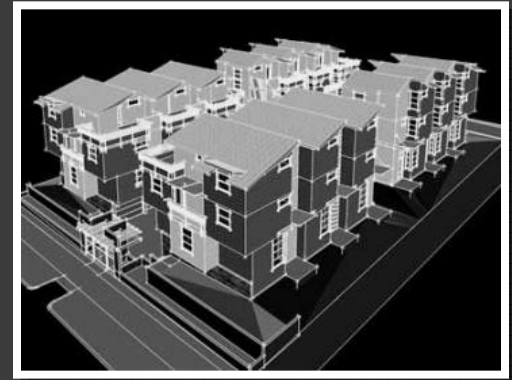




CORA NW TOWNHOME DESIGN

DEMONSTRATION PROJECTS

JUNE 7, 2008

FLEXIBILITY WITHIN LIMITS APPROACH TO MULTI-FAMILY ZONING

1. WHAT'S WRONG WITH THE CURRENT CODE?

2. THE QUESTION FOR PESSIMISTS: In the hands of an indifferent or unscrupulous developer, what new kind of horrors will a more flexible code permit?

3. THE QUESTION FOR OPTIMISTS: If a more flexible code is enacted, what other types of housing development will the new code enable?

ANATOMY OF THE CENTRAL PARKING COURT:

THE STANDARD DESIGN SOLUTION IS DRIVEN BY THE CURRENT CODE.

1.FRONT AND REAR YARDS:

- Front & rear yard setbacks force all of the open space to the periphery
- Front & rear yards are along alleys & busy streets get tall fences

2.ROOF LINES:

- Height limits are typically below what is permitted in single family zones
- 35' max. height to ridge
- To fit in a third story, a gable is the only solution that works

3.PARKING:

- Alley access only forces all cars to feed off one driveway
- The only place left to park is the center of the site
- At ground level, the buildings are almost all parking garage & driveways
- Attempts to get parking underground are penalized by height, lot coverage, driveway grade, building width, & building depth rules

ANATOMY OF THE CENTRAL PARKING COURT TYPOLOGY:

4.OPEN SPACE:

- All open space must be within 18" of grade
- Open spaces completely disconnected from living spaces
- Open space must be private, not communal

5.LOT COVERAGE, BUILDING DEPTH, BUILDING WIDTH

- Attempts to provide open space above grade in a useful location or push parking partially underground end up counting as lot coverage, building depth, building width.

6.DENSITY

- This method of developing a site often cannot approach the density intended for the zone.

LOW HEIGHT LIMITS MAKE GABLED
ROOFS THE ONLY SOLUTION THAT
ALLOWS A THIRD STORY

6' FENCE IN FRONT YARD
CREATES OPEN
SPACE CORRAL

PARKING COURTS ARE 20' TO 22' WIDE
BUILDINGS FACES ARE 10' APART
DIFFICULT FOR CARS TO MANEUVER
UNUSEABLE AS OPEN SPACE.

CURRENT WORST CASE

ANATOMY OF THE CENTRAL PARKING COURT:



FRONT YARDS

ANATOMY OF THE CENTRAL PARKING COURT:



REAR YARDS

ANATOMY OF THE CENTRAL PARKING COURT:



PARKING & GROUND FLOOR GARAGES

ANATOMY OF THE CENTRAL PARKING COURT:



ROOF LINES

ANATOMY OF THE CENTRAL PARKING COURT:

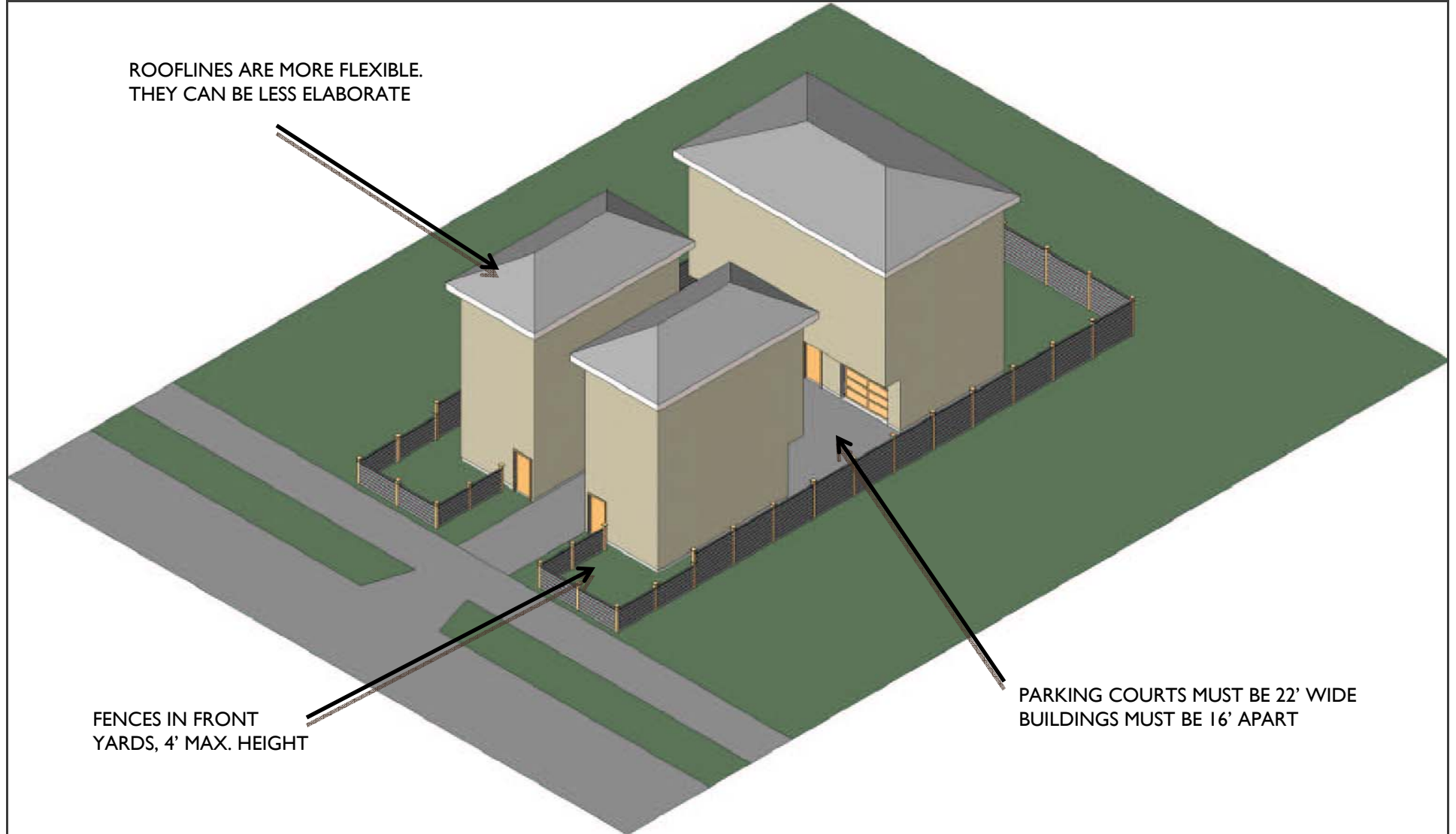


PARKING

THE QUESTION FOR PESSIMISTS:

In the hands of developer or architect,
what new kind of horrors will a more
flexible code permit?

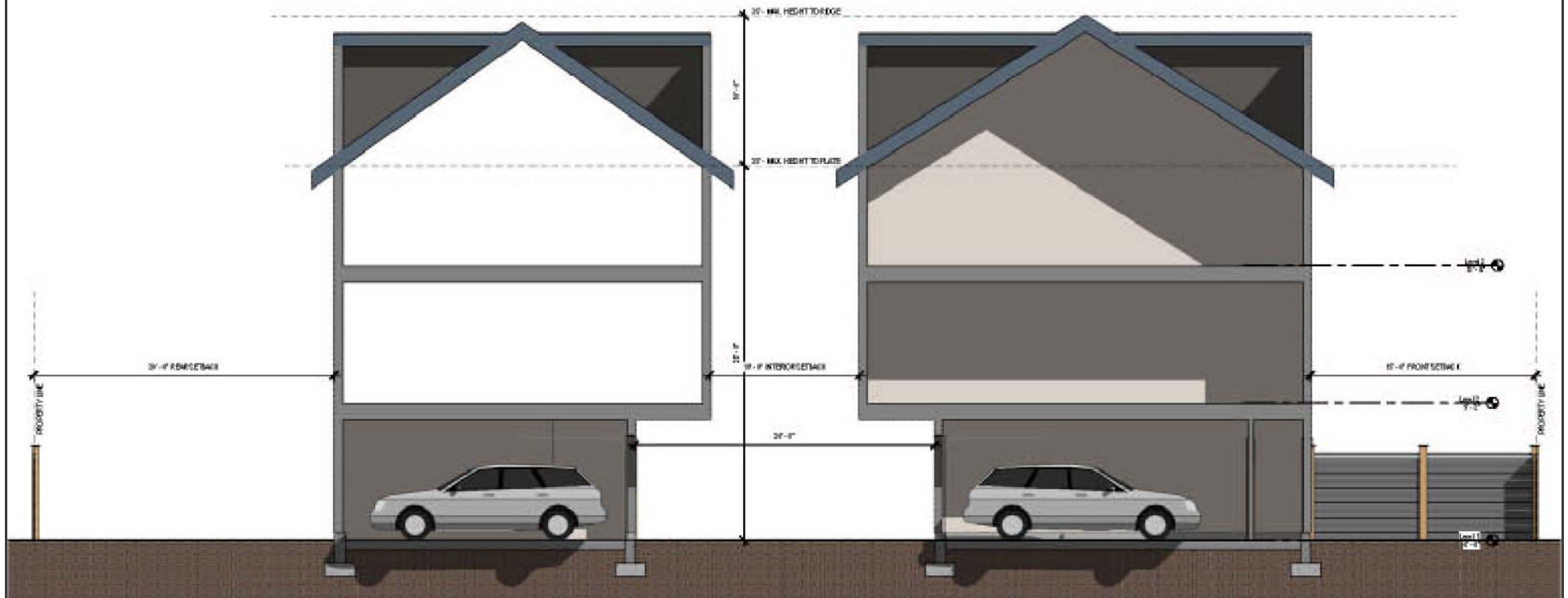
ROOFLINES ARE MORE FLEXIBLE.
THEY CAN BE LESS ELABORATE



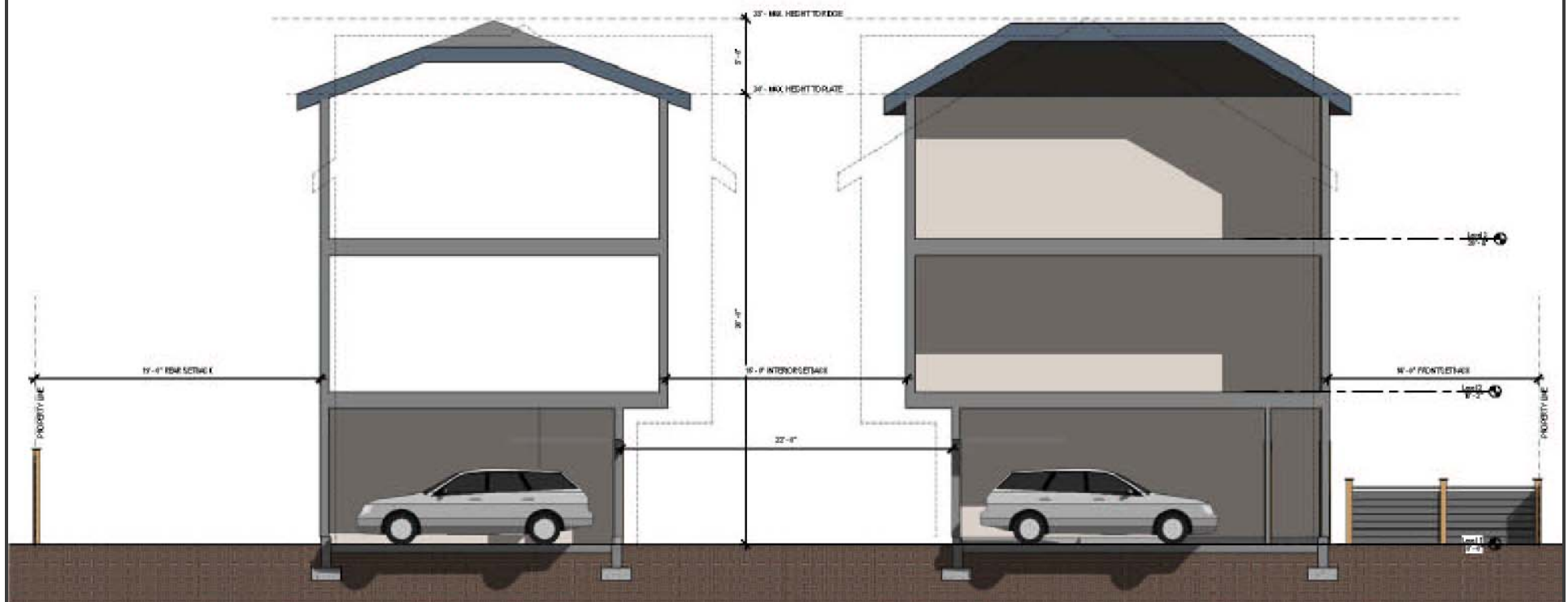
FENCES IN FRONT
YARDS, 4' MAX. HEIGHT

PARKING COURTS MUST BE 22' WIDE
BUILDINGS MUST BE 16' APART

FUTURE WORST CASE



CURRENT WORST CASE



FUTURE WORST CASE

THE QUESTION FOR OPTIMISTS:

If a more flexible code is enacted, what other types of housing development will the new code enable?

SAMPLE PROJECTS FROM CORA MEMBERS:

PROJECTS APPROVED THROUGH DESIGN REVIEW THAT
ILLUSTRATE THE POTENTIAL OF FLEXIBLE ZONING

COVERED CENTRAL PARKING COURT

CENTRAL PEDESTRIAN COURTYARD

BROWNSTONES

FOUR SQUARES



REDUCED FRONT & REAR SETBACKS ALLOW A LARGER CENTRAL COURT – PARKING IS ON GRADE

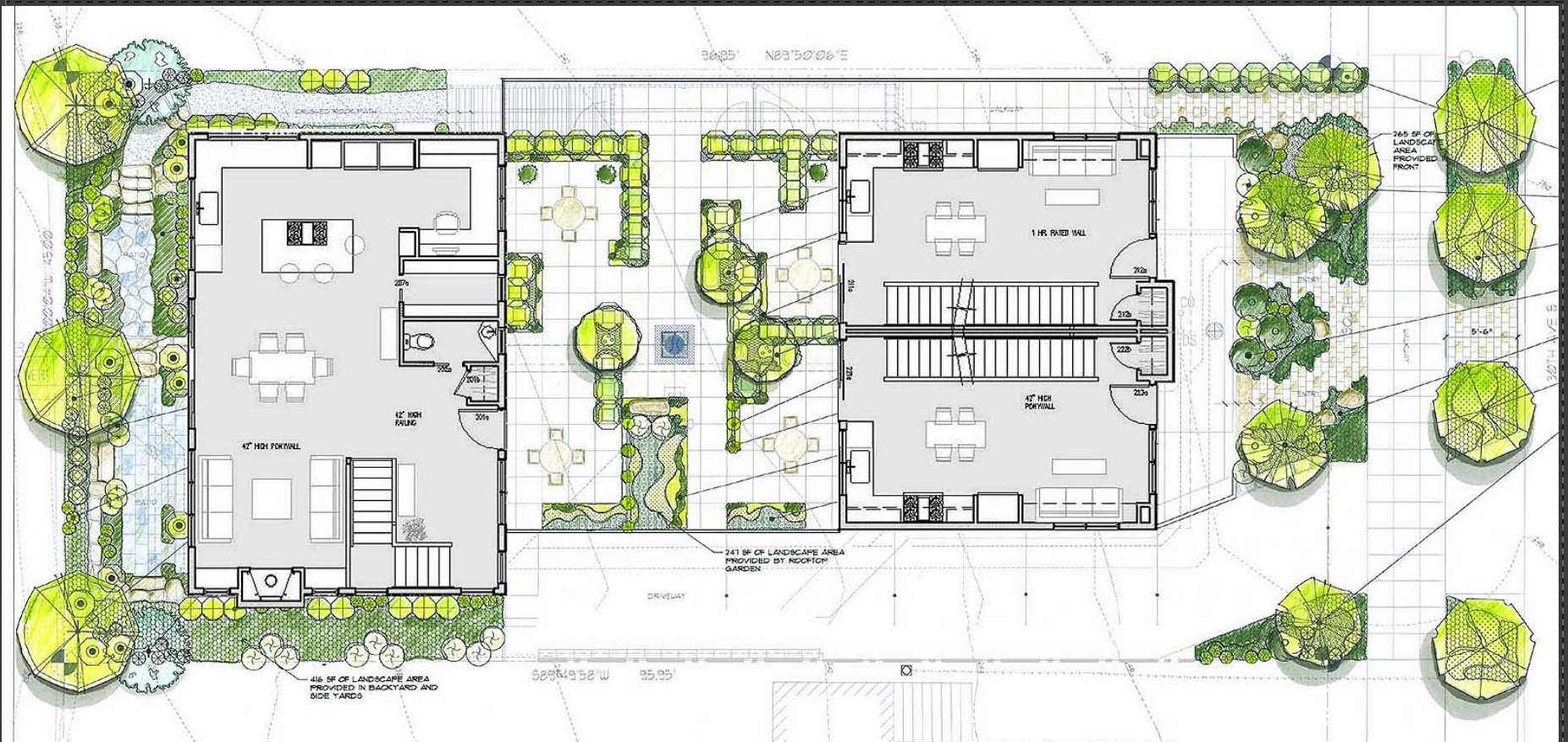
A GREEN ROOF LID COVERS THE PARKING – PROVIDES COMMON COURTYARD OPEN SPACE

BECAUSE PARKING IS NOT UNDER THE BUILDINGS, THE BUILDINGS ARE ONE STORY SMALLER WHILE STILL PROVIDING THE SAME AMOUNT OF USABLE SQUARE FOOTAGE.

COVERED CENTRAL COURT



COVERED CENTRAL PARKING COURT



DEPARTURES: UNDER OLD MF CODE

LOT COVERAGE

MODULATION

BUILDING SETBACKS

STRUCTURE DEPTH

OVERHANGS

OPEN SPACE

DEPARTURES: UNDER NEW MF CODE

LOT COVERAGE

-

BUILDING SETBACKS

STRUCTURE DEPTH

OVERHANGS

-

COVERED CENTRAL COURT

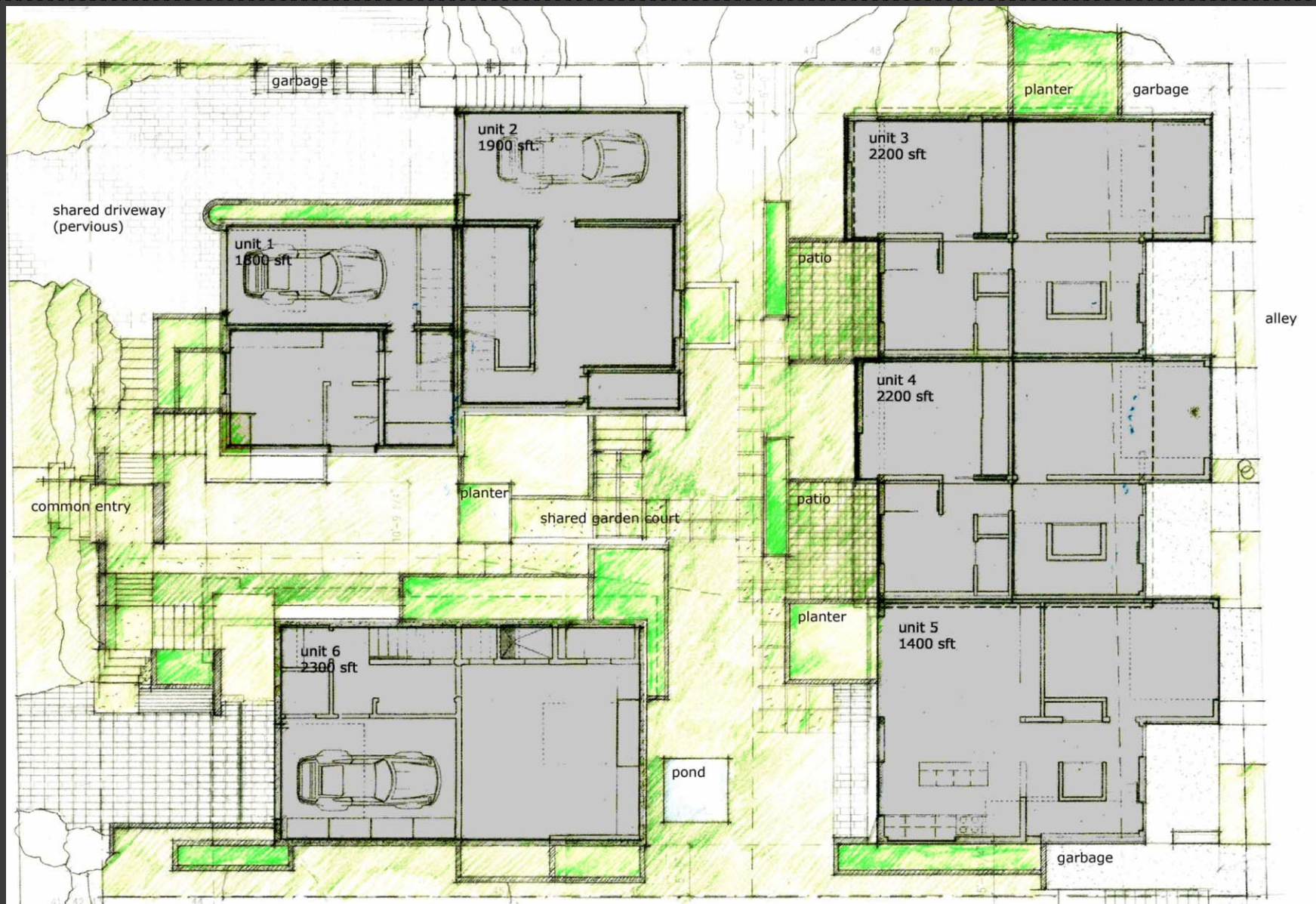


PARKING ACCESS IS ALLOWED FROM BOTH THE STREET AND ALLEY SIDES TO KEEP CARS AT THE PERIPHERY

SETBACKS ARE MINIMIZED TO CREATE SPACE IN THE CENTER OF THE SITE FOR A COURTYARD THAT PROVIDES COMMON OPEN SPACE FOR ALL OF THE UNITS.

PRIVATE OPEN SPACE IS PROVIDED AT THE TOP LEVEL WITH A GREEN ROOF TERRACE.

PEDESTRIAN COURTYARD



PEDESTRIAN COURTYARD



DEPARTURES: UNDER OLD MF CODE

LOT COVERAGE

MODULATION

BUILDING SETBACKS

STRUCTURE DEPTH

OPEN SPACE

PARKING ACCESS

DEPARTURES: UNDER NEW MF CODE

LOT COVERAGE

-

BUILDING SETBACKS

-

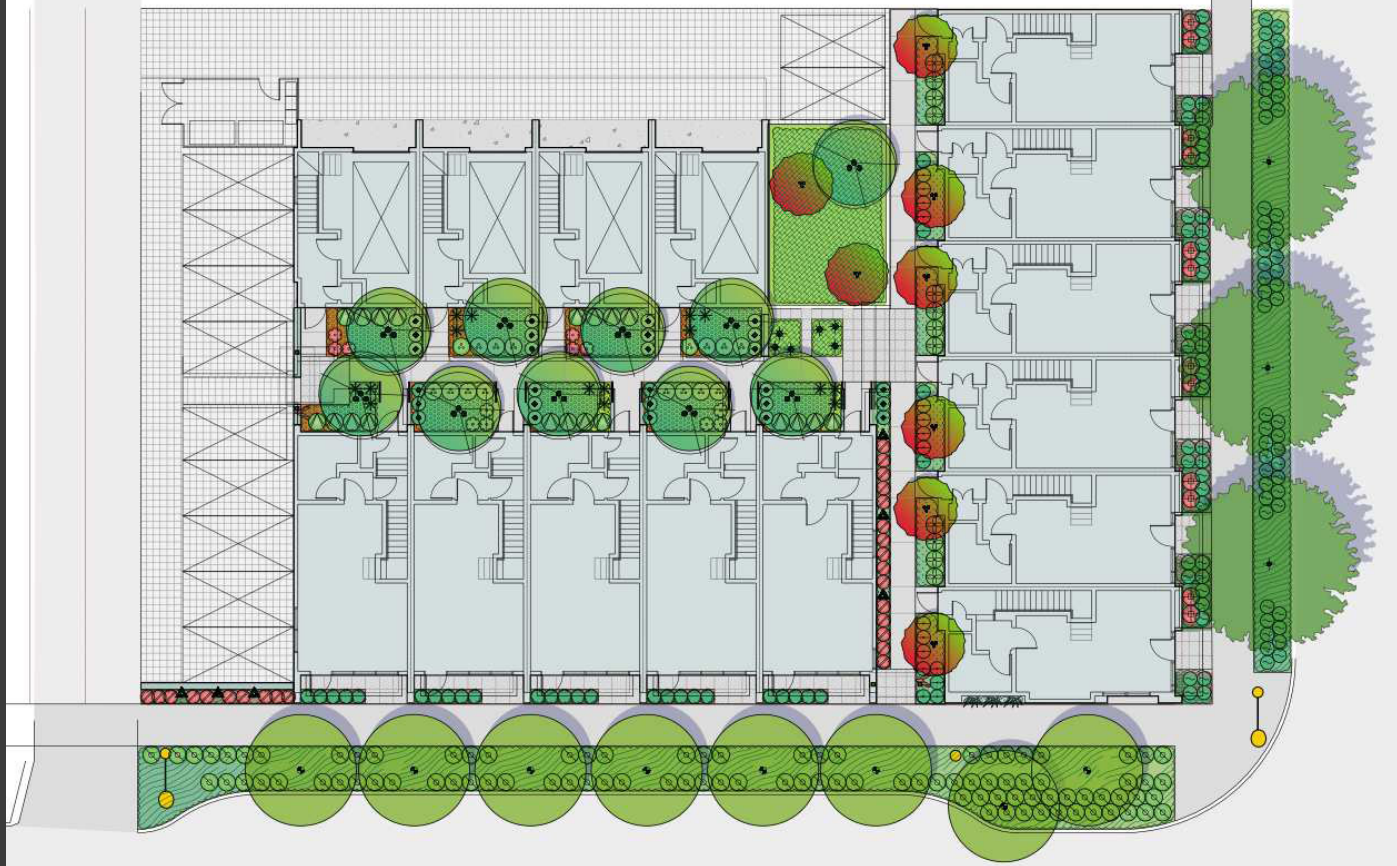
-

PARKING ACCESS

PEDESTRIAN COURTYARD



PEDESTRIAN COURTYARD WITH PARKING OFF ALLEY



DEPARTURES: UNDER OLD MF CODE

OPEN SPACE (REGARDING LOCATION & DIMENSION)

LOT COVERAGE

MODULATION

BUILDING SETBACKS

STRUCTURE DEPTH

DEPARTURES: IF UNDER NEW MF CODE *

OPEN SPACE (REGARDING LOCATION & DIMENSION)

-

MODULATION

-

-

* This project is in an NC zone. Shown for typology, site planning and discussion only.

PEDESTRIAN COURTYARD WITH PARKING OFF ALLEY



PARKING IS UNDERGROUND.

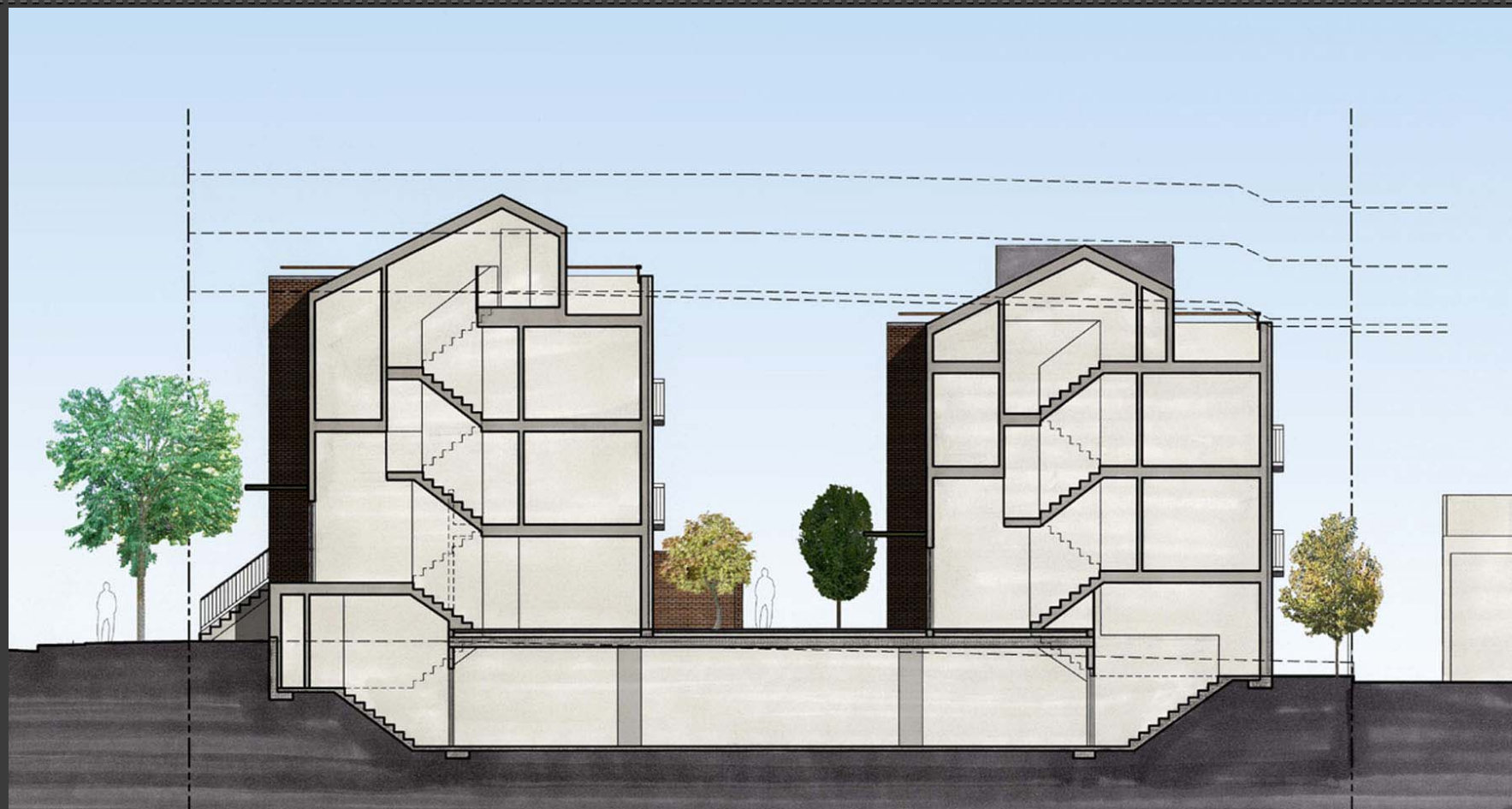
BUILDINGS ARE CLOSE TO THE STREET. PORCHES & STOOPS PROVIDE A STAGING
GROUND FOR ACTIVITIES

OPEN SPACE IS PROVIDED THROUGH A MIXTURE OF INTERIOR COURTS AND YARDS
AND ROOFTOP TERRACES

BROWNSTONES



BROWNSTONES



DEPARTURES: UNDER OLD MF CODE

LOT COVERAGE
MODULATION
BUILDING SETBACKS
STRUCTURE DEPTH
OPEN SPACE
SITE TRIANGLE

DEPARTURES: UNDER NEW MF CODE

LOT COVERAGE
-
BUILDING SETBACKS
-
OPEN SPACE
SITE TRIANGLE

BROWNSTONES

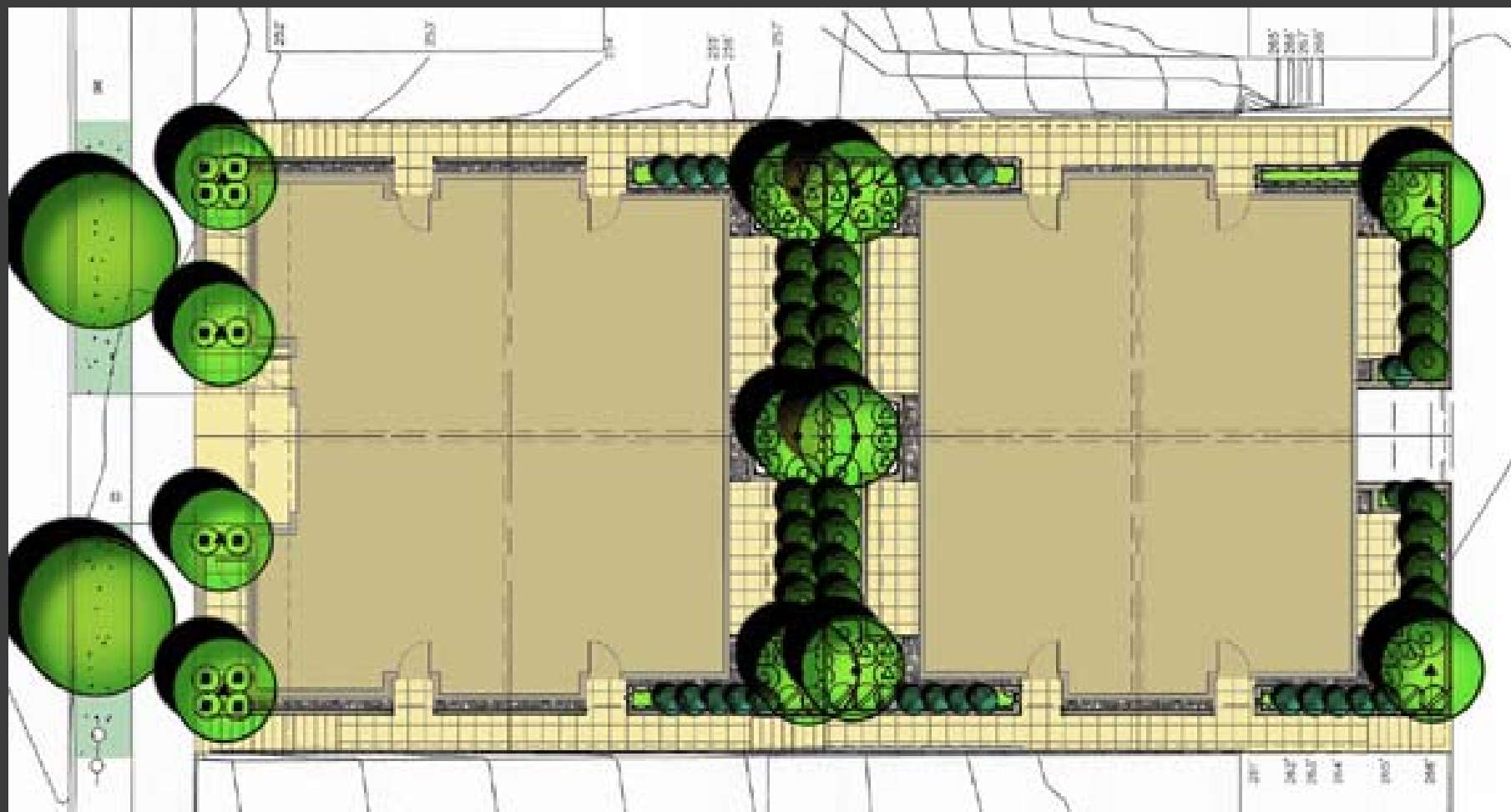


PARKING IS COMPLETELY UNDERGROUND.

BUILDING MASSING IS BROKEN INTO GROUPS OF FOUR UNITS SO THAT EACH UNIT HAS LIGHT ON TWO SIDES

OPEN SPACE AT GROUND LEVEL IS MINIMAL. ROOFTOP TERRACES PROVIDE SIGNIFICANT OPEN SPACE

FOUR SQUARES



FOUR SQUARES



DEPARTURES: UNDER OLD MF CODE

LOT COVERAGE

MODULATION

BUILDING SETBACKS

STRUCTURE DEPTH

LANDSCAPE (ALLEY REQUIREMENT)

OPEN SPACE

SITE TRIANGLE

DEPARTURES: UNDER NEW MF CODE

LOT COVERAGE

-

BUILDING SETBACKS

STRUCTURE DEPTH

-

OPEN SPACE

SITE TRIANGLE

FOUR SQUARES

SIGNIFICANT IMPROVEMENTS OF THE PROPOSED CODE:

1.FLEXIBLE SETBACKS

- Allows for diversity of building types & more effective open space solutions. Allows buildings to be adapted to their individual sites.

2.PARKING

- Remove penalties where attempts to get parking underground & cover parking with useful open space are counted as FAR, building depth/width/height.

3.OPEN SPACE

- Allows flexibility in how & where open space is provided. Effort spent by developers to provide parking lids, green roof terraces & other useful amenities can be rewarded.

4.FAR (floor to area ratio)

- Replace complicated set of restrictions that can be “cracked” in a limited number of ways with limits on overall density that can support limitless solutions