Amendments to Hazelwood Green PLDP

3.2.2.C. Urban Open Space 3 [Block 15]

Half of this space (43%) shall be retained as a retention area, providing water management and filtration functions, habitat, and visual interest. As such and given its proximity to the preferred location for future district utility infrastructure this space should be oriented towards that utility use, allowing for opportunities to integrate with future utility infrastructure – such as a future water reclamation process – or providing the opportunity to showcase green infrastructure for educational and public awareness of green and grey infrastructure.

4.3.1 General Regulations (Building Design)

e.) All main entrances of a building shall be located on a public street and publicly accessible sidewalk. Functional entries should occur at an average of 75 feet or less for all non-residential uses. Buildings are encouraged to also have public entrances on Shared Ways.

f.) Buildings directly adjacent to an Urban Open Space shall locate a public entrance on the side of the Urban Open Space that is accessible directly from a publicly accessible sidewalk.

h.) All floors must have a floor-to-floor height of at least 10 feet or higher as noted. Section 4.3.3 and Section 4.3.4 details requirements for ground floors and active ground floor uses.

l.) Lobbies shall be limited to no greater than 30 feet of the street frontage. Lobbies may only exceed this maximum if they are open and publicly accessible during normal business hours, provide public places to sit and gather, and/or include a community-oriented building amenity. A clear relationship between the street scale and the lobby must be included in the design of the building and the sidewalk. When possible, lobbies should be coordinated with prominent locations and/or on-street drop off and loading zones.

n.) For all buildings, the following ground floor transparency requirements apply when adjacent to a public right-of-way and Urban Open Space, refer to Section 4.3.3 if the first floor is an Active Ground Floor Use.

- 60% transparency for ground floor of all land uses, except: Light Industrial & Production (excluding Basic Industry), Research & Development, and Residential: Low.
- 40-45% transparency for ground floor Light Industrial & Production and Research & Development.
- 15% transparency for ground floor Residential: Low.
- 5% transparency for ground floor Basic Industry.
4.3.2 Building Height
b.) BASE BUILDING. All buildings within Hazelwood Green must have a minimum building height, except for stand-alone Sales and Services (General) with an area greater than 50,000 GSF, which shall have a minimum height of 32 feet.

4.3.3 Active Ground Floor Use Frontage
b.) ACTIVE USE RHYTHM. All Active Ground Floor Use frontages shall have an individual entry door for each tenant/occupant directly from an adjacent public right-of-way, public space, and/or public easement. Entries shall occur at an average of 30-50 feet or less along the building frontage.
d.) FLOOR HEIGHT. Active ground floor uses shall have a minimum floor height of at least 18-14 feet and should accommodate the construction of a mezzanine level, when appropriate.
g.) OPENNESS. At least 70% transparency between two feet and 12 feet vertical above average grade. An active use ground floor shall be devoted to transparent windows and doors, or visually open to allow maximum visual interaction between sidewalk areas and the interior of active use spaces. Any security gates must be located on the interior side of the building’s perimeter and reflect the building’s architecture.

4.3.4 Building Types
There are four Building Types that guide the exterior design of buildings in Hazelwood Green while accommodating a variety and mix of uses. Scale and use were used to define the four Building Types that are permitted throughout the site. Each Building Type will fall into one of the four Building Type categories defined below and must comply with all other applicable regulations. The Building Types are as follows:

- TYPE A. These buildings take the form of attached houses or stacked townhouses from three to four stories in height. These buildings are only permitted for the Residential: Low Land Use.
- TYPE B. These buildings range from three up to eight stories, can accommodate all Land Uses (except Residential: Low), and are encouraged to facilitate a mixed-use program, including commercial and non-commercial, and public and private uses.
- TYPE C. These buildings are taller than eight stories and may accommodate all Land uses (except Residential: Low).
- TYPE D. These buildings will accommodate specialized production and other uses that are likely to required unique buildings whose architecture, layout, and character are derived from their functional requirements, and/or serve as an integrated element in the larger site systems. This type is limited to buildings with Light Industrial & Production and Research & Development Land Uses.

4.3.4.A. Type A
BUILDING HEIGHT AND USE. Minimum-Type A guidelines apply to buildings that have a Building Height is 32 feet, maximum is up to 45 feet, with a primary Land Use of Residential: Low.
MASSING REQUIREMENTS. All units can have slightly different heights and depths to further individualize the facades. The minimum Lot coverage for Type A developments is 65% of the Lot area; there is no maximum.

BUILDING ENTRANCES. Residential entries shall occur at an average of one door per 20-30 linear feet or less of building frontages. When possible, 18” to 48” elevation change...

4.3.4.B. Type B

BUILDING HEIGHT AND USE. The Building Height for Type B guidelines apply to buildings shall be at least that have a Building Height 32 and up to 85 feet, with any primary Land Use except Residential: Low.

MASSING REQUIREMENTS. A ground floor height of at least 14 feet for non-residential is required. The minimum Lot coverage for Type B developments is 80% of the Lot area for uses except Residential; there is no maximum.

4.3.4.C. Type C

BUILDING HEIGHT AND USE. The Building Height for Type C guidelines apply to buildings shall be at least that have a Building Height between 85 feet and up to 240 feet, with any primary Land Use except Residential: Low.

MASSING REQUIREMENTS. A ground floor height of at least 14 feet for non-residential is required. Tower floor plates can be reduced at upper levels. However, towers may carry the upper level floor-plate form to the Block’s ground plane by accommodation of the tower form as an item within the frontage zone and a projection from the lower level massing. Portions of buildings taller than between 85-86 feet and 150 feet shall maintain a minimum distance of 100 feet clear from any portion of another building between 86 feet and 150 feet. Portions of buildings between 151 feet and 240 feet shall maintain a minimum distance of 115 feet clear from any portion of another building taller than 85 feet between 151 feet and 240 feet. This distance is to be measured by an 115-foot offset from the building face, and measured as a radius at building corners. The minimum lot coverage for Type C development is 80% of the Lot area for uses except Residential; there is no maximum.
**Note the above diagram revision (no figure number provided)**

BUILDING ENTRANCES. Any ground floor residential units are not permitted in Type C buildings shall adhere to the Building Entrances regulations of Type A. Buildings shall adhere to Section 4.3.1, and Section 4.3.3 if an active ground floor use is required.

4.3.4.D. Type D

These specialized buildings have architecture, layout and character derived from their functional requirements and uses and relate solely are best suited to the Light Industrial & Production and Research & Development Land Uses. High-bay manufacturing space is an example of this building type. The style and design of these buildings should be derived from and celebrate the aesthetic of their use and function.

BUILDING HEIGHT AND USE. The Building Height for Type D guidelines apply to buildings shall be at least that have Light Industrial & Production and Research & Development Land Uses and have a Building Height 32 feet and up to 75 feet.

MASSING REQUIREMENTS. Ground floor heights must be at least 14 feet, while upper floor heights must be at least 10 feet. The minimum Lot coverage for Type D developments is 65% of the Lot area; there is no maximum.

4.4.1 General Requirements (Parking & Service Areas)

b.) All a Access to parking and service areas (including loading and parking entry/exits) shall may should be internal to the blocks (behind the building) via Shared Ways, unless otherwise noted (refer to FIGURE 4-9), and should be designed with a goal of minimizing paved surfaces.
c.) In the few instances where curb cuts are permitted from a street (for parking entry/exit), other loading and services uses should be located on Shared Ways.

When curb cuts are not on Shared Ways, the following restrictions apply (excluding the curb cuts leading to the Shared Ways):

i. Curb cuts on Public Streets are restricted to a maximum of twenty-six (26) feet in width per block frontage.

ii. On a frontage identified on Figure 4-9 as Curb Cuts / Service Access Permitted, curb cuts are restricted to fifty-two (52) feet in width per block frontage, however, no single curb cut may be greater than twenty-six (26) feet in width, and the minimum distance between two curb cuts shall be eighteen (18) feet.

iii. Curb cuts may not be within twenty (20) feet of the corner of the building.

f.) Underground and Podium parking can occur on any Block. In the case of underground parking on an Urban Open Space, the Block must meet Urban Open Space requirements first and foremost, with underground parking being a secondary function.

g.) All parking structures shall be built to be repurposed for other (habitable) uses by incorporating: flat floors, floor-to-floor heights comparable to other uses, and quality pedestrian connections to the street system, or the parking structure must be demountable. Parking shall be designed with an understanding of how it could be adapted or redeveloped in the long-term, should parking demand decrease.

4.4.2 Parking Types

a.) SURFACE PARKING includes open surface parking areas or decks that are only permitted when accessory to another use. The Light Industrial & Production Land Use is the sole or primary use on the Lot. Surface parking is limited to no more than 45% of the Lot or 0.2-0.4 acres, whichever is less. Surface parking shall be no wider than 120 feet and shall use permeable pavers, permeable pavement, and/or other green infrastructure to manage surface run-off on-site, provide shade, and provide natural air filtration.

b.) INTEGRAL PARKING is permitted only in conjunction with the Residential: Low, Commercial, and Research & Development Land Uses, as “tuck-under” parking that does not have to be shared, and limited to one level. When adjacent to Active Streets, Urban Open Spaces, and Public-Private Open Spaces, Integral Parking shall be screened from view with a minimum depth of 18 feet of occupied habitable space at between the parking area and exterior wall of the building. Drives and/or spaces covered by permeable decks shall use permeable pavers, permeable pavement, and/or other green infrastructure to manage surface run-off on-site, provide shade, and provide natural air filtration. Integral residential unit garage entries shall not enter onto any street type other than a Shared Way.
c.) PODIUM PARKING may be **best** used in locations where topography encourages siting parking on the lower floors of a building with development on the upper floors. Specifically, Podium Parking may only be located on Blocks 13, 14, 20, 24, and 28, refer to FIGURE 4-9. Podium Parking shall be no more than three levels above the lowest grade. When adjacent to streets, Urban Open Spaces, and Public-Private Open Spaces, Podium Parking **should** be lined with a minimum depth of 18 feet of occupied habitable space at the ground floor between the parking area and exterior wall of the building.

d.) PARKING GARAGE… Furthermore, facades should integrate elements of public art, nature (such as a living wall), and/or elements that contribute to site-wide sustainability goals. Parking Garages **should** be designed with adaptability in mind, to include: flat floors and floor heights of at least 10 feet. Parking Garages shall not be the sole use on any Block, nor shall they be located on any Urban Open Spaces. Parking Garages are prohibited from Blocks 6, 13, 30, 31, 33, 36, 41, and 51, as illustrated in FIGURE 4-9.

e.) TEMPORARY PARKING is allowed on an interim basis until development reaches a level where such temporary parking is not feasible or desirable. Temporary parking may be used in the early phases of Hazelwood Green development until transit improvements and appropriately sized, shared parking structures are established. Temporary Parking shall only be built during the build-out of Phase 1 (the development of the Mill District) and is not to exceed 10 years from the PLDP approval date, and **not exceed 7,000** spaces in total, across the site. Temporary Parking, including space to meet §918 screening requirements, may occupy up to 100% of any Block except those designated as Urban Open Space. Temporary Parking should make use of permeable pavers / pavement or packed crushed gravel, and should incorporate green infrastructure elements to manage stormwater on-site. Trees and other landscaping elements or equipment should be placed such that they can remain in place and/or be replanted elsewhere (on-site or within the city) when the Temporary Parking is redeveloped. Trees within Temporary Parking should be replanted either on-site or within the city.

5.1.4 Vehicle & Service Network

...Truck and service traffic should stay mainly on Primary Streets, using Secondary Streets only when required to reach a final destination (refer to FIGURE 5-2). Vehicle traffic may be limited or prohibited on Shared Ways if agreed upon by adjacent Lot owners and if not in violation of any emergency vehicle access requirements. Furthermore, in a concerted effort to improve safety, **all** access to parking and service areas (including loading and parking entry/exports) **shall** be internal to the Blocks (behind buildings) accessed via a Shared Way, unless otherwise noted (refer to FIGURE 4-9 for restrictions on curb cuts). In the few instances where **Where** curb cuts are permitted from a street (when access to the Block **cannot** be provided via a Shared Way), these curb cuts are restricted to a maximum width of 24-26 feet.

5.2.1 General Regulations (Street Types)

d.) Curb cuts are largely **prohibited** on streets, with all loading and service access **taking place** encouraged to be located on Shared Ways, refer to Section 4.4 for further detail.
5.2.4 Shared Ways

Shared Ways are public easements on Blocks that shall be curbless shared streets ranging from 24 feet to 40 feet in width and be open to the sky for at least 80% of their length (refer to FIGURE 5-10). Shared Ways may be wider than 40 feet if building uses require greater width for truck access (for example, grocery stores and life science buildings), or intended to be priority pedestrian. Built by the Block developer and privately owned and maintained, Shared Ways shall be public easements that accommodate building access and use needs, while also providing points of connection. With few exceptions, placement is not fixed, but access through the block shall be provided in that general vicinity. The few exceptions relate to Urban Open Space and overall site connectivity.

Shared Ways shall be designed to accommodate their adjacent building’s needs, such as loading, service vehicles, and parking entrance/exits. Utilities and waste storage are also allowed and must be screened and/or accommodated within the building’s architecture. In doing so, curb cuts on all other streets will be significantly reduced and prohibited in most cases (refer to FIGURE 4-9). Should a Shared Way be designated as "priority-pedestrian" (i.e. there is not another connection through the block within 400 feet) then the following is required:

- Utilities and waste storage must be indoors, i.e. integrated within the building
- Landscaping (i.e. street trees)
- Human-scale ‘street’ lighting
- Adjacent ground floor frontages should comply with Active Ground Floor Use Frontage requirements (see Section 4.3.3)
- Public art installation(s)…
6.2.3 District Transportation Systems

Transportation efficiency and reduction of impacts cannot be addressed solely on a project-by-project basis, they must be also considered as part of a system. Section 5 defines the various approaches to mobility that depend on a balanced mix of uses, shared and varied parking approaches, and commitments by buildings owners and tenants to transportation demand management strategies. Just as with energy and water, a “district” systems approach will create the highest opportunity for success, as each component of mobility must work in sync with the others.

Hazelwood Green intends to create a platform for multi-modal mobility options that are reinforced with site-wide shared parking strategy and management systems which together will reduce the demand for SOV over the project’s Phase 1 timeframe and set the course for accelerated adoption of alternatives in future phases. The additional infrastructure required for successful implementation of a transportation system includes the following elements and actions:

- **MANAGEMENT.** Create a centralized place for coordination, information, management, and support. Aggregation of these functions will make it easier to create a community of users and advocates, and improve access to more alternatives.

- **TECHNOLOGY.** Improve access to information about locations, schedules, sharing, wayfinding, and other tools to make alternative transportation an acceptable and easily accessible plan. Implement new, creative, or flexible technologies for parking infrastructure where feasible to use land efficiently and adaptably.

- **INCENTIVES.** Make it cost effective to choose alternatives through discounted passes and shared parking management that will be more cost efficient than SOV-related infrastructure. Support and coordinate with mass transit solutions to better serve the broader Hazelwood neighborhood.

- **FACILITIES.** Provide bike share, storage, showers, repair and other facilities that make it easy to cycle, walk, or use other active transportation options. Provide transit stop amenities that create pleasant, safe, and functional places to board or disembark transit. Transit stop amenities may include, but is not limited to: shelter, queue space, transit screens, seating, charging station, wifi, and public art. Use structured parking solutions wherever feasible including public and private sources of funding.

The PLDP is intended to advance this systems approach to transportation, and the FLDP for all projects should provide detail on how the project will participate. Just as with energy and water, this systems approach will need to be phased in, with interim strategies supported until a critical mass of users is created on the site.
SP-10 Figure 2 Active Ground Floor Use Required
Also PLDP Figure 4-8 Active Ground Floor Use Plan