TOD and the New Development Code
Creating a Better Blackstone

Dan Zack, Assistant Director
Development and Resource Management Department
TRANSFORMING BLACKSTONE
THE NEW DEVELOPMENT CODE
In some towns, the strip malls can't die fast enough

A strip mall in Melrose Park, Ill. (Terrence Antonio James / Chicago Tribune)

By Jonathan O'Connell
The Washington Post

In the mid-1990s the owners of the Fairfax Circle Plaza shopping center in suburban Washington, D.C., decided to redevelop the property. Mixed-use designs were coming into vogue, the local economy was booming and executives at the company had high hopes for the project. As they planned the future, however, the history of the shopping center — and of retail in general — was starting to crumble. The era of the mall in the suburbs was coming to an end.
TULSA

Wish You Were Here!
Sprawl, Clutter Define Fresno / Civic corruption has splotched the city's image

Carl Nolte  |  on September 1, 1999
HOW DO WE CREATE A BETTER BLACKSTONE?

B.R.T. AND T.O.D.
Proof of Payment System

Traffic Signal Prioritization

Bulbout Stations

½ Mile Station Spacing

10 Minute Frequency
Compact
Mixed Use
Comfortable Sidewalks
Sidewalk-Oriented Buildings
5-Minute Walk to Station
“BULL’S EYE” CONCEPT
Cleveland’s HealthLine gives more development bang for the buck than other transit corridors, study finds

CLEVELAND, Ohio -- Bus rapid transit – led by Cleveland’s HealthLine – is proving to be a form of mass transit that efficiently sparks urban development, according to a study of 21 North American transit corridors released this morning.

“It can move an urban economy forward quickly and efficiently,” said Walter Hook, head of the Institute for Transportation & Development Policy.

Hook said bus rapid transit first emerged as a mode of city transportation in Latin America and is now being adopted in the United States and Canada. After about a decade of testing, BRT systems are operating in cities like Atlanta, Minnesota, Madison, Wisconsin and Toronto.

Hook said the study found HealthLine, which covers several miles from East 105th to East 53rd streets, has led to more commercial and residential development along its route than other urban transit systems in America.

A study released last year found HealthLine is the only public transit system in Cleveland to show a profit. HealthLine’s profits help cover operating costs and raise capital for transit projects like the $330 million Red Line project along Euclid Avenue that opened last month.

A Healthline bus makes its way to the E. 55 St. station in this picture from 2011. A study out today says the Euclid Avenue bus rapid transit line sparked more spinoff development than 20 other bus and light rail systems in the U.S. (Bus Chan/The Plain Dealer)

By Allison Grant, The Plain Dealer
Email the author | Follow on Twitter
on September 24, 2013 at 6:00 AM, updated September 24, 2013 at 8:06 AM
Major $100 million SmartCode neighborhood proposed for Northeast El Paso

City Council to vote on a proposed 30.8 acre project at the former Northgate Mall; developers seeks $13.7M in incentives

By Diana Washington Valdez / El Paso Times

POSTED: 12/01/2014 10:20:50 PM MST

Northeast El Paso may get its first SmartCode development if City Council approves a proposed 30.8-acre, $100-million project at

mathtag.com
Dirt will be flying within 90 days on a new $500M TOD just west of KDC’s mammoth CityLine project. We talked with one of the developers yesterday to find out how this project will make a good neighbor to State Farm.

Joe Altemore, one of three principals heading up BC Station Partners (which includes Jim Wills and Sam Swanson), tells us they just closed on 54 acres at the southeast corner of Central Expressway and the President George Bush Turnpike adjacent to DART’s Bush Turnpike light rail station. BCSP’s project (which hasn’t been named yet) could make this intersection the new front door for Richardson. BCSP plans more than 1.35M SF of office, retail, and hotel space. They expect to break ground in late spring or summer.
INFRASTRUCTURE & ENVIRONMENT

Utah’s Secret Weapon for Long-Range Planning

Most governments don’t plan for population growth well. But Utah’s grassroots, nonideological, research-based approach has become a model for other states and localities.

BY PETER HARKNESS | MARCH 2015

One of Envision Utah’s greatest successes: The state has more transit infrastructure than many larger states. Flickr/OVXLA
Houston: From Sprawl to City

Once wide open and famous for sprawl, the Texas city is becoming increasingly crowded and expensive.

BY WILLIAM FULTON | FEBRUARY 2015
ARTICLE IV. TRANSIT CORRIDOR DEVELOPMENT

Sec. 42-401. Purpose; scope.
Sec. 42-402. Transit corridor street and type a street pedestrian access standards.
Sec. 42-403. Single family residential developments on transit corridor streets and type A streets.
Sec. 42-404. Dedication.
Sec. 42-405. Construction and maintenance standards.

Sec. 42-401. Purpose; scope.

(a) Any person owning property abutting a transit corridor street or a type A street may use the performance standards provided by this article for improvements to that property if the person complies with all the standards of this article.

(b) If a person desires to use the performance standards provided by this article, then the person shall submit for approval by the department a plan, application for building permit, development plat, or other city permit, as appropriate, for the new development or improvements to that property, which should describe the proposed pedestrian realm, including the locations of existing and proposed sidewalks, clear pedestrian spaces, hardscape, pedestrian improvements, obstructions, utility lines (both above and below ground), roadways, street lights, required street trees, landscape elements, and other information required by the director or the city engineer to determine compliance with this article.

(c) The director is authorized and directed to prepare a map showing type A streets consistent with the requirements and standards of this Code. The director is directed to periodically revise the map.

(Ord. No. 2013-343, § 3(Exh. A), 4-24-2013)

Sec. 42-402. Transit corridor street and type a street pedestrian access standards.

(a) Where any proposed development or improvements abut a transit corridor street or a type A street, the property owner may build up to the property line of the transit corridor street or the type A street, but no closer than 15 feet from the back-of-curb, if the owner provides a pedestrian realm in accordance with this section.

(b) A pedestrian realm shall be at least 15 feet wide and shall include all the public right-of-way between the back-of-curb and the property, and shall be a minimum of 15 feet wide sidewalk with a minimum six feet wide clear pedestrian space located within a street right-of-way or other public pedestrian access (sidewalk) for the length of the property abutting the transit corridor street or type A street.

(c) A pedestrian realm shall also comply with all of the following requirements:

(1) At least 50% of the property width adjacent to the pedestrian realm shall include a building façade that shall be located within ten feet of the sidewalk.

(2) Any driveways parallel to the pedestrian realm, parking or vehicular traffic (other than approved driveways crossing the pedestrian realm) shall be prohibited on an area of the property other than between the pedestrian realm and the façade of a building within 25 feet of the property line parallel to the street.
City of Fresno Zoning Map
Effective March 7, 2016

Herndon
Sierra
Bullard
Barstow
Shaw
Gettysburg
Ashlan
Dakota
Shields
Clinton
McKinley
Olive
Belmont
Divisidero
Zoning Update Comparison Map

Address format - 123 N Main. No punctuation or suffixes required. APN - No dashes required.

www.fresno.gov/mapupdate
Article 11  Mixed-Use Districts (MX)

Sections:

15-1101  Purpose
15-1102  Use Regulations
15-1103  Density, Intensity, and Massing Development Standards
15-1104  Site Design Development Standards

15-1101  Purpose

The purposes of the Mixed-Use (MX) Districts are to:

A. Promote pedestrian-oriented infill development, intensification, and reuse of land consistent with the General Plan.

B. Allow and encourage the development of mixed-use centers and corridors with a vibrant concentration of goods and services, multi-family housing, and community gathering and public spaces at strategic locations.

C. Transform certain auto-oriented boulevards and corridors into vibrant, diverse, and attractive corridors that support a mix of pedestrian-oriented retail, office, and residential uses in order to achieve an active social environment within a revitalized streetscape.

D. Provide options which reduce the need for private automobile use to access shopping, services, and employment and minimize air pollution from vehicle miles traveled.

E. Offer additional housing opportunities for residents seeking to live in an urban environment.

F. Improve access to a greater range of facilities and services for surrounding residential neighborhoods.

G. Establish development and design standards for these centers and corridors that will create a unified, distinctive, and attractive urban character, with appropriate transitions to adjacent uses.
<table>
<thead>
<tr>
<th>Use Classifications</th>
<th>NMX</th>
<th>CMX</th>
<th>RMX</th>
<th>Additional Regulations</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Residential Use Classifications</strong></td>
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<tr>
<td>Residential Housing Types</td>
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<tr>
<td>Single-Unit Dwelling, Attached</td>
<td>P(1)</td>
<td>P(1)</td>
<td>P(1)</td>
<td>§15-2754, Second Dwelling Units, Backyard Cottages, and Accessory Living Quarters</td>
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<tr>
<td>Multi-Unit Residential</td>
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<td>P(1)</td>
<td>P(1)</td>
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<tr>
<td>Adult Family Day Care</td>
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<td></td>
<td></td>
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<tr>
<td>Small (6 clients or less)</td>
<td>P(1)</td>
<td>P(1)</td>
<td>–</td>
<td></td>
</tr>
<tr>
<td>Large (7 to 12 clients)</td>
<td>P(1)</td>
<td>–</td>
<td>–</td>
<td></td>
</tr>
<tr>
<td>Elderly and Long-Term Care</td>
<td>P(1)</td>
<td>–</td>
<td>–</td>
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<tr>
<td>Family Day Care</td>
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<td></td>
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<tr>
<td>Small (8 or fewer children)</td>
<td>P(1)</td>
<td>P(1)</td>
<td>P(1)</td>
<td>§15-2725, Day Care Centers and Family Child Care Homes</td>
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<td>Group Residential</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Small (6 persons or less)</td>
<td>P(1)</td>
<td>P(1)</td>
<td>P(1)</td>
<td></td>
</tr>
<tr>
<td>Large (7 persons or more)</td>
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<td>P(1)</td>
<td>P(1)</td>
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<tr>
<td>Residential Care Facilities</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Residential Care, Limited</td>
<td>P(1)</td>
<td>P(1)</td>
<td>P(1)</td>
<td></td>
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<tr>
<td><strong>Public and Semi-Public Use Classifications</strong></td>
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<td></td>
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<tr>
<td>Colleges and Trade Schools, Public or Private</td>
<td>C(3)</td>
<td>C(3)</td>
<td>C(3)</td>
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<tr>
<td>Community and Religious Assembly (less than 2,000 square feet)</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>§15-2719, Community and Religious Assembly Facilities</td>
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<td>Community and Religious Assembly (2,000 square feet or more)</td>
<td>C(4)</td>
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<tr>
<td>Community Garden</td>
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<td>P</td>
<td>§15-2720, Community Gardens / Urban Farms</td>
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<tr>
<td>Conference/Convention Facility</td>
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<td>C(4)</td>
<td>C</td>
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<td>Cultural Institutions</td>
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<td>C</td>
<td>C</td>
<td>§15-2725, Day Care Centers and Family Child Care Homes</td>
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<tr>
<td>Day Care Centers</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td></td>
</tr>
<tr>
<td>Emergency Shelter</td>
<td>–</td>
<td>–</td>
<td>P</td>
<td>§15-2729, Emergency Shelters</td>
</tr>
<tr>
<td>Government Offices</td>
<td>P(2)</td>
<td>P(1)</td>
<td>P(1)</td>
<td></td>
</tr>
</tbody>
</table>
### TABLE 15-1103: DENSITY, INTENSITY, AND MASSING STANDARDS—MIXED-USE DISTRICTS

#### Standard Lot

<table>
<thead>
<tr>
<th>District</th>
<th>NMX</th>
<th>CMX</th>
<th>RMX</th>
<th>Additional Regulations</th>
<th>#</th>
</tr>
</thead>
<tbody>
<tr>
<td>Floor Area Ratio (max.)</td>
<td>1.5</td>
<td>1.5</td>
<td>2.0</td>
<td>§15-309, Determining Floor Area Ratio</td>
<td></td>
</tr>
<tr>
<td>Residential Density, du/ac (min./max.)</td>
<td>12/16</td>
<td>16/30</td>
<td>30/45</td>
<td>§15-310, Determining Residential Density</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Min. res. density shall not be required for the following: projects on lots less than 20,000 sq. ft. in area; projects further than 1,000 feet from a planned or existing BRT route; and projects which submit a Development Permit application prior to January 1, 2019.</td>
<td></td>
</tr>
<tr>
<td>Maximum Height (ft.)</td>
<td>40</td>
<td>60</td>
<td>75</td>
<td>§15-1104-B, RS Transition Standards and §15-2012, Heights and Height Exceptions</td>
<td>①</td>
</tr>
<tr>
<td>Setbacks (ft.)</td>
<td></td>
<td></td>
<td></td>
<td>§15-313, Determining Setbacks and Yards</td>
<td></td>
</tr>
<tr>
<td>Front (min./max.)</td>
<td>-/10</td>
<td>-/10</td>
<td>-/10</td>
<td>§15-1104-B, RS Transition Standards</td>
<td>②</td>
</tr>
<tr>
<td>Interior Side (min.)</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>§15-1104-D, Parking Setback</td>
<td>③</td>
</tr>
<tr>
<td>Street Side (min.)</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>§15-3305, Areas to be Landscaped</td>
<td>④</td>
</tr>
<tr>
<td>Rear (min.)</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>§15-3305A, Areas to be Landscaped</td>
<td>⑤</td>
</tr>
<tr>
<td>Alley (min.)</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>§15-3305B, Parking Area Requirements</td>
<td>⑥</td>
</tr>
</tbody>
</table>

#### Alley Lot

**Key**

- --- ROW / Property Line

---

*Note: Diagrams illustrate standard and alley lot configurations with key points labeled for clarity.*
FIGURE 15-1104-B: RS TRANSITION STANDARDS—MX DISTRICTS

4. **Screening**: When a multi-story building is proposed and the second story or above is located within 50 feet of the side or rear yard of a single-family lot, screening measures shall be applied to provide a reasonable degree of privacy.
   
   a. Screening measures include, but are not limited to, landscaping, alternate window and balcony placements, placing windows at least six feet from the floor of the interior of the unit, incorporating wing walls or louvers, using glass block or other translucent material, and other such methods.
   
   b. **Sufficiency of Screening**: The Review Authority shall determine the sufficiency of the proposed screening measures and may require additional measures.
15-2408  Required Parking for Mixed-Use Districts and CMS District

The required numbers of on-site parking spaces are stated in Table 15-2408, Required Parking for Mixed-Use Districts and CMS District. The parking requirement for any use not listed in Table 15-2408 shall be the same as required for the land use in other districts as stated in Table 15-2409, Required Parking, Other Districts.

<table>
<thead>
<tr>
<th>Use</th>
<th>Required Parking Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td></td>
</tr>
<tr>
<td>Studio, and one-bedroom</td>
<td>.75 space per unit</td>
</tr>
<tr>
<td>units</td>
<td>Required parking shall be covered.</td>
</tr>
<tr>
<td>Two bedrooms</td>
<td>1 space per unit</td>
</tr>
<tr>
<td>Three or more bedrooms</td>
<td>1.5 spaces per unit</td>
</tr>
<tr>
<td></td>
<td>One additional guest parking space must be provided for every 4 units for projects greater than 4 units.</td>
</tr>
<tr>
<td>Non-Residential</td>
<td></td>
</tr>
<tr>
<td>Office</td>
<td>1 space per 600 square feet</td>
</tr>
<tr>
<td>Retail</td>
<td>1 space per 600 square feet</td>
</tr>
<tr>
<td>Restaurant</td>
<td>1 space per 600 square feet</td>
</tr>
</tbody>
</table>
Thank You!

Dan Zack, Assistant Director
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daniel.zack@fresno.gov