



Mixed Use for All

All Costs and Scales

APA TX Chapter – 2016 State Planning Conference

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Introduction

Definition: mixed use development, the division and integration of supporting land uses in a vertical pattern.

This session will review three (3) very different and yet similar urban projects that use mixed use development to create a quality place, walkable connections and form a component of a neighborhood. The physical characteristics, elements and relationships will be reviewed and analyzed.

The take aways will include a strong understanding of mixed use development, its advantages and the relationships created for urban, town and city developments.



Presenters

Steven Duong, AICP



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Steven is a senior urban planner with AECOM and the Urban Resiliency Program Director for the firm's Design + Planning group in Dallas. With experience in both private and public sector planning, he has led a wide variety of projects, most recently serving as the lead consultant for the City of Dallas 100 Resilient Cities plan and the AECOM Texas Hyperloop proposal.

He focuses on urban resiliency, transportation planning, urban design, and economic development. Steven also serves as a member of the Urban Design Advisory Council for the City of Dallas and as a professor with UT Arlington's College of Architecture, Planning, and Public Affairs (CAPPA).



Presenters

Brian Lockley, AICP, CPM



Brian Lockley, AICP, CPM

Brian Lockley began work with the City of McKinney in July 2015 as Interim Planning Director and assumed the Planning Director role in October 2015.

Brian has 18 years of experience in public sector planning and has worked with a number of municipal and county agencies including the City of Denton, Texas, the City and County of Denver, Colorado, and the City of Commerce City, Colorado. Lockley is certified by the American Institute of Certified Planners, is a member of the American Planning Association and is a Certified Public Manager.

Presenters

Rick Leisner, AICP, ASLA



Jennifer Arnold

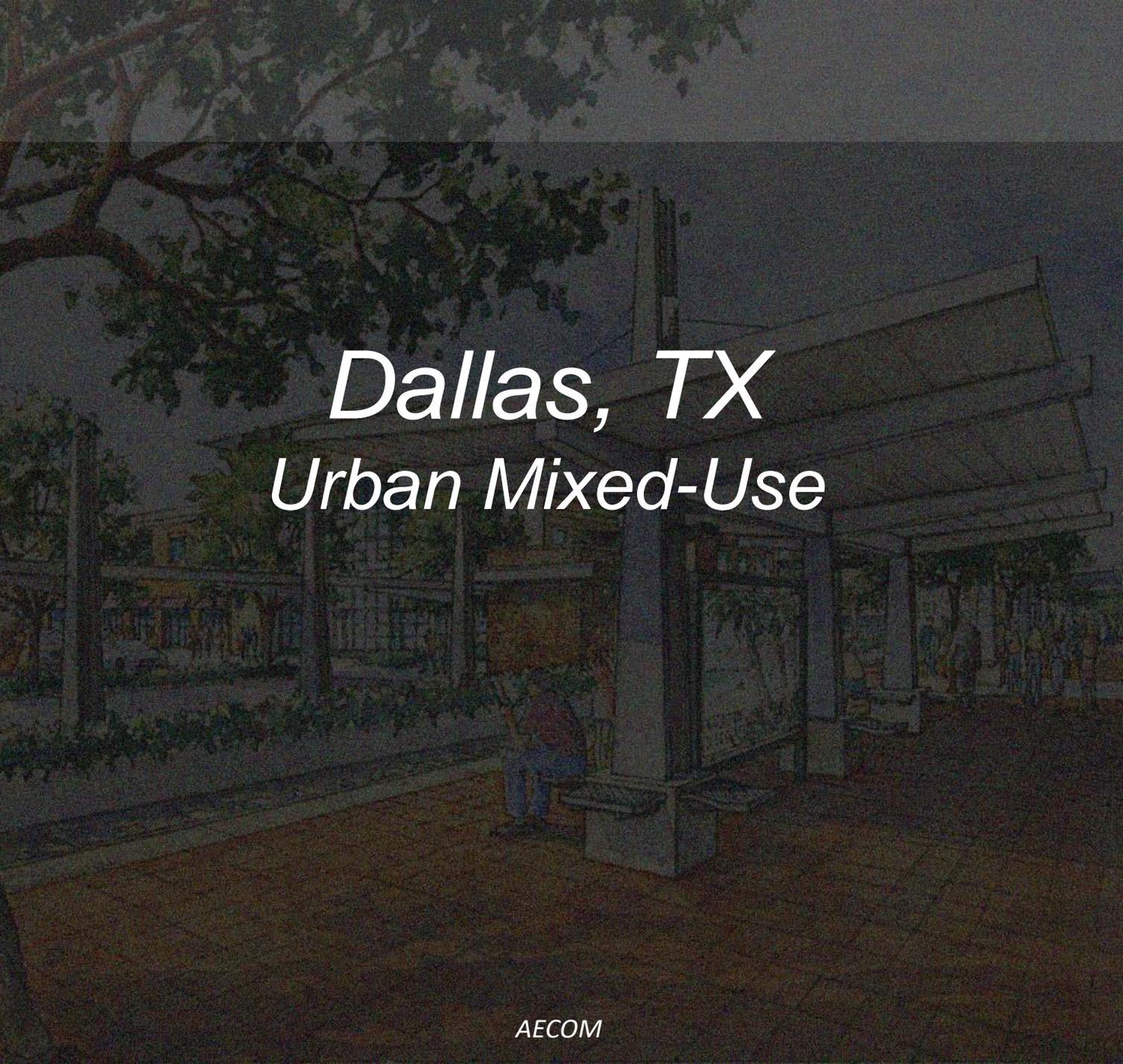
Jennifer is the Planning Manager of the Long Range Division of the McKinney Planning Department. Jennifer started her career in McKinney in 2007 as a Planner I and quickly worked her way up to Planning Manager. During her time in McKinney she has played lead roles in the Town Center Study Initiative, State Highway 5 Corridor Planning Initiative, Northwest Sector Planning Initiative and many other long range planning projects. She has also helped the city establish its first Tax Increment Reinvestment Zones. She is currently spearheading the ONE McKinney 2040 Comprehensive Plan Update, which is the first major update to the City's Comprehensive Plan since 2004.

Ms. Arnold holds a Bachelor of Science Degree in Renewable Natural Resources from Texas A&M University and a Master's Degree in Urban and Regional Planning with specialization in Sustainable Urbanism also from Texas A&M University.



Dallas, TX

Urban Mixed-Use





Downtown McKinney, TX

Historic Mixed-Use



McKinney



Downtown Denton, TX

Mixed-Use at the TOD





Project Overview and Objectives

Project Overview

The City of Denton and Denton County Transportation Authority (DCTA) are working jointly to create an intermodal transportation center serving Downtown Denton. The Downtown Denton Transit Center will consist of a terminus for the DCTA commuter rail line, a bus transfer center for DCTA buses, circulator buses serving the Texas Women's University (TWU) and University of North Texas (TNT) campuses. The facility will also include connections to bicycle and pedestrian trails

In order to plan for future transit supportive development in the Downtown Transit Center area the City of Denton undertook a planning process as part of the Transit Center design to understand the impacts of new transit service on development. The resulting "station area plan" will provide the infrastructure and open space framework and building typologies for a new mixed-use transit community of sustainable development that will serve as an anchor for new economic development.

The study area includes approximately 38 acres within a ¼ mile radius of the station location. ¼ mile represents the ideal walking distance to transit and the general influence area of transit on a walkable development.

Proposed land uses in the area include expansion of public services, higher density residential and retail, and office uses.

Sustainability

The TOD plan was developed to be consistent with the elements of sustainability as defined by the North Central Texas Council of Governments (NCTCOG) in their Development Excellence program. These [ten principals](#) provide a guide for development and energy use in new and infill developments. The sustainable elements include the following:

Development Options

Efficient Growth

Pedestrian Design

Housing Choice

Activity Centers

Quality Places

Transportation Efficiency

Resource Efficiency

Implementation

Environmental Stewardship



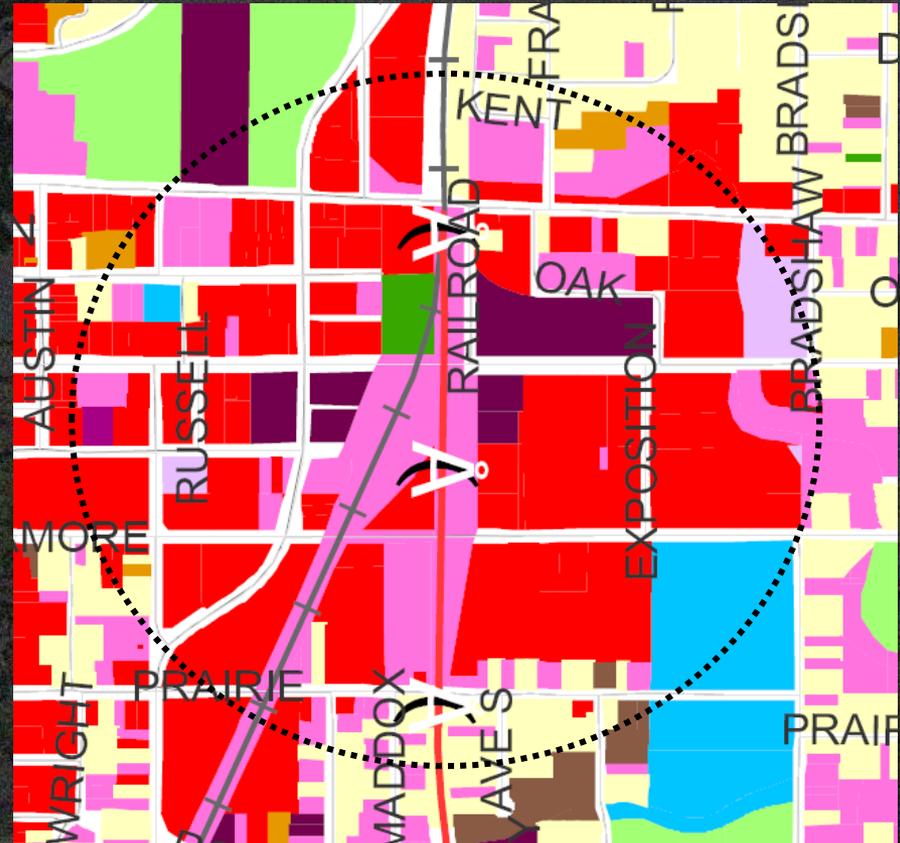
Land Use

Existing Land Use

Land uses within the study area fall in three primary categories; government services, commercial (primarily developed as clean industrial) and undeveloped railroad right-of-way. The City of Denton City Hall East is the primary employment center of the area.

The existing land use and building pattern was influenced greatly by the railroad. Much of the development accommodated a range of functions including; warehousing of goods, distribution, industrial assembly and railroad related maintenance.

The dashed radius over the existing land use plan defines roughly a ¼ - mile walking radius from the transit station. This pedestrian zone become the focus of new redevelopment activity with the introduction of rail transit, connecting with other activity centers in the North Texas.



Existing Land Use Map

Legend			
AGR	MF	REL	Parcels
CIV	MHP	SCH	CityLimits
COMM	OFF	SF	Denton Airport
GOV	PRKN	TRANS	Lakes
IND	REC	UNDEV	RailsToTrails
			Roads
			Rail Roads

Transit Oriented Development Framework

TOD is the product of a coordinated and participatory transportation and community planning process where transit decisions are made in conjunction with decisions on land use and other transportation investments.

Principles of TOD

- Mixture of Land Uses
- New Construction or Redevelopment
- Moderate to High Density
- Design for the Pedestrian
- Destinations within an Easy Walk –
¼ - ½ mile walking radius (5 – 10 minutes)

Medium to High Density Mixed Use

Transit Stop

Ground Level Retail

Pedestrian Oriented Streets



Future Land Use Examples

Building height, massing, parking requirements traffic impacts and other issues of the preferred land uses will determine location and orientation of the land uses and related building types. Examples of the preferred land uses and related infrastructure are illustrated in the remainder of this section.

Transit Village Land Uses:

- Residential: Townhome
- Residential: Multifamily
- Mixed Use: Retail and Residential
- Office
- Parking Garage
- Transit Station
- Public Streets
- Open Space



Future Land Use Examples

Residential: Townhome

- Height from 2 to 4 stories
- Individual access to unit
- Strong relationship to street
- Parking around the back



Residential: Multi-family

- Height from 3 to 7 stories
- Group access to unit at street
- Strong relationship to street
- Parking located in a garage



Future Land Use Examples

Transit Station

- DCTA Platform / DCTA Bus Transfer Center
- Canopy for protection from elements
- Enclosed Waiting / Ticketing
- Bus Access
- Gateway Element / Plaza
- Linkage between station and community



Open Space

- Outdoor space
- Form-giving element to TOD
- Gathering space for citizens and students
- Should allow multiple functions (active & passive)



Future Land Use Examples

Public Streets

- Designed for pedestrians and automobiles
- Pedestrian in scale
- Street furniture
- On street parking
- Ground floor retail and/or office
- Strong use of shade for Texas climate



Future Land Use Examples

Mixed Use: Retail and Residential

- Height from 3 to 5 stories
- Retail at ground floor
- Individual access to shops & stores
- Housing above retail
- Strong relationship to street
- Parking located in a garage



Parking Garage

- Multiple stories
- Façade treatment
- Can have ground floor retail
- Garages can be rapped with development
- Joint use important





Mixed Use Development – National Trends

NATIONAL TRENDS

Below are studies from three organizations that indicate the growing desire for mixed-use walkable neighborhoods.

*The 2013 National Association of Realtors Community Preference Survey results found **60% of respondents favor a neighborhood with a mix of houses, stores, and other businesses that are within walking distance.** This was preferred over neighborhoods that require driving between home, work, and recreation. Respondents indicated that while the size of a home or yard does matter, most are willing to compromise size for a preferred neighborhood and less commuting.*

*The 2014 Investing in Place: Two Generations' View on the Future of Communities study published by the American Planning Association found **56% of millennials and 46% of active baby boomers would prefer to live someday in a walkable community,** whether an urban, suburban or small town location. In addition, only 10% of both baby boomer and millennials prefer living in a suburb that requires driving to most places.*

*The America in 2015 study published by the Urban Land Institute found **52% of Americans would like to live in a place where they do not need to use a car very often** and 50% state walkability is a top or high priority when considering where to live.*

Street & Blocks - Mixed Use Development

STREET AND BLOCK LAYOUT GUIDELINES

The development should be organized into blocks created by a grid of streets. A variety of street types and block sizes (not to exceed 3 acres or 600 feet in length) may be incorporated into the street grid.

Major and minor streets should be constructed in a narrow form with on-street parking. Wide thoroughfares, with medians, are generally inappropriate for mixed-use developments.

Where possible, provide bikeways within the street network.





Characteristics of Mixed Use Development

Mixed-use is a development type that blends a combination of residential, commercial, cultural, and institutional uses, where those functions are physically integrated, and that provide pedestrian connections. Mixed-use development can contribute to a variety of community objectives and needs ranging from housing to community design to civic pride and identity. The benefits of mixed-use include:

- **Creating a local sense of place**
- **Creating areas that are active throughout the day**
- **Increasing housing options for household types**
- **Reducing auto dependence**
- **Increasing travel options**
- **Increased support for area businesses and retail**
- **More efficient delivery of services**



Parking - Mixed Use Development

PARKING

Off-street parking should be placed at the rear of buildings and accessed via mid-block entrances or mews streets.

Stand-alone parking lots and garages should be avoided and incorporated into the development of a larger project where they can be shielded from view of most streets.

Surface lots are discouraged. All surface lots with 50 or more spaces must be designed as future development sites, placed on the exterior of the overall development, and located away from the view of major thoroughfares.

Exposed parking structures should have decorative screening to provide visual interest for pedestrians.

To encourage everyday use of stairs and promote healthy living, use aesthetic treatments such as vivid colors, artwork, and music within stairwells. Treat stairwells with the same finishes as other structure features.

On-street parking should be available on the majority of internal streets.

Parking and vehicle drives should be located away from building entrances and should not divide the building entrance and the street.



Active Elements - Mixed Use Development

ACTIVE OPEN SPACE

The site design, including the arrangement of buildings, streets, and open spaces, should enhance and support public space. Where possible, buildings should be arranged to provide views and access to open spaces.

Active uses such as retail, cafes, restaurants, residential, and office uses that provide pedestrian traffic should be considered as appropriate uses to line public parks, trails, and open spaces.

During the site assessment process, identify areas that could accommodate moderate and large groups. To find areas that may encourage social connection, look for shade trees, scenic views, or natural water features.

Flexible multi-use spaces such as public plazas should be incorporated into the development for PLACEMaking features and activities. These include, but are not limited to:

- Food based PLACEMaking (food trucks, cafes, farmers markets)
- Health based PLACEMaking (exercise equipment, trails, yoga)
- Event based PLACEMaking (venue and space for concerts, markets, festivals)
- Arts/culture based PLACEMaking (performance venues, arts, movie nights)
- Specialty parks (dog parks, community gardens, skate parks)

Plazas, fountains, gazebos, playgrounds, and ponds should be incorporated to enhance the usable open space.



Pedestrians - Mixed Use Development



PEDESTRIAN CONNECTIVITY

Developments should be **sufficiently compact** to allow people to comfortably walk between major uses without moving their car.

The physical design of the project and pedestrian amenities should create an attractive, inviting, and safe pedestrian environment.

Developments should incorporate a variety of **pedestrian amenities** such as **street trees, landscaping, outdoor patio seating, benches, bus shelters, trash receptacles, sidewalk displays, bicycle racks, bicycle repair stations, and pedestrian lighting.**

Pedestrian walkways should be incorporated through sites, connecting entrances, buildings, and the sidewalks.

Where public parkland, trail system, or residential development is adjacent to the site, developments should provide a pedestrian/bicycle connection from the development. The planting of trees along the connection is encouraged to provide shade for pedestrians.



Land Use Concept

The proposed land uses in the Downtown Station area are a mix of residential and commercial uses intended to complement the Hickory Street Arts Walk and Downtown redevelopment. These general land uses include:

Mixed Use – Residential Retail

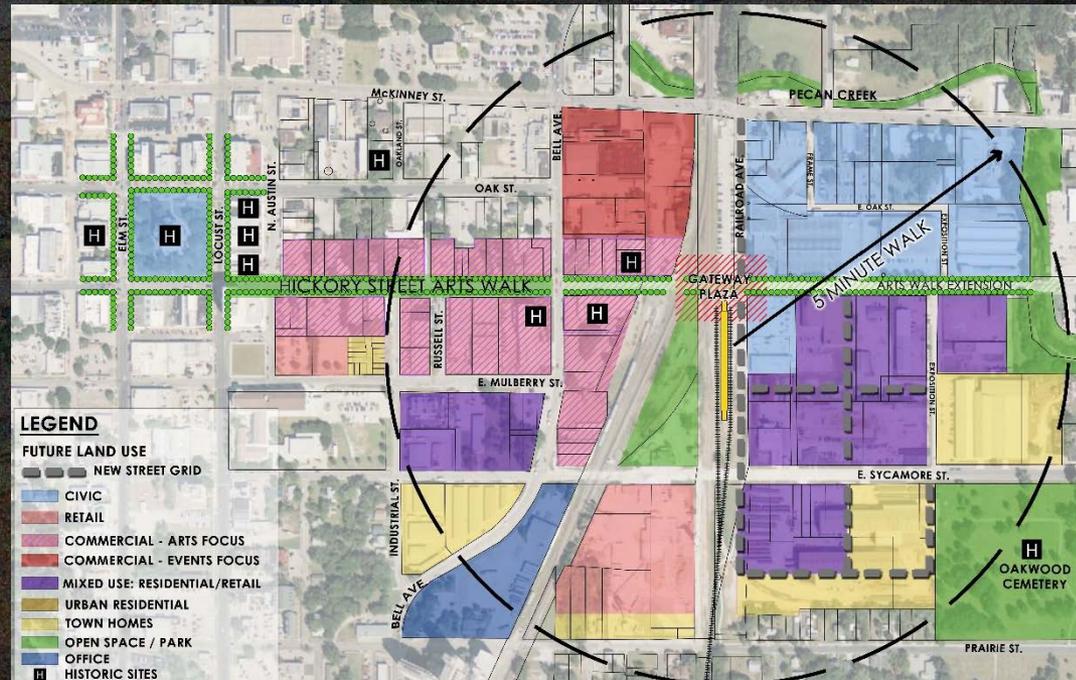
Townhomes

Civic

Commercial - Arts Focus

Commercial - Events Focused

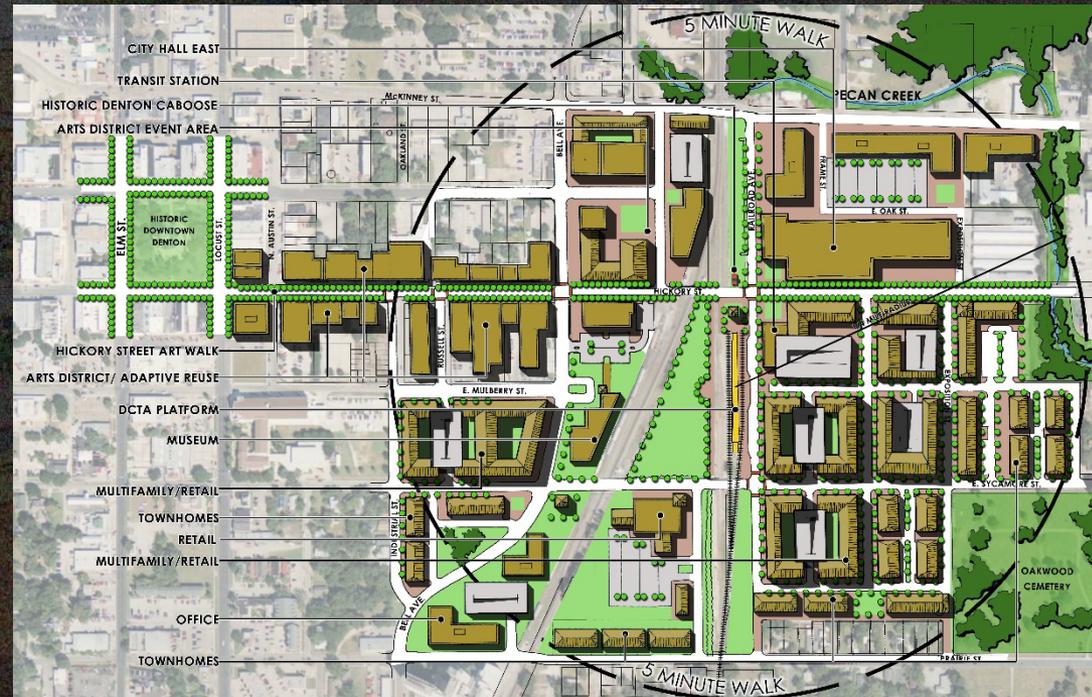
Open Space





Master Development Plan

- New housing choices and types in downtown, Access to expanded transit connections via rail and bus
- New mixed use development, Arts district type development along Hickory
- Pedestrian friendly streets, Ample parking, Public venues
- Expansion opportunities for City Hall East, Limited large retail services, Trails and parks for the community

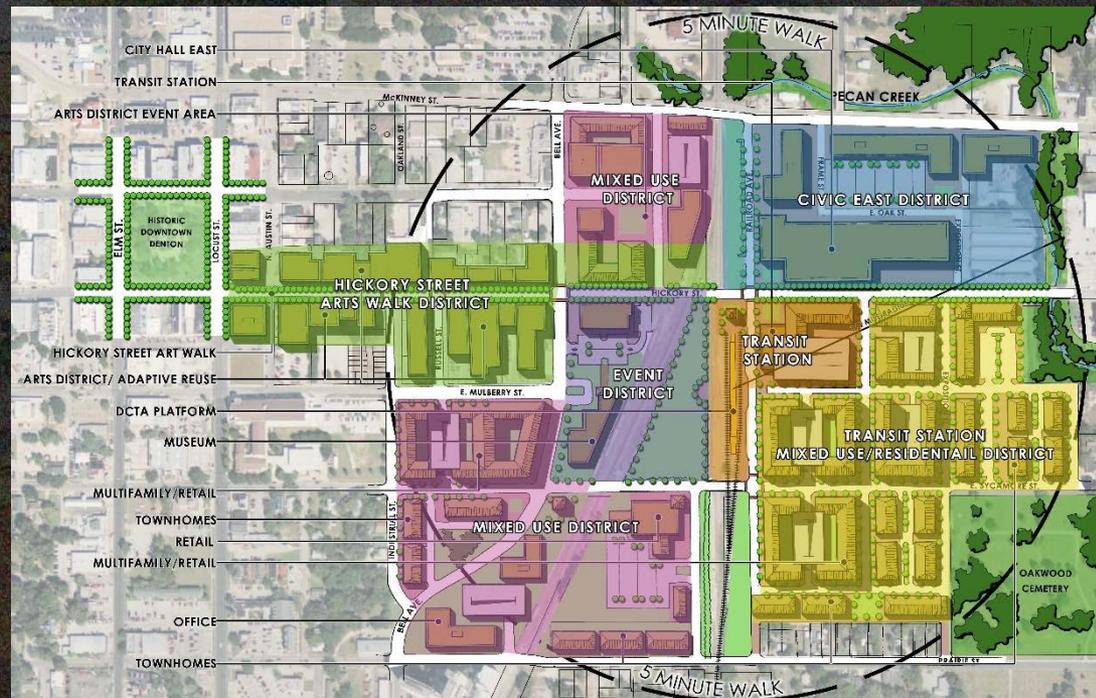




Districts Plan

The seven (7) districts and their development focus are as follows:

- Transit Station Mixed Use/Residential
- Civic East (municipal)
- Transit Station (DCTA)
- Hickory Street Arts Walk District
- Event District
- Mixed Use – North
- Mixed Use – South





Enlarged Plan - East

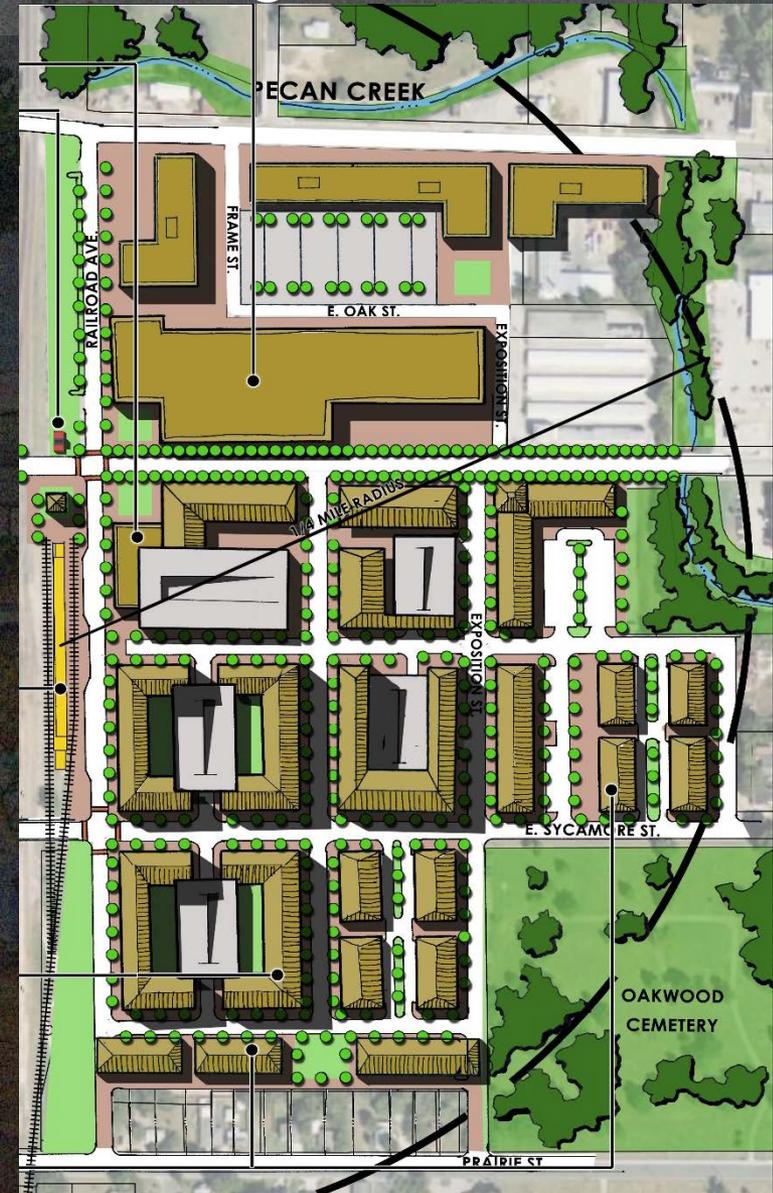
Enlarged Plan Overview - East

Development

- Mixed-use neighborhood south of Hickory St. with neighborhood serving retail at ground floor along specific street corners.
- Expanded civic/municipal uses for City Hall East
- DCTA Transit Center and Station
- Parking garages to support added density and development

Urban Design Features

- Streetscape treatment along Hickory St. creating a pedestrian scaled retail street for commercial development.
- Linear pedestrian trails connecting this TOD with City and adjacent neighborhoods.
- Transit station gateway feature
- Railroad Ave. streetscape





Enlarged Plan - West

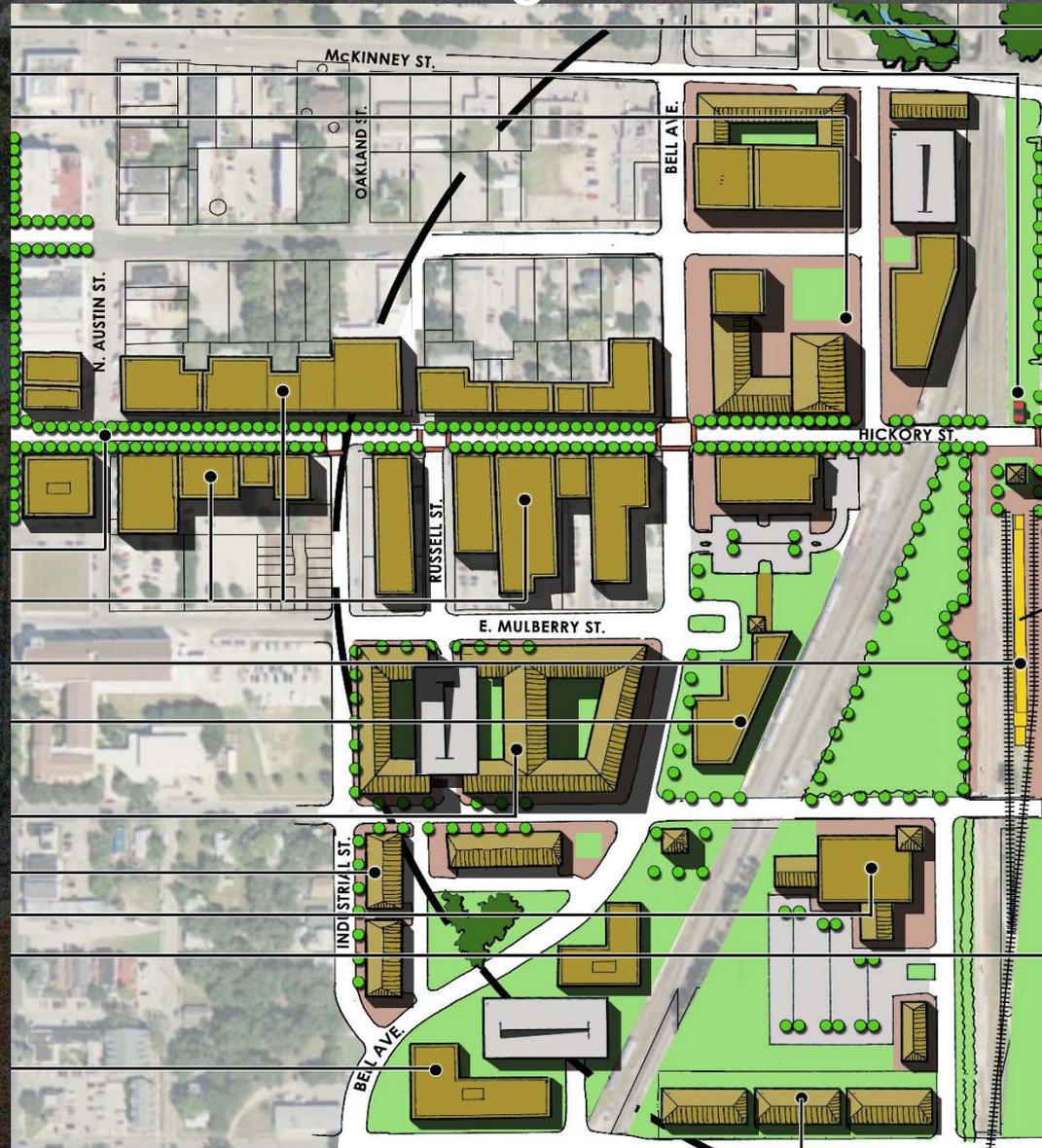
Enlarged Plan Overview - West

Development

- Housing south of Mulberry St.
- Neighborhood serving retail east of Bell Ave.
- Arts District adaptive reuse along Hickory St.
- Arts District event development north of Hickory east of Bell St.
- Townhomes along Prairie St.
- Parking garages to support added density and development

Urban Design Features

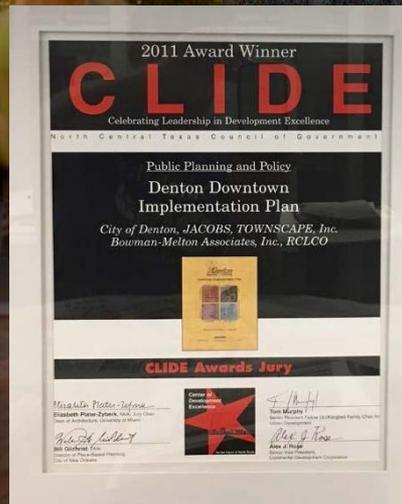
- Streetscape treatment along Hickory St. creating a pedestrian scaled retail street for commercial development.
- Railroad Triangle Park (limited access points)



Implementation Steps

The City of Denton completed a Downtown Implementation Master Plan. As part of that planning and design effort, specific detailed elements were established. The elements in the Downtown Implementation Master Plan includes:

- Pedestrian / Open Space Network
- Complete Street Design
- Parking Master Plan
- Downtown Park System
- Development Implementation
- Mixed-Use Development Guidelines
- Form Based Code (FBC)





Questions & Answers

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*Thank You
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