

A WORLD WITH A FUTURE

Santa Barbara, CA 15 March 2008



Moule & Polyzoides

ARCHITECTS AND URBANISTS



Greenwashing

The rush to prove that what we have been doing all along was 'green' after all.

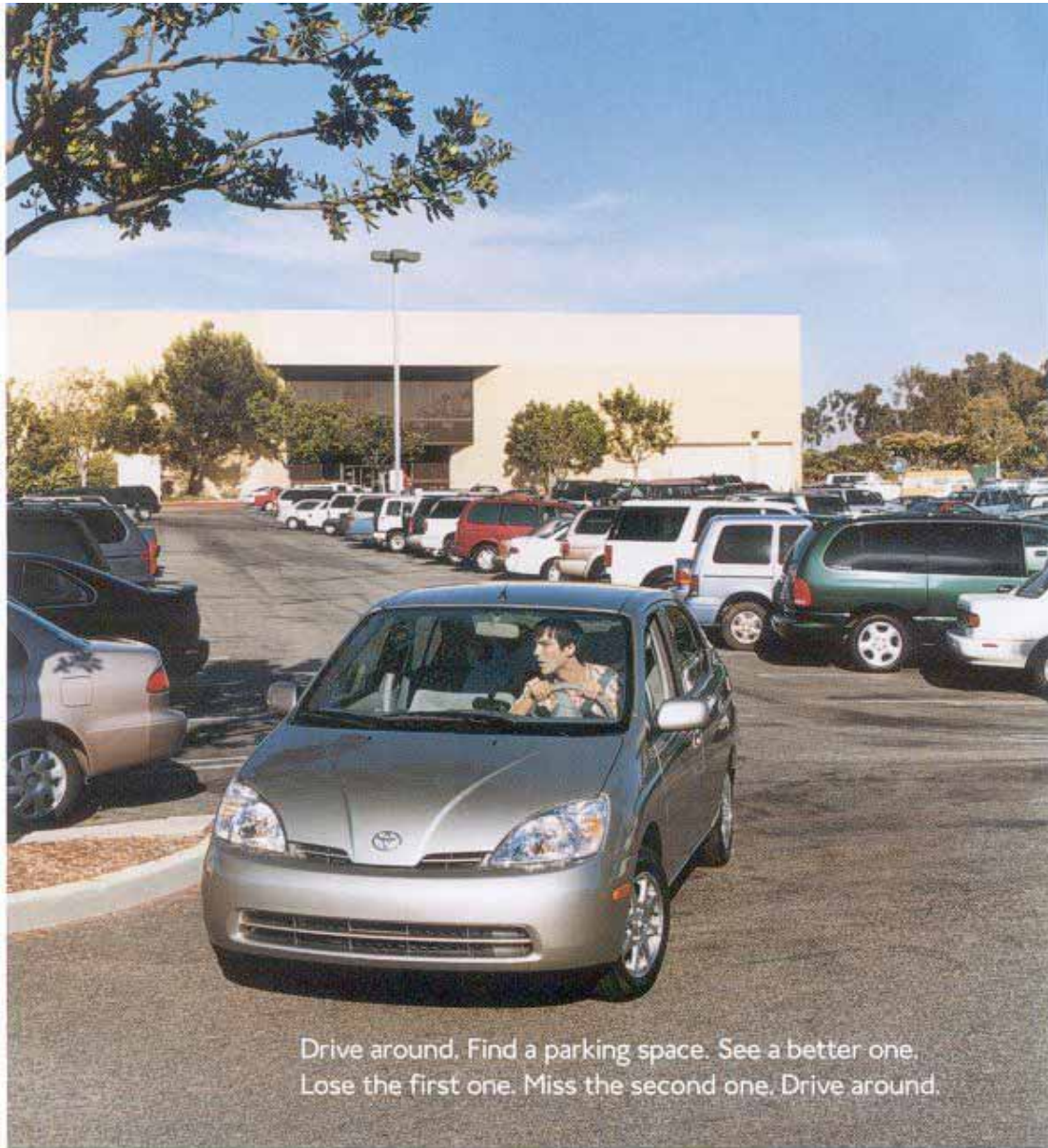
The New York Times Magazine



ECO-TECTURE







Drive around. Find a parking space. See a better one.
Lose the first one. Miss the second one. Drive around.

The gasoline/electric hybrid Prius. It drives efficiently even when you don't. It combines a super-efficient gas engine with an electric motor that never needs plugging in. It converts the energy created during braking into additional power. It even comes with available GPS navigation. All of which makes Prius a smarter way to drive. No matter how you drive it.



52/45 MPG* PRIUS | genius

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Soil Association okays flying organic food



Channels: [Food News](#) Tags: [organic](#), [fairtrade](#), [airfreight](#)



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Is **100%** recyclable

Features a new label that's **30%** smaller

Is made with **30% less** plastic than the average half liter bottle*

Easy to carry

Is **flexible** so it's easier to crush for recycling

Get Noticed.

I·N·C

INTERNATIONAL CONCEPTS™

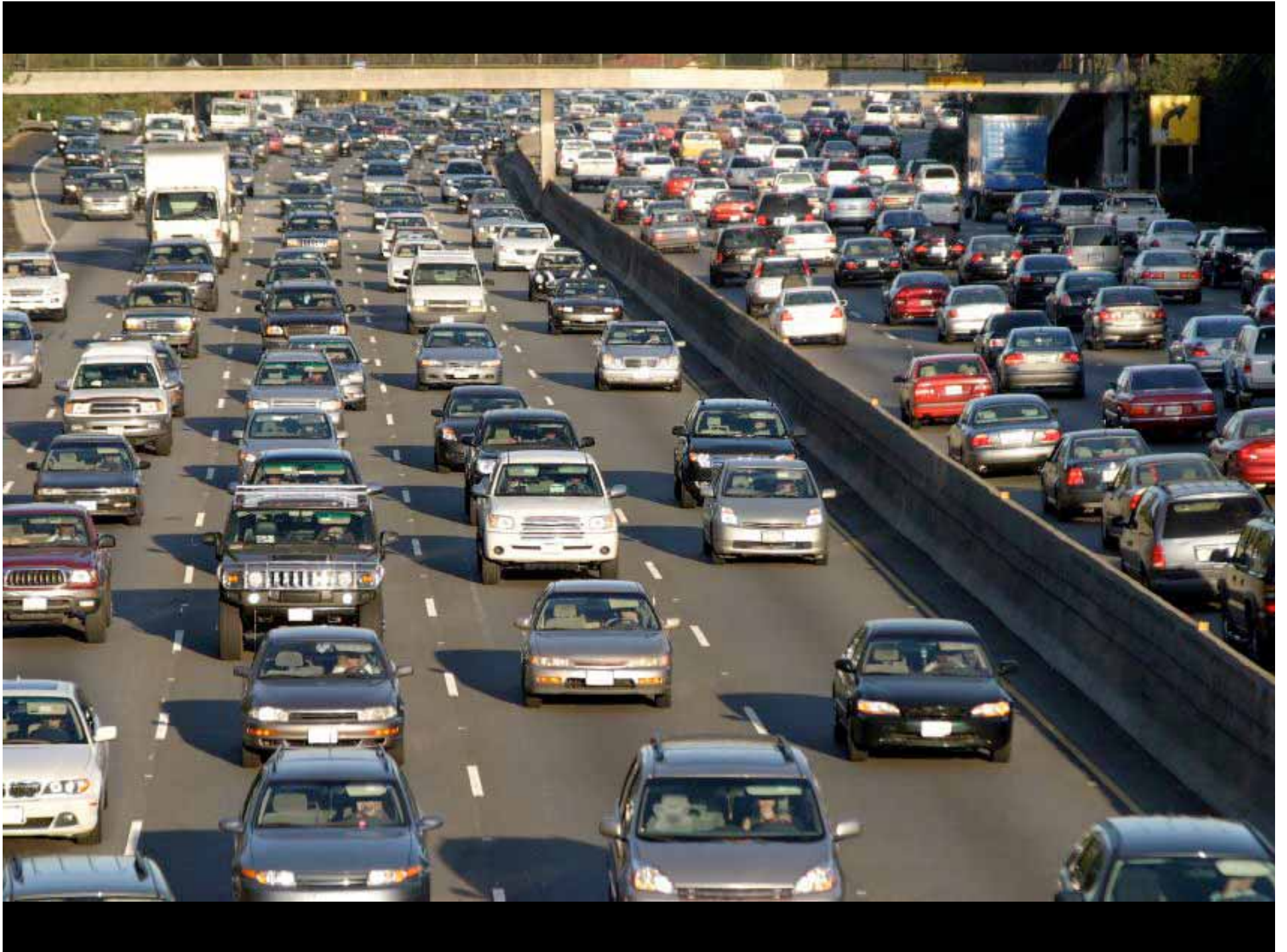




We are the Unsustainable World

We are what we choose.













Madison Heights, Virginia



Foley, Alabama

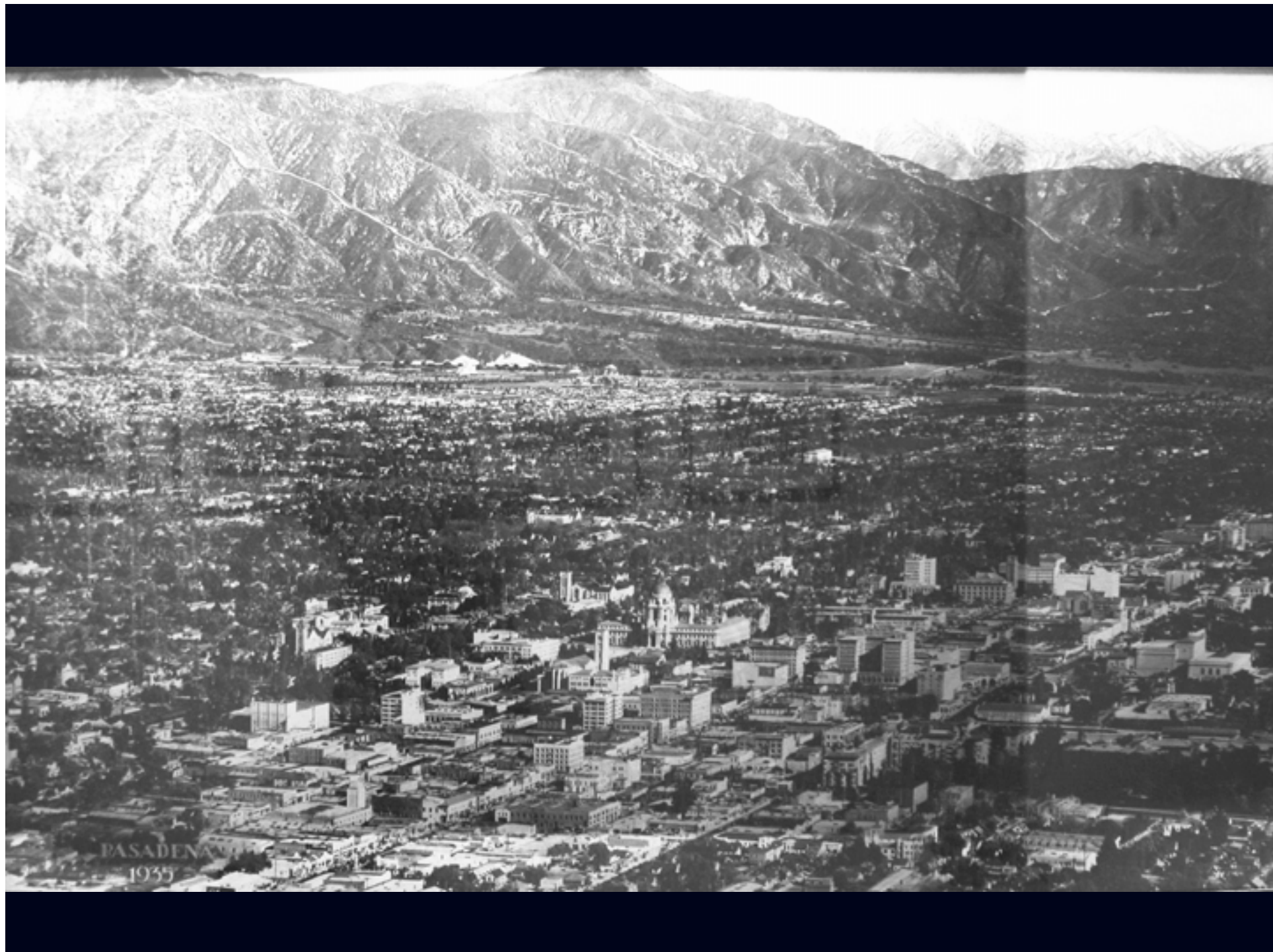






It Was Not Meant to be This Way

The suburban dream has been severely degraded.



PASADENA
1935

B-7/44

Better Homes

READ BY MORE THAN 3,100,000 FAMILIES
MARCH 1947 • 25¢

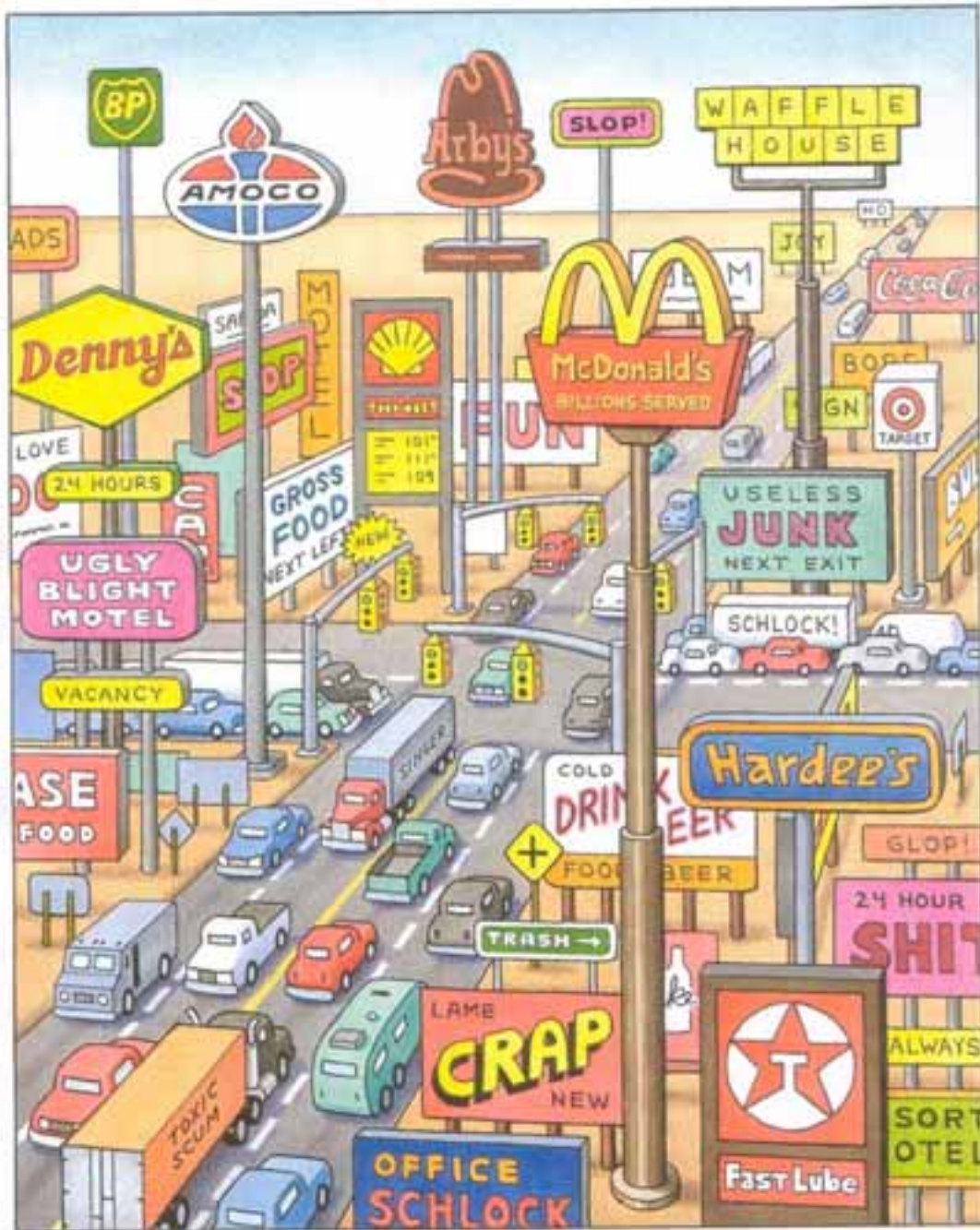
and Gardens













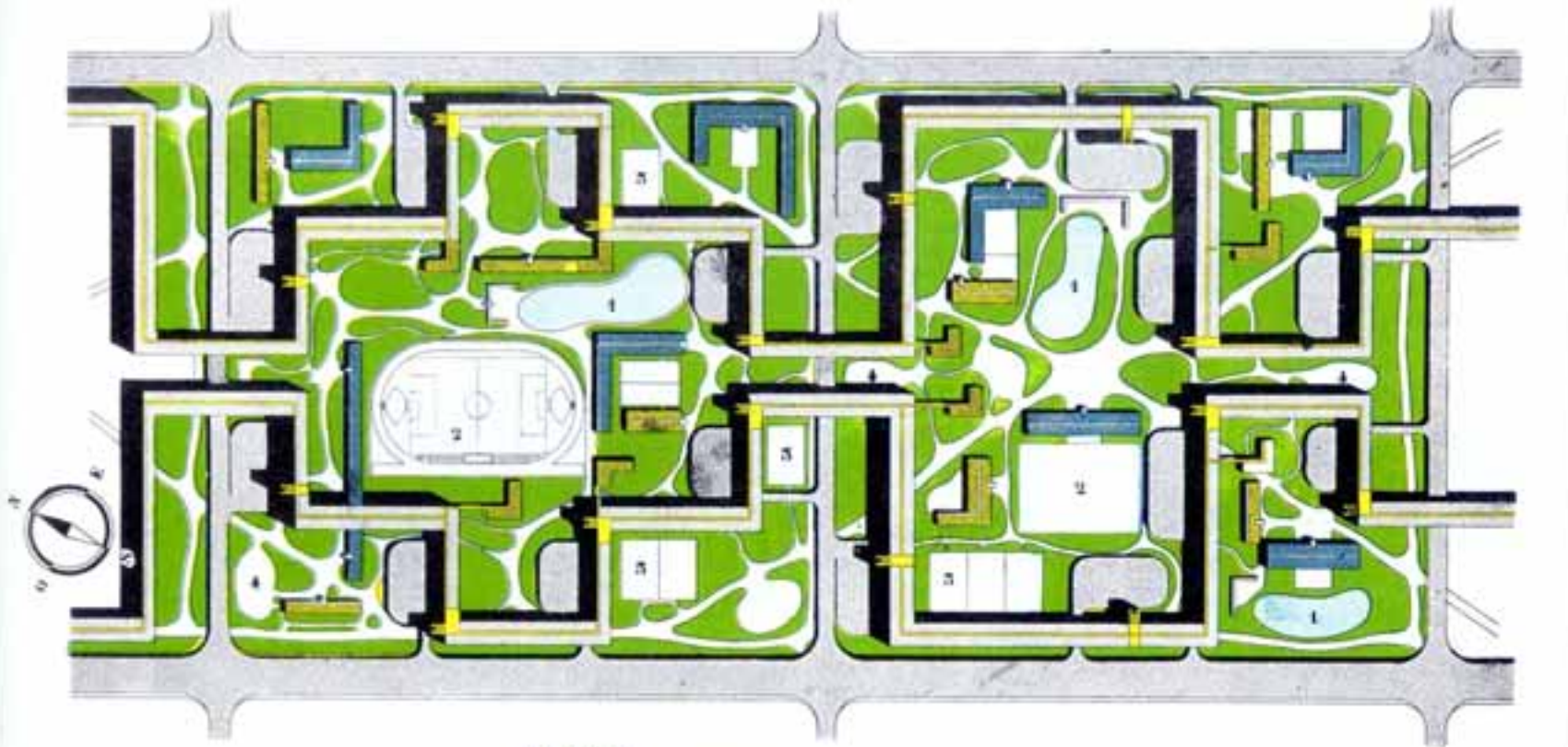


NOTE - This illustration contains an error of design: a rudiment of "corridor-street" (running in the horizontal axis) has been allowed to remain. For correct version see plates V.R. 2 and V.R. 17, pp. 158 and 171.

VR

7

LA "VILLE VERTE" 1000 HAB. À L'HECT.



- SPORT:**
- 1 PISCINE
 - 2 FOOTBALL, SAUT, ETC.
 - 3 TENNIS
 - 4 JEUX

0 100 200

- THE GREEN CITY
- SPORTSGROUND DIRECTLY OUTSIDE
- BUILDINGS: 100 % of ground area
- BEACHES ON TOP OF BUILDINGS: 12%
- OF TOTAL GROUND AREA
- TOTAL: 112% TOTAL AREA AVAILABLE
- SUPERDENSITY: 1,000 POPULATION TO THE HECTARE

definitive
architectural
attitude: death of
the "corridor-
street."

Overall plan of new housing sector; housing, highways and auto-ports, total park. Vertical and horizontal pedestrian routes (in yellow). Landscaped (but direct) exterior pedestrian network. Sports facilities directly outside houses: complete stadium (2) + large swimming pool and sand beach (1) + tennis courts (3) + infants' playground (4) + covered play areas underneath buildings, + immense ribbon of sunbathing beaches on roof-gardens.







Sprawl by Design

The rules in place are the default setting
for conventional development.

























Urbanism is the Most Effective Remedy

Step 1:
Return to traditional forms.

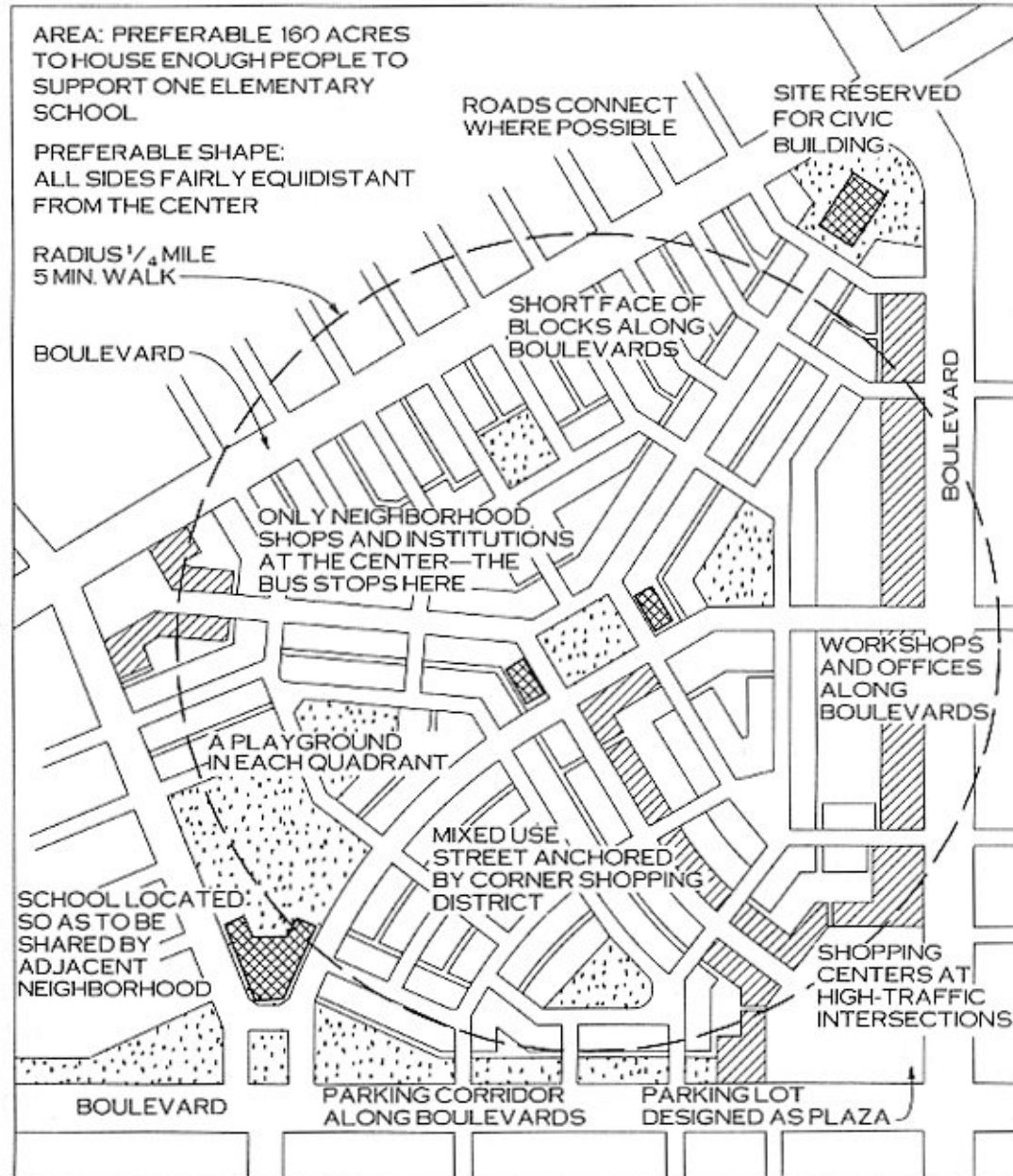
An aerial photograph of a city grid, showing a river winding through the streets. The image is in a sepia or light brown tone, matching the overall color scheme of the cover.

CHARTER

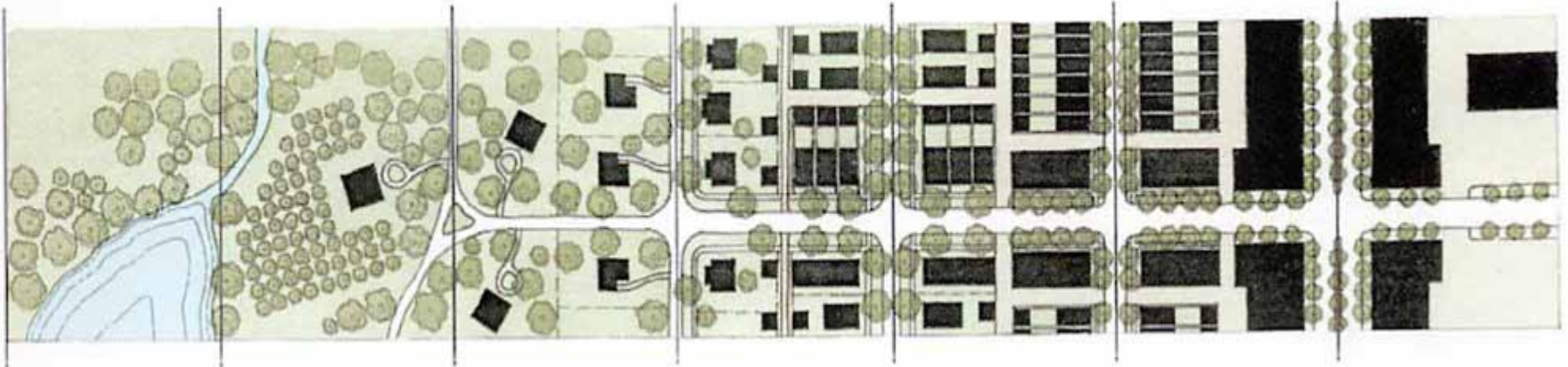
OF THE NEW URBANISM

REGION | NEIGHBORHOOD, DISTRICT, AND CORRIDOR | BLOCK, STREET, AND BUILDING

CONGRESS FOR THE NEW URBANISM



AN URBAN NEIGHBORHOOD (PART OF A TOWN)



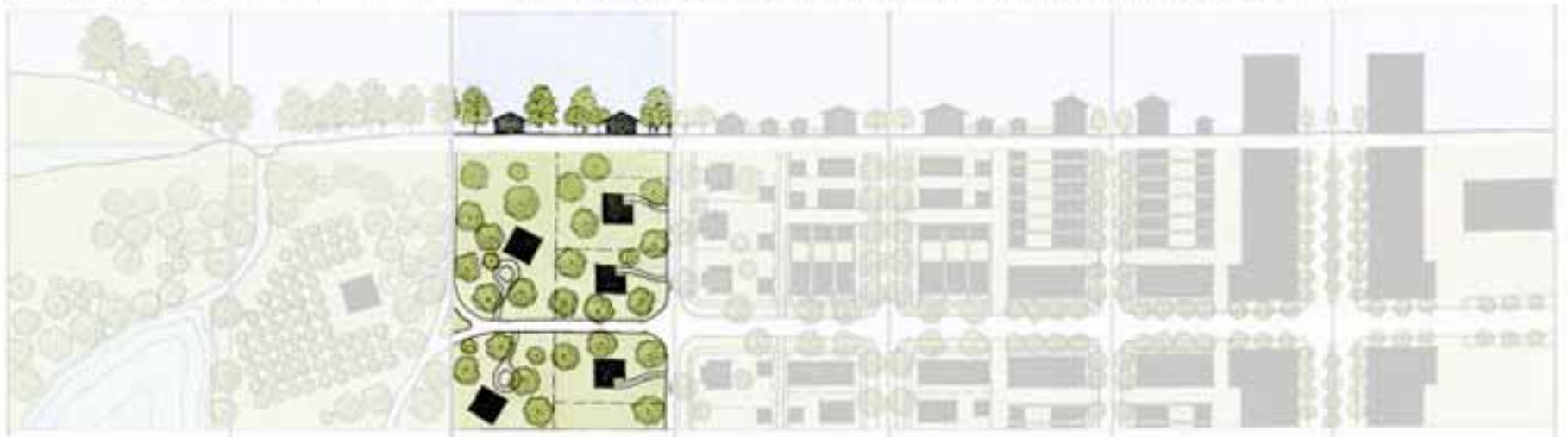
RURAL | TRANSECT | URBAN



RURAL | TRANSECT | URBAN



RURAL | TRANSECT | URBAN



T1 NATURAL ZONE | T2 RURAL ZONE | T3 SUBURBAN ZONE | T4 GENERAL URBAN ZONE | T5 URBAN CENTER ZONE | T6 URBAN CORE ZONE | DA ASSIGNED DISTRICT



RURAL | TRANSECT | URBAN



T1 NATURAL ZONE T2 RURAL ZONE T3 SUBURBAN ZONE T4 GENERAL URBAN ZONE T5 URBAN CENTER ZONE T6 URBAN CORE ZONE DA ASSIGNED DISTRICT



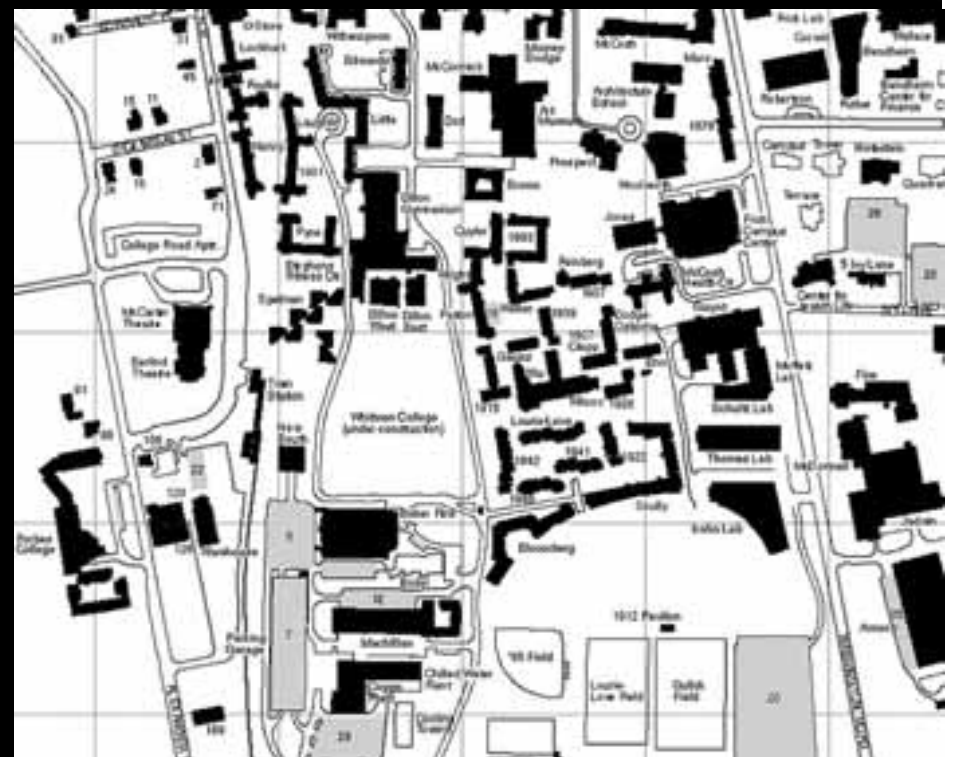
RURAL | TRANSECT | URBAN



RURAL | TRANSECT | URBAN



RURAL | TRANSECT | URBAN



Sustainable Design Principles



1. Connectivity



2. Placeness



3. Compactness

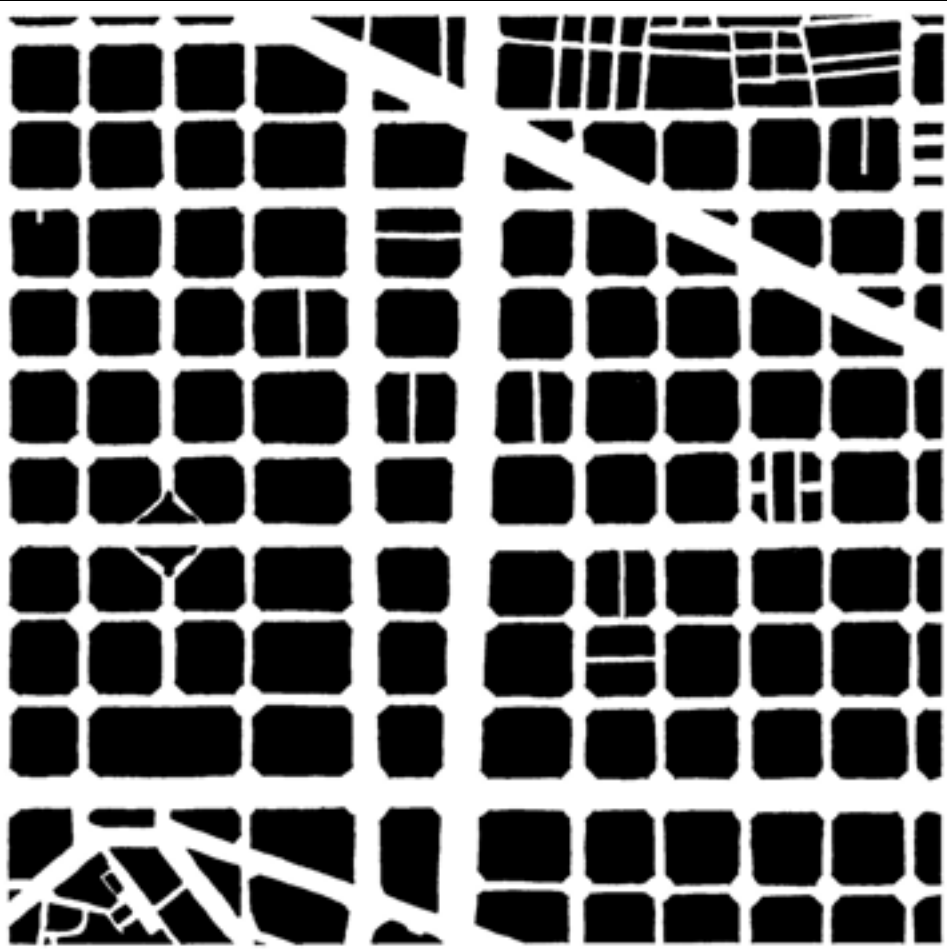


4. Diversity



5. Frugality

Design Principle 1: Connectivity



- Street network is designed to reduce congestion and create a coherent system
- Pedestrian paths and sidewalks network is extensive and welcoming
- Bicycle use encouraged by safe street designs and amenities
- Regional and local transit are provided to reduce auto use

Design Principle 2: Placeness



- Well-developed system of outdoor spaces encourage pedestrian activity
- Parks are provided for recreation and natural resource conservation
- Public plazas and other social gathering spaces are strategically located within the plan
- Buildings and spaces are well-linked to generate an authentic place

Design Principle 3: Compactness



- Mixed-use and flex building fabric is the glue which holds the project together
- Community buildings are provided in central locations
- Adjacency of services and housing to de-emphasize automobile use
- "Park-once" facilities to reduce multiple auto trips

Design Principle 4: Diversity



- Quality architectural fabric reflects a range of regional traditions
- Range of housing types for families of varied income levels
- Variety of uses and activities offer vitality and a well-developed public realm
- Mixture of housing, retail & office creates economic vitality and a true residential community

Design Principle 5: Frugality



- High capture rates for traffic, created by integration of transit and mixed use
- Stormwater and irrigation systems to capture and reuse water
- Sewer and waste water recycling
- Native plants integrated to support outdoor networks
- Green building practices
- Power generation and management

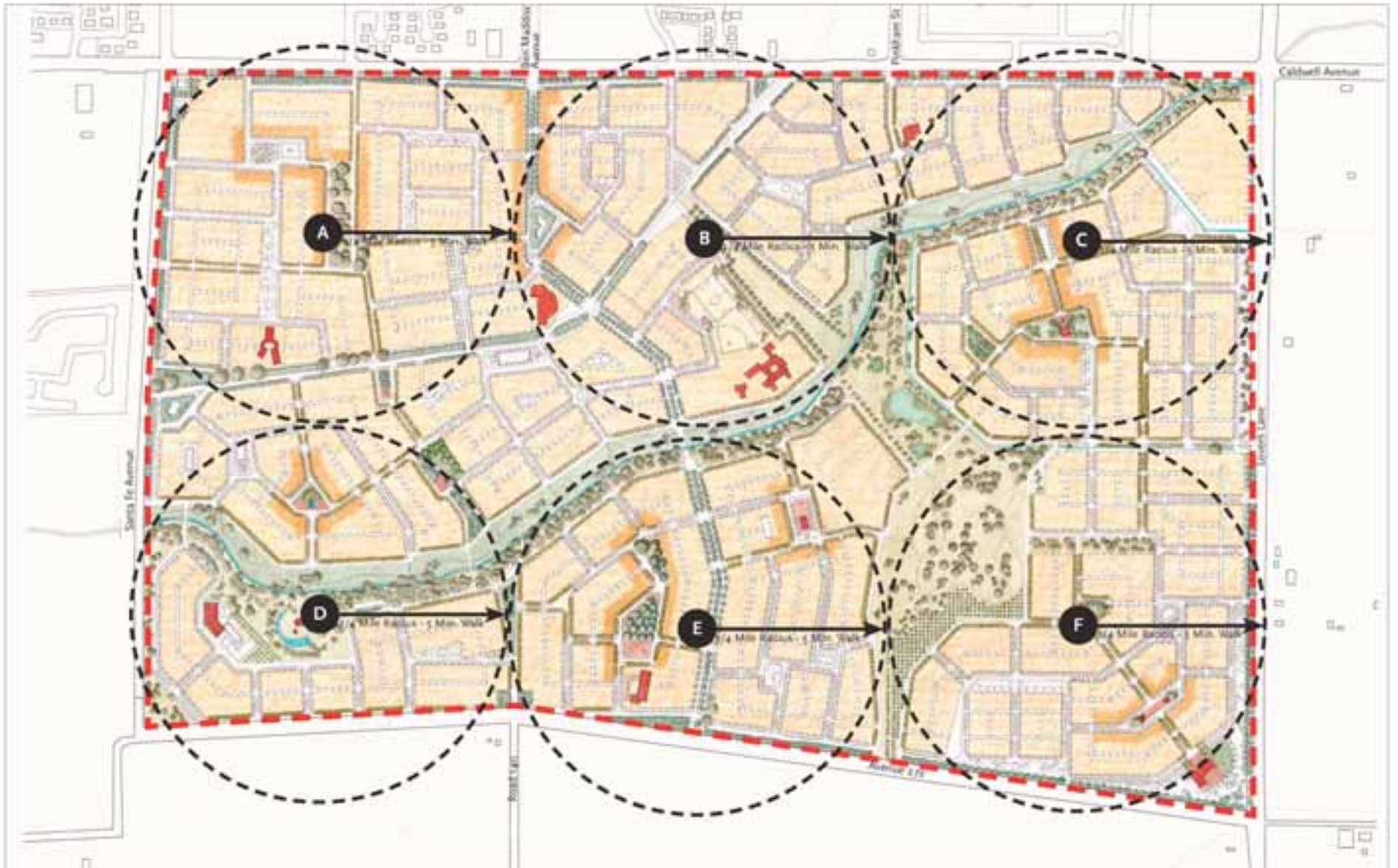


Urbanism is the Most Effective Remedy

Step 2:
Seeding a process for change



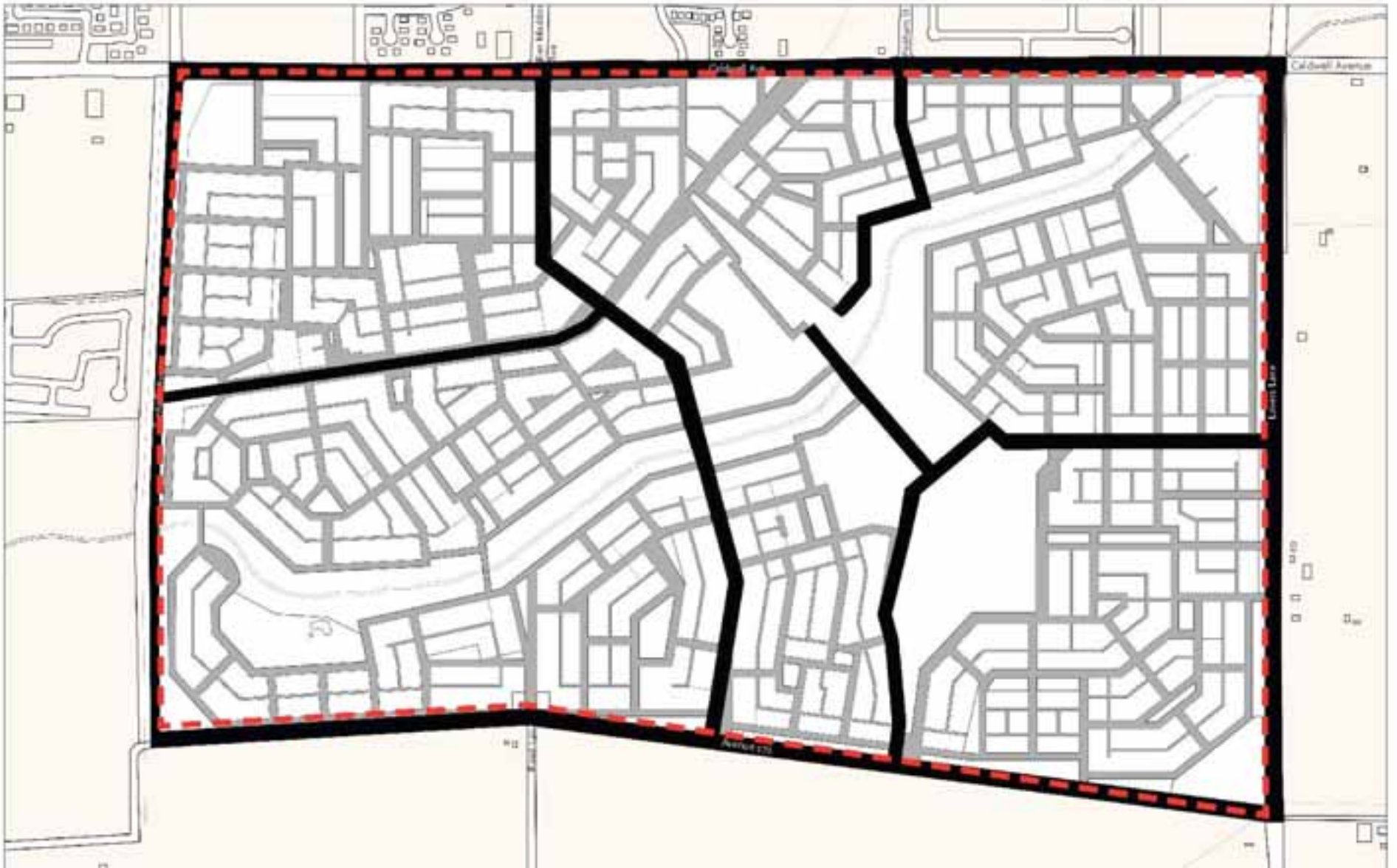




2. Establish Neighborhood Walking-Sheds



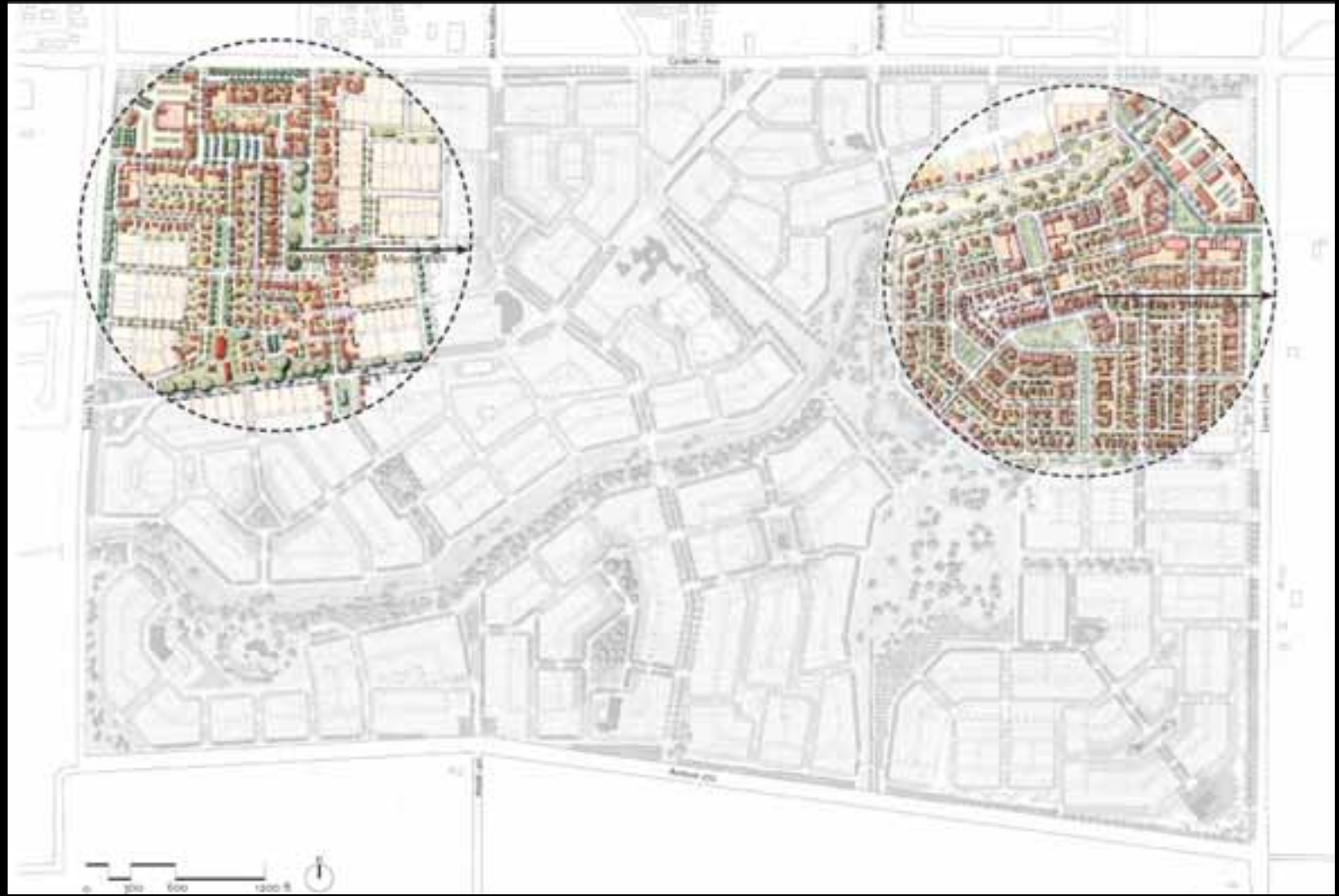
3. Adjust Existing Property Boundaries



4. Establish a Well-Connected Roads Network and Great Streets



5. Establish a Variety of Development Intensities



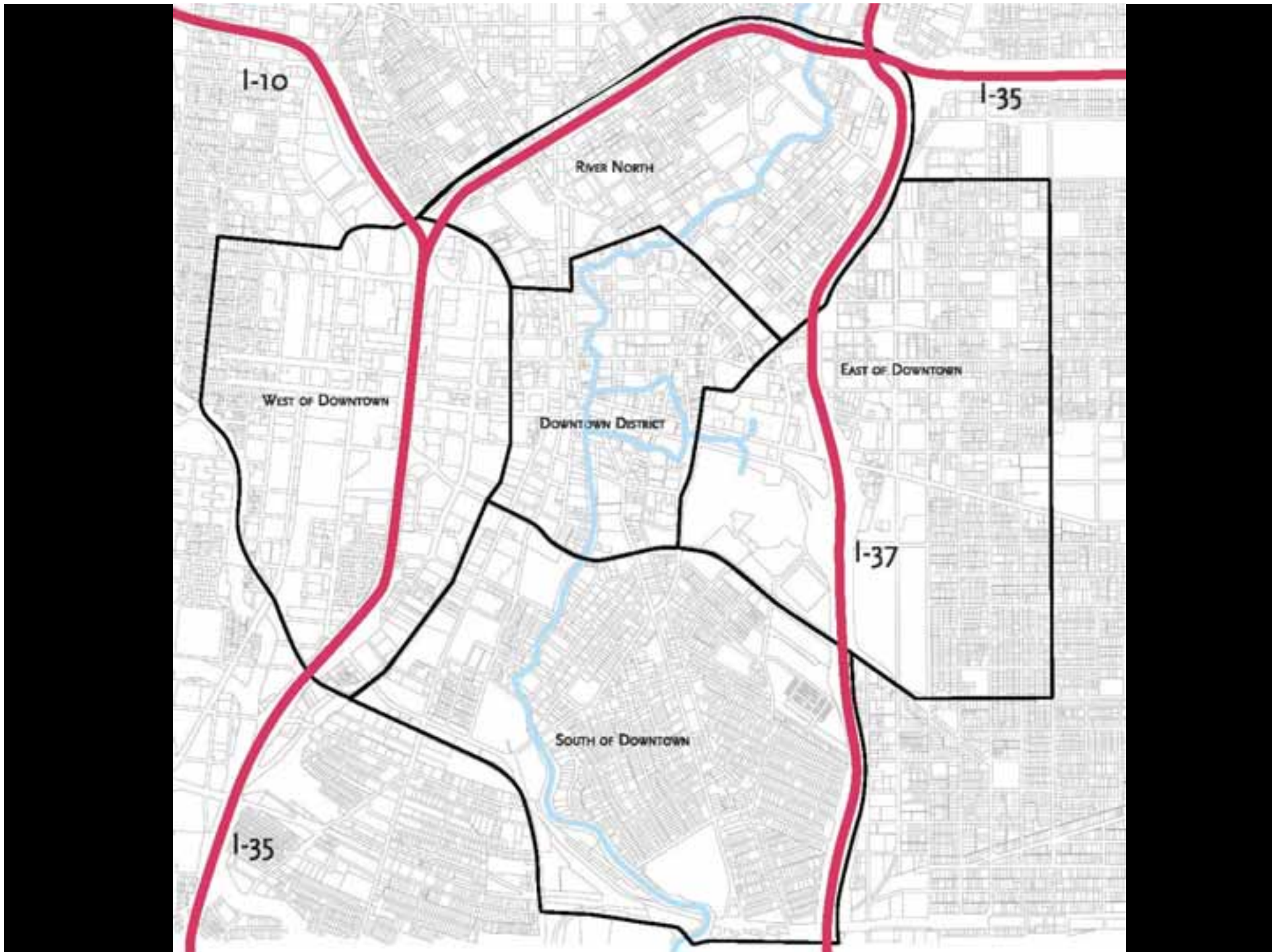






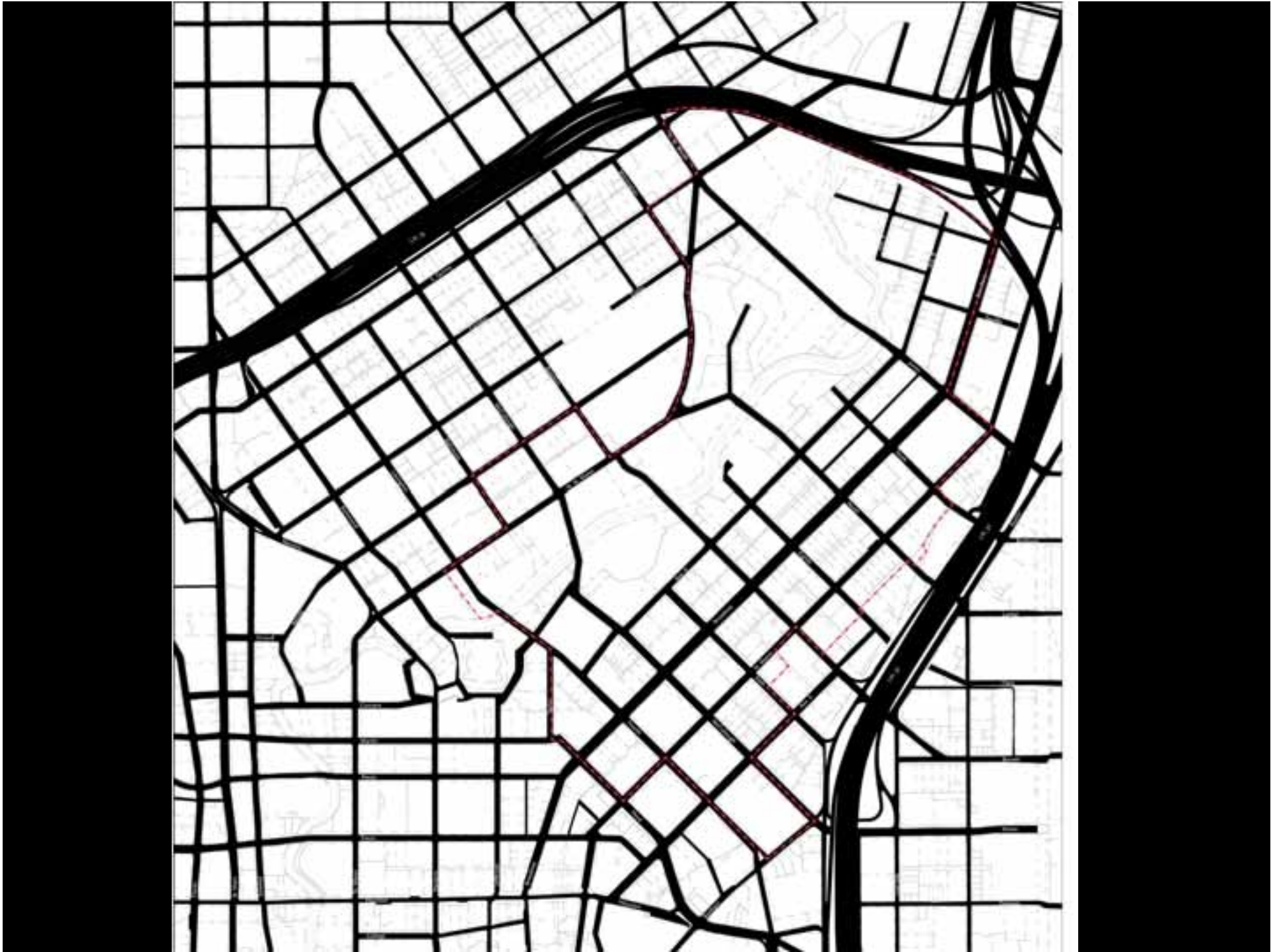














LA VISION FOR REVITALIZATION





ILLUSTRATIVE MASTER PLAN









Above:
A water management facility
exists on the riverfront at the
McCullough Bridge.



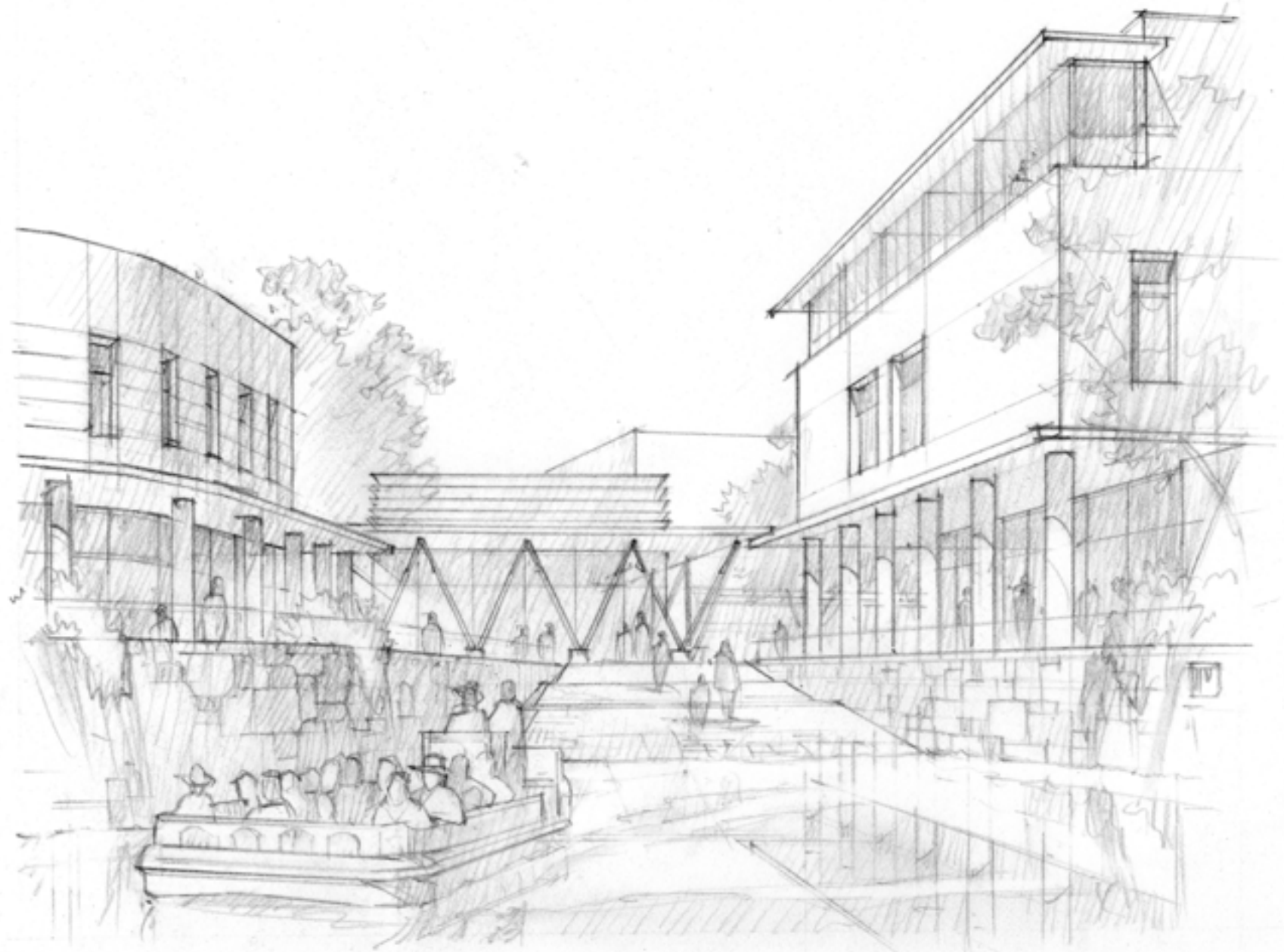
In River North, the reverse has been done. The River Improvements are currently under construction, ahead of the preparation of this Master Plan, which will define the pattern, scale, design and use of the buildings that will front it. The designers of the River Improvements envisioned a range of uses and building types along the Museum Reach in River North, but defining them in detail was beyond the scope of the River Improvements Project. Several key designers of the River Improvements have been included on the design team for River North, and have contributed to the development of the design concepts for the new urban spaces through which the improved River will flow.

The vision for the River Corridor within River North is a series of four distinctive linear urban parks. Tucked on the River and bounded by existing and new buildings that face the pedestrian environment of the renovated river. Each of the four sections is intended to have a solely different character from that of its neighbors, transitioning from the harder and more urban character of the historic RiverWalk to the south to a softer and greener neighborhood character in its northerly segments. These River Parks are described in detail on the following pages, and the development standards for new construction along this Corridor are provided in Chapter 4.

In addition to their role in linking the Greenway to River North, and providing a series of high-quality urban waterfront addresses for new development, the River Parks have an important environmental function. They include landscaped open spaces that will help clean the urban runoff from surrounding streets prior to its entry into the River, and also provide the site for a water recycling plant that will treat a significant amount of the sanitary sewage generated by new development, discharging clean water that can be used for landscape irrigation or River recharge.









4.0000000000000000

4.0000000000000000

Section 4.0000000000000000

Section 4.0000000000000000

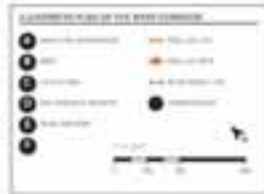
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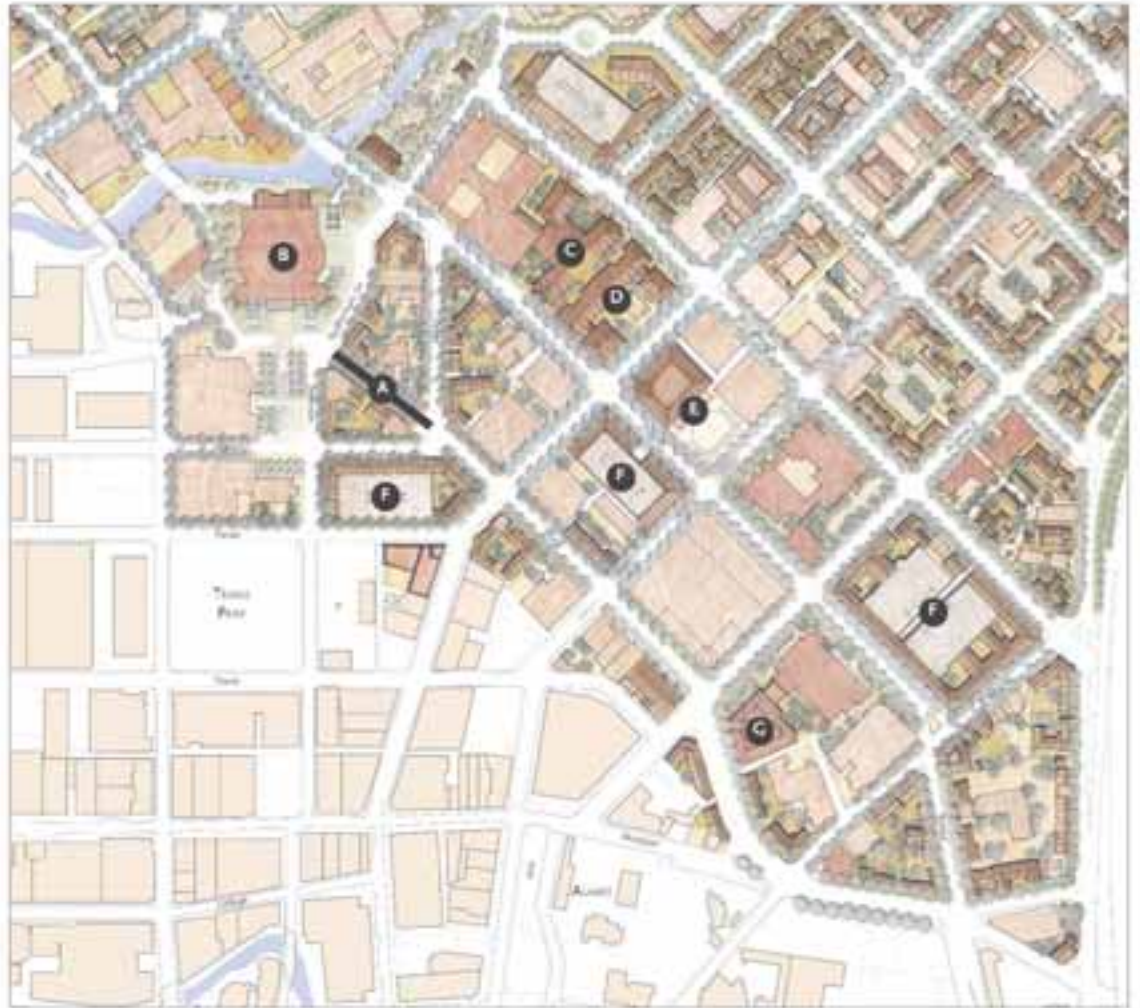






ILLUSTRATIVE PLAN OF THE PERFORMING ARTS DISTRICT

- A** NEW GREAT COURTYARD
- B** MIXING, ACTIVATION
- C** FIRST BAYVIEW LUNCH CONNEXION
- D** NEW WESTERN LUNCH CONNEXION
- E** NEW WESTERN BRICKS AND FLUSH
- F** NEW GREAT GALLERY
- G** NEW BALLER AND DRINK CONNEXION











ILLUSTRATIVE PLAN OF THE MUSEUM NEIGHBORHOOD

- A** SAN ANTONIO MUSEUM OF ART
- B** CENTRAL GERMER HIGH SCHOOL
- C** PRINCEDALE HIGH SCHOOL
- D** MUSEUM PLAZA
- E** JAMES PARK







Chapter 2: Form and Character

2.1 VISION AND PLAN

2.1.1 BROADWAY CORRIDOR

Nest to the River, by far the most significant urban corridor in River North is Broadway. Broadway is the historic highway to Austin to the north, the original greenline connecting from Downtown to the region's suburbs of Alamo Heights, Olmos Park and Terrell Hills, the route of the annual Fiesta parade, and the primary north-south artery by which many commute to downtown from the north each day.

Broadway is the most public face of River North. More visitors and passersby experience River North by driving on Broadway – or by seeing Broadway from the expressways – than from any other viewpoint. As currently designed – including the roadway itself and the haphazard pattern of buildings that abut it – Broadway is a gash cut through River North, not the urban spine that holds it together. If River North is going to become a desirable urban address, Broadway must be transformed, and a key vision of this Master Plan is that through a concerted program of street reconstruction and new building construction this auto-oriented strip will be transformed to an elegant urban avenue.

2.1.1 BROADWAY CORRIDOR

Improvements planned for Broadway itself are focused on achieving the following primary objectives:

1. Make Broadway a place that pedestrians are just as comfortable walking as drivers are driving, starting with widening the existing sidewalks and planting street trees to shade the sidewalks and green the streetscape.
2. Ensure that Broadway can still accommodate traffic flows that allow visitors and commuters to drive comfortably and conveniently through River North, but at speeds that are consistent with an urban pedestrian environment. To balance the need for traffic capacity with the need for curbside parking, it is expected that parking would be prohibited on the southbound side at morning rush hour and on the northbound side at the afternoon rush.
3. Require that new buildings and businesses face Broadway, with storefronts, awnings, and galleries at the ground level to activate the street with pedestrian activity.



Left:
Typical street view of the mixed-use scale on Broadway

RIVER NORTH URBAN PLAN 2014 WITH 2010, 2012, 2014

2.26



Chapter 2: Form and Character

2.1 VISION AND PLAN

2.1.6 AVENUE B

Avenue B begins and ends within River North and flanks the east edge of the River and unlike Broadway carries virtually no through traffic. These two characteristics make Avenue B ideally suited for transformation from a minor industrial street to an important residential address. The potential amenity of living on a relatively quiet urban street, one block from new restaurants and service businesses on a transformed Broadway, and a half block from the newly improved River creates unprecedented opportunity and value for urban living.

Avenue B currently terminates unceremoniously at an apartment building on Fourth Street. In order to facilitate a unified Master Plan for the historic First Baptist Church, and to enable the development of a new Performing Arts Academy, it is proposed that Avenue B terminate at McCullough Street, one block north of Fourth. This will allow the reconfiguration of parcels south of McCullough, and will also allow the construction of a courtyard, plaza and/or church-related civic building that terminates Avenue B at a strong civic landmark.

2.1.6 AVENUE B

While Avenue B is envisioned principally as a residential address, it is also planned that certain neighborhood- and visitor-serving businesses be located within the ground floors of mixed-use buildings, particularly at street corners or near the River. These businesses would serve – and be supported by – a mix of residents, visitors, office workers, and those who frequent River North from nearby neighborhoods. Thus a key goal is to facilitate the coming and going of a large number of people without filling the street up with traffic and parking congestion.

To achieve this goal, a coordinated series of street design and transit improvement actions are defined in this Plan. It would be ideal if the existing sidewalks were widened by several feet. Large street trees are to be planted to help strongly define the public space of the street and to begin to transform the bleak industrial environment into a shaded comfortable space next to the River. Visitor and customer parking is provided along both sides of the street, and off-street parking facilities are located behind or below the buildings, allowing continuous residential or commercial frontages on the street.



Left
Typical street view down Avenue B showing the Street Trolley scale, and character

RIVER NORTH
EAST WISCONSIN



0 20
100
200







Chapter 2: Form and Character

2.1.1 ALAMO CORRIDOR

RIVER NORTH URBAN
FORM GUIDANCE, 2011

2.1.1 VISION AND PLAN

2.1.1.1 ALAMO CORRIDOR

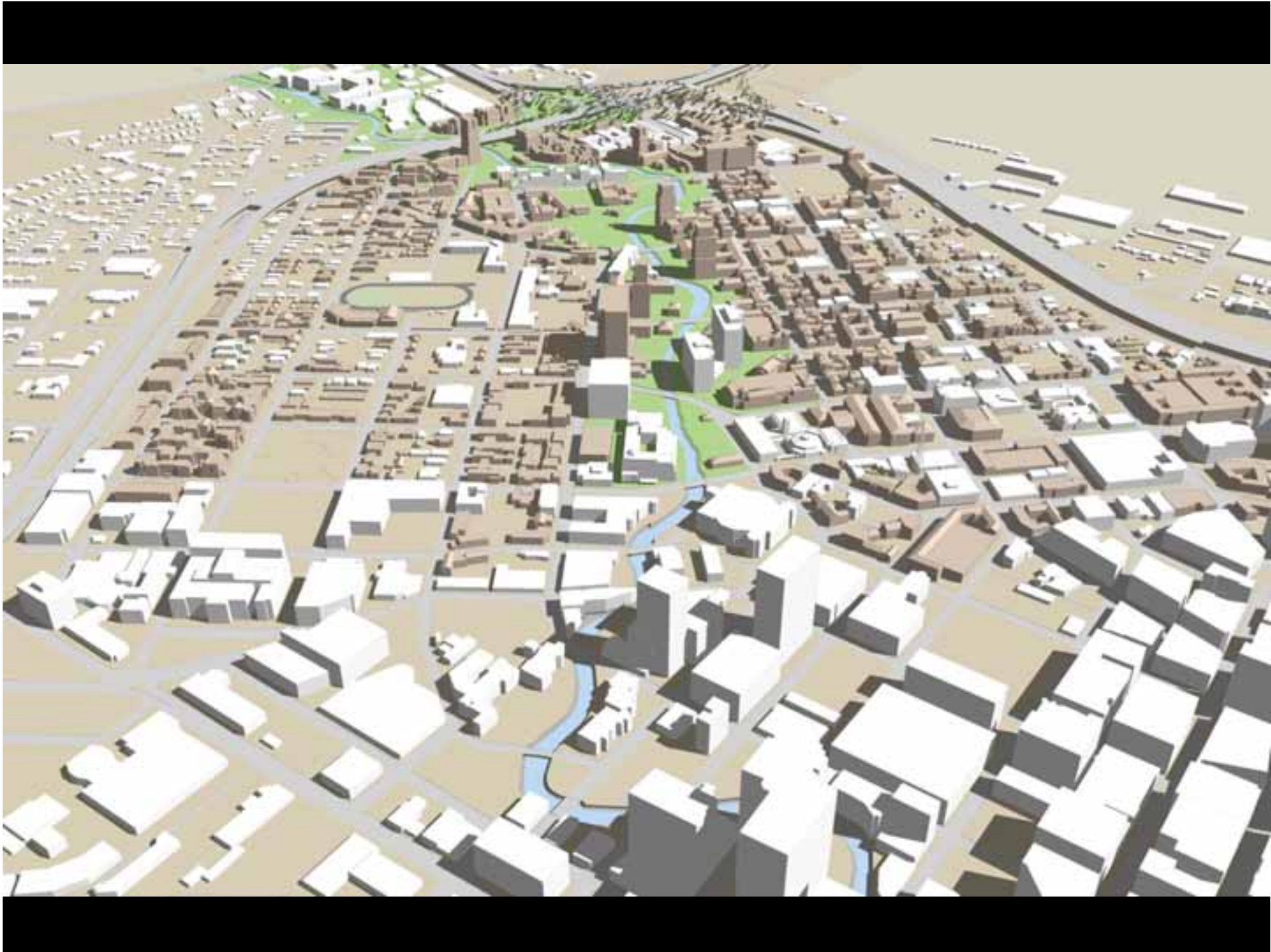
While much of Broadway and Avenue B are blank canvases on which a new vision of River North can be painted, Alamo Street already has a rich mix of interesting and viable buildings. Because of this, and because Alamo Street is neither on the River nor full of through traffic, (to be continued)

Because Broadway, as well as Alamo Street, connect River North to the Downtown, they are planned to carry relatively large amounts of traffic, making them potentially important commercial as well as residential addresses. In this area, Broadway itself has relatively few important buildings, and is seen as a great opportunity for construction of new mixed-use buildings up to 5 stories in height, preserving selected significant older structures. Alamo Street has a higher proportion of significant older buildings, and is envisioned as a more eclectic mix of old and new buildings of a smaller scale.



*Below:
The ground floor of the Wilton
square building is transformed
into a retail/grocery storefront,
and one level of residential flats
is added.*





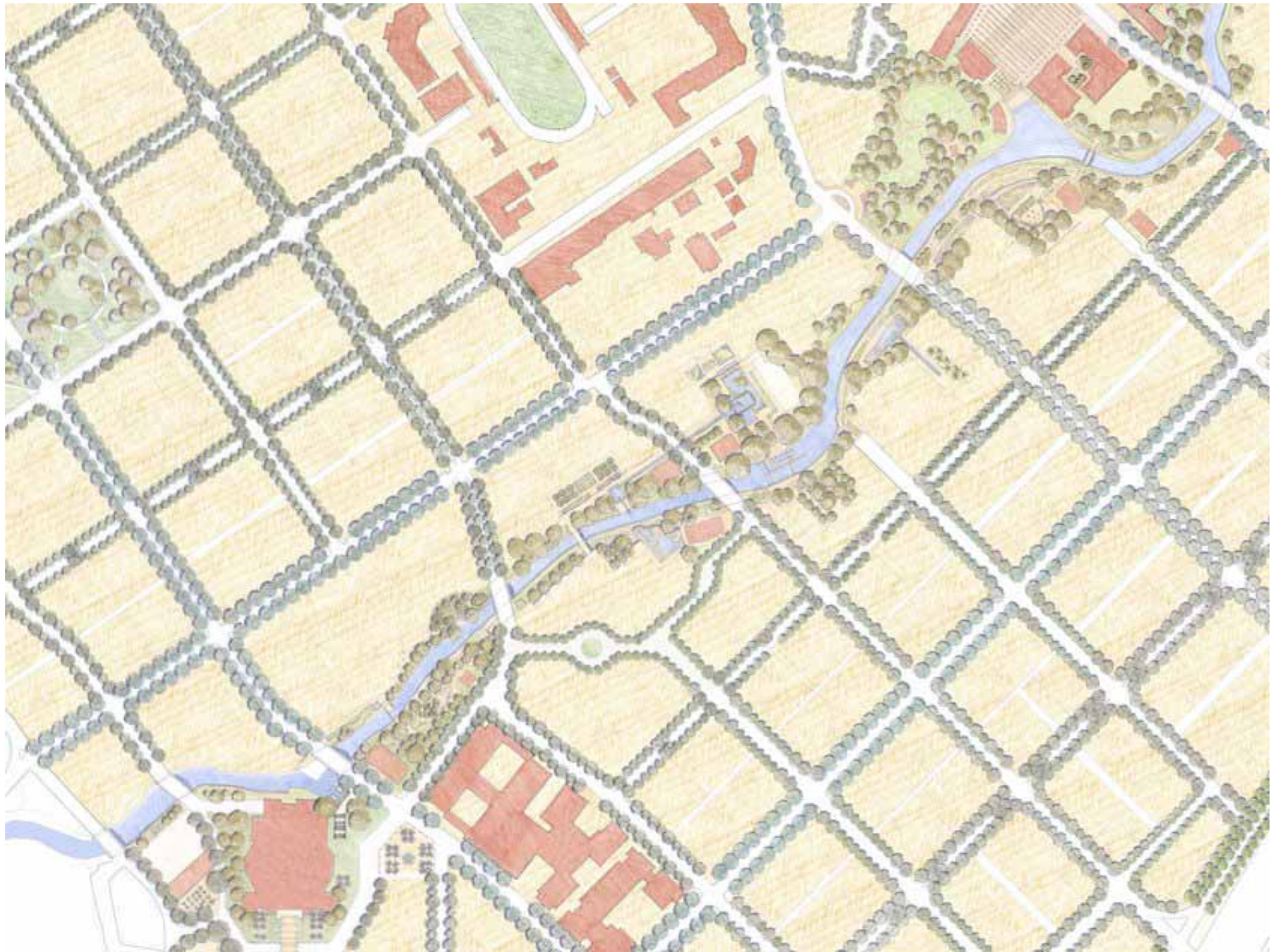






ILLUSTRATIVE MASTER PLAN

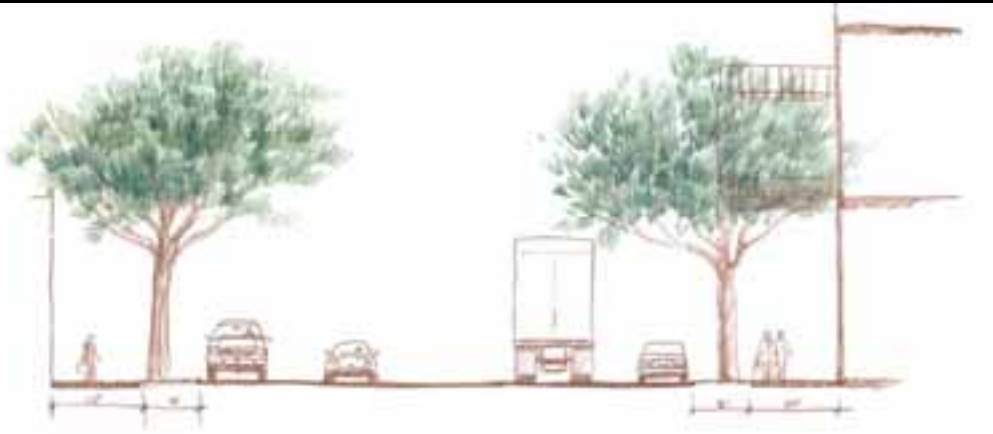
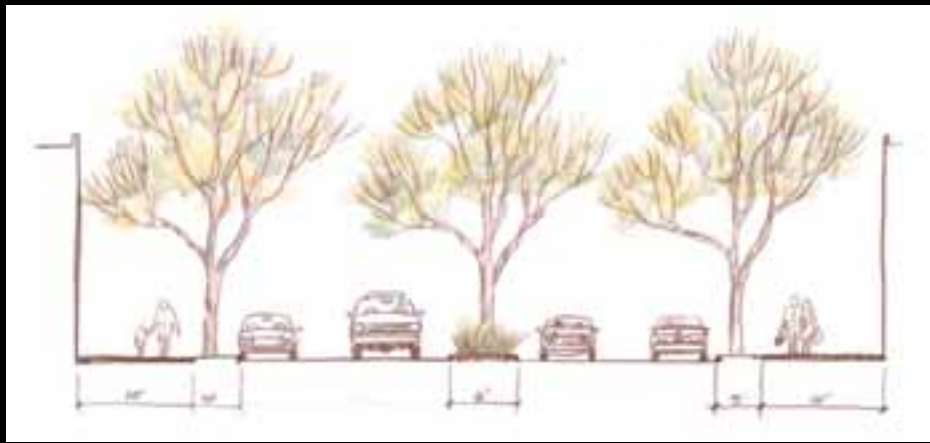




STREET TREE PLAN

1st	Small Tree	Amelanchier
2nd	Small Tree	Spirea Doumeroi - Western Sycamore
3rd	Small Tree	Liquidambar styraciflua - Ulmus Marmoratus - Quercus Falcata - Ulmus - Ulmus
4th	Small Tree	Quercus Gambelii - Quercus laevis - Quercus
5th	Small Tree	Amelanchier - Amelanchier - Prunella pennsylvanica - Prunella
6th	Small Tree	Viburnum acerifolium - Prunella pennsylvanica - Prunella pennsylvanica - Prunella pennsylvanica
7th	Small Tree	Ulmus glaberrimus - Cedar Elm
8th	Small Tree	Liquidambar styraciflua - Ulmus Marmoratus - Ulmus
9th	Small Tree	Viburnum acerifolium - Prunella pennsylvanica - Prunella pennsylvanica - Prunella pennsylvanica
10th	Small Tree	Ulmus glaberrimus - Cedar Elm
11th	Small Tree	Ulmus glaberrimus - Cedar Elm
12th	Small Tree	Liquidambar styraciflua - Ulmus Marmoratus - Prunella pennsylvanica - Prunella pennsylvanica
13th	Small Tree	Ulmus glaberrimus - Cedar Elm - Quercus laevis - Quercus
14th	Small Tree	Viburnum acerifolium - Prunella pennsylvanica - Prunella pennsylvanica - Prunella pennsylvanica
15th	Small Tree	Ulmus glaberrimus - Cedar Elm
16th	Small Tree	Ulmus glaberrimus - Cedar Elm
17th	Small Tree	Liquidambar styraciflua - Ulmus Marmoratus - Prunella pennsylvanica - Prunella pennsylvanica
18th	Small Tree	Viburnum acerifolium - Prunella pennsylvanica - Prunella pennsylvanica - Prunella pennsylvanica
19th	Small Tree	Ulmus glaberrimus - Cedar Elm
20th	Small Tree	Ulmus glaberrimus - Cedar Elm
21st	Small Tree	Liquidambar styraciflua - Ulmus Marmoratus - Prunella pennsylvanica - Prunella pennsylvanica
22nd	Small Tree	Viburnum acerifolium - Prunella pennsylvanica - Prunella pennsylvanica - Prunella pennsylvanica
23rd	Small Tree	Ulmus glaberrimus - Cedar Elm
24th	Small Tree	Ulmus glaberrimus - Cedar Elm
25th	Small Tree	Liquidambar styraciflua - Ulmus Marmoratus - Prunella pennsylvanica - Prunella pennsylvanica
26th	Small Tree	Viburnum acerifolium - Prunella pennsylvanica - Prunella pennsylvanica - Prunella pennsylvanica
27th	Small Tree	Ulmus glaberrimus - Cedar Elm
28th	Small Tree	Ulmus glaberrimus - Cedar Elm
29th	Small Tree	Liquidambar styraciflua - Ulmus Marmoratus - Prunella pennsylvanica - Prunella pennsylvanica
30th	Small Tree	Viburnum acerifolium - Prunella pennsylvanica - Prunella pennsylvanica - Prunella pennsylvanica
31st	Small Tree	Ulmus glaberrimus - Cedar Elm
32nd	Small Tree	Ulmus glaberrimus - Cedar Elm
33rd	Small Tree	Liquidambar styraciflua - Ulmus Marmoratus - Prunella pennsylvanica - Prunella pennsylvanica
34th	Small Tree	Viburnum acerifolium - Prunella pennsylvanica - Prunella pennsylvanica - Prunella pennsylvanica
35th	Small Tree	Ulmus glaberrimus - Cedar Elm
36th	Small Tree	Ulmus glaberrimus - Cedar Elm
37th	Small Tree	Liquidambar styraciflua - Ulmus Marmoratus - Prunella pennsylvanica - Prunella pennsylvanica
38th	Small Tree	Viburnum acerifolium - Prunella pennsylvanica - Prunella pennsylvanica - Prunella pennsylvanica
39th	Small Tree	Ulmus glaberrimus - Cedar Elm
40th	Small Tree	Ulmus glaberrimus - Cedar Elm
41st	Small Tree	Liquidambar styraciflua - Ulmus Marmoratus - Prunella pennsylvanica - Prunella pennsylvanica
42nd	Small Tree	Viburnum acerifolium - Prunella pennsylvanica - Prunella pennsylvanica - Prunella pennsylvanica
43rd	Small Tree	Ulmus glaberrimus - Cedar Elm
44th	Small Tree	Ulmus glaberrimus - Cedar Elm
45th	Small Tree	Liquidambar styraciflua - Ulmus Marmoratus - Prunella pennsylvanica - Prunella pennsylvanica
46th	Small Tree	Viburnum acerifolium - Prunella pennsylvanica - Prunella pennsylvanica - Prunella pennsylvanica
47th	Small Tree	Ulmus glaberrimus - Cedar Elm
48th	Small Tree	Ulmus glaberrimus - Cedar Elm
49th	Small Tree	Liquidambar styraciflua - Ulmus Marmoratus - Prunella pennsylvanica - Prunella pennsylvanica
50th	Small Tree	Viburnum acerifolium - Prunella pennsylvanica - Prunella pennsylvanica - Prunella pennsylvanica





4.2 STREET AND NETWORK STANDARDS

This chapter identifies the various street types deployed to assemble the street network for the plan area.

- These requirements work with the subdivision and open space standards to:
4. provide the information with which to modify existing streets;
 5. provide the information on with which to maintain existing streets that are not proposed to change;
 6. produce new variable blocks and streets.

The diagram at right identifies the proposed improvements to the existing thoroughfare network for the Master Plan area.

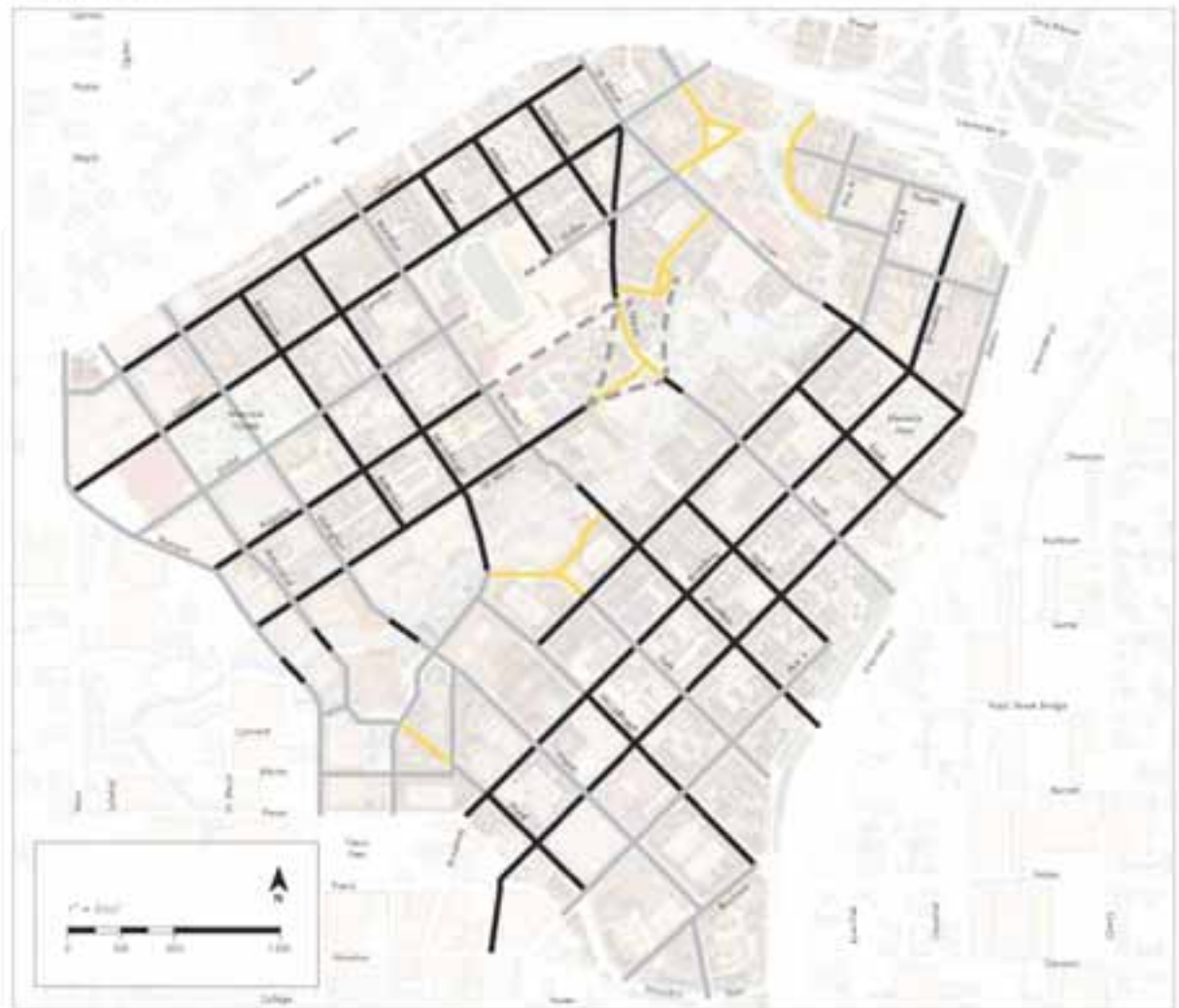
CIRCULATION ELEMENT REFERENCE	DOT	PLAN STREET TYPE	R.O.W.	DESIGN SPEED (ft)
	●	AVENUE	100-120	35
	●	MAJOR STREET	100-120	35
	●	MAJOR STREET (+)	100-120	35
	●	MINOR STREET (+)	100-120	35
	●	RESIDENTIAL STREET (+)	100-120	30-35
	●	RESIDENTIAL STREET (-)	100-120	30-35
	●	LOCAL (MINOR) STREET	60	30-35
	●	LOCAL AVENUE	100-120	35
	●	ALLEY	100-120	30
	●	RAILROAD		

CONSTRUCTION	R.O.W.	DESIGN SPEED (ft)
EXISTING ROADWAY	100-120	100-120
EXISTING ROADWAY	100-120	100-120
EXISTING ROADWAY	100-120	100-120
NEW	100-120	100-120
ROADWAY	100-120	100-120
ROADWAY	100-120	100-120

Notes: The circulation network with the planned improvements and connections to fully implement the Circulation Element and respond to the needs and desired outcomes throughout the plan area.

Right: The list of street types to be used in the plan area and their associated references to the Circulation Element.

STREET NETWORK PLAN



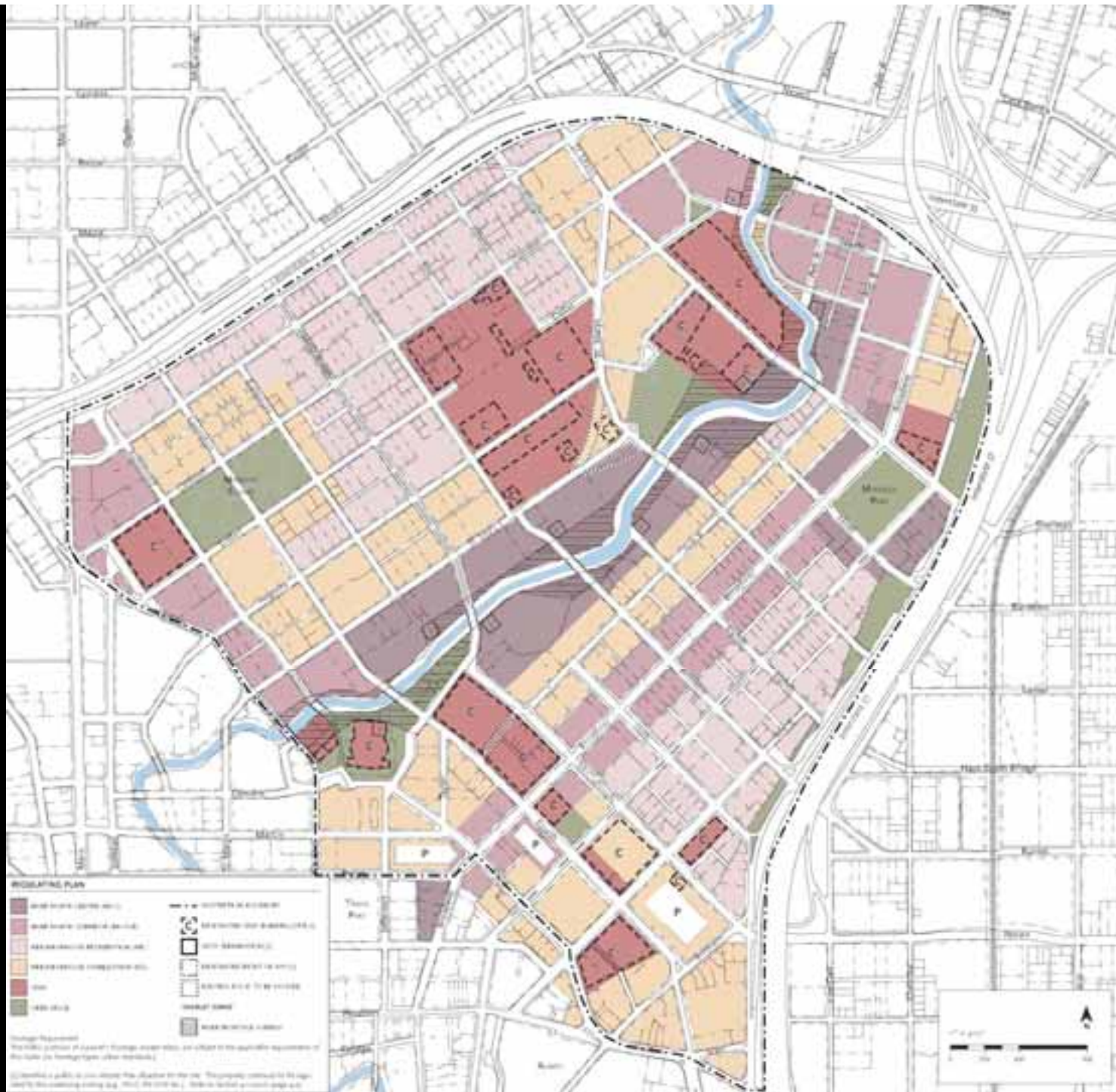


Movement	free
Speed	35mph
Pedestrian Crossing Time	5 seconds
Row Width	35'
Pavement Width	40'
Shoulders	not on road side
Median	none
Traffic Lanes	2, 1 each way
Parking	both sides
Curb Type	vertical
+ Actual Curb Radius (ft)	+/- 15 on north side, +/- 20 on south side
+ Effective Curb Radius (ft)	+/- 25 on north side, +/- 30 on south side
Sidewalk Width	7' and 8'
Planer Slope	2'
Planer Type	width of 4' on corner
Planing	none (both 2' low curb)
Tree Species	one large tree three two trees
Street Lighting	14 6' tall poles at 20' int

+ Modifications are shown in orange

Above: Existing photo prior to change

Left: Plan/Section Diagram



4.4 URBAN STANDARDS

4.4.010 BUILDING AND PARKING PLACEMENT, BUILDING HEIGHT, PROFILE, ENCROACHMENTS AND PARKING

A. REQUIREMENTS

- Purpose.** This Chapter identifies the standards and requirements for new buildings or buildings to be modified, for each zone within the Master Plan area to ensure that proposed development is consistent with the City's goals for building form, character, and quality within the Master Plan area. The zones are organized by intensity from the most intense (RN-C) to the least intense (NS). Unless stated otherwise, all requirements are expressed as minimums.
- Applicability.** Each proposed improvement and building shall be designed in compliance with the standards of this Chapter for the applicable zone, except for public and institutional buildings, which because of their unique disposition and application are not required to comply with these requirements and are reviewed by a special permit and procedures.
- Requirements by zone.** Each proposed building shall be designed according to the urban standards identified per the zone in which the property is located.

specify PD 2 and 3 members and see modifications to be inserted into appropriate sections of code.

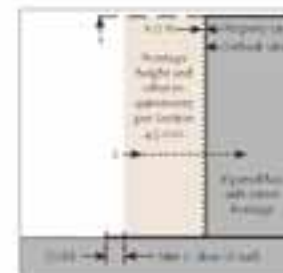
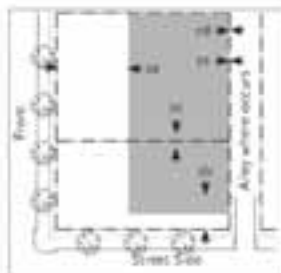
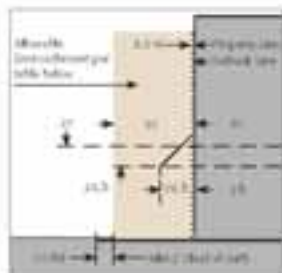
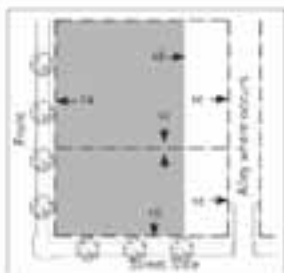
The range of uses and their allowed components used in the Master Plan is summarized on this page. The uses are arranged in a continuum of intensity with the most intense at left and the least intense at right. Each zone is aimed at generating or maintaining a distinct character through the utilization of appropriate building and forming types and the placement of those types on parcels.

Note: This is a summary. Please refer to the following chapters of this code for the full requirements per zone.

ZONE SUMMARY

RIVER NORTH CENTER (RN-C) Up to 40 stories		RIVER NORTH CORRIDOR (RN-COR) Up to 8 stories		NEIGHBORHOOD REGENERATION (NR) Up to 4 stories		NEIGHBORHOOD STABILIZATION (NS) Up to 3 stories		OPEN SPACE (OS) Up to 2 stories	
<i>Items and Descriptions of NR-C Zone</i>		<i>Items and Descriptions of RN-COR Zone</i>		<i>Items and Descriptions of NR Zone</i>		<i>Items and Descriptions of NS Zone</i>		<i>Items and Descriptions of OS Zone</i>	
BUILDING TYPES	MAX IN RN-C	BUILDING TYPES	MAX IN RN-C	BUILDING TYPES	MAX IN NR-C	BUILDING TYPES	MAX IN NS-C	BUILDING TYPES	MAX IN OS-C
Townhome/Podium	not allowed	Townhome/Podium	not allowed	Townhome/Podium	not allowed	Townhome/Podium	not allowed	Townhome/Podium	not allowed
Loft	4	Loft	8	Loft	not allowed	Loft	3	Loft	4
Commercial Mixed	3	Commercial Mixed	9	Commercial Mixed	not allowed	Commercial Mixed	3	Commercial Mixed	3
Student Dwelling	3	Student Dwelling	10	Student Dwelling	4	Student Dwelling	4	Student Dwelling	3
Hotel/Guest	3	Hotel/Guest	3	Hotel/Guest	not allowed	Hotel/Guest	3	Hotel/Guest	not allowed
Courtyard Housing	3	Courtyard Housing	3	Courtyard Housing	3	Courtyard Housing	3	Courtyard Housing	3
Live/Work	3	Live/Work	3	Live/Work	3	Live/Work	3	Live/Work	3
Residence	3	Residence	not allowed	Residence	3	Residence	3	Residence	3
Employment Center	not allowed	Employment Center	not allowed	Employment Center	not allowed	Employment Center	not allowed	Employment Center	not allowed
Office/Highly	not allowed	Office/Highly	not allowed	Office/Highly	not allowed	Office/Highly	not allowed	Office/Highly	not allowed
Office/Low	not allowed	Office/Low	not allowed	Office/Low	not allowed	Office/Low	not allowed	Office/Low	not allowed
Warehouse	not allowed	Warehouse	not allowed	Warehouse	not allowed	Warehouse	not allowed	Warehouse	not allowed
PROTECTED TREES		PROTECTED TREES		PROTECTED TREES		PROTECTED TREES		PROTECTED TREES	
Aspen	allowed	Aspen	not allowed	Aspen	not allowed	Aspen	not allowed	Aspen	not allowed
Cedar	allowed	Cedar	allowed	Cedar	allowed	Cedar	not allowed	Cedar	not allowed
Elm	allowed	Elm	allowed	Elm	allowed	Elm	allowed	Elm	allowed
Juniper	allowed	Juniper	allowed	Juniper	allowed	Juniper	allowed	Juniper	allowed
Maple	allowed	Maple	allowed	Maple	allowed	Maple	allowed	Maple	allowed
Pine	allowed	Pine	allowed	Pine	allowed	Pine	allowed	Pine	allowed
Redwood	allowed	Redwood	allowed	Redwood	allowed	Redwood	allowed	Redwood	allowed
Sycamore	allowed	Sycamore	allowed	Sycamore	allowed	Sycamore	allowed	Sycamore	allowed
Walnut	allowed	Walnut	allowed	Walnut	allowed	Walnut	allowed	Walnut	allowed
Yew	allowed	Yew	allowed	Yew	allowed	Yew	allowed	Yew	allowed
BUILDING SETBACKS	IN FEET	BUILDING SETBACKS	IN FEET	BUILDING SETBACKS	IN FEET	BUILDING SETBACKS	IN FEET	BUILDING SETBACKS	IN FEET
Front yard	10	Front yard	10	Front yard	10	Front yard	10	Front yard	10
Side Street	10	Side Street	10	Side Street	10	Side Street	10	Side Street	10
Side yard main	10	Side yard main	10	Side yard main	10	Side yard main	10	Side yard main	10
Front yard main	10	Front yard main	10	Front yard main	10	Front yard main	10	Front yard main	10
Side rear yard	10	Side rear yard	10	Side rear yard	10	Side rear yard	10	Side rear yard	10
PARKING	DU/DQ/PT	PARKING	DU/DQ/PT	PARKING	DU/DQ/PT	PARKING	DU/DQ/PT	PARKING	DU/DQ/PT
Residential	0.5	Residential	0.5	Residential	0.5	Residential	0.5	Residential	0.5
Live/Work	0.5	Live/Work	0.5	Live/Work	0.5	Live/Work	0.5	Live/Work	0.5
Non-Residential	0.5	Non-Residential	0.5	Non-Residential	0.5	Non-Residential	0.5	Non-Residential	0.5
In-Low Use	0.5	In-Low Use	0.5	In-Low Use	0.5	In-Low Use	0.5	In-Low Use	0.5
DEVELOPMENT PROGRAM		DEVELOPMENT PROGRAM		DEVELOPMENT PROGRAM		DEVELOPMENT PROGRAM		DEVELOPMENT PROGRAM	
Agri	not allowed	Agri	not allowed	Agri	not allowed	Agri	not allowed	Agri	not allowed
Residential	not allowed	Residential	not allowed	Residential	not allowed	Residential	not allowed	Residential	not allowed
Commercial	not allowed	Commercial	not allowed	Commercial	not allowed	Commercial	not allowed	Commercial	not allowed
Industrial	not allowed	Industrial	not allowed	Industrial	not allowed	Industrial	not allowed	Industrial	not allowed
Lodging	not allowed	Lodging	not allowed	Lodging	not allowed	Lodging	not allowed	Lodging	not allowed

4.4.000 RIVER NORTH CENTER (RNC) ZONE



The following requirements apply to all property within the RNC Zone.

A. ZONE REQUIREMENTS

1. **Building Types Allowed** The following building types and their particular maximum height are allowed in the RNC Zone subject to compliance with all applicable requirements, including the requirements for each building type (See Chapter 4.5.000 for individual design standards and definitions).

BUILDING TYPE	MAX STORES IN BULK
Townhome/Town	10 stories
Loft	4
Commercial Mixed	10
Hotel/Hotel	10
Hotel/Office	10
Hotel/Residential	10
Office/Office	10
Residential	10

(1) up to 10 stories (height varies from 100 feet to 140 feet)

(2) up to 10 stories (height varies from 100 feet to 140 feet)

B. BUILDING PLACEMENT

1. **Setbacks** Minimum setbacks required and, where noted, maximum setbacks allowed except where a frontage type standard allows exceptions or establishes different requirements. All setbacks to be landscaped.

SETBACK	MIN	MAX
(1) Front yard	10'	10'
(2) Street side	10'	10'
(3) Side yard	10'	10'
(4) Rear yard	10'	10'
(5) Alley rear yard	10'	10'

C. ENCROACHMENTS

1. **Outdoor Dining**
 2. **Awnings, Signs, Balconies, Bay Windows and Columns** Per table below

ENCROACHMENT	HORIZ	VERTICAL
(1) awnings	width 10'	max 10' clear
(2) signs	max 10'	max 10' clear
(3) balconies	width 10'	max 10' clear
(4) bay windows	width 10'	max 10' clear
(5) columns	width 10'	max 10' clear
(6) signs	width 10'	max 10' clear
(7) balconies	width 10'	max 10' clear
(8) bay windows	width 10'	max 10' clear
(9) columns	width 10'	max 10' clear

D. PARKING PLACEMENT

1. **Parking Access** Vehicular access is permitted only from an alley or side street.

2. **Parking Placement** Per table below; all tables apply to all stories of a building.

SETBACK	MIN	MAX
(1) front yard	10'	10'
(2) street side	10'	10'
(3) side yard	10'	10'
(4) rear yard	10'	10'
(5) alley rear yard	10'	10'

E. REQUIRED PARKING

1. **Driveway Requirements**, per table below

TYPE	MIN	MAX
front	10'	10'
side	10'	10'
parking	10'	10'

2. **Parking Requirements**, per table below
 Parking Calculations: all fractions shall be rounded up to the next whole number.

USE TYPE	MIN	MAX
Residential	10'	10'
Low-rise	10'	10'
Medium-rise	10'	10'

(1) 10' from rear street

F. BUILDING HEIGHT AND PROFILE

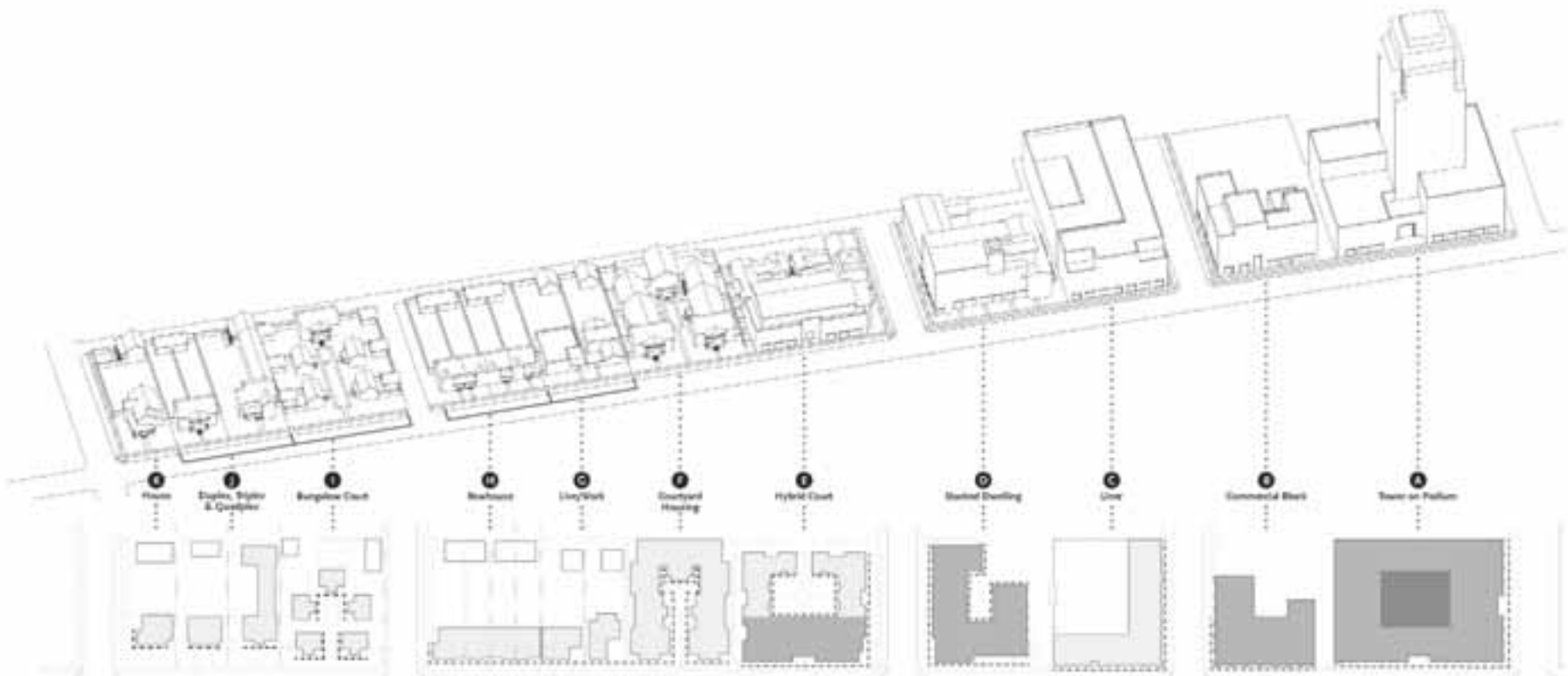
1. **Building Height**
 maximum 10 stories (4) minimum 4 stories, and as allowed by individual building type requirements (Section 4.5.000)

(4) only allowed in combination with B3 Overlay or specified vista termination areas (see regulating plan)

2. **Frontage Requirement**
 The ground floor fronting a street or other public space shall comply with the requirements for a frontage type per the table below.

TYPE ALLOWED	% OF FRONTAGE
Store	100% (1) (2)
Office	100% (1)
Hotel	100% (1)
Residential	100% (1)
Other	100% (1)
Other	100% (1)
Other	100% (1)

(1) Not allowed to RT overlay



BUILDING TYPES AND ADJACENCIES
 This diagram identifies the range of building types allowed in the Master Plan area. The individual types are arranged on a continuum of intensity with the least intense at left and the most intense at right. Each type is allowed as identified (in Table 4.5.1) and its requirements are described on the following pages.

TABLE 4.5.1 BUILDING TYPES ALLOWED BY ZONE

Building Type	Max	Density	Lot Width (ft)	Building Types Allowed by Zone (1)						
	Stories (2)	Range (3)		MS-C	MS-C2B	MS	MS	MS	MS-C	
A. Town-on-Problein	3-4	100-150	30-40	Y	Y	Y	Y	Y	Y	Y
B. Commercial MS-C	4-5	100-150	30-40	Y	Y	Y	Y	Y	Y	Y
C. Office	3-5	100-150	30-40	Y	Y	Y	Y	Y	Y	Y
D. Market Dwelling	4-5	100-150	30-40	Y	Y	Y	Y	Y	Y	Y
E. Hybrid Court	4-5	100-150	30-40	Y	Y	Y	Y	Y	Y	Y
F. Courtyard Housing	3-5	100-150	30-40	Y	Y	Y	Y	Y	Y	Y
G. City/Work	3-5	100-150	30-40	Y	Y	Y	Y	Y	Y	Y
H. Rowhouse	3-4	100-150	30-40	Y	Y	Y	Y	Y	Y	Y
I. Singleplex Court	3-4	100-150	30-40	Y	Y	Y	Y	Y	Y	Y
J. Duplex/Triplex/Quadplex	3-4	100-150	30-40	Y	Y	Y	Y	Y	Y	Y
K. House	3-4	100-150	30-40	Y	Y	Y	Y	Y	Y	Y

Y = Allowed N = Not Allowed

(1) Density ranges represent the typical range of each building type and the range of densities that can accommodate while maintaining the particular characteristics for the type as described in this chapter. These types are limited through the combination of each type's operational characteristics as to configuration in plan and section.

(2) Maximal along the front of the lot.

(3) Excludes adjacent to the redesign zones shown in each zone.

Key for Adjacency Flow Diagram

- Light Gray: Street Access (Single-Loaded Dwelling)
- Medium Gray: Access Access (Double-Loaded Dwelling)
- Dark Gray: Front Access (Town)
- Dashed Line: Shared Street Front Access

4.3.010 ARCHITECTURAL STANDARDS: BUILDING TYPES

- A. Tower-on-Podium:** A multi-level building organized around a central core with the first five floors expressed as a Podium building.
- 1. Lot Widths:** Minimum: 320 ft (2 acres); Maximum: 400 ft.
- 2. Access Standards**
- Entrance to the tower is through a street level lobby.
 - The entrance to each ground floor tower unit is directly from the street every 20 feet at a minimum. The entrance to each podium floor unit is directly from the podium.
 - Access to all other units is through a lobby and elevator.
 - Interior circulation to each above the third level is through a central corridor of at least 8 feet in width with recessed doors or seating alcoves/buffers at every 100 feet at a minimum.
 - Where an alley is present, parking may be accessed through the alley.
 - Where an alley is not present, parking is accessed from the street through the building.
 - For corner lots without alley access, parking is accessed from the side street through the building.
 - Elevator access is provided between the garage, and every one of the levels of the tower.
- 3. Parking Standards**
- Required parking shall be in a completely covered garage. If the garage is partially or wholly on the ground, then it shall be lined by a commercial or residential units.
 - Dwellings shall have indirect access to their parking stall(s).
 - Entrances to garages and/or driveways are located as close as possible to the side/rear of each lot.
 - Driveways to parking shall be between 12 and 25 feet in width.
- 4. Service Standards**
- Services, including all utility access and above ground equipment and trash are located on alleys.
 - Where alleys don't exist, utility access, above ground equipment and trash are located as provided under the urban regulations for each zone.
- 5. Open Space Standards**
- A quadrangle sized space shall be located on the ground, on a podium or on a roof garden of a size of at least 20% of the lot.
 - Minimum dimensions for such a space shall be 10 feet. Fencings and architectural projections allowed within each urban zone are permitted on the sides of the quad.
 - Private patios may be provided at side yards, rear yards and balconies.

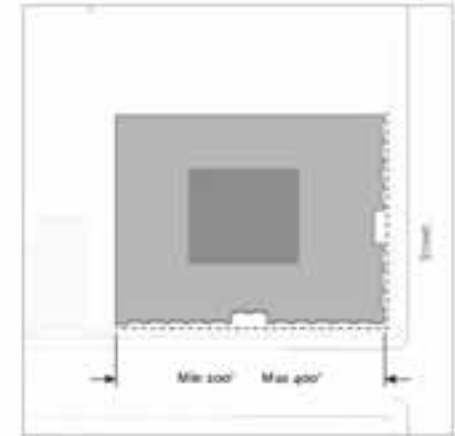
- 6. Landscape Standards**
- All yards shall be landscaped.
 - Four 36-inch box canopy trees per quad.
 - One 36-inch box canopy tree in each rear yard for shade and privacy.
 - When side yards are present, one 36-inch box tree per 50 linear feet to protect privacy of neighbors. The trees can be placed in groups in order to achieve a particular design.
 - Quads shall be designed as living outdoor rooms.
 - Smaller quads in interior courtyards will require shade trees and plant materials.
 - Six, five-gallon size shrubs, ten one-gallon size herbaceous perennials/shrubs and turf or acceptable dry climate ground cover is required for every required tree.
- 7. Frontage Standards**
- Entrance doors, public rooms, such as living rooms and dining rooms are oriented, to the degree possible, facing toward the courtyard(s) and street. Service rooms are oriented to the degree possible facing to courtyard.
 - No frontage types may encroach into the required minimum width of a quad.
 - The applicable frontage requirements apply per Chapter 4.5.000.
 - See the requirements of the applicable zone for allowed encroachments into required setbacks.
- 8. Building Size and Massing Standards**
- Buildings shall be composed of towers and podiums. Towers shall be a 1:1 ratio, designed to house scale, and not necessarily representing in their massing a single dwelling. Towers shall be composed of bundles of different heights and they shall mimic the skyline of the City.
 - The base relates to the pedestrian scale, connecting the large building to its surroundings.
 - Buildings may contain any of three types of dwellings: flats, townhouses and lofts.
 - Dwellings may be as repetitive or unique as deemed by individual designs.
 - Buildings may be composed of one dominant volume, façaded by secondary ones.

Density	Ratio of each story per page 4.3 for height reduction			
	1:1	1:1.5	1:1.75	1:2
10	100%	100%	---	---
15	100%	100%	100%	---
20	100%	100%	100%	100%

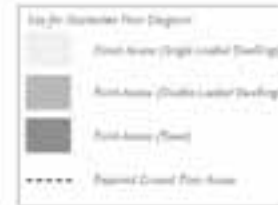
- 9. Accessory Dwellings:**
 Not Allowed



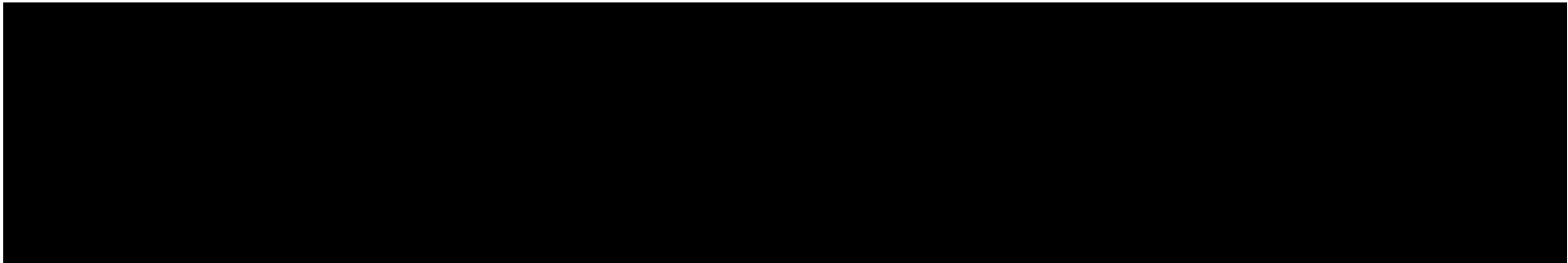
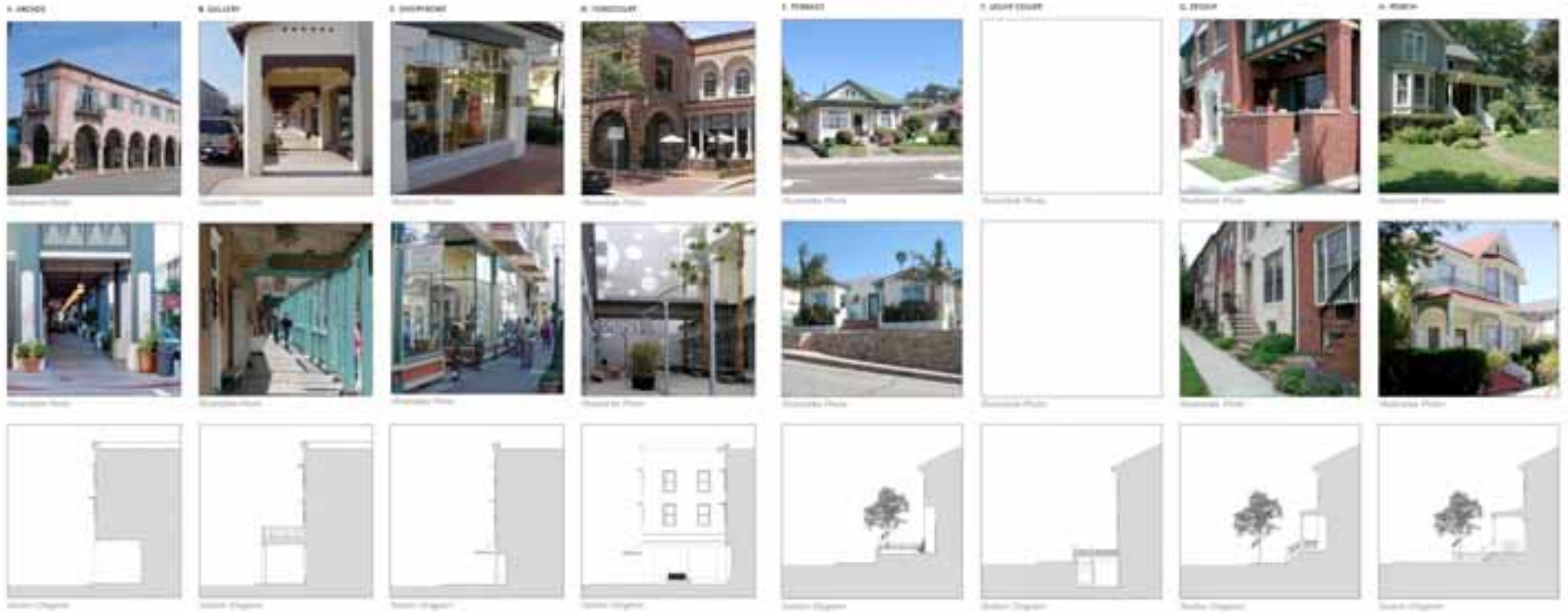
Illustrative Accessory Dwellings



Illustrative Floor Diagram



Illustrative Podium Tower with-long Driveway



4.5.020 ARCHITECTURAL STANDARDS: FRONTAGE TYPES

A. Arcade

Arcades are facades with an attached colonnade, that is covered by upper stories. This type is ideal for retail use, but only when the sidewalk is fully absorbed within the arcade so that a pedestrian cannot bypass it.

1. Configuration

A great variety of arcade designs are possible, but the following apply:

- a. The height and the proportions of the arcade shall correspond to the facade consistent with the architectural style of the building.
- b. Min 12 ft clear [1] in all directions. Soffits, columns/arches shall be treated consistent with the architecture of the building.
- c. Along primary frontages, the arcade shall correspond to storefront openings and:
 - i. spacing between openings along the right-of-way shall be 10 feet;
 - ii. primary frontage storefront openings shall be at least 10 feet tall and comprise 65% of the 1st floor wall area facing the street and not have opaque or reflective glazing;
 - iii. storefronts shall be min 10 ft to max 16 ft tall.
- d. A bulkhead is to transition between the opening(s) and the adjacent grade. The bulkhead shall be between 24 inches and 36 inches tall (aluminum storefront or spandrel panel may not substitute for a bulkhead).
- e. Max 4' sidewalk between curb and face of arcade (except at curb extensions for intersections).

2. Elements

- f. Awnings, signs, etc, shall be located 8 feet above the adjacent sidewalk and may project for the width of the sidewalk at a rate of 6 inches per each foot above 8 feet to a maximum encroachment of 4 feet.

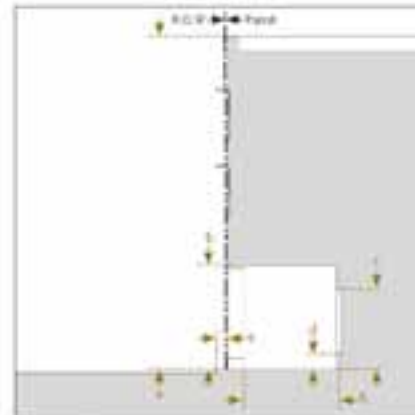
[1] The term "clear" means that the identified area is free of any encroachments.



Illustrative Photo: Arcade



Axonometric Diagram: Arcade



Section Diagram: Arcade



SITE PLAN

BRUNNEN
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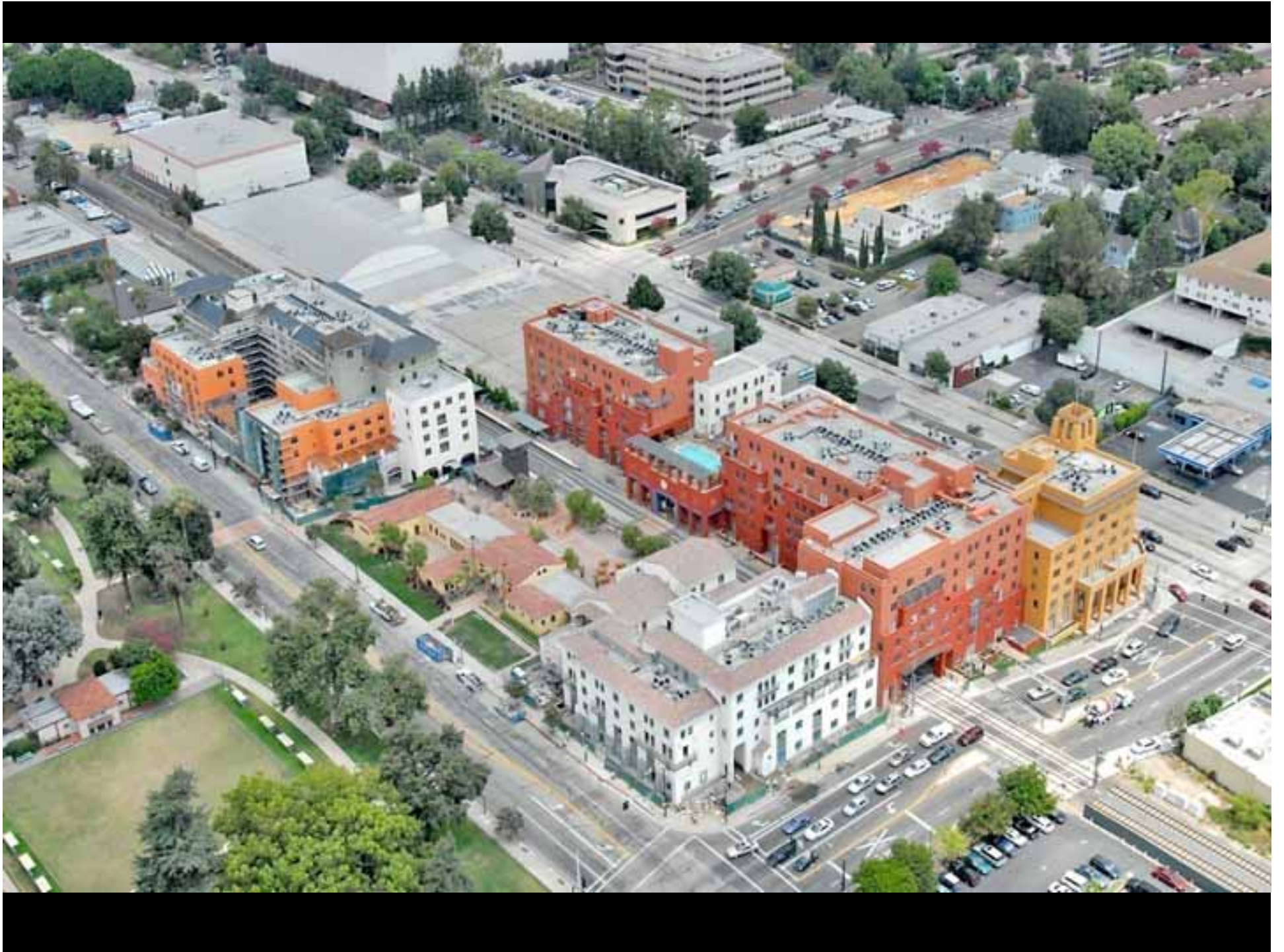


MAHL & PETERSON
ARCHITECTS













Context



Figure Field

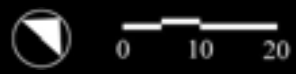




FIRST COURT ALLEY



SECOND STREET



First Floor











of the LEED rating systems, has awarded The Robert Redford Building and the David Family Environmental Action Center a v2 Platinum rating under the LEED 2.1 green building rating system. The building is the greenest in the world.

Across the country, the offices of the NRDC consistently have been built to high standards of environmental design and resource conservation; their Southern California office is their most ambitious effort to date. The new offices and David Family Environmental Action Center are located in a 15,000-sf storefront commercial building that was adapted from a 20's era structure for the new uses. It includes offices; meeting rooms; and the Action Center, which features educational exhibits, the Leonardo DiCaprio e-Activism Zone, and a retail store specializing in books about green design and the Southern California environment.

The building's design draws from the tradition of typical Los Angeles commercial structures at the street and transitions to a small collection of seaside buildings overlooking the Pacific. Light wells designed as lighthouses march down the center of the building to provide natural light in such a tightly pack site and are used as a metaphor for the ambitious activities of the NRDC itself.

- A PowerLight 710W grid connected solar electric array produces 37.5 kWh of electricity per day, enough for 20% of the building's needs. The balance of the consumption is provided by wind and other renewable sources.
- Electricity placed back into grid when consumption is low.
- Over 90% of the new building materials are recycled or recyclable.
- Over 50% of the materials are local.
- Rapidly renewable materials such as bamboo, poplar, bio-fiber, and wheat straw were used.
- All lumber and plywood are FSC certified.
- Over 34% of deconstruction materials and construction waste were recycled.
- Low VOC paints and glues were used throughout. All areas are urea formaldehyde free.
- Carbon dioxide is monitored 24 hours/day and the building is automatically flushed through light well exhaust fans should unsafe levels arise.
- Negative pressure system through a separate fan system is used to discharge harmful particles from various pieces of office equipment.
- Low water usage plant materials are used.
- The building was commissioned to certify that all elements and systems operate as intended.

MOULE & POLYZOIDES
ARCHITECTS AND URBANISTS

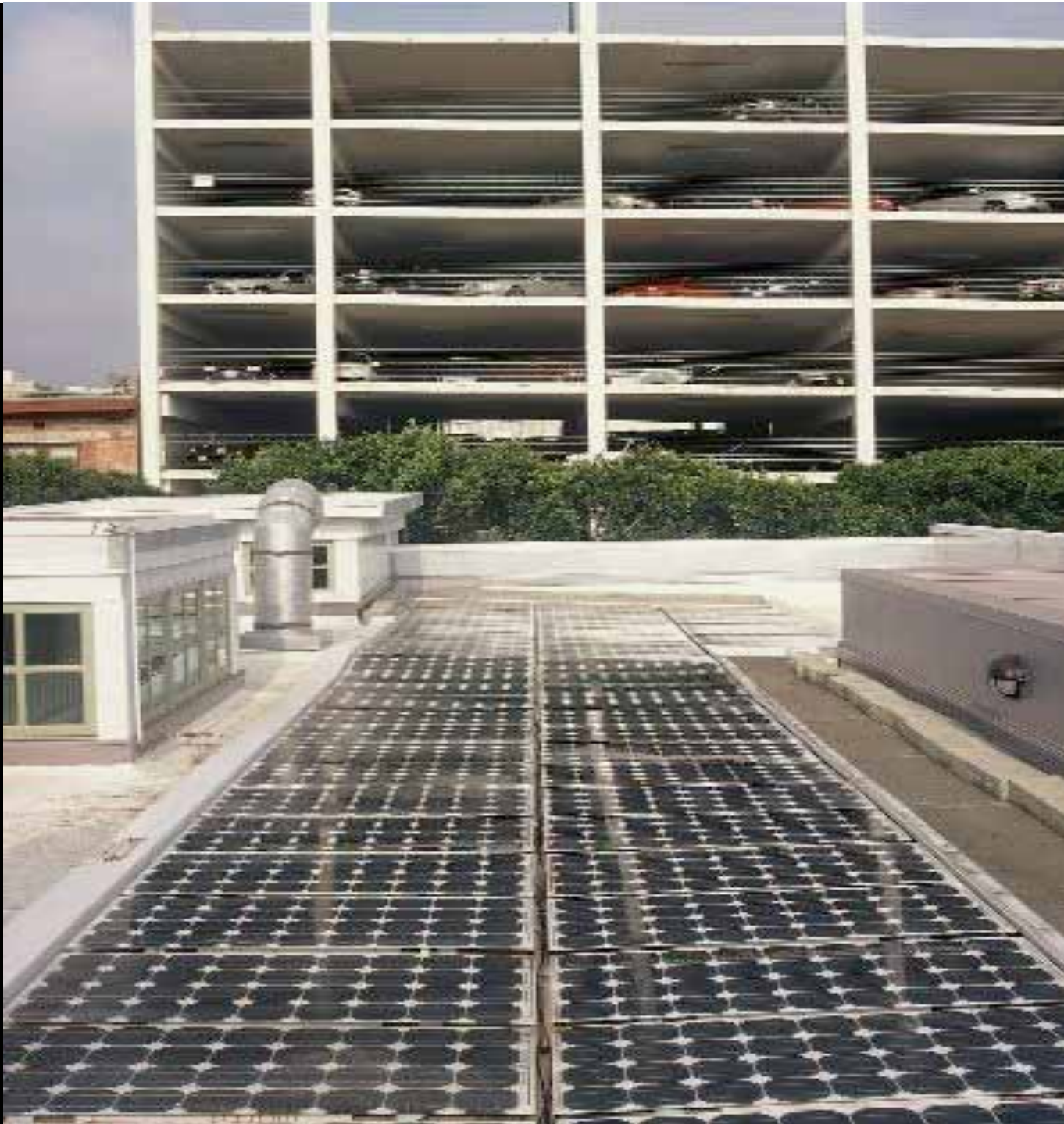
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MOULE & POLYZOIDES
ARCHITECTS AND URBANISTS



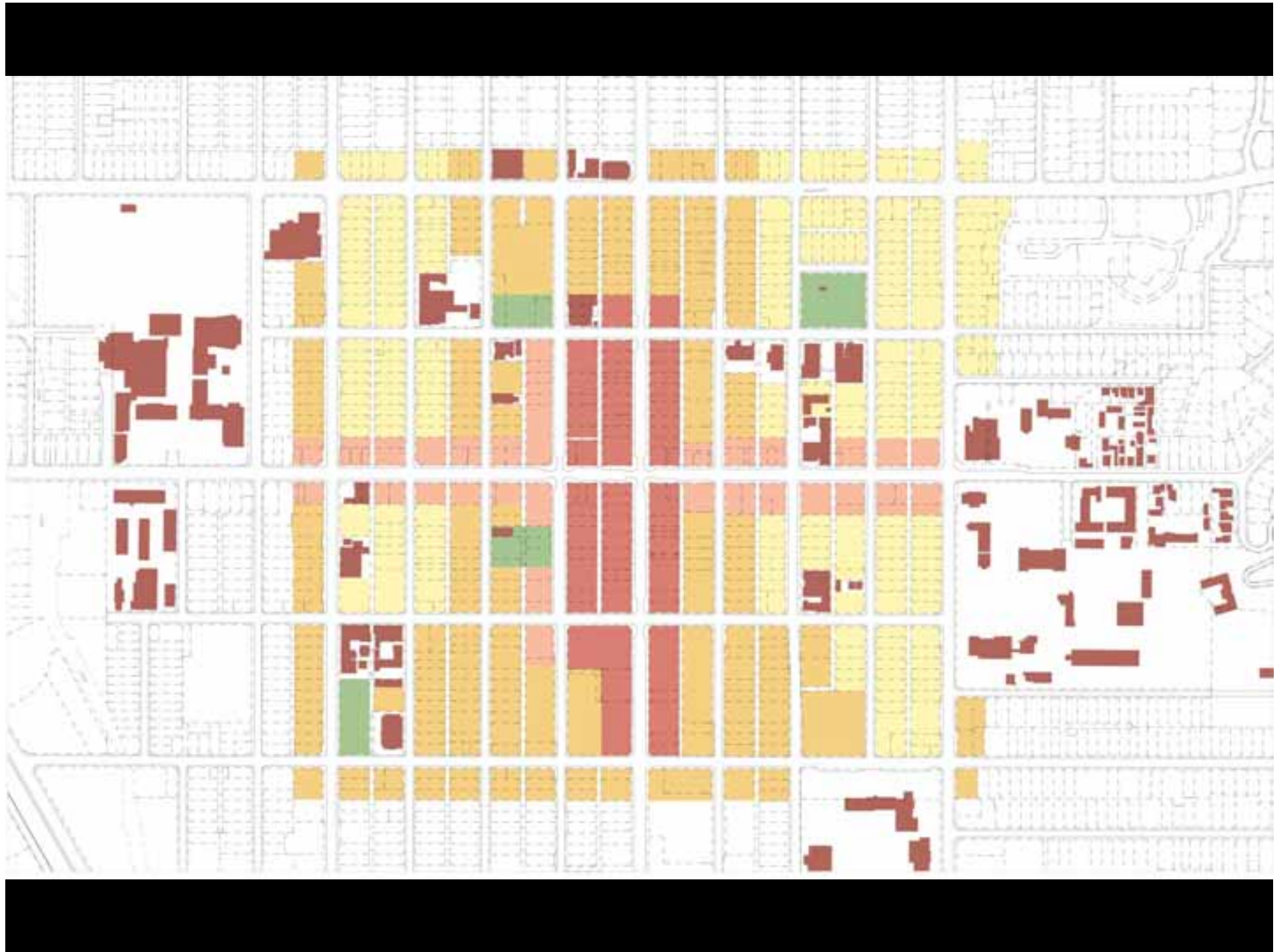




Urbanism is the Most Effective Remedy

Step 3:
Pursuing positive outcomes on all fronts.





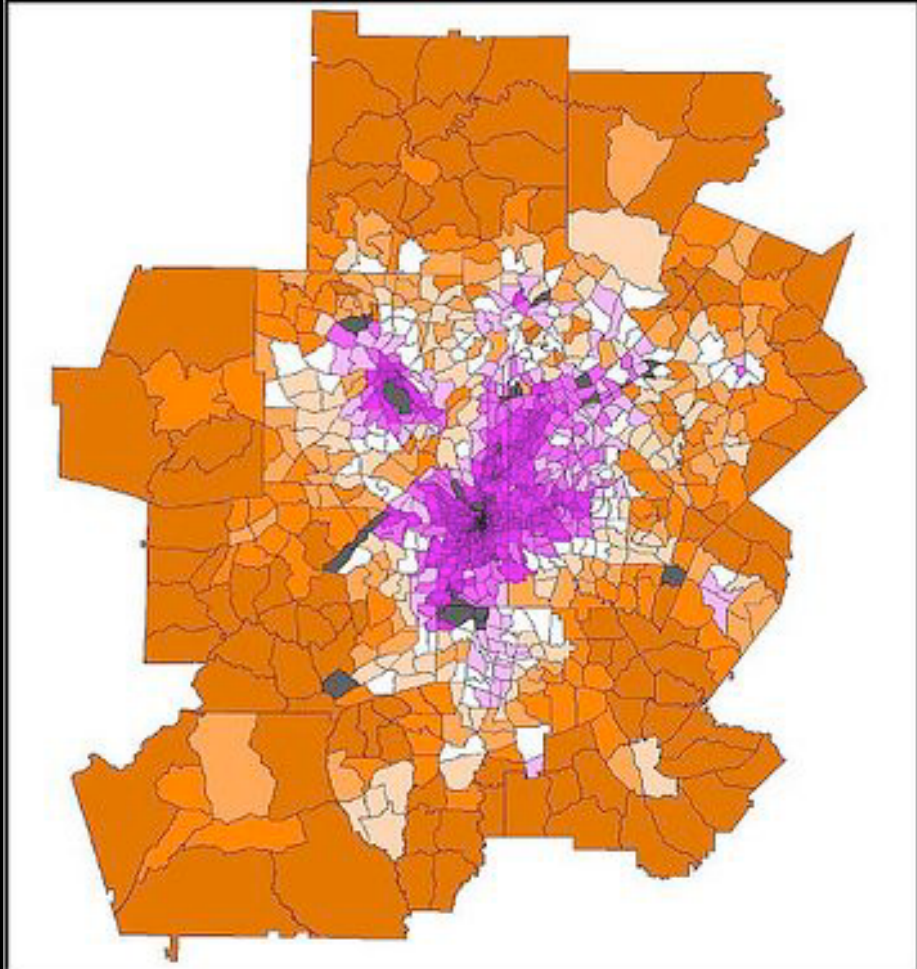


Figure 1

ATLANTA REGION

Daily Per Capita Home-Based VMT (1998)

1998 HB VMT/Person/Day

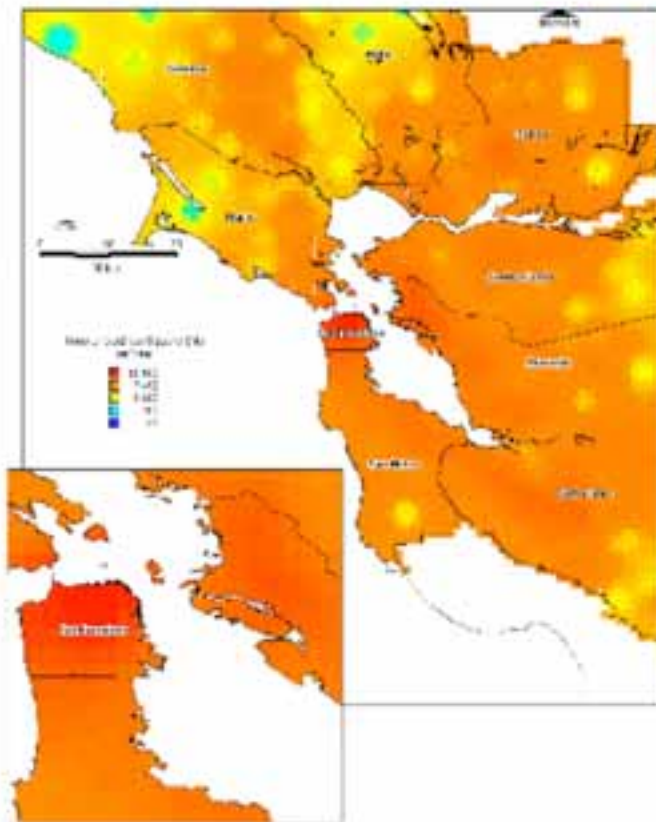
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Insufficient data

March 10, 2000

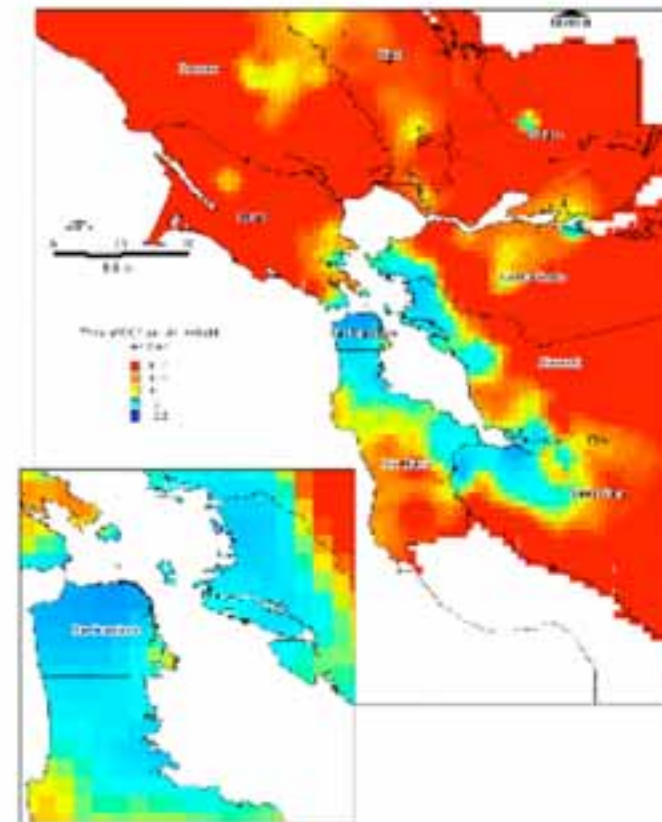
CRITERION
PLANNERS
ENGINEERS
Portland, OR

CRITERION

Cities produce large amounts of GHGs.



City dwellers produce relatively low amounts of GHGs.





We are the Sustainable World

Our way of life can be the answer.







