

City of Merced | Bellevue Corridor Community Plan



FOUNDATION REPORT

AUGUST 2012

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1. INTRODUCTION

This Report provides an overview of the Bellevue Corridor Community Plan (BCCP) preparation process, reviews existing concepts and materials that will serve as a foundation for Plan development, and sets direction for the BCCP background studies and chapters.

The Merced community has participated in important planning initiatives over the past several years including the City's 2030 General Plan, UC Merced's Long Range Development Plan, and Merced County's University Community Plan. The outcomes of these planning initiatives will serve as an important basis upon which the BCCP will be developed. This report includes a brief overview of these plans and describes key concepts from each plan that will be incorporated into the BCCP (see Section 2).

The Report is organized into the following Sections:

- Section 1. Introduction
- Section 2. Objectives, Opportunities, and Constraints
- Section 3. Plan Preparation Process Overview
- Section 4. Overview of Existing Plans
- Section 5. Next Steps
- Appendix A. Background Study Outlines
- Appendix B. Relevant General Plan Goals and Policies
- Appendix C. BCCP Area Map

2. OBJECTIVES, OPPORTUNITIES, AND CONSTRAINTS

Plan Objectives

The BCCP will guide the physical development of approximately 1,920 acres of unincorporated land. The aim of the BCCP is to facilitate development that results in:

- A range of new neighborhoods, commercial centers and transition areas;
- Animated street activity;
- Coherent and pedestrian-friendly streetscapes;
- A rich and articulated public realm;
- Varied mobility options including vehicles, pedestrians, bicycles and transit
- A dynamic mix of uses; and
- A harmonious relationship between architecture, economy and the public realm.

To accomplish these objectives, the BCCP will establish specific standards for circulation and complete streets, transit priority projects, and land uses, site plans, and building design through a development code.

Circulation and complete streets strategies will aim to develop the corridor as a commercial focal point, connecting walkable neighborhoods through a network of well-designed streets that accommodate a range of transportation modes. The BCCP will incorporate a multi-modal approach that addresses roadway needs on a layered basis and will identify relevant examples of street types, streetscapes, and public space types that are complementary to land uses and appropriate for application in the Plan area.

The BCCP will identify and prioritize Transit Priority Projects (TPPs) and coordinate TPP locations with the pattern of new neighborhoods and activity nodes, as well as the anticipated pace of realizing development in these areas.

TPPs will be focused near existing or anticipated bus routes or stops including bus rapid transit and campus shuttles. The BCCP will include standards and land use policies specifically tailored to maximize TPP sites.

The vision for development site and building design in the BCCP area will be implemented through a development code. The code will utilize best practices and integrate concepts from the City's urban design guidelines and outcomes from the community outreach process. Code standards will be tailored for the BCCP's urban villages, corridor development and future research, and development park areas.

Opportunities

The BCCP area presents important opportunities for the City of Merced. The continued growth of UC Merced will provide an influx of people, ideas, and energy. The BCCP should aim to capitalize on this growth and ensure new development meets the needs and desires of new and existing residents. Potential opportunities include the following:

- **Growing University-oriented population.** UC Merced is expected to grow to approximately 25,000 students and over 6,500 faculty and staff members by 2035. As the population grows, there will be an expanding market for housing, goods, and services.
- **Future Research and Development Park Sites.** Anticipating and preparing for market demands caused by a growing university, sites for future job generating research, and development parks can be set aside today for development in the future.
- **Limited existing development.** There is little existing development located within the Plan area. Large, undeveloped tracts of land present a wide variety of opportunities for well-designed development tailored specifically to the needs of the growing University-oriented population.
- **Home for Entrepreneurs.** The BCCP can help foster a living and working environment to attract a new generation of entrepreneurs, leading to innovations, technologies, and expansion of local job-generators.
- **Alternative transportation.** The BCCP should identify and implement circulation and land use standards that encourage multi-modal transportation including walking, biking, riding transit, and driving.
- **Leverage new investment.** The expanding University community has and will continue to spark associated investment in Merced. The BCCP should identify opportunities to leverage new investment in the University-area to improve citywide economic vitality.
- **Low-impact development.** Well-planned growth in the BCCP area can ensure that development minimizes impacts to natural resources, air quality, and water quality. The BCCP should identify and incorporate concepts for development patterns and solutions that conserve and enhance resources from which a community prospers.
- **Community character.** As noted, there is little existing development within the BCCP area, thus the BCCP presents an important opportunity to elaborate on General Plan vision concepts for developing a unique community character. The BCCP should encourage memorable public spaces and distinctive community nodes that facilitate positive interaction and idea sharing and build upon the concepts developed through the UC Merced Long Range Development Plan.
- **Existing Rural Residential Communities.** Though primarily located outside the Plan Area, existing "ranchette neighborhoods" provide a semi-rural lifestyle defined by open space and agricultural uses. The BCCP provides an opportunity to maintain and strengthen the character of these neighborhoods; these neighborhoods can provide development themes for some areas of the BCCP.

Challenges / Constraints

The area presents a number of challenges and constraints:

- **Distance between UC Merced and Downtown.** Because the UC campus is located approximately five miles outside of the downtown core, new development in the Plan area must serve to connect the two activity areas through appropriate uses, a thoughtful street grid, and transit.
- **Development phasing.** The scale of the Plan area and timing of the UC campus buildout will make phasing an important consideration in Plan implementation. The pattern and timeframe in which the area develops will impact transit opportunities, development feasibility, and interim community character.
- **Natural resource and habitat disruption.** Portions of the Plan area are home to sensitive natural resources such as vernal pools that must be considered in land use plans.
- **Affordable housing.** Housing within the Plan area should include a range of housing types offered at prices affordable to households at a variety of income levels to ensure that appropriate housing options are available to new and existing residents including students, working professionals, families, and seniors. BCCP policies should reflect housing goals and policies established in the General Plan Land Use and Housing Elements.
- **Multiple interests.** BCCP standards and policies must address the needs and concerns of individual property owners while ensuring each unique development contributes to a unified whole.
- **Multiple City focus points.** The City has important existing resources including the charming downtown area and several historic neighborhoods. The BCCP must ensure that development within the BCCP complements, rather than competes with these existing community focal points.
- **Campus Parkway Regional Traffic (Loop Road):** Bellevue Road is part of Merced's loop road that carries regional Highway 99 traffic to and from north Merced and UC Merced. The BCCP street design must address how to minimize the impact of regional traffic on efforts to: 1) provide pedestrian, bicycle and transit mobility options in the Bellevue Corridor Urban Villages., and 2) develop high-quality living environments on both sides and fronting Bellevue Road.

3. PLAN PREPARATION PROCESS OVERVIEW

Community Outreach

Community outreach will play a key role in the formation of the BCCP. The outreach program consists of an open house community kick-off workshop, interviews with community stakeholders, a multi-day design workshops, meetings with citizen and technical advisory groups, and meetings with the Planning Commission.

Stakeholder Interviews. City Staff and members of the Consultant Team met with 10 stakeholders representing a variety of interests in the BCCP area on May 2, 2012. The interviews allowed the Consultant Team to gather background information regarding land ownership patterns, development interests, and the desires and concerns of these stakeholders.

Community Kick-off Meeting and Stakeholder Interviews. The City hosted a community-based information and orientation open house on May 4, 2012, attended by approximately 100 individuals, to inform the public about the project's intent and purpose, as well as future opportunities for providing input.

Design Workshops. Public workshops will be a key milestone in the community engagement process. The community will be able to participate in the planning and design process in various formats, including formal opening and closing presentations, informal process presentations (pin-ups) held most evenings,

topic-specific brown bag lunches, and casual one-on-one chats with City Staff and Consultant Team members during the open studio hours.

The design workshops are not only about engaging and communicating with the public, but also about creating detailed design solutions for the Plan area with specific direction for future planning and coding efforts. The Consultant Team will render numerous boards of three-dimensional drawings to clearly illustrate the Plan's intent. In addition to tying the public into the process, it will be critical to engage City Staff, other agencies and organizations, the Planning Commission, and the City Council as much as possible throughout the workshop events. At the conclusion of the workshops, a formal presentation will be made to the community describing a clear planning direction for the Plan area.

The key objectives of the public workshop process are to:

- Illustrate the potential development of the Plan area and Urban Villages including appropriate densities, mix of uses, right-of-way designs, and cohesiveness of the public and private realms;
- Ensure that development reinforces the General Plan goals and objectives;
- Develop BCCP area land uses and start to shape the expectations for zoning;
- Confirm the community vision for the “complete street” components of the street design effort;
- Interact with transit agency representatives to refine the “Transit Priority Project”; and

Citizen and Technical Advisory Group Meetings. The City will host regular meetings with the Citizen and Technical Advisory Committees. The meetings will be organized by City Staff, but the Consultant Team will be responsible for summarizing comments and incorporating feedback into the BCCP.

Background Study Preparation

The Consultant Team will prepare background studies analyzing existing conditions and Plan potential in the areas of market and economic conditions, complete streets, development code, rights-of-way and semi-public spaces, and transit priority projects. The background studies will be compiled in a Findings Report, which will serve as the foundation for the BCCP. Refer to Appendix A for tentative outlines of each background study.

Economic Analysis. This study will evaluate the long-term trends and market potential affecting the viability of commercial and residential real estate product types in the Plan area; provide professional guidance to aid planning team in developing a land use program, including consideration of a) research and development park; b) office; c) retail; and d) housing types; link core UCM competencies with potential market; and assess lands along Bellevue Road and Lake Road for market potential of future research and development parks.

Complete Streets. City Staff will prepare a memo describing research and examples of “complete streets” concepts. The memo will include preliminary recommendations for internal circulation within the BCCP areas.

Development Code. This study will identify and examine relevant examples of approaches and details for coding vacant land and existing development. The study will focus on three key needs: 1) gleaning tips and helpful advice from staff about expectations, issues to address, details and procedures to include or avoid in the BCCP development code 2) identifying how the code will implement Chapter 6 of the 2030 General Plan (Urban Village Concept and Design Guidelines) for the Bellevue Corridor and 3) identifying a preliminary code structure that provides a kit of parts that can respond to the emerging Bellevue Corridor Plan.

Right-of-Way/Semi-Public Spaces. This study will provide initial direction for street design options and strategies, describe existing conditions, and document assumptions and projections for future travel

volume. The study will outline appropriate circulation planning principals that build on the General Plan and are intended to accommodate anticipated land uses and provide efficient multi-modal access.

Transit Priority Project. This study will examine Transit Priority Project (TPP) needs, potential locations, and design solutions. The primary focus will be to define TPPs in keeping with SB 375 and to describe anticipated transit needs for use as a key driver in establishing the land use and design elements of the Plan.

These background studies will be consolidated and refined as part of a **Findings Report**.

Plan Preparation

The Consultant Team will build upon findings from the background studies and public outreach activities to prepare a development code framework, transit priority project implementation actions, right-of-way design templates and graphics, and quantified indicator outcomes. City Staff will prepare a BCCP land use map and greenhouse gas emission reduction policies, programs and actions, and will consolidate work from City Staff and the Consultant Team into a complete BCCP draft. Following adoption of the BCCP from the Planning Commission and City Council, the Consultant Team will prepare a development code to implement the BCCP.

Expected Outcomes

Background research, analysis of existing conditions, and feedback from the public outreach process will result in a Final BCCP that meets the following expected outcomes:

- A thorough background analysis and documentation of existing conditions;
- A Plan that creates compatible land uses and infrastructure with existing semi-rural neighborhoods
- A Plan that capitalizes on the opportunities provided by UC Merced including: designation of future research and development parks, and establishment of an “innovation hub.”
- Policies and strategies directing development in keeping with the General Plan;
- Land use and circulation plans that accommodate an appropriate mix of uses, and establish a foundation for walkable, enjoyable community nodes;
- A development code that provides clear, predictable standards for development in keeping with the type, style, and character identified in the vision and General Plan, to help create a vibrant and attractive community; and
- An infrastructure and phasing plan that describes how growth may occur within the Plan area.

4. OVERVIEW OF EXISTING PLANS

This Section provides a preliminary overview of existing plan documents related to the BCCP area, as well as the City’s overall goals for future development including the Merced Vision 2030 General Plan, the UC Merced Long Range Development Plan and Physical Design Framework, Merced County University Community Plan, and the anticipated Yosemite Lake Estates Community Plan. Additional analysis of existing plans and studies will be included in relevant background studies.

Merced Vision 2030 General Plan

The City completed a comprehensive General Plan update in January 2012. The update process included extensive research, documentation, and dialogue with the community. The 2030 General Plan includes nine elements: Urban Expansion; Land Use; Transportation and Circulation; Public Services and Facilities; Urban Design; Open Space, Conservation, and Recreation; Sustainability; Noise, and Safety. Refer to Appendix B for a table of General Plan goals and policies that are relevant to the BCCP.

Land Use Designations

The General Plan provides a basic land use concept for the BCCP area that includes a mix of residential, commercial, and public uses. Table 4.1 provides an overview of the land use designations in the BCCP area. These land use designations and corresponding regulations will serve as a basis for BCCP area zones, and the BCCP will recommend revisions to the General Plan land use map if needed to achieve the desired vision.

Land Use Designation	Intended Uses	Density
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
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 Corridor Mixed Use	A mixture of LMD, HMD, HD, CO and CN.	Varies
Regional/Community Commercial (RC)	Retail (regional department stores)	0.35 FAR
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
Public/Government (P/G)	Public facilities: schools, fire stations, police stations, libraries, courthouses, public offices	N/A

UC Merced Development Plans

Existing and planned development at UC Merced is a key driver of development potential in the Plan area. UC Merced has completed key plans for the campus: the Long Range Development Plan (2009) and the Physical Design Framework (2010). Refer to Appendix C for a map of the UC Merced campus area in relation to the BCCP and other nearby planning areas.

Long Range Development Plan

The UC Merced 2009 Long Range Development Plan (LRDP) identifies academic themes, land uses, circulation plans, and environmental strategies for UC Merced’s 815-acre campus. The LRDP describes existing conditions, regional context, and academic strategies, as well as land use, environmental, and physical design concepts.

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The LDRP provides enrollment projections from the 2007 – 2008 academic year through full development. At build-out the campus is expected to have a student population of 25,000, staff and faculty population of over 6,500 and other daily population of over 600. Approximately 12,500 of the students will be housed on campus. By 2020, the student population will exceed 11,000 and the faculty and staff population will exceed 3,200.

The LDRP organizes UC Merced into four academic campus districts (North Campus, Central Campus West, Central Campus East, and Gateway District) and four neighborhoods (Lake View, North Neighborhood, Sierra View, and Valley View). The campus features a network of irrigation canals and two topographical land depressions or “bowls” which will serve as open space as well as stormwater retention basins. The districts and neighborhoods are generally organized around the two bowls.

Campus development is described in block types that illustrate potential building types, scale, site coverage, and density within each district and neighborhood. Refer to Table 4.2 for a summary of block types. Anticipated building heights range from 50 to 100 feet.

Table 4.2. Campus Block Types				
Block Type	Block Size	Land Use	Net Density	Gross Density*
Academic Core				
AC-1: Typical academic block	3 acres	Academic buildings	0.96 FAR	0.72 FAR
AC-2: Academic lab block	3 acres	Research buildings	0.96 FAR	0.72 FAR
AC-3: Main Street block	3 acres (1.5 academic, 1.5 residential)	Academic buildings, student services, student apartments	Academic: 1.5 FAR Residential: 60 units/acre	Academic: 1.12 FAR Residential: 45 units/acre
Gateway District				
G-1: Industrial-research block	3 acres	Industrial research buildings	0.45 FAR	0.34 FAR
G-2: Industrial-research block	3 acres	Industrial research buildings	0.96 FAR	0.72 FAR
Student Neighborhoods				
SN-1: Townhouse and stacked flats	4 acres	Residential apartments and open space	27 units/acre	20 units/acre
SN-2: Walk-up apartments	3 acres	Residential apartments, open space, and student services	35 units/acre	27 units/acre
SN-3: Residence hall buildings	4 acres	Residential apartments and open space	80 units/acre	60 units/acre
* Assumes 75% efficiency for streets.				

The LDRP describes a circulation system that includes a hierarchy of streets, malls, and trails on a tree-lined, pedestrian-oriented grid. Parking will ultimately be supplied at a rate of 0.62 spaces per student, however, a higher ratio is anticipated until the campus and transit systems mature. The campus circulation system will be further highlighted in the complete streets, right-of-way, and transit priority project background studies.

Physical Design Framework

The UC Merced Physical Design Framework outlines principles and standards to advise campus-level project approvals. Framework objectives are structured around interconnected environmental design, community, and planning principles as well as the UC Merced administrative and committee structure for the planning process.

The **environmental design** principles are to:

1. Create a teaching landscape.
2. Connect site design to its surroundings
3. Ensure the availability of modal choices.
4. Design visible infrastructure.
5. Employ distinctive building design.

The **community design** principles are to:

1. Locate programs to foster interaction and engagement of the campus community.
2. Design places within the campus to create active centers or points of connection for people.
3. Design pathways to dynamically connect people, places and programs.
4. Systems for movement, services and access integrate aesthetic and functional designs.
5. Shape the built form of the campus through typology and scale standards that allow for distinctive architecture, while creating a coherent campus fabric.

The **planning** principles are to:

1. Facilitate interdisciplinary interaction among disciplines in the academic core.
2. Develop a pedestrian culture to create vitality and activity that makes on-campus living desirable.
3. Organize around shared open spaces such as the North and South Bowls.
4. Locate student services conveniently to form a valuable focus for on-campus residential neighborhoods.
5. Maximize the return on investments in infrastructure through strategic development and attention to aesthetics.

The Framework provides guidance for architectural elements, color and materials, and landscaping. Additionally, it describes the campus design approval process and the role of various campus committees in development review and decision-making.

Merced County University Community Plan

The University Community Plan (UCP) provides direction for the development of approximately 2,133 acres of mostly agricultural land located generally to the south of the UC Merced campus and east of the BCCP area. Refer to Appendix C for a map of the University Community Plan area in relation to nearby planning areas.

The community is organized around a high-density town center having a variety of uses, which connects the University Community to the UC Merced campus. Residential “villages” are centered around “village centers” of retail, office and public uses/spaces. As shown in Table 4.3, the UCP anticipates 11,616 residential units and over two million square feet of commercial space at build-out.

Table 4.3. University Community Plan Build-Out		
Land Use	Build-Out Estimate	Density/Intensity
Residential	11,616	Average range of 8 to 32 units/acre
Single-Family	6,968	Average 4.7 units/acre
Multifamily	4,648	Average 24 units/acre
Commercial	2,023,000	General Commercial FAR: 0.2 to 0.35 Mixed-Use: 0.2 to 1.5
Retail	716,000	-
Office/Research and Development	1,307,000	-

The UCP calls for several roadway improvements to support the planned development including the addition of the Campus Parkway, linking Lake Road to Highway 140 and Highway 99, road widening on Highway 59 and Highway 140, and improved Highway 99 interchanges. The road network within the UCP area will be a connective grid pattern, designed to disperse traffic throughout the community and provide multiple connections to most destinations. The UCP emphasizes connectivity, particularly through pedestrian and bicycle paths, and transit routes to the UC Merced campus.

The UCP area features diverse natural wetlands and grasslands. To protect these environmental resources, the UCP calls for environmentally sensitive project siting and measures such as buffer zones, seasonal construction prohibitions in sensitive areas, barriers, activity restrictions, and signage, as well as integrated open space corridors to allow wildlife movement throughout the community.

The UCP area is held by several property owners who will sell or transfer their land to real estate developers. To initiate this, the property owners will need to prepare a financing strategy and economic development program. Developers will need to prepare separate specific plans for the town center and residential villages. The specific plans will include environmental analyses, physical development plans and regulations, design guidelines, housing programs, capital improvement plans, and phasing plans.

Yosemite Lake Estates Community Plan (Future)

Yosemite Lake Estates is a 655-acre planned development area located to the north of the BCCP area in Merced County. Refer to Appendix C for a map of the Yosemite Lake Estates Community Plan area in relation to the BCCP and other nearby planning areas. The area is included within the City’s Specific Urban Development Plan (SUDP)/Sphere of Influence (SOI) and it is anticipated that it will be developed with residential and commercial uses. According to the Merced 2030 General Plan, Yosemite Lake Estates could accommodate approximately 1,262 dwelling units and 187,340 square feet of commercial development. The process to prepare a Community Specific Plan (required under the County General Plan) is anticipated to begin in late 2012.

APPENDIX A. BACKGROUND STUDY OUTLINES

Economic Analysis

- A. Existing conditions
 - 1. Demographics
 - 2. Real estate market supply and demand
- B. Market potential
 - 1. UC Merced
 - 1. Impacts
 - 2. Opportunities
 - 2. Citywide trends (market potential)
 - 3. Catalytic sites (e.g. Bellevue Road & Gardner Road)
 - 4. UC Merced Spin-Off Development catalysts/incentives/features of Innovation Hub
 - a. Activities
 - b. Programs
 - c. Partners
 - d. Infrastructure
- C. Professional guidance to aid planning team in developing a land use program, including consideration of a) research and development park; b) office; c) retail; and d) housing types.
- D. Link core UCM competencies with potential market

Development Code

- A. Understanding Merced's Expectations and Preferences for Development Standards on the Bellevue Corridor
 - 1. General expectations and preferences for development standards
 - 2. Ideas about how the code should function on a daily basis: an understanding of staff's needs from a daily functional perspective
- B. Translating Merced's Urban Design Guidelines (Chapter 6) into development code standards for the Bellevue Corridor
 - 1. Urban Village and its essential components and policy direction
 - a. 'Inner Villages'; 'Core Commercial Areas'; 'Village Core Residential Areas'
 - b. 'Outer Village Areas'; 'Open Space, Parks and Plazas'
 - 2. 'Urban Design Goals, Policies and Actions'
 - 3. 'Street Design'
 - 4. 'Commercial Area Appearance'; 'Residential Area Appearance'
 - 5. 'Overall Community Appearance'
- C. Development Code for the Bellevue Corridor
 - 1. Minimum Components
 - a. Vision
 - b. Administration and Procedures
 - c. Zoning Map and Zoning Districts
 - d. Standards for all Zoning Districts
 - e. Standards Specific to Zoning Districts (Intent of Zone, Standards for Building Placement, Height, Parking Placement, Encroachments and Adjacencies - including Land Use Standards)
 - f. Performance Standards for Specific Land Uses

- i. Agriculturally-related activity
 - ii. Lodging: B&B's, Hotels, Motels
 - iii. Civic Buildings
 - iv. Eating Establishments
 - v. Sidewalk Dining
 - g. Block and Street Standards (including Streetscape Standards)
 - h. Building and Massing Standards
 - i. Frontage Standards
 - j. Signage Standards
 - k. Definitions (using existing municipal code definitions and replacing/adding as appropriate)
- D. Optional Components (not in current scope of work). These items will be discussed in the Background Study for informational purposes and consideration in future work efforts)
 - 1. Solar and Wind Access and Energy Production Standards
 - 2. Architectural Style Standards
 - 3. Public Art Standards

Right-of-Way / Semi-Public Spaces

- A. Circulation overview
 - 1. Opportunities
 - 2. Constraints
- B. Street network design principles
 - 1. Current and anticipated needs
 - 2. Transportation modes
 - a. Automobile
 - b. Pedestrian
 - c. Bicycle
 - d. Transit
 - i. Bus
 - ii. Shuttle
 - iii. Other
 - iv. Automobile
- C. Conceptual designs (Cross-sections & plan views of street and zone between curb and face of building)
 - 1. Overview
 - 2. Bellevue Parkway planning principles
 - a. Three alternative designs for Bellevue Corridor
 - 3. Arterial, collector, and local street typologies
 - a. Proposed right-of-way widths
 - b. Preferred cross-sectional dimensions
 - c. Other layout features
 - 4. Considerations
- D. Anticipated arterial street level of service
 - 1. Volume for each travel mode and road design
 - 2. Volume adjustments based on anticipated land uses and designs
 - 3. Forecasted Daily LOS (based on volume-to-capacity ratios) data sheets for the three alternative street designs

Transit Priority Project

- A. Overview of SB 375 and definition of Transit Priority Project (TPP)
- B. Potential transit service options
 - 1. Short term
 - 2. Long term
- C. Potential TPP locations
 - 1. Future site criteria
 - 2. Potential locations within the plan area
- D. Potential TPP service type analysis (order of magnitude)
 - 1. Types
 - a. Bus rapid transit
 - b. Conventional bus
 - c. Light-rail
 - 2. Potential ridership
 - 3. Transit agency capacity/needs
- E. TPP design concepts/plan view and cross-sections, consistent with SB 375 definition
- F. General Cost analysis
 - 1. Construction and operating cost estimates/comparison
 - 2. Phasing
- G. TPP recommendation
 - 1. Service type
 - 2. Relationship to land use/transportation goals

APPENDIX B. RELEVANT GENERAL PLAN GOALS AND POLICIES

Urban Expansion	
Goal Area UE-1: Urban Expansion	
	<ul style="list-style-type: none"> • A compact urban form • Efficient urban expansion
Policy UE 1.2	Foster compact and efficient development patterns to maintain a compact urban form.
Policy UE 1.3	Control the annexation, timing, density, and location of new land uses within the City’s urban expansion boundaries.
Policy UE 1.4	Continue joint planning efforts on the UC Merced and University Community plans.
Land Use	
Goal Area L-1: Residential & Neighborhood Development	
	<ul style="list-style-type: none"> • Housing opportunities in balance with jobs created in the Merced Urban Area • A wide range of residential densities and housing types in the City • Preservation and enhancement of existing neighborhoods • Quality residential environments • Mixed-use, transit and pedestrian-friendly residential environments
Policy L-1.1	Promote balanced development which provides jobs, services and housing.
Policy L-1.2	Encourage a diversity of building types, ownership, prices, designs, and residential areas throughout the City.
Policy L-1.3	Encourage a diversity of lot sizes in residential subdivisions.
Policy L-1.5	Protect existing neighborhoods from incompatible developments.
Policy L-1.6	Continue to pursue quality single-family and higher density residential development.
Policy L-1.7	Encourage the location of multifamily developments on sites with good access to transportation, shopping, employment centers, and services.
Policy L-1.8	Create liveable and identifiable residential neighborhoods.
Policy L-1.9	Ensure connectivity between existing and planned urban areas.
Goal Area L-2: Economic & Business Development	
	<ul style="list-style-type: none"> • Increased employment opportunities for the citizens of Merced • A diverse and balanced Merced economy • Preservation and expansion of the City’s economic base • High quality industrial areas, including technology parks • More high-quality research and development parks • Ready access to commercial centers and services throughout the City
Policy L-2.1	Encourage further development of appropriate commercial and industrial uses throughout the City.
Policy L-2.2	Locate new or expanded industrial, research and development, technology, and business parks in appropriate areas.
Policy L-2.3	Promote the retention and expansion of existing industrial and commercial businesses.
Policy L-2.4	Provide a range of services adjacent to and within industrial areas to reduce auto trips.

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Policy L-2.5	Maintain attractive industrial areas and business parks.
Policy L-2.6	Provide neighborhood commercial centers in proportion to residential development in the City.
Policy L-2.7	Locate and design new commercial development to provide good access from adjacent neighborhoods and reduce congestion on major streets.
Policy L-2.9	Identify locations and develop standards for campus-type research and development parks.
Goal Area L-3: Urban Growth & Design	
<ul style="list-style-type: none"> • Living environments which encourage people to use a variety of transportation alternatives • A compact urban village design for new growth areas • Self-sustaining, mixed-use, pedestrian-friendly neighborhoods • Transit-oriented development adjacent to the high speed rail station 	
Policy L-3.1	Create land use patterns that will encourage people to walk, bicycle, or use public transit for an increased number of their daily trips.
Policy L-3.2	Encourage infill development and a compact form.
Policy L-3.3	Promote site designs that encourage walking, cycling, and transit use.
Policy L-3.7	Implement policies and principles to conform to the intent of the San Joaquin Valley Regional Blueprint.
Transportation and Circulation	
Goal Area T-1: Streets and Roads	
<ul style="list-style-type: none"> • An integrated road system that is safe and efficient for motorized and non-motorized uses • A circulation system that is accessible, convenient, and flexible • A circulation system that minimizes adverse impacts on the community • A comprehensive system of “complete streets” which address all modes of transportation 	
Policy T-1.1	Design streets consistent with circulation function, affected land uses, and all modes of transportation.
Policy T-1.2	Coordinate circulation and transportation planning with pertinent regional, State and Federal agencies.
Policy T-1.3	Design major roads to maximize efficiency and accessibility.
Policy T-1.4	Promote traffic safety for all modes of transportation.
Policy T-1.5	Minimize unnecessary travel demand on major streets and promote energy conservation.
Policy T-1.6	Minimize adverse impacts on the environment from existing and proposed road systems.
Policy T-1.7	Minimize street system impacts on residential neighborhoods and other sensitive land uses.
Policy T-1.8	Use a minimum peak hour Level of Service (LOS) “D” as a design objective for all new streets in new growth areas and for most existing streets except under special circumstances.
Goal Area T-2: Bicycles, Pedestrians, and Public Transit	
<ul style="list-style-type: none"> • An efficient and comprehensive public transit system • A comprehensive system of safe and convenient bicycle routes (within the community and throughout the urban area) • A comprehensive system of safe and convenient pedestrian facilities • A comprehensive system of “complete streets” addressing all modes of transportation 	
Policy T-2.1	Provide for and maintain a major transitway along “M” Street and possibly along the Bellevue Road/Merced-Atwater Expressway and Campus Parkway corridors.
Policy T-2.2	Support and enhance the use of public transit.
Policy T-2.3	Support a safe and effective public transit system.
Policy T-2.4	Encourage the use of bicycles.

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Policy T-2.5	Provide convenient bicycle support facilities to encourage bicycle use.
Policy T-2.6	Maintain and expand the community’s existing bicycle circulation system.
Policy T-2.7	Maintain a pedestrian-friendly environment.
Policy T-2.8	Improve planning for pedestrians.
Policy T-2.9	Ensure that new development provides the facilities and programs that improve the effectiveness of Transportation Control Measures and Congestion Management Programs.
Goal Area T-3: Air and Rail Services	
<ul style="list-style-type: none"> • Air and rail systems that provide safe and convenient service to the community 	
Policy T-3.5	Support enhanced railroad passenger service and high speed rail service for Merced.
Public Services and Facilities	
Goal Area P-1: Public Facilities and Services	
<ul style="list-style-type: none"> • New development which includes a full complement of infrastructure and municipal public facilities • Efficient and cost-effective public service delivery 	
Policy P-1.1	Provide adequate public infrastructure and municipal services to meet the needs of future development.
Policy P-1.3	Require new development to provide or pay for its fair share of public facility and infrastructure improvements.
Goal Area P-4: Wastewater	
<ul style="list-style-type: none"> • An adequate wastewater collection, treatment and disposal system in Merced 	
Policy P-4.2	Consider the use of reclaimed water to reduce non-potable water demands whenever practical.
Goal Area P-5: Storm Drainage and Flood Control	
<ul style="list-style-type: none"> • An adequate storm drainage collection and disposal system in Merced 	
Policy P-5.1	Provide effective storm drainage facilities for future development.
Policy P-5.2	Integrate drainage facilities with bike paths, sidewalks, recreation facilities, agricultural activities, groundwater recharge, and landscaping.
Goal Area P-7: Schools	
<ul style="list-style-type: none"> • Adequate school facilities for all students in the Merced urban area • Excellent cooperative relationships between the City, the school districts, and the development community 	
Policy P-7.1	Cooperate with Merced area school districts to provide elementary, intermediate, and high school sites that are centrally located to the populations they serve and adequate to serve community growth.
Goal Area P-8: Government, Health, Library, and Cultural Facilities	
<ul style="list-style-type: none"> • Support for cultural and community services that improve and maintain the quality of life for the residents of Merced 	
Policy P-8.1	The City will support the cultural and health related needs of the community by incorporating such facilities and services in development and redevelopment proposals.
Urban Design	
Goal Area UD-1: Transit Ready Development or Urban Villages	
<ul style="list-style-type: none"> • An integrated urban form • Transit-ready community design • Pedestrian -and bicycle- compatible neighborhoods 	
Policy UD-1.1	Apply transit-ready development or urban village design principles to new development in the City’s new growth areas.
Policy UD-1.2	Distribute and design urban villages to promote convenient vehicular, pedestrian, and transit

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	access.
Policy UD-1.3	Promote and facilitate core commercial design principles in village commercial areas.
Policy UD-1.4	Promote and facilitate urban village residential area design principles.
Policy UD-1.5	Design and develop public and quasi-public buildings and uses utilizing transit-ready development or urban village principles.
Goal Area UD-2: Overall Community Appearance	
	<ul style="list-style-type: none"> • A unique community image • Attractive neighborhoods and districts • Attractive and memorable public streets
Policy UD-2.2	Maintain and enhance the unique community appearance of Merced.
Open Space, Conservation, and Recreation	
Goal Area OS-1: Open Space for the Preservation of Natural Resources	
	<ul style="list-style-type: none"> • Maintenance of Merced’s biological resources • A high-quality, expanding urban forest • Preservation of scenic corridors and resources
Policy OS-1.2	Preserve and enhance creeks in their natural state throughout the planning area.
Policy OS-1.3	Promote the protection and enhancement of designated scenic routes.
Policy OS-1.4	Improve and expand the City’s urban forest.
Goal Area OS-2: Open Space for the Managed Production of Resources	
	<ul style="list-style-type: none"> • Protection of regional agricultural resources
Policy OS-2.2	Relieve pressures on converting areas containing large concentrations of “prime” agricultural soils to urban uses by providing adequate urban development land within the Merced City SUDP.
Goal Area OS-3: Open Space for Outdoor Recreation	
	<ul style="list-style-type: none"> • High-quality recreational open space • Adequate public recreation facilities • Comprehensive urban trail and bike path system
Policy OS-3.1	Provide high-quality park and open space facilities to serve the needs of a growing population.
Policy OS-3.2	Maintain and expand the City’s bikeway and trail system.
Policy OS-3.4	Develop a diverse and integrated system of park facilities throughout Merced.
Sustainable Development	
Goal Area SD-1: Air Quality and Climate Change	
	<ul style="list-style-type: none"> • Effective and efficient transportation infrastructure • Reduction in the generation of Greenhouse Gases (GHG) from new development
Policy SD-1.3	Integrate land use planning, transportation planning, and air quality planning for the most efficient use of public resources and for a healthier environment.
Goal Area SD-4: Healthy Communities	
	<ul style="list-style-type: none"> • A healthy environment for all residents
Policy SD-4.1	Create a healthy built environment.
Policy SD-4.2	Encourage increased physical activity of residents and healthier food choices.

Noise	
Goal Area N-1: Noise	
<ul style="list-style-type: none"> • To protect the economic base of the City by preventing incompatible land uses from encroaching upon existing or planned noise-producing uses. • To encourage the application of state-of-the-art land use planning methodologies in areas of potential noise conflicts. 	
Policy N-1.5	Coordinate planning efforts so that noise-sensitive land uses are not located near major noise sources.
Policy N-1.6	Mitigate all significant noise impacts as a condition of project approval for sensitive land uses.
Safety	
Goal Area S-2: Seismic Safety	
<ul style="list-style-type: none"> • Reasonable safety for City residents from the hazards of earthquake and other geologic activity 	
Policy S-1.3	Restrict urban development in all areas with potential ground failure characteristics.

APPENDIX C. BCCP AREA MAP

