Form-based Ordinances
The Future of Ordinances in PA
Why Form-based Ordinances?

1. Focuses more on physical character, less on land uses
2. Encourages desired relationship between buildings with streets and sidewalks
3. Can promote smoother review/approval process
4. Flexibility... Flexibility... Flexibility
Outcomes of Today’s Session

1. Highlight components of Oakmont Borough’s Mixed Use District

2. Identify lessons learned

3. Discuss other local opportunities and challenges
Identified District Objectives

1. Provide opportunity for developing a vibrant mix of residential uses, commerce, civic activities and open space areas

2. Encourage concepts of traditional neighborhood development to support an outgrowth or extension of existing development which respects the integrity of existing elements as well as the architectural character, scale, street patterns and civic design features of the Borough
Identified District Objectives

3. Link new riverfront-oriented development to the Borough’s Central Business District and adjoining residential neighborhoods

4. Reinforce the integrity of the Borough’s hierarchy of thoroughfares

5. Support the activities of public transit as well as minimize infrastructure demands and infrastructure costs
Identified District Objectives

6. Promote pedestrian activity through well-designed and varied streetscapes and open space areas

7. Promote public health, safety and welfare through the provision of adequate air, light and open space

Community Master Plan Concept
Proactively shaping private sector opportunities

• As Pennsylvania is Dillon Rule, form-based provisions are not expressly authorized by the MPC

• To ensure compliancy with the MPC, Oakmont recognized the opportunity to develop a “hybrid” of traditional and form-based provisions
Oakmont Mixed Use District

1. Adopted in 2005 - one of Pennsylvania’s first enacted form-based provisions
2. 50+acre former Edgewater Steel site with Allegheny River frontage
3. Desire to provide flexibility for a range of land uses while capturing the character of established surrounding neighborhoods and commercial development
Primary Ordinance Components

- Thoroughfare Typologies
- Building Typologies
- Blocks and Lots
- Open Space
- Design Enhancements
## Table 1: Thoroughfare Typology

<table>
<thead>
<tr>
<th>BOULEVARD</th>
<th>URBAN STREETS</th>
<th>NEIGHBORHOOD STREETS</th>
<th>ALLEYS</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image" alt="Section" /></td>
<td><img src="image" alt="Section" /></td>
<td><img src="image" alt="Section" /></td>
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</tbody>
</table>

### Section
- *See Section 74.1C*

<table>
<thead>
<tr>
<th>PLAN</th>
<th>PLAN</th>
<th>PLAN</th>
<th>PLAN</th>
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</thead>
<tbody>
<tr>
<td><img src="image" alt="Plan" /></td>
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<td><img src="image" alt="Plan" /></td>
<td><img src="image" alt="Plan" /></td>
</tr>
</tbody>
</table>

### Legend
- A: Right of Way
- B: Carriageway
- C: Sidewalk and Planting Strip
- D: Median Strip
- E: Building Setback
- F: Porch/Slope/Balcony/Entrance Treatment
- G: On-Street Parking
- **-** ROW Line
- **-** Minimum Setback from ROW
- **-** Maximum Setback from ROW
## Thoroughfare Typology

### TYPES OF THOROUGHFARES

<table>
<thead>
<tr>
<th>CHARACTERISTICS</th>
<th>Boulevard</th>
<th>Urban Streets</th>
<th>Neighborhood Streets</th>
<th>Alleys</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Right-of-way Width</td>
<td>85’</td>
<td>65’</td>
<td>55’</td>
<td>24’</td>
</tr>
<tr>
<td>2 Cartway Width</td>
<td>20’ both direction</td>
<td>2’ both direction</td>
<td>0’ both direction: 20’</td>
<td></td>
</tr>
<tr>
<td>3 Minimum Sidewalk Width</td>
<td>8’</td>
<td>6’</td>
<td>5’</td>
<td>NA</td>
</tr>
<tr>
<td>4 Minimum Building Setback (principal building)</td>
<td>8’</td>
<td>0’</td>
<td>15’</td>
<td>Varies</td>
</tr>
<tr>
<td>5 Maximum Building Setback (principal building)</td>
<td>16’</td>
<td>5’</td>
<td>25’</td>
<td>NA</td>
</tr>
<tr>
<td>6 Maximum Balcony/P Stoops Depth</td>
<td>8’*</td>
<td>5’*</td>
<td>10’</td>
<td>NA</td>
</tr>
<tr>
<td>7 Minimum Building Height</td>
<td>35’</td>
<td>25’</td>
<td>25’</td>
<td>NA</td>
</tr>
<tr>
<td>8 Maximum Building Height</td>
<td>55’</td>
<td>45’</td>
<td>35’</td>
<td>See §79.1.C</td>
</tr>
<tr>
<td>9 On-street Parking</td>
<td>Not Permitted</td>
<td>Permitted</td>
<td>Permitted</td>
<td>Not Permitted</td>
</tr>
<tr>
<td>10 Street Trees</td>
<td>Required</td>
<td>Required</td>
<td>Required</td>
<td>Not Required</td>
</tr>
<tr>
<td>11 Landscaping Location Relative to Right-of-Way</td>
<td>Median Strip and Edges</td>
<td>Edges</td>
<td>Edges</td>
<td>Not Required</td>
</tr>
<tr>
<td>12 Street Lights</td>
<td>Required</td>
<td>Required</td>
<td>Required</td>
<td>Not Required</td>
</tr>
<tr>
<td>13 Driveway Curb-cuts</td>
<td>Not Permitted</td>
<td>Permitted for on-street parking &gt;10 vehicles</td>
<td>Permitted</td>
<td>Permitted</td>
</tr>
</tbody>
</table>

*
## Table 2: Building Typology

<table>
<thead>
<tr>
<th>Type 1</th>
<th>Type 2</th>
<th>Type 3</th>
<th>Type 4</th>
<th>Type 5</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single Family Detached</td>
<td>Single Family Detached</td>
<td>Single Family Attached</td>
<td>Multi Family and Multi Use</td>
<td>Commerce</td>
</tr>
</tbody>
</table>

### General Specifications

1. For a corner lot, the side yard depth adjacent to a right-of-way shall equal the front yard depth.
2. Designated % of frontage equals minimum proportion of a building that should be located on the lot's setback line.

### Principal Building

Access to structures through Aways only.

### Accessory Building

Access to structures through Aways only.

### Open Air Parking

Requires 2 spaces minimum per lot.

### Porch/Balcony/Stoop

Access to structures through Aways only.

### Building Facade

**Legend**
- Area of Attention
- Right-of-way Line
- Lot Line
- Building

1. One accessory building maximum per lot shall be permitted.
2. Dwellings above an accessory building shall be permitted in Type 1 & 2 developments.
3. Maximum building gross floor area of an accessory building without an accessory apartment shall be 600 SF.
4. Maximum building gross floor area with accessory apartment = 1,200 SF.

1. The specified number of parking spaces shall be provided within the area designated.
2. Minimum area for each parking space is 9' x 12'.
3. Garages shall follow the specifications for accessory buildings.

1. Also applies to bay window, dooryard and covered walkways.
2. Depth shall be defined by Table 1.

1. Minimum and maximum building heights shall be defined by Table 1.
# Building Typology

<table>
<thead>
<tr>
<th>Characteristic</th>
<th>TYPE 1</th>
<th>TYPE 2</th>
<th>TYPE 3</th>
<th>TYPE 4</th>
<th>TYPE 5</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum Gross Floor Area (square feet per dwelling unit)</td>
<td>1,000</td>
<td>1,000</td>
<td>900</td>
<td>900</td>
<td>NA</td>
</tr>
<tr>
<td>Maximum Gross Floor Area (square feet per dwelling unit and/or non-residential structure)</td>
<td>5,500</td>
<td>5,500</td>
<td>4,000</td>
<td>30,000</td>
<td>60,000</td>
</tr>
<tr>
<td>Maximum Lot Coverage</td>
<td>40%</td>
<td>40%</td>
<td>40%</td>
<td>60%</td>
<td>60%</td>
</tr>
</tbody>
</table>
**Building Typology (con’t.)**

<table>
<thead>
<tr>
<th>THOROUGHFARE TYPOLOGY</th>
<th>TYPE 1 such as Single-family Detached</th>
<th>TYPE 2 such as Single-family Detached (Zero Lot Line)</th>
<th>TYPE 3 such as Single-family Attached and Multi-family</th>
<th>TYPE 4 such as Multi-family or Multi-use</th>
<th>TYPE 5 such as Commerce</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boulevard Streets</td>
<td></td>
<td>√</td>
<td>√</td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td>Urban Streets</td>
<td></td>
<td></td>
<td>√</td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td>Neighborhood Streets</td>
<td>√</td>
<td>√</td>
<td>√</td>
<td></td>
<td>√</td>
</tr>
</tbody>
</table>
Blocks and Lots

- Defined minimum and maximum block and lot dimensions
- Lot dimensions defined for interior and corner lots
- Minimum dimensions become additive “increments”
- Points of access are shaped by block and lot configurations as well as thoroughfare typologies.
Open Space

• Percentage of acreage for use as Active/Passive Open Space
• Riverfront Access is Critical Component
• Subdivision Provisions recognize Fee-in-Lieu Opportunities
Design Enhancements

• Maximize infrastructure investments and the use of developable land

• Continue to provide residents quality development comparable to that which has previously been constructed within the community and in the spirit of traditional neighborhood development
Design Enhancements

• Submission of Architectural Palette addressing:
  - Compatibility
  - Human Scale Design
  - Integration of Uses
  - Encouragement of pedestrian activity
  - Buildings that contain special architectural features to signify entrances to development and important street intersections:
    - Facade and roof treatment
    - Ground floor transparency
    - Doorways/entrances
    - Lighting
Where Does Land Use Come into Play?

- Primary Control = Thoroughfare and Building Typologies
- Permitted by Right and Conditional Uses
What is HAPPENING now?

- Development community is responding positively because provisions provide flexibility and it is saving them time - traditional lengthy number of variances do not exist.
- Two developments underway in District - including one designated LEED-ND.
Lessons Learned

• Conceptualizing a range of potential Master Plan Concepts prior to developing code evolved into a series of flexible provisions.

• Design of ordinance was incorporated into existing structure; other modifications have emerged needed.

• Concepts of form-based provisions have not been challenged but Open Space standards (similar to many other communities) have been scrutinized.

• A community’s established character can be a primary driver in shaping land use patterns.

• People really “get” GRAPHICS.
Q & A

Local Opportunities and Challenges