

New Town Mixed Use District

Montgomery County Planning Commission

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What is NTMU?

- More urban style of development
- Complementary mix of uses
- Encourages compatible infill
- Multi-modal transportation options



What Is NTMU?

- Scale – Not all NTMU development is created equally
- Design – Mitigating density in traditionally suburban locations

Why NTMU?

- Smart Growth principles
- Efficient use of infrastructure
- Reuses obsolete or underperforming commercial sites
- Can help to preserve open space and more rural character
- Greater tax revenue / Ratables
- Improve community identity

NTMU Examples

- Market Common Clarendon – Arlington, VA



NTMU Examples

- Market Common Clarendon – Arlington, VA



NTMU Examples

- Market Common Clarendon – Arlington, VA



NTMU Examples

- Market Common Clarendon – Arlington, VA



NTMU Examples

- Excelsior & Grand – St. Louis Park, MN



NTMU Examples

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NTMU Examples

- Gables West Village – Dallas, TX



NTMU Examples

- Gables West Village – Dallas, TX



New Town Mixed Use District

Planning Issues

Let Fading Old Places Become New, Lively Spaces



Vacant retail buildings can become ...



... active, pedestrian-oriented centers.



Abandoned industrial complexes can be ...



... redeveloped into vibrant new places.



Underutilized train station parking can ...



... be transformed into new development.

EXISTING OFFICE DEVELOPMENT

INTERNAL ROAD SYSTEM

UNDERUTILIZED RETAIL LAND



HIGHWAY ACCESS

MALL PARKING LOT

PUBLIC TRANSPORTATION

Reinventing Suburban Commercial Areas





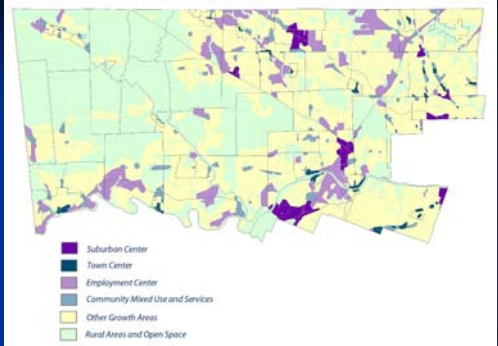




Reinvigorating Transit Nodes



Reinvigorating Transit Nodes



Consistency with County Plan

Pennsylvania Municipalities Planning Code
Summary of a Few Provisions of Article VII-A, Traditional Neighborhood Development

Power granted ...	To allow fully integrated, mixed-use pedestrian-oriented neighborhoods
Objectives are ...	To create community focal points, like parks and plazas
	To minimize traffic congestion and encourage walking
	To make public transit viable
	To provide good communities for the elderly and children
	To create a sense of place
Mapping alternatives are ...	Overlay for new development
	Overlay or mapped for infill or extension
Ordinances can regulate ...	Open space and public plazas
	Overall design
	Location of structures, including close to the street
	Street pattern, including a requirement for grids
	The location of parking, preferably to the side or behind buildings

Alternative Impacts
Existing Development versus New Town Mixed Use Development

	Old Industrial Sites, Suburban Shopping Centers, or Suburban Business Parks	New Town Mixed Use Development
Road and Traffic Impact	Generates significant car and truck traffic	More development means more traffic. However, this is somewhat offset with walkability, public transit, and mixed uses.
Public Transportation Impact	Does not support public transportation.	Supports public transportation.
Environmental Impact	Negative environmental impact.	Similar negative environmental impact at the local level. Positive environmental impact at the broader regional and global level.
Fiscal Impact	Positive fiscal impact	An even more positive fiscal impact.
Community Character Impact	Suburban character and little sense of place. Old industrial land can have a negative image.	Has a more urban character and a more defined sense of place. New, modern development can improve the image of a community.
Impact on Residential Neighbors	Negative impact on residential neighbors.	Potential negative impact on residential neighbors offset by increased property values.

New Town Mixed Use District

Model Ordinance and Design Standards

Permitted and Conditional Uses

- Wide range of permitted uses typical for mixed use development
 - Office
 - Entertainment
 - Institutional
 - Retail
 - Restaurant
 - Apartments, above the 2nd floor
 - Parks, Open Spaces, and Plazas
 - Structured Parking
 - Accessory Uses to a Principle Use, including Surface Parking Lots

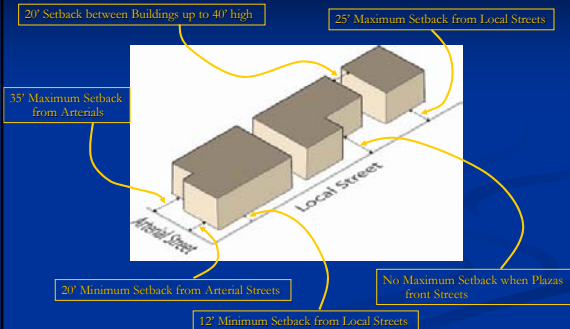
- Conditional Uses to give municipality more control
 - Apartments on first floor
 - Townhouses, Twins, and/or Single Family Detached Homes
 - Transit Facilities
 - Temporary Surface Parking Lots



Mixing Requirements

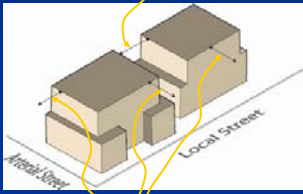
Land Use Group	Tracts greater than 10 acres in size		Tracts of 1 to 10 acres in size	Tracts of less than 1 acre in size
	Minimum Percent of Building Floor Area	Maximum Percent of Building Floor Area		
Group 1: Office Entertainment Institutional Related Uses	5%	70%	At least two of the land use groups listed in the first column, with each group comprising at least 10% of the development's total building floor area. In addition, Group 2 uses may not comprise more than 35% of the development's total building floor area.	No mixing requirement. Developments can consist of one or many uses
Group 2: Retail Restaurant Related Uses	5%	50%		
Group 3: Residential	20%	85%		

Dimensional Standards - Setbacks



Dimensional Standards - Setbacks

40' Setback between Buildings from 40' to 75' high



25' Minimum Setback for Buildings 40' to 75' high

Dimensional Standards - Height

- Maximum of 75' or 6 Stories



Dimensional Standards - Height



Dimensional Standards - FAR

- Maximum Floor Area Ratio with No Bonus = 1.5
- Maximum Floor Area Ratio with Bonus = 2.5



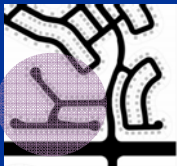
General Layout



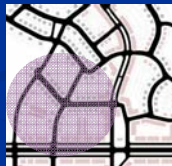
Street Pattern

- Streets should be laid out to create blocks, which should not exceed 800 in length
- Streets should be interconnected with each other and streets on abutting properties in grid or modified grid pattern

Don't Do This...



Do This!



Diagrams courtesy of David Steiner-Zelink and Co.

- Streets need to accommodate and encourage pedestrian and public transit access

Building Design Standards

- Building Orientation and Entrances



- Blank walls not permitted along streets and transit stations
- Minimum window coverage of 35% (50% for ground floor retail)
- Roofs
- Building Massing



Building Design Standards

Roofline is varied through gables, dormers, and vertical changes.

Facade broken up with offsets, balconies, and changes in materials.



Upper facade area has at least 35% window area and no more than 75% window area.

Ground floor retail has front doors and extra window area.

Parking Design Standards

- Structured Parking
 - “Wrapping” parking structures with other uses is ideal, but the basic goal is to conceal the parking element as much as possible
 - Active uses should occupy at least 70% of the first floor of parking garages that front a public street
 - Exposed parking structures should have design treatments to create the appearance of an occupied building
 - Cars should be visually screened



Parking Design Standards

- Surface Parking
 - Surface parking lots must be located to the rear or side of principal buildings
 - No parking allowed between a building and a street
 - 70' maximum width of parking along any street without being interrupted by a principal building
 - Parking lots within the same NTMU block should be interconnected with cross-access easements
 - 3' screening when adjacent to street, 6' screening from adjacent residential uses – screening should be opaque



Open Space and Plaza Design Standards

- Usable open space and plazas must comprise at least 5% of the net tract area for an NTMU development
- 1 square foot of plaza area is required for every 40 square feet of gross building floor area
- Plazas can range in size from 2,500 sq. ft. to 40,000 sq. ft.
- Plazas should be designed as focal points for the NTMU district



Other Design Standards

- Pedestrian Design
- Streetscaping
- Lighting
- Screening
- Refuse Area
- Outdoor Dining



Bonus Provisions

- Increase of 0.5 Floor Area Ratio per feature, up to a total F.A.R. of 2.5
- Potential Bonus Features:
 - Workforce Housing
 - Green Buildings
 - Historic Preservation
 - Riverfront Trails and Open Space
 - Green Roofs
 - Green Streets and Improved Stormwater Facilities
 - Reservation or Construction of Road Realignment or Extra Right-of-Way
 - Public Art

Montgomery County Planning Commission

Questions and Answers

All Model Ordinance Publications are available online at:

planning.montcopa.org

Click on "Publications"

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