

RESOLUTION R-5503

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND ADOPTING AN 85<sup>TH</sup> STREET STATION AREA PREFERRED PLAN DIRECTION AND RELATED MATTERS.

1           WHEREAS, voters in the Puget Sound region approved  
2 Sound Transit 3 in 2016, a ballot measure to expand regional  
3 transit; and

4  
5           WHEREAS, Sound Transit plans to implement a Bus Rapid  
6 Transit ("BRT") line along I-405 to connect to light rail service in  
7 Lynnwood and Bellevue and to fund the redevelopment of the I-  
8 405 interchange at NE 85<sup>th</sup> Street to include a BRT station; and

9  
10          WHEREAS, the Washington State Growth Management Act  
11 ("GMA") sets goals that cities must address in their comprehensive  
12 plans, requires cities to update their comprehensive plans every 8  
13 years, and address expected growth for the next 20 years; and

14  
15          WHEREAS, the Puget Sound Regional Council ("PSRC")  
16 and/or King County County-wide Planning policies focus housing  
17 and jobs growth in urban centers; and

18  
19          WHEREAS, the 2035 City of Kirkland Comprehensive Plan  
20 ("Comprehensive Plan") includes land use policies that support  
21 land use patterns to accommodate growth targets, focusing  
22 development near high-capacity transit, commercial  
23 redevelopment in Rose Hill, and transit-oriented development  
24 around the future BRT Station at NE 85<sup>th</sup> Street; and

25  
26          WHEREAS, the North and South Rose Hill Neighborhood  
27 Plan was updated in 2018 and the Highlands and Norkirk  
28 Neighborhood Plans were updated in 2020 to reflect changing  
29 conditions, including the passage of ST 3 and plans for Sound  
30 Transit's BRT station at I-405 and NE 85<sup>th</sup> Street; and

31  
32          WHEREAS, the Moss Bay and Everest Neighborhood Plans  
33 are being updated in 2021 to reflect changing conditions,  
34 including the passage of ST 3 and plans for Sound Transit's BRT  
35 station at I-405 and NE 85<sup>th</sup> Street; and

36 WHEREAS, on February 19, 2019, the City Council adopted  
37 Resolution R-5356 approving the 2019-2020 Priority Goals and  
38 City Work Program, which included an initiative to continue  
39 partnerships with Sound Transit, the State Department of  
40 Transportation, and King County Metro Transit to ensure that I-  
41 405 investments serve Kirkland's mobility needs and maximize the  
42 benefit of Sound Transit's NE 85<sup>th</sup> Street/I-405 Bus Rapid Transit  
43 interchange project by completing land use, zoning, and economic  
44 development plans for areas adjacent to the interchange project  
45 to further the goals of Balanced Transportation and Economic  
46 Development; and

47  
48 WHEREAS, in August 2019, the City issued a Request for  
49 Qualifications ("RFQ") for planning consulting services to support  
50 creation of an 85<sup>th</sup> Street Station Area Plan ("Station Area Plan");  
51 and

52  
53 WHEREAS, on September 3, 2019, the Council adopted  
54 Resolution R-5384 authorizing the submittal of applications to  
55 King County and PSRC for the Greater Downtown Kirkland Urban  
56 Center and adoption of a consolidated plan for the Greater  
57 Downtown, with the intent to include the future Station Area  
58 within the boundaries of the Greater Downtown Urban Center;  
59 and

60  
61 WHEREAS, in October 2019, City Planning staff began  
62 development of an 85<sup>th</sup> Street Station Area Planning process; and

63  
64 WHEREAS, in 2019 the Washington State Legislature  
65 passed E2SHB 1923, encouraging all cities planning under the  
66 GMA to increase residential building capacity, and in October 2019  
67 the City was awarded \$150,000 in related grant assistance from  
68 the state Department of Commerce to include a Form-based Code  
69 and Planned Action Ordinance in the Station Area Plan; and

70  
71 WHEREAS, on November 13, 2019, the Metropolitan King  
72 County Council adopted Ordinance 19007 to amend the 2012 King  
73 County Countywide Planning Policies to designate the Greater  
74 Downtown Kirkland Urban Center as an Urban Center, inclusive of  
75 the core areas surrounding the BRT Station of the Station Area  
76 Plan study area; and

77  
78 WHEREAS, the City has applied to PSRC for a regional  
79 center designation for the greater downtown area, with PSRC  
80 review pending completion of the Station Area subarea plan and  
81 the Moss Bay Neighborhood subarea plan; and

82 WHEREAS, in February 2020, the City entered into a  
83 contract for consulting services as a result of the RFP with Mithun  
84 for creation of a Station Area Plan, including a Form-based Code,  
85 Supplemental Environmental Impact Statement, and a Planned  
86 Action Ordinance; and

87  
88 WHEREAS, the City completed an Opportunities and  
89 Challenges Analysis to assist in identifying the vision, values, and  
90 goals for the Station Area Plan, and published the Station Area  
91 Plan Opportunities and Challenges Report on April 15, 2020; and

92  
93 WHEREAS, the City published the State Environmental  
94 Policy Act ("SEPA") Environmental Checklist and Scoping Notice  
95 for the Station Area planning process on May 26, 2020, held a  
96 scoping comment period from May 26, 2020 to June 16, 2020,  
97 and received public comments from 29 parties; and

98  
99 WHEREAS, the City held the first public Community  
100 Workshop to discuss the identified Station Area Plan opportunities  
101 and challenges and gather community feedback on the initial  
102 concepts for the Station Area Plan on June 4, 2020; and

103  
104 WHEREAS, the City published a Station Area Plan Market  
105 Analysis Report on June 16, 2020 that assessed the market  
106 conditions for the Station Area and suitability for new transit-  
107 oriented development; and

108  
109 WHEREAS, City Council held a study session on July 21,  
110 2020 to receive a briefing on the Station Area Plan initial concepts  
111 and provided feedback on the preliminary Draft Supplemental  
112 Environmental Impact Statement (SEIS) alternatives; and

113  
114 WHEREAS, at their July 21, 2020 study session, the Council  
115 confirmed the following Station Area Plan Project Vision, Values,  
116 and Goals:

- 117 1. Project Vision: The NE 85<sup>th</sup> St Station Area Plan is a  
118 regional gateway district that supports transit, creates  
119 opportunity for all, and reflects Kirkland's unique identity.  
120 2. Project Values: Livability, Sustainability, Equity.  
121 3. Project Goals: Development Near Transit, Connected  
122 Kirkland, Inclusive District.

123  
124 WHEREAS, the City published the Station Area Plan Draft  
125 SEIS that evaluated three Station Area Plan alternatives on  
126 January 5, 2021, which opened a 30-day Draft SEIS public

127 comment period and identified a Project Objective to leverage the  
128 WSDOT/Sound Transit I-405 and NE 85<sup>th</sup> St Interchange and  
129 inline Stride BRT station regional transit investment to maximize  
130 transit-oriented development and create the most: opportunity  
131 for an inclusive, diverse, and welcoming community; value for the  
132 City of Kirkland; community benefits including affordable housing;  
133 and quality of life for people who live, work, and visit Kirkland;  
134 and

135  
136 WHEREAS, the City held the second public Community  
137 Workshop to discuss the Draft SEIS analysis and gather  
138 community feedback on the three Draft SEIS Station Area Plan  
139 Alternatives on January 7, 2021; and

140  
141 WHEREAS, in response to requests from the community,  
142 and in recognition that an extended comment period would  
143 provide all stakeholders more time to engage with the Draft SEIS  
144 and allow for further outreach to community members  
145 traditionally underrepresented in past planning processes, the City  
146 extended the Draft SEIS public comment period to 45 days,  
147 closing the public comment period on February 19, 2021; and

148  
149 WHEREAS, the City received 114 written Draft SEIS  
150 comments, and gathered additional input on the Draft SEIS at the  
151 January 7, 2021 Community Workshop, through an online Draft  
152 SEIS survey that received 408 responses, at a human service  
153 provider roundtable, through responses to a "meeting-in-a-box"  
154 from 26 clients of Sophia Way via coordination with their staff,  
155 through two Lake Washington High School Economics class  
156 projects focused on the Station Area and Draft SEIS alternatives,  
157 and through input provided by various community organizations  
158 in meetings with City Planning staff; and

159  
160 WHEREAS, the comments on the Draft SEIS and planning  
161 process from the community included concerns about the impacts  
162 of growth and increased density such as traffic congestion,  
163 increased building heights and transitions between areas of  
164 differing height and intensity, impacts on schools and transit  
165 capacity, and a desire for the plan to help achieve community  
166 benefits such as affordable and diverse housing opportunities,  
167 plentiful parks and recreational spaces, enhancements and  
168 improvements to the active transportation network, new school  
169 capacity, and a balance of housing and jobs for people with a  
170 range of background and experience levels;

171 WHEREAS, at their January 19, 2021 meeting, the Council  
172 was presented with the results of the Draft SEIS, considered Draft  
173 SEIS comment themes, and directed the Station Area project team  
174 to expand the project scope to complete a Fiscal Impacts and  
175 Community Benefits Analysis in order to: analyze the fiscal  
176 impacts of infrastructure and public service provision to  
177 accommodate future growth in the Station Area; explore  
178 strategies to achieve community benefits from growth; and  
179 further analyze the transportation network; and

180  
181 WHEREAS, in advance of Council decisions about which  
182 growth alternatives were to be analyzed in a Fiscal Impacts and  
183 Community Benefits Analysis, the Council held a special meeting  
184 on May 26, 2021 that served as a Listening Session for community  
185 members to provide input on the Station Area Plan directly to  
186 Council members; and

187  
188  
189 WHEREAS, at their June 15, 2021 meeting, the Council  
190 reviewed the final scope for a Fiscal Impacts and Community  
191 Benefits Analysis and endorsed two "June Alternatives", June  
192 Alternative A (Current Trends) and June Alternative B (Transit-  
193 Connected Growth), for study in the Analysis; and

194  
195 WHEREAS, June Alternative A and June Alternative B were  
196 selected by the Council in response to community feedback and  
197 narrowed the "bookends" of potential growth in the Station Area  
198 based on Draft SEIS Alternatives 1 and 2, respectively, and  
199 eliminated Draft SEIS Alternative 3 from future consideration; and

200  
201 WHEREAS, the focus of the Fiscal Impacts Analysis was to  
202 find if the City could afford the investments necessary to address  
203 increased demand on infrastructure and public services if the City  
204 implements its vision of the Station Area as a thriving, new  
205 walkable district with high tech jobs, plentiful affordable housing,  
206 sustainable buildings, and shops, and restaurants linked by  
207 transit; and

208  
209 WHEREAS, the focus of the Community Benefits Analysis  
210 was to find how the public can receive benefits of growth and how  
211 development can advance the City's priority objectives if the City  
212 implements its vision of the Station Area as a thriving, new  
213 walkable district with high tech jobs, plentiful affordable housing,  
214 sustainable buildings, and shops, and restaurants linked by  
215 transit; and

216 WHEREAS, on October 26, 2021, the City published the  
217 Fiscal Impacts and Community Benefits Analysis Technical Memo  
218 and Appendices, which found that if the City were to select June  
219 Alternative B to implement its vision of the Station Area, the City  
220 could afford the investments necessary to address increased  
221 demand on public services (especially schools, parks/open spaces,  
222 transportation, and utilities), and avoid a reduction in service for  
223 existing community members and businesses if the City also  
224 adopts a series of policy changes, impact fees, commercial linkage  
225 fees, and benefit capture strategies such as Tax Increment  
226 Financing, density bonuses, and partnership opportunities; and  
227

228 WHEREAS, at their October 26, 2021 meeting, the Council  
229 directed staff to draft a Station Area Plan Preferred Plan Direction  
230 based on June Alternative B for inclusion in the Final SEIS, and  
231 directed staff to prepare an additional scope of work to support  
232 development of the community benefits strategies for Tax  
233 Increment Financing, commercial linkage fees, and a density  
234 bonus program, green infrastructure, and to complete  
235 supplemental transportation analyses; and  
236

237 WHEREAS, the City held a Community Question and  
238 Answer Session on November 1, 2021 to provide an opportunity  
239 for the community to engage directly with the project team and  
240 to answer community questions related to the Fiscal Impacts and  
241 Community Benefits Analysis and other Station Area topics; and  
242

243 WHEREAS, the Council held a public hearing in accordance  
244 with Kirkland Municipal Code 5.02.020 for the mid-biennial budget  
245 process, which included a budget adjustment to support the  
246 supplemental analyses required for development of recommended  
247 community benefits strategies and additional transportation  
248 analyses, with the intent for the Council to adopt the Mid-Biennial  
249 Budget Adjustments at their December 14, 2021 meeting; and  
250

251 WHEREAS, at their November 16, 2021 meeting, the  
252 Council held a joint meeting with the Kirkland Planning  
253 Commission to receive an update on the draft Station Area Plan  
254 Preferred Plan Direction; and  
255

256 WHEREAS, the Station Area Project team has coordinated  
257 with Lake Washington School District ("LWSD"), regional transit  
258 agencies, and major property owners in the Station Area to  
259 explore creative solutions to key issues that will require future  
260 strategic partnerships to which the City may, or may not, be a  
261 necessary party to; and

262 WHEREAS, the City is conducting an ongoing development  
263 review fee study and is exploring creating additional tiers of  
264 building permit fees for projects with total valuations over  
265 \$1,000,000 to more accurately reflect the review and inspection  
266 demands of very large projects as highlighted in the fiscal impacts  
267 analysis; and

268  
269 WHEREAS, through December 2021, the City has reviewed  
270 the Station Area in meetings at five public Planning Commission  
271 meetings on: June 25, 2020; January 14, 2021; April 22, 2021;  
272 June 10, 2021; and, November 16, 2021 (jointly with City  
273 Council); and

274  
275 WHEREAS, through December 2021, the City has discussed  
276 the Station Area in meetings at four public Transportation  
277 Commission meetings on: September 23, 2020; January 27,  
278 2021; July 28, 2021; and, September 22, 2021; and

279  
280 WHEREAS, through December 2021, the City has discussed  
281 the Station Area in meetings at eight public City Council meetings  
282 on: March 17, 2020; July 21, 2020; January 19, 2021; April 6,  
283 2021; June 15, 2021; October 26, 2021; November 16, 2021  
284 (jointly with Planning Commission); and December 14, 2021; and

285  
286 WHEREAS, the Council recognizes and shares areas of  
287 concern from the community related to the Station Area Plan that  
288 will require continuing work to address in the final Station Area  
289 Plan, including, but not limited to issues like, height transitions,  
290 adequacy of the active transportation network and transit  
291 capacity, traffic congestion, parking, ample provision of affordable  
292 housing, school capacity, park amenities, and sustainability and it  
293 is the intent of the Council that these areas of concern will be  
294 addressed prior to final adoption of the Station Area Plan through  
295 extensive additional study, community outreach, and  
296 partnerships; and

297  
298 WHEREAS, the project team has completed the Draft  
299 Station Area Plan Preferred Plan Direction for inclusion in the Final  
300 SEIS that includes a long-range vision and implementation  
301 framework for the Station Area, included as Exhibit A to this  
302 Resolution; and

303  
304 WHEREAS, the Draft Station Area Plan Preferred Plan  
305 Direction is intended to establish the City Council's broad vision  
306 for the transit oriented development of the Station Area based on

307 stated objectives for the Plan and to guide the City’s future Station  
308 Area work toward achieving that vision, including development of  
309 planned action ordinances, development agreements and related  
310 code, policy, and permitting changes.

311  
312 NOW, THEREFORE, be it resolved by the City Council of the  
313 City of Kirkland as follows:

314  
315 Section 1. The 85<sup>th</sup> Street Station Area Plan Preferred Plan  
316 Direction, as shown in Exhibit A to this resolution, and consisting  
317 of the following elements, is adopted:

- 318 1. Conceptual Long Range Vision Statement: the Station  
319 Area is a thriving, new walkable district with high tech  
320 and family wage jobs, plentiful affordable housing,  
321 sustainable buildings, park amenities, and commercial  
322 and retail services linked by transit;
- 323 2. Description of growth expectations;
- 324 3. Framework for community benefits and recommended  
325 strategies;
- 326 4. Future character zones map and tables;
- 327 5. Regulating districts map; and,
- 328 6. Future street and frontage types map and tables.

329  
330 Section 2. The Station Area project team shall proceed  
331 with drafting a final Station Area Plan, Form-based Code and  
332 zoning amendments, Comprehensive Plan amendments, and  
333 Planned Action Ordinance(s) based on the adopted Preferred Plan  
334 Direction. The Preferred Plan Direction shall also guide any related  
335 legislative actions in the Station Area such as development  
336 agreements.

337  
338 Section 3. The Planning Commission shall study and  
339 recommend Station Area Plan policies and regulations to guide  
340 future transit-oriented redevelopment of the Station Area within  
341 the bounds of the Preferred Plan Direction adopted herein by the  
342 City Council and ensure that redevelopment will align with the  
343 long-range vision.

344  
345 Section 4. The City shall continue coordination with LWSD,  
346 regional transit agencies, major property owners in the Station  
347 Area, and community members to explore creative solutions to  
348 key issues such as affordable housing, school capacity, future  
349 transit capacity and service, and other opportunities to achieve  
350 community benefits from growth that may require future strategic  
351 partnerships.

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Section 5. The City Manager is hereby authorized and directed to:

- 1. Procure consulting services to develop community benefits strategies including Tax Increment Financing, commercial linkage fees, green infrastructure and a density bonus program for inclusion in the final Station Area Plan.
- 2. Prepare an ordinance for City Council consideration in early 2022 that would amend the building permit fee schedule to create additional tiers of building permit fees for projects with total valuations over \$1,000,000.

Passed by majority vote of the Kirkland City Council in open meeting this 14 day of December, 2021.

Signed in authentication thereof this 14 day of December, 2021.

  
 \_\_\_\_\_  
 Penny Sweet, Mayor

Attest:

  
 \_\_\_\_\_  
 Kathi Anderson, City Clerk

# EXHIBIT A0: NE 85TH STATION AREA GROWTH EXPECTATIONS AND COMMUNITY BENEFITS

## Growth Expectations for Preferred Plan Direction

	Preferred Plan Direction
Households	8,152
Employment	22,751

Consistent with Transit-Connected Growth (June Alternative B), over the 23-year planning horizon, the Preferred Plan Direction would support a maximum of:

- 8,152 total households (6,243 above existing)
- 22,751 total jobs (17,763 above existing)

Based on the City's existing Inclusionary Zoning requirement for affordable housing, that maximum development potential would result in:

- 624 total affordable homes, or 10% of new potential households
- Other affordable housing measures will be implemented to increase the production of affordable housing beyond 624 units

Disclaimer: The growth expectations describe the assumed amount of potential growth during the 23-year plan time horizon but is not meant to pre-suppose the decisions of individual property owners or actions of the market, which will likely differ.

The Station Area Plan policies will not preclude current land uses from staying in place.

## Community Benefits for Preferred Plan Direction



### Community Benefits Policy Framework

#### Parks

- Consider offsetting deficit with a portion of general government operating surplus
- Level of Service (LOS) policy change appropriate for urban centers, coordinate with the Parks, Recreation and Open Space (PROS) plan
- For larger Community Parks:
  - Tax Increment Financing (TIF) strategy: evaluate bold vision opportunities for TIF candidate projects, and complete conceptual / feasibility study
  - Leverage existing public space and partnerships for shared use agreements
- For Neighborhood, small scale and linear parks:
  - Multi-benefit TIF project for NE 120th including a linear park: evaluate as a TIF candidate project, and complete conceptual / feasibility study
  - Development requirements/bonuses
  - Creative adaptation of existing public space like Forbes Lake, the future interchange surplus right of way, and existing right-of-way

#### Affordable housing

- Pursue a commercial linkage program
- Allocate a portion of the Linkage Fees toward a workforce development program or equivalent
- Pursue additional implementation strategies

#### Mobility

- Develop a TIF strategy, and evaluate bold vision opportunities for TIF candidate projects, and complete conceptual / feasibility study prioritizing multi-benefit project opportunities where infrastructure needs overlap
- Development requirements/bonuses: mobility and parking programs and policies

#### Sustainability

- Green infrastructure strategies and multi-benefit projects
- Development requirements/bonuses
- Explore partnerships around sustainability, climate action, health and well-being initiatives

#### Schools

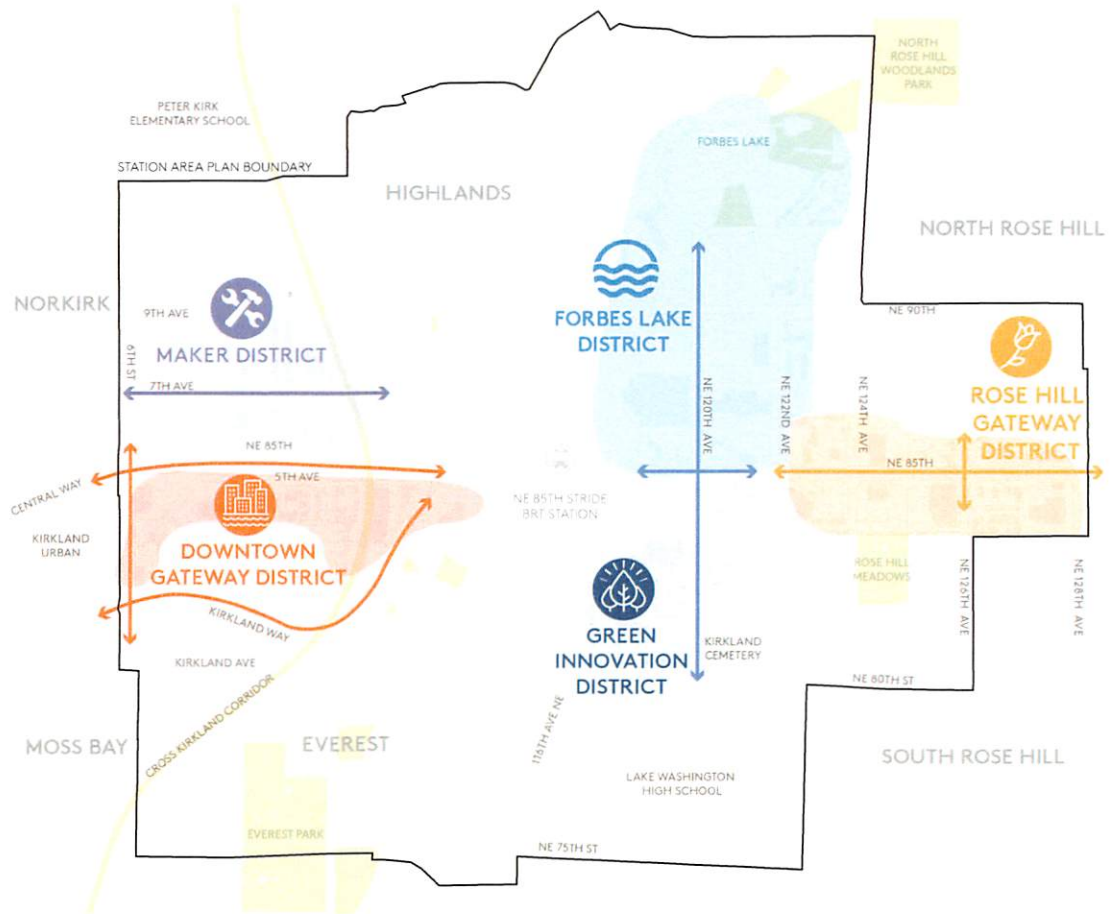
- Support LWSD and the community need for childcare and early education with tools such as:
- Development requirements/bonuses for integrated educational or childcare space
  - Explore partnership opportunities such as Joint/Shared Use Agreements
  - Policy changes to define active frontages to include uses for schools, childcare, or other community-serving uses
  - Increase allowed development capacity on existing underutilized public parcels

## EXHIBIT A1: NE 85TH STATION AREA CHARACTER SUB-DISTRICTS

### THE VISION

The Station Area is 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.

The vibrant, mixed-use environment is a model of innovation. With an outstanding quality of life and unmatched mobility choices, the Station Area is eco-friendly, a place to connect, and deeply rooted in the history of the land, the people, and the culture of this special crossroads in Kirkland. The highly visible integration of ecological systems within an urban setting set the Station Area apart while tying the unique sub-area districts together with existing open space and active living opportunities.



Source: Mithun



## EXHIBIT A2: NE 85TH STATION AREA CHARACTER SUB-DISTRICT PRECEDENT IMAGERY



### MAKER DISTRICT

Pedestrian-oriented district building on Norkirk's character and excellent Cross Kirkland Corridor trail connections. 7th is a lively connection between the BRT drop off and old downtown. The traditional mixed industrial/commercial character of the area is recognized while encouraging more urban uses supporting "maker" activities, locally-owned small businesses, active lifestyle and recreation-related private and public uses.



### DOWNTOWN GATEWAY DISTRICT

Gateway district to Downtown Kirkland via 6th St that emphasizes mid-rise residential and office uses along 6th and important bicycle and pedestrian connections along green pathways to and from the station and the Cross Kirkland Corridor.



### FORBES LAKE DISTRICT

A walkable mixed-use district with opportunities for shops and office uses as well as mid-rise residential uses, organized around a green main street corridor with retail and active uses combined with small open spaces on 120th that connects to Forbes Lake. Biophilic design and visible water, energy, and biodiversity strategies tell the story this place.



### GREEN INNOVATION DISTRICT

This vibrant, mixed use district is a model of innovation and place for community, students, and the workforce to connect. It transitions from shops and office uses to townhouses, small apartment buildings, and civic uses. Active transportation choices, connections to green space, and walkable South 120th offer a healthy lifestyle. Views abound.



### ROSE HILL GATEWAY DISTRICT

Corridor-based gateway with a mix of active ground floors and mid-rise residential along NE 85th that focuses on creating a strong sense of arrival from Redmond with streetscape design, public art, and urban design features.



Source: Mithun



## EXHIBIT A4: NE 85TH STATION AREA PRELIMINARY DRAFT REGULATING TABLE

NOTE: REGULATING DISTRICTS WILL BE PART OF THE FUTURE FORM-BASED CODE. THEY WILL ESTABLISH BROAD PARAMETERS FOR DEVELOPMENT, INCLUDING ALLOWED USES, HEIGHTS, AND SIDE SETBACKS. ELEMENTS SUCH AS FRONTAGES, TRANSITIONS AND STREETScape DESIGN WILL BE ADDRESSED THROUGH OTHER ELEMENTS OF THE FUTURE FORM-BASED CODE.

	Commercial Mixed Use	Neighborhood Mixed Use	Neighborhood Residential	Urban Flex District	Civic Mixed Use
Maximum Heights (see height subdistrict on regulating plan for maximum allowed height in a specific location)	60-250'	30-150'	20-45'	45'	45-75'
Permitted Uses (General)	Commercial, Civic	Commercial, Residential, Civic	Residential	Commercial, Light Industrial*, Residential, Civic *where compatible with residential	Commercial, Residential, Civic
Upper level setbacks	In progress*	In progress*	In progress*	In progress*	In progress*
Max Floor Area Ratio or Development Area	In progress*	In progress*	In progress*	In progress*	In progress*
Setbacks (Side, Rear) <i>Note: Front Setbacks are regulated through frontage types</i>	In progress*	In progress*	In progress*	In progress*	In progress*

\*In Progress parameters will be reviewed as part of the Form-based Code development in 2022

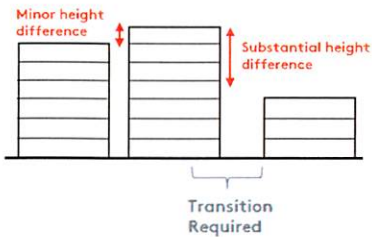
Source: Mithun

EXHIBIT A5: NE 85TH STATION AREA  
PRELIMINARY DRAFT TRANSITIONS APPROACH

Transition rules will apply along the lot lines of any adjacent parcels where the difference in proposed building height and adjacent maximum allowed height is greater than a specified number of feet\*. New development would be required to include a combination of the following strategies:

- Site Setbacks
- Upper Level Stepbacks
- Landscape Buffers
- Maximum Façade Length

*\*Parameters will be reviewed as part of the Form-based Code development in 2022*



**Ground Level Set Backs**

Allowed build-to line is set back from the lot line, creating more space between building and adjacent parcels or right of way



**Upper Level Step Backs**

Upper floors must be set back from allowed lower-level building envelope. May be applied multiple times for a single building at different levels to create a "stepped" effect



**Landscape Buffers**

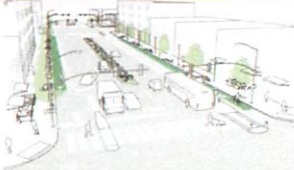




Landscaped open area that is intended to provide visual screening as well as open space separating a building from adjacent parcels. Can also include pedestrian or bike connections or other amenities





## EXHIBIT A7: NE 85TH STATION AREA PRELIMINARY DRAFT STREET TYPES TABLE

NOTE: STREET TYPES WILL BE PART OF THE FUTURE FORM-BASED CODE. THEY WILL ESTABLISH ALLOWED FRONTAGE TYPES ALONG EACH STREET SEGMENT, AND ALSO RECOMMEND THE FUTURE DESIGN CHARACTERISTICS OF THE PUBLIC RIGHT OF WAY. ELEMENTS SUCH AS FRONTAGES, TRANSITIONS, AND DEVELOPMENT REQUIREMENTS WILL BE ADDRESSED THROUGH OTHER ELEMENTS OF THE FUTURE FORM-BASED CODE.

Major Thoroughfare	Main Street	Neighborhood Mixed Use Street	Neighborhood Residential Street	Green Midblock Connection
				
Streets that connect regional centers or run through central commercial corridors. Many of these streets have significant traffic volumes at peak hours and are key places for high-capacity transit routes and auto-separated bike facilities.	Primary corridors for ground-floor retail, often with generous public realm design. They are high pedestrian volume streets that balance that pedestrian activity with auto, bike, and transit needs.	Neighborhood streets with low to mid-intensity commercial and midrise residential and occasional ground floor retail. Generally lower vehicular traffic volume than major thoroughfares, and some may contain auto-separated bike facilities.	Residential-focused streets with low vehicular traffic volumes, which can accommodate shared bike facilities.	Generously landscaped mid-block connections within larger commercial or residential developments or between parcels. May include required on-site green stormwater infrastructure. Does not include public ROW improvements to "green" an existing street.
<b>Typical ROW Width</b> 80-120'	65-85'	45- 75'	45- 70'	30-50'
<b>Functional Classes</b> Principal Arterial	Minor Arterial, Collector	Collector, Local	Collector, Local	Local
<b>Adjacent Land Uses</b> High intensity commercial, residential, and active ground-level uses.	Mid-intensity commercial, residential, and ground-level retail uses.	Low to mid-intensity commercial, residential, and occasional active ground-level uses.	Predominantly low to medium intensity residential uses.	Low to high intensity commercial or residential uses, typically within larger developments. May have active ground-level uses, depending on site design.
<b>Allowed Frontage Types</b> Urban Street Edge, Retail & Active Uses, Plaza/Public Space	Retail & Active Uses, Plaza/Public Space	Urban Street Edge, Plaza/Public Space, Residential Stoop/Porch	Urban Street Edge, Plaza/Public Space, Residential Stoop/Porch, Private Yard	Urban Street Edge, Retail & Active Uses, Plaza/Public Space.
<b>Travel Priorities</b> Ped*, Bike*, Transit, Freight, Auto	Ped, Bike, Transit, Auto	Ped, Bike, Auto	Ped, Bike, Auto	Ped, Bike, Auto**
*Separated facilities				**Local access, loading only

Source: Mithun

## EXHIBIT A8: NE 85TH STATION AREA PRELIMINARY DRAFT FRONTAGE TYPES

NOTE: FRONTAGE TYPES WILL BE PART OF THE FUTURE FORM-BASED CODE. THEY WILL REGULATE THE RELATIONSHIP BETWEEN PRIVATE DEVELOPMENT AND THE PUBLIC REALM, INCLUDING GROUND FLOOR FACADE DESIGN, FRONT SETBACKS, LANDSCAPE CHARACTERISTICS, PEDESTRIAN ACCESS, AND OTHER CHARACTERISTICS. ALLOWED FRONTAGE TYPES WILL BE DETERMINED BASED ON THE STREET TYPE DESIGNATION FOR EACH PARCEL'S FRONTAGE. ELEMENTS SUCH AS TRANSITIONS, STREETSCAPE DESIGN, AND GENERAL DEVELOPMENT REQUIREMENTS WILL BE ADDRESSED THROUGH OTHER ELEMENTS OF THE FUTURE FORM-BASED CODE.

### Urban Street Edge

- Shallow to no setbacks
- Pedestrian-oriented facades with transparency and building entries
- Additional travel zone if constrained sidewalk



### Retail & Active Uses

- Generous pedestrian zone with seating, overhead protection, and other furnishings and building entries
- Articulated bays, active facades, higher ground floor heights



### Residential Stoop/Porch

- Shallow setbacks, first floor at different level than sidewalk
- Direct entries from individual units
- Stoops and porches address grade change
- Articulated facades to reflect units



### Plaza/Public Space

- Deep setback to establish public space
- Active frontages and entries facing onto open space
- Smooth transition to public ROW with occupiable open space



### Private Yard

- Landscaped front yard
- Visual connection to primary building from sidewalk
- Street wall edge maintained with elements like low walls and vegetation



Source: Mithun