

## **Technical Appendix A, "BCP Consistency with City's General Plan"**

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## **A.1 Consistency Overview**

### **A.1.1 Purpose and Utility**

Throughout the development of the Bellevue Community Plan (BCP), much effort went into assuring its consistency with the *Merced Vision 2030 General Plan*. BCP consistency with the *Merced Vision 2030 General Plan* is useful from several vantage points including:

- use and reliance on adopted plan narrative, maps and policies, for example, the housing, safety and sustainability elements;
- application of adopted CEQA-based mitigation measures to the community plan;
- increased CEQA assessment options for the community plan project, including possible use of the EIR prepared for the General Plan;
- building from an adopted platform of City policies and community support; and
- need for minimal general plan amendments.

Successful implementation of this objective was made possible by leveraging City Staff's knowledge of the General Plan with the varied yet complementary consultant team, which assembled land use designers, transportation engineers, zoning analysts, economic advisors and architects to implement the vision of the General Plan through the BCP. Community engagement during the process to develop the BCP added fresh perspectives from multiple stakeholder vantage points.

### **A.1.2 Consistency with the City's Guiding Principles for Community Plans**

The City's *General Plan* provides a policy framework upon which community plans are constructed. The City's "Guiding Principles for Community Plans" (Section 3.7.2, *Merced Vision 2030 General Plan*) are listed below. Principles 1, 3 and 5 are discussed in Section A2.

1. Community Plans which include or are adjacent to established neighborhoods will address the needs of these neighborhoods and potential adverse impacts resulting from plan implementation.
2. Public participation by area residents and property owners in the planning process will be emphasized.
  - See Appendix F of the BCP to read how this was accomplished.
3. Community Plan areas need connectivity with existing and planned urban areas.
4. Community Plans will include all elements determined necessary to ensure consistency with the *General Plan*. These elements may include, but not be limited to, Land Use, Circulation, Open Space, and infrastructure phasing. Community Plans will include a land use and infrastructure phasing plan.

- The BCP includes six elements and a discussion on infrastructure phasing.
- 5. The “Urban Villages” concept should be incorporated into the planning of these areas as much as feasible.
- 6. The Community Planning process should be focused on the planning issues or concerns which need to be resolved for that planning area, and, to this degree, provide data, information, or policy clarification necessary to carry out the goals of the *Merced Vision 2030 General Plan*.
  - These issues and concerns are described as “Key Features and Issues of the Bellevue Community Plan,” and are discussed in Section A.1.3, below.

### **A.1.3 Consistency with Key Features and Issues of the Bellevue Community Plan**

To assure a full and comprehensive review, the consistency assessment in section A2 is framed by the General Plan’s adopted chapter elements and overarching ‘Goal Areas.’ Within this framework are topics (listed below) added from General Plan narrative about “Key Features and Issues of the Bellevue Community Plan,” which is fully described in the Introduction Chapter of the BCP.

- Assess development impact of Lake Yosemite Inundation Area
- Create an employment corridor along Bellevue Road, including setting aside lands for future UC Merced spin-off development and job generating land uses;
- Plan for a unique urban village design due to proximity to campus and inclusion of a jobs-based research and development land uses.
- Consider the influence of the campus and community land use and circulation plans.
- Plan for variety of housing types.
- Provide a mix of land uses in a vibrant setting.
- Locate commercial sites in nodes.
- Include multi-modal road corridor designs.
- Design streets that unify neighborhoods rather than separate them.
- Reserve adequate rights-of-way.
- Define the design and function of Bellevue Road.
- Set the alignment for Gardner Road.
- Identify an arrangement of arterial and collector roads.
- Plan for Bellevue Road as a gateway.

- Plan for landscaped boulevards.
- Include pedestrian and mixed-use transit oriented designs.
- Provide for a hilltop focal point (south of Bellevue between G Street and Gardner Road).
- Identify development design guidelines.
- Discuss location and finance options for public facilities.
- Consider sensitive species and habitat conservation.

#### ***A.1.4 Consistency with Adopted General Plan Policies***

A complete and full listing of *Merced Vision 2030 General Plan* goals, objectives, policies, and implementing actions that have notable relevance to the BCP project area and/or plan objectives are listed in Technical Memorandum C (Appendix C) of the BCP. This appendix also includes policies crafted as a part of the BCP, which are “nested” within the broader goals, policies and implementation actions of the *Merced Vision 2030 General Plan*. To ensure the overriding influence of the General Plan’s goals, policies and implementing actions, development of BCP policies was intentionally limited to those instances where additional language would serve to add clarity, and to couple policy statements with plan maps, diagrams and images to improve interpretation and application of the BCP. Finally, each chapter of the BCP contains a policy section with goal headings that are the same as those listed in the *Merced Vision 2030 General Plan*. Together, these strategies foster consistency with the City’s General Plan policy set. All policies in Technical Memorandum C are a key part of the BCP and are intended to guide and inform development-related activities in the project area.

## A.2 Consistency Assessment

The following discussion describes the proposed project's relationship to and consistency with the Merced Vision 2030 General Plan. The discussion is framed by General Plan elements and goal areas.

### A.2.1 Urban Expansion

#### URBAN EXPANSION

Urban expansion in the BCP planning area was considered within the regulatory framework of several influences including: 1) the regulatory setting of the Merced Local Agency Formation Commission; 2) the City's annexation policies; 3) regional needs such as intrastate rail and roadways, transit and arterial street needs, and future job generating uses near UC Merced; and, 4) key growth factors such as physical constraints, the UCM growth node, forecasted population growth, costs to install and operate public infrastructure and services, and need to coordinate growth among competing interests.

Given the above considerations, and in the context of the goal to grow orderly, that is, compactly while preserving open space and prime agriculture and in a manner that extends government facilities and services in an efficient manner, the BCP presents four possible growth scenarios, some more probable than others; no recommendation is provided. Rather, the BCP identifies the need for a collaborative effort to create a multi-jurisdictional infrastructure and service plan that can result in decisions that direct growth in a manner that serves the interest of the community as a whole in a fiscally sound manner. The BCP emphasizes that challenging questions pertaining to infrastructure, financing and phasing should be addressed before further growth and development occur in the northeast growth area of Merced.

#### CONCLUSION

All adopted policies and CEQA-based mitigation measures for the *Merced Vision 2030 General Plan* concerning *Urban Expansion* apply to the BCP planning area. While new BCP policies are recommended, these clarify General Plan policies as to their relevance to the planning area, and are not contradictory to General Plan policies. The BCP does not propose any action or plan that is inconsistent with the vision described in the City's General Plan. Therefore, the BCP is consistent with Urban Expansion-related *Goal Area* of the City's General Plan, as discussed above.

## A.2.2 Land Use

### RESIDENTIAL & NEIGHBORHOOD DESIGN

The City's General Plan *Guiding Principle #1 for Community Plans*, identifies the need to address adverse impacts to existing neighborhoods that may be caused by new development in the community plan area. The BCP minimized potential impacts, by 1) identifying and setting logical boundaries for expansion and strengthening of existing rural residential neighborhoods; 2) locating complementary and compatible land uses within and adjacent to them; and 3) focusing the new intensive growth away from these neighborhoods. The BCP also includes permitting strategies to maximize compatibility between new development and existing home sites.

### ECONOMIC AND BUSINESS DEVELOPMENT

The *Merced Vision 2030 General Plan* includes numerous policies and narratives concerning the anticipation for significant jobs-based land uses within the BCP. Following the lead of the General Plan, the BCP includes a "Research and Development Park Character Area" that could accommodate approximately 2.8 million square feet of Research and Development floor space. The Plan is flexible, supporting the size of this land use to adjust depending upon market conditions.

### URBAN GROWTH AND DESIGN

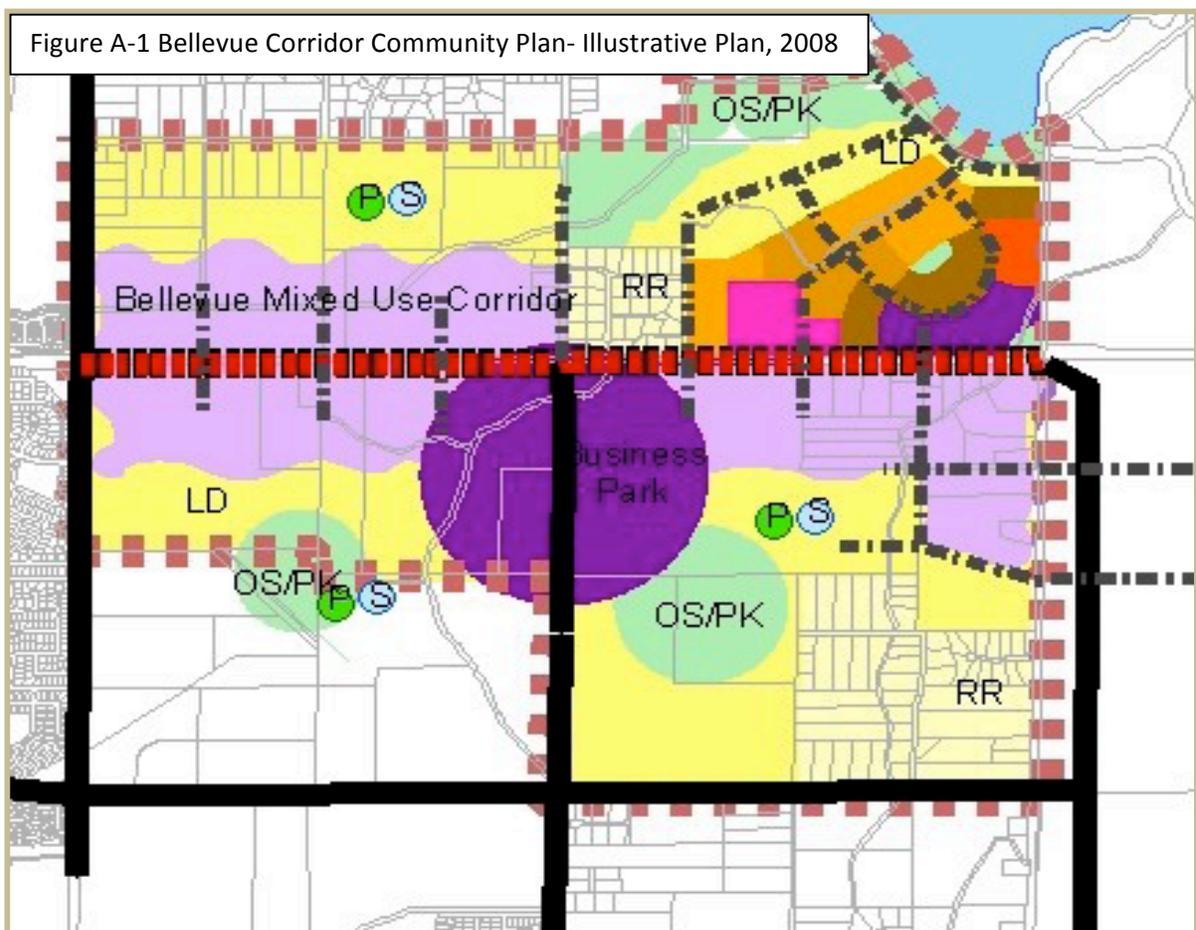
The City's General Plan *Guiding Principle #5 for Community Plans*, emphasizes that the "Urban Villages" concept should be incorporated into the planning of these areas as much as feasible. A discussion on this Goal Area is provided in Section A.2.5, "Urban Design."

### BELLEVUE CORRIDOR COMMUNITY PLAN ILLUSTRATIVE PLAN

Section 3.7.4 of the General Plan, "Bellevue Corridor Community Plan," is a narrative statement describing the vision of this community plan area. Regarding land use, it describes the need for a variety of housing types, a mix of land uses in a vibrant setting, and for commercial sites to be located in nodes, as opposed to strip-commercial. The land use concepts of this vision were supported in the General Plan through the establishment of an "Illustrative Plan" titled, Bellevue Corridor Community Plan." While some variation from the "Illustrative Plan" is to be expected, it anchored several key concepts, including: 1) provision of a mixed-use corridor between G Street and Lake road in the vicinity of Bellevue Road; 2) low density land uses on either side of the mixed use corridor to blend with these existing or planned uses to the north and south; 3) reservation of a large area of land for anticipated jobs-based research and development parks; 4) retention of the *Callister* development plan (northwest corner of Bellevue Road and Lake Road); and 5) connectivity to adjacent neighborhoods.

The "Illustrative Plan" from the General Plan is shown at Figure A-1 (below), and descriptions of the land uses in this plan are described in Table A-1. Acreage amounts of these land uses are provided for in Table A-2, and the forecasted number of units and employees are depicted in Table A-3.

The *Bellevue Community Plan Character Type Plan* is a refinement of, and contains all the key concepts anchored by, the Illustrative Plan. A comparative assessment of the land uses in these plans is provided for in Tables A-4 through Table A-7, revealing substantial consistency between the total number of dwelling units and employees. The BCP numbers in Tables A-6 and A-7 do not reflect the proposed intensification in the expansion areas for the Business Park and Mixed-use TOD Character areas identified in Chapter 5, Community Character.

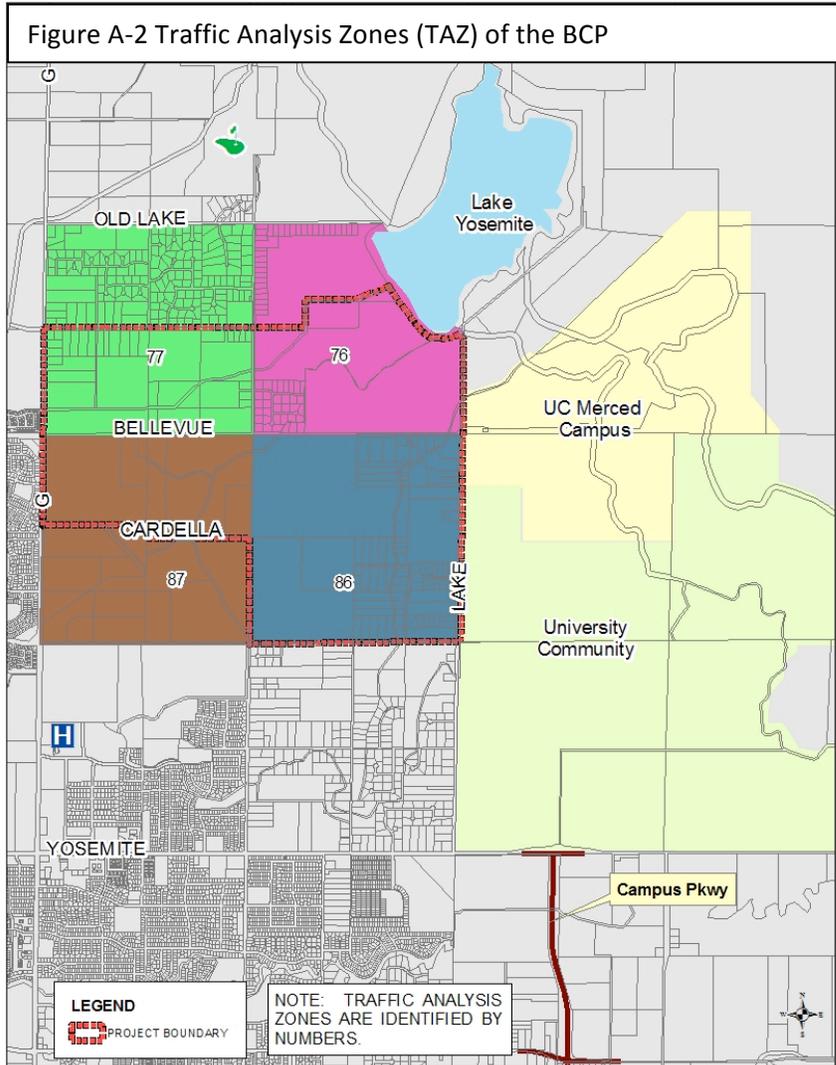


<b>Table A-1: General Plan Land Use Designations Used in the Bellevue Corridor Community Illustrative Plan (Figure A-1)</b>		
<b>Land Use Designations</b>	<b>Intended Uses</b>	<b>Density</b>
Rural Residential (RR)	Residential: single-family	1 – 3 units per acre
Low Density Residential (LD)	Residential: single-family detached, condominium, and zero-lot line	2 – 6 units per acre
Low-Medium Density Residential (LMD)	Residential: single-family detached, duplex, triplex, fourplex, condominium, zero-lot-line	6.1 – 12 units per acre
High-Medium Density Residential (HMD)	Residential: multifamily, apartment, condominium, triplex, fourplex	12.1 – 24 units per acre
High Density Residential (HD)	Residential: multifamily	24.1 – 36 units per acre
Village Residential (VR)	Housing Types Varies	7.0 – 30 units per acre
Commercial Office (CO)	Commercial: primarily small-scale office uses as well as general retail and service commercial	0.50 FAR
Neighborhood Commercial (CN)	Commercial: retail, eating and drinking, commercial recreation, auto services, etc.	Average 0.35 FAR
Bellevue Mixed Use Corridor	A mixture of LMD, HMD, HD, CO and CN.	Varies
Thoroughfare Commercial (CT)	Commercial: auto-oriented commerce, large recreational facilities, some heavy commercial, lodging and hospitality, automobile sales and services	0.35 FAR
Business Park (BP)	Commercial and industrial: heavy commercial, office, research and development, light manufacturing, warehousing, information-based and service-based activities	0.40 FAR
Open Space – Park/Recreation Facility (OS-PK)	Recreation: public parks, golf courses, greens, commons, playgrounds, and other public and private open spaces	0.10 FAR
Future Schools	10-acre Floating Elementary School sites	Not Listed in General Plan

### TRAFFIC ANALYSIS ZONES (TAZ)

The traffic study that was prepared for the *Merced Vision 2030 General Plan* included data describing anticipated land uses within Traffic Analysis Zones (TAZs). TAZs define land uses by number of dwelling units and employees per acre, within a geographic area. These figures are partly determined by anticipated land uses acreages. Figure A-2 displays the location of TAZs relative to the study area of the BCP, these being TAZ areas 76, 77, 86 and 87.

TAZ's 76, 77, and 87 extend past the boundary of the BCP study area. TAZ 86 is completely within the BCP study area. In order to define the anticipated land use acreages within the study area, 809 acres of land uses that occur outside the study area were trimmed from the TAZ data sets. In this manner, a set of defined land uses, consistent with the traffic study that was prepared for the *Merced Vision 2030 General Plan*, was created to serve as a parameter to help define the land use plan for the BCP. Table A-2 portrays the changes described above.



<b>Table A-2: Acres of Land Uses Anticipated in Merced Vision 2030 General Plan occurring within the planning area of the Bellevue Community Plan</b>												
	<b>General Plan Land Use Designations</b>											
	<b>RR</b>	<b>LD</b>	<b>LMD</b>	<b>HMD</b>	<b>HD</b>	<b>VR</b>	<b>CO</b>	<b>CN</b>	<b>CT</b>	<b>BP</b>	<b>OS</b>	<b>SCH</b>
<b>TAZ 76</b>												
GP Full Extent	194	70	47	26	32	0	0	23	11	27	86	0
Reduced Acres	155	0	0	0	0	0	0	0	0	0	0	0
BCP Study Area	39	70	47	26	32	0	0	23	11	27	86	0
<b>TAZ 77</b>												
GP Full Extent	160	320	17	0	17	27	23	27	11	16	8	10
Reduced Acres	160	160	0	0	0	0	0	0	0	0	0	0
BCP Study Area	0	160	17	0	17	27	23	27	11	16	8	10
<b>TAZ 86</b>												
GP Full Extent	181	223	16	25	16	0	22	25	10	75	30	10
No Changes	0	0	0	0	0	0	0	0	0	0	0	0
BCP Study Area	181	223	16	25	16	0	22	25	10	75	30	10
<b>TAZ 87</b>												
GP Full Extent	0	304	20	0	0	105	17	43	8	75	36	10
Reduced Acres	0	185	0	0	0	105	0	22	0	0	22	0
BCP Study Area	0	119	20	0	0	0	17	21	8	75	14	10

**Table A-3 Applicable TAZ data within the BCP Study Area- Subset of Actual TAZ**

TAZ Number	Land Use Designation	Acres	Single-family Units per acre	Multi-family Units per acre	Total Single-family Units	Total Multi-family Units	Employees per acre	Total employees
<b>Zone 76</b>								
	BP	26.63					23	612
	CT	11.27					19	214
	HD	31.89		24.1		769		
	HMD	25.35		16		406		
	LD	70.36	4.5		317			
	LMD	46.96	8		376			
	RR	39.00	1		39			
	NC	22.84					19	434
	O/S	360.68	86.38					
<b>Totals:</b>					<b>731</b>	<b>1,174</b>		<b>1,261</b>
<b>Zone 77</b>								
	HD	17.23		30		517		
	LMD	17.23	8		138			
	OS	7.83						
	CT	10.96					19	208
	BP	15.66					23	360
	CO	23.49					30	705
	School	10.00					10	
	LD	160.00	4		640			
	NC	26.62					19	506
	VR	26.62		18		479		
	RR	315.64	0.00	1	0			
<b>Totals:</b>					<b>778</b>	<b>996</b>		<b>1,779</b>
<b>Zone 86</b>								
	LD	223.00	4.5		1,004			
	RR	181.00	1		181			
	HD	16.16		24.1		389		
	BP	75.00					23	1,725
	HMD	24.97		14		350		
	O/S	30.00						
	CT	10.28					19	195
	LMD	16.16	8		129			
	CO	22.04					30	661
	school	10.00						
	NC	633.58	24.97				19	474
<b>Totals:</b>					<b>1,314</b>	<b>739</b>		<b>3,056</b>
<b>Zone 87</b>								
	CO	17.20					30	516
	BP	75.00					23	1,725
	LD	119.00	4.5		536			
	O/S	14.00						
	VR	0.00	14		0			
	LMD	20.41	8		163			
	CT	8.03					19	153
	school	10.00						
	NC	284.64	21.00				19	399
<b>Totals:</b>					<b>699</b>	<b>0</b>		<b>2,793</b>

<b>Table A-4: Comparative Land Use Types of the Merced Vision 2030 General Plan and the Bellevue Community Plan</b>		
<b>Land Use Types</b>	<b>Merced Vision 2030 General Plan</b>	<b>Bellevue Community Plan (BCP)</b>
	General Plan Land Use Designations	BCP Character Areas
Single-Family	- Rural Residential (RR) - Low Density Residential (LD)	- Rural Neighborhood - Single Family Neighborhood
Multifamily	- Low Medium Density (LMD) - High Medium High Density (HMD) - High Density (HD) - Village Residential (VR)	- Multifamily Neighborhood - Mixed-Use TOD
Retail	- Neighborhood Commercial (CN) - Commercial Thoroughfare (CT)	- Neighborhood Commercial - Mixed-Use TOD
Office	- Commercial Office (CO) - Business Park (BP)	- R&D Employment District - Mixed-Use TOD
Open Space	- Open Space/Parks Recreation - Future Parks	- Open Space - Future Schools
Schools	- Future Schools	- Future Schools

<b>Table A-5: BCP Character Area Descriptions</b>		
<b>Character Area</b>	<b>Intended Uses</b>	<b>Density</b>
Rural Neighborhood	Residential: single-family	2 - 6 units per acre
Single Family Neighborhood	Residential: single-family detached and zero-lot-line	6 – 12 units per acre
Multifamily Neighborhood (Medium)	Residential: multifamily, duplex, triplex, and fourplex	12 – 24 units per acre
Multifamily Neighborhood (High)	Residential: multifamily	24 – 36 units per acre
Neighborhood Commercial	Commercial: retail, eating and drinking, commercial recreation, auto services, etc.	0.35 – 0.55 FAR
R&D Employment District	Commercial and industrial: heavy commercial, office, research and development, light manufacturing, warehousing, information-based and service-based activities	0.35 – 0.75 FAR
Mixed Use TOD	A mixture of all uses except Rural Neighborhood with an emphasis on higher intensity transit-oriented development	0.35 – 0.75 FAR
Open Space	Recreation: public parks, golf courses, greens, commons, playgrounds, and other public and private open spaces	0.10 FAR
Future Schools	10-acre Floating Elementary School sites	N/A

Bellevue Community Plan, Technical Appendix A: BCP Consistency with City's General Plan

Table A-6: Development Capacity for the BCP Compared to the Merced Vision 2030 General Plan by TAZ

		General Plan	RR	LD	LMD	HMD	HD	VR	CT	CN	CO	BP	
		BCP	Rural	Single Family	MF Med	MFHigh	N/A		Retail		Business Park		Total
TAZ 76	Residential Units	General Plan Projection for BCP Area	39	317	376	406	769						1,905
		<b>BCP Residential Units</b>	<b>51</b>	<b>696</b>		<b>513</b>	<b>788</b>						<b>2,048</b>
	Square Footage	General Plan Estimate for BCP <sup>1</sup>							85,600	173,600	0	183,600	442,800
		<b>BCP Square Footage<sup>2</sup></b>							<b>221,111</b>		<b>211,919</b>		<b>433,030</b>
	Employment	General Plan Projection for BCP							214	434		612	1,260
<b>BCP Employees<sup>3</sup></b>								<b>553</b>		<b>706</b>		<b>1,259</b>	
TAZ 77	Residential Units	General Plan Projection for BCP Area		640	138		517	479					1,774
		<b>BCP Residential Units</b>	<b>198</b>	<b>770</b>		<b>736</b>	<b>0</b>						<b>1,703</b>
	Square Footage	General Plan Estimate for BCP <sup>1</sup>							83,200	202,400	211,500	108,000	605,100
		<b>BCP Square Footage<sup>2</sup></b>							<b>128,890</b>		<b>276,192</b>		<b>405,082</b>
	Employment	General Plan Projection for BCP							208	506	705	360	1,779
<b>BCP Employees<sup>3</sup></b>								<b>322</b>		<b>921</b>		<b>1,243</b>	
TAZ 86	Residential Units	General Plan Projection for BCP Area	181	1,004	129	350	389						2,053
		<b>BCP Residential Units</b>	<b>300</b>	<b>1,107</b>		<b>515</b>	<b>281</b>						<b>2,203</b>
	Square Footage	General Plan Estimate for BCP <sup>1</sup>							78,000	189,600	198,300	517,500	983,400
		<b>BCP Square Footage<sup>2</sup></b>							<b>74,761</b>		<b>1,075,540</b>		<b>1,150,301</b>
	Employment	General Plan Projection for BCP							195	474	661	1,725	3,055
<b>BCP Employees<sup>3</sup></b>								<b>187</b>		<b>3,585</b>		<b>3,772</b>	
TAZ 87	Residential Units	General Plan Projection for BCP Area		536	163								699
		<b>BCP Residential Units</b>		<b>299</b>		<b>287</b>	<b>135</b>						<b>720</b>
	Square Footage	General Plan Estimate for BCP <sup>1</sup>							61,200	159,600	154,800	517,500	893,100
		<b>BCP Square Footage<sup>2</sup></b>							<b>56,168</b>		<b>1,365,704</b>		<b>1,421,872</b>
	Employment	General Plan Projection for BCP							153	399	516	1,725	2,793
<b>BCP Employees<sup>3</sup></b>								<b>140</b>		<b>4,552</b>		<b>4,693</b>	
TOTAL	Residential Units	General Plan Projection for BCP Area	220	2,496	806	755	1,675	479					6,431
		<b>BCP Residential Units</b>	<b>549</b>	<b>2,872</b>		<b>2,051</b>	<b>1,203</b>						<b>6,675</b>
	Square Footage	General Plan Estimate for BCP <sup>1</sup>							308,000	725,200	564,600	1,326,600	2,924,400
		<b>BCP Square Footage<sup>2</sup></b>							<b>480,930</b>		<b>2,929,356</b>		<b>3,410,285</b>
	Employment	General Plan Projection for BCP							770	1,813	1,882	4,422	8,887
<b>BCP Employees<sup>3</sup></b>								<b>1,202</b>		<b>9,765</b>		<b>10,967</b>	

<b>Table A-7: Summary of the Merced Vision 2030 General Plan and the Bellevue Community Plan</b>		
<i>Land Use Types</i>	<i>Merced Vision 2030 General Plan</i>	<i>Bellevue Community Plan (BCP)</i>
Dwelling Unit Related Uses	Total Dwelling Units	Total Dwelling Units
Single-Family	3,522	3,421
Multifamily	2,909	3,254
<b>Total</b>	<b>6,431</b>	<b>6,675</b>
Employee Related Uses	Total Employees	Total Employees
Retail	2,583	1,292
R&D/Office	6,305	9,765
<b>Total</b>	<b>8,989</b>	<b>10,967</b>
Other Uses	Total Acreage	Total Acreage
Open Space	138	165
Schools	30	48

## CONCLUSION

All adopted policies and CEQA-based mitigation measures for the *Merced Vision 2030 General Plan* concerning *Land Use* apply to the BCP planning area. While new BCP policies are recommended, these clarify General Plan policies as to their relevance to the planning area, and are not contradictory to General Plan policies. Although BCP includes some changes to the *Land Use* Element of the City's General Plan, as discussed in Section A.2.2, these are more of a clarification and refinement, than inconsistencies. Therefore, the BCP is consistent with *Land Use*-related *Goal Areas* of the City's General Plan which includes those topics discussed above.

### **A.2.3 Transportation and Circulation**

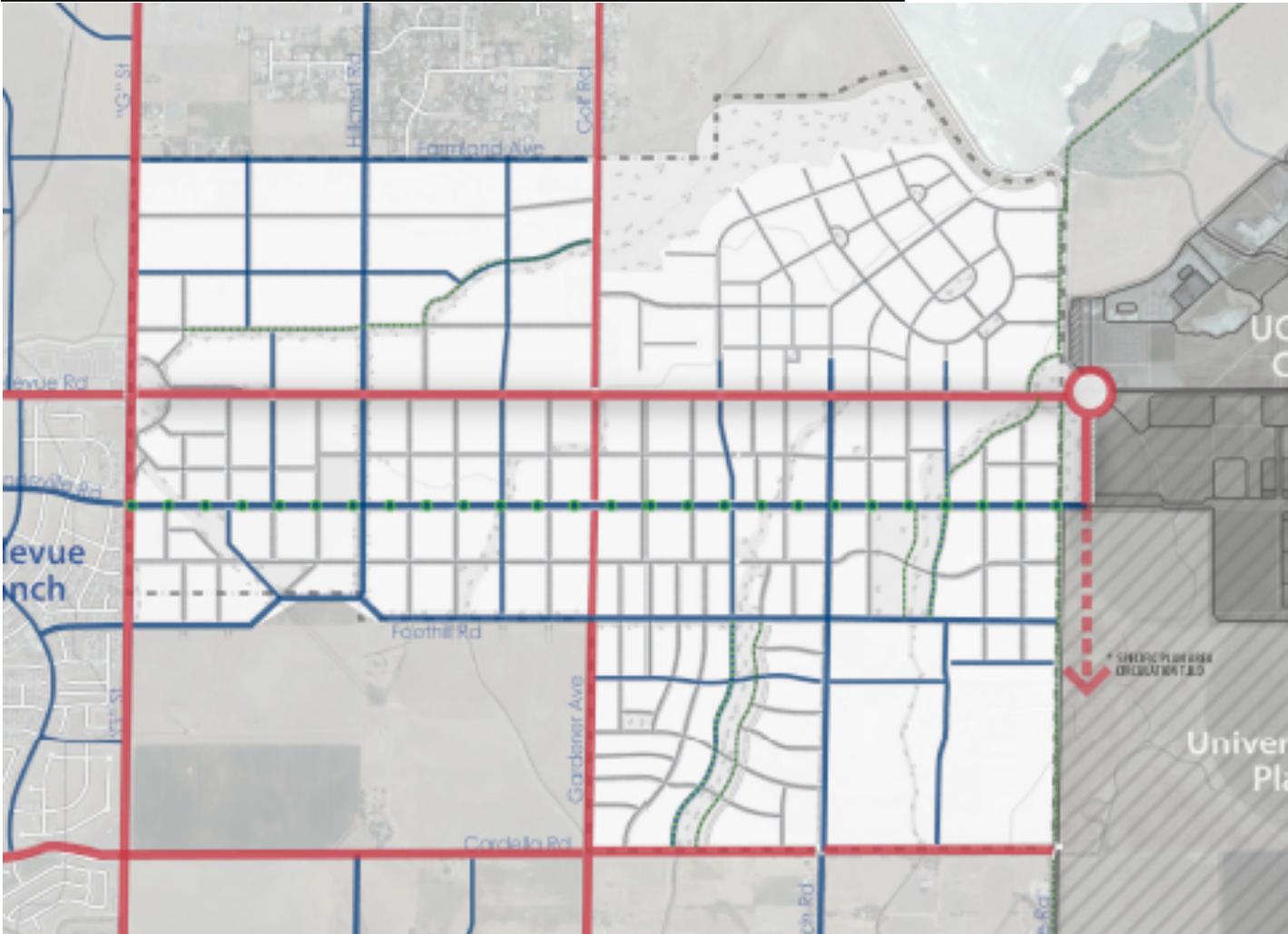
#### STREETS AND ROADS

Consistent with Guiding Principle #3 for Merced's Community Plans, the BCP includes multiple points and methods of connectivity with existing and planned urban areas. For example, during the development process of the BCP, the Plan Leadership Team considered and assessed the influence that the UCM Campus and University Community land use and circulation plans had on the BCP. Connections to these areas include the extension of the City's one-mile grid of arterial streets (G Street, Cardella Road, Bellevue Road, and Gardner Road), and the one-quarter mile spaced network of collector roadways. Along the eastern boundary of the BCP, the Plan anticipates the future construction of a limited-access arterial (the extension of the Campus Parkway Extension), which together with Bellevue Road and the Atwater Merced Expressway (AME), forms a loop road around Merced and connects with State Route 99 to serve regional traffic needs. The BCP includes several design options for Bellevue Road that blend the regional nature of this road while recognizing its importance as a gateway and need to serve anticipated uses. Transit linkages are another important element of connectivity and are discussed in greater detail below.

#### **BCP Official Circulation Map**

The BCP's Official Circulation Map includes all the roadway connections described above. Supplementing this map are images and tables that define rights-of-way needs for these roadways, taking into consideration the plan for complete streets, gateways and regional traffic needs. The BCP Circulation Plan was enhanced based on a full integration of General Plan goals, and includes the following distinctions: 1) placement of the transit corridor amongst a variety of land uses and in a pedestrian oriented setting on Mandeville Avenue, away from the regional automobile traffic anticipated to occur on Bellevue Road; and 2) side-access roadway options for Bellevue Road to improve aesthetics; provide increased vehicular accessibility to properties; and to minimize conflicts with faster moving regional traffic. These enhancements have the general affect of reducing development-related impacts.

Figure A-3 BCP Street Classification Map



**Arterial Street Travel Lanes**

Table 4.2, "Summary of Street and Highway Standards," of the *Merced Vision 2030 General Plan*, describes the characteristics of roadway categories. Arterial roads, depending upon type, can have between 2 to 6 lanes of traffic. The Environmental Study for the General Plan identified the minimum number of lanes needed for certain roads to avoid sub-standard level of service. No assessment of collector road level of service was performed with the City's General Plan. Table A-8 below compares the number of lanes in the BCP planning area arterial streets that occur in the City's General Plan and what is recommended in the BCP.

<b>Table A-8: Arterial Streets within or Adjacent to BCP Planning Area</b>			
<b>Road Segment</b>	<b>GP Table 4.2</b>	<b>GP Traffic Study</b>	<b>BCP</b>
Campus Parkway <i>-expressway</i>	4-6	4	No changes proposed.
G Street <i>-major arterial</i>	4-6	4	No changes proposed.
Bellevue Road G to Gardner/Golf <i>-major arterial</i>	4-6	6*	<b>ROW for 6 lanes proposed.</b> The BCP found that 4 lanes are adequate and also provides for the use of side streets on either side of Bellevue Road.
Bellevue Road Gardner/Golf to Campus Pkwy <i>-major arterial</i>	4-6	6	<b>ROW for 6 lanes proposed.</b> The BCP found that 4 lanes are adequate and also provides for the use of side streets on either side of Bellevue Road.
Cardella Road <i>-divided arterial</i>	4-6	4	No changes proposed.
Gardner Road Cardella to Foothill <i>-minor arterial</i>	2-4	4	<b>4 lanes proposed.</b>
Gardner Road Foothill to Bellevue <i>-minor arterial</i>	2-4	4	<b>3 lanes proposed.</b> Pending future study this segment could be reduced from 4 to 3 lanes (one travel lane in each direction and a turn lane).
Golf Road <i>-minor arterial</i>	2-4	4	<b>2 – 3 lanes proposed.</b> Pending future study this segment could be reduced from 4 to 2 or 3 lanes.

\* Per the GP Traffic Study, even with 6 lanes, this segment is forecasted to experience LOS E conditions. A statement of overriding considerations was adopted by the City.

### **Collector Street Travel Lanes**

Consistent with the *Merced Vision 2030 General Plan*, all collectors within the BCP will include a total of two travel lanes (one for each direction). The treatment of on-street parking, bikeways, parkstrips, medians and sidewalk width and location may vary, however. These treatments are intended to enhance the complete street nature of the public rights-of-way resulting in an increase in overall travel capacity of the roadway. On Mandeville Avenue, transit use will be emphasized.

### **BICYCLES, PEDESTRIANS, AND PUBLIC TRANSIT**

Consistent with the goal of the *Merced Vision 2030 General Plan* to plan for roads that are multi-modal for use by automobiles, transit, bicycles and pedestrians, the BCP includes several elements that support its functional implementation, and include: 1) adequate rights-of-way that accommodate these transportation methods; 2) plans that identify the location where these different mobility forms are to be emphasized; 3) a land use plan that creates allows for a wide variety of land uses to be placed near one another; and 4) design standards to create places that are suited to pedestrians, bicyclists and automobiles alike.

The BCP's Bicycle Master Plan extends the City's off-street and on-street bikeway system through and beyond the BCP, ensuring connectivity to UC Merced, Lake Yosemite Regional Park, and to nearby schools, parks, neighborhoods, and shopping and employment districts. A high percentage of the UCM population will use bicycles for transportation. To provide for this population, and to reduce impacts and costs related to constructing roadway travel lanes, the BCP's Bicycle Master Plan provides several bikeway connection between the campus and the employment, shopping and residential neighborhoods planned in the BCP.

The BCP emphasizes the formation of a transit-corridor, linking the planned transit stations in Bellevue Ranch and at UC Merced. This corridor is located one-quarter mile south of and parallel to Bellevue Road. This arrangement supports regional automobile trips on Bellevue Road, while creating a pedestrian-oriented corridor along Mandeville Avenue. This transit-corridor will be essential to unify neighborhoods rather than separate them. The design of Bellevue Road, while providing for regional traffic, is planned as a gateway, emphasizing the value aesthetics and access to unify both sides of this road as a distinct place as opposed to a sterile and walled expressway.

### **AIR AND RAIL SERVICES**

The BCP planning area is located miles away from the influences of air and rail transportation services. Nevertheless, the BCP defers to the *Air and Rail* narrative, images, diagrams and policies of the *Merced Vision 2030 General Plan* to further guide development and operations within the BCP planning area as appropriate. All adopted policies and CEQA-based mitigation

measures for the *Merced Vision 2030 General Plan* apply to the BCP planning area. Therefore, the BCP is consistent with the air and rail-related *Goal Area* of the City's General Plan.

## CONCLUSION

The base BCP Circulation Plan (Figure A-3) contains all essential elements assumed in the *Merced Vision 2030 General Plan*, including: 1) the alignments and types of street classifications; 2) connectivity to adjacent properties and planning areas; 3) a transit corridor between UC Merced and the Bellevue Ranch Master Development Plan transit circle; 4) Bellevue Road designed to accommodate anticipated regional traffic needs as part of Merced's "Loop Road;" 5) Scenic Corridor of 'gateway' designs for Bellevue Road and Lake Road; and 6) complete street designs incorporating pedestrians, bicycles, automobiles and transit.

All adopted policies and CEQA-based mitigation measures for the *Merced Vision 2030 General Plan* concerning *Transportation and Circulation* apply to the BCP planning area. While new BCP policies are recommended, these clarify General Plan policies as to their relevance to the planning area, and are not contradictory to General Plan policies. Although BCP includes some changes to the *Transportation and Circulation* Element of the City's General Plan, as discussed in Section A3, these are more of a clarification and refinement, than inconsistencies. Therefore, the BCP is consistent with Transportation and Circulation-related *Goal Areas* of the City's General Plan which includes those topics discussed above.

### **A.2.4 Public Facilities and Services**

Though the BCP includes a Public Facilities and Services chapter, the narrative, images, diagrams and policies of the *Merced Vision 2030 General Plan* concerning this general topic provide overall guidance to the BCP. While the BCP includes a discussion about most Goal Areas related to public facilities and services, including the location and finance options for public facilities, the Goal Areas concerning storm-drainage and flood control, schools and wastewater are particularly pertinent to the BCP study area and received greater discussion.

## STORM-DRAINAGE AND FLOOD CONTROL

The City's General Plan recognizes and encourages the value of addressing storm-drainage, flooding, water resources and open space through the design of an integrated system. The BCP follows this lead by recommending: 1) the continued use of surface water flow in the plan area's irrigation laterals and natural drainages; 2) the use of flood control basins as recreational spaces; and 3) the capture and slowing of storm water runoff within open space features within the rights-of-way.

## SCHOOLS

Consistent with policies in the *Merced Vision 2030 General Plan*, during the process of developing the BCP, the City coordinated with the local school district to identify potential future school sites central to the proposed neighborhoods. The BCP identifies and plans for the siting of 3 schools within the plan area boundary, and that neighborhood park sites be combined to form joint-use facilities.

## WASTEWATER

The use of the existing sewer collection lines in the BCP planning area along Bellevue Road was assessed to understand the extent of future development potential. The sewer line was constructed at a time when the eastern half of the BCP planning area (east of Gardener Road) was located outside the Specific Urban Development Plan (SUDP). While an out-of-boundary service was permitted, future sewer connections in this eastern area were limited to emergency cases only. With adoption of the *Merced Vision 2030 General Plan*, the SUDP shifted east so that all of the BCP is within the City's near-term development area, and limitations that were based on this boundary no longer apply. While some collection capacity would remain, use of the line by UC Merced (today and in the future), and by other already annexed lands in and near the Plan area will utilize most of the capacity in this line. Additional sewer collection lines will be needed serve future development within the northeast portion of Merced's SUDP.

## CONCLUSION

All adopted policies and CEQA-based mitigation measures for the *Merced Vision 2030 General Plan* concerning public facilities and services apply to the BCP planning area. While new BCP policies are recommended, these clarify General Plan policies as to their relevance to the planning area, and are not contradictory to General Plan policies. The BCP does not propose any action or plan that is inconsistent with the vision described in the City's General Plan. Therefore, the BCP is consistent with Public Facilities and Services-related *Goal Areas* of the City's General Plan including those topics discussed above, as well as the following: public facilities and services, police and fire protection, water, solid waste, cultural and community services and telecommunications.

## A.2.5 Urban Design

### TRANSIT-READY DEVELOPMENT/URBAN VILLAGES

The *Merced Vision 2030 General Plan* contains policy direction to utilize the Urban Village as a design template for future growth areas in the City, including the BCP. Statements in the General Plan and comments received from the community made it clear that the urban design of the BCP would be unique, however. General Plan Policy UD-1.1h calls for “special ‘Urban Village’ designs to be developed for increased opportunities for job-based land uses attracted by a university climate.” The Community also expressed concerns about the amount of low-density residential that has traditionally been located in the City’s Urban Villages, and the location and intensity of commercial uses. Thus, as part of the process to develop the BCP, the Plan Leadership Team identified and assessed the components of the Urban Village model so that a unique plan for the BCP study area can be crafted in a manner consistent with the General Plan. Urban Villages are defined by several policies in the City’s General Plan. As part of the assessment, Staff grouped similar policies into the following design principles for urban villages:

- pedestrian-friendly settings
- mobility/travel options, reduced vehicle road noise, and safer roadways
- Increased access to neighborhood centers and less congested intersections
- Proximity between a variety of housing types and destinations (retail, offices, public spaces)
- Open space networks

Using these design principles as a guiding framework to assure consistency with the General Plan, a unique urban village design was applied to the BCP that included the following variations:

- 1) A corridor approach, as compared to the half-circle shape, expands the amount of land that can be intensively developed. This allows for the inclusion of job-generating land uses and enhances the vitality of future transit use. This increase in land used for more intense uses, is balanced by the loss of land used for low-density housing, although there is land set aside for this land use.
- 2) Inclusion of job-generating type land uses provides for large-scale office sites to be blended with the other land uses, and is not relegated to the opposite side of the major thoroughfare. This improves the use of bicycle, pedestrian, and transit modes by increasing the proximity of land uses with housing.
- 3) Massing a mixture of land uses along a corridor creates numerous destination sites, instead of the singular “commercial core” destination site. The proposed plan creates a

series of centers, which will be linked by east-west connections as well as from neighborhoods located to the north and south. This effect will boost the market potential and liveliness of the area.

- 4) The plan includes placement of the research and development site that fronts the south side of Bellevue on both sides of Gardner Avenue, placing it at the terminus of the City's long-planned north-south arterial street, Parsons Avenue.
- 5) For purposes of describing a pedestrian-oriented zone, the Village concept describes a ¼ mile radius from the commercial core and fronting thoroughfare. The BCP effectively doubles the size of that zone by shifting the "urban center" along Mandeville, from which the ¼ mile is measured on both sides of this road.
- 6) Transit Priority Projects (TPP) may occur throughout the Mandeville Transit Corridor. TPP's are high-density residential (no less than 20-units per acre) or mixed-use developments service by a major transit stop or corridor. A key driver of the TPP is the success of the transit function of the corridor, which in turn is driven by a vibrant mixed-use pedestrian-oriented corridor.

## OVERALL COMMUNITY APPEARANCE

The City's General Plan includes policies to enhance the appearance of the community through several means, such as creating gateways, landscaped medians and use of important physical attributes, for example, hilltops. The BCP considered this direction and includes 1) plans to create gateway roads for both Bellevue Road and Lake Road; 2) to include a landscaped median in Bellevue Road and residential collectors; and 3) encourages site-designs to emphasize a hilltop focal point in the area near Gardner Road, south of Bellevue Road. The BCP also recommends that the City's adopted urban design guidelines to set the framework for City expectations of site plan designs within the BCP.

## CONCLUSION

All adopted policies and CEQA-based mitigation measures for the *Merced Vision 2030 General Plan* concerning urban design apply to the BCP planning area. While new BCP policies are recommended, these clarify General Plan policies as to their relevance to the planning area, and are not contradictory to General Plan policies. The BCP does not propose any action or plan that is inconsistent with the vision described in the City's General Plan. Therefore, the BCP is consistent with Urban Design-related *Goal Areas* of the City's General Plan which includes those topics discussed above.

## **A.2.6 Open Space, Recreation and Conservation**

Though the BCP includes an *Open Space, Recreation and Conservation Chapter*, the narrative, images, diagrams and policies of the *Merced Vision 2030 General Plan* concerning this general topic provide overall guidance to the BCP. While the BCP includes a discussion about Goal Areas related to *open space, recreation and conservation*, the Goal Areas concerning “Open Space for the Preservation of Natural Resources” and “Open Space for Outdoor Recreation” are particularly pertinent to the BCP study area and received greater discussion.

### **OPEN SPACE FOR THE PRESERVATION OF NATURAL RESOURCES**

In that the BCP contains sensitive species and habitat areas, the Plan considered and recommends several methods to conserve these natural resources. Consistent with adopted mitigation measures of City's General Plan EIR, property owners are required to prepare delineations of Waters of the U.S. and Wetlands prior to annexation, and to obtain permits from relevant state and federal agencies. Property owners also need to comply with the adopted Memorandum of Understanding between the City of Merced and the United States Fish and Wildlife Service. Additionally, the Open Space Master Plan of the BCP establishes several open space corridors that include identified sensitive habitats. For example, the Plan proposes a large corridor extending from Cardella Road to Lake Road at a point north of Bellevue Road. These may shrink or expand depending upon the findings and actions of the permitting process described above.

### **OPEN SPACE FOR OUTDOOR RECREATION**

The BCP includes several active parks including three neighborhood parks, a community park and several urban plazas. Neighborhood parks are recommended to be combined with future school sites to serve the anticipated population. As a water conservation method, the Community Park is recommended to be served with surface water from nearby Yosemite Lateral. Urban plazas will add open space opportunities to high-density populations along Mandeville Avenue. The Plan's Bicycle Master Plan connects these features through a network of off-street and on-street bikeways. The location and extend of these open space facilities are consistent with those identified in the City's General Plan and Parks and Recreation Plan.

### **CONCLUSION**

All adopted policies and CEQA-based mitigation measures for the *Merced Vision 2030 General Plan* concerning *open space, recreation and conservation* apply to the BCP planning area. While new BCP policies are recommended, these clarify General Plan policies as to their relevance to the planning area, and are not contradictory to General Plan policies. The BCP does not propose any action or plan that is inconsistent with the vision described in the City's General Plan. Therefore, the BCP is consistent with *Open Space, Recreation and Conservation*-related *Goal Areas* of the City's General Plan including those topics discussed above, as well as the

following: "Open Space for the Managed Production of Resources," "Open Space for Public Health and Safety," and "Conservation of Resources."

### **A.2.7 Sustainable Development**

Sustainable development goals, policies and actions are, by necessity, integrated throughout the BCP. For example, foundational aspects of the Plan's Mobility Chapter include effective and efficient transportation infrastructure, and integrated land use and transportation planning. Similarly, the Plan's Open Space, Recreation and Conservation Chapter emphasizes increased physical activity of residents and urban forestry. The Public Facilities and Services Chapter promotes conservation of resources, resilient natural open space features, and use of solar energy technologies. Supplementing these actions are additional goals, policies and actions that can be found in the Sustainable Development Chapter of the *Merced Vision 2030 General Plan*. The BCP relies on the *Sustainable Development* narrative, images, diagrams and policies of the *Merced Vision 2030 General Plan* to further guide development and operations within the BCP planning area. All adopted policies and CEQA-based mitigation measures for the *Merced Vision 2030 General Plan* apply to the BCP planning area. Therefore, the BCP is consistent with sustainable development-related *Goal Areas* of the City's General Plan including air quality and climate change, cultural resources, energy resources and healthy communities.

### **A.2.8 Housing**

The BCP relies on the *Housing* narrative, images, diagrams and policies of the *Merced Vision 2030 General Plan* to guide planning, provision and development of future housing units in anticipation of Merced's increase population. The BCP includes a wide variety of housing types ranging from rural residential homes to high-density multifamily homes with densities of at least 20-units per acre, as is discussed in the Community Character Chapter of the Plan. All adopted policies and CEQA-based mitigation measures for the *Merced Vision 2030 General Plan* apply to the BCP planning area. Therefore, the BCP is consistent with housing-related *Goal Areas* of the City's General Plan including: new affordable housing construction, Housing conservation and rehabilitation, housing affordability, city coordination, quantified objectives, and providing equal opportunity for housing

### **A.2.9 Noise**

The BCP relies on the *Noise* narrative, images, diagrams and policies of the *Merced Vision 2030 General Plan* to address noise concerns in an expanding City as well as those from operations from established uses. The BCP does include or expand air and rail services, though as anticipated in the General Plan, the planning area will be served by arterial streets and be populated with sensitive populations. All adopted policies and CEQA-based mitigation measures for the *Merced Vision 2030 General Plan* apply to the BCP planning area. Therefore, the BCP is consistent with the Noise *Goal Area* of the City's General Plan.

### **A.2.10 Safety**

The BCP relies on the narrative, images, diagrams and policies of the *Merced Vision 2030 General Plan* to guide urban growth and safety-related practices and operations. The concern about the Lake Yosemite Inundation Area was adequately discussed in the General Plan and associated Environmental Review documents. All adopted policies and CEQA-based mitigation measures for the *Merced Vision 2030 General Plan* apply to the BCP planning area. Therefore, the BCP is consistent with safety-related *Goal Areas* of the City's General Plan including disaster preparedness, seismic safety, flooding, fire protection, airport safety, crime and hazardous materials.

## A.3 General Plan Amendments

The BCP proposes some implementation tools that vary from the *Merced Vision 2030 General Plan*. These changes are more of a clarification and refinement of general issues, than inconsistencies. Therefore, the BCP is substantially consistent with the City's General Plan.

### Circulation-Related

1. To shift the location of the planned transit corridor from Bellevue Road to the proposed Mandeville "high-quality transit corridor," resulting in a more direct connection between the transit circle in the Bellevue Ranch Master Plan Development and the transit center at the UC Merced campus. This alignment also makes transit more functional, by placing the transit route in the midst of a mixed-use pedestrian oriented "walkable urban" setting, as opposed to Bellevue Road, whose setting will be "drivable suburban."
2. Converting the intersection of "G" Street and Mandeville Avenue from "limited-access" with right-in, right-out turning movements, to a signalized full-access intersection in order to allow the Mandeville transit corridor to cross "G" Street and connect directly with the planned transit center on M Street in the Bellevue Ranch project.

### Land Use-Related

3. The land use designations appearing in the *Bellevue Corridor Community Plan Illustrative Plan* and the General Plan's Official Land Use Diagram need to be superseded by the BCP's Land Use Character Map. This will be done by identifying the plan area of the BCP on the General Plan Land Use Diagram and referring the reader to the *Bellevue Community Plan* to see the adopted land use designations, which are unique to the BCP. Though unique, they are consistent with those contemplated by the General Plan. This alignment is shown in Table A-4.