

Technical Appendix M, “Plan Assessment Tool”

Table of Contents

M.1 Overview

M.2 BCP Goals and Objectives

M.2.1 Relationship of City Goals with Strategic Growth Council Objectives

M.2.2 BCP Strategies to Achieve Objectives

M.3 Indicators

M.4 Baseline

M.5 Quantified Projected Outcomes

M.1 Overview

As a guiding document, the BCP will be used by the community as a tool to attain long-range development goals, but whether or not the community actually attains these goals won't be revealed for several decades. Near-term development of the plan area presents opportunities to measure the direction and pace the community is making toward Plan goals, and with this knowledge, adjustments may be made so that long-term goals are more likely to be reached.

This process generally includes the identification of a starting point (baseline), an end-point (goals and objectives), and measurable aspects of development (indicators) that reflect attainment of goals and objectives. In summary, the process is the quantification of projected outcomes over the baseline using specific indicators.

Technical Memorandum M describes these components at a level of detail necessary for City Staff to be able to measure the direction and pace the community is making toward the goals of the BCP. The components of this assessment are:

- Goals and Objectives
- Indicators
- Baseline
- Projected Outcomes

M.2 BCP Goals and Objectives

M.2.1 Relationship of City Goals with Strategic Growth Council Objectives

The City's Planning Staff reviewed and identified current City policies and implementation actions from the *Merced Vision 2030 General Plan* that are highly applicable to the *Bellevue Community Plan* area. These local community-based policies and actions were then paired with applicable objectives of the Strategic Growth Council (SGC); note that the BCP does not address the SGC's objective to revitalize urban and community centers. Many existing City policies and actions apply to more than one SGC objective, and are so noted. The following objectives do not have a topic heading (see below); rather, their acronym is placed after the applicable policies and actions.

<u>SGC Objectives</u>	<u>Acronym</u>
Improve Air and Water Quality	AWQ
Promote Public Health	PH
Promote Equity	E

This manner of notation shows the interrelated nature of policies and actions, and identifies those that play a multi-objective role. Below, topic headings in bold are objectives, while summarized City policies and actions are bullet points

Strengthen the Economy

- Develop Key Employment and Circulation Corridors
- Annex Job-Based Sites and Develop Plans to Provide Infrastructure
- Plan for Research and Development Parks
- Develop Design Principles for New Communities (especially near UC Merced) to Encourage Job-Generating Uses

Improve Infrastructure Systems

- Implement the City's Street Functional Circulation Plan
- Seek and Evaluate Collector Street Design Options (AWQ, PH, E)
- Protect Right-of Way for Future Users
- Work with the County and Caltrans to Implement Area Expressways
- Plan for a Transit Corridor to UC Merced (AWQ, PH, E)

- Provide Convenient Access to Transit (AWQ, PH, E)
- Plan for Utility Capacity and Extensions (PH, E)
- Determine Appropriate Sites for Future Fire Stations (PH, E)
- Develop Groundwater Recharge and Storage Facilities (AWQ, E)
- Coordinate Infrastructure Needs with UC Merced
- Plan for Telecommunications Infrastructure
- Provide Circulation-Related Connections between Downtown and UC Merced (AWQ, PH, E)

Promote Infill and Compact Development

- Limit Establishment and Growth of Rural Residential Centers (AWQ, PH)
- Limit Expansion of City Utilities to only those areas within the Established Urban Boundary (E)
- Promote High Density Residential Sites to Maintain a Compact Urban Form (PH, E)
- Encourage Phasing of New Development (E)
- Promote Land Use Patterns and Site Designs that Support use of Public Transit (AWQ, PH, E)
- Take a Long Range view of how land and Site Planning can possibly affect Future Public Transit Options (AWQ)
- Limit Expansion of City Utilities outside its Incorporated Limits (E)

Promote Water Conservation

- Explore Range of Uses for Untreated Water
- Preserve and Enhance Surface Water System
- Explore Range of Uses for Untreated Water
- Design Growth Areas to Use Treated Wastewater
- Promote Water Conservation throughout the Planning Area

Reduce Automobile Use and Fuel Consumption

- Plan for a Mixture of Land Uses (PH, E)
- Encourage Pedestrian and Transit-Friendly Designs (AWQ, PH, E)
- Encourage Construction of Transit, Bicycling and Walking Features in Future Developments (AWQ, PH, E)
- Permit Transit-Friendly Projects (AWQ, PH, E)
- Avoid Negative Impacts to Function of Transit Corridors (AWQ, PH, E)
- Coordinate Bike Planning and Construction with UCM and Merced County (AWQ, PH, E)

- The Focus of New Development will be Mixed-use, Pedestrian and Transit-Friendly Communities (AWQ, PH, E)
- Develop Bikeways and Trails along Open Space Stream Corridors (AWQ, PH, E)
- Connect Bikeways within Greenways Connecting Parks and Schools (AWQ, PH, E)
- Plan for High and Medium-Density Housing near Transit Hubs and Commercial Centers (AWQ, PH, E)

Protect Natural Resources and Agricultural Land

- In General, Develop Non-Prime Agricultural Lands before Prime Agricultural Lands
- Identify Sensitive Habitat
- Avoid Sensitive Habitats unless otherwise Mitigated
- Create Open Space Corridors along Creeks and Other Appropriate Areas
- Support more Natural Flood Control Methods (AWQ, PH)
- Preserve Open Space Areas Which Are Necessary to Maintaining Public Health and Safety (PH)

Promote Energy Efficiency and Conservation

- Plant Street Trees in New Developments (PH, E)

Increase Housing Affordability

- Encourage High Density Housing (E)
- Designate Areas for Multi-family Development (E)

M.2.2 BCP Strategies to Achieve Objectives

1. Strengthen the Economy

Investigation of the area's potential to attract research-based companies and large corporations, as well as the appropriate amounts and mixes of commercial and residential uses was a key task of the BCP. The plan enables the siting of a diverse set of businesses, housing and employment that cater to the University population, as well as the City's anticipated general population growth.

2. Improve Infrastructure Systems

The BCP infrastructure guidelines expand and improve upon the area's current infrastructure. The Plan lays out goals and policies for accessible, efficient transportation systems; a solid waste program characterized by source reduction and modern recycling components; sustainable energy infrastructure; and integrated water-related infrastructure that addresses potable water, wastewater, and storm water concerns.

3. Promote Infill and Compact Development

The BCP establishes a general planning foundation upon which urban design guidelines that support the development of transit-oriented development can be implemented. In the core area of the plan along the planned transit-route, high density housing will mix with parks, offices, shops, services, and transit options to create a well-balanced, walkable community.

4. Promote Water Conservation

The BCP emphasizes multi-objective storm water infrastructure design, including construction of permeable surfaces and collection basins. In keeping with the goals of the Merced Integrated Regional Water Management Plan, use of potable water will be minimized through the innovative use of recycled wastewater and storm water.

5. Reduce Automobile Use and Fuel Consumption

The BCP includes a strategy to develop a successful transit-oriented development. A convenient and affordable transit system will connect riders to UC Merced, and various Merced destinations, Greyhound, and Amtrak. The addition of functional bikeways and supportive features such as bike racks and other amenities –will encourage cycling as a feasible and attractive mode of transportation. Bikeways will link to and expand the City's existing bicycle transportation network. Balancing the amounts of housing and jobs will lead to reduced number and length of trips, which will lessen air quality impacts and support mobility options that could improve physical health.

6. Protect Natural Resources and Agricultural Land

The BCP aims to preserve, protect, and/or mitigate the loss of resources, promote the long-term vitality of natural resources within the larger regional context. The BCP integrates natural resources into development, promoting the use of drought-tolerant vegetation for landscaping purposes, surface water features, and creating an interconnected network of open spaces and sensitive habitats. The BCP communicates the City's General Plan goal for compact growth and to create transit-oriented "Urban Villages." This design will establish a vibrant mixed-use area west of the UC, filling in a gap between the City and UC Merced rather than sprawling into the more pristine wildlife habitats and agricultural lands east of campus.

7. Promote Energy Efficiency and Conservation

A conservation-oriented energy supply will be encouraged through building-related conservation techniques. The Plan will promote renewable energy sources such as solar panels and geothermal designs.

8. Increase Housing Affordability

The mixed-use Urban Village design planned for the BCP will be highly conducive to creating housing options for people with limited income. The project will allow the City to increase the supply and diversity of housing types and affordability. The end result will be affordable, high quality, and location-efficient housing.

9. Improve Air and Water Quality

The mixed-use zoning encouraged in the BCP, with a strategic blend of housing and business opportunities, will allow City residents to shorten their vehicle trips and be offered other viable mobility options (walking, bicycling or use of transit). The BCP can become a thoroughly walkable community, offering housing, services, recreation, and shopping options within walking distance of each other. “Complete Streets” design concepts will accommodate – and, just as importantly, attract -- pedestrians and bicyclists. Public transportation options and off-street bike paths will contribute to the area’s layout. Bellevue Road balances multiple goals including access to adjacent property, gateway designs, and need to convey regional traffic efficiently.

10. Promote Public Health

The *Complete Streets* approach in the BCP will result in cleaner air, reducing the incidence of asthma for residents of the Bellevue Corridor. The BCP includes an interconnected network of natural open space, bikeways (both on-street and off-street) and recreational facilities, encouraging physical activity by walking and cycling. Balancing the amounts of housing and jobs will lead to reduced number and length of trips, which will lessen air quality impacts and support mobility options that could improve physical health.

11. Promote Equity

The BCP emphasizes economic growth through the creation of a desirable place to live, work and play, and through its jobs-based land use plan. Housing options will be diverse to fit budgets from all income levels. The BCP provides mobility options for people who are economically, socially, or physically disadvantaged.

M.3 Indicators

Indicators are used to create a bridge of understanding about whether or not objectives are being met. While they may not define the entirety of the objective or goal, indicators define measureable features of some aspect of it. For this reason, it is important to identify the best indicators, and those that have easily accessible data. To identify such indicators, City Staff contacted other Planning Departments that have prepared indicators for similar community plans, and received input from the Project Technical Advisory Committee.

Table M-1 shows which indicators align with the Plan objectives, and provides a qualitative outcome comparing the Bellevue Community Plan to the “business-as-usual” or baseline conditions.

Section M.3.2 provides a description and use of the indicators.

Table M-1: OBJECTIVES, INDICATORS AND OUTCOMES

Objectives	Indicators	Projected Outcomes
Strengthen the Economy	• Employment Rate	✓ Increase
Improve Infrastructure Systems	• Recycling Program Participation Rate • Ratio of utility connections to dwellings	✓ Increase ✓ Increase
Promote Infill and Compact Development	• Transit Ridership • Jobs/Housing Balance Ratio	✓ Increase ✓ Centered
Promote Water Conservation	• Percent of buildings and properties with water meters • Per capita water use • Use of surface water for urban use	✓ Increase ✓ Decrease ✓ Increase
Reduce Automobile Usage and Fuel Consumption	• Transit Ridership • Bicycle Rack Usage • Bicycle Registrations • Jobs/Housing Balance Ratio • Trips by Automobile Mode	✓ Increase ✓ Increase ✓ Increase ✓ Centered ✓ Decrease
Protect Natural Resources and Agricultural Lands	• Amount of open space per capita	✓ Increase
Promote Energy Efficiency and Conservation	• Residential Energy Consumption • Commercial Energy Consumption	✓ Decrease ✓ Decrease
Increase Housing Affordability	• Population able to afford rent or mortgage	✓ Increase
Improve Air and Water Quality	• Rate of coliform presence • Local air quality measurement	✓ Decrease ✓ Decrease
Promote Public Health	• Healthy Fitness Zone • Bicycle Registration • Incidence of Asthma Emergencies • Obesity Population Incidence	✓ Increase ✓ Increase ✓ Decrease ✓ Decrease
Promote Equity	• Transit Ridership • Population able to afford rent or mortgage • Employment Rates	✓ Increase ✓ Increase ✓ Increase ✓ Decrease

M.4 Baseline

The baseline measurements of the Plan's indicators are listed in Table M-2 below. They are presented from a *business-as-usual* perspective, implying an intent to change as may be caused by the strategies summarized in Section M.2.2..

Table M-2: BUSINESS AS USUAL (BAU) MEASUREMENTS	
Indicators	Baseline BAU Measurement
Employment Rate	
Recycling Program Participation Rate	
Ratio of utility connections to dwellings	
Transit Ridership	
Jobs/Housing Balance Ratio	
Percent of buildings and properties with water meters	
Per capita water use	
Use of surface water for urban use	
Bicycle Rack Usage	
Bicycle Registrations	
Trips by Automobile Mode	
Amount of open space per capita	
Residential Energy Consumption	
Commercial Energy Consumption	
Population able to afford rent or mortgage	
Rate of coliform presence	
Local air quality measurement	
Healthy Fitness Zone	
Incidence of Asthma Emergencies	
Obesity Population Incidence	

M.5 Quantified Projected Outcomes

Table M-3 identifies a quantified target or projected outcome over the baseline for each indicator. For example, the employment rate in the BCP is projected to increase by 10% over the baseline measurement in Table M-2.

Table M-3: Quantified Indicator Target	
Indicators	Projected Outcomes over the Baseline
Employment Rate	10% increase
Recycling Program Participation Rate	10% increase
Ratio of utility connections to dwellings	Increase to 100% of sites
Transit Ridership	25% increase
Jobs/Housing Balance Ratio	25% more balanced
Percent of buildings and properties with water meters	Increase to 100% of sites
Per capita water use	25% decrease
Use of surface water for urban use	10% increase
Bicycle Rack Usage	Increase to 50% of supply
Bicycle Registrations	Increase to 20% of population
Trips by Automobile Mode	Decrease by 15%
Amount of open space per capita	Increase by 10%
Residential Energy Consumption	Decreased use rate by 15%
Commercial Energy Consumption	Decreased use rate by 15%
Population able to afford rent or mortgage	Increase by 25%
Rate of coliform presence	Decrease by 25%
Local air quality measurement	Levels less by 10%
Healthy Fitness Zone	Increase by 10%
Incidence of Asthma Emergencies	Decrease by 5%
Obesity Population Incidence	Decrease to 25% of Population