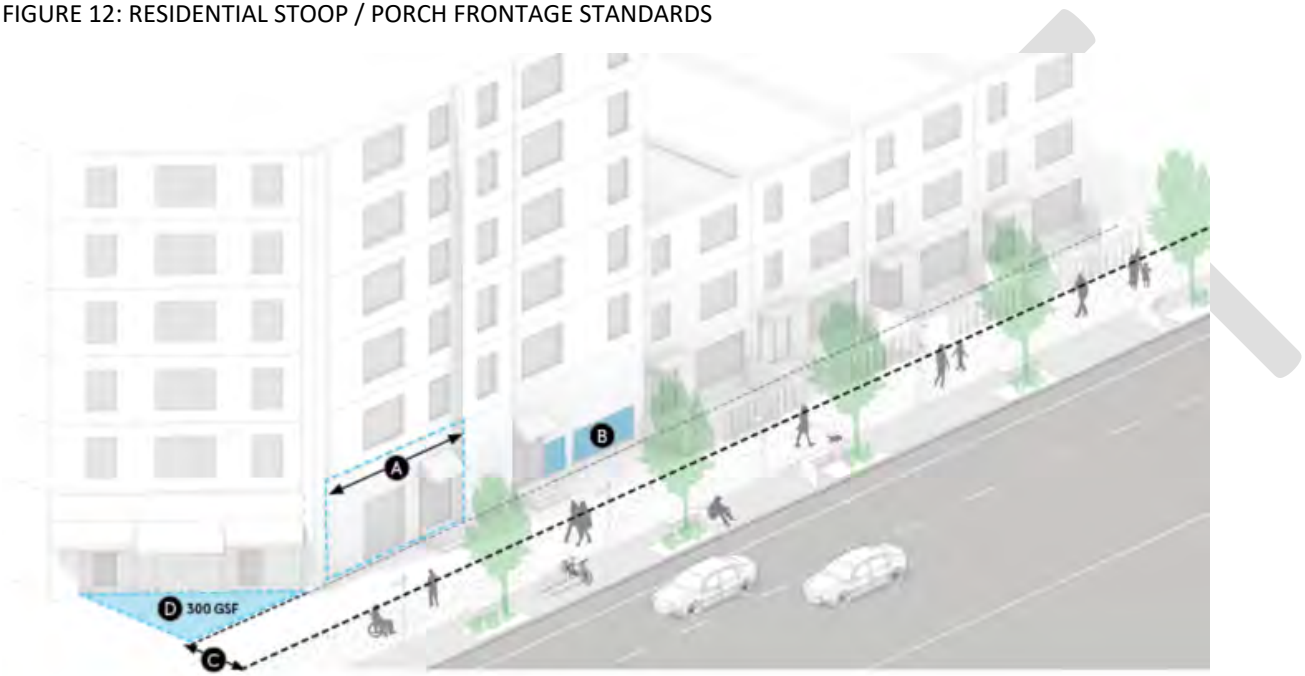
FIGURE 12: RESIDENTIAL STOOP / PORCH FRONTAGE STANDARDS



GROUND FLOOR DESIGN AND ENTRY	
Ground Floor Design	
A Max Street Level Facade Width	36'
B Facade Transparency	50%
Entrances	
Location	Required at frontage, otherwise entry path can be used

PUBLIC REALM	
Public Realm	
C Front Setbacks (Min, Max)	5',10'
D Corner Design	300 GSF required within property line at corners where two intersecting streets are a combination of major thoroughfare, main street, or neighborhood mixed use

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Residential Stoop/Porch Additional Standards

ALLOWANCES WITHIN FRONT SETBACKS

• Porches and steps connected to building entrances are allowed to extend up to 5’ into the front setback area. For structures less than 18” above finished grade, refer to
KZC Ch 115.115.

• Porches must meet the following requirements:

- The finished floor of the porch is no more than four (4) feet above finished grade

- Three (3) sides of the porch are open

- The porch roof form is architecturally compatible with the roof form of the dwelling unit to which it is attached;

~~- No deck, balcony, or living area is placed on the roof of the porch within the required front yard;~~

- If the porch is covered, is no higher than one (1) story

• Low walls are allowed within the front setback, provided they are no taller than 3’.

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57.15.04.04 Plaza/Public Space

INTENT AND CHARACTER

This frontage type is intended to support the creation of publicly accessible open space within the district. It is characterized by high quality landscape materials, pedestrian-oriented amenities like seating, fountains, and artwork, and buildings that engage the public space with elements like outdoor seating areas, primary building entrances, and transparent facades.

FIGURE 13: CHARACTER EXAMPLES FOR PLAZA/PUBLIC SPACE FRONTAGE TYPE

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FIGURE 14: PLAZA/PUBLIC SPACE FRONTAGE STANDARDS

PUBLIC SPACE SIZE	
Dimensions	
A Minimum Area	Min 2,000 SF, 75% occupiable by pedestrians
B Minimum Dimension	Average 30'

RELATIONSHIP TO SIDEWALKS AND BUILDINGS	
Relationship to Sidewalks	
C Access	ADA Accessible for pedestrians from adjacent sidewalk
D Visibility	Minimum 2,000 sq.ft of plaza must be visible from frontage sidewalk
Relationship to Buildings	
E Building Frontage	Buildings should match standards for other allowed frontages and be oriented towards public space

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Plaza/Open Space Additional Standards

DIMENSIONS

• **Minimum Area**: Plazas must be a minimum area of 1,500 square feet. 75% of this must be occupiable by pedestrians. Occupiable refers to spaces designed for human occupancy or use in which individuals may congregate within or traverse through the space.

• **Minimum Dimension**: Plazas must maintain either a 30' minimum average width measured along the property boundary or a 30' minimum average depth measured perpendicular to the property boundary.

RELATIONSHIP TO SIDEWALK

• **Access**: Plazas must be accessible to pedestrians from adjacent sidewalks, either by maintaining an at sidewalk grade transition to frontage grade, or by providing a combination of steps and ramps that provide an ADA accessible pathway from sidewalk to plaza. At least 30% of the plaza frontage must be free of barriers or other obstructions to pedestrian access.

• **Visibility**: At least 2,000 square feet of the plaza must be visible (e.g. free from obstructions such as walls, hedges or other dense vegetation, furniture, etc.) from the adjacent sidewalk to each plaza frontage.

RELATIONSHIP TO BUILDINGS

• **Orientation:** Building walls that are adjacent to plazas must orient windows, entrances, and other frontage elements towards the plaza.

• **Frontage Type**: Building facades with more than 20' of linear frontage along a plaza must identify a frontage type which is permitted for the relevant street type, and design to the standards of that frontage type. Examples of other frontages would include urban street, retail and active uses, or residential porch/stoop.

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57.15.04.05 Private Yard

INTENT AND CHARACTER

This frontage type is intended to establish a streetscape with landscaped front yards, a visual connection to primary buildings from adjacent street pedestrian clear zones, and street wall edges maintained with elements like low fences, low walls and low height vegetation.

FIGURE 15: CHARACTER EXAMPLES FOR PRIVATE YARD FRONTAGE TYPE

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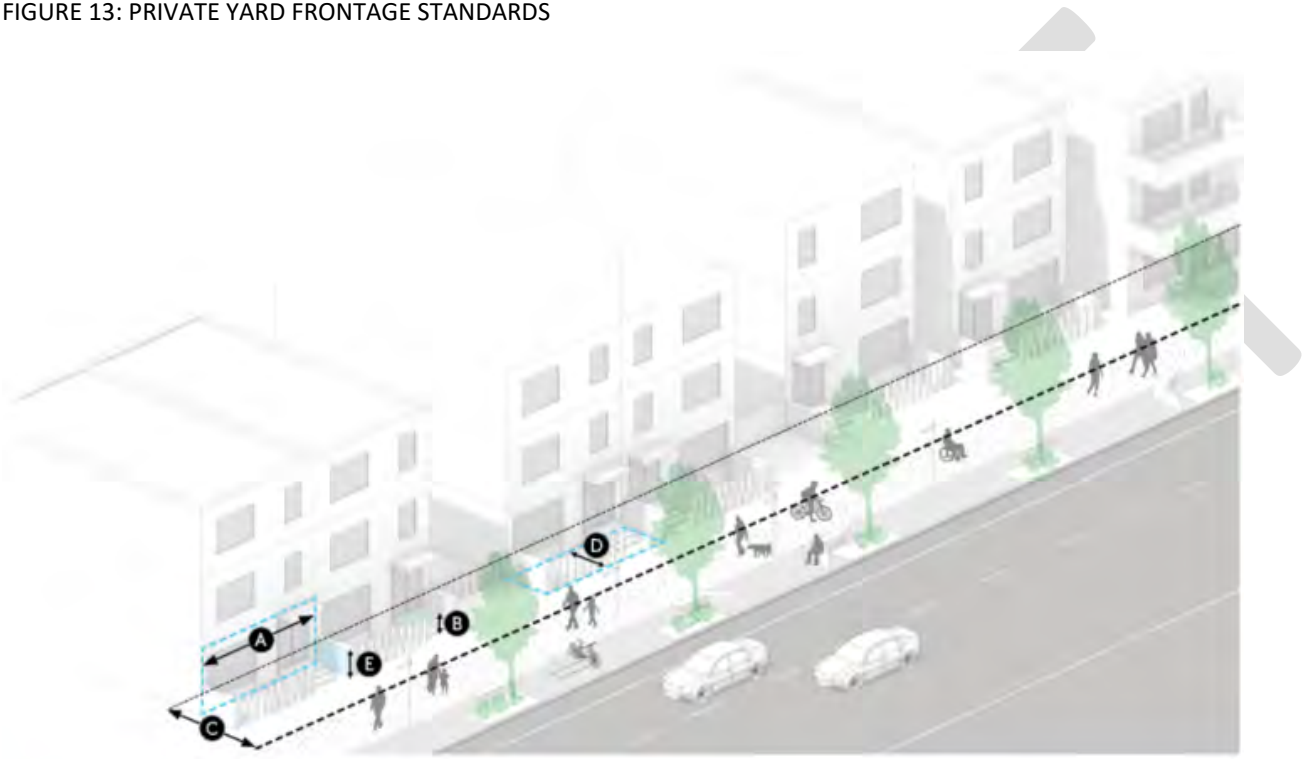
FIGURE 13: PRIVATE YARD FRONTAGE STANDARDS



GROUND FLOOR DESIGN AND ENTRY	
Ground Floor Design	
A Max Street Level Facade Width	35'
Entrances	
Location	Required at frontage
B Porch Height	Maximum 4'

PUBLIC REALM	
Public Realm	
C Front Setbacks (Min, Max)	10', 20'
D Allowed Encroachment	Maximum 5'
E Low wall	Maximum 3'

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Private Yard Additional Standards

ALLOWANCES WITHIN FRONT SETBACKS

• Porches and stairs connected to building entrances are allowed to extend up to 5' into the front setback area. For structures less than 18" above finished grade, refer to KZC Ch 115.115.

• Porches must meet the following requirements:

- The finished floor of the porch is no more than four (4) feet above finished grade

- Three (3) sides of the porch are open

- The porch roof form is architecturally compatible with the roof form of the dwelling unit to which it is attached

~~- No deck, balcony, or living area is placed on the roof of the porch within the required front yard;~~

- If the porch is covered, is no higher than one (1) story

• Low walls are allowed within the front setback, provided they are no taller than 3'.

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57.25 DISTRICTWIDE STANDARDS

57.25.01 Purpose

The following standards are intended to support the vision and objectives of the NE 85th St Station Area Plan. They are comprised of standards that are consistent throughout the Regulating Districts as shown in Figure 2, including transitions, parking, landscaping requirements, and public space requirements.

57.25.02 Applicability

Districtwide Standards apply to all areas within the Regulating Districts as shown in Figure 2, regardless of regulating district, frontage type, or street type designation.

57.25.03 Rooftop Appurtenances, Appurtenances, and Structures

GENERAL PROVISIONS

1. Rooftop Amenities must be designed to be consistent with KZC 115.122, and green roof systems otherwise allowed by administrative review in the Sustainability Standards section of this chapter are considered rooftop amenities. Rooftop amenities are allowed in all regulating districts.

2. Rooftop appurtenances may exceed the maximum allowed height of the structure pursuant to KZC 115.120, and renewable energy generation systems otherwise allowed by administrative review in the Sustainability Standards section are considered Rooftop appurtenances and exemptions as defined in KZC 115.120.3.d.

57.25.04 Landscaping, Green Infrastructure, and Environmental Features

GENERAL PROVISIONS

1. **Landscape Standards**: Unless specified otherwise in this chapter, all landscaping must be consistent with KZC Ch 95.

2. **Green Infrastructure**: Development shall implement the Sustainability Standards section of this chapter.

3. Bird-safe Standards: All developments shall design, build, and maintain building façade and site design strategies to make the building and site structures visible as physical barriers to birds. The standards are applicable per façade when the façade has 30% or more glazing within the first 60 feet measured from the grade adjacent to the façade. For low density residential buildings less than 45 feet in height, standards apply per façade when the façade has 50% or more glazing.

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a. At least 90% of the windows and glazing shall meet Bird Safe Glazing Standards.

i. Windows and glazing, including glazed balcony railing, located within the first 60 feet of the building measures from the grade adjacent to the façade;

ii. Windows and glazing located within the first 15 feet of building above an adjacent green roof, roof garden, or other vegetated or landscaped roof area; and

iii. The glazed portions of sky bridges or fences.

b. Bird Safe Glazing Standards: Bird-safe glazing may include fritting, netting, permanent stencils, frosted glass, exterior screens, physical grids placed on the exterior of glazing, or UV patterns visible to birds. To qualify as Bird-Safe Glazing Treatment, vertical elements of window patterns shall be at least 1/ inch wide at a minimum spacing of 4 inches or horizontal elements at least 1/8 inch wide at a maximum spacing of 2 inches.

4. Dark Sky Fixtures: All developments shall meet uplight and light trespass requirements for all exterior luminaires located inside the development boundary to support a nighttime habitat friendly environment.

a. Lighting controls for all exterior lighting shall comply with section 9.4.1.3 of ANSI/ASHRAE/IESNA Standard 90.1- 2007, without amendments.

b. Design exterior lighting so that all site and building-mounted luminaires produce a maximum initial illuminance value no greater than 0.20 horizontal and vertical footcandles (2.0 horizontal and vertical lux) at the development boundary and no greater than 0.01 horizontal footcandles (0.1 horizontal lux) 15 feet (4.5 meters) beyond the development boundary. Document that no more than 5% of the total initial designed fixture lumens (sum total of all fixtures on site) are emitted at an angle of 90 degrees or higher from nadir (straight down).

57.25.05 Transitions

GENERAL PROVISIONS

1. **Intent**: Transitions are intended to ensure that new development is consistent with the vision of the NE 85th St.NE 85th St.Station Area Plan to provide appropriate transitions of development intensity, height, and bulk across zones.

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2. **Applicability**: Transitions are required where the difference between the maximum height proposed for a subject property is more than 30' higher than the maximum allowed height of an abutting parcel. These transitions may be applied to side or rear lot lines. Front parcel transitions are addressed through upper story setbacks requirements for each regulating district. No portion of the structure shall extend into this Sky Plane Exposure.

3. **Transition Requirements**: Where transitions are applicable, they shall consist of a required Landscape Buffer and a Sky Plane Exposure.

4. **Landscape Buffer**: A minimum 15-foot-wide landscaped strip with a 6-foot-high solid screening fence or wall planted consistent with Buffering Standard 1 of KZC Ch 95.

5. **Sky Plane Exposure**: Transitions are established using a sky plane exposure plane that sets the maximum envelope for massing within the subject property. The sky exposure plane is measured at an angle from a vertical line. To calculate the sky exposure plane, use the following steps:

i. Establish a transition starting elevation by determining the existing grade at the subject property's midpoint elevation along the abutting common lot line.

ii. Create a vertical plane 15' set back from and parallel to the common lot line.

iii. Establish a maximum height of the vertical plane that is equal to the midpoint grade elevation plus the maximum allowed height for the zone of the adjacent property.

iv. From the top of this vertical plane, extend a sky exposure plane at an angle of 25 degrees to the maximum allowed height of the subject property zone.

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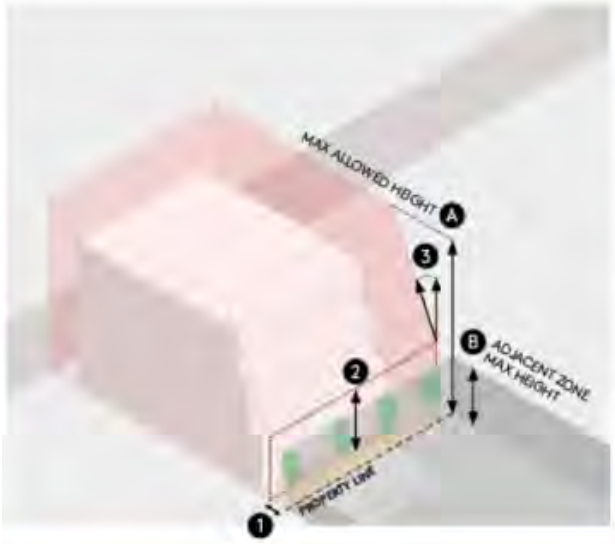
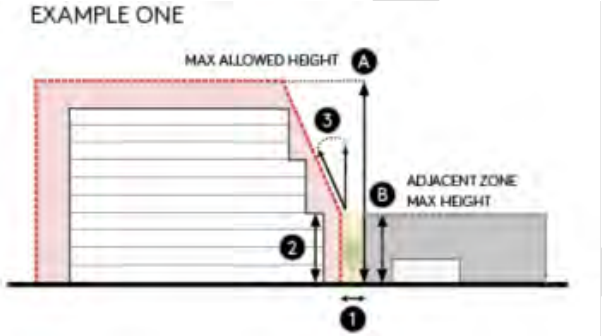
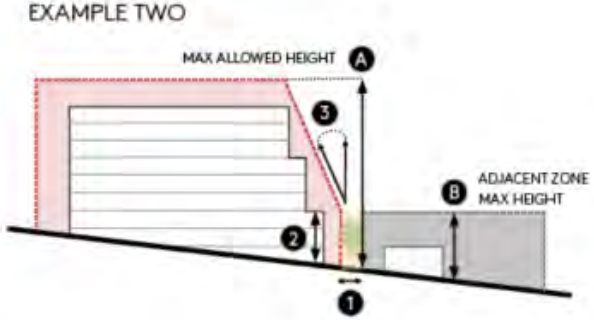
FIGURE 15: DISTRICTWIDE STANDARDS







TRANSITIONS

Applicability	A B	Transitions are required if the allowed maximum height for the subject parcel is greater than 30' above the maximum allowed height for any adjacent parcel.
Requirement	1	Create a vertical plane 15' away from and parallel to the common lot line.
	2	Establish a maximum height of the vertical plane that is equal to the midpoint grade elevation plus the maximum allowed height for the zone of the adjoining property.
	3	From the top of this vertical plane, extend a sky exposure plane at an angle of 25 degrees to the maximum allowed height of the subject property zone.

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57.25.06 Parking and Transportation Demand Management

GENERAL PROVISIONS

1. **Off-Street Parking:**

a. **Required Parking**: The following off-street parking requirements apply to uses in the regulating districts as shown in Table 7.

TABLE 7: OFF-STREET PARKING REQUIREMENTS

Land Use	Minimum Required Parking
Residential: Detached Dwelling Unit	2/unit
Residential: Attached or Stacked Dwelling Units	0.75/studio unit 1/one bedroom unit 1.25/two bedroom unit 1.5/three or more bedroom unit
Residential: Assisted Living Facility	0.5/unit
Residential: Convalescent Center	
Commercial	2/1000 SF GFA
Industrial	1/1000 SF GFA

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	Breweries, wineries or distilleries shall apply the minimum required industrial parking rate only for the portion of the building engaged in industrial uses. Tasting rooms for breweries, wineries, or distilleries shall provide parking at 2/1000 SF GFA.
Institutional	Set by the City Transportation Engineer under KZC 105.25

b. **Shared Parking Reduction**: Shared parking is allowed in accordance with the provisions in KZC 105.45.

c. **Modification to Minimum Required Parking**: For a modification to sub-section 1.a, a decrease in the required number of spaces may be granted by the Planning Official if the number of spaces proposed is documented by an adequate and thorough parking demand and utilization study to be sufficient to fully serve the use. The study shall be prepared by a licensed transportation engineer or other qualified professional, and shall analyze the operational characteristics of the proposed use which justify a parking reduction. The scope of the study shall be proposed by the applicant's transportation engineer and approved by the City Transportation Engineer. The study shall provide at least two (2) days of data for morning, afternoon and evening hours, or as otherwise approved or required by the City Transportation Engineer. Approval of a parking reduction shall be solely at the discretion of the City. A decrease in the minimum required number of spaces may be based in whole or part on the provision of nationally accepted TDM (Transportation Demand Management) measures. Data supporting the effectiveness of the TDM measures shall be provided as part of the parking demand and utilization study and approved by the City Transportation Engineer.

For multifamily parking modifications, the parking demand rate total shall be subject to the visitor parking requirements in KZC 105.20(3), and the applicant must submit a Transportation Management Plan (TMP) for review and approval of the City Transportation Engineer. At a minimum, requirements for the TMP include:

d. **Parking Space Reductions Near Transit:** For senior citizen households or housing units specifically for people with disabilities that are located within one-quarter mile of a transit stop that receives transit service at least four (4) times per hour for 12 or more hours per day, minimum parking space requirements are eliminated for residents. Parking requirements for staff and visitors of such housing units will be established pursuant to KZC 105.25. The City will require an applicant to record a covenant that prohibits the rental or sale of a unit subject to this parking restriction for any purpose other than providing for senior citizen households or housing for people with disabilities.

e. **Guest Parking:** Refer to KZC Ch 105.

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2. **Parking Location**: Refer to KZC Ch 105.

3. **Parking Area Design**: Refer to KZC Ch 105, as well as the Sustainability Standards section of this chapter for relevant requirements and incentives.

4. **Parking Dimensional Standards**: Refer to KZC Ch 105.

5. **Bike Parking:** Bicycle parking spaces shall be provided in all new development to encourage the use of bicycles as a form of transportation by providing safe and convenient places to park bicycles. Both short-term and long-term bicycle parking shall be provided. Short-term bicycle parking is intended to serve visitors or business patrons who visit the project site for a short time period, around 4 hours or less. Short-term bicycle parking is located near the site entrance in a visible location that makes it easy to find for visitors. Long-term bicycle parking is intended to serve residents or employees who may need to store bikes on site during a typical workday or overnight. Long-term bicycle parking is secured and weatherproof to provide a safe and comfortable storage place for longer periods.

General bicycle parking standards:
- Short and long-term bicycle parking shall be provided based on the following rates:

TABLE 8: BICYCLE PARKING RATES

Use	Short-Term Bicycle Parking Rate	Long-Term Bicycle Parking Rate
Residential: Detached Dwelling Unit	Not required	Not required
Residential: Attached or Stacked Dwelling Units	0.05/unit	1/unit
Residential: Assisted Living Facility	0.05/unit	0.08/unit
Residential: Convalescent Center	0.05/bed	0.08/bed
General Commercial: General	0.50/1000 SF GFA	0.33/1000 SF GFA

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Commercial: Office Uses	0.07/1000 SF GFA	0.33/1000 SF GFA
Industrial	0.01/1000 SF GFA Breweries, wineries or distilleries shall apply the minimum required industrial parking rate only for the portion of the building engaged in industrial uses. Tasting rooms for breweries, wineries, or distilleries shall provide parking at 0.50/1000 SF GFA.	0.08/1000 SF GFA Breweries, wineries or distilleries shall apply the minimum required industrial parking rate only for the portion of the building engaged in industrial uses. Tasting rooms for breweries, wineries, or distilleries shall provide parking at 0.33/1000 SF GFA.
Institutional Uses	As determined by City Transportation Engineer under KZC 105.25	As determined by City Transportation Engineer under KZC 105.25

- The required number of short-term bicycle parking spaces shall be rounded up to the nearest even number.

- The required number of long-term bicycle parking spaces shall be rounded up to the nearest whole number.

- The Planning Official may modify the required amount of bicycle parking according to size of development and anticipated pedestrian and bicycle activity as determined by the City Transportation Engineer. Lack of existing bicycle and pedestrian activity shall not be considered as sufficient criteria to provide less than the minimum required amount of bicycle parking.

- Design of bike parking is subject to approval by Public Works Official.

6. **Loading and Driveways**: Refer to KZC 115.47. Additionally, the following standards apply in the regulating districts:

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a. Wherever practical, vehicular access for loading or parking should not be provided along the following street types: Main Street, Major Thoroughfare.

b. Refer to Public Works Policy R-4 for driveway location standards, subject to approval by the Public Works Official.

7. **Special Regulations for Institutional Uses**:
For school and/or childcare uses greater than 5,000 GSF, an on-site passenger loading area must be provided, unless otherwise approved by the Public Works Official. The Public Works Official shall determine the appropriate size of the loading areas on a case-by-case basis, depending on the number of attendees and the extent of the abutting right-of-way improvements. Carpooling, staggered loading/unloading time, right-of-way improvements or other means may be required to reduce traffic impacts on the network.

Transportation Demand Management

GENERAL PROVISIONS

1. **Required Transportation Management Plan:** new development within the station area shall prepare and implement a transportation management plan that identifies their proposed transportation demand management strategies.
2. **Required Transportation Demand Management Strategies:**
   a. The costs to provide parking shall be unbundled from the total property cost.
   b. New developments shall charge for off-street parking.
   c. New developments shall monitor the demand for parking and manage the provided parking supply to reduce the risk of spillover parking.
   d. New developments shall provide transit pass subsidies for employees.
   e. New developments shall actively participate in City transportation demand management efforts.
   f. New developments shall provide an emergency ride home program for employees.
   g. New developments shall provide bicycle parking and other facilities as required in KZC 57.25.06.05.
   h. New developments shall support carpooling by developing a ridematch program.

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57.25.07 SUSTAINABILITY STANDARDS

Relationship to other regulations

Reserved.

General Provisions

1. **Intent**: The Sustainability Standards section is intended to ensure that new development is consistent with the vision of the NE 85th St. Station Area Plan as well as aligned with the Sustainability Master Plan.

2. **Requirements**: As part of any development permit submittal, all projects shall complete a form provided by the City of Kirkland indicating their review of Chapter 10, "Sustainability Framework" within the NE 85th St. Station Area Plan adopted by Resolution R-5547 and how the development is aligned with those goals and opportunities. All new developments and major renovations requiring Design Board Review per KZC 142.15 shall be designed, built, and certified to achieve or exceed requirements in three categories: High Performance Buildings; Energy and Decarbonization; and Ecosystems and Green Infrastructure.

i. **High Performance Buildings**:

All new developments and major renovations shall be designed, built, and certified to achieve or exceed the High Performance Building Standards described in KZC 115.62. For commercial developments that are building Core and Shell only, they may be designed, built, and certified to achieve LEED v4 Core and Shell Gold as an alternative certification to meet requirements of KZC 115.62.2.b. Some third-party protocol certifications may be eligible for the Incentive Program, refer to
KZC Ch 57.30.

ii. **Energy and Decarbonization**

(a) All new developments larger than 5,000 sf shall include a renewable energy generation system with production at a rate of 0.60 W/sf of all conditioned area. Renewable energy shall be produced on-site, or off-site including the following compliance options in 2021 Washington State Energy Code section C411.2.1.

(b) All new developments and major renovations less than twenty stories shall include solar readiness, per 2021 Washington State Energy Code standards, Section C411.3.

iii. **Ecosystems and Green Infrastructure**

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(a) All new developments and major renovations shall be designed, built, and certified to achieve or exceed a Green Factor score of 0.4.

The Green Factor sets criteria for landscape and site-based sustainability measures. The landscape elements listed will contribute to larger district sustainability goals focused on the natural environment, ecosystems, and stormwater. The elements that contribute more significantly to supporting the citywide Sustainability Master Plan's goals related to Sustainable Urban Waterways, Conservation and Stewardship, Access to Parks and Open Space, and Sustainable Urban Forestry have been weighted higher in this Green Factor.

FIGURE 17: GREEN FACTOR CRITERIA

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1 LANDSCAPE ELEMENTS

- A Bioretention facilities and/or soil cells
- B Structural soil systems
- C Landscape areas with soil depth less than 24"
- D Landscape areas with soil depth of 24" or more
- E Preservation of existing trees
- F Preservation of Landmark trees bonus
- G Preservation of existing evergreen trees bonus
- H Groundcovers or other low plants
- I Medium shrubs or perennials
- J Large shrubs or perennials

2 GREEN ROOFS

- A [illegible] soil
- B [illegible] soil
- C [illegible] soil
- D Area planted with trees and [illegible] soil

3 GREEN WALLS

- A Facade or wall surface onbstructed with vines
- B Facade or wall surface planted with a green wall system

4 LANDSCAPE BENEFITS

- A Landscaped areas in food cultivation
- B Landscape areas with native or drought tolerant plants
- C Landscape areas at sidewalk grade where the majority of the area is covered with vegetation that is native or drought tolerant, and/or provides habitat for urban wildlife and pollinators
- D Rainwater harvesting
- E Planting that provides food, forage and refuge for a diversity of species and/or inclusion of habitat elements such as woody debris, gravel/cobble, nesting materials, etc.

5 PERMEABLE PAVING

- A Permeable paving over 4"-24" soil or gravel

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Green Factor

The Green Factor score shall be calculated as follows:

1. Identify all proposed elements in Table 5.

2. Multiply the square feet, or equivalent unit of measurement where applicable, of each landscape element by the multiplier provided for that element in Table 5 according to the following provisions:

a. If multiple elements listed in Table 5 occupy the same physical area, they may all be counted.

b. Landscaping elements and other frontage improvements in the right-of-way between the lot line and the roadway may only be counted if the enhancements in the right-of-way contribute to district sustainability goals including habitat connectivity, tree canopy, or stormwater goals and a commitment is made to ongoing maintenance and management of the landscape areas. Subject to approval by the City of Kirkland.

c. Unless otherwise noted, elements shall be measured in square feet.

d. For trees, large and medium shrubs and perennials, use the equivalent square footage of each tree or shrub provided in Table 5.

e. For green wall systems, use the square footage of the portion of the wall that will be covered by vegetation at three years. Green wall systems shall include year-round irrigation and a submitted maintenance plan shall be included as an element in the calculation for a project's Green Factor Score.

f. All vegetated structures, including fences counted as vegetated walls shall be constructed of durable materials, provide adequate planting area for plant health, and provide appropriate surfaces or structures that enable plant coverage. Vegetated walls shall include year-round irrigation and a submitted maintenance plan shall be included as an element in the calculation for a project's Green Factor Score.

g. For all elements other than trees, large shrubs, large perennials, green walls, structural soil systems and soil cell system volume; square footage is determined by the area of the portion of the horizontal plane that lies over or under the element.

h. All permeable paving and structural soil credits may not count for more than one-third of a project's Green Factor Score.

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i. An Innovation credit may be awarded at the discretion of the Planning Official. This credit can be awarded if a development seeks to exceed the minimum requirements in supporting larger district sustainability goals. The multiplier may range from 0.2-.5 depending on the development proposal.

3. Add together all the products calculated in Table 5 to determine the Green Factor numerator.

4. Divide the Green Factor numerator by the parcel area to determine the Green Factor score. A development shall achieve a minimum score of 0.4.

5. The City of Kirkland reviewer has the final authority in determining the accuracy of the calculation of the Green Factor score.

TABLE 9: GREEN FACTOR

1. Landscape Elements		Multiplier
A.	Bioretention facilities and/or soil cells	1.5
B.	*Structural soil systems	0.2
C.	Landscaped areas with soil depth less than 24"	0.1
D.	Landscaped areas with soil depth of 24" or more	0.6
E.	Preservation of existing trees - calculated at 20 sq ft per inch dbh (Trees must have a minimum diameter of 6" at dbh.)	1.0
F.	Preservation of Landmark Trees bonus - calculated at 20 sq ft per inch dbh (Trees must meet City of Kirkland's definition of Landmark Trees)	0.1
G.	Preservation of existing evergreen trees bonus - calculated at 20 sq ft per inch dbh (Preserved evergreen trees must have a minimum diameter of 6" at dbh)	0.1

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H.	Ground covers or other low plants (less than or equal to 2' tall at maturity)	0.1
I.	Medium Shrubs or perennials - calculated at 9 sq ft per plant (2'-4' tall at maturity)	0.3
J.	Large Shrubs or perennials - calculated at 36 sq ft per plant (greater than 4' tall at maturity)	0.4
K.	**Small Trees or equivalent with calculated soil volume that meets or exceeds 500ft3 per tree - calculated at 90 sq ft per tree (canopy spread 10' to 15' at maturity)	0.3
L.	**Medium Trees or equivalent with calculated soil volume that meets or exceeds 1000 ft3 per tree - calculated at 230 sq ft per tree (canopy spread 16' to 24' at maturity)	0.5
M.	**Large Trees with calculated soil volume that meets or exceeds 1500 ft3 per tree - calculated at 350 sq ft per tree (canopy spread 25' and greater at maturity)	0.7
2. Green Roofs		
A.	Area planted with at least 2" of growth medium but less than 4" of soil	0.4
B.	Area planted with at least 4" but less than 8" of soil	0.7
C.	Area planted with at least 8" of but less than 30" of soil	1.0
D.	Area planted with tree(s) and at least 30" of soil	1.5

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3. Green Walls		
A.	Façade or wall surface obstructed with vines (calculate at 3 years of growth)	0.1
B.	Façade or wall surface planted with a green wall system (must have year-round irrigation and maintenance plan)	0.2
4. Landscape Benefits		
A.	***Landscaped areas in food cultivation	0.2
B.	Landscaped areas planted with native or drought tolerant plants	0.1
C.	Landscaped areas at sidewalk grade where the majority of the area is covered with vegetation that is native or drought tolerant, and/or provides habitat for urban wildlife and pollinators	0.1
D.	Landscaped areas where at least 50% of annual irrigation needs are met through the use of harvested rainwater	0.2
E.	****Planting that provides food, forage and refuge for a diversity of species (native insects, pollinators, birds, and other urban wildlife) and/or inclusion of habitat elements such as woody debris, gravel/cobble, nesting materials, etc.	0.2
5. Permeable Paving		Multiplier
A.	Permeable paving over a minimum 6" and less than 24" of soil or gravel	0.2

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B.	Permeable paving over at least 24" of soil or gravel	0.5
6. Innovation		
A.	Contributes to district sustainability goals including habitat connectivity, tree canopy, or stormwater goals beyond the subject property boundary. (i.e. Treating stormwater from public ROW on project site, daylighting piped streams, enhanced tree canopy and habitat connecting larger patches/corridors, enhance and maintain landscaping in ROW, enhanced stormwater treatment for water quality pollutants including metals, 6PPD Quinone, and phosphorus, landscape plan that demonstrates a commitment to minimal pesticide and fertilizer inputs, adaptive management plans) Scoring to be awarded at the discretion of the City of Kirkland.	0.2-0.5

* Structural soil system means a soil mix or equivalent structure that is engineered to support pavement while allowing healthy root growth.

** For purposes of determining the size category of a tree species, the tree must have a mature canopy spread of the following:
Small Trees - 8 feet to 16 feet
Medium Trees - 16 feet to 26 feet
Large Trees - 26 feet or more

*** Landscape areas in food cultivation are defined as a use in which land is used to grow plants and harvest food or ornamental crops for donation or for use by those cultivating the land and their households. Examples include Pea Patch community gardens.

**** Refer to the Green Factor Scoresheet Reference Pollinator Plant List tab and City Pollinator Plant List for reference plant species.

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57.30 INCENTIVE ZONING PROGRAM

57.30.01 PURPOSE

THE PURPOSE OF THE INCENTIVE ZONING PROGRAM WITHIN THE SUBAREA IS TO PROVIDE ADDITIONAL DEVELOPMENT CAPACITY ABOVE THE ALLOWED BASE HEIGHT ZONING IN EXCHANGE FOR PROVIDING AMENITIES WITH A CLEAR PUBLIC BENEFIT WHILE ADDRESSING THE IMPACTS THAT THIS ADDITIONAL DEVELOPMENT MIGHT HAVE ON THE COMMUNITY.

57.30.02 GENERAL Provisions

The incentive zoning program may be utilized to achieve development up to the bonus maximum allowed height where the regulating district map (Fig. 2 of this chapter) identifies both a base and maximum allowed height (e.g., CMU 85'/150'). Where a regulating district identifies only a base maximum height, that property is not eligible to receive incentive development capacity (e.g., CMU 60). In no case may the incentive zoning allow development that exceeds the maximum building height as allowed in Figure 2.

57.30.03 REQUIRED REVIEW

The Planning and Building Director may approve an application for incentive zoning that complies with Table 6 if the Director finds that:

1. The design and/or extent of the amenity meets the standards established in Table 6 and Table 7 criteria; and

2. Where amenities are to be provided on the subject property, the public benefits provided, described in Table 6 for each amenity type, will be derived from the development of the proposed amenity in the proposed location.

3. Covenants, easements, and agreements are established to ensure the provision of the proposed amenities in perpetuity.

An application for incentive zoning shall be made on the forms provided by the City and submitted with the established application fee.

An applicant may propose flexible amenity options as identified in Table 5 through a Development Agreement subject to the provisions of Section 57.05.03 of this chapter provided that the City finds that the flexible amenity options clearly meet or exceed the public benefit that would result from the standard incentive amenities.

57.30.04 INCENTIVE AMENITIES AND EXCHANGE RATES FOR INCENTIVE CAPACITY

Tables 6 and 7 describe the incentive amenities that may be provided to receive incentive capacity and the exchange rate at which incentive capacity will be granted for each unit of amenity provided. Measurements shall be in square feet (indicated as sf in Tables).

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PROVIDED AMENITY STRUCTURE

1. An applicant must provide incentive amenities from at least two different categories in Table 6 in order to receive incentive capacity. No more than 75% of the requested incentive capacity may be achieved through provision of amenities in a single category. Applicants may choose to provide amenities from more than two amenity categories.

2. Modification of amenity structure requirements. The Planning & Building Director may grant a modification to allow an applicant to achieve more than 75% of their incentive capacity through provision of amenities from a single category in instances where it is determined the proposed amenity structure:

a. Provides an exceptional community benefit in the chosen amenity category such that the benefit is demonstrably superior to what could be provided through the required diversification of amenities; or,

b. The subject property has a unique condition that precludes the ability to provide the diversity of amenities.

TABLE 10: INCENTIVE AMENITIES

Eligible Amenities	**Public Benefit Provided**	**Amenity Design Criteria**
AFFORDABLE HOUSING		
Commercial Development: Affordable housing contribution (fee-in-lieu)	Fee revenue for affordable housing	
MOBILITY / TRANSPORTATION		
Enhanced Mid-block Green Connections: Enhancement to an active transportation connection through a property that provides a route alternative to the vehicular road	Square feet of enhanced mid-block green connections	1. A travel corridor with a paved width of 22 feet, in an easement or dedication of 30 feet, to

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network, established through either a public easement, or right-of-way dedication.		remain clear for pedestrian and/or bicycle travel, 2. A minimum 4 foot-wide buffer on both sides of the travel corridor consisting of either landscaping or hardscape amenities such as detailed paving patterns; and, 3. Public amenities along the connection such as seating, art, active frontages and building entrances, or open space or landscaping. Where a mid-block green connection is required as a condition of development, an active transportation and/or amenity segment(s) that is at least 5' wider than the minimum required.
PARKS / OPEN SPACE		
Public Open Space (outdoor): Outdoor spaces available for public use such as plazas, pocket parks, linear parks, rooftops, etc.	Square feet of improved public outdoor park-like space	1 .Minimum plaza size is 3,000 square feet with a maximum bonus area of 20 percent of the gross lot area; provided, that the minimum plaza size for a property is 1,500 square feet for any size property. Plazas larger than 10,000 square feet may earn 10 percent additional bonus points if they are designed in a manner to provide for activities to promote general public assembly.

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		2. Minimum plaza size may be met through the linking of smaller plaza spaces in a cohesive, logical manner with a strong design narrative. 3. Minimum seating provided shall be one linear foot of seating space per 30 square feet of plaza space. 4. A minimum of 20 percent of the area eligible for bonus amenity points in the plaza shall be landscaped. 5. Plaza amenities to enhance the users' experience shall be provided, e.g., art and water elements. 6. Plaza shall provide physical and visual access from the adjacent right-of-way. 7. Provide for sense of security to users through well-lit and visible spaces. 8.Directional signage shall be provided to identify circulation routes for all users and inform the public that the space is accessible to the public at all times. The signage shall be visible from all points of access. 9.Plazas shall be open to the public at all times and require an easement for public use in a form approved by the City.

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		10.Plazas shall meet all design criteria within Station Area design guidelines for public open spaces. 11.Square footage for purposes of calculating amenity points shall not include vehicle or loading drive surfaces.
Public Community Space (indoor): Spaces available for community uses such as arts or performance spaces, after-school programming, recreation, event space, etc.	Square feet of improved public indoor community space	RESERVED.
SUSTAINABILITY		
Enhanced Performance Buildings: Design, build and certify to achieve *Living Building Challenge v4 Carbon Certification* or *Living Building Challenge v4 Petal Certification*	New buildings that exceed Kirkland High Performance Building Code	
Ecology and Habitat: Achieve a Green Factor Score *of at least 0.75* - (as-of-right requires projects to demonstrate a score of at least 0.4)	SF of land, enhanced ecology / habitat	
Innovation Investments: Design, build and operate innovative energy and/or decarbonization systems (on-site or within SAP)	New and innovative sustainability infrastructure in the Station Area	
SCHOOLS, EDUCATION, AND CHILDCARE		

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ECE/Day Care Operation Space: Floor area dedicated to childcare, or preschool learning space, as defined in KZC 5.10.194	Long-term dedication of building space for non-profit childcare use	1. Bonus eligible preschool space must provide a minimum of 4 classrooms, with a minimum of 1000 usable SF per classroom or 50 usable SF per child per classroom, whichever is greater. 2. Space shall be used in manner described for the life of the project. 3. Documentation of required licensing for day care operation shall be provided.
School Operation Space: Floor area dedicated to school operation as defined in KZC 5.10.825	Long-term dedication of building space for education use	1. Bonus eligible school space must provide a minimum of 4 classrooms, with a minimum of 900 SF per classroom. 2. Space shall be used in manner described for the life of the project. 3. Documentation of required licensing for school operation shall be provided.
OTHER APPLICANT PROPOSED AMENITIES		
Flexible Amenity Options: Applicant may propose amenities not on this list (on a case-by-case basis). Amenities must have a clear public benefit and will be subject to approval by the City and formalized in a development agreement.	RESERVED.	

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List of Eligible Amenities	Measure of Exchange Rate	Policy Weighted Bonus Ratio				Amenity Provided per 20,000 sf of IZ bonus space
		Priority Rank	Priority Weight	Bonus Ratio (priority)		Bonus Ratio (priority)
		AFFORDABLE HOUSING				
Commercial Development Contribution	Voluntary fee per SF of incentive bonus space	1	1.50	$16.67		$333,333
		MOBILITY / TRANSPORTATION				
Enhanced Mid-block Green Connections	Bonus SF per SF of enhanced connections	3	1.00	5.0		4,000 sf
PARKS / OPEN SPACE						
Public Open Space (outdoor)	Bonus SF for each SF of improved public space	2	1.25	7.5		2,667 sf
Public Community Space (indoor)	Bonus SF for each SF of improved public space	2	1.25	8.8		2,286 sf
		SUSTAINABILITY				

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Enhanced Performance Buildings	Bonus SF per $1,000 invested	3	1.00	40.00		$500,000
Ecology and Habitat (GF score above 0.75)	Bonus SF for each SF of enhanced ecology /habitat land	3	1.00	1.4		14,286 sf
Innovation Investments: Energy and Decarbonization	Bonus SF per $1,000 invested	3	1.00	40.0		$500,000
		SCHOOLS, EDUCATION, AND CHILDCARE				
ECE/Day Care Operation Space	Bonus SF for each SF of ECE/Day Care space	2	1.25	12.5		1,600 sf
School Operation Space	Bonus SF for each SF of school space	2	1.25	12.5		1,600 sf
		OTHER APPLICANT PROPOSED AMENITIES				
Flexible Amenity Options	TBD	3	1.00	40.0		$500,000

TABLE 7: EXCHANGE RATES FOR INCENTIVE CAPACITY

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List of Eligible Amenities	Measure of Exchange Rate	Policy Weighted Bonus Ratio			Amenity Provided per 20,000 sf of IZ bonus space
		Priority Rank	Priority Weight	Bonus Ratio (priority)	Bonus Ratio (priority)
AFFORDABLE HOUSING					
Commercial Development Contribution	Voluntary fee per SF of incentive bonus space	1	1.50	$16.67	$333,333
MOBILITY / TRANSPORTATION					
Enhanced Mid-block Green Connections	Bonus SF per SF of enhanced connections	3	1.00	5.0	4,000 sf
PARKS / OPEN SPACE					
Public Open Space (outdoor)	Bonus SF for each SF of improved public space	2	1.25	7.5	2,667 sf
Public Community Space (indoor)	Bonus SF for each SF of improved public space	2	1.25	8.8	2,286 sf
SUSTAINABILITY					

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Enhanced Performance Buildings	Bonus SF per $1,000 invested	3	1.00	40.00	$500,000
Ecology and Habitat (GF score above 0.75)	Bonus SF for each SF of enhanced ecology /habitat land	3	1.00	1.4	14,286 sf
Innovation Investments: Energy and Decarbonization	Bonus SF per $1,000 invested	3	1.00	40.0	$500,000
SCHOOLS, EDUCATION, AND CHILDCARE					
ECE/Day Care Operation Space	Bonus SF for each SF of ECE/Day Care space	2	1.25	12.5	1,600 sf
School Operation Space	Bonus SF for each SF of school space	2	1.25	12.5	1,600 sf
OTHER APPLICANT PROPOSED AMENITIES					
Flexible Amenity Options	TBD	3	1.00	40.0	$500,000

Descriptions of Concepts included in NE 85th Street Station Area Plan Form-based Code

Regulating Standards Concepts

- Lot Coverage specifies a maximum portion of a lot which can be occupied by structures and hardscape. Setting lot coverage limits emphasizes landscaping, supports tree retention, and increases vegetated spaces throughout the city. It also limits development intensity.
- Setbacks specifies where structures may be located on a lot. Setbacks support the Station Area Plan by creating a consistent set of expectations about how buildings relate to nearby properties and the public realm. Setbacks can create a cohesive pedestrian experience and also support access to light and air, open space, and landscape preservation.
- Base Maximum Allowed Height is the allowed height of buildings by-right and relates to bonus maximum height and incentive zoning.
- Bonus Maximum Allowed Height is the maximum allowed height of buildings adopted in the NE 85th St. Station Area Plan. The bonus height encourages additional development above the base maximum height in exchange of community benefits identified in the incentive zoning program and reflects the vision of the Station Area Plan.
- Maximum Floor Plate ensures that both the perceived and actual intensity of a building support the vision of the Station Area Plan by reducing the bulk and size of upper floors. Maximum floor plate, along with other regulating tools, help provide adequate access to light, air, and sky views for adjacent properties and those in the public ROW.
- Minimum Upper Story Street Setbacks support the vision for the Station Area Plan by requiring buildings to "step back" from the pedestrian clear zone (the area of the sidewalk corridor that is intended for pedestrian travel) above certain building heights. This prevents "urban canyon" effects in which tall buildings are perceived to tower over pedestrians and a minimal amount of sky is visible. Upper levels which are set back can also provide balconies, mezzanines, and other occupied spaces that create a visual connection to the public realm and provide "eyes on the street".
- Minimum Tower Separation creates space between tall buildings which ensures surrounding properties can maintain access to light, air, and views.
- Primary Use ensures that allowed uses are compatible and reflect the vision in the Station Area Plan.
- Maximum Façade Width and Minimum Façade Break Width are tools to ensure that buildings reflect the intended perceived mass and bulk as articulated in the Station Area Plan. Maximum Façade Width breaks down long, unarticulated facades into human-scaled development. Façade break widths provide additional requirements to ensure that façade breaks are adequate to achieve the urban design goals of human-scaled development.

Frontage Standards Concepts

- Street Level Floor Story Height shapes the pedestrian experience and indoor quality of commercial spaces. Taller ceiling heights support daylighting deeper into the building and are generally associated with higher quality user experiences. Street level floor height also ensures that street-level commercial spaces are viable and flexible for future tenants and uses.
- Maximum Street-level Facade Width divides the street level of a building façade into vertical sections that reduce perceived bulk, create visual interest, and reflect the vision and objectives of the NE 85th St Station Area Plan to create a pedestrian oriented district.
- Façade Transparency reveals the activities of the street level use to the pedestrian, which creates a more inviting, interesting public realm. Façade transparency also supports daylighting deeper into the building.
- Entrance Location, Entrance Spacing, and Entrance Transparency ensure that building entrances are predictable, safe, and optimized for use by pedestrians entering from primary pedestrian access points and circulation paths. Entrance location prevents entrances that are located in hard to find or inaccessible parts of a building. Entrance spacing prevents entrances that are clustered together, creating long, inaccessible parts of a building frontage. Entrance Transparency works with Façade Transparency to ensure that entrances are inviting and perceived as safe by pedestrians.
- Front Setbacks are an important tool to create a cohesive, consistent “street wall” formed by building facades and other site elements. Minimum and maximum requirements provide a balance between the need to create a cohesive public realm, and the need for flexibility to meet specific site considerations.
- Building Frontage Amenity Zones establish a framework for accommodating uses such as café seating that support an active pedestrian scaled street. Creating zones for these uses prevents overcrowding of the pedestrian clear zone (the area of the sidewalk corridor that is intended for pedestrian travel).
- Minimum Ground Floor Parking Setback ensures that street level uses are active and supportive of a pedestrian scale public realm environment by preventing parking as a publicly visible street level use.
- Corner Design is applied at major intersections to create space for a “mixing zone” where pedestrians who are existing and entering buildings and those that are walking through the intersection.
- Plaza Minimum Area and Minimum Dimension create a baseline for usable open space by establishing minimum dimensional standards.
- Plaza Access, Visibility, and Building Frontage Orientation ensure that open space is designed with a contextual response to adjacent buildings and public ROW.

- Private Yard Porch Height ensures that entrances are visually connected the public realm, which supports perceived safety and visual interest for pedestrians.

Districtwide Standards Concepts

- Transitions create rules that ensure the maximum height of new development “steps down” to create a contextual relationship with nearby areas zoned for lower heights. This balances the desire to support a dense, walkable district with the desirable characteristics and appropriate scale of different areas in the study area.