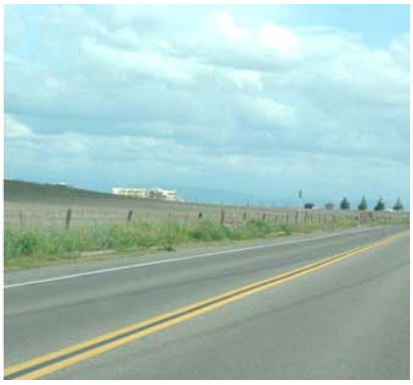
CITY OF MERCED | BELLEVUE CORRIDOR COMMUNITY PLAN





PUBLIC REVIEW DRAFT

FINDINGS REPORT

January 24, 2013

CONTENTS

1. INTRODUCTION

This Report summarizes key findings and recommendations from economic, circulation, complete streets, and land use and zoning background reports prepared as part of the Bellevue Corridor Community Plan (BCCP) project. The findings and recommendations herein will serve as a basis for the draft BCCP chapters and the Urban Village Form-Based Code. A detailed description of the BCCP project can be found in the Foundation Report and Draft Introduction Chapter.

Findings and recommendations were drawn from the following reports:

Economic Analysis. This study, prepared by Economic Planning Systems, examines the economic context of the BCCP area, and identifies relevant market, demographic, and real estate trends.

Transit Priority Project & Public Right-of-Way. This study, prepared by Nelson\Nygaard Consulting Associates Inc., analyzes Transit Priority Project (TPP) requirements, planned Transitways, potential service options, and the circulation network and street design.

Complete Streets. This study, prepared by City Staff. This study, prepared by the City of Merced Planning Staff, provides an overview of complete streets, describes a framework applicable to the BCCP, and provides a comparative analysis of existing policies with proposed BCCP complete street policies.

Zoning, Development and Land Use Standards to Implement the Bellevue Corridor Community Plan. This study, prepared by Tony Perez Associates, addresses how the relevant direction in the Urban Design and BCCP sections of the General Plan will be implemented in the BCCP.

2. KEY FINDINGS

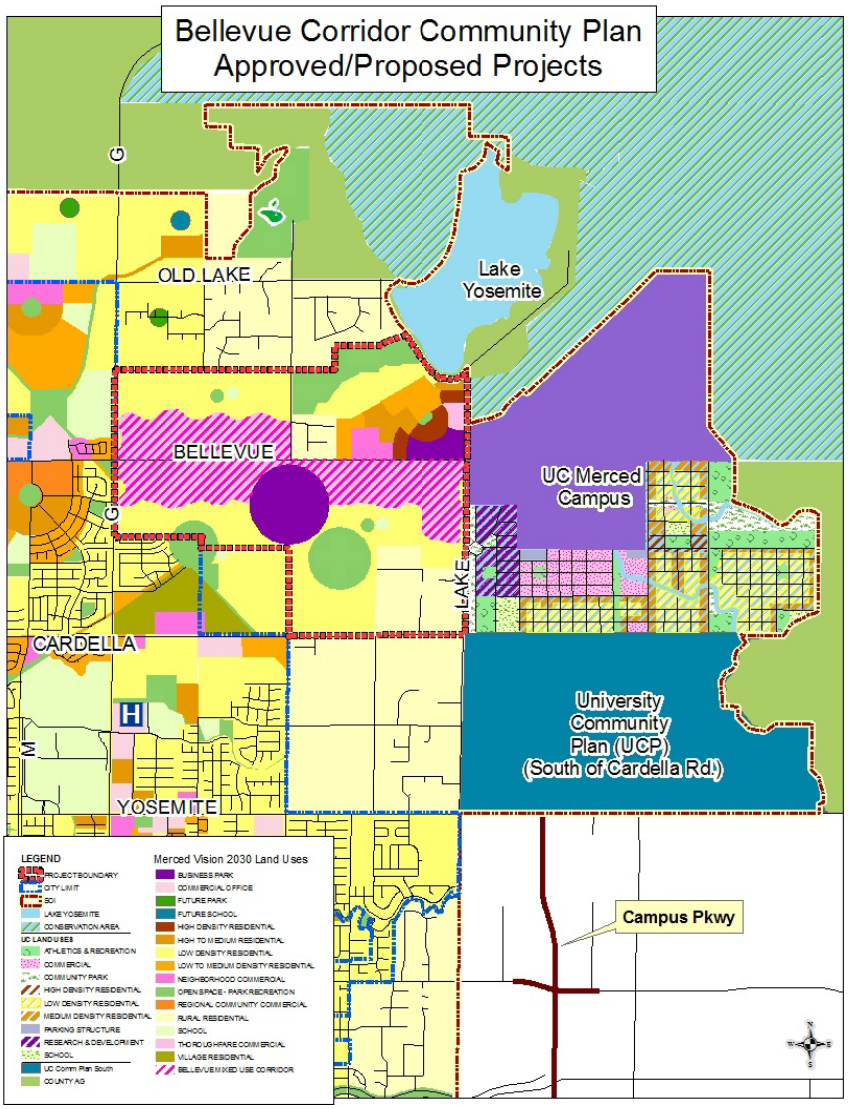
2.1. **Regional Market.** The Merced regional market is characterized by continuing weak economic conditions, depressed housing prices, and stressed local government finances. While recent market activity suggests economic recovery, a return to healthy economic conditions is likely to be gradual.

2.2. **Demographics.** Recent statewide and regional growth forecasts indicate a wide range of potential future population growth scenarios (from 45,000 (Woods & Poole Economics, Inc.) to 160,000 (Merced County Association of Governments) by 2030) for Merced County, suggesting a high level of uncertainty associated with the type and amount of new real estate development.

2.3. **Development Capacity.**

Planned Development. During the past several decades, the City has entitled and planned for a substantial amount of new development within its Sphere of Influence; other nearby jurisdictions have also created significant development capacity. There are over 21,000 housing units and over seven million square feet of office and commercial uses in approved plans and projects within, adjacent to, or near the BCCP, This includes the University Community Plan, which encompasses almost 2,000 acres including parks, schools, and streets. The Plan calls for over 11,000 residential units, 1.4 million square feet of commercial (office and retail), and 2.3 million square feet of R&D. In the Project Description in the EIR for UC Merced and the University Community Project, the University Community is divided into the Community North (about 800 acres), which is covered by the EIR, and the Community South, which is not covered by the EIR.

Map of Approved Plans and Projects Near the BCCP (from the City of Merced)



List of Approved Plans and Projects Near the BCCP (from the City of Merced)

PLANS AND PROJECTS	Detached			Attached			Office [3]		Commercial	
	DU	Acres	Density	DU	Acres	Density	Sq.Ft.	Acres	Sq.Ft.	Acres
Bandoni Sunset GP [8]	45	4.5	10	810	45	18	0	0	313,000	20.5
Bright Homes Map	168	39.8	4.2	0	0	0	0	0	0	0
Guardanapo GP	306	56	5.5	216	17.6	12.3	196,000	18	0	0
Bellevue Ranch [1, 5, 7]	4,533	896	4.5	1,216	76	16	501,000	23	1,403,000	92
Mercy Medical Center (MMC) [6]	0	0	0	0	0	0	600,000	17	0	0
Mercy Cancer Center	0	0	0	0	0	0	12,730	1.7	0	0
Merced Pavilion (MOB)	0	0	0	0	0	0	65,500	0.5	0	0
Future MMC Expansion	0	0	0	0	0	0	200,000	10	0	0
Moraga Map	520	102	5	0	0	0	0	0	0	0
Palisades Park Map	155	48.9	3.2	0	0	0	0	0	0	0
Paseo Map and GP	6	0.8	8	85	8.5	10	0	0	39,400	8.5
Vista Del Lago	58	75.7	0.8	0	0	0	0	0	0	0
West Hills Estates Map	26	30.4	0.9	0	0	0	0	0	0	0
Yosemite Lake Estates	1,388	278	5	0	0	0	0	0	15,000	6
University Community										
Towncenter - Mixed Use Area [4]	0	0	0	540	N/a [8]	N/a [8]	313,600	7.5	183,000	7.5
Towncenter - Other Areas	0	**0**	0	1,418	45	30	292,700	5	130,700	8
Research and Development Use							2,308,300	71		
Other UCP Areas [2]	7,385	890	8.3	2,274	85	26.8	140,000	9	328,400	21
Total	**14,590**	**2,422**	**6.0**	**6,559**	**277**	**23.7**	**4,629,830**	**163**	**2,412,500**	**164**

Notes:

1. Includes all existing and planned amounts.
2. Data extrapolated from 2009 EIR/EIS for the 2009 UCM LRDP & UCP, Table 2.0-6, Page 2.0-41.
3. As a unique use, the *Research and Development Use* is "called-out" under the Office Category. The R&D site is located west of the Town Center.
4. These amounts are in addition to "Towncenter-Other Areas" and "Other UCP Areas". The 15-acre area is divided bewteen office and commercial uses.
5. Includes 2529 "detached standard" units (562 ac) and 2004 "detached patio" units (334 ac) at density of 4.5 and 6 DU/acre respectively.
6. Currently at 260,000 sq. ft., long-term 600,000.
7. A FAR of 0.5 was used to estimate future office use, and a FAR of 0.35 was used for commercial. (In other cases, acreage based on submitted plans/documents.)
8. Part of 15 acre mixed use area. Acreage included under Office and Commercial.

2.3.1. Factors and Limitations. Development cannot be realized without substantial investments in infrastructure, including expanded utility capacity and major transportation system improvements, as well as environmental clearance. Fiscal and institutional factors will also influence the location and timing of new development and associated infrastructure. Scarce funding resources and depressed housing prices constrain development-based financing. The County's jurisdiction in the area limits ability of the City to extend municipal services. City annexation of the BCCP area will require LAFCO approval and likely a tax sharing agreement.

2.4. Impact of UC Merced. UC Merced is anticipated to drive growth proximate to the campus, supporting levels of absorption and density that may not be achievable elsewhere in the County. Areas proximate to the campus are likely to support more dense development patterns, especially for sites that are easily accessible (walkable). UC-related development adjacent to the campus will be governed by the manner and pace in which UC programs grow.

UC Merced and the surrounding districts could evolve into an innovation hub. As research advances and technologies become commercial, UC programs will "spin-off" economic activity. The degree of technology transfer, independent enterprise, and space demand is unknown.

2.5. Development Competition. The timing and share of market demand captured by the BCCP will depend on how a range of highly uncertain economic and institutional factors unfold over time.

2.5.1. Citywide Competitive Advantages. While the City competes with other locations in Merced County and the broader San Joaquin Valley for jobs and associated commercial real estate development, it maintains a number of competitive advantages that make it well positioned to capture a disproportionate share of growth. These advantages include:

- Growth associated with UC Merced;
- Planned high-speed rail station;

- Downtown core, retail, and other amenities;
- Existing municipal sewer and water infrastructure and associated operations, maintenance, and financing options; and
- The City's location at the gateway to Yosemite.

2.5.2. **BCCP Area Competitive Advantages.** While the Bellevue Corridor likely to face direct competition from other areas planned for development within and outside the City's Sphere of Influence, including the University Community, it is well positioned for growth due the following factors:

- The BCCP creates the opportunity to absorb UC Merced-related uses, without a "leap-frog" development pattern;
- The BCCP area is large enough to accommodate a diversity of urban uses;
- A number of large parcels are adequately sized for development without assembly;

2.5.3. **Infrastructure.** While both the planned University Community and the Bellevue Corridor will need to resolve a number of infrastructure and institutional issues before development can occur, Bellevue appears to have a competitive advantage in this regard. Bellevue benefits from existing infrastructure (water and sewer are in place, though upgrades are needed). Depending on how a number of institutional and infrastructure issues are resolved, the Bellevue Corridor appears well-positioned to capture a portion of the regional growth currently designated to occur on the University Community plan area.

2.6. Planned Circulation Network.

2.6.1. **Street Types.** The General Plan describes street types and corresponding designs for the City. The relative street types include Arterials, Collectors, Locals, and Transitways. Bellevue Road is a planned Arterial.

2.6.2. **Arterial Grid.** The planned arterial street grid network described in the Merced General Plan would distribute nearly all traffic through a grid of arterial streets placed one mile apart. As planned, the high volume of traffic on arterials may not be conducive to creating walkable, "complete streets" bordered by transit-supportive land uses.

2.6.3. **Transitway Corridors and Hubs.** The Transitway Corridors as planned in the General Plan are M Street and Bellevue Road/Atwater Merced Expressway (transit passengers would transfer between M Street and Bellevue/AME buses at a transit center at the intersection of M Street and Bellevue Road). The travel distance between Downtown Merced and UC Merced based on this alignment is seven miles with a typical transit travel time of 26 to 35 minutes. Several transit stations or hubs have also been identified including, (1) the UCM transit hub near Lake Road, ¼ mile south of Bellevue Road, (2) the Bellevue Ranch transit hub, on M street just south of Bellevue Road, and (3) the high-speed train station in downtown Merced near M and 16th Streets.

2.6.4. **Regional Loop System / Expressways.** The proposed regional loop system, which would connect Bellevue Avenue and the Atwater Merced Expressway with Campus Parkway and a potential southern extension across Highway 99, may challenge the idea of creating a TPP on Bellevue Avenue within the study area. Regional expressways tend to encourage lower-density development patterns and can discourage adjacent residential development (within a half mile), thus potentially not supporting a TPP corridor along Bellevue Road.

2.6.5. Complete Streets Benefits. Access to public space is critical to safe, healthy, and prosperous communities. Successful implementation of a comprehensive *complete street* program can accomplish numerous public benefits including: support for existing businesses, reduced public and private costs, business attraction, increased development potential, reduced air pollution and greenhouse gases, reduced traffic collisions, provision for safe routes to school; health benefit, and increased mobility options for all, notably those unable to drive.

2.6.6. The California Complete Streets Act (AB 1358). This laws states in part, **"**Commencing January 1, 2011, upon any substantial revision of the circulation element [this would include adding a circulation element to a community plan] , the legislative body shall modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of the streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan."

2.6.7. Foundational Goals and Policies. The City's General Plan envisions that all streets should be designed as "Complete Streets" which address all modes of motorized and non-motorized transportation, including vehicles, transit, pedestrians, and bicycles. These goals and policies form a foundation upon which to design, build, and construct complete streets within the Bellevue Corridor Community Plan.

2.6.8. Bellevue Corridor Community Plan (BCCP) Circulation. The *Merced Vision 2030 General Plan* and public comments gathered during the community outreach efforts of the BCCP are the cornerstones that define the vision of the BCCP. The overall vision for circulation is to provide multi-modal transportation system throughout the planning area for use by vehicles, pedestrians, bicycles, and public transit, consistent with the principles of the General Plan's Urban Design Chapter. These principles emphasize planning, design, and construction for all modes in a manner that results in high usage levels. As such, roadways are treated as the essential element in the urban fabric that *connects* rather than *separates* neighborhoods located on opposite sides of a road. Separation of neighborhoods typically occur when road planning, design, and construction focuses primarily on vehicular travel, to the detriment of other travel modes.

2.6.9. Placemaking. Streets comprise a large portion of publicly owned land in cities and towns. Streets are a huge part of any community's public space network, and historically served as meeting places, playgrounds for children, marketplaces, and more. As populations spread out from city centers, most American cities have come to view streets primarily as conduits for moving vehicles from one place to another. While moving vehicles is one of their purposes, streets are spaces, even destinations in and of themselves, for example, the intersection of Canal Street and Main Street (Bob Hart Square) in downtown Merced.

2.7. Future Traffic Volumes. Traffic volumes on planned arterials based on buildout described by the General Plan are as follows for the BCCP:

Bellevue Road. The forecasted traffic volume for Bellevue Road is between 50,000 and 60,000 vehicles per day within the BCCP area. This volume of traffic typically requires a six-lane configuration (up to eight lanes in some cases) in an Expressway or Major Arterial alignment in order to satisfy level-of-service standards.

Cardella Road. The forecasted traffic volume for Cardella Road is between 30,000 and 40,000 daily vehicles. This volume of traffic typically requires a four-lane configuration.

G Street. The forecasted traffic volume for G Street is over 30,000 vehicles per day. This volume of traffic typically requires a four-lane configuration.

Gardner Road. The forecasted traffic volume for Gardner Road is just over 30,000 vehicles per day. This volume of traffic typically requires a four-lane configuration.

2.8. Transit Priority Projects.

2.8.1. Definition. Transit Priority Areas were introduced in California's Senate Bill 375, which was intended to align regional transportation, land use, housing and greenhouse gas emission reduction planning. Transit Priority Projects (TPPs) are housing or mixed-use residential projects with 20 dwellings per acre or more that are located within a Transit Priority Area and meet the following criteria:

- Contain at least 50 percent residential use. If non-residential uses are between 26 and 50 percent, a floor area ratio (FAR) of not less than 0.75 is required.
- Minimum net density of 20 dwelling units per acre.
- Located within one half mile of either a major transit stop or high-quality transit corridor included in a regional transportation plan, with service intervals of not less than 15 minutes during peak hours.

2.8.2. Transit-Adjacent vs. Transit-Oriented Development. The intent of a TPP is to encourage transit-oriented development (TOD). However, the creation of truly transit-oriented land uses along transit corridors can be a challenge and often results in transit-adjacent development (TAD) that is not truly transit oriented.

TOD is characterized by land use patterns that are oriented to maximize access to transit stations within a half-mile radius (a ten-minute walk). Characteristics include: a grid street pattern, high densities, mostly underground or structured parking, pedestrian-focused design, bicycle access and parking, multi-family homes, office an retail land uses (especially along main streets), vertically and horizontally mixed land uses, and stores and local-servicing land uses designed for pedestrian access. Older segments of Merced's street network were developed with land uses oriented toward adjacent streets, a desirable trait for promoting TOD.

TAD is characterized by land use patterns within a half-mile radius of a transit station that do not use the proximity to transit to promote compact, focused development that fosters multimodal transportation. Characteristics include: a suburban street pattern, low densities, dominance of surface parking, limited or no pedestrian access, single-family homes, industrial land uses, segregated land uses, and gas stations, car dealerships, drive-thru stores and other auto-focused land uses. Newer segments of the M Street Transitway Corridor have been developed with characteristics of TAD. Land uses are internally oriented with sound walls separating the transit corridor from adjacent residences.

2.9. Urban Village Concept.

The Urban Village is essentially a neighborhood with high connectivity and internal variety that are served by some type of commercial area The Urban Village includes an "Inner Village" which contains the most intense housing in the neighborhood along with any civic, commercial or retail businesses, as well as an "Outer Village" that contains the least intense housing in the neighborhood any parkland and schools.

2.10. **Open Space.** The General Plan establishes an integrated framework of open spaces. Chapter 7 'Open Space, Recreation and Conservation' identifies eight types of park space ranging from Mini-Parks and Neighborhood Parks to Athletic Parks and Linear Parks.

2.11. **Urban Design Guidelines.** The General Plan provides design guidelines for the following:

Street Design. This includes guidance on a variety of subjects including commercial streets to street vistas, street trees, pedestrian routes, and bike parking.

Commercial Areas. This addresses parking lots, architectural character, landscaping, Center configuration, building setbacks, and upper story uses in Centers.

Residential Areas. This addresses the appearance of single- and multi-family housing types including building entries, garages, facades, building setbacks and heights.

Overall Community. This addresses a wide variety of subjects aimed at enhancing Merced's identity as a community.

3. RECOMMENDATIONS

3.1. **Plan Name.** If the BCCP continues using 'Corridor' as an implementation term as described below, the Plan name should be changed from Bellevue *Corridor* Community Plan to Bellevue Road Community Plan or another acceptable name.

3.2. **Circulation Network.**

3.2.1. **Traffic Dispersal Strategy.** As part of the BCCP effort, the City should consider a dispersal strategy within the BCCP area. For example, creation of a half-mile grid of mixed-use collector streets to augment the one-mile grid of arterial streets to help disperse traffic that would access potential mixed-use development and reduce volumes on the adjacent arterials.

3.2.2. **Recommended Elements of the BCCP *Complete Street* Program.** *Complete-stree*t approaches and designs to be used when crafting prescriptive right-of-way cross sections and design templates for Plan streets and adjacent public and semi-public spaces should consider: street networks and road classifications, traveled way design, intersection design, pedestrian design, bikeway design, transit accommodations and placemaking.

3.2.3. **Apply the Grid Street Network.** The chosen street network design of a city is a significant factor in determining whether the environmental, social, and economic needs of its residents can be met. A street network can foster or constrain economic and social activity, enhance or limit social equity in ability to travel and provide or negate a setting for high quality design at all scales: building, neighborhood, and region.

3.2.4. **Road Design is Land Use Design.** The design of the road is critical to the design of the entire street right-of-way because it affects not just the users in the road, but those using the entire right-of-way, including the areas adjacent to the street. This in turn affects the design and vitality of the adjacent land uses. Select the best right-of-way to support and enhance the desired land uses.

3.2.5. **Boost Bicycle Usage.** Bicycle infrastructure should use planning and designing options, from shared roadways to separate facilities, to accommodate as many user types as possible and to provide a comfortable experience for the greatest number of cyclists.

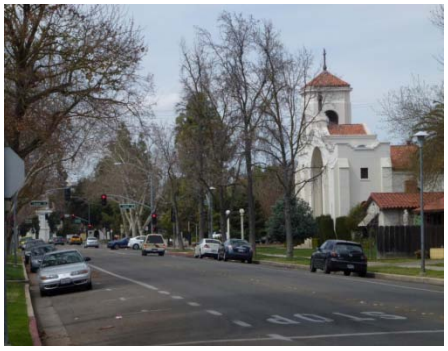
3.2.6. **Use the Road to Create Special Places for People to Gather.** Within the plan area, identify road segments and/or intersections that can also be public spaces, places that offers greater value to pedestrians, bicyclists, and transit riders, and which create a unique site for business and community events.

3.2.7. **Benchmark and Performance Measures**. Conventional street design applies auto-centric performance measures. The most common is the Level of Service (LOS), which seeks to maintain flow of vehicles and leads to widening streets and intersections, removing on-street parking, and other strategies to accommodate the flow of traffic. These techniques undermine the goals and tenets of complete streets. To meet the goals and tenets of complete streets, the BCCP plan should adopt additional benchmarks and performance measures.

3.2.8. **Boulevard.** A variation of the boulevard configuration, including on-street parking, could be considered as part of a complete street strategy for Bellevue Road.

3.2.9. **Mixed-Use Collector**. The City should consider introducing a "mixed-use collector" street type that allows on-street parking, shorter distances and less setbacks from the sidewalks. The provision of collector streets within the BCCP area can help to reduce traffic volumes on portions of Bellevue and Cordella, creating a half-mile grid of arterial and mixed-use collectors within the Plan area to better disperse future traffic growth and allow for narrower street types (including narrower arterial streets), more conducive to pedestrian circulation. Mixed-use collectors can be modeled after existing, walkable "complete street" segments in Downtown Merced.

Mixed-Use Collector Prototypes: Downtown Merced



3.2.10. **Transitway Corridors.** The UC Merced campus is a key transit trip attractor with a transit hub near Lake Road about ¼ mile south of Bellevue Road. With this in mind, the City should plan as direct a transit corridor as possible between UC Merced and Downtown Merced, and/or the potential high speed rail station and include:

- A Transitway corridor for BRT with dedicated bus lanes between Downtown and UC Merced via M Street or G Street; or
- A Transitway corridor for RBS with shared travel lanes on the Bellevue Road/Atwater Merced Expressway (AME).

3.3. Transit Priority Projects.

3.3.1. Development Standards Implications. The TPP requirements should be implemented through standards for the blocks within a half-mile of a major transit stop once those areas are identified in the vision for the BCCP.

3.3.2. Transit Options. Bus Rapid Transit and Rapid Bus Service are potential transit options for the BC. On some corridors, RBS can achieve similar travel time savings as could be achieved with dedicated bus lanes, with substantial cost savings. This may be a viable option for the Bellevue Road and AME segments.

3.4. Blocks.

3.4.1. Walkable Block. The term 'walkable block' should refer to blocks that are not large and do not favor vehicles to the exclusion of pedestrians. A walkable block is typically up to 600 feet long in any direction and has pedestrian-oriented streetscapes with vehicular speeds that are typically less than 35 miles per hour. If speeds need to be higher, such as along a Boulevard, the street is designed to be in balance with the pedestrian activity expected along its edges. Block sizes within the BCCP area should range from 200 to 600 feet.

3.4.2. Blocks System. Using a system of flexible blocks allows an owner to map out a preferred pattern that can be adjusted as needs or priorities change while still adding up to a coherent pattern of land uses. Mapping out the potential blocks on a property enables an owner to move forward with different areas of the property while knowing generally how each portion will connect and make sense with the rest. The mapping of blocks only becomes official when a subdivision is approved. Through this approach, there is less need to map blocks and lots prematurely. In addition, using this approach will help when the market is changing for other types of development that were not anticipated when drafting the BCCP and standards.

3.4.3. Retail and Business. Implementation standards should generate blocks and streets that are conducive to retail and business environments which may also need large parking areas while connecting with adjacent neighborhoods.

3.5. Land Uses.

3.5.1. Mix of Uses. The BCCP should include a mix of uses: residential, retail, office, research and development (R & D)/flexible space.

3.5.2. Ability to Adapt to the Market. Knowing that land use demand will change over time, the BCCP should identify the sizes of buildings that are expected and then accommodate not require a variety of land uses that may be in demand over the long term. Then, the BCCP code should provide standards that identify the maximum sizes of buildings (in stories and length, not FAR) depending upon their location and adjacencies along with a set of allowable land uses so that the owner has flexibility on to occupy the building over time.

3.5.3. R & D/Flexible Space. Planning for 2.5 to 5 MSF R&D/flexible space around UC Merced would be aggressive but also allow for "upside potential".

3.6. Organizing Components. The Urban Village concept described in the General Plan is best implemented using traditional city environments: Centers, Neighborhoods, Districts, and Corridors.

3.6.1. Centers. Centers are concentrations of non-residential and residential activity such as retail, office and service commercial with housing that is more intense than the housing in Neighborhoods or along corridors. The main purpose of Centers is to provide the focal points of business, housing,

and civic activity that serve a variety of needs. Centers are sometimes located in geographically central locations but are typically located between Neighborhoods along key streets or at the edges of Districts and along Corridors.

The recommended Regional, Community and Neighborhood Center types described below modify and build upon the Center concepts described in the General Plan. A Regional Center type should be added and the Community Center type should be merged with the Neighborhood Center to provide flexibility to respond to the changing retail industry. Additionally, the minimum acreage requirements are modified based on the trend toward smaller stores in the retail industry.

3.6.1.1. Center Types.

Regional. Regional Centers contain retail and service businesses that attract customers from the region. This typically includes anchor stores that have the widest trade area of stores in Merced. A planned Regional Center is centered 0.5 miles west of the intersection of Bellevue Road and "G" Street.. Regional Centers should be a minimum of 20 acres for the Center and a minimum of 20 acres for urban residential for a total required minimum size of 40 acres.

Community. Community Centers contain retail and service businesses aimed at the greater Bellevue area. This typically includes a supermarket, pharmacy, ancillary retail, professional office, junior anchor stores, and health clubs. Community Centers should be a minimum of 20 acres for the Center and a minimum of 10 acres for urban residential for a total required minimum size of 30 acres.

Neighborhood. Neighborhood Centers contain retail and services aimed at the nearby Neighborhoods. This typically includes a supermarket, additional anchor, major ancillary retail, and provisional office. The Neighborhood Center should also incorporate the Convenience Center type as described in the General Plan, which was intended to include a convenience mini-market with some ancillary retail. Neighborhood Centers should be a minimum of five acres for the Center and a minimum of 10 acres for urban residential for a total required minimum size of 15 acres.

3.6.1.2. Characteristics.

Components. Centers consist of interconnected, walkable blocks of commercial or mixed uses. The second component of each Center is the immediately adjacent area that typically focuses on more intense residential or mixed-use residential (generally the Urban Residential Neighborhood type as described below.

Location and Layout. Centers are located adjacent to the intersection of a collector or side street and a major arterial while the Urban Residential Neighborhood areas are located further into the site, away from the major arterial but with high interconnectivity to the Center. It is essential that the commercial and retail space be visible to and accessible by community-wide traffic. Some of the commercial buildings should be located along the arterial to shape the streetscape while providing strong views of the parking for larger tenants farther from the arterial.

To create connectivity, side streets should be inserted into the larger shopping center pattern to break up the mass of buildings, promote walking from adjacent neighborhoods and generate an appealing physical character.

The land for each Center should be as efficient as possible so as not to result in physical separations that waste land and to create positive adjacencies with neighboring residences.

Flexible Buildings. The development standards should provide a variety of flexible building types, rather than conventional zoning requirements, to address the wide range of uses (including civic) in Centers and as the way to realize commercial space. The standards should offer a variety of compatible building sizes that can be adjacent to each other and still generate an appealing physical character. The standards should require connectivity along the streetscapes adjacent to facades instead of cutting up a development site with unnecessary and poorly visible pedestrian-only pathways.

3.6.2. Neighborhoods. Neighborhoods are primarily residential areas consisting of a variety of housing choices. Neighborhoods will comprise most of the area and will be shaped by Centers, Districts and Corridors. There are three types of neighborhoods: Urban Residential, Neighborhood Residential, and Rural Residential. The appropriate neighborhood type depends on factors such as location, role and intensity. Different neighborhoods can and should be located next to each other for variety, flexibility and adaptation to changing conditions.

3.6.2.1. Types

Urban Residential. This is the most intense of the neighborhood types. Housing typically ranges from rowhouses to courtyard apartments to dense apartment buildings in a variety of sizes. Mixed-use activity typically occurs in the transitions between this neighborhood type and adjacent Districts, Corridors or Centers. Urban Residential streetscapes are typically shaped by narrow, tree-lined streets with on-street parking and short front yards, and entries to buildings directly from the front yard.

Neighborhood Residential. This is the typical neighborhood type with housing types ranging from single-family houses to a variety of house-form multi-family buildings such as duplexes and quadplexes. Neighborhood Residential Streetscapes are typically shaped by tree-lined streets with on-street parking and a variety of moderate to large front yards and entries to buildings directly from the front yard.

Rural Residential. This is the least intense of the neighborhood types and housing typically ranges from single-family housing in agricultural settings to single-family houses in rural settings. Rural Residential streetscapes are typically shaped by natural features with a rural character along both sides of streets and large yards around all sides of buildings.

3.6.2.2. Characteristics

Components. Each neighborhood consists of interconnected, walkable blocks.

Building Type. The primary building in Neighborhoods is the house and its various multi-family versions. Some Urban Residential Neighborhoods will have house-form buildings and larger, denser residential or mixed-use buildings.

The house-form range of building types that is most appropriate based on location, role, and overall intensity should be applied. The ability of the house-form range to adapt to

the three neighborhood environments inherently provides for a realistic variety of housing choices and allows each neighborhood to adjust to its setting with flexibility and predictability.

3.6.3. Districts. Districts are areas with a unique size or function, typically as R & D or light industrial.

3.6.3.1. Types

Research and Development. These Districts are typically high in proportion of employees to building area and may have outdoor areas for activities such as light assembly and testing.

Light Industrial. These Districts are typically low in proportion of employees to building area and have large outdoor areas for activities such as assembly and testing.

3.6.3.2. Characteristics

Components. Each District consists of interconnected, walkable blocks that are large enough to accommodate the large size of buildings associated with the unique activities of the Districts. Blocks are not as interconnected as in other areas of quadrants but are connected to adjacent blocks and their environments.

Streetscapes. District streetscapes are typically shaped by tree-line streets with on-street parking and short front yards or commercial shopfronts along the sidewalk with entries to buildings directly from the sidewalk.

Buildings and Adjacencies. The primary buildings in Districts are the largest of buildings in the BCCP. These block-form buildings are sometimes located within the middle of a site but often are toward the street behind a front yard or commercial shopfront to emphasize space at the rear of sites for maneuvering of vehicles and equipment.

Adjacent Neighborhoods are buffered by streetscapes that serve as a physical transition between large office and light industrial buildings on one side of a street to larger residential building such as those in the Urban Residential Neighborhood type. Alternatively, transitions can be made at the rear of a District and the rear of a Neighborhood type, but this puts more focus on the need for compatibility between outdoor activities on both sides of the boundary.

Where Districts are immediately adjacent to a major thoroughfare, buildings are oriented to front on the thoroughfare or at least orient a side of the building along the thoroughfare to shape and provide identity to the streetscape.

3.6.4. Corridors. The term 'Corridor' refers to the land on both sides of a major thoroughfare but only for the half-block or lots fronting the thoroughfare. The main purpose of a corridor is to function as the segment of development and activity between major components such as Centers and Districts and to buffer Neighborhoods from major thoroughfares.

3.6.4.1. Types

Urban. These Corridors are typically the Urban Neighborhood Residential environment adjusted for office and housing along major thoroughfares. Urban Corridor streetscapes are typically shaped by tree-lined streets with on-street parking and a variety of modest

front yards. Where office activity is included, ground floor commercial shopfronts along the sidewalk provide entries to buildings directly from the sidewalk.

Neighborhood. These Corridors are typically the Neighborhood Residential environment adjusted for the type of housing appropriate along major thoroughfares. Neighborhood Corridor streetscapes are typically shaped by tree-lined streets with on-street parking and large front yards with entries to buildings directly from the front yards.

3.6.4.2. Rural. These Corridors are typically the Rural Residential Neighborhood environment adjusted for interface along major thoroughfares. Rural Corridor streetscapes are typically shaped by the natural or rural character along both sides of streets and a variety of the largest front yards in the Plan area.

3.6.4.3. Characteristics

Components. Each Corridor consists of lots that face each side of the major thoroughfare connecting directly to the adjacent blocks in Centers, Neighborhoods, or Districts.

Buildings and Adjacencies. Buildings in Corridors are primarily a variety of house-form and block-form buildings that are in keeping with the intended physical character of a Corridor segment. Adjacent areas and buildings are typically buffered by physical transitions in building scale and massing along the side and rear boundaries of Corridor lots.

3.7. Open Space. Upon establishing the intent and role of each quadrant in the BCCP, the corresponding range of appropriate open space types as described by the General Plan will be identified for adjustment to each environment within Centers, Neighborhoods, Districts and Corridors.

3.8. Scale, Interconnectivity and Compatible Adjacencies. The issues of scale, interconnectivity and compatible adjacencies should be addressed in the standards. We recommend using an approach that identifies the range of building types and sizes for the various types of Centers, Neighborhoods, Districts and Corridors. This information can be adjusted for each location and translated into clear development standards for each implementing zone.

3.9. Building Size and Intensity. Using a scale of size and intensity that sorts buildings into two categories (Block-Form and House-Form), the appropriate buildings and sizes can be identified for each environment. Buildings in Centers, Districts and Corridors fall into mostly the Block-Form category with some House-Form buildings. Buildings in Neighborhood areas fall entirely into the House-Form category.