

Planning Commission Meeting



NE 85th Station Area Plan

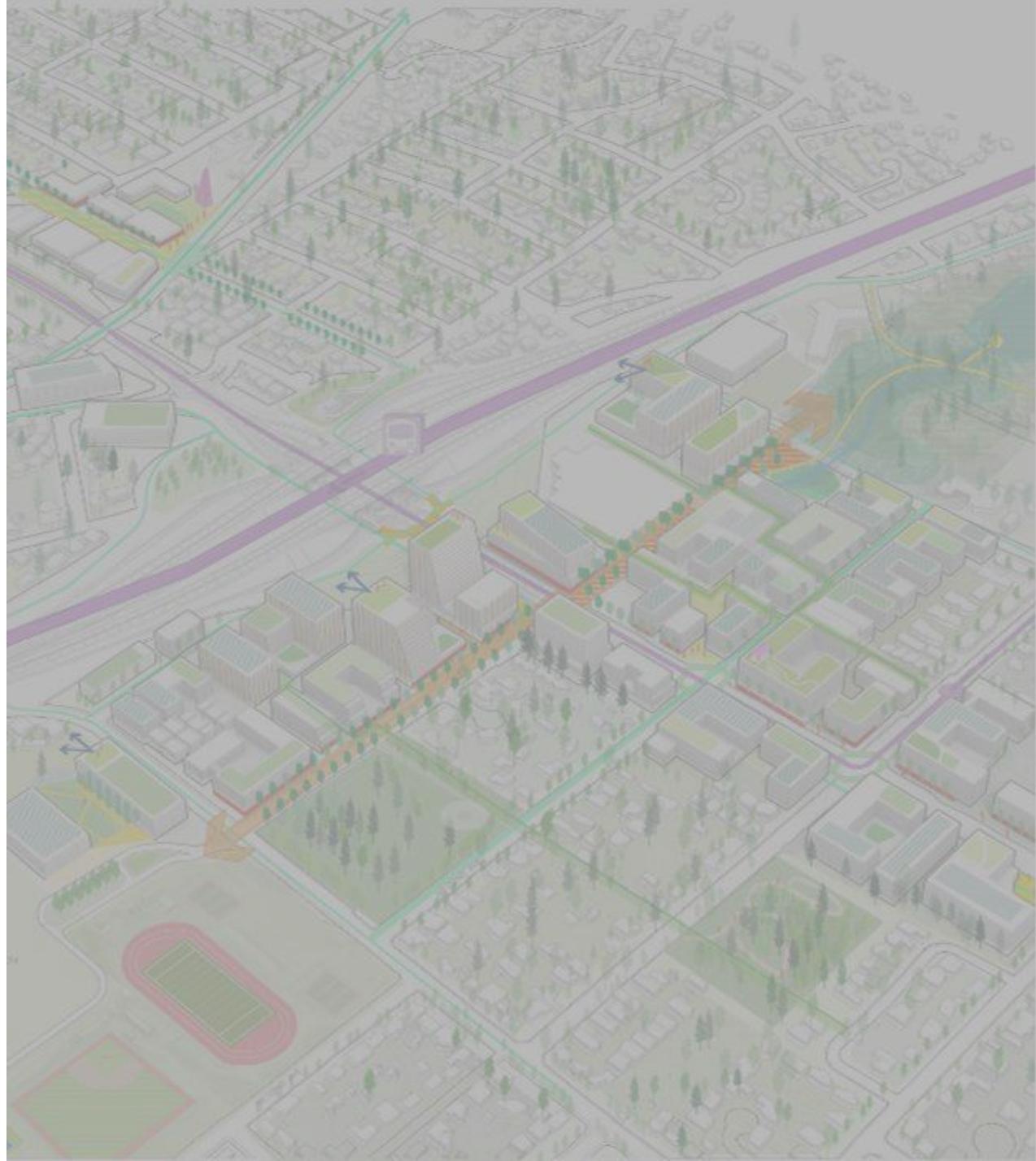
City of Kirkland

October 27, 2022

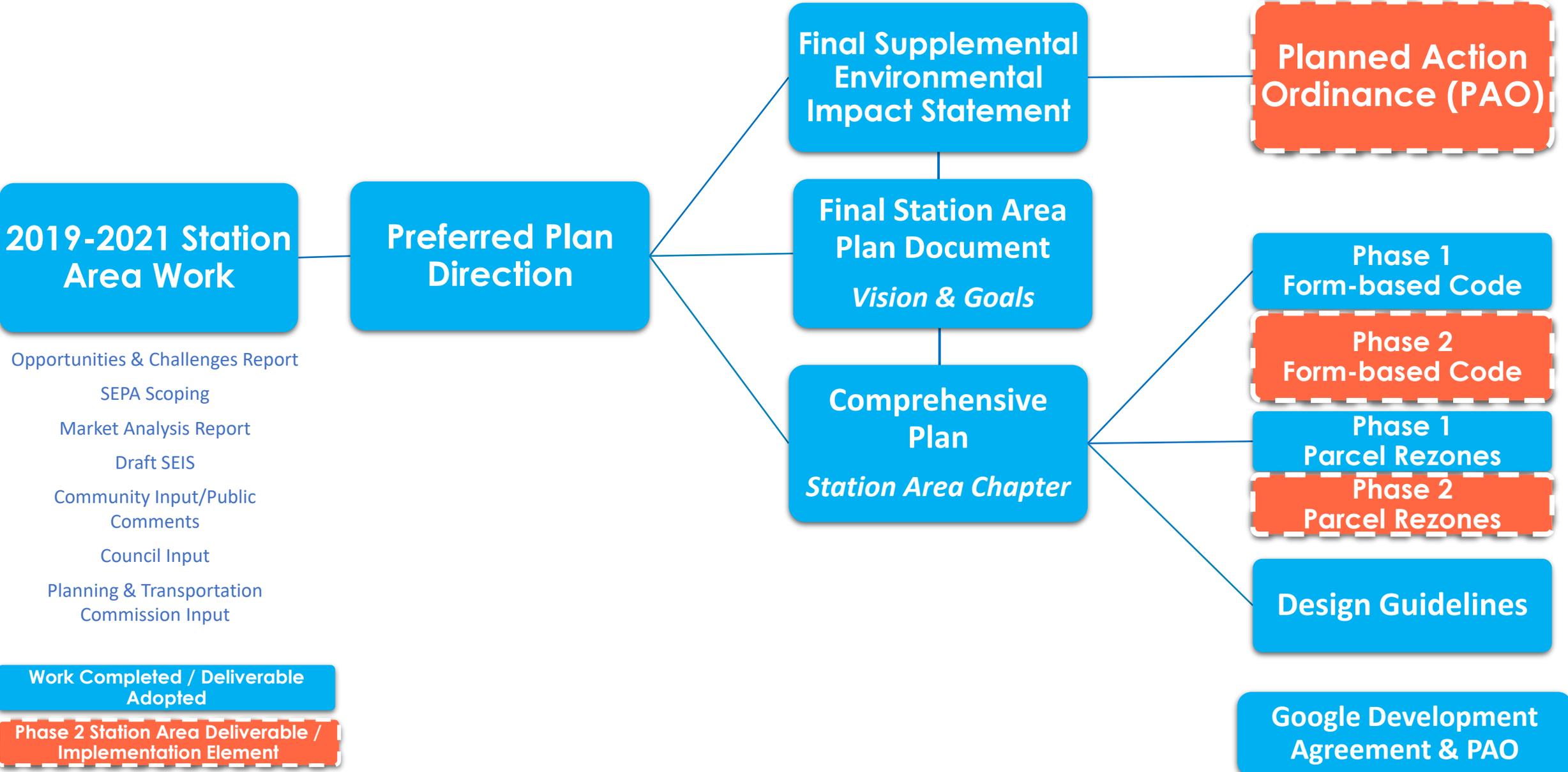


Tonight's Agenda

- **Staff Introductions**
- **Neighborhood Residential**
- **Form Based Code**
 - Green Factor
 - Transition Strategies
 - Civic Mixed Use Standards
 - Incentive Zoning
- **Transportation**
- **Questions and Answers**
- **What's Next**



Station Area Deliverables Workflow



October 24 Community Open House and Q & A Session

INTRODUCTION

Conventional zoning evolved with a focus on separating land uses, and over time has added elements to regulate other considerations such as building height. This use-first approach can create unpredictable outcomes that don't achieve community goals. Form-based Codes are an approach to zoning that focuses on physical form, while still considering factors such as land use. This approach can create more predictable results that reflect community goals.

Form-Based Code Elements



For more information please visit:

Station Area Plan: www.kirklandwa.gov/stationareaplan



NE 85TH STREET STATION AREA PLAN FORM-BASED CODE

Form-Based Code Applied

1. Regulating Districts
2. Frontage Types
3. Street Types
4. Districtwide Standards
5. Green Factor
6. Design Guidelines



NE 85th Street Station Area Plan Policy Tools

The NE 85th St Station Area Plan communicates the vision and direction for the station, the Comprehensive Plan sets the goals, policies, and growth capacity for the station. The Form-Based Code regulates development, and the design guidelines provide additional guidance on architectural and landscape design principles.



02. FRONTAGE TYPES

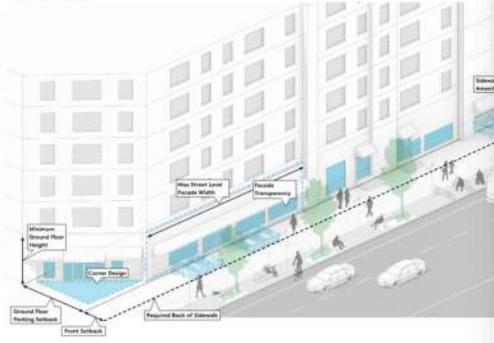
The public realm includes the elements that define the pedestrian experience, from streetscape elements like trees and sidewalks to the ground floors of buildings design. Frontage types link private development and the public right of way to create a cohesive, pedestrian friendly public realm that reflects the goals and vision of NE 85th St Station Area Plan.

Frontage Types Examples



NE 85TH STREET STATION AREA PLAN FORM-BASED CODE

Frontage Standards



Public/Public Space Frontage Standards



Private Yard Frontage Standards



01. REGULATING DISTRICTS

Regulating districts function like zoning districts by translating the vision and goals of the NE 85th Street Station Area Plan into regulations for future development. Regulating districts consist of two elements:

1. Regulating Plan that maps these districts to specific parcels and
2. Regulating District Standards that specify development standards for each district.

Using Regulating Plan



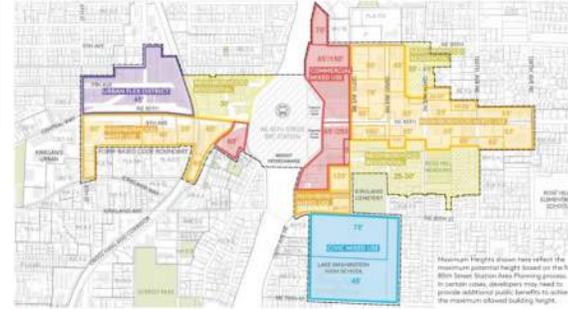
For more information please visit:

Station Area Plan: www.kirklandwa.gov/stationareaplan

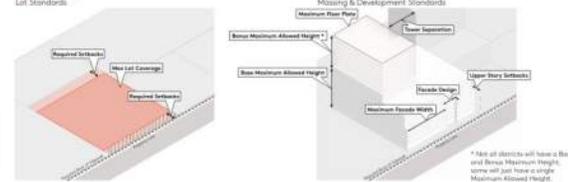


NE 85TH STREET STATION AREA PLAN FORM-BASED CODE

1. Regulating Plan



2. Regulating District Standards



* All lot districts will have a Base and Bonus Maximum Height, some will just have a single Maximum Allowed Height.

03. Street Types

Street types translate the vision and goals in the NE 85th Station Area Plan into design concepts for improvements to public and private rights of way. Each street type specifies prototypical dimensions, transportation mode considerations, and adjacent development expectations. The streets in the station area are intended to support a safer, more multi-modal neighborhood.

Street Types Examples



For more information please visit:

Station Area Plan: www.kirklandwa.gov/stationareaplan

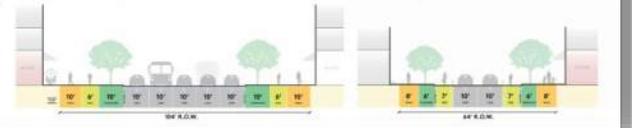


NE 85TH STREET STATION AREA PLAN FORM-BASED CODE

Street Types Plan



Street type: Major Thoroughfare



04. DISTRICTWIDE STANDARDS

Transitions are districtwide standards that ensure new buildings are appropriately scaled relative to adjacent development. These standards limit the building envelope by requiring building heights to step down where there are significant changes in maximum allowed heights between two areas. Other districtwide standards such as Sustainability Standards provide requirements to meet the vision and goals of the NE 85th Street Station Area Plan.

Sustainability Standards Examples



For more information please visit:

Station Area Plan: www.kirklandwa.gov/stationareaplan



NE 85TH STREET STATION AREA PLAN FORM-BASED CODE

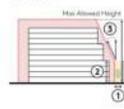
Neighborhood Transitions Examples



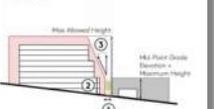
Transition Requirements

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.

Example 1



Example 2



This new development adjacent to existing residential neighborhood incorporates a range of transition strategies including upper-story setbacks, landscape buffer and architectural articulation.



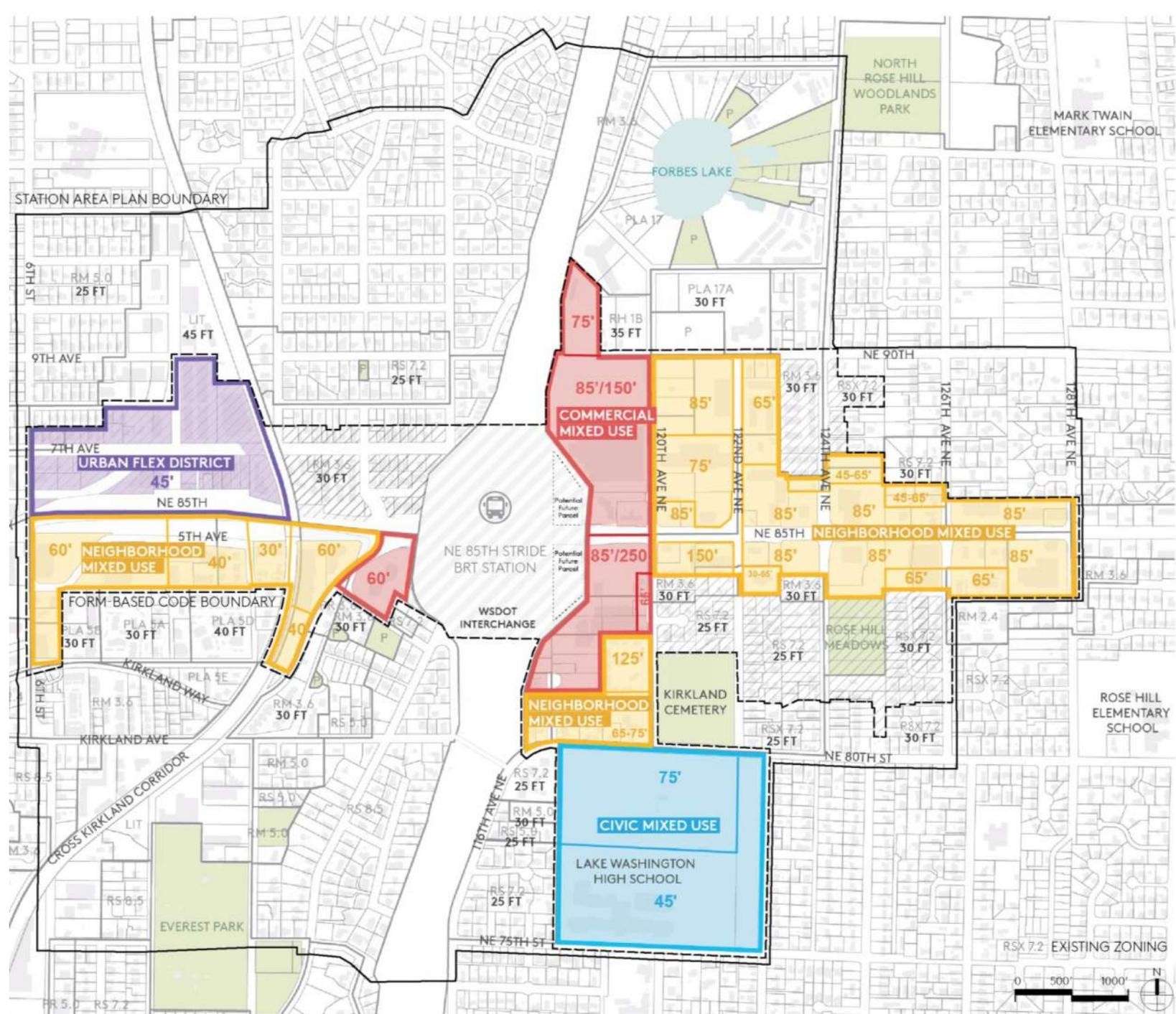


Neighborhood Residential

Proposed Text Changes

Active Street-Level Use Requirements: “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.”

Urban Flex District Residential Units: “To preserve the industrial and commercial character of the Urban Flex district, residential units are allowed only on upper, non-street level floors. Up to 20% of the street-level facade may be used for non-habitable uses related to residential, including amenity spaces and lobbies.”



FORM-BASED CODE



Form-based Code Concepts

Regulating District

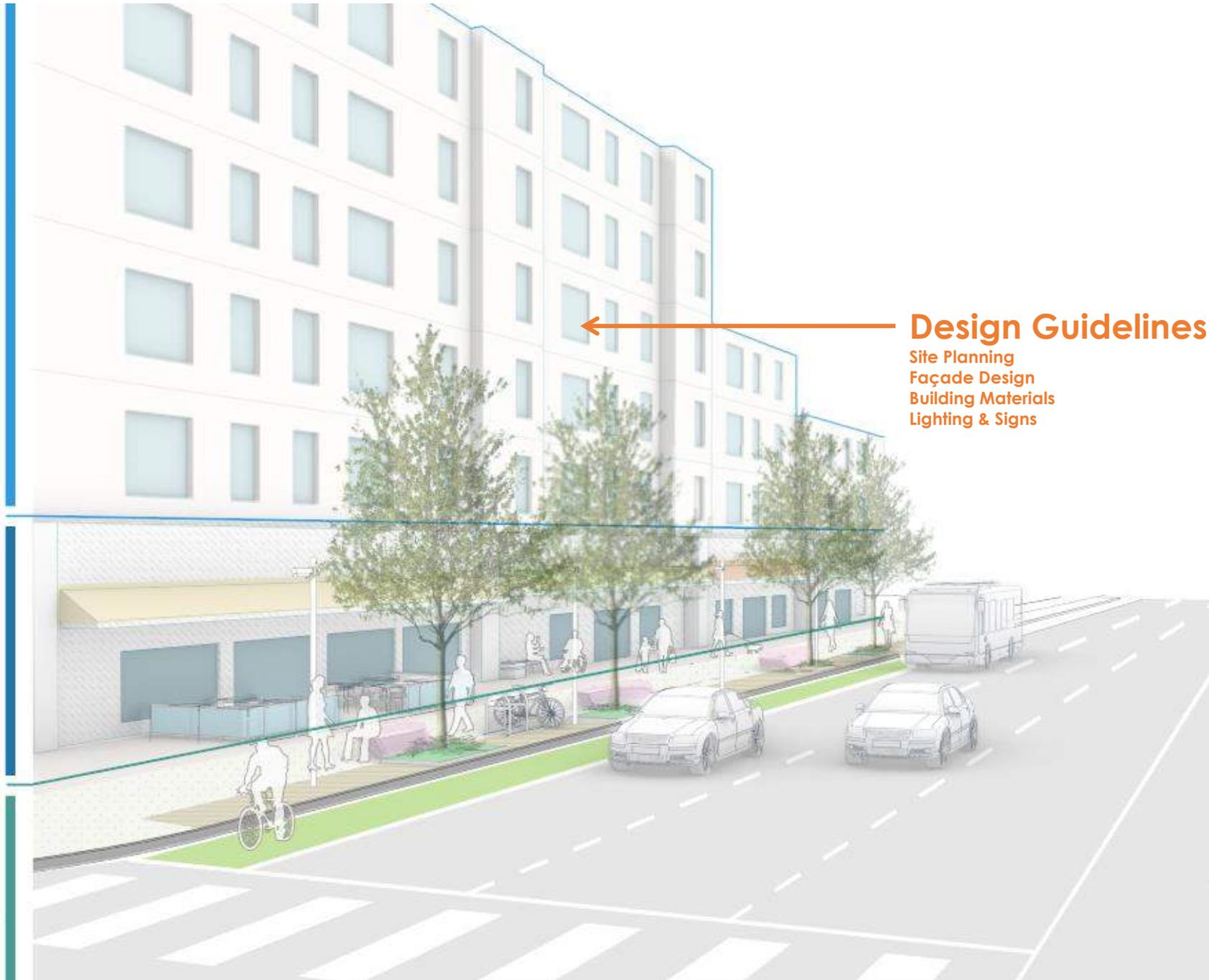
Building Height
Building Massing
Facade Modulation
Side & Rear Setbacks

Frontage Type

Front Setbacks
Ground Floor Design
Cafe & Amenity Zones

Street Type

Sidewalks
Trees & Street Furnishings
Bike Facilities
Road Widths



Design Guidelines

Site Planning
Façade Design
Building Materials
Lighting & Signs

Regulating District
Frontage Type
Districtwide Standards
Design Guidelines

Materials & Articulation

Corner Design

Transition

Upper Story Setbacks

Max Façade Width

Lighting & Signage

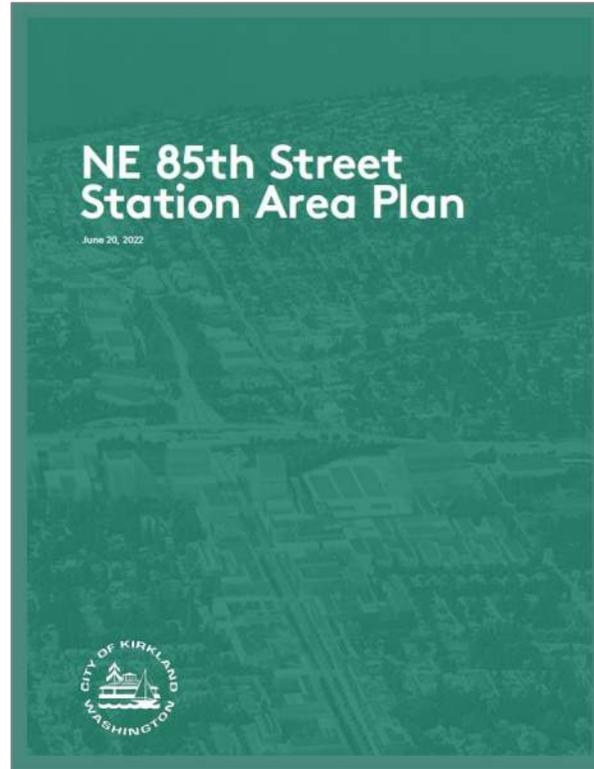
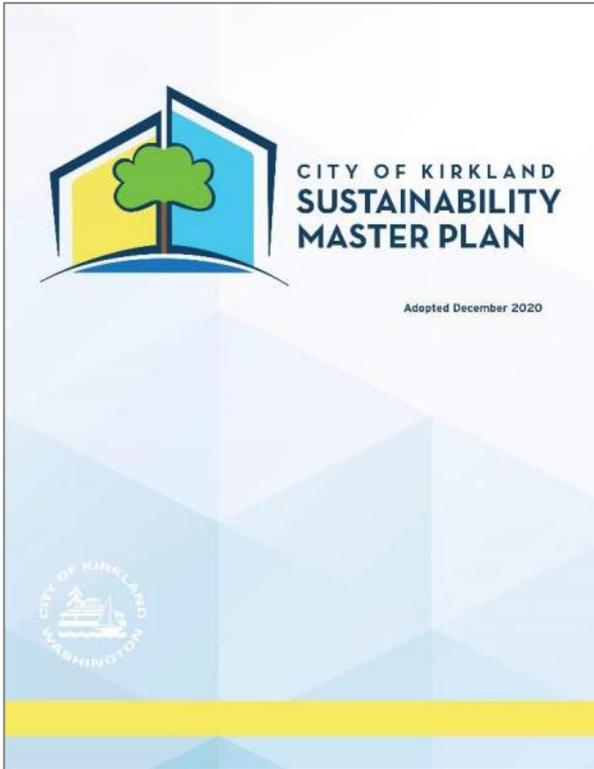
Front Setbacks
/Porch Design

Min Street Level
Façade Width

Ground Floor
Height



Sustainability Framework



**KIRKLAND ZONING CODE CHAPTER 57
FORM-BASED CODE FOR THE NE 85TH STREET STATION AREA PLAN**

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57.05.01 Background	3
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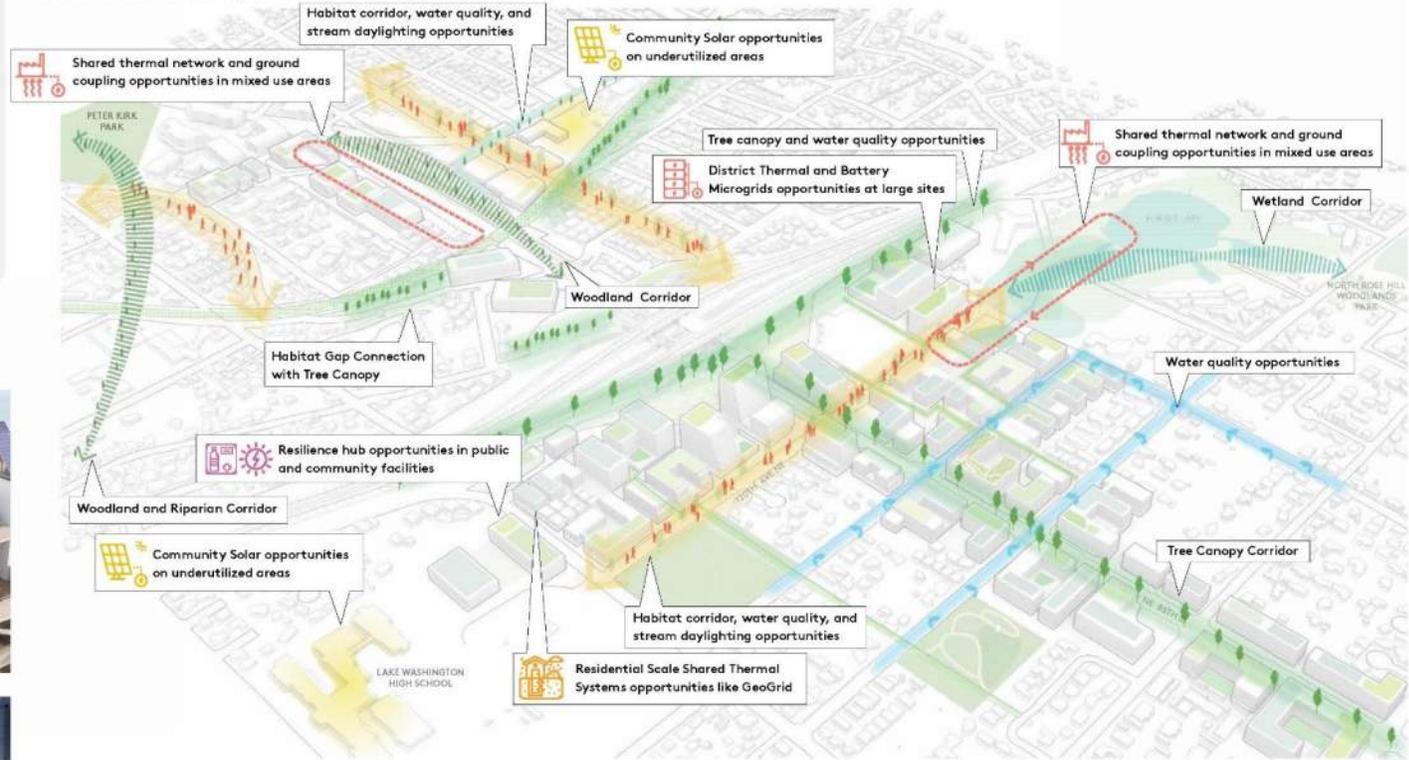
NE 85TH STREET STATION AREA PLAN FORM-BASED CODE 1

57.25 Districtwide Standards	40
57.25.01 Purpose	40
57.25.02 Applicability	40
57.25.03 Rooftop Appurtenances, Amenities, and Structures	40
57.25.04 Landscaping, Green Infrastructure, And Environmental Features	40
57.25.05 Transitions	40
57.25.06 Parking	40
57.25.07 Green Innovation	40

The Station Area is envisioned as a demonstration district that maximizes opportunity for innovation and community benefit around climate action, resilience, and quality of life. These goals are integrated into all aspects of the plan, from increased tree canopy and green roofs to reduced energy and water consumption.



Potential Sustainability and Resilience Opportunities



Green Factor Standards for New Developments



High Performance Buildings



For more information please visit:

Station Area Plan: www.kirklandwa.gov/stationareaplan



GREEN FACTOR

CRITERIA

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 exiting evergreen trees bonus
- H Groundcovers or other low plants
- I Medium shrubs or perennials
- J Large shrubs or perennials
- K Small trees with 500 ft³ soil volume
- L Medium trees with 1000 ft³ soil volume
- M Large Trees with 1500 ft³ soil volume

2 GREEN ROOFS

- A Area planted with at least 2" but less than 4" of soil
- B Area planted with at least 4" but less than 8" of soil
- C Area planted with at least 8" but less than 30" of soil
- D Area planted with trees and least 30" of soil

3 GREEN WALLS

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

4 LANDSCAPE QUALITY BENEFITS

- A Landscaped areas in food cultivation
- B Landscape areas with native or drought tolerant plants
- C Landscape areas at sidewalk grade
- 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 6"-24" soil or gravel
- B Permeable paving over at least 24" of soil or gravel

6 INNOVATION

- A Contributes to district sustainability goals including habitat connectivity, tree canopy, or stormwater goals beyond the site boundary.



Green Factor Calculations

TABLE 4: GREEN FACTOR

1. Landscape Elements		
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
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 500ft ³ 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 ft ³ 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 ft ³ 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
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

TABLE 4: GREEN FACTOR (CONTINUED)

5. Permeable Paving		
A.	Permeable paving over a minimum 6" and less than 24" of soil or gravel	0.2
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 site 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) 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.

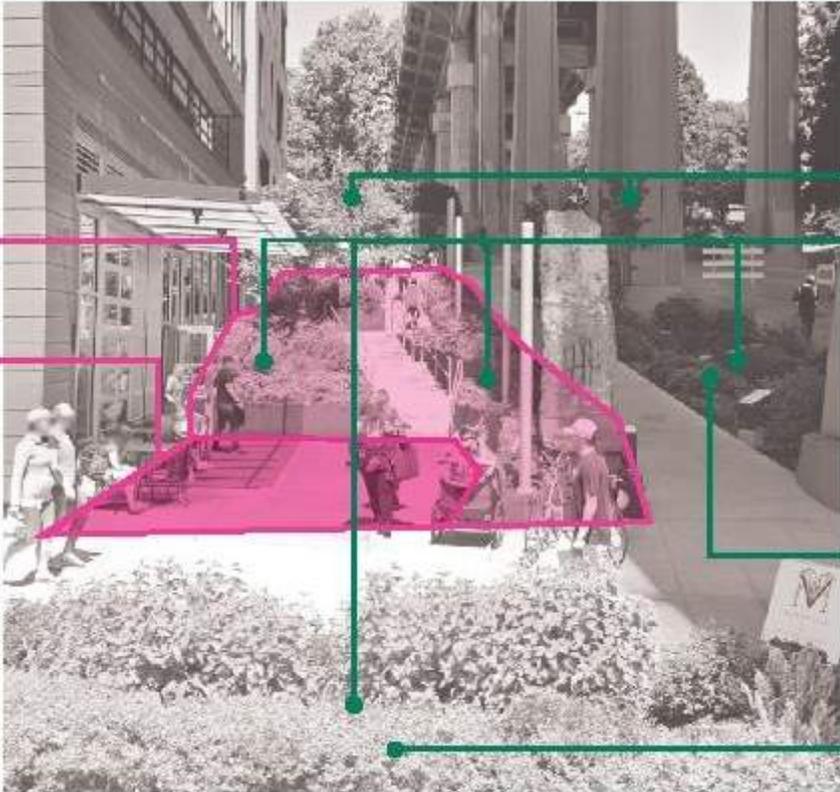
**** Refer to the Green Factor Scoresheet Reference Pollinator Plant List tab and City Pollinator Plant List for reference plant species.

Green Factor in Application



PUBLIC REALM AMENITY

ON-SITE PLAZA
OR
ON-SITE POCKET PARK

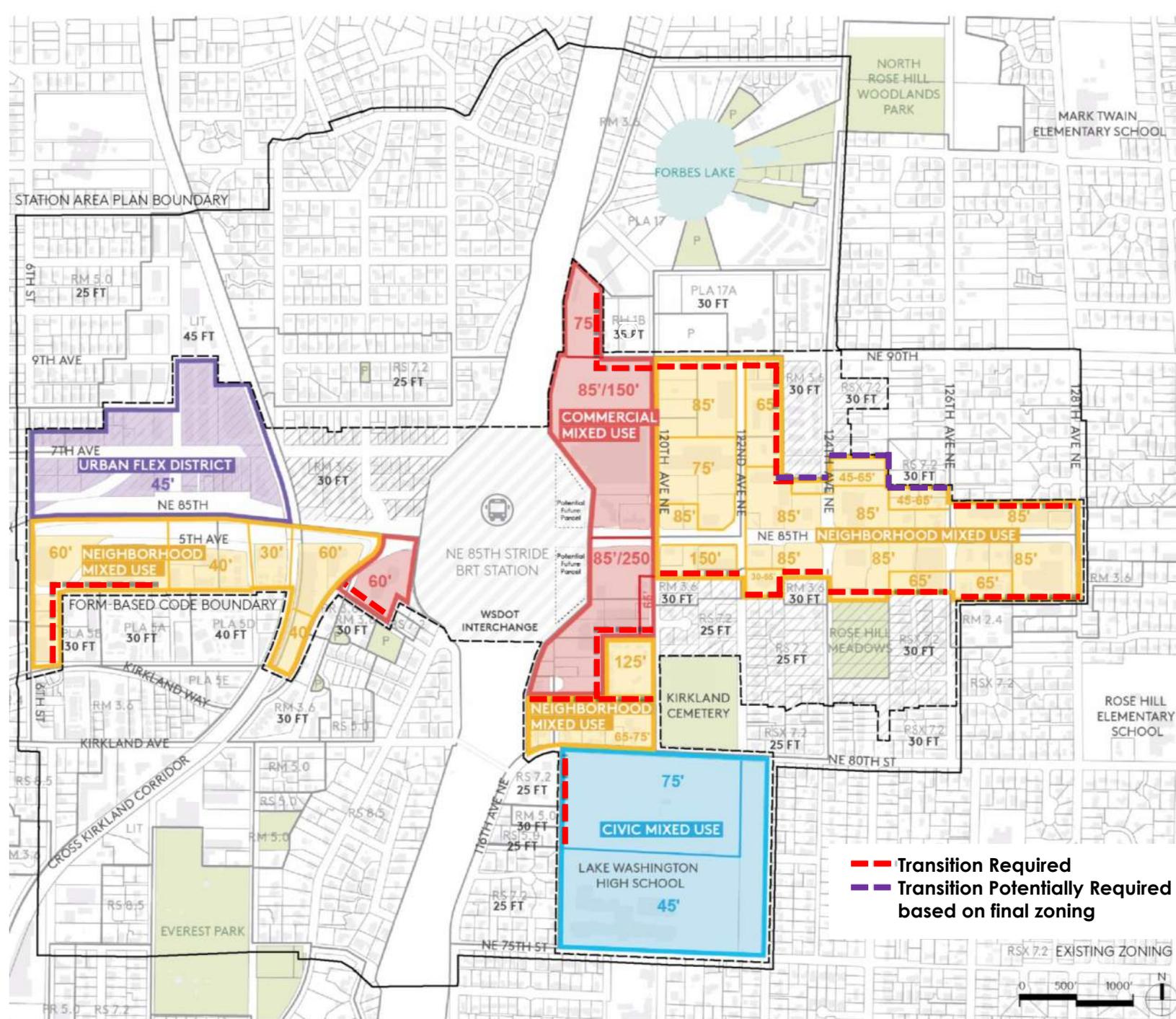
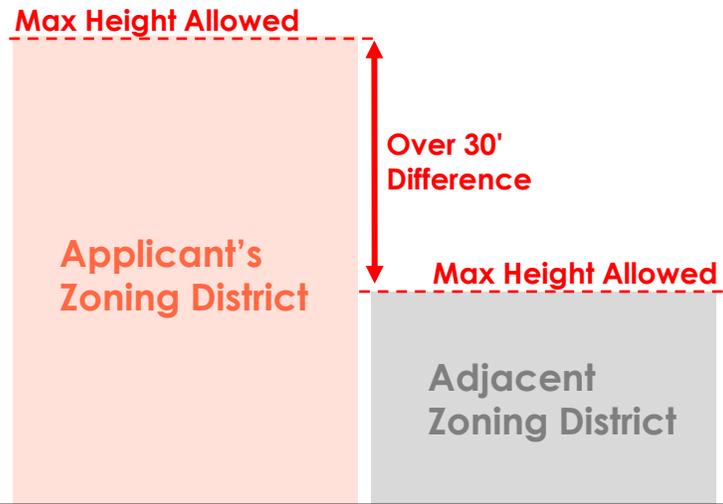


GREEN FACTOR

- SMALL TREES
- LANDSCAPED AREAS WITH 24" SOIL DEPTH
- NATIVE/ DROUGHT TOLERANT PLANTS THAT SUPPORT HABITAT
- CONTRIBUTE TO DISTRICT SUSTAINABILITY WITH TREE CANOPY OR STREAM HEALTH
- BIORETENTION FACILITIES

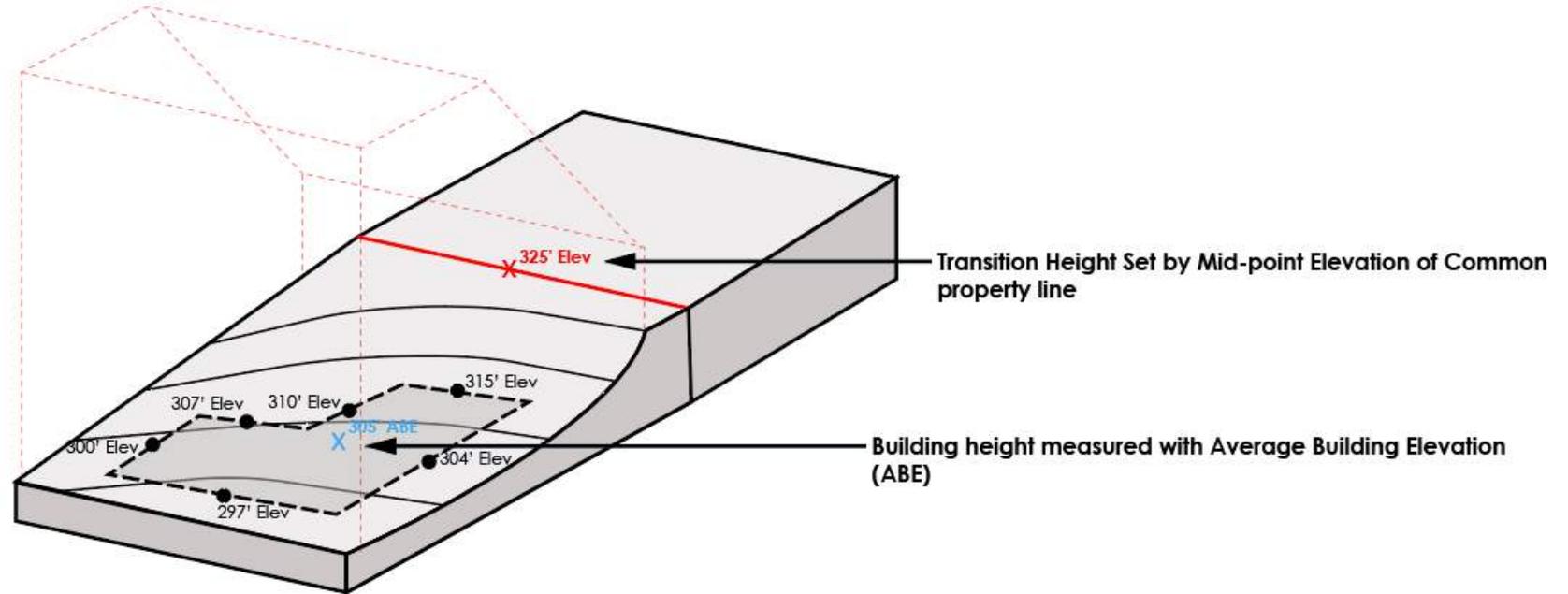
Transitions

Transitions are required where the difference between the maximum allowed height of a zoning district is at least **30 ft greater** than the maximum allowed height of an adjacent zoning district.



Transitions

Heights for setting the transition plane are set based on the mid-point elevation of the **common property line**. Building heights are measured based on **Average Building Elevation (ABE)**, the current formula used by City of Kirkland to calculate allowed building height.



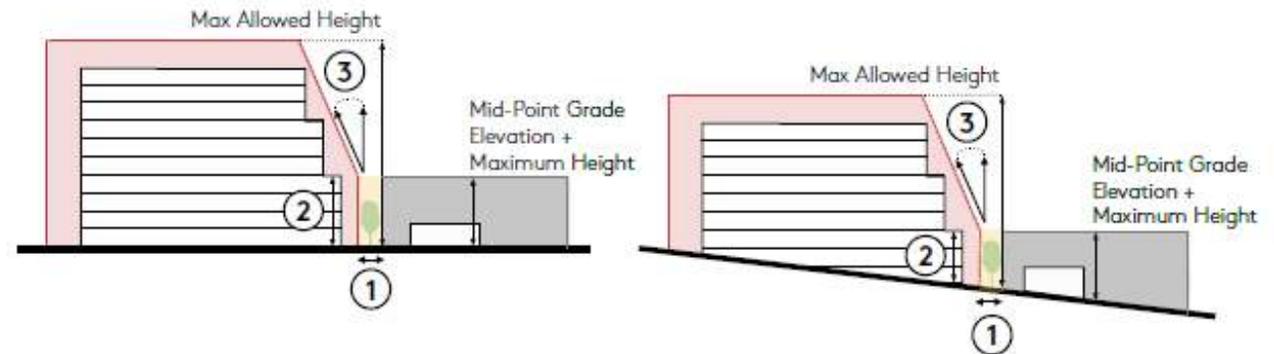
Transitions

Site Studies of Potential Transition Strategies

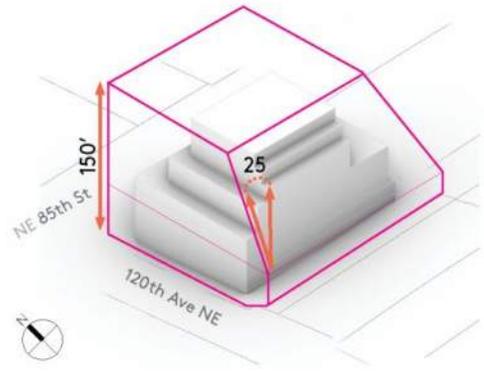


Transition Rules

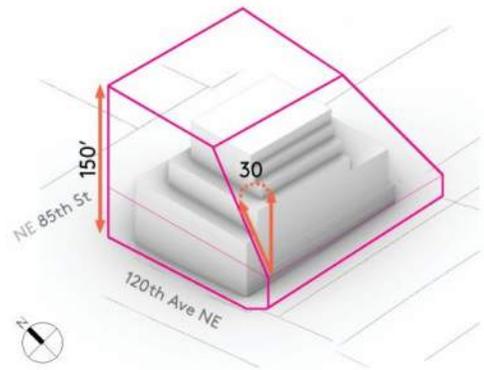
- ① Create a vertical plane 15' away from and parallel to the common lot line.
- ② Establish a maximum height of the vertical plane that is equal to the midpoint grade elevation plus the maximum allowed height for the zone of the adjoining property.
- ③ From the top of this vertical plane, extend a sky exposure plane at an angle of 25 degrees to the maximum allowed height of the subject property zone.



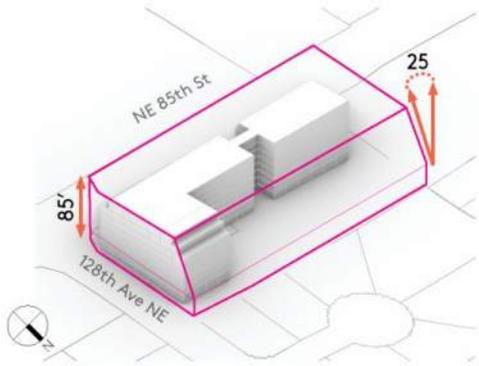
Code-Compliant Building Massing with 25 degree Transition Angle



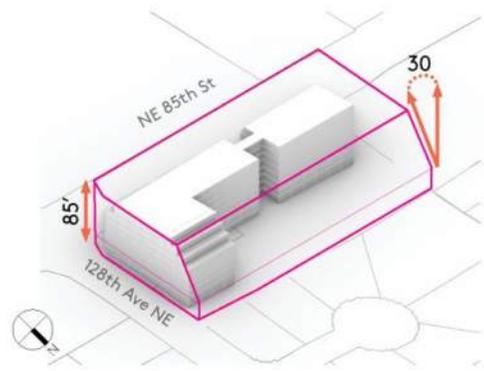
Code-Compliant Building Massing with 30 degree Transition Angle



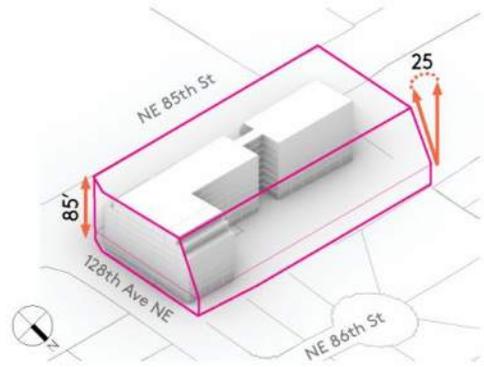
Code-Compliant Building Massing with 25 degree Transition Angle



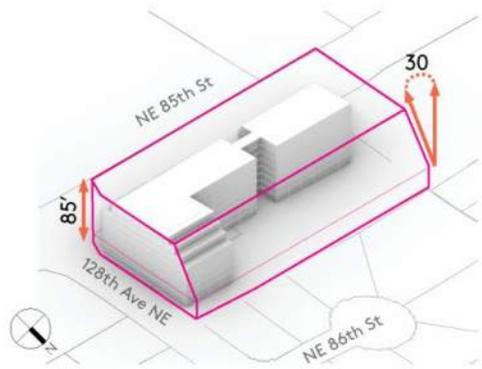
Code-Compliant Building Massing with 30 degree Transition Angle



Code-Compliant Building Massing with 25 degree Transition Angle



Code-Compliant Building Massing with 30 degree Transition Angle



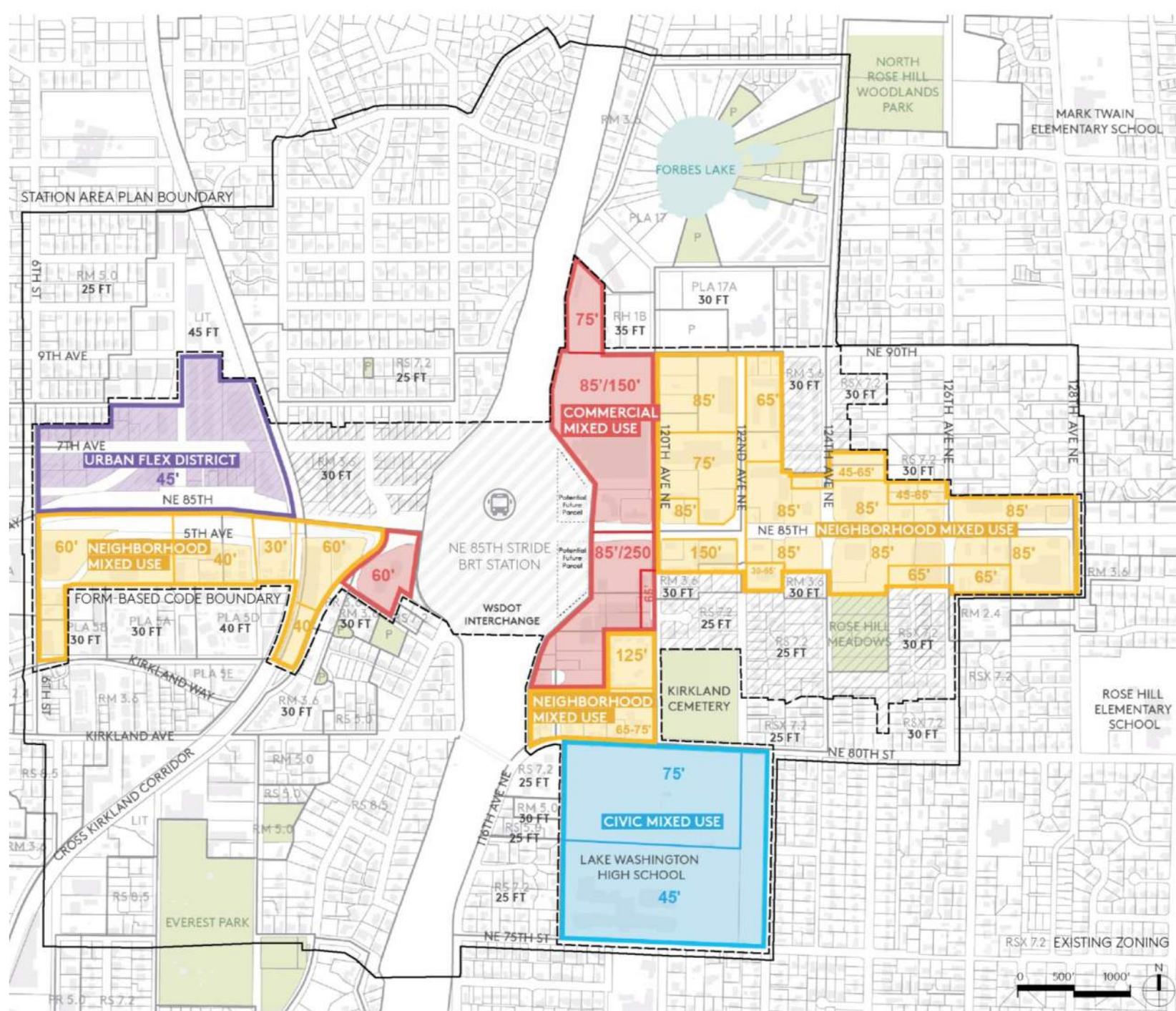
Regulating Plan Phase 2 Districts

- **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. **(Adopted in Phase 1)**

- **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.

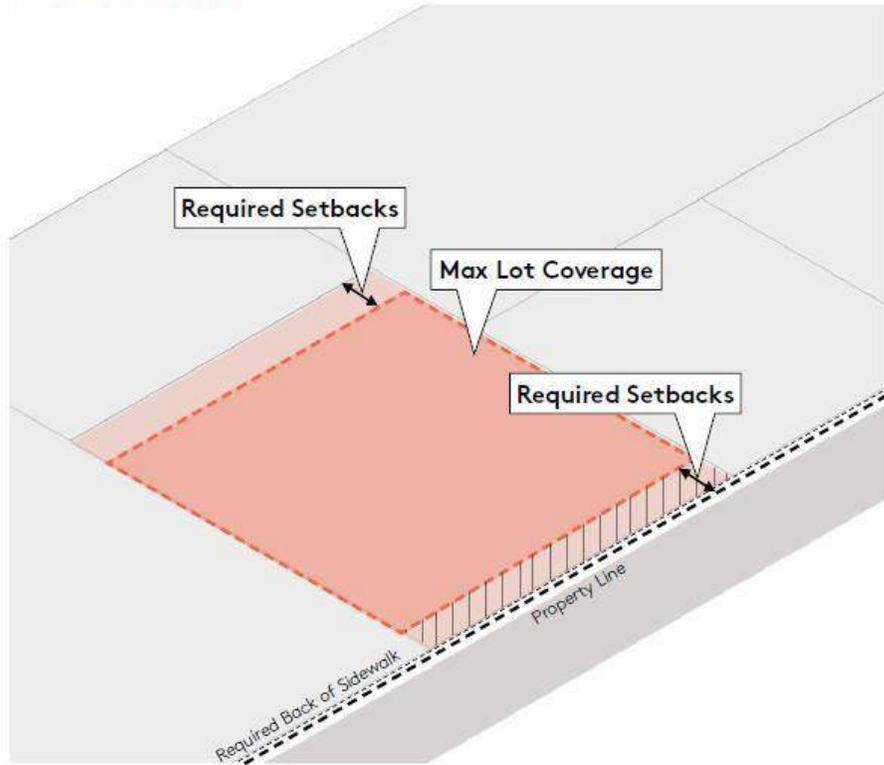
- **Urban Flex (UF):** This zone is intended to encourage uses consistent with a mixed-use neighborhood that supports light industrial uses consistent with an urban, walkable character. It allows for commercial, retail, civic/institutional, and residential uses. Maximum heights are established in the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

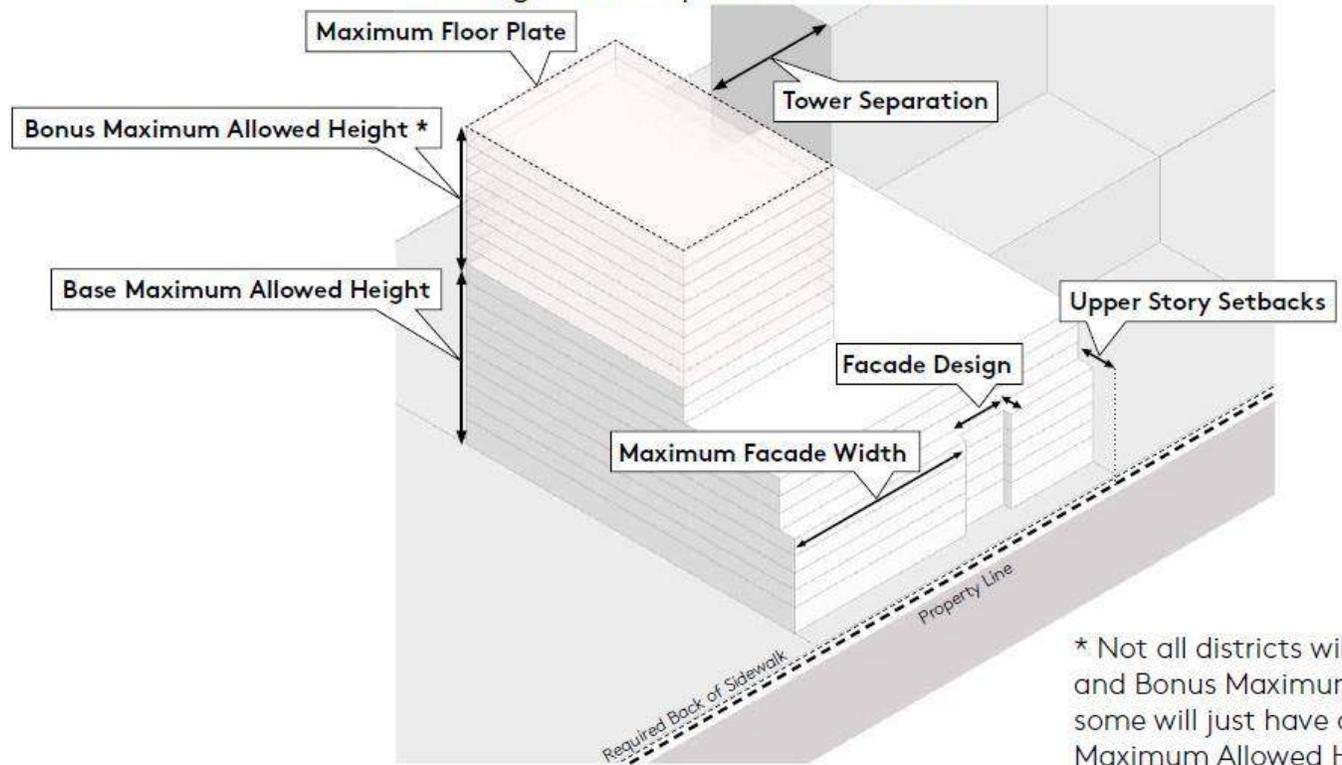


Regulating District Standards

Lot Standards



Massing & Development Standards

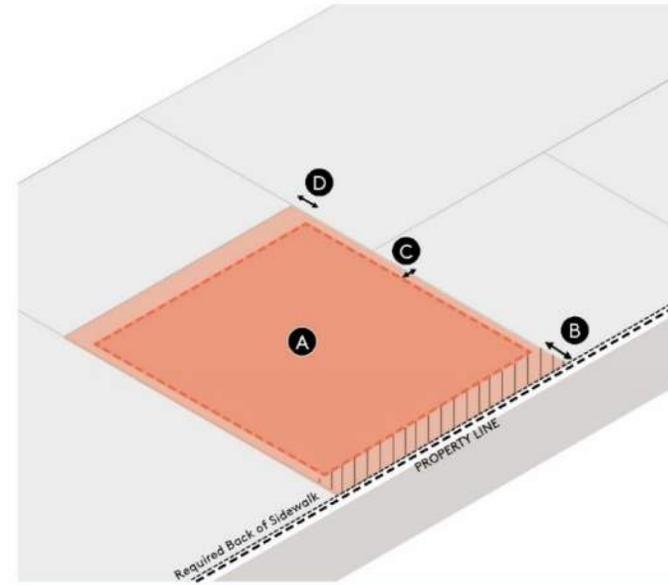


* Not all districts will have a Base and Bonus Maximum Height, some will just have a single Maximum Allowed Height.

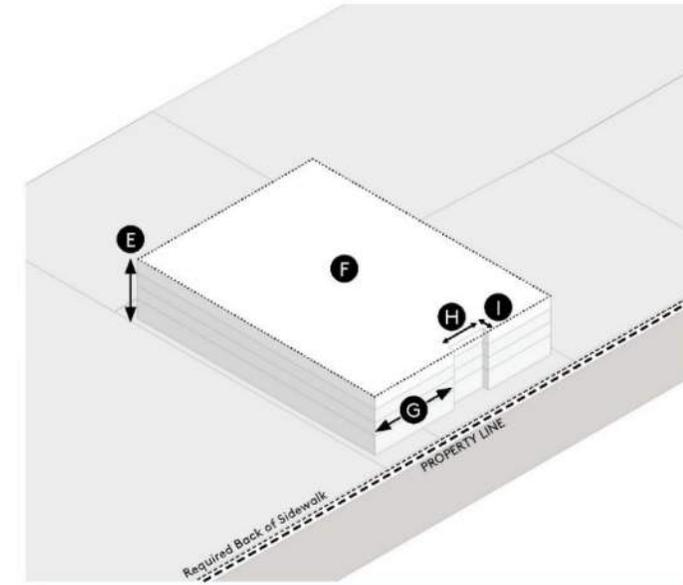
FIGURE 6: CIVIC MIXED USE

Civic Mixed Use District

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.

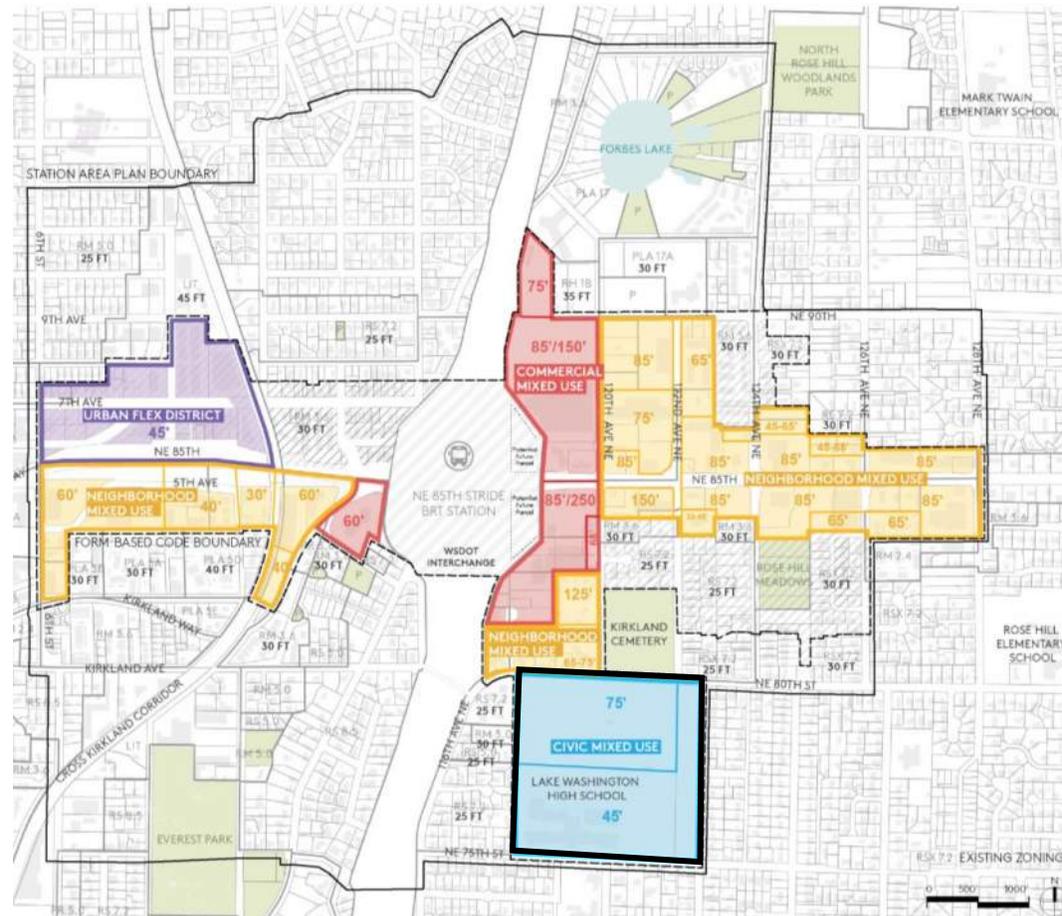


LOT COVERAGE AND SETBACKS



MASSING AND DEVELOPMENT INTENSITY

- **Limited max height** to fit neighborhood context
- **Large floor area** to support educational/civic use
- **Upper story setbacks** to create human-scaled neighborhood development





PHASE 2 INCENTIVE ZONING PROGRAM STRUCTURE

Incentive Amenities Adopted in Phase 1

AFFORDABLE HOUSING

Commercial development: Affordable housing contribution (fee-in-lieu) Fee revenue for affordable housing

MOBILITY / TRANSPORTATION

Enhanced Mid-block Green Connections Square feet of enhanced mid-block green connections

PARKS / OPEN SPACE

Public Open Space (outdoor) Square feet of improved public outdoor park-like space

Public Community Space (indoor) Square feet of improved public indoor community space

SUSTAINABILITY

Enhanced Performance Buildings New buildings that exceed Kirkland High Performance Building Code

Ecology and Habitat SF of land, enhanced ecology/habitat

Innovation Investments New and innovative sustainability infrastructure in the Station Area

SCHOOLS, EDUCATION, AND CHILDCARE

ECE/Day Care Operation Space Long-term dedication of building space for non-profit childcare use

School Operation Space Long-term dedication of building space for education use

OTHER APPLICANT PROPOSED AMENITIES

Flexible Amenity Options TBD

Potential Incentive Amenities for Phase 2 Districts

List of Eligible Amenities	Amenity Provided	Policy Weighted Bonus Ratio		
		Priority Rank	Priority Weight	Bonus Ratio (priority)
AFFORDABLE HOUSING				
On-site performance: quantity of units	SF or units	1	1.50	TBD
On-site performance: unit size	# of 3+ Bd units	1	1.50	TBD
On-site performance: level of affordability	SF or units	1	1.50	TBD

TRANSPORTATION ANALYSIS/PROJECTS RECAP



STATION AREA TRANSPORTATION ANALYSIS

The City has completed extensive transportation analysis to inform the Station Area goals and policies, and the vehicular and active transportation network improvements.

2020 Transportation Work

- Existing Conditions and Baseline Findings
- Draft SEIS Analysis for 3 alternatives

2021 Transportation Work

- Additional Transportation Modeling to inform June Alternatives design
- Supplemental Transit Analysis
- Walkshed and Bikeshed Analysis, Level of Traffic Stress
- Interchange Analysis
- Fiscal Impacts and Community Benefits Analysis Supplemental Transportation Study (project concept development)

2022 Transportation Work

- Project Concept Refinement
- Mobility and Active Transportation Analysis (mode split forecast)
- Corridor Transit Travel-time Analysis
- Coordination with project team for final Station Area Plan Vision, Goals, and Policies
- 120th Ave NE ("Main Street") Corridor Study

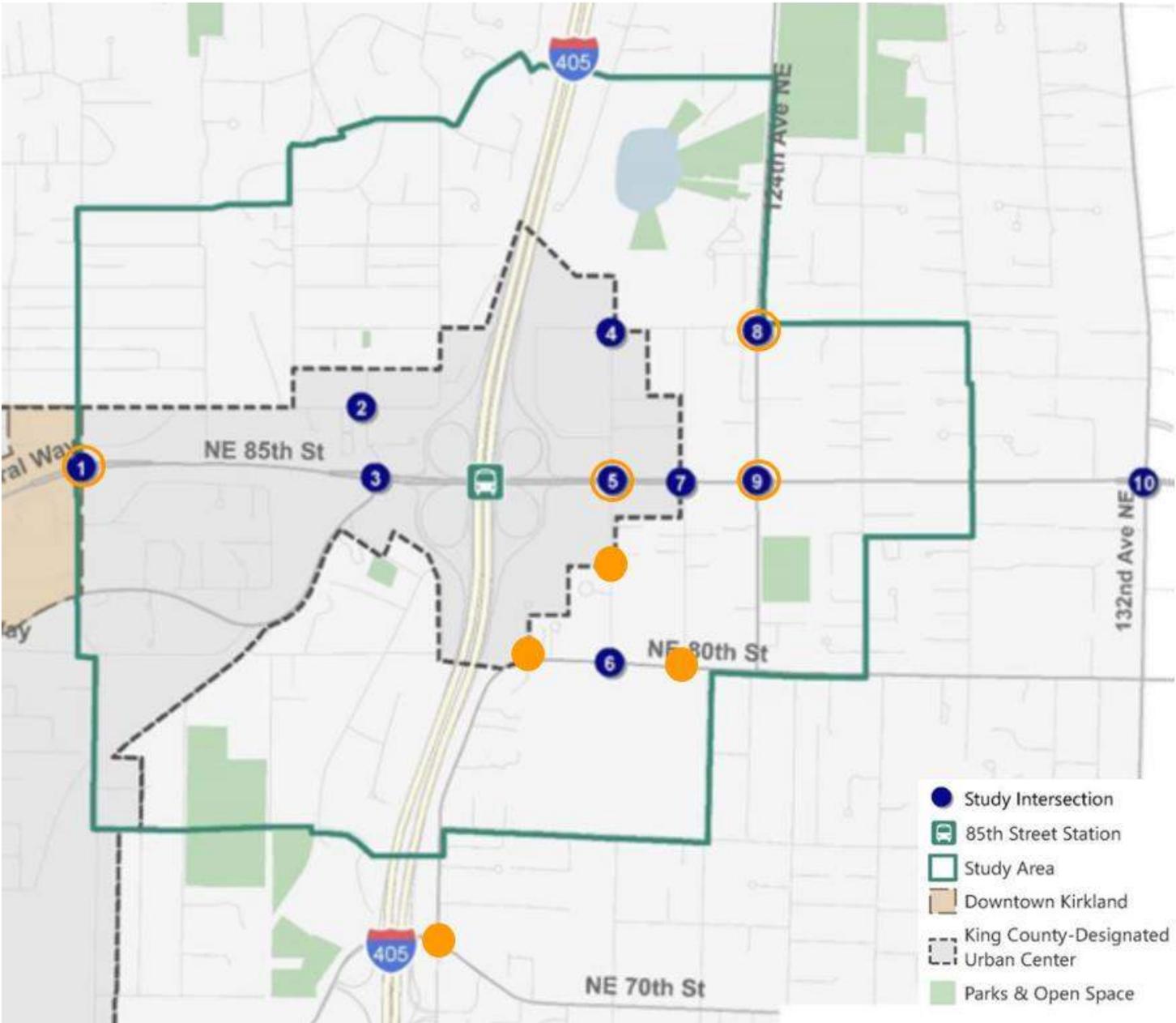
STATION AREA TRANSPORTATION ANALYSIS

Station Area Traffic

Studied Intersections

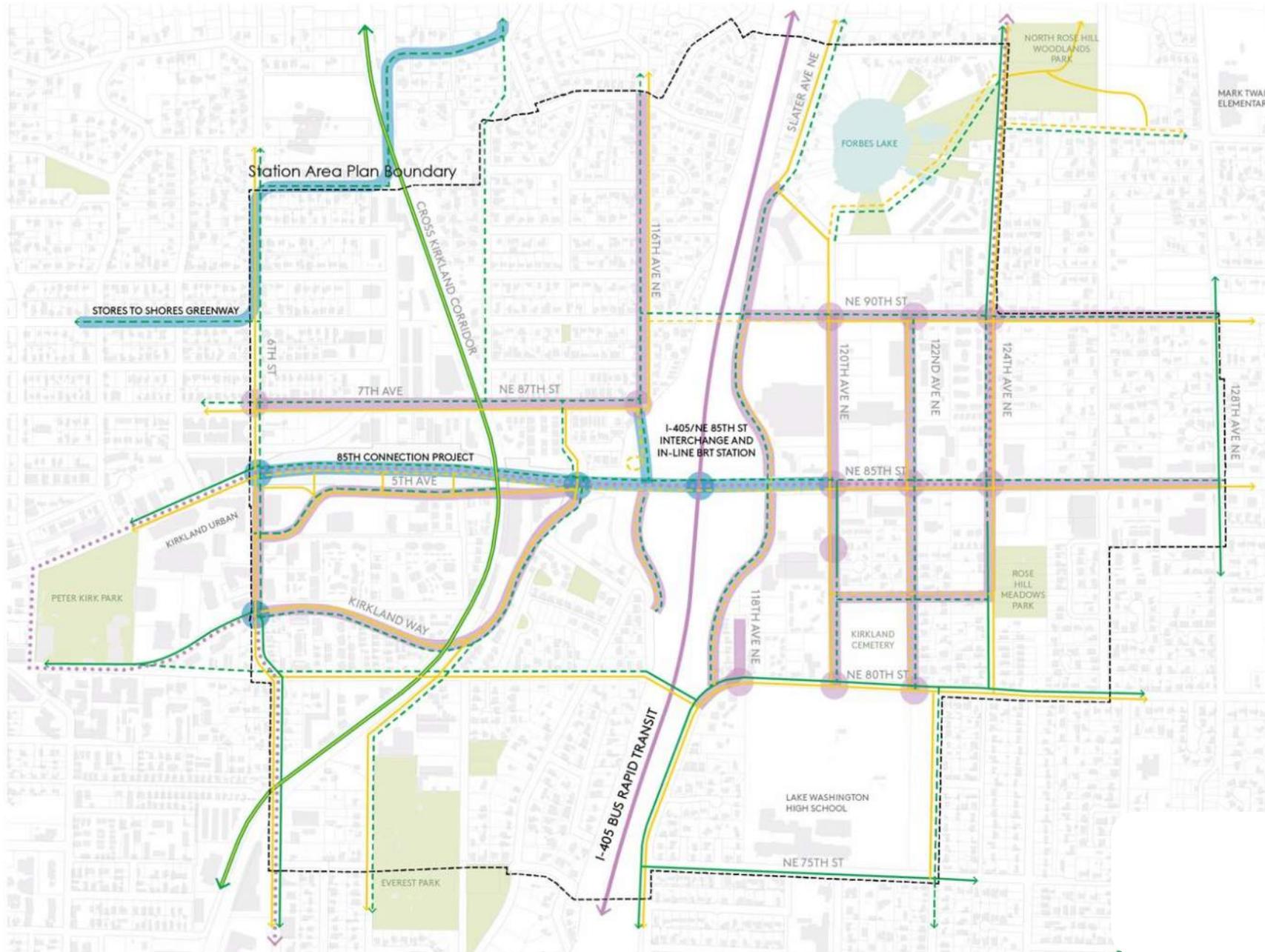
- NE 85th St & 6th St
- NE 87th St & 114th Ave NE
- NE 85th St & Kirkland Way/114th Ave NE
- NE 90th St & 120th Ave NE
- NE 85th St & 120th Ave NE
- NE 80th St & 120th Ave NE
- NE 85th St & 122nd Ave NE
- NE 90th St & 124th Ave NE
- NE 85th St & 124th Ave NE
- NE 85th St & 132nd Ave NE
- NE 83rd St & 120th Ave NE
- NE 80th St & 118th Ave NE
- NE 80th St & 122nd Ave NE
- NE 70th St & 116th Ave NE

- Studied in DSEIS
- Further Studied in Refined Analysis for June Alts
- Added & studied in FSEIS



Recommended Station Area Transportation Projects

- Station Area Project
- Project Funded by Others
- Existing Pedestrian Route
- Planned Pedestrian Connections
- Existing Bicycle Infrastructure
- Planned Bicycle Infrastructure
- Future Bus Rapid Transit



Tonight's FBC Topics

- Questions from Previous Study Session
- Incentive Zoning Program Structure
- Civic Mixed Use Standards
- Transition Strategies

November 10 FBC Topic

- Incentive Zoning Program
- Review of Phase 2 Form-based Code

Next Steps

- November 10: Planning Commission Public Hearing – draft FBC Part 3
- November 15: City Council Public Hearing – Planned Action Ordinance (PAO)
- December 8: Planning Commission Public Hearing – Phase 2 FBC
- January 2023: City Council Adoption

PLANNING COMMISSION DISCUSSION

An architectural rendering of a city street scene, overlaid with a semi-transparent blue filter. The scene shows a multi-lane road with a green-painted curb area. On the left, a person is riding a bicycle, and several pedestrians are walking on the sidewalk. In the middle ground, a car is driving on the road. On the right, a bus is stopped at a curb. In the background, there are modern multi-story buildings with many windows and some trees. The overall atmosphere is clean and urban.

PC Discussion: Transitions

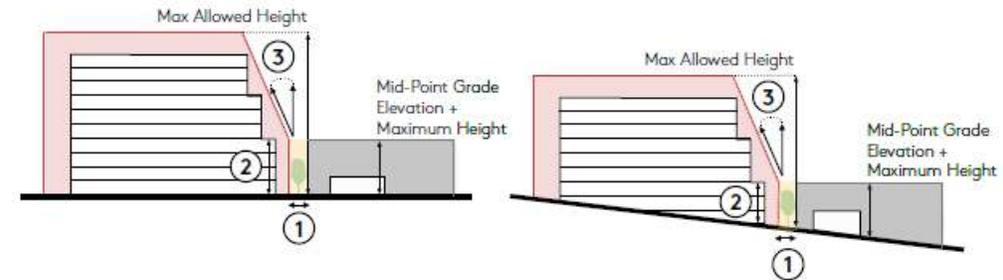
- Do the transition strategies adequately address impacts of building mass across properties of different elevation?
- Is the alternative transition standard appropriate between commercial and residential zones where allowed height differences are significant?

Site Studies of Potential Transition Strategies



Transition Rules

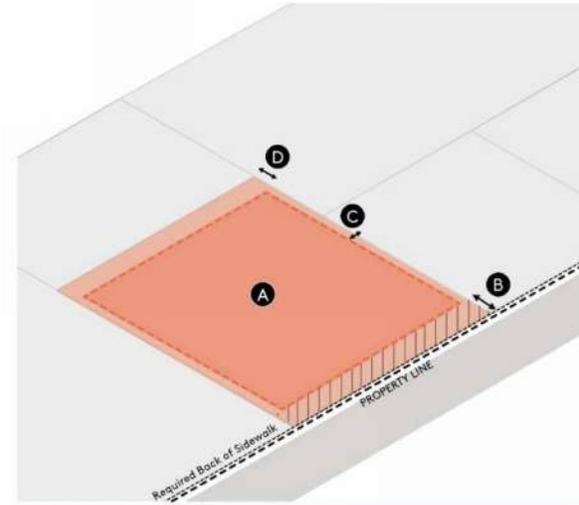
- ① Create a vertical plane 15' away from and parallel to the common lot line.
- ② Establish a maximum height of the vertical plane that is equal to the midpoint grade elevation plus the maximum allowed height for the zone of the adjoining property.
- ③ From the top of this vertical plane, extend a sky exposure plane at an angle of 25 degrees to the maximum allowed height of the subject property zone.



PC Discussion: Civic Mixed Use

- Are there any draft regulating standards that should be adjusted (e.g., setbacks, upper story stepbacks, maximum floor plates)?
- Are there any additional standards that should be considered in to support the planned vision for this area?

FIGURE 6: CIVIC MIXED USE



LOT COVERAGE AND SETBACKS

Permitted Uses

General Permitted Uses	Commercial, Institutional, Residential
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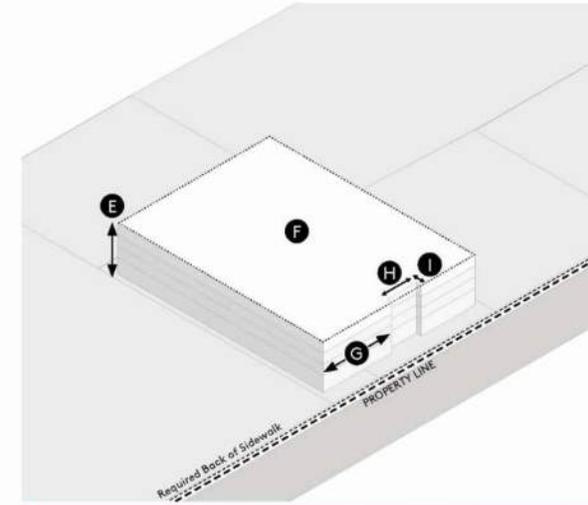
Lot Coverage

A Max Lot Coverage *	80%
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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
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Facade Design

G Maximum Facade Width	120 ft
H Minimum Facade Break Width	10 ft
I Minimum Facade Break Depth	5 ft

PC Discussion: General Questions

- Does Planning Commission have feedback on the proposed language to require active ground floor uses?
- Does Planning Commission have feedback on the proposed language to restrict residential uses to upper floors only in the Urban Flex district?
- Are the types of amenities in the Incentive Zoning Program, including the performance-based affordable housing options, appropriate for the Phase 2 regulating plan areas?

Active Street-Level Use Requirements: “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.”

Urban Flex District Residential Units: “To preserve the industrial and commercial character of the Urban Flex district, residential units are allowed only on upper, non-street level floors. Up to 20% of the street-level facade may be used for non-habitable uses related to residential, including amenity spaces and lobbies.”