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Agenda Item: 5:30 P.M. File ID#15-982

Date: 11/5/15

2015 NOV 5 PM 12 49

CITY CLERK, FRESNO CA

FRESNO CITY COUNCIL

City of



Supplemental Information Packet

Agenda Related Items – 5:30P.M. File ID#15-982

Contents of Supplement: PowerPoint Slides

Item(s)

WORKSHOP on the Citywide Development Code

Supplemental Information:

Any agenda related public documents received and distributed to a majority of the City Council after the Agenda Packet is printed are included in Supplemental Packets. Supplemental Packets are produced as needed. The Supplemental Packet is available for public inspection in the City Clerk's Office, 2600 Fresno Street, during normal business hours (main location pursuant to the Brown Act, G.C. 54957.5(2)). In addition, Supplemental Packets are available for public review at the City Council meeting in the City Council Chambers, 2600 Fresno Street. Supplemental Packets are also available on-line on the City Clerk's website.

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THE CITYWIDE DEVELOPMENT CODE UPDATE

RECEIVED

2015 NOV 5 PM 12 49

CITY CLERK, FRESNO CA

**TURNING THE
GENERAL PLAN'S VISION
INTO REALITY**

DAN ZACK, ASSISTANT DIRECTOR
DEVELOPMENT AND RESOURCE
MANAGEMENT DEPARTMENT



WORKSHOP #2

Multifamily, Mixed-Use, Commercial, and Employment Districts



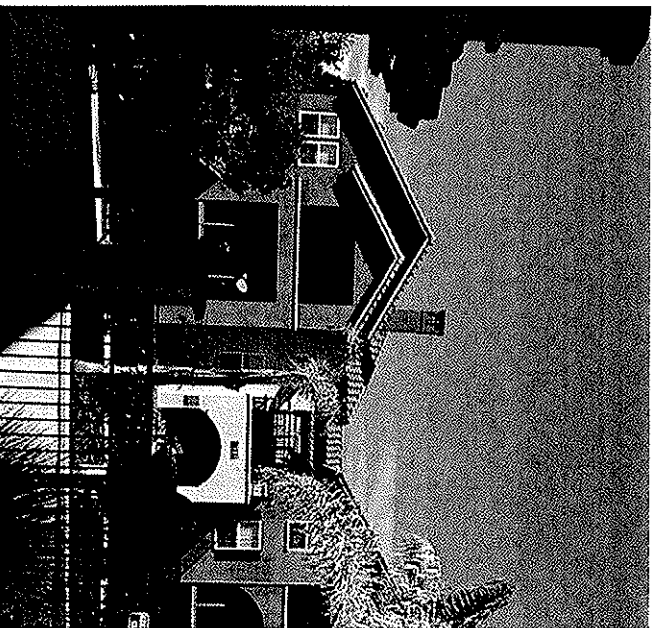
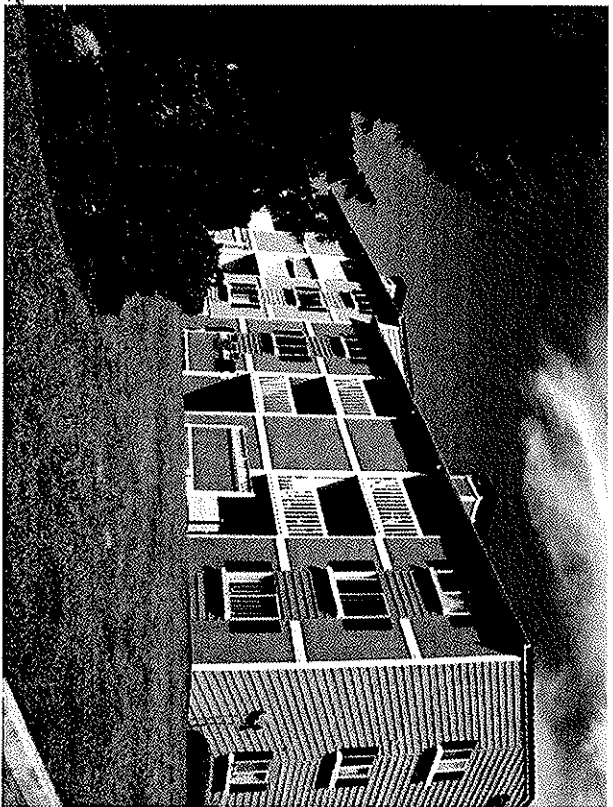
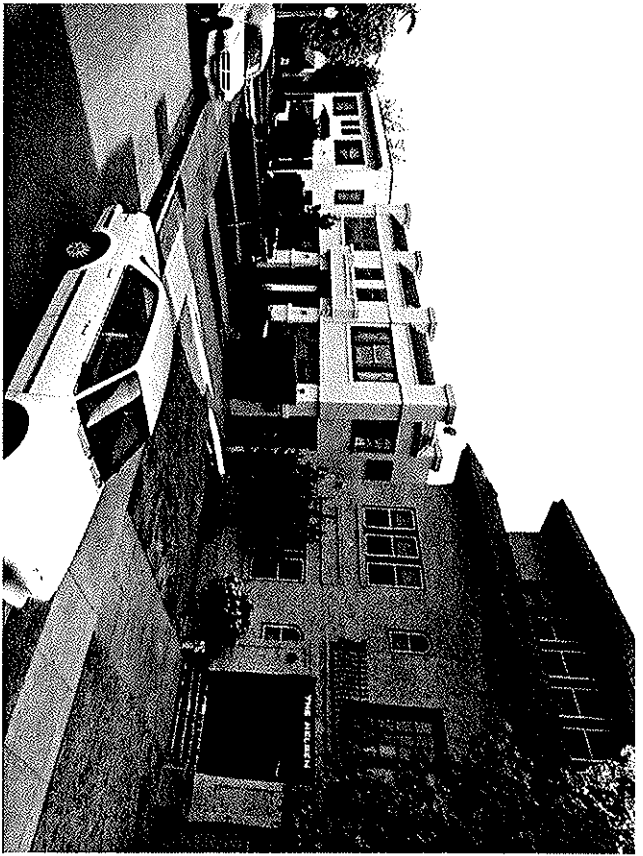
GOALS

- Implement the General Plan.
- Create a variety of lifestyle options for Fresnoans.
- Support BRT system with transit-oriented development.
- Support robust job creation.

MULTIFAMILY RESIDENTIAL

DEVELOPMENT STANDARDS

Article 10



Changes After the **MARCH DRAFT**

- Removed requirements for grouping and distributing parking through the apartment complex.
- Removed language specifying that on-site open space include a specified amount of playfields, game courts, and other active recreation facilities.
- Removed storage requirement.
- Simplified some of the façade design requirements.

Changes After the **MARCH DRAFT**

- Added AH Overlay to preserve pattern of older apartment communities.

Changes After the **SEPTEMBER DRAFT**

- Reduced minimum size requirement for balconies.
- Allowed for exception to requirement for street-facing units in areas where the street design and surrounding development isn't supportive.
- Allowed flexibility in precise location of connections to shopping areas.

Changes After the **SEPTEMBER DRAFT**

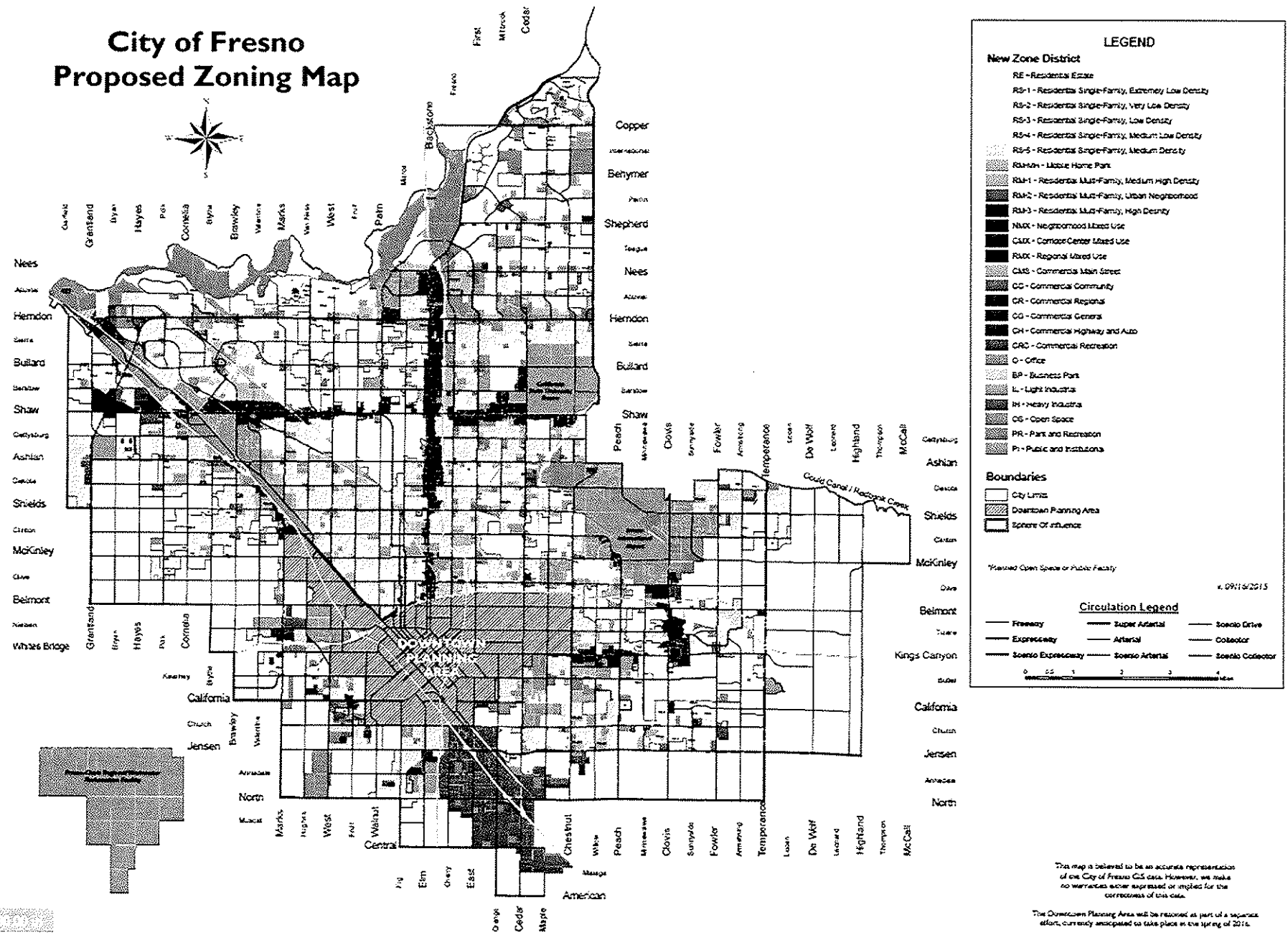
- Created process to deviate from remaining façade design standards.

**MIXED
USE**

**DEVELOPMENT
STANDARDS**

Article 11

City of Fresno Proposed Zoning Map



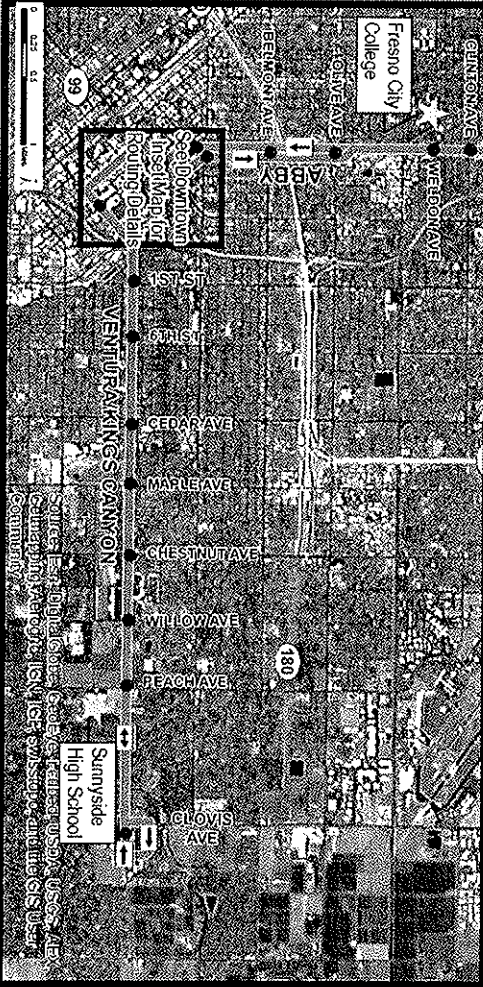
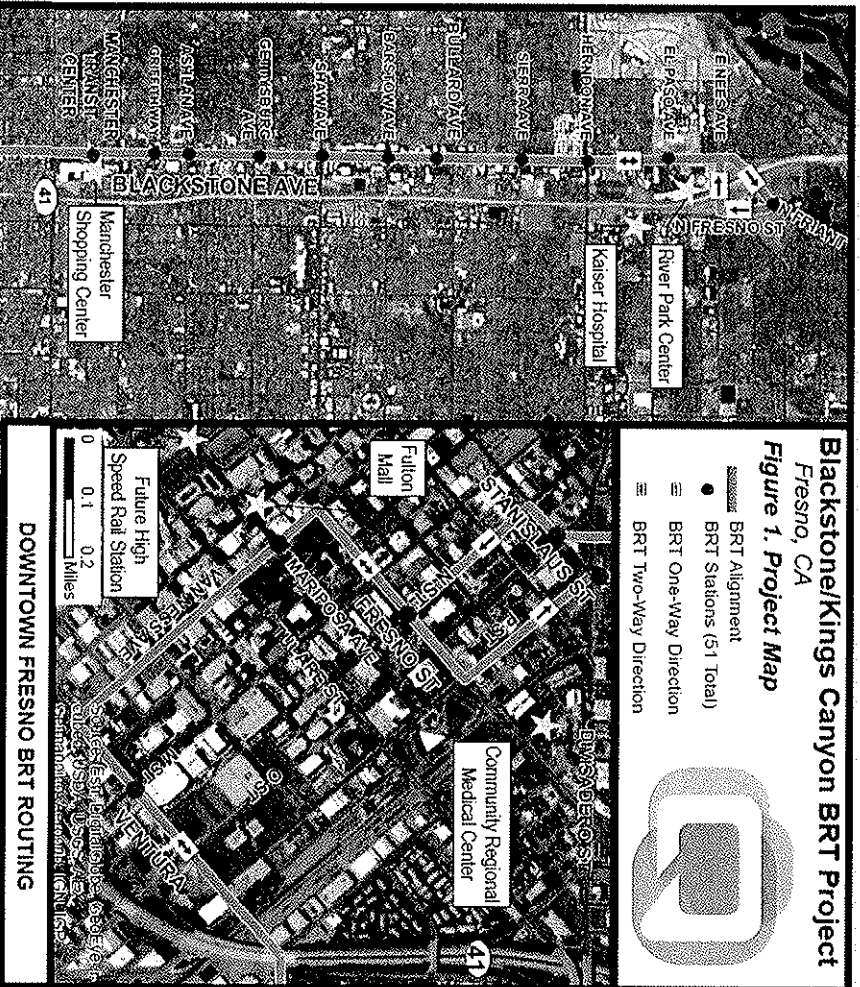
This map is believed to be an accurate representation of the City of Fresno GIS data. However, we make no warranties, either expressed or implied, for the correctness of this data.

The Downtown Planning Area will be rezoned as part of a separate effort, currently anticipated to take place in the spring of 2015.

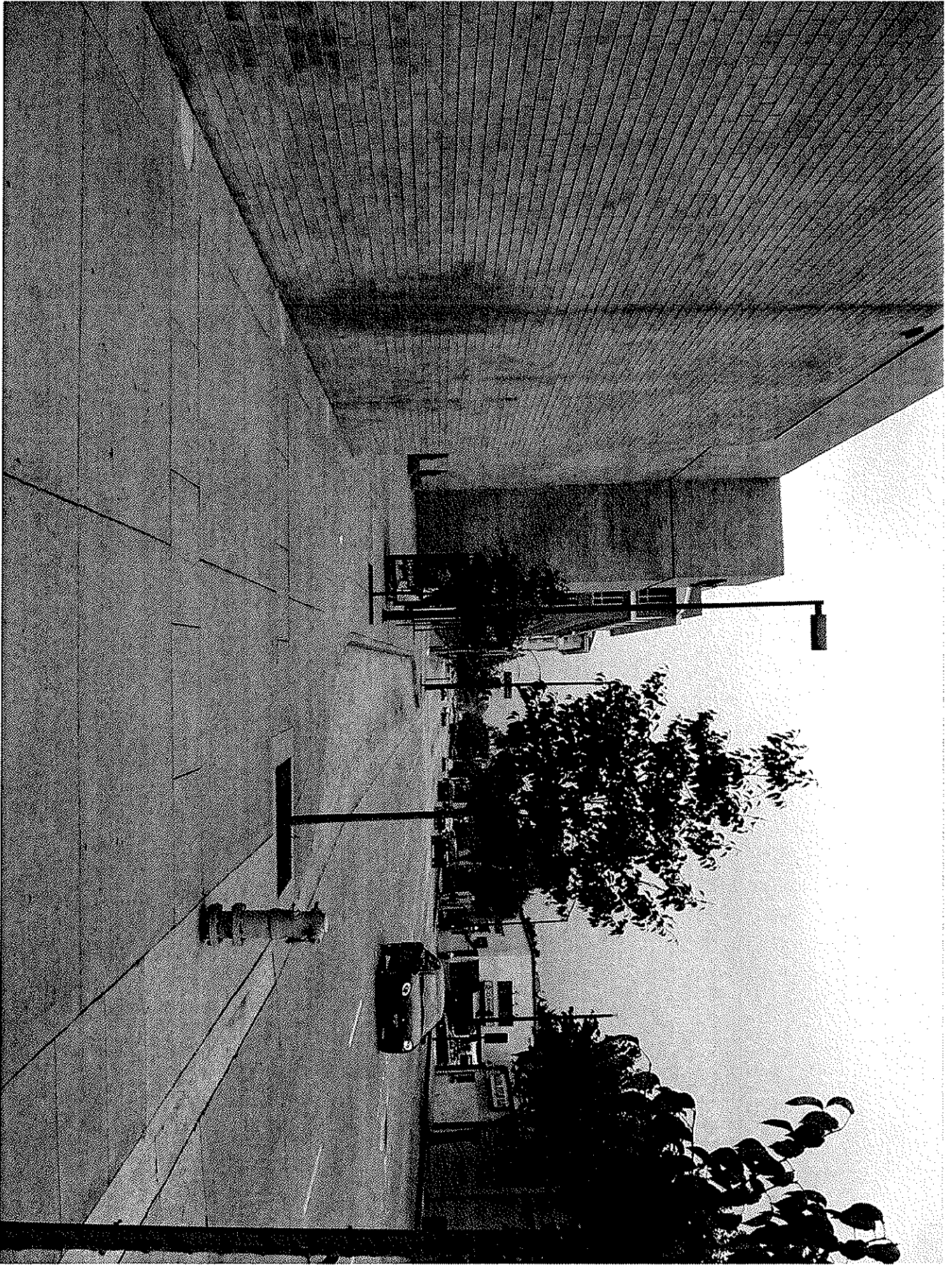
Blackstone/Kings Canyon BRT Project Fresno, CA

Figure 1. Project Map

-  BRT Alignment
-  BRT Stations (51 Total)
-  BRT One-Way Direction
-  BRT Two-Way Direction



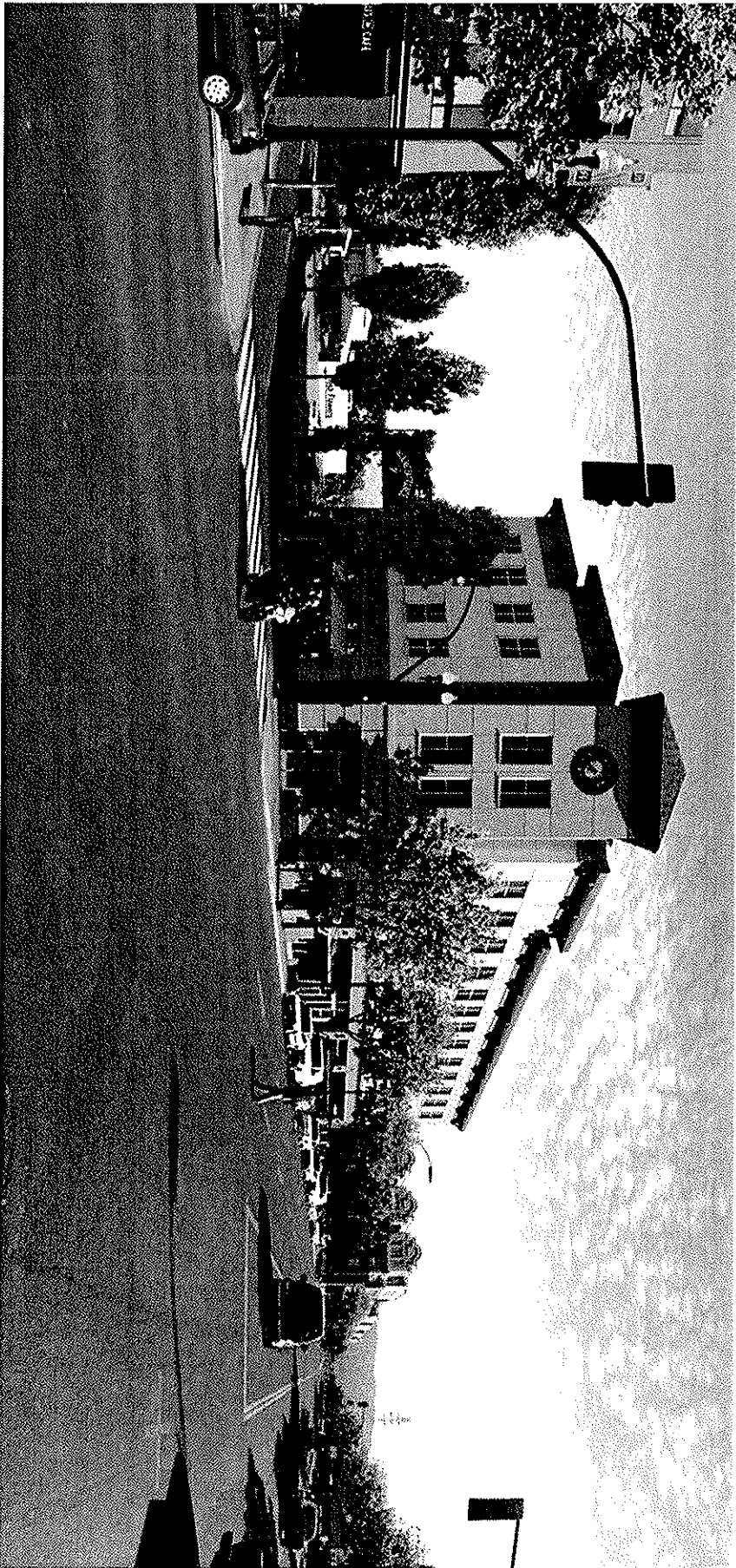


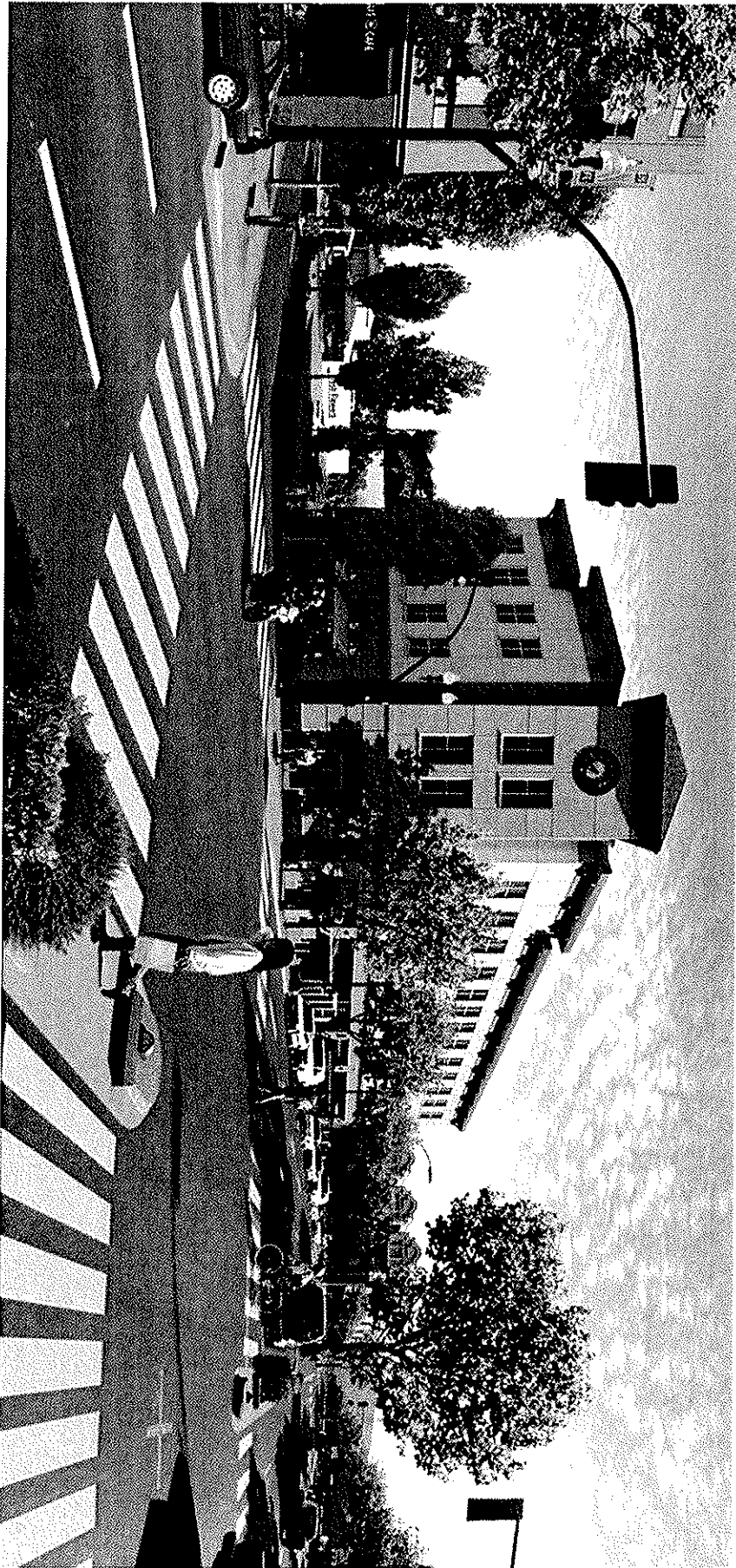


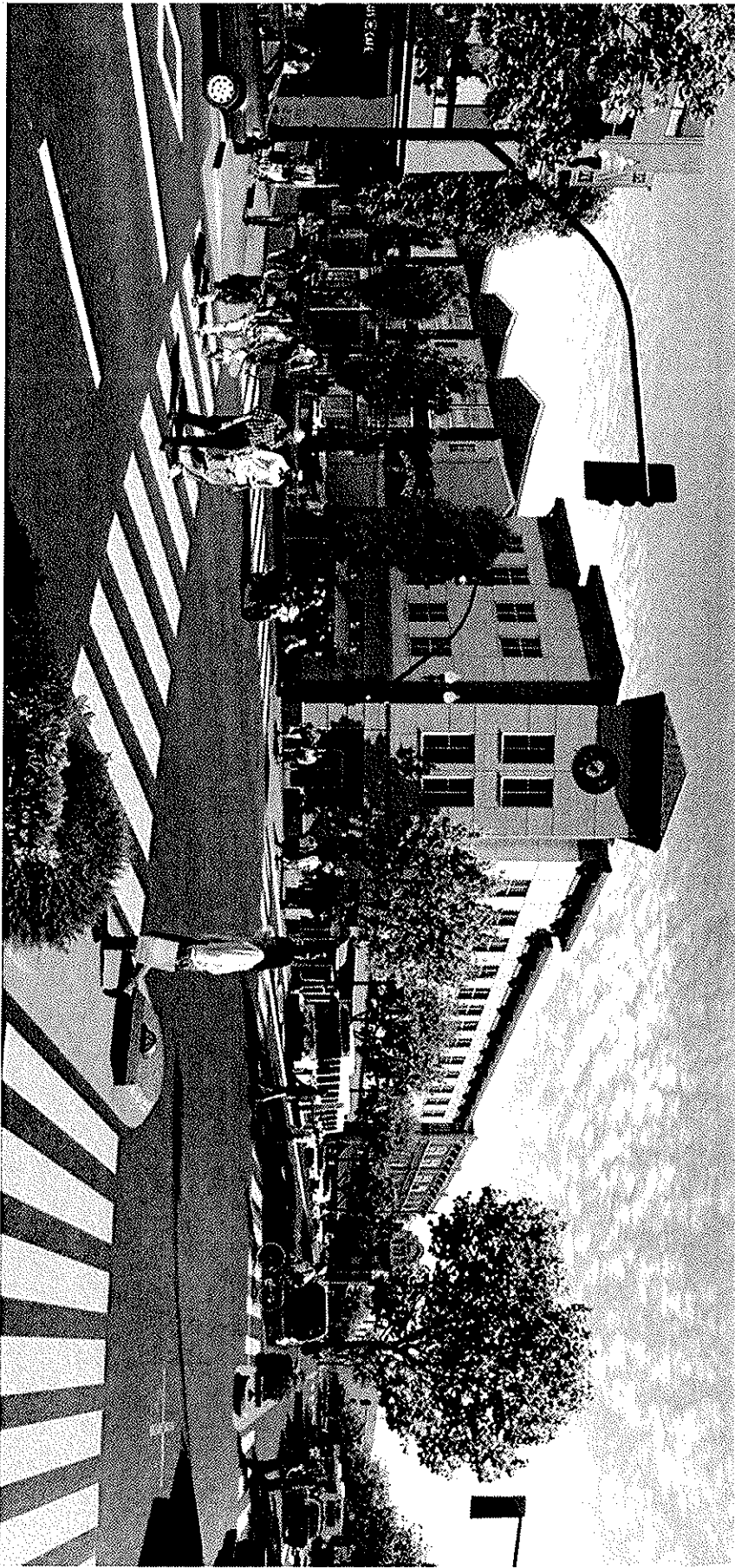












MEET CITYLINE'S \$500M TOD NEIGHBOR

10/14/2013 10:11 AM



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 Altomare, one of three principals heading up BC Station Partners (which includes Jan 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.

Major \$100 million SmartCode neighborhood proposed for Northeast El Paso

City Council is to vote on a proposed 30.8-acre project at the former Northgate Mall; developers seek \$5.7M in incentives

By Diana Washington Valdez / El Paso Times
10/14/2013 10:11 AM



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



L.A. company grabs Peninsula apartment building near Google, Box projects

Apr 1, 2015 2:59pm PDT | UPDATED: Apr 1, 2015 6:06pm PDT

in f 3*



Cory Weidner
San Francisco business writer
Email | Twitter | LinkedIn

A real estate group that specializes in rebranding extended-stay, corporate workers' shelled out \$44 million Tuesday for a Redwood City apartment building, a few miles from new projects by Google and Box.

Singapore-based Megastar Group paid \$750 a square foot for a 147-unit building.



Courtesy of Megastar and Starline
Developer Megastar and operator Starline bought the building, which will be rebranded and operated by the company. The building is located on the corner of the intersection of Highway 101 and Highway 92 in Redwood City. The building is a 147-unit apartment building.

Other Places Nipping at Heels of Arlington's Transit-Oriented Development

MAY 27, 2014

7 COMMENTS



Arlington, Virginia has long been a national and local leader of transit-oriented development (TOD). It's been the jurisdictional equivalent of an iPad when the majority of places were still desktop PCs.

Now, many other places are patterning themselves based on the traits Arlington perfected, that is, relatively dense and containing mixed-use, walkable, and bikeable neighborhoods that emphasize transportation choices. Meanwhile, with more localities embracing "transit-oriented development" it is harder than ever to find the places that are not.

Cleveland's HealthLine gives more development bang for the buck than other transit corridors, study finds



A new study shows that Cleveland's HealthLine bus rapid transit system is the most cost-effective transit corridor to build and operate, according to a study by the Urban Land Institute.

By Alison Grant, The Plain Dealer
Email the author | Follow on Twitter
on September 24, 2013 at 9:00 AM, updated September 24, 2013 at 9:00 AM

SL Post

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 use in the U.S., it has become established enough to track results, he said.

What those results show (see study in document viewer below) is Cleveland ranks at the very top when it comes to bang for the buck.

The Greater Cleveland Regional Transit Authority's Euclid Avenue HealthLine generated \$114.34 in economic development for every dollar spent on the bus corridor, the researchers concluded.

That's based on a \$50 million price tag for the HealthLine, or strictly the costs of the

GOVERNING

THE STATES AND LOCALITIES

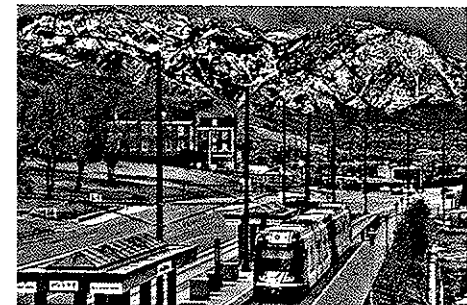
HEALTH INFRASTRUCTURE MANAGEMENT ELECTIONS POLITICS PUBLIC SAFETY URBAN EDUC

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 HARNNESS | MARCH 2015



One of Utah's greatest assets is its mountains. The state has more scenic views than any other state. Photo: KVVU

GOVERNING

THE STATES AND LOCALITIES

HEALTH INFRASTRUCTURE MANAGEMENT ELECTIONS POLITICS PUBLIC SAFETY URBAN EDUCATION

URBAN NOTEBOOK

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



Houston's light rail. Houston Downtown Management District

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. 42-406. Provisions cumulative.

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 permit application for building permit, development plat, or other city permit, as appropriate, for the new development or improvements to that property. The application shall 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 and 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 the standards of 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 a wide sidewalk with a minimum six feet wide clear pedestrian space located within a street right-of-way or other public pedestrian access (sidewalk) 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 pedestrian realm.
 - (2) Any driveways parallel to the pedestrian realm, parking or vehicular traffic (other than approved driveways crossing the pedestrian realm) shall be located 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 pedestrian realm.

Changes After the **MARCH DRAFT**

- Removed requirements for distributing parking through the project.
- Removed language specifying that on-site open space include a specified amount of playfields, game courts, and other active recreation facilities.
- Removed storage requirement.
- Simplified some of the façade design requirements.

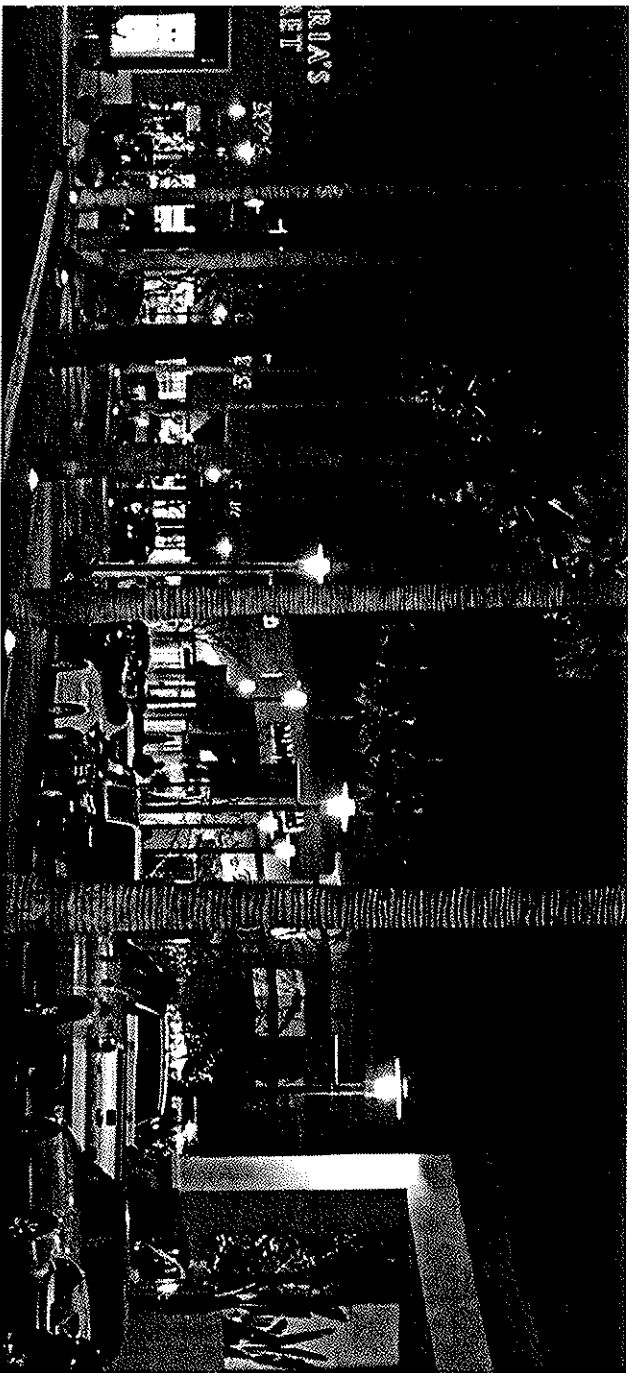
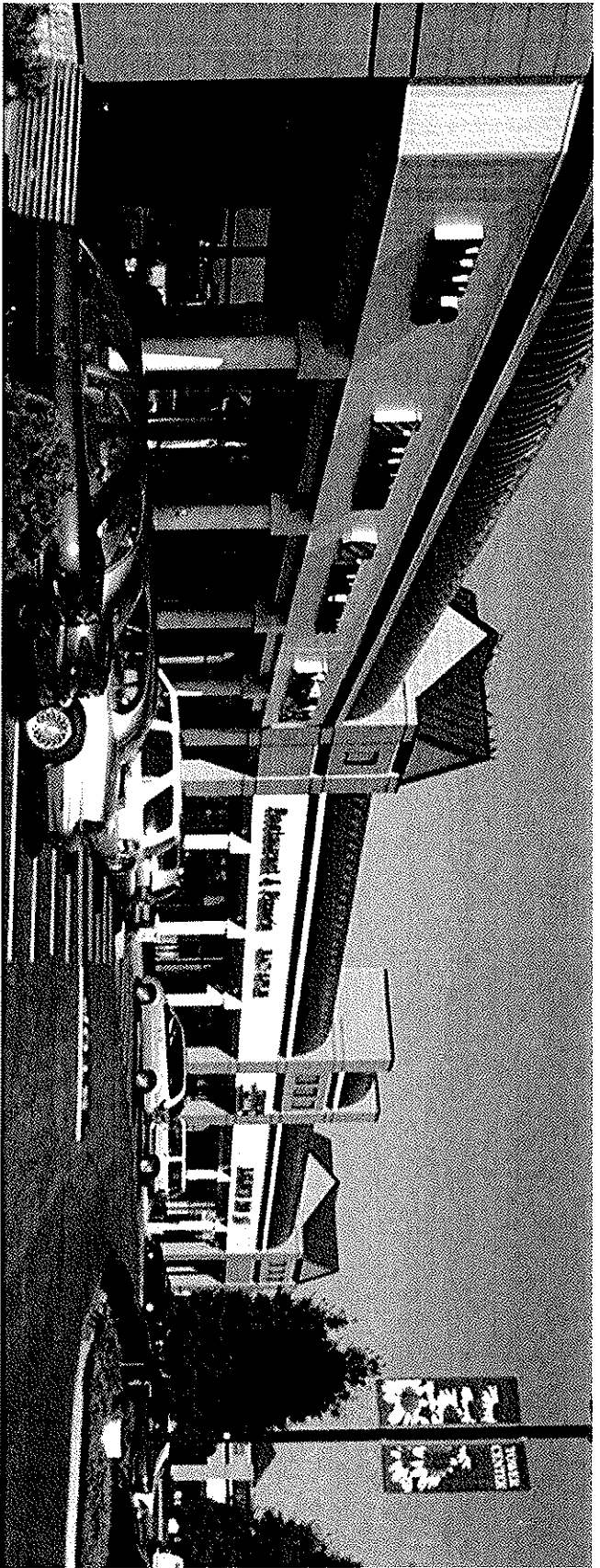
Changes After the **SEPTEMBER DRAFT**

- Reduced minimum size requirement for balconies.
- Allowed for exception to requirement for street-facing units in areas where the street design and surrounding development isn't supportive.
- Allowed flexibility in precise location of connections to adjacent development.
- Allowed service stations and drive-throughs in some areas.

COMMERCIAL

**DEVELOPMENT
STANDARDS**

Article 12





Changes After the **MARCH DRAFT**

- Added enhanced streetscape option.
- Removed most façade design standards.

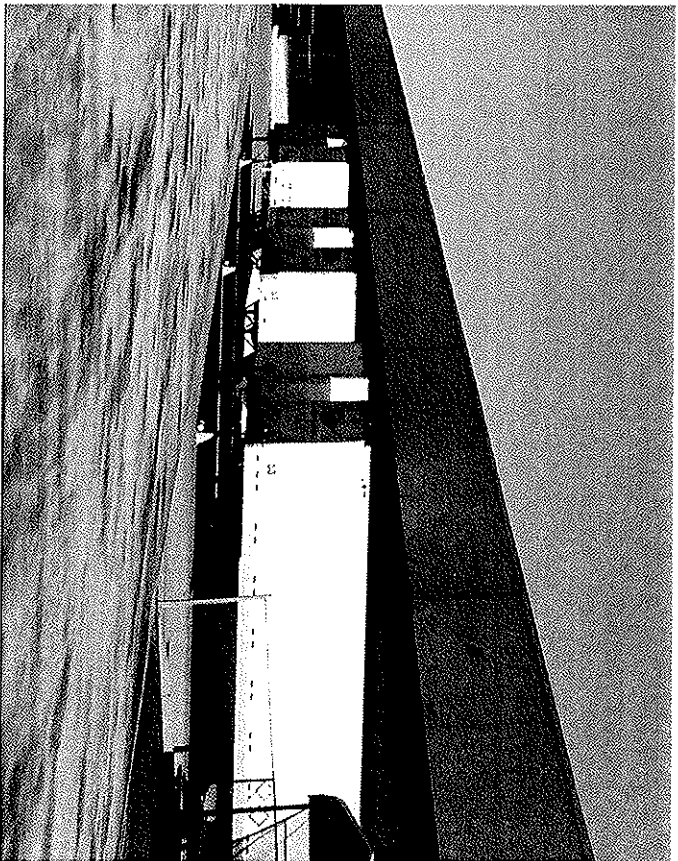
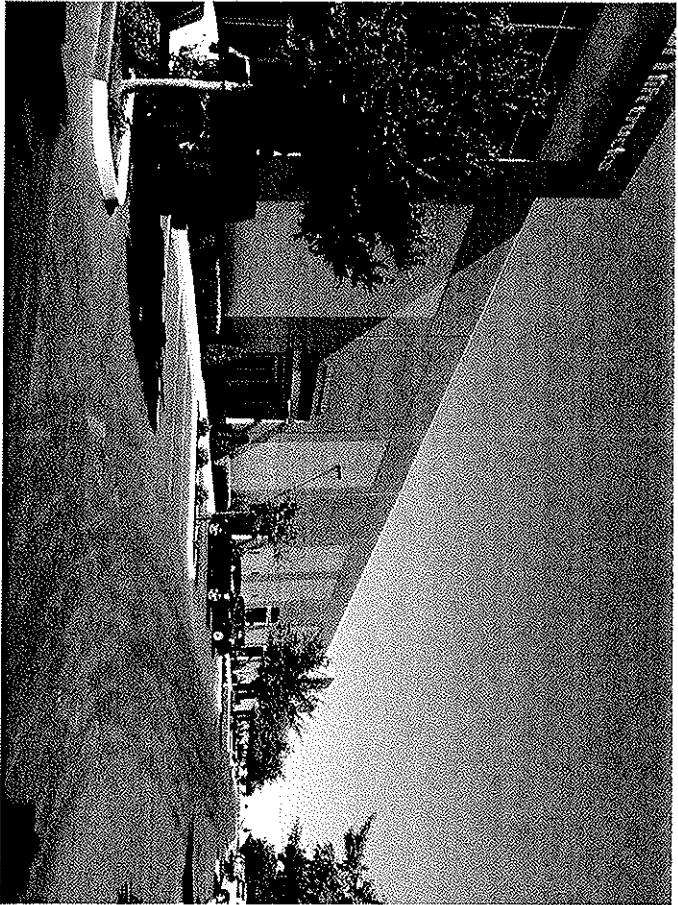
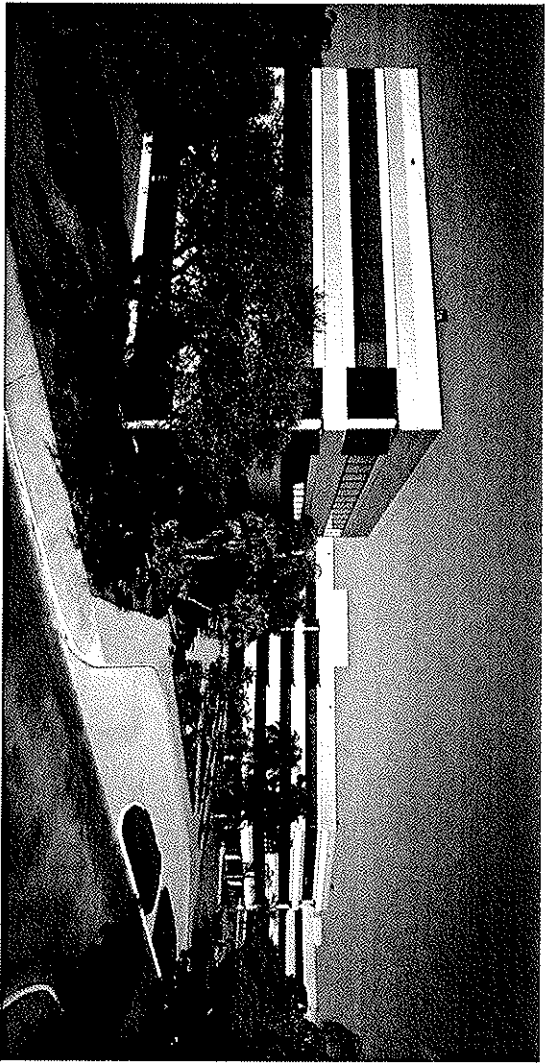
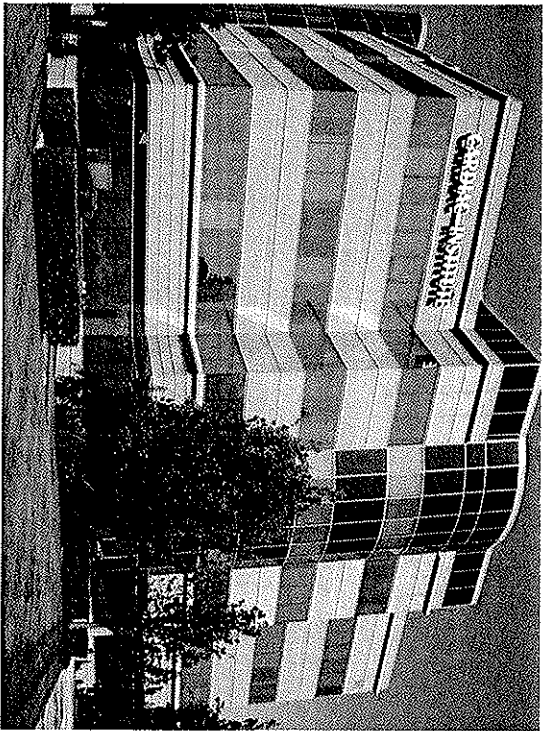
Changes After the
SEPTEMBER DRAFT

- Added blended parking requirement for large shopping centers.
- Removed maximum parking requirement.
- Made many adjustments to the signage section.

EMPLOYMENT DISTRICTS

DEVELOPMENT STANDARDS

Article 13



Changes After the **MARCH DRAFT**

- Added enhanced streetscape option for the Office District.
- Removed some façade design standards.
- Clarified regulations pertaining to rendering facilities.
- Allowed auto sales and retail up to 6,000 s.f., in the IL zone.

Changes After the
SEPTEMBER DRAFT

- Allowed day care in industrial districts with a CUP.
- Allowed General Markets and Healthy Food Grocers in the BP, RBP, and IL districts.
- Removed limit of 1 driveway for sites under 1 acre.

Changes After the **SEPTEMBER DRAFT**

- Removed bike shower requirement from industrial and business park zones.
- Reduced parking lot shading requirement to 30% in industrial districts.
- Reduced other landscape requirements (dimensions, size of trees, etc).

SPECIAL USES

DEVELOPMENT STANDARDS

Article 13

Changes After the **MARCH DRAFT**

- Added restrictions to CRV recycling centers.
- Added restrictions to liquor stores.
- Expanded opportunities for mobile vendors.
- Expanded opportunities for farmer's markets.

NON-CONFORMING USES AND STRUCTURES

	Amortization
Fresno - NEW	No
Fresno - OLD	Uses: 90 days to 5 years Structures: 5 to 40 years
Clovis	1 to 30 years
Madera	3 Years for Billboards
Sanger	Uses: 5 to 40 years
Kerman	No
Fower	Uses: 1 to 3 years Structures: 1 month to 40 years
County	Uses: 5 years Structures: 3 to 40 years

	Expand Non-Conf. Structure
Fresno - NEW	Yes, if Expansion is Conforming
Fresno - OLD	In Limited Situations
Clovis	Yes, if Expansion is Conforming
Madera	Yes, with Planning Commission Approval
Sanger	No
Kerman	Yes, if Expansion is Conforming
Fower	In Limited Situations
County	In Limited Situations

	Expansion of Non Conf. Use
Fresno - NEW	Sometimes
Fresno - OLD	No
Clovis	No
Madera	Sometimes
Sanger	No
Kerman	No
Fower	Sometimes
County	No

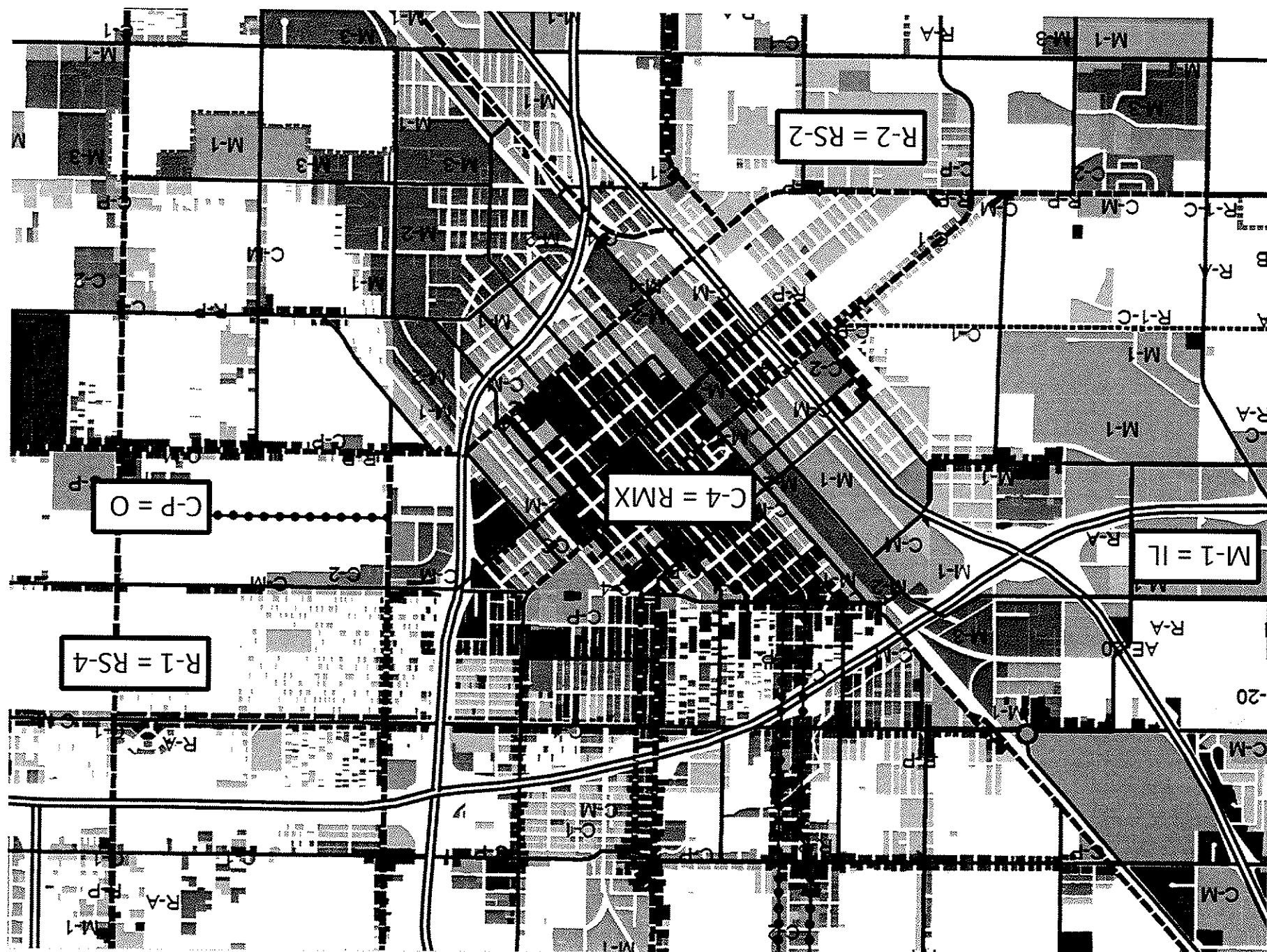
	Re-establish Use After Closing
Fresno - NEW	1 year (Res District: 6 Months)
Fresno - OLD	1 year
Clovis	90 days
Madera	6 months (1 year w/PC approval)
Sanger	1 year
Kerman	90 days (SFH excepted)
Fower	90 days to 1 year (SFH excepted)
County	1 year

	Rebuild if Destroyed?
Fresno - NEW	Yes
Fresno - OLD	Yes, if damage is less than 50%
Clovis	Yes, if damage is less than 50%
Madera	Yes, if damage is less than 50%
Sanger	Yes, if damage is less than 75%
Kerman	Yes, if damage is less than 50%
Fower	Yes, if damage is less than 75%
County	Yes, if damage is less than 50%

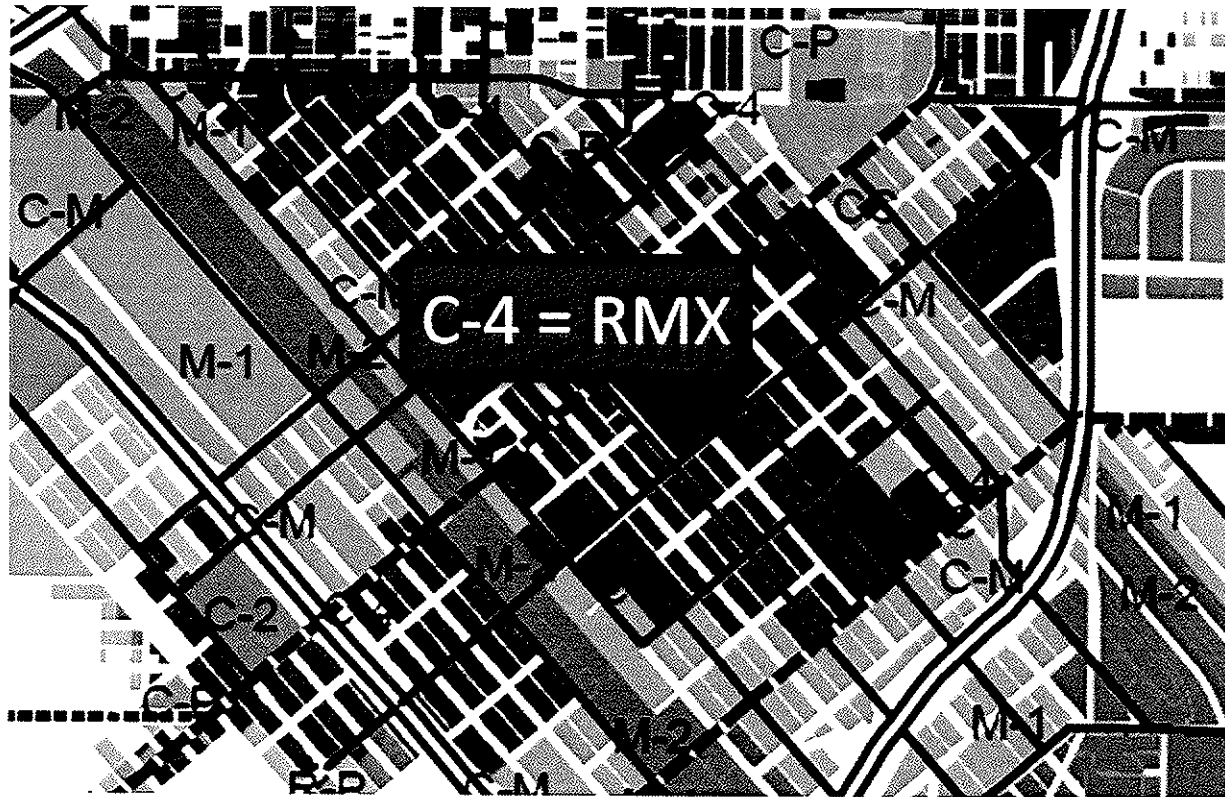
DOWNTOWN

Zoning Designation Translation Table

Existing Zoning Designation		Applicable Standards	
AE-20	Exclusive Twenty Acre Agricultural District	B	Buffer
AE-5	Exclusive Five Acre Agricultural District	RE	Residential Estate
R-A	Single Family Residential-Agricultural	RS-1	Residential Single Family, Extremely Low Density
R-1-E	Single Family Residential Estate	RS-1	Residential Single Family, Extremely Low Density
R-1-EH	Single Family Residential Estate (Horses)	RS-1	Residential Single Family, Extremely Low Density
		EQ	Equine Overlay
R-1-A	Single Family Residential	RS-2	Residential Single Family, Very Low Density
R-1-AH	Single Family Residential (Horses)	RS-2	Residential Single Family, Very Low Density
		EQ	Equine Overlay
R-1-B	Single Family Residential	RS-3	Residential Single Family, Low Density
R-1-C	Single Family Residential	RS-3	Residential Single Family, Low Density
R-1	Single Family Residential	RS-4	Residential Single Family, Medium Low Density
R-2-A	Low Density Multiple Family Residential- One Story	RM-1	Residential Multi-Family, Medium High Density
R-2	Low Density Multiple Family Residential District	RM-2	Residential Multi-Family, Urban Neighborhood
R-3	Medium Density Multiple Family Residential	RM-2	Residential Multi-Family, Urban Neighborhood
R-4	High Density Multiple Family Residential	RM-3	Residential Multi-Family, High Density
MH	Mobile Home Single Family Residential	RM-MH	Mobile Home Park
T-P	Trailer Park Residential	RM-MH	Mobile Home Park
CL	Limited Neighborhood Shopping Center	CC	Commercial - Community
C-1	Neighborhood Shopping Center	CC	Commercial - Community
C-2	Community Shopping Center	CC	Commercial - Community
C-3	Regional Shopping Center	CR	Commercial - Regional
C-4	Central Trading	RMX	Regional Mixed Use
C-5	General Commercial	CMS	Commercial - Main Street
C-6	Heavy Commercial	CH	Commercial - Highway and Auto
CR	Commercial Recreation	CRC	Commercial - Recreation
R-P	Residential and Professional Office District	O	Office
RP-L	Residential and Professional Limited Office District	O	Office
CC	Civic Center District	RMX	Regional Mixed Use
C-P	Administrative and Professional Office District	O	Office
C-M	Commercial and Light Manufacturing District	IL	Light Industrial
S-L	Storage/Limited, Mini Storage Facility District	O	Office
M-1-P	Industrial Park Manufacturing District	IL	Light Industrial
M-1	Light Manufacturing District	IL	Light Industrial
M-2	General Industrial District	IH	Heavy Industrial
M-3	Heavy Industrial District	IH	Heavy Industrial
O	Open Conservation District	OS	Open Space
P	Off-Street Parking District	PI	Public and Institutional
ANX	Annexed Rural Residential Transitional Overlay District	ANX	Annexed Rural Residential Transitional Overlay District
BA	Boulevard Area Overlay District	None	
BP	Bluff Preservation Overlay District	BP	Bluff Preservation Overlay District
CCO	Civic Center Area Modifying Overlay District	None	
EA	Expressway Area Overlay District	EA	Expressway Area Overlay District
R-M	Residential Modifying Overlay District	RM	Residential Modifying Overlay District



DOWNTOWN



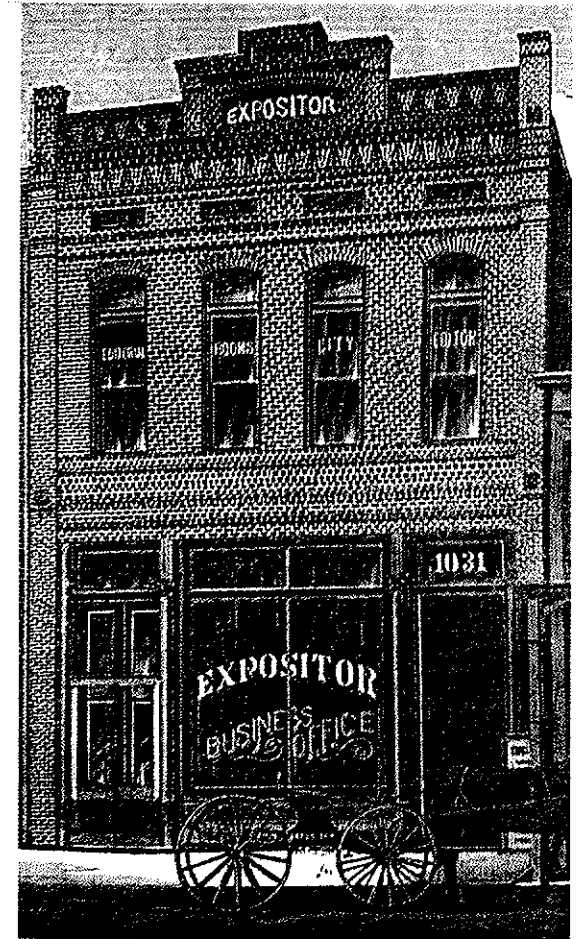
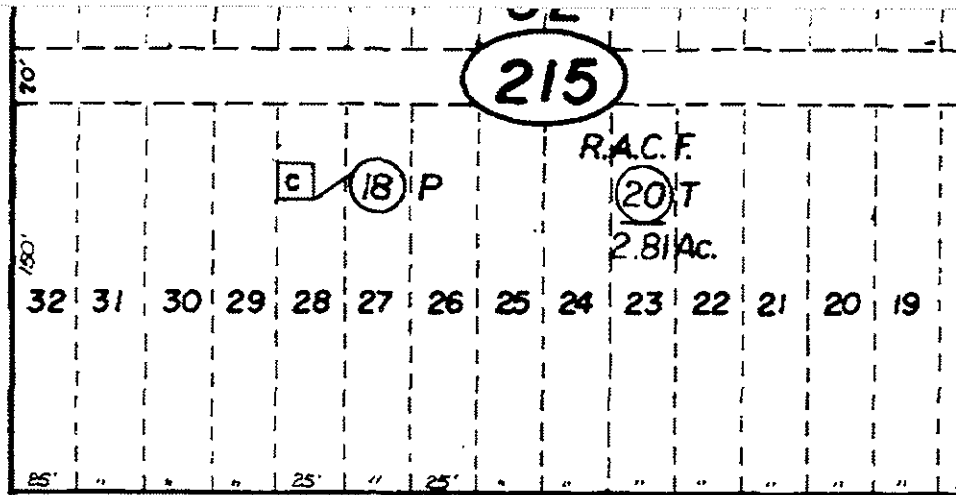
THE
RMX
ZONE



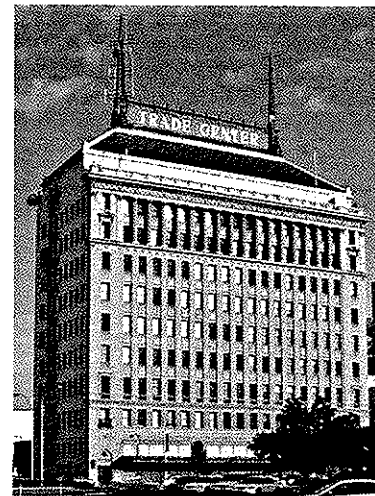
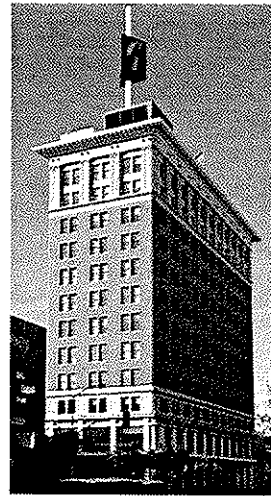
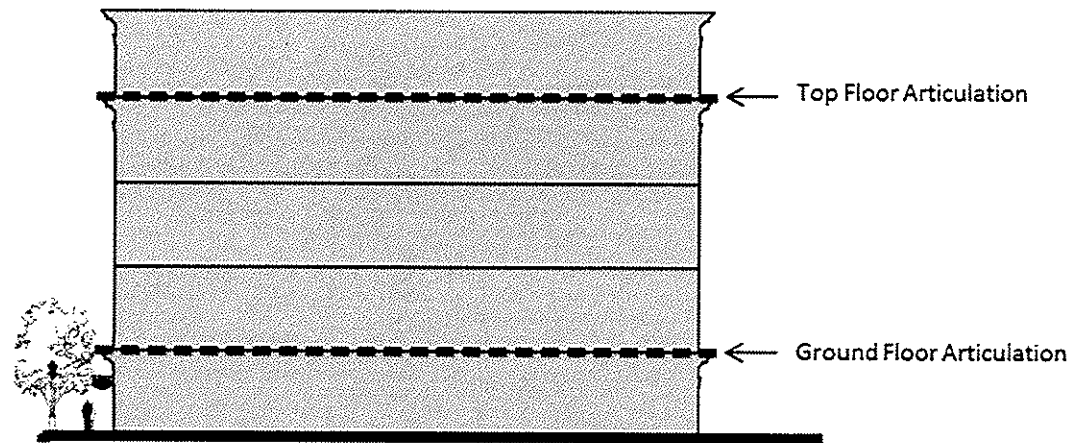
- No less than 80% of the street frontage must be occupied by a building, in keeping with the historic pattern of a continuous streetwall along Fulton.



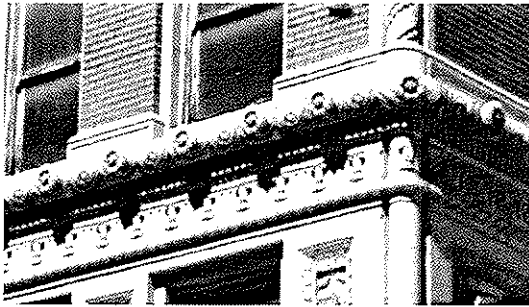
- Pedestrian connections directly into ground floor uses must be provided at a rate of at least 1 per 100 feet of frontage.



- Facades must have an articulation (such as an offset in the building plane, or a column or pilaster) every 25 feet, which happens to be the width of the first lots along Fulton in the original plat for the area.



- The elevations of multi-story buildings must be broken into base, middle, and top elements by cornices, belt courses, material changes, or step backs which is a technique used in many historic buildings along Fulton, including the Pacific Southwest Building, the Patterson Building, Bank of Italy Building, Helm Building, and the Mattei Building, among others.



Building Materials and Finishes.

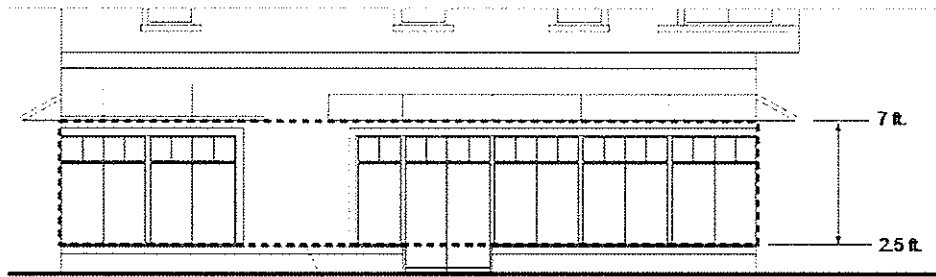
1. Each side of a building that is visible from a street or passenger railway shall be designed with a complementary level of detailing and quality of materials.
2. A minimum of two exterior wall finish materials shall be used.
3. Veneers should turn corners, avoiding exposed edges and continue down the side of a building to a logical break, such as a change in wall plane.
4. Trim materials and finishes shall be differentiated from adjacent wall cladding materials and finishes. Acceptable trim materials shall be wood, precast concrete, stone, tile, or similar materials. Stucco trim shall be permitted at the discretion of the Review Authority, and in such instances it shall feature a smooth finish that contrasts significantly from adjacent stucco wall cladding.
5. Building entrances and common areas shall include finishes and materials that are durable and high quality and distinguish these spaces from other elements of the building.
6. Parking areas and structures shall be designed to be compatible with the architectural character, materials, and colors of the overall development.



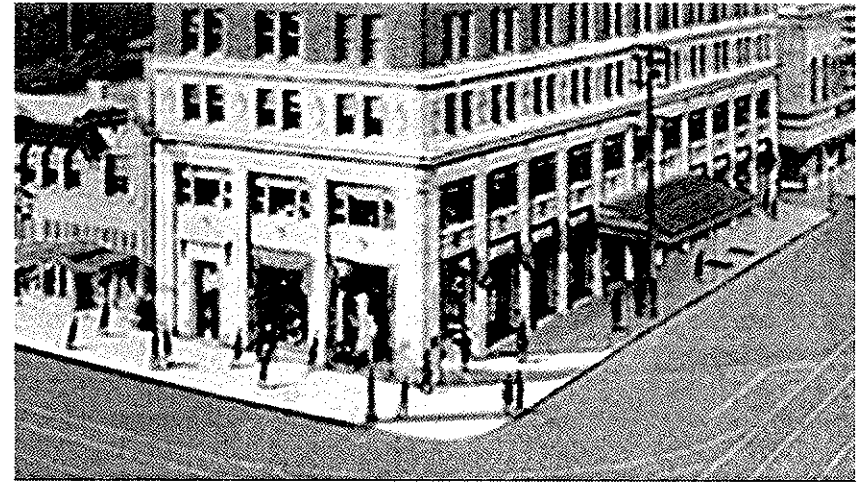
- There are several standards requiring high quality building materials and finishes.



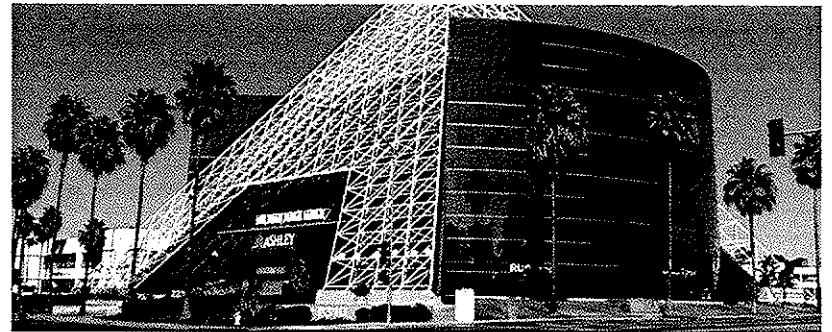
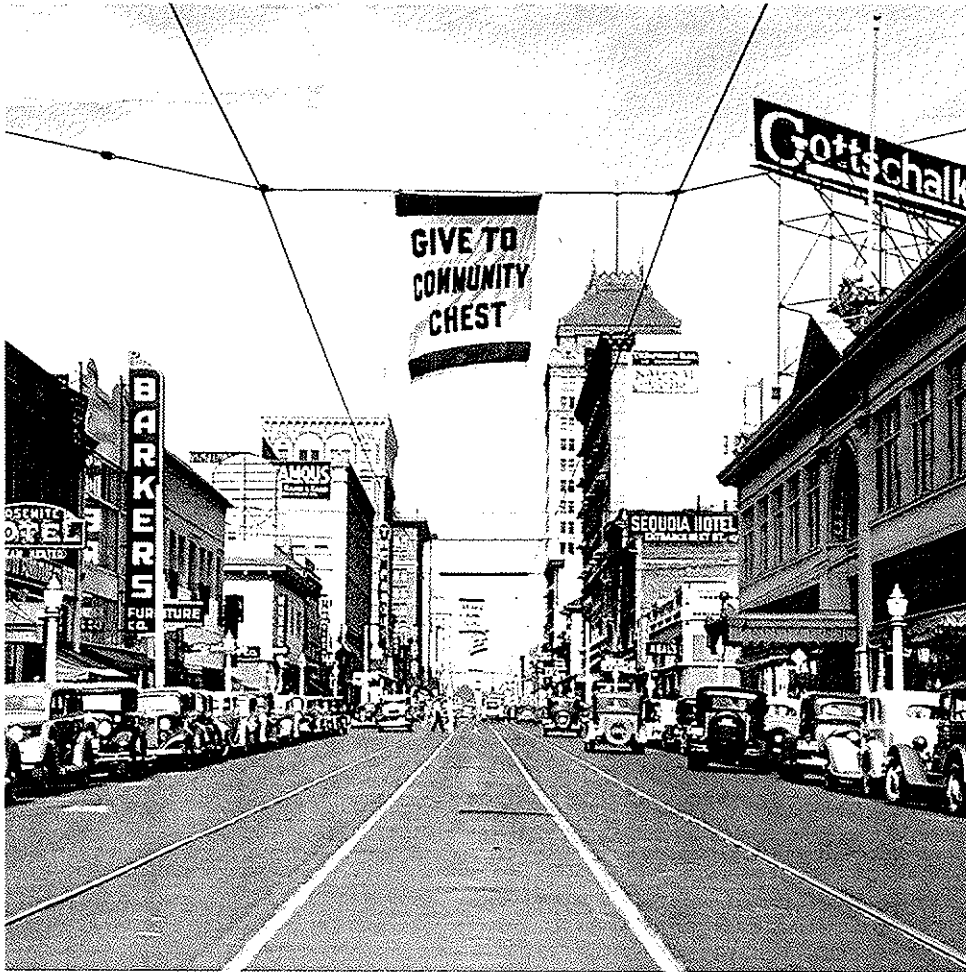
- At least 70% of windows must have a vertical proportion, meaning they are taller than they are wide, which matches the pattern of historic buildings.



Min. 60% of outlined area shall be openings.
May include doors, windows, and other openings
with transparent glazing.



- 60% of the ground floor (between 2.5 feet and 7 feet from the sidewalk) must consist of windows and doors, which is consistent with the historic storefront pattern on Fulton.



- Building walls are required to be parallel to the street (no sawtooth pattern) and to have no slope (no pyramids) which is consistent with the historic building pattern.

NEXT STEPS

THURSDAY 11/12

Public Hearing (5:30pm)

THURSDAY 11/19

Continued Public Hearing (5:30pm)