

Technical Appendix F, “Plan Development and Community Participation”

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F.1 Public Outreach Strategy

The City of Merced designed a public outreach strategy to successfully capture agency and community input. Agency participation allows impacted organizations to provide expertise and insight into the planning process. Integrating citizen participation during the process resulted in increased public awareness and a reflection of community issues, concerns, and new perspectives on future development opportunities.

Public Outreach Objectives:

- Identify the *participants* in the planning process, who include: the Planning Leadership Team, the Technical Advisory Committee and the Citizens Advisory Committee, and the general public, including stakeholders;
- Satisfy the City's Community Plan Guidelines to for "public outreach" in development of the plan;
- Utilize a variety of *public outreach methods*, for example, a questionnaire to gauge the public's support for consultant ideas and solutions about future development in the plan area;
- Provide multiple *public outreach events* to collect meaningful input into each aspect of the plan; and,
- Attempt to reach a diverse mix of the public and as many citizens in the planning area as possible.

F.2 Plan Development Process

This section provides an account of how the Bellevue Community Plan (BCP) was developed, and serves as a permanent record that explains how decisions were reached, and demonstrates that it was developed with stakeholder input in a methodical and reasonable way.

F.2.1 Project Initiation

The City was awarded \$251,000 from the Strategic Growth Council of the State of California to prepare the Bellevue Corridor Community Plan over the course of 2 years, beginning November 2011. The planning effort was led by the City's Planning Division. In February 2012, the professional consulting firm Lisa Wise Consulting was hired to assist City staff in developing the Plan. In July 2012, the City Council appointed the project ad-hoc Citizen Advisory Committee (CAC), consisting of 21 members.

F.2.2 Planning Process

The plan was developed in five general phases. The first phase, **Plan Organization**, consists of mobilizing the community and getting started with the Planning Process. The second phase, **Project Studies & Findings Report** describes the approach and content of various studies to be undertaken by the Planning Leadership Team. The third phase, **Public Workshops**, is an opportunity for the public to meet with the Planning Leadership Team to learn about and offer public input concerning the studies and plan options. The fourth phase, **Draft and Adopt Community Plan**, synthesizes the study findings with committee and public input comments to formulate an administrative draft of the plan.

The following “Phase” and “Step” descriptions provide a detailed narrative of the overall project progression. Supplementing this Planning Process Narrative are: 1) committee meeting minutes included at the end of this Appendix; and 2) Table F-1 listing “Public Outreach Events.”

Phase 1: Plan Organization

1. Project Kick-off Meeting: On March 13, 2012, City Staff and the Consultant Team held a kick-off meeting to: 1) review and adjust the Scope of Work, if needed; 2) review and discuss the Plan preparation process; 3) clarify roles and expectations; 4) establish communication portals for information sharing and future discussions; 5) discuss billing logistics; 6) tour the plan area; and 7) share background information and materials.

2. Begin Process to Assemble the Citizen Advisory Committee: In March 2012, City Staff initiated the formal process to assemble the Citizen Advisory Committee, including the preparation of applications, written committee duties, public noticing and associated City Council actions. At this time, Staff also formed the Project’s Technical Advisory Committee.

3. Project Management Plan: City Staff, its partners MCAG and UCM, and the consultants crafted a project management plan as a tool to facilitate a smooth operation of project-related events and activities.

4. Community Project Orientation & Stakeholders Meetings: On May 2, 2012, City Staff and the Project consultant met with property owners with development interests within the BCP planning area. On May 4, 2012, City Staff hosted a community-based information and orientation open house at the Merced Civic Center about the planning effort and future public workshops. Staff presented the vision for the Plan and provided opportunities for adjustments based on public feedback. Invited project stakeholders included government agencies, community-based organizations, groups and individuals representing commercial interests, and organizations representing other interests such as public health and housing.

5. Outreach to Underrepresented Groups: In June 2012, the Planning Staff offered to meet with underrepresented community groups to present the project and to receive comments to fold into the planning process where appropriate. These underrepresented groups were encouraged to participate in the upcoming workshops and to consider a seat on the project committee.

6. Citizen Advisory Committee Established: On July 16, 2012, the Merced City Council appointed 21 members to the ad-hoc citizen advisory committee for the Bellevue Community Plan.

Phase 2: Project Studies/Findings Report

1. Foundation Report: In August 2012, the Consultant Team prepared the project *Foundation Report* that framed the work to complete, set direction for the background studies and BCP chapters, established the expected outcomes, and bridged the gap between the goals in the 2030 General Plan and the BCP. The document included maps, photos, and other graphics, as needed. Public input from the Community Project Orientation Meeting was incorporated, as appropriate, in the *Foundation Report*.

2. TAC Review/Comment on Foundation Report: In August 2012, the Plan Leadership Team provided the TAC with an opportunity to review and comment on the Foundation Report.

3. Committee Orientation Meetings: In August 2013, at separate meetings, City Staff oriented the TAC and CAC as to their duties, the project planning process, and project issues.

4. Project Committee Meetings: The consultants met with the TAC and CAC on October 4, 2012, discussing project opportunities and challenges, growth projections, and community design concepts.

5. Draft Findings Report: The consultants presented Background Study Reports to the Citizen Advisory Committee on November 1, 2013, and included the following topics: 1) Complete Streets; 2) Urban Villages; 3) Right-of-way / Semi Public Spaces; 4) Transit Priority Projects; and 5) Economic Analysis Memorandum. The completed Findings Report, which compiled all background studies, was completed on January 24, 2013.

Phase 3: Design Workshops

A series public meetings with the CAC engaged the community to comment and affect the final design of key aspects of the community plan. First, on January 31, 2013, the consultant presented the initial draft plan concept at three separate meetings to the TAC, CAC, and the general community. On March 14, 2013, a workshop with the community and the CAC was held to critique the initial plan, and to offer alternative designs. In May and August 2013, the Plan Leadership Team sought formal advisory recommendations from the CAC on key topics that arose during the prior meetings, including: 1) function and design of Bellevue Road and Mandeville Road; 2) location for

the project's Research and Development sites and Mixed Use Transit Oriented Development; 3) open space plan; and 4) location of a retail commercial site.

Phase 4: Draft and Adopt Community Plan

1. Draft Plan Preparation: During the months of September, October and November 2013, the Plan Leadership team assembled the results of the Community Design Workshops into a single complete draft BCP together with appendices. As appropriate, the voice of the community was woven into the plan images, maps, narratives and policies. This work included: 1) coordination with local school districts as to the possible general location of future school sites: 2) traffic assessments based on the proposed land use and circulation components of the plan; and 3) a plan maintenance sections to help track the progress of the plan.

2. CAC & TAC Committee Involvement: In January and February of 2014, led by the Planning Staff, both the TAC and CAC reviewed and commented on the Draft Plan, prior to plan adoption.

3. Formal Reviews by City Committees, Commissions and Council

4. Plan Adoption

5. Plan Distribution/Sharing

F.3 Participants in the Plan Development Process

The City of Merced Bellevue Corridor Community Plan was crafted by the Plan Leadership Team, guided by technical support staff and the project planning consultant and actions of an ad-hoc advisory committee, with input from an engaged community. Public involvement during the plan's development process occurred through partnerships between local multi-jurisdictional planning professionals, stakeholder participation, outreach to underrepresented groups, public workshops and recommendations from the project's ad-hoc advisory committee. The project's general public notice list included 135 community members.

F.3.1 Plan Leadership Team

The Plan Leadership Team (PLT) was assembled by the City's Planning Division early in the process to lead and manage the effort to draft the Bellevue Community Plan. This team consisted of City Planning Staff and was supported by a professional planning consultant, a technical advisory committee and other interested government agencies such as UC Merced Physical Planning Design and Construction, Merced County Planning and Community Development, and the Merced County Association of Governments (MCAG). A key role of the PLT was to assure that public outreach efforts during the

planning process were designed to capture community input in ways that guided the drafting of the community plan. Other duties of the PLT included:



- to initiate formation of the Citizens Advisory Committee at the selection/appointment by the City Council;
- to manage the project within the contractual framework of the grant;
- to Facilitate the Planning Process including Public Participation; and
- to produce the draft and final plan documents.



F.3.2 Citizens Ad-hoc Advisory Committee

The Community Plan effort invited collaboration among the parties whose interests could be affected by future development near and within the plan study area. By working together to understand the challenges and needs of the larger community, projects stakeholder with different interests sought to identify a common vision for the plan area. On July 16, 2012, the Merced City Council appointed 21 members to this ad-hoc committee. The *Citizen Advisory Committee (CAC)* met 9 times during the planning period. Detailed minutes of committee meetings, located at the end of this Appendix, are retained as a record of their discussions.

The *Citizen Advisory Committee* was responsible for providing essential insight into several facets of the plan, including:

- First-hand knowledge of the planning area and adjacent projects;
- To comment on project background studies;
- To assess draft land use and circulation plan concepts;
- To identify policy topics to supplement the City's General Plan;
- To discuss current planning efforts and potential methods of implementing plan concepts;
- To review chapters of the community plan throughout the planning process; and,
- To provide a final advisory recommendation.





F.3.3 Technical Advisory Committee

The project benefitted from the coordinated efforts of a multi-jurisdictional technical advisory committee (TAC) that met throughout the planning process to 1) review the ideas from the Plan Leadership Team, CAC and general public; and 2) to give guidance on plan policies, maps and images, and general text of the draft plan. The TAC was comprised of representatives from the City of Merced, UC Merced, Merced County, the Merced Irrigation District, local school districts and the Merced County Association of Governments.

F.3.4 Stakeholders

Stakeholders are individuals or groups that could be affected by the Bellevue Community Plan, or who can provide specialized knowledge of the area. Stakeholders include property owners within and adjacent to the BCP plan area, affected government entities, and community advocates. Plan stakeholders had several opportunities to participate in the development of the Plan, including: attending ad-hoc advisory committee meetings, hosting and attending community outreach workshops, commenting on the draft plan, and discussions with Plan Leadership Team members to share their ideas and concerns about the planning area. Development-focused property owners within the BCP met with the Plan Leadership Team early in the process (May 2012) to share their ideas and interests for consideration in drafting the BCP.

Some stakeholders were also members of the project’s ad-hoc Citizen Advisory Committee, and represented the following entities: Merced Bicycle Coalition, California Women for Agriculture, General Business Interests, UC Merced, Virginia Smith Trust, LWH Farms, LLC (part of the University Community Plan), Economic Development Advisory Committee, and the City of Merced Planning Commission. Many other committee members were property owners and/or residents in the area, some with development interests.

F.3.5 UC Merced ReCCES

City Planning Staff partnered with UC Merced Resource Center for Community Engaged Scholarships (ReCCES) to examine and to develop draft plan text and policies regarding the potential for an “Innovation Hub” within the planning area of the Bellevue Community Plan. Through our understanding of successful Innovation Hubs, Merced can take actions to: support entrepreneurs, nurture innovations, incentivize UC spin-off development, and encourage job growth. Through *UC Merced’s Resource Center for Community Engaged Scholarship (ReCCES)*, undergraduate students, in coordination with UCM Professor S.A. Davis, conducted research about Innovation Hubs, and on November 1, 2012, shared their insights about Merced’s Innovation Hub with community members involved in the development of the BCP.



F.3.6 General Public

All members of the public were encouraged to attend the regularly scheduled meetings with the Bellevue Corridor Community Plan Ad-Hoc Advisory Committee. At these meetings, City Staff and the project consultant presented plan-related materials and sought public input prior to action by the Committee.



F.3.7 Underrepresented Groups

The City of Merced includes several economically and socially underserved populations including: the NAACP, Hmong Community, Merced Lao Family Community, Hispanic Network, Area Agency on Aging, Merced/Mariposa County Asthma Coalition, Healthy Communities Access Program, Merced County Farm Bureau, Boys and Girls Club, Merced Alliance for Responsible Growth, Merced Bike Coalition, the Community Partnership Alliance, various neighborhood groups, and several faith-based organization such as the Salvation Army. In Fall 2012, through direct mail service, phone calls and emails, City Planning Staff introduced the BCP project, offered to meet with, and invited participation from underrepresented groups in the community. Interest in the project from these groups was extremely low. The City was successful in working with local student through the UC Merced Resource Center for Community Engaged Scholarships (ReCCES) as described above, however.

F.3.8 Local Tribal Governments

Consistent with the State of California, Tribal Consultation Guidelines, the following Native American Tribes were notified of the project and were invited to comment: the Amah Mutsun Tribal Band, the North Valley Yokuts Tribe, and the Dumna Wo-Wah Tribal Government.

F.4 Public Outreach Events and Activities

A key objective in the public outreach strategy was to give the public many opportunities to participate during the drafting of the plan. This objective was achieved and the events and activities utilized are detailed here. The full listing of public outreach events are summarized in Table F-1.

F.4.1 Opportunities for Public Comments

Public Survey and Comment Forms

At all Public Community Meetings and at the March 14, 2013 Citizen Advisory Committee meeting, the general public was invited to offer comments and ideas through survey efforts. These comments and responses are provided at the end of this Appendix.

Informational Webpage

An informational website was created to inform the community about plan development and to solicit information pertinent to its development. The webpage address www.cityofmerced.org was publicized in all press releases, mailings, questionnaires, and public meetings. Information on the Citizens Advisory Committee, public meetings, key elements of the plan, and drafts of the BCP were made available throughout this process.

Citizen Advisory Committee Meetings

All CAC meetings were advertised as public meetings on the City website, emails, and official public notice location at City Hall. Meetings were held in the Sam Pipes Room, 678 W. 18th Street, Merced, generally from 1:30 PM to 4:30 PM.

August 23, 2012: Orientation meeting for the Citizen Advisory Committee.

October 4, 2012: Presentation about corridors, street design, transit-oriented-development, city blocks and growth projections.

November 1, 2012: The Citizen Advisory Committee meeting had several presentation and discussion topic: Innovation Hub, Project Overview, Economic Study, Mobility Study, and Community Form. These subjects were assessed, presented and discussed to lay the foundation to craft alternative land use and circulation plans.

January 31, 2013: The Citizen Advisory Committee met to discuss draft alternative plans at an open public meeting at the Sam Pipes Room, 678 W. 18th Street, Merced, from 1:30 PM to 4:30 PM. That evening, a community outreach event with a similar presentation was held from 6:00 PM to 8:00 PM, at UC Merced, in the *California Room* on Scholars Lane. Public Comments were received.

March 14, 2013: The Citizen Advisory Committee met to continue their discussion about the draft land use plan at an open public meeting at the Merced City Civic Center from 1:30 PM to 4:30 PM. Planning Staff presented background information about the Draft Community Plan Chapters, Urban Villages, and a recap of the consultant's presentation regarding the initial draft land use plan. The Committee then met in a workshop format in small groups to provide feedback to the consultant via a short questionnaire and by sketching alternative land use concepts for further consideration, review and action by the Committee at a subsequent project meeting. The Committee crafted five land use concepts.

May 2, 2013: The Citizens Advisory Committee reviewed land use and circulation plan-related issues and provided advisory recommendations on various topics. This exercise was partly based on the results of the survey from the March 14, 2013 CAC meeting. The advisory recommendations were made on the following topics: 1) the function of Bellevue Road and Mandeville Avenue; 2) the characteristics of the local street network; 3) the location of the future business park and the mixed-use cores within the plan area; 4) the open space plan; and 5) placement of retail commercial at the intersection of "G" Street and Bellevue Road. Prior to making these advisory recommendations, the project consultant presented background information.

August 15, 2013: Core elements of the draft community plan (see actions from March 14, 2013), along with new potential draft land use and circulation plan features (to provide greater definition to these elements) were presented to the Citizen Advisory Committee. Members provided comments on a variety of topics for consideration by Staff and the project consultant. Additionally, the consultant introduced new concepts and specific ideas concerning the design of a future "gateway entrance" to the BCP plan area. The Citizen's Advisory Committee also completed its review of a conceptual

community shopping site at G Street and Bellevue Road. The meeting concluded with a discussion of draft policies for the Bellevue Community Plan.

June 12, 2014: Staff and project consultant, Lisa Wise, presented key aspects of the draft plan by powerpoint to the Bellevue Community Plan Ad-Hoc Citizens Advisory Committee, and received input from the audience and committee members. Several changes were recommended and many questions were answered. The Committee voted to hold one more meeting to review the suggested changes raised at the meeting.

August 25, 2014: The Bellevue Community Plan Ad-Hoc Citizens Advisory Committee reviewed the updated plan, discussed various ideas to adjust the language, and voted to support the plan with some changes. Together with the Plan, these changes were presented to the City's Planning Commission on October 22, 2014, for inclusion into the BCP.

General Public Community Meetings

In addition to the public CAC meetings, several public community meetings occurred throughout the development of the BCP to identify common concerns and ideas regarding community planning and to discuss specific goals and actions of the BCP.

May 4, 2012: *Public Orientation Meeting*, held at the City of Merced Civic Center. This was a broad outreach effort to property owners within and adjacent to the project site, as well as to a variety of community groups, and public and private individuals interested or actively involved in local planning-related projects. More than 450 invitations, in addition to general advertising, were distributed. The meeting included two key presentations: 1) presentation by Richard Cummings, Principal Planner from UC Merced, Physical Planning, Design and Construction, described the UC Merced Campus Master Plan; and 2) presentation by Bill King, Principal Planner from the City of Merced, described the anticipated planning effort of the Bellevue Community Plan; its guiding principles; and the project's next steps - research of plan options. The public was provided an opportunity to offer written and verbal comments.

January 31, 2013: The Citizen Advisory Committee met to discuss draft alternative plans at an open public meeting at the Sam Pipes Room, 678 W. 18th Street, Merced, from 1:30 PM to 4:30 PM. That evening, a community outreach event with a similar presentation was held from 6:00 PM to 8:00 PM, at UC Merced, in the California Room on Scholars Lane. Public Comments were received.

F.4.2 *Opportunities for Review by Policy Makers*

BICYCLE ADVISORY COMMITTEE

At public meetings on April 24, 2012, and October 22, 2013, the City's Bicycle Advisory Commission (BAC) reviewed and commented on the bicycle-related draft planning effort in the planning area of the Bellevue Community Plan. Individual comments from BAC members were offered and considered, and are reflective in the BCP Bicycle Transportation Plan.

PARKS AND RECREATION DEPARTMENT

On June 23, 2014, the City's Recreation and Parks Commission held a study-session on the draft plan.

ECONOMIC DEVELOPMENT ADVISORY COMMITTEE

On April 29, 2014, the City's Economic Development Advisory Committee held a study-session on the draft plan.

PLANNING COMMISSION

On June 20, 2012, Planning Staff presented an overview of the Bellevue Community Plan project to the Planning Commission (PC), and also requested the PC to select a representative to sit as a member of the Bellevue Community Plan Ad-hoc Advisory Committee. May Ward was appointed. On December 5, 2012, City Planning Staff presented an update of the project to the PC. At this meeting, Carole McCoy was appointed as project's PC representative to replace Planning Commissioner Mary Ward, who had resigned from the position. On May 21, 2014, the City Planning Commission held a study-session on the draft plan. On October 22, 2014, they reviewed the draft BCP, and associated General Plan Amendment and environmental review.

CITY COUNCIL

On May 17, 2010, the City Council authorized City Staff to submit a grant application to draft a community plan for the study area. On February 6, 2012, the City Council approved a contract with Lisa Wise Consulting to assist Planning Staff with the drafting of the Bellevue Community Plan. On July 16, 2012, the City Council appointed 21 community members to the project's ad-hoc Citizen Advisory Committee. On July 7, 2014, the City Council held a study-session on the draft plan. On August 4, 2014, the City Council reviewed draft language for the Final Plan Report (i.e., a status report of the project), a requirement of the grantor, the Strategic Growth Council.

F.4.3 Table F-1: Public Outreach Events

Table 1.2: Bellevue Corridor Community Plan - Public Outreach Table			
Date	Event Title	Plan Participants	Outreach Methods
10-20-11	MCAG Staff	PLT	NA
3-13-12	Project Kick-off Meeting	City, Con, Part	NA
5-2-12	Community Stakeholder Meeting	CS	DMN, EN
5-4-12	Community Orientation Meeting	PLT, CS, GP	W, DMN, PR, EN
6-1-12	Government Review Committee /Greater Chamber of Commerce	PLT	Not a City meeting
6-20-12	Planning Commission	PLT, GP	PHN, PN
6-26-12	Economic Development Advisory Committee	PLT	PN
7-16-12	City Council – Appointed Citizen Committee	PLT, GP	PHN, PN
8-22-12	TAC Orientation Meeting	TAC, PLT, CS, GP	W, PN
8-23-12	CAC Orientation Meeting	CAC, PLT, CS, GP	W, PN, PR, EN
9-18-12	Merced City School District	PLT	Not a City meeting
10-4-2012	TAC and CAC / Community Meetings	CAC, PLT, CS, GP	W, PN, PR, EN
11-1-2012	CAC/Community Meeting - UC Merced ReCCES Presentation – Planning for an Innovation Hub & Findings Report	CAC, PLT, CS, GP	W, PN, PR, EN
12-14-2012	Partner Meeting with UCM Staff	UCM Staff/City	NA
1-8-2013	Partner Meeting with UCM/UCP Owners	PLT	NA
1-23-2013	Partner Meeting Merced County	PLT	NA
1-31-2013	TAC and CAC Meetings	PLT, CS, GP	W, PN, PR, EN
1-31-2013	Community Project Update Meeting at UC Merced	CAC, PLT, CS, GP, TAC	W, DMN, PR, EN
3-14-13	CAC Meeting/ Workshop	PLT, CS, GP	W, PN, EN
5-2-13	CAC Meeting	PLT, CS, GP	W, EN, PN
5-8-13	School Site Meeting	PLT	Not a City meeting
7-30-13	TAC Meeting; Review Draft Core Elements	PLT	NA
8-15-13	TAC and CAC Meetings	PLT, CS, GP	W, EN, PN
9-26-13	TAC Review of Draft Policies	PLT	EN
4-29-14	Economic Development Advisory Committee	PLT	EN, PN
5-21-14	City Planning Commission	PLT, GP	PHN, EN, PN
6-12-14	CAC Meeting	PLT, CS, GP	W, EN, PN
6-23-14	Merced Recreation and Parks Commission	PLT, GP	PHN, EN, PN
7-7-14	City Council Study Session	PLT, GP	PHN, EN, PN
8-25-14	CAC Meeting	PLT, CS, GP	W, EN, PN
10-22-14	Planning Commission Review of Plan	PLT, GP	DMN, PHN, W, EN, PN
TBD	City Council Review of Plan	PLT, GP	DMN, PHN, W, EN, PN

Community Participation Table Key

<u>Code</u>	<u>Outreach Method Description</u>
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DMN	Direct Mailed Notices
PHN	Published Hearing Notices
W	Website
EN	Email Notifications
PN	Posted Agendas at City Hall
PR	Press Releases

<u>Code</u>	<u>Participants</u>
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PLT	Plan Leadership Team
CAC	Citizen Advisory Committee
TAC	Technical Advisory Committee
CS	Community Stakeholders
GP	General Public

F.5 Public Comments/Survey Results

Events

- I. Stakeholder Interview Summary, Wilbur McMurray Room, May 2, 2012
 - II. Community Orientation Meeting, Council Chambers, May 4, 2012
 - III. Committee Member comments (staff notes), Sam Pipes Room, August 23, 2012
 - IV. Community Workshop, California Room- UCM, January 31, 2013, 6 PM to 8 PM
 - V. CAC Meeting/Land Use Plan Workshop and Survey, Sam Pipes Room, March 14, 2013
-

I. Stakeholder Interview Summary, Wilbur McMurray Room, May 2, 2012

On May 2, 2012, members of the consultant team (Lisa Wise, David Sargent, and Tony Perez) interviewed the following stakeholders:

1. Syd Spitler: owns a family farm on south side of Bellevue
2. Jerry Calister: with others, owns 290 acres at the northwest corner of Belleview and Lake
3. Lee Kolligan and Rick Telespan: have substantial land holdings, primarily east of G and south of Bellevue
4. Sid Lakireddy: owns 32 acres at the southwest corner of Lake and Bellevue, across from the campus
5. Mark Hendrickson and Bill Nicholson: County of Merced
6. Glenn Villaneuva: owns 17 acres on the east side G Street, north of Bellevue, across from the new high school
7. Carol Bright and Dave Butz: Bright Homes, substantial holdings, primarily east of G and south of Bellevue

The combined comments received are summarized below and organized by topic. All interviewees expressed an interest in the profitable development of their property and a general interest in hearing recommendations that may come from work on the BCCP.

Potential Uses within the Plan Area

- College compatible/supportive uses, including housing, support retail and business incubator
- Technology-related businesses
- Environmental science
- Bio-medical research and development business
- Commercial office
- Business park
- Student housing to balance and expand the on-campus offerings (look into the on-campus policy/requirements)
- Non-student residential
- Hospital and medical school related to UCM
- Research and development (ex. Genentech)

Considerations

- Compatibility
- Balance
- Market demand
- Plan must have flexibility to react to 10-20-50 years
- Interface between UC and development west of Lake
- Enable (but do not dictate) phasing
- Priority should be from UC to town
- Development on Bellevue should provide “prestige” to the area
- The Bellevue Corridor area should be a significant regional business incubator , attractive to corporations on the scale of HP
- Plan needs to be equitable for UC and City
- Revenue sharing between the City and County will be critical to balancing fiscal impacts of development
- Services – water/wastewater
- 0 net energy by 2020 (City study)

- Solid waste
- Low-impact development
- Campus parking
- Overplan jobs - Merced should be a regional center, not be a bedroom community

Concepts/Suggestions

- Main artery street with frontage roads to reduce congestion
- Loop avenue around City, with nodes
- Nodes need to be intense to support transit
- Better connectivity is needed throughout the City – is important to prevent major arteries from overloading
- Extend the trail and greenway system that the University has begun throughout the planning area
- The “village concept” in the general plan must be carefully considered and critically evaluated for its suitability to this planning area
- Walkable neighborhoods should be a key part of the plan
- Accommodate intense development to help support light rail and regional transit
- Intensity is especially appropriate near the University
- Focusing the high school curriculum on science and medicine and linking that to a new UCM medical school could provide a strong mechanism for keeping the brightest young people in the area (35 to 45% of doctors stay where they were trained, difficult to recruit physicians in the central valley)
- The plan for this area should consider contributing to the revitalization of the Downtown
- Private investment in development could accelerate the pace of campus development in the face of State funding challenges

Precedents to Consider

- 19th Avenue in San Francisco (with adjustments)
- Stapleton Redevelopment, Denver(Calthorpe)
- Provo, Utah
- Guidelines for orderly development – Ventura County
- Downtown Modesto
- Gainesville and Eugene are college town precedents worth looking at

II. Community Orientation Meeting, Council Chambers, May 4, 2012

PART I: VERBAL PUBLIC COMMENTS

- Overwhelmingly property owners in the area attended meeting by show of hands
- Richard Presentation
 - No questions of Richard
- Bill King Presentation;
 - Emphasized funding sources between university plan and BCCP
 - Campus has completed plan BCCP has not
- **Question-Dan Homes, Hillcrest Road** – What will be the interface between city/county governance? Preferred public workshops vs. public hearings. **Answer – King;** both governance between city and county where city would adopt amendment to GP but would require county concurrence with SOI and SUDP
- **Question-Mickey Gwin, Golf Road** – existing development plans in the area with high density and retail LUs but the developers are not in the planning process. Where are the developers in this process . **Answer – King;** City has interest in guiding growth so that development can occur.
- **Question-William Stockard, Cardella Road** - concerned that developers will run process and disrupts quality of life. **Answer – King;** Plan and city planning process will ensure quality of life is maintained.
- **Question-Hub Walsh** – Explain how BCCP plan is consistent with SOI and SUDP - **Answer – King;** explained boundary areas (SUDP SOI City Limits)
- Bill continued with presentation.
- **Question- Tom Lyon, Hutchinson Road** - Will completion of existing approved plans (Bellevue Ranch/Moraga) take place prior to development to BCCP? Add requirement by developers to complete full development of plan. **Answer – King;** Acknowledged existing stock of undeveloped areas in City
- **Question- Jeff Pennington, Chambers Road-** When will sports stadium be proposed and is transit center planned in this area. **Richard answers;** planned stadium will not occur for 15 – 20 yrs and transit center is planned near stadium area.
- **Question- Mickey Gwin, Golf Road** - is ROW dedicated along G st and along Bellevue. **Answer – King;** stated that certain portions of road have ROW for full buildout to accommodate regional corridor.
- **Question- Susan Delaware, Trovare** – Problem related to Lake Road and traffic. Is planned roadway going to alleviate traffic? **Answer King;** Recognizes traffic on Lake Road and that future plans will align campus parkway to the east and Lake Road will serve local access.
- **Question- Jack Ramsey, Farmland Road** –How will community be planned in case of Dam breach (Lake Yosemite **Answer – King; Stated** issues related to timing of release (gradual vs. at once).
- **Question- Jack Dawl , Mountainview Lane-**What's the boundary along Lake Road? Farmland Road? Will the decisions on land uses be made by City Council? **Answer – King;** Yes by council. Also explained boundaries of BCCP.
- Bill continued with presentation.
- **Question- No Name;** How large is citizen's advisory committee. **Answer – King;** Stated council will make determination.
- Bill continued with presentation.
- **Question-Carol Peters, Old Lake Road;** Is presentation on web site; **Answer – King;** Yes

- **Question-No Name;** Status of Revision to Campus Community Plan and how will the 2 plans compete/ conflict. **Answer – King;** County will require entitlements for UCP and studies will take place in determining how infrastructure resources are distributed in the area.

PART II: COMMENTS WRITTEN BY THE PUBLIC:

General Comments

- Interface with existing estate lots need to be highly controlled to minimize impacts on existing homes.
- Bellevue Road alignment needs to be flexible to minimize loss of access to existing homes.
- Stronger controls need to be included to make it more difficult for developers and school districts to change designated land uses.
- Why are you planning this development on property that will negatively impact existing residents and its surrounding neighborhoods?
- A better location would be on the Old Meyers property adjacent to UC Merced.
- Who are the landowners or speculators that own some of the property?
- Consider including the UC community plans area within the plan, if not included at least -coordinate with that area as transportation/infrastructure requirements will interface.
- As UC Merced was being planned (prior to 2005), we were informed by mail that a direct entrance to UC Merced campus by way of “y”-ing off Bellevue Rd. going East into the campus was planned but has not been implemented.
- Is there still future plan to do this by-passing the corner of Bellevue and Lake?
- I think the plan should emphasize the competition of existing plans like Bellevue Ranch which already had infrastructure installed but was abandoned by the original developers.
- Why does only city council get to approve this plan?
- Much wildlife in farmland area, what are the plans for farmland area?
- Water tables are dropping in last 20 years, what will happen when all areas are developed?
- Will this area be annexed into the city?
- Will the residents be eligible to vote on city issues if the area is not annexed?
- Where is our political voice during this planning phase?
- I would like to see the Bellevue Corridor leading up to the University develop in a cohesive planned manner with as forward an environmental and technological plan as demonstrated in the development of the UCM campus itself. I would like to see this University and the community around it serve as a beacon of pride for the San Joaquin Valley and the people of the State of California as a whole.

Building Design

- Do not use a walled corridor blocking out subdivisions from Bellevue.
- Should be planned for commercial/ office/ research approach to UC.
- I would like to see some cohesiveness in the design of buildings along the corridor in order to create an awe-inspiring and eye-pleasing gateway to the Valley’s only UC campus.

Market Study

- I have learned that there are always scarcity challenges pertaining to land uses around UC campuses. More intense based and job creation like land uses should be concentrated near the UC campus recognizing the potential of the campus to be a technological hub for the San Joaquin Valley.

Mobility

- With the new high school – bike access is a Major safety Concern
- How wide is Bellevue to be expanded?
- 4 lanes to 6 lanes to Lake Road?
- What time frame of construction?
- What side of Bellevue Road? North? South?

- I think that the plan needs to consider both the regional draw associated with the adjacent UC campus given the vast numbers of students coming from the Bay area and southern California, as well as connectivity to create a vibrant city center for Merced.

Transit

- Bike lanes need to be separated from general traffic lanes
- Speed of traffic creates cycle stability issues
- Can we see the “village concept” for the Bellevue Area?
- Whose plan?
- On which properties?
- Will current residential properties be offered access to municipal sewer & water infrastructure?
- What development is planned AROUND El Capitan High School? I.e. commercial, retail, residential
- How is this coordinated with the UC’s university community concepts? – they are only 2 miles apart !!
- I would encourage expansive rights of way that lend themselves to future and forward thinking transport technologies.

III. Committee Member comments (staff notes), Sam Pipes Room, August 23, 2012

Agenda Item F: Committee Member Introductions:

Answers to: When the plan is finished, what do you hope its value will be to you?

- Callister:** A plan that results in traffic flow, not congestion, in the area near the campus.
A plan that includes economically feasible variety of land uses that are compatible with UC.
A plan that enhances the entrance to UCM.
- Woods** A plan that addresses the interface between the Plan area and UCM, making sure there is proper synergy between the plan areas.
- Ward** A plan that maintains the quality of life for Merced, while providing economic development of the area.
- Simmons** A plan that designs the corridor and entryway to UC Merced to achieve balanced growth.
- Spriggs** A plan that has an appropriate mix of uses that are anticipated to occur due to UC Merced.
- Robbins** A plan that dovetails with UC Community Plan area, and includes an infrastructure plan that is compatible with the larger planning area
- Gwin** A plan that is not offensive to existing residents
- Holmes** A plan that includes a Bellevue Road plan line that respects existing property owners, and other plan elements that provide compatibility with existing 1-acre lots. Modesto has interface guidelines.
A plan reviewed by the development community.

- Gerhardt** A plan that provides a greater awareness of cyclists, pedestrians and users of alternative forms of transportation as a legitimate part of the community, and for their safety as it relates to other vehicles.
- Lopes** A plan developed out of public outreach and input.
- Tinetti** A plan that includes an off-street pedestrian/bike path that parallels Bellevue Road.
Plan elements that provide compatibility with existing 1-acre lots.
A plan that provides for an attractive entryway to UC Merced.
- Pennington** A plan that includes a light rail easement to Castle Airport and Atwater.
- Thompson** Plan elements that describe the regulatory “interface” (responsibility and obligations) between property owners and local governments.
- Dicker** A plan that coordinates rather than competes with other planning efforts.
- Kooligian** A 21st Century Plan looking to the future, flexibly planned to include future technological developments.
A plan that addresses interface with the Community of Merced, including small-scale connectivity between City and Campus, not simply by regional improvements.
- Kirby** A plan that does not detract from the quality of life of existing residents.
A plan that supports business growth.
- Pedrozo** Well thought out and careful planning approach for future growth that serves the City of Merced, County and property owners.
A comprehensive plan, integrated with other planning efforts, for example, the Atwater-Merced Expressway effort.
- Smith** Plan elements that provide compatibility with existing 1-acre lots.
A plan that provides safe facilities for pedestrians and bicyclists.
An infrastructure plan that provides for long-term future growth.

Agenda Item I, Part A: Committee Review of the Draft Introduction Chapter

(refer to Staff's PowerPoint presentation)

Bandoni Property

A member of the CAC asked whether or not the Bandoni Property should be included in the BCCP. Staff commented that the Bandoni site was left out respecting the work that had been completed on their annexation project at the time the City applied for the grant application for the Bellevue Corridor Community Plan. Shortly, Staff will meet with Bandoni to discuss their interest in the BCCP project.

Plan Subject Matter (1:22)

A member of the CAC asked whether or not the grant limits the plan subject matter that the City can include in the BCCP Project. Staff commented that while the state grantor will not limit the subject matter in the BCCP, the focus of the plan is guided by language in the *Merced Vision 2030 General Plan*.

Market Study (1:23.4)

A CAC member pointed out that while a developer will perform a market study to determine what is “consumable” to help drive their proposed development plan, the BCCP is different in that it has a specific boundary that includes lands anticipated to develop as a result of the growth of UC Merced and the City in general, and the City is having a market study prepared, not the land owners.

Opportunity to Plan (1:24.5)

A CAC member pointed out that given new rules and regulations for planning, for example from the air district and SB375, and given the blank slate nature of the plan area, there is a real opportunity here. Seeing what happened in the past, absent an economic viewpoint of what makes sense for the existing taxpayers for the City of Merced, (in regard to underground –sewer and water, waste being sent to southern edge of City), the BCCP is a chance to do something different (think outside the box) than what we've seen before. UC brings research about use of resources and energy, that could help define the plan and future growth models. The Plan should describe what services the City has to offer and how current residents and property owners can benefit from them.

Agenda Item I, Part B: Foundation Report (1:27.1)

Conceptual Boundaries and Meaning of BCCP Illustrative Plan (1:32.1)

A CAC member asked Staff to describe the purple circle in the middle of the BCCP Illustrative Plan, as well as the “Bellevue Mixed Use Corridor.” Staff explained that these represent conceptual designs which need to be defined in the planning process.

Support for Flexible Map/Unrestrictive Code (1:33.2)

A CAC member asked how the planning process is structured to get input to inform the City/Consultant how much of what land use, how tall the buildings would be in the “Bellevue Mixed Use Corridor.” Staff stated that the general plan emphasizes a mix of uses including future research and development. A CAC member interjected that they applaud the flexible nature of the illustrative plan and that they can adjust the land uses based on what the market dictates, for example, depending upon the type of research that comes into the community. The CAC member cautioned on the number of restrictions that are placed on users or businesses that wish to come into the community. For example, retailers do not want to be in the village block, and Merced has over-zoned for residential. He emphasized again an appreciation for the flexibility of the map, but hoped that the development code is not too restrictive, which could prevent Merced from being competitive. Another CAC member concurred with the need for flexibility due to unforeseen amounts and types of spin-off development markets from UC Merced.

Support for Defining the Land Use Bubbles & New Types of Housing (1:36.0)

A CAC member commented that while flexibility is important, the plan should include, generally, amounts of anticipated land use types, for example, office space. Another CAC member noted that the Committee is not comprised of young people, that the BCCP area will serve a large student population, and while there is a place for market studies, simply looking at the market alone could get the City into trouble (referred to recent economic conditions and state of development in Merced). The member went on to say that the plan needs to be responsive to how the new or younger population wishes to live, not everyone wants to live in single family homes. How we live today is going to be different from how they choose to live in the future. From *this* perspective, flexibility is important.

Depiction of Design Concepts (1:39.4)

A CAC member suggested that when images are shown to depict design concepts, that the phrase “one-option” or “illustrative” is used to emphasize flexibility in placement of streets, buildings, and parking areas, to avoid the plan from dictating specific form.

Example of Local Urban Village Development (1:40.2)

A CAC member asked if there were any examples of “urban villages” in Merced. Staff noted that the downtowns of many older towns, like Merced, contain urban village concepts such as grid street

patterns, variety of size and location of uses and parking, residential over retail (the lofts), “village greens,” for example Bob Hart Square (1:43.3). Some contemporary examples exist, but not locally.

Transportation Connection between UCM and Downtown (1:47.1)

A CAC member noted that routing regional transportation into an institution such as UC Merced on the outskirts of town helped such city center decay by not having a connection directly with the City, and hopes the transit corridors envisioned in the plan would include connectivity with the City and the university, and not just provide connection to the UC via the regional loop road. The BCCP is a means to help facilitate a “UCM – City Connection” concept. Staff noted the consultants were cognizant of this issue.

Transit Planning (1:48.4)

A CAC member commented that MCAG just passed the Short Range Transit Plan (May 2012) and that there are on-going discussions about the local “Cat-Track” connection to UC Merced. The consultant should be aware of this study and the BCCP should address transit service within the plan area, and connections between the BCCP and UCM with the rest of the City.

Interagency Coordination (1:49.3)

A CAC member noted and appreciated the presence of Merced County in the audience, and is encouraged to see cross-communication between the City and County at all levels. The member also asked if there would be a County staff liaison at the BCCP Ad-hoc Citizen Advisory Committee meetings. Staff stated he would send an invitation to representatives of UCM, Merced County, and MCAG to attend these meetings.

Transit Planning (1:51.3)

A CAC member commented that an assumption is that all the traffic gets to Bellevue Road and doesn’t affect other roads in the area. The traffic study should look at traffic amounts on all roads in the plan area, and that transit priority sites and/or regular stops should be considered for other plan area roadways, for example the SE corner of Cardella Road and Campus Parkway.

Light-Rail (1:53.2)

A CAC member asked if the light-rail is planned to go from UCM and down Bellevue Road to Atwater, or down Lake Road, or other routes such as the Campus Parkway; how much thought has been given to this topic? Staff noted the consultant has begun to look at right-of way reservation and location for a future light-rail option.

Road Plan Line for Bellevue Road (1:55.4)

A CAC member noted that the centerline for Bellevue Road should be determined soon, and that it can avoid impacting existing homes along the street, and so that near-term development does not negatively affect the future design of the road. Staff noted the BCCP planning effort should address and define the location of Bellevue Road.

Land Use and Road Plans (1:56.4)

Several CAC members commented that a map showing land uses and roads (Campus Parkway) should be created to depict how the area as a whole (planned by UCM, Merced County, and the City) is being developed. The Plan should also consider the phasing of infrastructure and development to minimize traffic-related impacts, for example to Lake Road. Staff noted that Attachment D of the *Bellevue Corridor Community Plan Ad-hoc Citizens Advisory Committee Staff Report #12-01* (otherwise known as Appendix B, “Projects and Plans”) is a text and map description of all development in and near the BCCP project site.

Urban Village Concept (2:01.2)

A member of the audience commented that the CAC consider whether or not the urban village plan is the right concept for the Bellevue Corridor Community Plan, especially since the UC plan, a strong interface with the BCCP plan, doesn’t meet the villages plan. The BCCP would be a good opportunity to assure that both plans (UCM and BCCP) work together. A CAC member noted that the consultant is constrained and not able to look at this as an open slate, and won’t be able to look at various land use ideas, and is hand-cuffed to the village concept, which will constrain the future vision for the area. Another member noted that perhaps by deviating away from the village concept, you will attract high-end job-creation type developers that are inclined to create the infrastructure (roads, etc.) that is needed in the area.

Job Creation (2:03.3)

A CAC member asked whether or not job creation means more than “research and development,” and that allowing for a very broad definition would enable development to occur as defined by the highest and best use, as opposed to restricting who can come into an area. Another member noted that would be OK so long as it is not the same types of developments based on letting the market prevail that have gotten the area in the hole it is today, vacant single-family lots and homes. This member supports looking to attract jobs first, before homes, and to look at things differently. What is the landuse/circulation model? Urban village? Strip Malls? Something else? Another member noted that the BCCP needs to create a community that connects with downtown and motivates people to live and work in the Plan area, and not migrate to other communities or into farmland areas. The plan should look 21st Century. This conversation continued at tape time 2.11.5. A CAC member noted that just because the economy crashed, does not mean the plan in place was bad. As the economy turns, the City is prepared to provide housing. What happened in the national market shouldn’t be a reason to alter local plans. A CAC member (original commenter about single-family homes in this thread above) responded that while that makes sense, the issue is to be able to provide for housing for the market of the future, and that single-family homes may not be the only product of value in the future. Trends indicate that a broader/different housing market is forming. Perhaps a larger part of the Bellevue Corridor will be devoted to job creation as opposed to the traditional single-family housing market? The BCCP needs to look at the long-term, and not react to the immediacy of the current market.

Long-Term View of UC Spin Off Growth (2:10.0)

A CAC member asked if the consultant can determine how much square-footage of office space is attributable to UC's in other communities, for example, Santa Cruz, Santa Barbara, Riverside, etc. Rates could be different due to lack of space, for example in Santa Cruz compared with Irvine and Riverside (due to greater availability of ground). This planning effort is long-term from the perspective of assuring land availability for spin-off growth from development of UC Merced. Another member of the CAC noted that market demand exponentially increases after the student population reaches 10,000, which is only 5 or so years away. Staff informed the CAC that a presentation by UC Merced students about an "innovation hub" will occur at their November 2012 meeting. Development of an innovation hub could enhance the rate of spin-off growth in Merced.

IV. Community Workshop, California Room- UCM, January 31, 2013

Oral Comments/Questions

1. Combining transit with 6 lanes of traffic seems excessive. Consultant replied that Bellevue lacks transit-friendly traits, but Mandeville does, and is more likely as a transit route.
2. Why is “M” Street a main road and why is there a large traffic circle in the Bellevue Ranch project?
3. Roads need improvement now.
4. What would be developed first?
5. Interest in diagonal bike path.
6. The BRMDP is under-populated and needs commercial services. It is nuts to invest in the BCP without first improving the Bellevue Ranch Master Development Plan.
7. Supports bike path and lanes
8. Identified “growing pains” for traffic along Lake Road and Bellevue Road.
9. Flood inundation concerns.
10. Requested better access to recreational uses at Lake Yosemite.
11. How will downtown Merced and the BCP mesh? How are these different?
12. Consider connecting Bellevue Road from UC Merced to Castle Air Force Base where other UC Merced satellite offices are located.
13. A world-class bike system should be created given the project’s closeness to UC.
14. Regarding bicycle circulation system (student bicycling), consider UC Davis’ system; need to make bicycle lanes as accessible as the road

Written Comments/Questions (By Topic)

Development Process

- How will area be developed? Can we develop our own property, or will larger developers be brought in to develop?
- Will the City assist current land owners to develop according to the BCCP?
- Where will the capital to finance these projects come from?
- When will construction begin?
- How will the City acquire all the land?

Land Use

- Why include all the housing; just add a business park; what is the business to population ratio?
- Parks
- Would prefer mixed-use TOD character to be above Bellevue and Lake towards Yosemite Lake (not towards Cardella) or better yet, by Bellevue and G Street.
- What demographic are you trying to attract; at what cost?

Circulation/Road Improvements

- Are there plans to finish Hatch Road to Bellevue in the near future?
- Consideration of G Street as a corridor versus M Street makes sense, as G Street has an underpass.
- Lake Road would be beautiful if it was made 4 lanes, with Eucalyptus trees in the middle.

- Six lanes (on Bellevue Road) are too much; how will pedestrians fare?
- Robust Bike Path
- Study slowing down the traffic on Lake Road; safety right now.
- Light-rail connection to downtown Merced
- Consider moving people north and south in the plan.
- Mandeville bus route as alternative is great as opposed to congesting Bellevue Road further.
- Work on bike friendly safe routes as Bellevue is dangerous for bikes, narrow and high speeds now.

Unfinished Development

- I hope that the planners do not repeat the mistake of over-development into areas that will never be developed. I am concerned that there are today too many empty houses and empty lots in development areas that are still not built.
- Develop the unfinished residential projects, such as Bellevue Ranch, first.

Terminology/Presentation Approach

- Be careful using terms (R&D, TOD, NC) that the public is unfamiliar with.
- I enjoyed the visuals, but by the time I figured out the roads, the image was replaced by the next one.
- UCM is an appropriate place to hold public outreach meetings.
- Stated interest in knowing where to access draft land use map.

Other

- What are your reactions to the recommendations in the ULI report? How would you address the growth needs of UC Merced?
- How will Merced's lifestyle be protected?
- Entire community built on sustainable, LEED certification.

V. Committee Meeting/Land Use Plan Workshop and Survey, Sam Pipes Room, March 14, 2013

At their meeting of March 14, 2013, the Citizen Advisory Committee along with members of the public was invited to share their ideas and comments about the plan through a survey and by sketching alternative land use concepts for further consideration. Though arranged by small groups, all attendees were asked the same questions and were provided with the same land-use map materials. In the pages that follow, the key below aligns with the various survey responses provided.

KEY:

R1: Name not listed

R2: Carol Spillman

R3: Christie Hendricks

R4: Justi Smith

R5: Richard Cummings

R6: Greg Thompson

R7: Oksana Newman

R8: Name not listed

R9: Matt Fell

R10: Diana Westmoreland

R11: Carole McCoy

R12: Dan Holmes

R13: Steve Simmons

R14: Jean Okuye

R15: Bill Spriggs

R16: Name not listed

R17: Lee Kooligian

R18: David Butz

R19: Jerry Callister



1. **Should the BCCP include an organizing framework that establishes the general design of certain areas, however, leaves flexibility in the specific land uses?**

Examples of design character might include walkable urban center, pedestrian-oriented neighborhood, business park, shopping center, rural residential, etc.

Uses could be flexible, for instance, some R&D businesses might chose upper floor space in a transit-oriented, mixed-use district next to campus, or a more conventional business park environment elsewhere along Bellevue.

Or retail might be on the ground floor of mixed-use buildings in a transit-oriented center, but in a more conventional shopping center setting elsewhere along a major street.

R1: Yes – Should allow for overall build-out within the Plan area as for example (10% retail neighborhood; 10% regional commercial; 40% residential - of which half is single family and half is multi-family; 20% research and development; etc., with flexibility as to how it gets sited specifically.

R2: Bike path on Bellevue – enforce it.

R3: Yes. Organizing framework must be developed; however, flexibility must be allowed as we grow and change. Don't forget to have specific language included to add child care to flexible use areas; child care is a job generator.

R4: Yes. Organized Framework. Walkable urban center, pedestrian oriented neighborhood.

R5: Form-based approaches are a good way of ensuring character. The character of the Bellevue Corridor should be attractive and not a default solution.

R6: Yes

R7: Yes

R8: Yes

R9: Yes

R10: Yes

R11: Must have organized framework – retail on ground floor.

R12: Yes. Needs to be flexible.

R13: Yes. I (illegible) the BCCP should include the framework.

R14: Yes

R15: Yes. At this point in time we need to make sure that we are at the 40,000 foot level as opposed to round level.

R16: no comment

R17: An organizing framework with flexibility is important; so long as the land owner is left with a land designation that allows for the marketability of the property. Too much of an organizing



framework might be too confining for marketability of property in the real estate marketplace. A range of suggestions would be better than strict standards. Overall, this corridor needs to emphasize the establishment of sustainable job creative uses within its confines.

R18: We think that the plan should provide as much flexibility as possible for future development.

R19: Yes, I think that the BCCP should include an organizing framework that establishes the general design of certain areas but leaves flexibility in the specific land uses. I believe the type of designations shown on the current proposed plan responds to this idea sufficiently. However, I assume there will need to be some narrative designed that corresponds with the map plan.

2. **Should the development pattern include a commercial/mixed-use center/node at or near Lake and Bellevue that could support a variety of uses including residential, retail, and office/small-scale R&D?**

R1: Yes, with double thru lanes into the sites and curb cut access ¼ mile (plus or minus) from the intersection.

R2: Yes – it is close to dorms.

R3: It could be tough to locate commercial here. Seems that this would be an area that would be very congested.

R4: Should be used for transportation stop. Commercial would cause too much congestion.

R5: Yes. An attractive mixed-use node would provide a beneficial amenity for the campus community. This intersection will be the first impression of the university for thousands of people. It should reflect that important role.

R6: Yes. join planning efforts with UC Merced

R7: Yes

R8: Yes, to retail/office/R&D focus.

R9: No

R10: Yes. Business Park and Research and Development

R11: Not on the corner area of Lake and Bellevue – except maybe eating establishments.

R12: No. In direct conflict with UC.

R13: No, because it conflicts with the existing plan for the University's Town Center.

R14: No

R15: Yes. it is ideally located to support the university. Will retail become more internet-based, which will reduce the square footage needed for brick and mortar retail?

R16: no comment

R17: Yes, this would be wonderful; however, a major “Fig Garden Village” like retail establishment should be placed at Bellevue and G along with a major R & D campus to represent a proud welcoming gateway to the Bellevue Corridor and “driveway” towards UC Merced. I do believe that planning of this area is necessary because it sits along the most regional expressway of the corridor. It may develop sooner than some of the other infill areas as a result of its prominent placement within the circulation pattern.

R18: Yes- mixed use commercial should be incorporated into both ends of the corridor -- Not only at Bellevue and Lake, but also at Bellevue and G Street, which is the gateway of the project corridor.



R19: Yes, I definitely feel that development pattern should include commercial/mixed use center at or near Lake and Bellevue to support a variety of uses, including residential, retail, office/small-scale R&D, and possibly a hotel. Having mixed-used directly across from the current campus makes a lot of sense as it will enhance student life for those students living in the dormitories at the northern end of the campus and will allow visitor and businesses associated with the northern part of the campus to have access to the things they need. It will also support the multi-family neighborhood area which will exist immediately to the west. Most of these will probably be apartments and the residents of this area will need to have close access to various services.

3. **Should the development pattern include an R&D/office node at or near Bellevue Road and Gardner Avenue? If so, should the form of that development be similar to the mixed-use node at Bellevue and Lake, or a more conventional, lower rise, larger footprint “Irvine” type of pattern?**

R1: North of Bellevue (?) lower rise while south of Bellevue should allow multi-storied structures.

R2: no comment

R3: The area at Bellevue Road and Gardner Avenue seems a better location for commercial center and/or R&D.

R4: Yes, this would be less congested. I like the “Irvine” type of pattern.

R5: May have to be smaller

R6: Yes. with some transition between existing estate lots to the east.

R7: Yes

R8: Yes – conventional and on both north and south of Bellevue.

R9: No

R10: No – south off Bellevue

R11: Good Idea.

R12: Needs to be oriented at Mandeville and Gardner.

R13: This orientation should have an emphasis on Mandeville.

R14: High Rise

R15: Yes, but do we have too much R&D?

R16: no comment

R17: Yes, but remember the natural hill near that intersection that is the highest point in the vicinity. This should be used for a high rise or “higher” rise than the surrounding area to take advantage of the vista.

R18: Mixed uses should permeate the plan as it will make the ultimate development more interesting and urban. Dense development will conserve the land that is in proximity to the UC site which will be beneficial in the long run.

R19: I think it is appropriate to have R&D office node at or near Bellevue Road and Gardner Avenue and not a mixed use designation.



4. **Should the BCCP encourage a wide range of housing types with more intense housing types near Bellevue/Mandeville Road to less intense housing near Yosemite? Should a mixture of housing densities be encouraged in some neighborhoods?**

R1: More intense (higher density) usage on both sides of Mandeville to take advantage of Transit Priority Projects (TPP). Less intensive along Bellevue to discourage multiple curb-cuts

R2: Yes

R3: Yes, a mixture of housing densities must be encouraged. Don't forget to co-locate child care for these families.

R4: Yes. High Density near Bellevue and Mandeville would be appropriate. A mixture of housing densities should be encouraged in some neighborhoods. There will also be a need for child care centers in the area. Families will need to be able to have easy and efficient access.

R5: (illegible)

R6: Should be appropriate mixed use radiating from commercial/retail/business uses.

R7: Yes

R8: no comment

R9: Yes. In almost all.

R10: Yes

R11: We need mixed density

R12: Yes. High density needs to be near employment centers.

R13: More multifamily facilities should be closer to the Business Park center of influence.

R14: Need higher density

R15: Yes. We need to develop to a similar density as Orenco Station.

R16: no comment

R17: Yes, I would emphasize a greater need for higher density housing and a small allotment for low density housing. We already have Bellevue Ranch to fill with low density.

R18: Yes on encouraging a wide range of housing types. A mixture of types would be compatible in some neighborhoods. Higher density housing should also be north of Bellevue Road.

R19: I am not sure where Mandeville Road is located. However, I support a wide range of housing types with intense housing types between Bellevue Road and Lake Yosemite. The reason for this is that the present UC campus, including many classroom facilities, student life and support services are located at the northern end of the campus. If we want to encourage pedestrian access from off-campus housing to classes and work, there needs to be large multi-family neighborhood areas north of Bellevue Road.



5. **What types of uses are appropriate north of Bellevue Road between G Street and Golf Road?**

- a. Leave as rural residential
- b. Mixed-density residential
- c. Neighborhood serving retail
- d. Regional retail
- e. Business park/R&D
- f. Other

R1: Commercial at the northeast corner of G and Bellevue (20-40 acres), and use the existing creek as a natural boundary. Business Park between commercial at G and office (CO) at northwest corner of Golf and Bellevue. Single family north of existing creek.

R2: Mixed Use Density Residential.

R3: Rural Residential, mixed use density; neighborhood serving retail; regional retail

R4: Mixed use density, neighborhood serving retail, and regional retail.

R5: Mixed use density residential

R6: no comment

R7: Mixed density residential, neighborhood serving retail, business park/R&D.

R8: Leave as rural residential (near other existing rural areas); mixed-density residential (none except close to campus); regional retail (40 plus acres); business park/R&D (both north and south sides of Bellevue with access to AME).

R9: Leave as rural residential

R10: combination of rural residential and parks and open space

R11: Mixed density could be considered; definitely neighborhood serving retail; regional retail could be considered; need medical emergency facility.

R12: Low density. 6-8 on single family lots/

R13: Low density 4-6000 foot lots.

R14: ¼ A (interpreted to mean: one-quarter acre residential lots)

R15: Business Park/R&D; Mixed density residential.

R16: regional retail

R17: Regional retail at the corner with office or R&D alongside it with reducing density until reaching the one acre lots.



R18: Mixed-density, Neighborhood serving retail, regional retail and Business Park/R&D

R19: I believe it is appropriate to keep the area at the northeast corner of Bellevue and ■G• Street and between ■G• Street and Golf Road primarily residential in nature. While rural residential is nice, it may be appropriate to have some smaller sized lots. It would not be appropriate to have commercial and retail uses in the area of the new El Capitan High School.

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
Leave as rural residential	●		●			-		●	●	●				-						●
Mixed-Density Residential		●	●	●	●	-	●				●			-	●			●		
Neighborhood Serving Retail			●	●		-	●				●			-				●		
Regional Retail	●		●	●		-		●			●			-		●	●	●		
Business Park/R&D						-	●	●						-	●		●	●		
Office	●					-								-			●			
Parks and Open Space						-				●				-						
Low Density Residential						-						●	●	●			●		●	

SCORES

Mixed-Density Residential	8
Regional Retail	8
Leave as rural residential	6
Neighborhood Serving Retail	5
Business Park/R&D	5
Low Density Residential	5
Office	2
Parks and Open Space	1

6. **Should the development pattern throughout the BCCP area support (and be supported by) significant transit service? Key elements of such a pattern would generally include:**

A street network with a clear block structure and relatively closely spaced cross streets on the transit corridor that connect to adjoining neighborhoods.

Relatively narrow, low speed neighborhood streets that make a comfortable walking/biking environment and require cars to slow down a bit.

A mixture of uses in many places, with neighborhood-serving commercial near some (but not all) transit stops.

R1: Yes, along Mandeville.

R2: Yes

R3: Parking space is concern to me. No single story parking! Underground or rooftop?

R4: Yes, it has to be a mixture to accommodate residential and commercial.

R5: Yes, transit will reduce emissions.

R6: Definitely need to incorporate a significant transit system throughout the west to east alignment.

R7: Yes

R8: no comment

R9: Yes to all

R10: Yes. Mandeville – tap into incentives to meet environmental requirements.

R11: Yes!!

R12: Yes.

R13: Of course. Yes to all the above.

R14: Yes

R15: Yes. As population increases and fuel costs rise, more people will utilize transit.

R16: no comment

R17: Transit stops along Mandeville and maybe high speed rail along Bellevue.

R18: Yes to transit. Locate on Bellevue and put all types of land uses on both sides of the road. The land will be (illegible) valuable to maintain rural residential. Bellevue should be the focal point.



R19: I feel strongly that it is advisable to have a pattern of street networks that include major roads every one-half mile and smaller neighborhood streets in between. I realize that some people like to spread all the traffic throughout a large network of streets. However, people do not like to have their homes facing streets where commuters are going back and forth. Families prefer to travel to their neighborhood on a major road and then enter the neighborhood through a network of streets that only support the neighborhood and discourages traffic within their neighborhood.

7. Should the development pattern and corresponding infrastructure improvements support effective bicycle and pedestrian circulations systems? Should these modes of transportation be given consideration on par with the automobile?

R1: Yes

R2: Yes – Bike paths enforced.

R3: Yes, we need to encourage a walkable community.

R4: Yes. Absolutely.

R5: Yes. Students use bikes and would make an attractive community.

R6: Yes, but of lessening importance nearer to the Atwater-Merced Expressway.

R7: Absolutely. The UC and multifamily residential are nearby (also important considerations for GHG impacts).

R8: Yes. Should be on par with cars in order to accommodate bike friendly campus i.e. Davis.

R9: Yes and Yes

R10: Yes – tap into incentives to meet environmental requirements.

R11: Should be given priority consideration, strictly enforced.

R12: Yes, and no (auto is still king).

R13: I like the integration of bike pathways.

R14: Yes

R15: Yes

R16: no comment

R17: Yes, I would like to see these uses accommodated along Mandeville and other connecting streets.

R18: Yes, alternative modes of transportation enhance the urban experience you are trying to create. Biking, and walking are a key part to a healthy vibrant area. Use Mandeville for bike path, Bellevue for transit and auto.

R19: I think the development pattern should support some good bicycle lanes and some pedestrian paths as well. However, pedestrian paths should not be on par with automobile traffic except in the areas real close to the UC campus.

8. **Should the open space network be planned to include a number of continuous “greenways” that follow existing draining courses or other natural features?**

These might generally continue some of the ideas of the canal greenways in the campus plan – or of the neighborhoods along Bear Creek, at a different scale – and might include:

Some stretches of “creek” alongside a street, but some stretches where development can directly front the greenway.

Some places where the greenway widens out to form an actual park or green as a focal point.

Class 1 bikeways.

Or should each developer provide green space as he sees fit on a project by project basis?

R1: no comment

R2: no comment

R3: Yes! Green space must be planned not left to a developer to determine how to or what to provide.

R4: We need greenways throughout; Developers should not be allowed to put in green space as he/she sees fit.

R5: Yes. use the topography.

R6: Both

R7: Yes. All of the above.

R8: On a master plan level. Yes. Follow drainage and provide on City level, not left to developer because it would create a potential uncohesive network. Only in some sections of would it make sense to leave it up t the developer. So, a combination of both makes sense.

R9: Yes to a planned network. No to developer driven project-by-project.

R10: Yes to a planned network. No to developer driven project-by-project.

R11: Definite need of green spaces and park areas. I think as a whole this plan (consultant’s plan) looks good to me.

R12: Once the canals are no longer needed they should be placed in pipelines to carry the storm-drainage that has been designed to flow into them.

R13: I like the idea of eliminating irrigation canals that will no longer serve the areas as this Plan unfolds. Provision should be made for funding basins.

R14: Yes, Yes.

R15: Yes.

R16: no comment

R17: The city should plan for parks and encourage greenways at part of the overall BCCP where most appropriate; however, I would leave the green space planning on a project by project basis.

R18: Enhance the open space wherever possible so that people will be inclined to get out and about. The plan should enhance the minimal natural features within the site, such as Lake Yosemite.

R19: I generally support a greenway that follows existing drainage courses or other areas which are not compatible for residential neighborhoods. Stretches of greenways along existing creeks along with bike or pedestrian paths are nice. However, in some areas the green spaces need to be incorporated in the development plans developed by a landowner. For example, on the property just to the west of the Yosemite Lake Dam, there is a low drainage area. While this should be shown in green I do not think the City should specify the exact use of the property. I believe that a developer may wish to carve out for example five acre parcels that include part of the green area for residential use. Homes can be located on the high area of each parcel and they can have pasture land for horses, etc. extending into a lower green area. The fact that it is marked green doesn't necessarily mean that it should be a public park or for general public use.

Other Comments.

R3: Child care must be located close to housing and transportation and could be connected to schools and/or community centers. Child care is also a job generator and should be considered as both a potential business and as the important piece of livable communities we want in our community.

R11: As per Mr. Kooligian's remarks. Merced is a close-knit community where the small town concept is important to it's citizens. The importance of growth and ability to have quality of life continue to expand is certainly an utmost consideration. But, for a community of our size, you have two large age factors: senior citizens and students/children (many with one family member raising them). Having the ability of easy shopping, community activities within walking /easy access and safety is very critical to the family make-up here. Large is not always better. Small shopping areas, groceries, (illegible), retail is very important. People who do not have to rely on walking or commercial transport (illegible) can go anywhere, but students (freshman cannon have cares, lots of teens must walk to where they need or want to go) and seniors --- need and appreciated the village concept within the City. The large "box" centers along 99 will come when 99 gets the additional lanes and added off ramps. But we need gov. (money and help there) then we'll see more "big-box areas.

F.6 Minutes of the Ad-hoc Citizen Advisory Committee Meetings

- August 23, 2012 CAC Meeting Minutes
- October 4, 2012 CAC Meeting Minutes
- November 1, 2012 CAC Meeting Minutes
- January 31, 2013 CAC Meeting Minutes
- March 14, 2013 CAC Meeting Minutes
- May 2, 2013 CAC Meeting Minutes
- August 15, 2013 CAC Meeting Minutes
- June 12, 2014 CAC Meeting Minutes
- August 25, 2014 CAC Meeting Minutes

**BELLEVUE CORRIDOR COMMUNITY PLAN
AD-HOC CITIZENS ADVISORY COMMITTEE**

MINUTES

SAM PIPES CONFERENCE ROOM
678 W. 18TH STREET
MERCED, CALIFORNIA

THURSDAY
AUGUST 23, 2012

(A) CALL TO ORDER

Principal Planner BILL KING called the meeting to order at 1:37 p.m.

(B) ROLL CALL

Present: Committee Members:

Jerry Callister
Susan Gerhardt
Melbourne Gwin, Jr.
Dan Holmes
Sharon Hunt Dicker
Richard Kirby
Lee Kolligian
Walt Lopes
Kenneth Robbins
Steve Simmons
Justi Smith
Bill Spriggs
Greg Thompson
Steve Tinetti
Jeff Pennington
Mary Ward
Diana Westmoreland Pedrozo
Phillip Woods for Janet Young

Absent: Committee Members:

Dan Hong (unexcused)
Janet Young (excused)

Staff Present:

Bill King, Principal Planner
Julie Sterling, Associate Planner
John Bramble, City Manager

Jamie Fanconi, Deputy City Clerk
Michelle Hoyt, Personnel Technician III
David Gonzalves, Director of
Development Services

(C) WELCOME STATEMENT

City Manager BRAMBLE welcomed the Committee and thanked them for their involvement in this process.

(D) OATHS OF OFFICE

Deputy City Clerk FANCONI administered the Oaths of Office to the Committee Members.

(E) OVERVIEW OF COMMITTEE ROLES AND DUTIES

Principal Planner KING gave a presentation on the roles and duties of this Committee.

(F) COMMITTEE MEMBER INTRODUCTIONS

Each Committee Member introduced themselves addressing what they will contribute to the plan, their interest in the plan, and what value they hope to see in the final plan.

(G) 10-MINUTE MEETING BREAK

A break was taken from 2:25 PM to 2:40 PM.

(H) DESIGNATION OF CHAIRPERSON AND VICE-CHAIRPERSON

ON MOTION OF COMMITTEE MEMBER WARD, SECONDED BY COMMITTEE MEMBER TINETTI, AND CARRIED BY MORE THAN A MAJORITY OF THE COMMITTEE MEMBERS, TO ELECT COMMITTEE MEMBER SPRIGGS AS CHAIRPERSON AND COMMITTEE MEMBER LOPES AS VICE-CHAIRPERSON.

(I) REPORT: OVERVIEW OF PROJECT

Principal Planner KING gave a presentation about the draft Introduction Chapter and Foundation Report, and received comments from the Committee.

(J) ADJOURNMENT TO THURSDAY, OCTOBER 4, 2012, AT 1:30 P.M.

THERE BEING NO FURTHER BUSINESS, CHAIRPERSON SPRIGGS ADJOURNED THE MEETING AT 3:55 P.M. TO THE NEXT REGULARLY SCHEDULED BELLEVUE CORRIDOR COMMUNITY PLAN AD-HOC CITIZENS ADVISORY COMMITTEE MEETING ON THURSDAY, OCTOBER 4, 2012, AT 1:30 P.M.

BY:



BILL KING
COMMITTEE SECRETARY

APPROVED:



BILL SPRIGGS, CHAIRPERSON
BELLEVUE CORRIDOR COMMUNITY PLAN
AD-HOC CITIZENS ADVISORY COMMITTEE

**BELLEVUE CORRIDOR COMMUNITY PLAN
AD-HOC CITIZENS ADVISORY COMMITTEE**

MINUTES

SAM PIPES CONFERENCE ROOM
678 W. 18TH STREET
MERCED, CALIFORNIA

THURSDAY
OCTOBER 4, 2012

(A) CALL TO ORDER

Chairperson SPRIGGS called the meeting to order at 1:40 p.m.

(B) ROLL CALL

Present: Committee Members:

Jerry Callister
Susan Gerhardt
Melbourne Gwin, Jr. (arrived at 2:55)
Lee Kolligian
Walt Lopes
Kenneth Robbins
Steve Simmons
Bill Spriggs
Jeff Pennington
Mary Ward
Janet Young

Absent: Committee Members:

Dan Holmes (unexcused)
Dan Hong (unexcused)
Sharon Hunt Dicker (excused)
Richard Kirby (excused)
Justi Smith (excused)
Greg Thompson (unexcused)
Steve Tinetti (unexcused)
Diana Westmoreland Pedrozo (excused)

Staff Present:

Bill King, Principal Planner
Julie Sterling, Associate Planner
David Gonzalves, Director of
Development Services

Consultants Present: Lisa Wise
David Sargent
Tony Perez

(C) APPROVE MINUTES OF AUGUST 23, 2012

M/S WARD-LOPES and carried by unanimous voice vote (eight absent), to approve the Minutes of August 23, 2012 as submitted.

(D) ORAL COMMUNICATIONS

None.

(E) DRAFT PLAN GUIDING PRINCIPLES

Principal Planner KING explained that he would like to incorporate the Draft Plan Guiding Principles (distributed prior to the meeting) as “Plan Objectives” in the Bellevue Corridor Community Plan, noting that they were comprised from Committee Member comments of August 23, 2012.

(F) OVERVIEW OF BACKGROUND STUDIES AND FINDINGS REPORT

The consultant, LISA WISE, with her team members, DAVID SARGENT and TONY PEREZ, explained preliminary opportunities, challenges, and growth projections, and received comments from the Committee and audience.

(G) GENERAL PLAN IMPLEMENTATION PRESENTATION AND DISCUSSION – URBAN VILLAGE CONCEPT

The consultant, LISA WISE, with her team members, DAVID SARGENT and TONY PEREZ, discussed foundational concepts, mixed uses, neighborhood centers, the study area and the Village Concept, and received comments.

(H) GENERAL PLAN IMPLEMENTATION PRESENTATION AND DISCUSSION – CIRCULATION

The consultant, LISA WISE, with her team members, DAVID SARGENT and TONY PEREZ, illustrated the Evolution of an Avenue referring to Bellevue Road and its transition over time to include some form of transit (or higher order

OCTOBER 4, 2012

transportation) with connectivity to UC Merced, Highway 99, and Atwater, and received comments from the Committee and audience.

10-MINUTE MEETING BREAK

A break was taken from 3:00 PM to 3:10 PM.

(I) NEXT STEPS

The next Citizens Advisory Committee meeting is on November 1, 2012, and will include presentations on transportation (from EPS) and economic development from UC Merced students who will present "Planning for an Innovation Hub."

(J) ADJOURNMENT TO THURSDAY, NOVEMBER 1, 2012, AT 1:30 P.M.

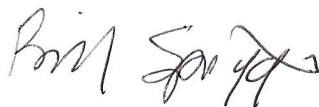
THERE BEING NO FURTHER BUSINESS, CHAIRPERSON SPRIGGS ADJOURNED THE MEETING AT 3:55 P.M. TO THE NEXT REGULARLY SCHEDULED BELLEVUE CORRIDOR COMMUNITY PLAN AD-HOC CITIZENS ADVISORY COMMITTEE MEETING ON THURSDAY, NOVEMBER 1, 2012, AT 1:30 P.M.

BY:



BILL KING
COMMITTEE SECRETARY

APPROVED:



BILL SPRIGGS, CHAIRPERSON
BELLEVUE CORRIDOR COMMUNITY PLAN
AD-HOC CITIZENS ADVISORY COMMITTEE

**BELLEVUE CORRIDOR COMMUNITY PLAN
AD-HOC CITIZENS ADVISORY COMMITTEE**

MINUTES

SAM PIPES CONFERENCE ROOM
678 W. 18TH STREET
MERCED, CALIFORNIA

THURSDAY
NOVEMBER 1, 2012

(A) CALL TO ORDER

Chairperson SPRIGGS called the meeting to order at 1:35 p.m.

(B) ROLL CALL

Present: Committee Members:

Jerry Callister
Susan Gerhardt
Sharon Hunt Dicker
Dan Holmes
Lee Kolligian
Kenneth Robbins
Steve Simmons
Justi Smith
Bill Spriggs
Steve Tinetti
Mary Ward
Janet Young

Absent: Committee Members:

Melbourne Gwin, Jr. (excused)
Dan Hong (unexcused)
Richard Kirby (excused)
Walt Lopes (excused)
Jeff Pennington (excused)
Greg Thompson (excused)
Diana Westmoreland Pedrozo (excused)

Staff Present:

Bill King, Principal Planner
Julie Sterling, Associate Planner

Consultants Present:

Lisa Wise
Ben Sigman

Colin Burgett
Tony Perez

(C) INNOVATION HUB

Principal Planner KING provided a brief overview of what is meant by an Innovation Hub and its relationship to the Bellevue Corridor Community Plan (BCCP). He introduced Geneva SKRAM, Coordinator for ReCCES, who explained what the Resource Center for Community Engaged Scholarship is all about. Several UC Merced Students and Dr. S.A. DAVIS gave presentations on “Innovation Hubs.”

(Secretary’s Note: This part of the Meeting was in the City Council Chambers.)

(D) MEETING BREAK

A break was taken at 2:20 p.m. and the meeting reconvened in the Sam Pipes Room at 2:35 p.m.

(E) APPROVE MINUTES OF AUGUST 23, 2012

M/S WARD-YOUNG and carried by unanimous voice vote (seven absent), to approve the Minutes of October 4, 2012, as submitted.

(F) ORAL COMMUNICATIONS

Sid Lakireddy commented about the Urban Village Concept Plan.

(G) ECONOMIC STUDY MEMORANDUM

The consultant, LISA WISE, provided an overview of the project, public outreach to date, future meetings, and project challenges and opportunities, such as connecting UC Merced with downtown.

BEN SIGMAN, Economic & Planning Systems (EPS), discussed the Draft Economic Analysis Technical Memorandum, providing background information to assist in the effort to craft and consider land use alternatives. He first discussed Merced’s market housing realities in permitting, inventory, home values, home pricing, and various population projections. He noted that it could be decades to absorb the inventory. He stated that a significant question before the community is deciding where to grow,

which is determined in part by the availability of infrastructure and environmental permitting issues. He noted that several public entities involved (county, city, and LAFCO) need to have a common vision and understanding to facilitate growth.

Mr. SIGMAN discussed the competitive position of the City in the Central Valley due to presence of UC Merced, potential high-speed rail station, recreational uses, natural resources and shopping facilities. He then discussed the competitive position of the BCCP planning area, stating that: 1) the BCCP builds on the natural pattern of growth by filling-in between the City and UC Merced; 2) the BCCP includes large parcels which are easier to develop than assembling many small ones; 3) the BCCP has sewer and water infrastructure which will lower the costs of future growth; and 4) proximity to the UC Merced Campus. Mr. SIGMAN noted, however, that significant planning for the University Community Plan (UCP) has occurred, and that the northern part of this planning area was scaled to capture spin-off development from UCM (See comment from Committee Member YOUNG later in minutes).

Mr. SIGMAN pointed out that UCM is a driver of development, and the highest value sites are going to be located closer to UCM. He also noted that the pace of growth at UCM will govern the rate and opportunity for development nearby; therefore it is advantageous for the community as a whole to support growth at UCM.

BEN SIGMAN then discussed Research and Development. He stated that UCM affords opportunity to develop an innovation hub, and referenced the previous presentation by UCM students and professor S.A. Davis. In coming up with a recommendation on the amount of R&D space near UCM that should be planned for, EPS looked at three comparative sites including UC Davis (500,000 square feet of R&D), UC Riverside (2.7 million square feet of R&D), and UC Irvine (no amount stated). Mr. SIGMAN stated that 5 million square feet of floor area of R&D is the EPS recommendation to plan for in the area around UCM. Committee Member KOLLIGIAN inquired as to whether EPS looked at a 20-year projection and what numbers to expect. Mr. SIGMAN stated that the figures were based on today's economic values and did not project out. Committee Member YOUNG noted that the entire UCP, not just the northern part, was drafted to minimize impacts. She also asked about sewer capacity of the Bellevue line and what improvements would be needed to serve the area. Mr. SIGMAN noted that there is insufficient capacity to serve the area and UCP, but has not figured the degree of improvements needed. Chairperson SPRIGGS emphasized that the available and affordable land in the area would generate growth faster than forecasted. Mr. SIGMAN agreed, also stating that this factor could draw in R&D to the area compared with other built-out cities.

Committee Member HOLMES noted that the City of Merced's traditional growth patterns have been to annex/develop adjacent to the City, but if the demand is to grow adjacent to UCM, then the annex/growth could be backwards, i.e. starting at UCM instead of "G" Street in an east to west direction. He also noted that the City's future sewer master plan needs to address several "downstream" infrastructure deficiencies to provide service to the planning area. Mr. SIGMAN stated that on a macro scale, annexing the BCCP between the City and UCM continues the City's pattern of filing-in as it expands, consistent with LAFCO interests. Committee Member ROBBINS noted that transportation costs are also a significant factor in urban growth of the area.

A member of the public inquired as to the use of the economic study. Ms. WISE said the study provides data on possible amount of R&D, which is then used to construct part of the land use plan. Mr. SPAUR expressed interest to begin to model land use patterns based on the economic development data.

(H) MEETING BREAK

A break was taken from 3:15 to 3:27 p.m.

(I) TRANSPORTATION MEMORANDUM

COLIN BURGETT presented transportation topics including: 1) transit-oriented development, transit-adjacent development (land uses adjacent but not supportive of transit); CEQA-exempt transit priority projects; transit service types (bus rapid transit and rapid bus service); "M" Street transitway; direct alignment efficiencies and transit route options. Mr. BURGETT noted that Bellevue Road, as an expressway, is not conducive to a walkable transit corridor. He also suggested that a transit corridor parallel Bellevue Road. He noted that R&D is generally not transit-oriented and could be sited more to the north. Mr. BURGETT then discussed traffic volumes, describing the one-mile arterial street grid; the City's bikeway network; and the forecasted *Merced Vision 2030 General Plan* traffic volumes, and associated 4-6 lane high-volume arterials. Mr. BURGETT suggested to disperse traffic using other roads (1/2-mile arterials or 1/4-mile "mixed-use" collectors) so that Bellevue Road near UCM only needs to be four lanes, not six. He concluded with visuals of various street cross-sections of street designs and options for autos, bikes, buses, and pedestrians.

A member of the public inquired about the use of Parsons/Gardener in the planning effort. Mr. BURGETT noted that consultant will look at the function of this road. Committee Member YOUNG inquired if there is still a plan to connect the AME with the Campus Parkway. Mr. KING noted that Bellevue Road has and is planned to operate as an urban arterial, not an expressway. Committee Member YOUNG also noted that the campus parkway alignment shown in images by the consultant are incorrect. Committee Member ROBBINS stated that the odds of "M" Street crossing Bellevue Road are zero due to wetland issues.

TONY PEREZ presented a conceptual model of City parts that if addressed correctly, could help to implement master plans such as the BCCP. These parts include: 1) Neighborhoods (urban residential, neighborhood residential, and rural residential); 2) Districts (R&D and assembling); 3) Centers (regional, community and neighborhood retail centers); and, 4) Corridors (urban, neighborhood, and rural). Mr. PEREZ discussed these parts as they could apply to the BCCP, using a series of slides depicting conceptual locations of R&D sites, which would then influence the siting of centers, then corridors, then neighborhoods.

Committee Member KOLLIGIAN thought that the location of multiple centers to service the university was a good idea, and inquired about planned uses north of Bellevue Road. Mr. PEREZ noted that the uses would be less intense than uses located south of Bellevue Road. Committee Member HOLMES noted that the plan to extend Parsons/Gardner to Bellevue Road has been in the City's general plan for a long-time, and that this future alignment supports some of the R&D concept locations shown. A member of the public inquired if there is a plan to make Bellevue an expressway. Ms. WISE stated they are not supportive of this idea, rather to design it more like a boulevard. Another member of the public noted that if you have a wide boulevard, then land uses on both sides capable of paying for such road would be needed. Committee Member DICKER questioned the placement of a center ¼ mile from centers in the UCP. Ms. WISE noted the center could be small, and emphasized the presented images are conceptual and not written in stone. Committee Member GERHARDT noted that the consultant's presentation did not talk much about bikes, and that bikeways need to be included in the plan. Committee Member YOUNG expressed a need to allow for uses that cannot be contemplated today, and that the plan should allow for new technologies in waste water treatment and water conservation. Committee Member KOLLIGIAN, speaking about the land use concepts, was impressed because low-density was de-emphasized.

NOVEMBER 1, 2012

(J) NEXT STEPS

LISA WISE explained that this is a long-range plan and the objectives need to be flexible, and checked or revisited every 10 years or so. By using the Guiding Principles, and building from comments received from the October 4th meeting and the meeting today, the Team will move forward with preparing some options for the next Citizens Advisory Committee meeting on January 31, 2013.

(K) ADJOURNMENT TO THURSDAY, JANUARY 31, 2013, AT 1:30 P.M.

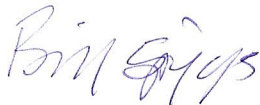
THERE BEING NO FURTHER BUSINESS, CHAIRPERSON SPRIGGS ADJOURNED THE MEETING AT 4:42 P.M. TO THE NEXT REGULARLY SCHEDULED BELLEVUE CORRIDOR COMMUNITY PLAN AD-HOC CITIZENS ADVISORY COMMITTEE MEETING ON THURSDAY, JANUARY 31, 2013, AT 1:30 P.M.

BY:



BILL KING
COMMITTEE SECRETARY

APPROVED:



BILL SPRIGGS, CHAIRPERSON
BELLEVUE CORRIDOR COMMUNITY PLAN
AD-HOC CITIZENS ADVISORY COMMITTEE

**BELLEVUE CORRIDOR COMMUNITY PLAN
AD-HOC CITIZENS ADVISORY COMMITTEE**

MINUTES

SAM PIPES CONFERENCE ROOM
678 W. 18TH STREET
MERCED, CALIFORNIA

THURSDAY
JANUARY 31, 2013

(A) CALL TO ORDER

Chairperson SPRIGGS called the meeting to order at 1:35 p.m.

(B) ROLL CALL

Present: Committee Members:

Jerry Callister
Susan Gerhardt
Melbourne Gwin, Jr.
Dan Holmes
Lee Kolligian
Walt Lopes (arrived at 1:45)
Carole McCoy
Jeff Pennington
Steve Simmons
Justi Smith
Bill Spriggs
Steve Tinetti
Greg Thompson
Diana Westmoreland Pedrozo
Janet Young

Absent: Committee Members:

Sharon Hunt Dicker (excused)
Richard Kirby (unexcused)
Kenneth Robbins (excused)

Staff Present:

Bill King, Principal Planner
Julie Sterling, Associate Planner

Consultants Present:

Lisa Wise
Colin Burgett
Tony Perez

(C) APPROVE MINUTES OF NOVEMBER 1, 2012

M/S HOLMES-KOLLIGIAN and carried by unanimous voice vote (two absent, one late), to not accept the Minutes of November 1, 2012, as submitted, until more detailed minutes are provided for review.

(D) ORAL COMMUNICATIONS

None.

(E) PRESENTATION OF DRAFT LAND USE AND CIRCULATION PLAN

The consultant, LISA WISE, with her team member, COLIN BURGETT, presented and discussed the Draft Land Use and Circulation Plan with the Committee, and received comments from the Committee and audience.

LISA WISE gave an introduction about: project orientation, consultant team, community engagement, overview; CAC meeting schedule, development projects in plan area, opportunities and challenges, and foundational concepts. Mr. BURGETT discussed circulation, describing the mile-grid and ½ mile grid. Committee Member YOUNG inquired as to the function of Bellevue Road in the context of the regional loop road. Mr. BURGETT noted that although Bellevue Road is part of that system, it is more of a local serving road and is not an expressway. Committee Member MCCOY inquired as to utility service planning, to which Ms. WISE noted that as a longer-term issue affecting a broader region, that it would be addressed separately. Ms. WISE presented the draft open-space plan. Committee Member TINETTI voiced a concern about connecting new roads with Butte Drive (north of Bellevue Road), to which Ms. WISE noted that no connection is proposed. Images of open space with water features were shown. Mr. BURGETT noted that the proposed network of ½ mile and ¼ mile collectors provides the potential for reduced traffic loads on the area's 1-mile arterial street grid system. Committee Member HOLMES noted that the City already requires residential and commercial collectors. Committee Member CALLISTER stated an interest for 4-6 lane arterials, and that you can't have all streets as 2-lane roads. Ms. WISE noted that the draft plan includes 2-lane and 4-lane roads. Mr. BURGETT explained the images of Bellevue Road, side roads, and bus rapid transit (BRT); planned transit routes in Merced; potential routes for transit on Bellevue and/or Mandeville; and ¼ mile walking distance along Mandeville Road. Committee Member PEDROZO stated her support for placing work, shopping, and entertainment contained in a walkable community, and likes the Mandeville transit corridor, and stated Bellevue should be part of the expressway. Committee Member

KOLLIGIAN believes it is important to keep Bellevue as an expressway and supports the Mandeville approach. Committee Member YOUNG noted that access from State Route 99 needs to be provided to future high-tech land uses. Committee Member MCCOY expressed interest to improve traffic flow on Bellevue Road through use of overpasses.

Ms. WISE explained the concept of mixed-use transit-oriented design (TOD) adjacent to UC Merced (UCM) along Bellevue Road and Lake Road, and then explained the concept of a Business Park site with imagery, for example, of the Irvine Research Center, along with potential to expand this area. Ms. WISE explained the multifamily neighborhood character, along with imagery. Committee Member SMITH asked about impact of this housing density to the rural residential areas. Committee Member KOLLIGIAN asked if a different use can be placed at arterial corners. Committee Member YOUNG noted that the University Community Plan (UCP) incorporates a lot of housing development already, and asked if the plan still has flexibility for a variety of land uses. Ms. WISE noted that the emphasis of the plan is to create a variety of “character areas” that provide land use flexibility within the broad parameters of these character areas. Committee Member KOLLIGIAN noted that bubble diagrams don’t give land owners the certainty that they need. Committee Member PEDROZO noted that the proposed transportation oriented development (TOD) overlays a large area of existing single-family housing along Lake Road. Chairperson SPRIGGS noted that change happens as areas grow due to market demand. Committee Member KOLLIGIAN expressed concern about the multi-family imagery being shown as not representing the desired gateway look for UCM. Ms. WISE explained the flexibility of the mixed-use and business Park Center. Ms. WISE further described neighborhood centers, shaped linearly (main street) or as nodes. Ms. WISE also described the proposed rural/single-family uses in the various areas of the plan.

Committee Member HOLMES expressed support for the neighborhood center main street design. Committee Member KOLLIGIAN expressed concern about putting more single-family adjacent to the north side of Bellevue Road (between “G” Street and Golf Road), and to put more business park, or to mirror what is on south side of Bellevue Road. Committee Member SMITH noted the presence of many rural residential properties along “G” Street and Farmland. Committee Member TINETTI supports commercial north of Bellevue Road. Committee Member CALLISTER noted that if Bellevue Road is a barrier, then commercial uses are needed north of Bellevue Road. Committee Member PEDROZO noted that the Merced County Association of Governments (MCAG) works together on regional transportation issues and it is important to continue that dialog, and stated there is a need to

JANUARY 31, 2013

concentrate job opportunities given the large number of planned homes in the area. Chairperson SPRIGGS noted that as a 20-40 year plan, the growth rate is likely to increase, so it is important to designate land use areas that can respond to future growth. Committee Member PEDROZO asked about the flood inundation area; Ms. WISE noted more analysis is needed. Committee Member PEDROZO noted that drainage needs to be addressed to minimize future flooding. Committee Member TINETTI asked if wetland mitigation can be addressed at a programmatic scale. Committee Member GWIN noted that cementing canals reduces groundwater recharge and asked where water is going to come from.

(F) MEETING BREAK

No break was taken.

(G) IMPLEMENTING URBAN DESIGN

TONY PEREZ, of the consultant team, gave an overview of the approach to create development standards, describing four character areas: 1) centers; 2) neighborhoods; 3) districts; and, 4) corridors, and for each character area, there are multiple types (flavors). The character areas are described using the following features: intent, role in the quad, land uses, physical character, physical adjacency, and built in flexibility. Committee Member TINETTI suggested an idea for shared park facilities with UCM to create an active park southwest of Lake Yosemite. Mayor THURSTON asked about placing a big-box development along “G” Street. Committee Member YOUNG noted that the campus is looking at broader discussions of having shared uses, such as parks. Committee Member KOLLIGIAN shared an article from the Harvard Magazine, “The Water Cooler Effect” about the importance of face-to-face contact.

(H) NEXT STEPS

SID LAKIREDDY inquired what the next steps in the process are and a timeline, to which Ms. WISE indicated that they would take the ideas presented, work on them, and put a concept into an overall planning process and code framework for the meeting in March 2013.

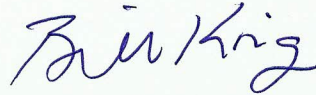
(I) ADJOURNMENT TO MARCH 14, 2013, AT 1:30 P.M.

THERE BEING NO FURTHER BUSINESS, CHAIRPERSON SPRIGGS ADJOURNED THE MEETING AT 3:40 P.M. TO THE NEXT REGULARLY

JANUARY 31, 2013

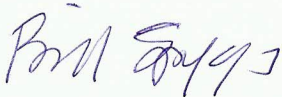
SCHEDULED BELLEVUE CORRIDOR COMMUNITY PLAN AD-HOC
CITIZENS ADVISORY COMMITTEE MEETING ON THURSDAY, MARCH 14,
2013, AT 1:30 P.M.

BY:



BILL KING
COMMITTEE SECRETARY

APPROVED:



BILL SPRIGGS, CHAIRPERSON
BELLEVUE CORRIDOR COMMUNITY PLAN
AD-HOC CITIZENS ADVISORY COMMITTEE

**BELLEVUE CORRIDOR COMMUNITY PLAN
AD-HOC CITIZENS ADVISORY COMMITTEE**

MINUTES

COUNCIL CHAMBERS AND
SAM PIPES CONFERENCE ROOM
678 W. 18TH STREET
MERCED, CALIFORNIA

THURSDAY
MARCH 14, 2013

(A) CALL TO ORDER

Chairperson SPRIGGS called the meeting to order at 1:38 p.m.

(B) ROLL CALL

Present: Committee Members:

Susan Gerhardt
Melbourne Gwin, Jr.
Dan Holmes
Sharon Hunt Dicker
Walt Lopes
Carole McCoy
Jeff Pennington (left at 3:00 p.m.)
Ken Robbins (arrived at 1:40pm)
Steve Simmons
Justi Smith
Bill Spriggs
Greg Thompson
Steve Tinetti
Diana Westmoreland Pedrozo (arrived at
1:45 pm)

Absent: Committee Members:

Jerry Callister (excused)
Richard Kirby (excused)
Lee Kolligian (excused)
UC Merced Representative (tbd)

Staff Present:

Kim Espinosa, Planning Manager
Bill King, Principal Planner
Julie Sterling, Associate Planner
Vicci Lane, Secretary

(C) APPROVE MINUTES OF NOVEMBER 1, 2012, AND JANUARY 31, 2013

M/S LOPES-SIMMONS and carried by unanimous voice vote (three absent, one late), to approve the Minutes of November 1, 2012, as submitted.

M/S SIMMONS-LOPES and carried by unanimous voice vote (three absent, one late) to approve the Minutes of January 31, 2013, revised to include a remark to have the High-Speed Rail Commission re-evaluate the proposed location of the Merced high-speed rail station.

(D) ORAL COMMUNICATIONS

A question was raised about steps to annex the Plan area. Chairperson SPRIGGS responded stating that the City does not annex, and that property owners initiate annexation proposals. There is no plan at this time to annex the Plan area. The purpose of the Plan is to designate future land uses so that at such time the landowner wants to annex, the land uses are in place. Mr. WALSH asked if this Plan has any statutory authority. Chairperson SPRIGGS noted that it will be a part of the City's General Plan. Mr. WALSH asked if that included zoning. Chairperson SPRIGGS responded, no. Ms. HENDRICKS encouraged the Committee to include child care as they think about important infrastructure so that families in need of such service do not have to drive long distances.

(E) DRAFT BELLEVUE COMMUNITY PLAN CHAPTERS

Principal Planner KING gave an overview of the agenda items as they relate to the workshop in the later part of the meeting. The agenda includes a discussion of the community plan, urban villages and then a recap of the consultant's initial land use concept.

The Community Plan is a high-level document and includes items such as a land use plan and chapters addressing urban expansion, transportation, open space, and public facilities, among others. The planning effort will help to refine the very conceptual land use ideas expressed in the City's General Plan for the Bellevue Corridor Plan area. It will discuss broad topics such as future location of bike paths. The Plan will look at where open space corridors are situated. What does the street structure look like? The plan will have a policy set; the Committee will review and comment on draft language as it is prepared. The Plan framework refers to topics and sub-topics that are derived from public comment and from City policies. For example, Project-related public comments emphasize the need to provide neighborhood compatibility

and development sites for research and development, to name a few. Similarly, the General Plan includes a City position statement as to future growth in the University Community Plan (UCP).

The General Plan includes specific language as to the future growth in the Plan area, for example, use of the urban village model, including employment generating uses such as research and development, mixed-use, transit corridors, and connectivity to UC Merced. Mr. KING also displayed images of: 1) the Merced Loop Road; 2) an image of land use types that are distributed throughout the City, for example, industrial, school, and regional commercial districts, the image also showed locations of current and future villages in the City's sphere of influence; and, 3) the proposed transit alignment along Mandeville Road.

Committee Member GWIN noted a local newspaper describing a freeway or transit-way beginning in Atwater and in the planning area. Chairperson SPRIGGS noted that it would connect into Bellevue Road. Committee Member DICKER stated that the parkway alignment shown in the presentation was inaccurate. Mr. KING noted the image is in error as it does not reflect approved changes in the actual alignment, and that the images in the Bellevue Corridor Community Plan will be accurate. Mr. BRYAN inquired about the transit-way alignment, notably about the part south of Yosemite. Mr. KING noted that the alignments are conceptual ideas and are subject to change. Committee Member TINETTI noted the West Hills Estates Project abuts the Callister Project, and noted that the Callister plan shows multifamily residential abutting next to the West Hills Estate project. He asked if all the Callister Project has been approved. Mr. KING noted that the Callister Project, while not zoned, is part of the adopted General Plan Land Use Map.

(F) URBAN VILLAGE DESIGN

Planning Manager ESPINOSA noted that this presentation is meant to provide a description of an urban village and to answer questions that the Committee may have. Ms. ESPINOSA described the key elements of an urban village including: 1) interconnected streets; 2) a commercial core – including public uses, retail, and office uses; 3) high-density residential near the commercial core and close to transit service; and, 4) lower density housing, open space, schools and parks farther out. She presented illustrations showing the mix of uses described above, including job-generating uses; bike and pedestrian friendly designs to support transit options. Ms. ESPINOSA showed images of existing sample communities such as Orenco Station and Hercules and Kingsfarm. Locally, downtown Merced is a village, as is the College Green project, with apartments near the shopping and pedestrian connections

between these uses. She also noted Bellevue Ranch as a village. The General Plan includes many policies supporting future growth areas to be modeled after the urban village. The General Plan points to the use of the urban village model in the Bellevue Corridor Community Plan area, and that it would include job-generating land uses, more so than others, since it is adjacent to UC Merced.

Ms. ESPINOSA described several variations in the Bellevue Corridor Community Plan from the typical urban village model, including: 1) job-generating uses; 2) having a series of centers; 3) the ability to have a large R&D site; 4) having a ½ mile walking area instead of the ¼ mile area; and, 5) including transit priority projects. Ms. ESPINOSA also noted that the Bellevue Corridor Community Plan offers flexibility in terms of size and location of different land uses.

Ms. ESPINOSA also noted that while the Merced Vision 2030 General Plan encourages commercial sites to be located at the corner of an arterial and collector street, there is flexibility in the General Plan to provide for situations to put urban villages/commercial development at the corners of two arterials. Ms. ESPINOSA listed several design flaws that would need to be avoided, including traffic congestion, too many turning movements, and multiple curb cuts, but for access from the adjacent neighborhoods to be provided, through site design. Ms. ESPINOSA showed many sites where the City currently has commercial sites at arterial and collector street intersections, such as: the Merced Market Place, Hobby Lobby, and the Promenade.

Committee Member ROBBINS asked staff to describe transit priority projects and how they relate to the project. Mr. KING described these as mixed use developments with at least 20 units per acre. Committee Member DICKER noted that the FAR (floor area ratio) for non residential would need to be at least 0.75. Mr. MUMMERT commented that it would be wise to leave the core commercial where they are, especially since the Bellevue Ranch Master Development Plan (BRMDP) already has one where the commercial core is on the half-mile collector and stays away from the arterial. He stated that if you propose a large retail center at G Street and Bellevue Road, that it would mess up the continuity of the BRMDP that has a commercial core only ½ mile away. Mr. LAKIREDDY asked about the benefits of the ¼ mile versus ½ mile walk-ability radius. Ms. ESPINOSA replied that the ¼ mile is the standard most people are comfortable walking. Some are comfortable walking longer distances. Mr. KING noted that the transit circles placed on Mandeville Road are ¼ mile, but because they are centered on this planned pedestrian-friendly road, the width of the walking zone is ½ mile. This is compared to a village placed on

Bellevue Road, where pedestrians on the north side of the road are less likely to cross the major roadway.

Mr. LAKIREDDY stated that he loves the Urban Village concept on paper and that the project he brought here is designed after this model, but what scares him is the history of it. He believes there needs to be a transition time for Merced to get used to this type of living, and that it is going to come slowly, and the plan needs to think about how to accommodate it. For example, Merced zoning does not allow for high density, and in order to drive retail prices to the same prices you'll get at the corner of two arterials (that would make sense for a developer), you need to have that higher density. 20-units per acre is not a high enough density to drive those retail rents to be on par with those rents would be on the corner of two arterials. Thus, there needs to be an adjustment so that the whole plan works.

Committee Member WESTMORELAND PEDROZO stated that she likes leaving the loop road around Merced to allow a fast-paced movement (not stop light after stop light). In response to the comments above, she stated that the university is going to bring in a little faster pace than we might expect. She stated we have to step out of our box and noted that the village concept in Modesto was a disaster, but that is because the City didn't hold to their design and lowered the impact fees. The Bellevue Community Plan is an opportunity to tap into development that will go on with the university. She'd hate to see Bellevue Road become a Herndon Avenue where it used to be that you could get to Fresno State in a very short time.

Mr. THURSTON stated that he visited Orenco Station, which was planned with live-work areas, and that the density of housing was more like town-homes, not condos or apartments. It was within walking distance of a light-rail that went into Portland, and there was a giant Intel plant that employed thousands of people. We don't have that here, but may equate it to the UC at some point. Rockville, near Washington D.C., has many large corporations in the area, and Hercules is struggling after dissolution of the Redevelopment Agency. Mr. THURSTON stated his concern is affordability given the state system of tax reimbursement to cities. Decades ago the state took away monies from localities for schools and in some fashion replaced it with sales tax, has us far too dependent on sale tax, but that is a fact. There has been no economic study of this whole thing, and retailers keep telling me and others that they will not locate in these mid-sections with any substantial stores. To get a good suit or pair of shoes, you have to go out of town. This (a plan without regional commercial) is going to keep it that way, and removes the "walkability - don't use your car aspect" when you have to go to Fresno or Modesto to buy good clothes. Half of our

teenagers spend all day Saturday at the Modesto Mall, not ours. There needs to be some economics in this, because the City cannot afford just building buildings (whether offices or places to live) as we won't have money for public safety, and a lot of that is financed by sales tax. If increases in sales tax does not coincide with growth, then we'll be in financial difficulty in the future trying to finance what is being built.

Chairperson SPRIGGS remarked about Orenco, that it looks the same (compared to when he visited earlier), and that the larger perimeter is all apartments, so that there is lower density in the core. Chairperson SPRIGGS noted that the real issue with sales tax is that it doesn't do us any good unless we have people here earning income so they have dollars to spend. A retailer will look at the spendable income in a marketplace. For example, a grocery store will say a typical family spends 5.8 percent of their annual income on groceries, and then look at the incomes in prospective markets and ask if they can afford to put a store there; is there adequate income there to support the store? If the income is not there, then you won't get a grocery store. If you don't have the guy with tie, slacks, and a shirt employed in the area, then you're not going to get a *Men's Wearhouse* in that area; the customer base is not there. The important thing is to pay attention to the employment centers. Mr. THURSTON commented that he agrees with everything Chairperson SPRIGGS said, but we are reminded that we have three retailers who want to come to Merced but don't have a place to be, and that the plan does not show anyplace for the large retailers to locate. The mixed-use only includes little retail community centers, which are not going to generate the sales tax to support what is going to be built. Ms. ESPINOSA noted that the commercial site in Bellevue Ranch that Mr. MUMMERT was speaking of is 50-acres, and there is a large site. Mr. THURSTON commented that retailers do not want to be there, however. Chairperson SPRIGGS commented that he does not necessarily agree, for example, look at Lowes. Mr. THURSTON noted that "M" Street (in the Bellevue Ranch project) is not a major road. Chairperson SPRIGGS noted that retailers are going to go where they can find sites where access to the market is provided. If it happens to be at mid-place, then that is where they will go.

Ms. SPITLER asked if at this point we are overbuilt with retail, and who would want to come in now? Mr. THURSTON stated that is not true, and there are retailers who want to come here, but there are no places that will accommodate them. Ms. SPITLER asked why can't we invest in downtown, the heart of our tax-base. Chairperson SPRIGGS noted that there are multiple property owners and to make

such investments, you'd have to assemble a site; with no redevelopment, you have no tools to do that.

Committee Member GWIN asked Chairperson SPRIGGS who built the lofts and retail underneath, and if it was a success? Chairperson SPRIGGS noted that it was an RDA project, and that the residential is fully tenanted, and there is some retail. Committee Member WESTMORELAND PEDROZO stated you need to look at the economics of today, and recognize that the BCP is a thirty-year plan. Committee Member GWIN noted that the plan around Raley's changed because there was not a market for it, that some of the Bellevue Ranch project was changed for economic reasons, and that money is going to drive development where investments will get a payoff in a reasonable amount of time. Someone should be thinking of that economic impact study that was discussed earlier.

Mr. WALSH asked what is the time period we are looking at; what is the horizon? Ms. ESPINOSA stated the BCP is a long-range plan and the consultants noted it was going to be very long-term. A member of the public, who lives 0.2 miles from the University, stated that she is trying to figure out whether or not to go house hunting.

Committee Member HOLMES commented that after his 30-years of experience working with developers that the problem with multi-family development is the fact that the legislature, about 10 to 15 years ago eliminated the long-term write-offs, and until the legislature allows the reformation of limited partnerships that will allow developers to take those long-term write-offs so that it is not necessary to hold onto them forever, you're not going to get anyone to build them, because they can't finance them. The only way Merced will get multifamily is to put pressure on the federal government to change the tax-structure.

Committee Member ROBBINS stated his cognizance of the need for commercial density regarding driving costs, and that the retailers not coming here that Mr. THURSTON talked about are not coming here because of that issue. Committee Member ROBBINS is also cognizant about keeping the arterials moving. He commented on the City policies that places commercial on arterial-collector street intersections, but that policy does not prevent an arterial-arterial intersection from retail development if it had the appropriate size, etc. He wondered if it would be helpful if more objective criteria were developed, instead of saying that won't be our plan, but you can come in and ask for a waiver, as clients are very suspicious of getting a potential waiver; they like to deal with something a little more specific, for example some objective criteria to plan to.

Committee Member DICKER noted that commercial developments want traffic counts and are not too concerned with traffic coming in the back way. Retailers look for ingress and egress off regular streets, and not from the shallow market behind them. The process needs to have something besides a process to amend the General Plan. An arterial connection must be provided. Ms. ESPINOSA noted that the Merced Marketplace in Merced has two separate signals on either end of their development, which is why the mid-block can be attractive. She also commented that the idea of having specific criteria (regarding placement of commercial at an arterial/arterial street intersection) is a really good suggestion.

Mr. MUMMERT noted that when you are on a mid-block location, you still front an arterial road. Retailers don't want to end up in a situation where they have a bunch of driveways on the arterial and along with congestion. Using the Bellevue Ranch retail site on Bellevue Road as an example, you have core commercial, with higher density next to that and then lower density residential further out, which is exactly what the *Bellevue Corridor Community Plan* is proposing, and that is probably a good thing.

Committee Member HOLMES stated that when he first started working with the City of Merced, a developer proposed a Taco Bell at "G" Street and Olive Avenue, and stated that it had to look like Taco-Bell or they would not build it. The City allowed them to build as they saw fit. Committee Member HOLMES noted that if the City allows McDonalds to go in at "G" Street and Bellevue Road, then we are going to have gridlock. Committee Member HOLMES commented that the Committee needs to basically describe the life-style it wants in Merced, and for the Council to deal with the money it gets. Committee Member HOLMES believes the Committee needs to tell the Council it does not want gridlock. Committee Member GWIN noted the McDonald arches in Sedona Arizona are teal-green.

Committee Member WESTMORELAND PEDROZO noted that the State of California is trying to abide by AB32 and needs to give incentives to economically impacted areas (the shallow market), to accommodate communities to do good planning, and for developers like Sid to do good plans. She stated, now is the time for our elected officials to come together to ask legislators what type of incentives will be given to communities that are trying to do the right thing to abide by the rules and regulations that the state is giving them. This is our opportunity to do things a little differently. The state needs to be put on the spot for what they are trying to get us to do. How can we accomplish this Plan economically?

(G) RECAP – INITIAL LAND USE OPTION

Mr. KING provided a review of the initial land use plan created by the consultant.

(H) OVERVIEW OF WORKSHOP PURPOSE AND SETUP

Mr. KING explained the purpose and setup of the workshop.

(I) BREAK/APPROX 2:55 TO 3:10 PM

(J) LAND USE PLAN DESIGN WORKSHOP

The participants sat at workshop tables to fill out the questionnaire by the consultant, and to craft alternative land use maps. Mr. KING also read into the record an email written by Committee Member KOLLIGIAN regarding his concerns about the consultant's initial land use plan. At the conclusion of the workshop, the questionnaire and maps were collected by staff for use in preparing for the next Committee meeting.

(K) NEXT STEPS

No information was presented on this item.

(L) ADJOURNMENT TO MAY 2, 2013, AT 1:30 P.M.

THERE BEING NO FURTHER BUSINESS, CHAIRPERSON SPRIGGS ADJOURNED THE MEETING AT 4:30 P.M. TO THE NEXT REGULARLY SCHEDULED BELLEVUE CORRIDOR COMMUNITY PLAN AD-HOC CITIZENS ADVISORY COMMITTEE MEETING ON THURSDAY, MAY 2, 2013, AT 1:30 P.M.

BY:



BILL KING
COMMITTEE SECRETARY

APPROVED:



BILL SPRIGGS, CHAIRPERSON
BELLEVUE CORRIDOR COMMUNITY PLAN
AD-HOC CITIZENS ADVISORY COMMITTEE

**BELLEVUE CORRIDOR COMMUNITY PLAN
AD-HOC CITIZENS ADVISORY COMMITTEE**

MINUTES

SAM PIPES CONFERENCE ROOM
678 W. 18TH STREET
MERCED, CALIFORNIA

THURSDAY
MAY 2, 2013

(A) CALL TO ORDER

Chairperson SPRIGGS called the meeting to order at 1:35 p.m.

(B) ROLL CALL

Present: Committee Members: Jerry Callister
Susan Gerhardt (left at 4:38 p.m.)
Melbourne Gwin, Jr. (arrived at 2:35
p.m.)
Dan Holmes
Sharon Hunt Dicker
Bill Hvidt
Lee Kolligian
Carole McCoy
Jeff Pennington
Ken Robbins
Steve Simmons
Justi Smith (left at 4:40 p.m.)
Bill Spriggs
Steve Tinetti
Diana Westmoreland Pedrozo

Absent: Committee Members: Richard Kirby (excused)
Walt Lopes (absent)
Greg Thompson (excused)

Staff Present: David Gonzalves, Director of
Development Services
Bill King, Principal Planner

Consultants Present: Lisa Wise

Ben Sigman
Tony Perez
David Sargent

(C) APPROVE MINUTES OF MARCH 14, 2013

M/S TINETTI-CALLISTER and carried by unanimous voice vote (three absent, one late), to approve the Minutes of March 14, 2013, as submitted.

(D) ORAL COMMUNICATIONS

No comments were received.

(E) ADVISORY RECOMMENDATIONS ON CIRCULATION AND LAND USE PLAN COMPONENTS

Principal Planner KING spoke about the Committee and public workshop products (concept land use maps and survey) at the March 14, 2013, meeting, summarizing the results as confirming much support for the consultant's draft land use concept that was presented in January 2013, but also revealed some topics where further discussion and advisory recommendations need to be sought at today's meeting.

Director of Development Services GONZALVES spoke about the Bellevue Community Plan (BCP) as a wholistic picture of a community, a part of Merced, and not about specific properties or pieces of infrastructure. Eventually a zoning code would be developed to implement the land uses of plan. The City sought state grant funds to define this area a little more than does the General Plan, and to eventually get to a code that puts forth community ideas and recommendations. The BCP is 20, 30, 40 years out and development will occur over the long-term. It is important to build flexibility into the plan document, but at the same time to provide a framework to move forward. The purpose of the meeting today is to reach consensus, taking into consideration the ideas expressed in the concept plans developed by the citizen advisory committee (CAC) and public at the March 14, 2013, meeting.

Ms. WISE introduced the team present (Ben Sigman, Tony Perez, and David Sargent), past committee actions, and the purpose of the meeting, notably to discuss key topics to get clear direction to move onto the next steps, mainly about circulation, mobility, amenities, open space and land use plan (mix, types, locations and scale). She presented some meeting context slides including: the planning site, the City's General Plan, and entitled development projects.

Mr. SIGMAN spoke about the Plan area's key issues and strategies. What Economic Planning Systems (EPS) identified in its project study were a number of challenges that development of the BCP area will face. EPS took these challenges and turned them into strategies for a successful plan to be used as a guiding framework for planning team.

Challenge #1: Uncertainty in the economy, but with growth across the board, just uncertainty about how fast population growth would return. The BCP should respond to this through flexibility in type and density that may be allowed. This can be accomplished through sub-area master planning that first establishes a high-level concept plan and then as the market potential becomes more real, to plan in greater detail the sub-areas, and then to develop a cohesive block-by-block development so that you end up with systematic development where the next development is framed by the preceding development site, so that you are not left with a smattering of projects, but rather the development of a vision.

Challenge #2: The University of California at Merced (UCM) is a driver for the University Community Plan (UCP) and the Bellevue Community Plan (BCP) creating a situation for potential competition between the two. The BCP should work collaboratively with UCM and the UCP to find complementary projects, to find the right financing techniques to place infrastructure, and to work together instead of out-competing each other.

Challenge #3: There is a thread of competition between the City's current downtown and the developing community in the BCP. The BCP, as a part of the entire City, should reinforce what is going on citywide. This is done by connecting it to downtown through transportation systems (transit, high speed rail, etc), to provide ease of movement between these areas.

Challenge #4: There is disparate property-ownership in the BCP area, because everyone wants to develop the property to the highest and best use in the future. To get the best outcome for the community as a whole, the property owners need to coordinate and buy into a common vision for the BCP and agree that that is the best outcome for everyone. It is also about coordinating the public and private sectors to bring along investments in infrastructure.

Mr. SIGMAN quickly went through the 14 over-arching planning principles for the project.

Consultant Presentation of Topics

Topic: Street Connectivity

Ms. WISE discussed the connectivity of the transportation network, one-mile grid and the half-mile corridors, connecting the UCM transit center with the Bellevue Ranch transit center by using Mandeville Road, and for it to have a bus rapid transit (BRT); and Bellevue Road connecting to the Campus Parkway. The interconnected grid is a very important foundational component, especially if you are planning for transit. Ms. WISE invited public comment.

Mr. TELEGAN asked about the term of the general plan and commented that the community plan would out-live the City's General Plan. Ms. WISE noted that the shelf-life for the plan is different and shorter than the actual build-out of the community plan area. Due to the present uncertainty, there will be a need to revisit the plan in the near-term. Mr. TELEGAN asked if there will be a built-in regular review period by staff and the Council. Mr. GONZALVES stated that the Council will need to make that decision. Ms. WISE commented that the performance indicator component of the plan is an opportunity to monitor plan progress. Mr. TELEGAN noted that the Bellevue Ranch Master Development Plan (BRMDP) as being annexed in 1995, is less than half-built out, has a dominant residential nature, and is not a successful plan given its lack of providing jobs. Mr. SARGENT noted that the types of plans (BCP vs. BRMDP) are different, commenting that the Bellevue Ranch Master Development Plan is a project, containing specific entitlements with specific standards, compared to the BCP which is a framework within which future decisions about specific entitlements could be made when more information is in place. The BCP would not include the specificity or rigidity that comes with an entitlement plan like the BRMDP.

Mr. TELEGAN asked if the sewer master plan will have the flexibility for future development in the BCP and not lock in uses. Mr. GONZALVES noted that we are planning for flexibility for future growth. Ms. SPITLER asked which block would be developed first. Mr. GONZALVES stated that the Council will need to decide. Mr. ECKERT asked if there is some sort of state requirement that goes along with the grant, for example, to prepare form-based codes. Ms. WISE noted there is no requirement to create a form-based code. Mr. GONZALVES noted that there is no requirement for the City to adopt the plan either.

Topic: Block Structure and Interconnected Streets

Ms. WISE introduced the first question about whether or not the plan should include a street block structure of closely spaced and interconnected streets. Committee Member HOLMES asked about whether intersections along G Street and Bellevue Road would be full four-way intersections or be limited to right-turn movements, because the time it takes to get across town is getting longer, and with only four roads in town (McKee Road, G Street, M Street, and R Street) that cross Bear Creek, if we make full-intersections then we end up with a lot of signals and greater potential to delay traffic. Ms. WISE noted that Gardner Avenue would be developed with the plan, that the dispersed traffic model will help traffic flow, that full four-way intersections would occur at the half-mile routes, and that signal timing will help traffic to flow smoothly. Mr. GONZALVES also noted that Campus Parkway will provide another north-south route in the long-term. He also noted that the image represents a type or concept of a circulation pattern and does not reflect what will actually occur on any particular site.

Committee Member WESTMORELAND-PEDROZO commented that the image makes her nervous because it is the “same-old” “same-old” street network of cookie-cutter development, and that if it was just the interconnected network of major arterial streets, and not the smaller local roads, then she would say yes. Mr. SARGENT commented that if you only have the big streets and your typical housing tract developments, then residents wouldn’t end up with a transit-friendly community. Committee Member WESTMORELAND-PEDROZO commented that the larger development types like research and development parks, entertainment sites or large commercial sites wouldn’t have those smaller streets.

Committee Member ROBBINS commented that the dialog has been disjointed and there is too much interrupting in the dialog. He stated his agreement with the concept of street connectivity, but also asked what is the alternative to the plan for interconnected streets. Ms. WISE commented that the alternative is what is happening in other parts of the City, the use of cul-de-sacs and the inability to walk easily between neighborhoods and to transit. Committee Member HOLMES commented that the difference is that local streets are interconnected (gridded) to create pedestrian orientation through multiple points of access by walkers and bike riders to destination sites, rather than being limited to the larger streets. Committee Member ROBBINS noted that the communities around the world that he is familiar with that are greatly connected are not square. Ms. WISE noted the diagonal that was

proposed in some of the original plans, and that because the City is already built on a square grid network, it is hard to turn that efficiently.

Committee Member ROBBINS commented that these non-binding pictures that are “illustrative” only do find their way into documents that then become binding. Committee Member HVIDT suggested taking the pictures out and replacing them with a written narrative that states what is trying to be accomplished as a means to guide future development. Committee Member CALLISTER commented that images of the major streets are needed to which we plan for smaller roads that don’t need to be straight. Committee Member ROBBINS noted there is topography that will influence road siting. Mr. TELEGAN noted that Merced (in general) does not have a lot of topography, what does exist should be preserved, and not removed as it was at the Bellevue Ranch site. The draft circulation image is a two-dimensional and does not show topography.

Committee Member KOLLIGIAN stated that it will be difficult to vote on issues without first having heard all the elements of the plan, and suggested to go back to voting at the end of the day.

Committee Member MCCOY asked where M Street, R Street, and G Street are on the image, which was then shown to her.

Ms. WISE then moved forward with the presentation with the intent to come back for the CAC to provide an advisory recommendation. Ms. WISE stated the intent of plan is to be flexible and to adapt to market changes. It is a long-term document with a tremendous amount of uncertainty. The plan will have a policy framework so when future master project planning occurs, there is a comprehensive approach in place that is supported by the community. If it is the desire of the community to create a transit corridor in the plan area, then a commitment to an interconnected street system must occur. Otherwise, there will be no connectivity, transit won’t function, Merced won’t meet Transit-Priority Project (TPP) requirements (density/FAR), and the state and federal governments won’t provide funding or incentives (to develop transit).

Topic: Transit Oriented Development

Ms. WISE then went into greater detail about the first question. Will the development pattern in the plan area support transit? Will the development pattern be “walkable-urban” or “driveable-suburban”? A foundational element to accomplish this is an interconnected street system that is walkable; where one can park once and

walk to a variety of destinations. Committee Member HOLMES inquired about the slide imagery, notably the cross-sections with adjacent buildings. Ms. WISE noted that the presentation includes these, and continued to present. Another Committee Member asked about the slide, notably the connection to Campus Parkway and Atwater Merced Expressway (AME). Ms. WISE noted that the presentation includes these, and continued to present. Mr. LAKIREDDY asked if the purpose of the meeting was to develop the theories of the text of the plan. Ms. WISE stated, yes, it is about establishing the high-level policy framework supported by the Committee.

A Committee Member stated that a major road is needed in the plan area, like Herndon Avenue in Fresno, that is not congested and allows traffic to flow. Ms. WISE noted that Bellevue Road could be such a road given its connection with the Campus Parkway and the AME, with Mandeville becoming the focus of the transit corridor. The Committee Member clarified that he was talking about a north-south roadway. Mr. SARGENT noted that G Street (on the west edge of the plan area) will be important in that regard. Mr. SARGENT also explained the illustrative road plan is an expression of an idea of an approach to making a City that is designed similar to what exists in Merced south of Bear Creek, with the difference being the block size being much larger in the plan area to allow for more flexibility. The illustrative plan does not lock in block size, as the plan will allow larger blocks or smaller blocks than what is depicted. Curved streets would be allowed too. The point of the illustrative plan is that the streets are interconnected, that is, the road connects with another place so people can walk to transit from work/home/shops/services or vice versa, without hiking a great distance around a subdivision.

Topic: Open Space Network

Ms. WISE discussed master planning for an open space network. The open space plan is formed by natural features like topography and water courses. The open space plan defines the linear open space corridors, so that future development can be designed in harmony with the plan and not break or develop over these features, or to create small disconnected parks or detention basins that then become the default open space features of the area. Rather, future development would add to and help create a part of a larger system. Committee Member HOLMES asked about the large amount of open space shown in the area of Gardner Road and Bellevue Road, in the vicinity of the research park designation, and that while a broad concept is good, some of the amount of open space in this area of the plan may need to be removed. Mr. SARGENT commented that greater detail (policies and illustrative plans) than just a bubble diagram and guiding principles is needed because everyone will agree to

these, but have a completely different picture in their head of what is meant. Policy language and illustrations help people get a similar idea of main topics (circulation, open space, land use), not that any one thing shown is a design proposal. A Committee Member asked if there is a gross amount of land being recommended to set aside for open space. Ms. WISE responded at this time no, but after an open space concept (locations and shape) is agreed upon, that amount could be determined, using the guidance from the City's General Plan. Mr. SARGENT noted that the amount graphically shown on the slide is in accordance with City's General Plan. Ms. WISE noted that the street network shows ideas of curving streets adjacent to the open space corridors.

Topic: Function of Bellevue Road and Mandeville Avenue

Ms. WISE then discussed master planning for Bellevue Road and Mandeville Avenue. Bellevue Road is an important gateway, a Boulevard to UC Merced. She presented and discussed design options for Bellevue Road, for example a side access lane for local traffic. Thru traffic lanes would be provided to handle a lot of traffic (40,000 to 50,000 average daily trips) without being an expressway. Local traffic would use the side access lane. The side access road brings several benefits: (1) enables blocks of land to develop adjacent to Bellevue, or remain rural; (2) allows buildings to face or address a street, creating a more visually pleasing setting and gateway environment, as opposed to a long blank sound wall or loading docks; (3) creates a space for pedestrians to access buildings and to use mobility options (transit, bike lanes, sidewalks); (4) a place for on-street parking; and, (5) a place for local traffic to maneuver without slowing thru-traffic on Bellevue Road. These benefits create a setting that provides more site design options for adjacent buildings. Mr. SARGENT showed real-world examples, for example (not to replicate these in the plan area, but to show how they function), the Esplanade in the City of Chico; Shattuck Avenue in the City of Berkeley; and Octavia Boulevard in San Francisco. This type of road allows for very different land uses to locate on opposite side of the road and for buildings to change on properties. This road type affords a variety of land uses and building structures over time. Creating large streets without the provision for "address making" along it, reduces development flexibility and increases the odds of creating an impaired visual environment.

Mr. SARGENT then discussed the Bus Rapid Transit (BRT) options to place this type of service on Bellevue Road or Mandeville Road. Either road will connect to the already planned north-south oriented route on M Street, or would still work even if the north-south transit line shifted to G Street. The southern end of the already

planned transit connection (outside the plan area) would connect to the planned high-speed rail station. If BRT is placed on Bellevue Road, the downside is that there is a lot of traffic on the road, and the median (location of the BRT) of this type of road would not be easy to get on and off the transit, and is not a pleasing environment to wait for a bus. The other option is to put the BRT on Mandeville (1/4 mile south of Bellevue and 1/4 mile north of Foothill Avenue), which connects directly to the Bellevue Ranch transit center to the UCM transit center in a straight line with proposed stops at 1/2 mile intervals with major streets. The 0.5 mile wide by 2.0 mile long space that Mandeville Avenue and adjacent land uses would occupy supports other numerous transit-related factors including: (1) 1/4 mile walking distance to transit; (2) potential for an interconnected street system; (3) moderate traffic speeds (25 mph to 35 mph); (4) bike lanes; (5) curb-side parking; (6) a variety of fronting land uses; (7) transit-friendly loading and unloading zones; and, (8) Mandeville Avenue could provide for a series of different land use types serviced by transit and connected to UC Merced and downtown Merced. Committee Member MCCOY commented that this option makes sense as it serves student population at UCM and connects with downtown.

Committee Member TINETTI asked, whether on Bellevue Road or Mandeville Avenue, is there room to also plan for light-rail. Committee Member ROBBINS asked how a transit corridor on Mandeville Avenue would affect traffic counts on Bellevue Road or the Campus Parkway. Ms. WISE stated that with the BCP proposal for transit and interconnected streets, that traffic volume on Bellevue Rd. would go down.

Mr. GONZALVES reminded the Committee not to forget the bigger picture of creating a loop road (of which Bellevue Road is part) to carry regional traffic with connection points at State Route 99 and at UCM, and to be sure the road is designed to accommodate the community's broader need. Committee Member ROBBINS raised the question of who is going to build the loop road. Committee Member KOLLIGIAN noted, after viewing the slides so far, that the north side of Bellevue has been ignored and that he is interested to see the plans for that, especially in light of the regional nature of traffic on the loop road. Committee Member HOLMES commented on the amount of traffic coming from the foothills down G Street to Merced and SR 99, emphasizing the need to consider out-of-town traffic needing to use regional roads such as the loop road system. Ms. WISE noted that more traffic modeling could occur after the Committee votes on the high-level design options for the plan area.

Committee Member GWIN asked how the BCP project is going to coordinate (construction, location, funding) with the Campus Parkway and AME. Ms. WISE noted the AME is planned up to the west side of Hwy 59. Mr. GONZALVES noted the Campus Parkway is located to the east of the BCP. Committee Member CALLISTER noted that with Bellevue Road and Mandeville Avenue, you have two major roads and related expenses. Mr. SARGENT commented that Mandeville Avenue is actually not a major street, and that it is a regular collector road (travel lanes, bike lanes, on-street parking) with a transit lane.

Committee Member ROBBINS asked if there are examples of two massive boulevard structures sitting a half-mile apart in an area with a population like Merced. He has not seen this before; he asked why we would build two massive systems.

Committee Member KOLLIGIAN noted that Bellevue Road exists and rights-of-way have been dedicated and can't see diverting traffic to Mandeville Avenue, but does see a slower Main Street type design for Mandeville Avenue. He asked if bikes should be placed on Bellevue Road with higher traffic speeds or on a road with slower traffic speeds. Committee Member HOLMES noted that with Mandeville Avenue (if a successful transit corridor) the City would not need all the turn lanes and associated ROW planned for Bellevue Road. Committee Member KOLLIGIAN expressed caution about concluding that fewer turn lanes are needed. Ms. WISE stated that the City's General Plan describes Bellevue Road as a 6-lane road and Mandeville Avenue as a 2-lane road, and adds a transit component. The cost of this transit component on Bellevue Road vs. Mandeville Avenue is not a big difference (though probably cheaper on Mandeville Avenue since it is ¼ mile closer to downtown); the real issue is which road will maximize the functionality of transit. Committee Member MCCOY stated that the City should keep all options open since this is a long-term plan, and since the campus is growing and generating traffic.

A member of the public asked if you need 100% participation, i.e. that every one of them has to want to do this. Mr. GONZALVES responded by saying the City Council directed staff to prepare the BCP as a policy document to guide future growth of private property. The BCP, like other planning tools adds certainty and value to the market. Mr. PEREZ commented that the BCP effort is not taking rights away from anyone. There is no City zoning now. The BCP provides the foundation to annex and zone the property for urban development, in a manner that benefits the property owner and the community. The BCP effort is a process whereby decisions are made as to the best future land uses (or not) for private property are made. Either through the BCP process or on a property-by-property level, land use and circulation

decisions by the community need to be made. To do it the later way, is irresponsible and really difficult, he said. Mr. SARGENT commented that the circulation plan would have a hierarchy whereby different types of streets are identified and the degree to which street alignment is fixed or adjustable, for example, the location of the local or smaller streets is very flexible as long as it meets a minimum threshold of connectivity.

Committee Member WESTMORELAND-PEDROZO commented that community planning reduces future costs to the tax payer versus development occurring in a piecemeal fashion. Committee Member GWIN asked if the development process includes dedication of roads that the City does not need to purchase. Mr. GONZALVES confirmed the statement with a qualifying statement that the City pays for “oversizing” of facilities, i.e., that portion of the facility that the greater community, not just the development, uses. Committee Member GWIN noted that the future use of private property for public roads will be part of the development process as opposed to a government entity condemning it for public use. Mr. SARGENT noted that subdividers build lots and streets; at issue is the need to provide interconnected streets. A member from the public commented that the issue is one of annexation, especially if people don’t want to be annexed. Ms. WISE confirmed that the plan area is in the county and that property owners initiate (or not) annexation proposals.

Topic: Transit Oriented Center

Is this a reasonable range of uses? Is this an appropriate gateway to the campus? Should other areas of the BCP be targeted for this type of use? For example, should this be shifted to Gardner Avenue and Bellevue Road and flip the R&D next to UCM?

Mr. SARGENT then discussed the range of land uses that could occur within each of the larger bubble areas, for example within the business park, the transit-oriented center, the neighborhood centers; the multifamily, etc. If the Committee embraces the concept of interconnected streets and creating a transit/bike/pedestrian-friendly environments, then there is an amazing amount of flexibility in terms of land use and development, intensity and a horizontal and vertical mixing of land uses, and removal of street segments to create super blocks. Mr. SARGENT went through a series of slides to suggest a range of possibilities in land use types of various sizes in the Transit-Oriented bubble area of the BCP. One consistency among the uses and buildings would be the orientation or “addressing” toward the street, and the type of

streetscape, depending upon the broad nature (residential, commercial) of the land use. Block sizes could range in size.

Topic: Research and Development at Gardner Avenue and Bellevue Road

Does the research and development (R&D) make sense at Gardner Avenue and Bellevue Road or does it need to flip and be closer to the university?

Mr. SARGENT then discussed in greater detail what is envisioned in the Research and Development bubble part of the plan, noting that some R&D supportive-type commercial could be allowed along Gardner Road. Block sizes would be (400'x 500') but flexible to expand or pieced together if the market demanded a lot of floor area, for example to create a large campus. Buildings could be "tilt-up" or high quality institutional types. Streets could be removed, replaced by pedestrian courtyards and other open space areas. Office type uses would be permitted. Site designs should support and build-off of adjacent transit facilities, bike lanes and pedestrian oriented streets. R&D buildings could address toward the side road of Bellevue Road. If the market would support it, R&D could be located on both sides of Mandeville Avenue. While the plan provides for much flexibility, a constant should be that the building frontage to streets look attractive and create a pedestrian environment. Ms. WISE noted that this shows the value of the grid being able to adjust to the market while retaining attractive public realms that add value to adjacent private properties. If demand for R&D was lower than expected, some of that space on the fringe could be used for multifamily, or both sides of Mandeville Avenue could be occupied with higher density housing.

Mr. GONZALVES commented that the proposed plan provides flexibility, but includes structure or a framework that adds value and a beneficial degree of certainty for successful development. If investors know they are buying an address on Mandeville Avenue (they know what it is going to be as expressed in the BCP), then that address has value because it has a transit service connecting high speed train to UCM, and will be a particular type of place people want to be. Without the certainty of knowing Mandeville Avenue goes through to create a certain type of atmosphere, the value would be a speculative property without an address in the middle of a field. Ms. WISE noted that street and subdivision standards should be expressed in the plan, again to emphasize the structure, address and associated value. The BCP should also fix the location of the R&D at Gardner Avenue and Bellevue Road, and a more intensive transit-oriented development site near the campus. All development (uses and circulation) along Mandeville Avenue would be transit-oriented, just at a smaller

scale than that near UCM. All properties along Mandeville Avenue would benefit and extract the investment from the transit facilities. Mandeville Avenue could have a range of uses on both sides of the street.

Mr. SARGENT discussed the area between Foothill Avenue and Cardella Road, a residential area whose streets are influenced by the open space corridor by placing the street adjacent to the open space and roads oriented to open at the creek, giving all residents an address oriented to the creek (similar to properties along Bear Creek Drive). Streets could be designed with surface storm-drainage features, and other “green” designs. The area could have a range of densities and types. Neighborhood centers would be where small businesses could locate at a cross street or in a block-long commercial area. Closer to Lake Road, the residential area would be more semi-rural, larger lots.

A Committee Member asked where there are communities with interconnected streets as opposed to cul-de-sac designed subdivisions. Mr. SARGENT mentioned Hercules, CA as an example and stated that cul-de-sacs could be placed in the BCP along the edges away from the transit-oriented areas of the plan.

Committee Member GWIN asked if it made sense to have developers talk with Committee before deciding on the plan. Mr. GONZALVES noted that is why the plan includes flexibility. Committee Member GWIN commented that the plan should be rigid so that the fiasco that happened at Bellevue Ranch does not happen in this area. Mr. SARGENT commented that the Bellevue Ranch plan is an inflexible development plan that limits options. Ms. WISE noted that being over-entitled could be a problem for certain properties. She also noted that many of the Committee Members have development industry experience and are part of the dialog to create the plan. Ms. WISE restated that the BCP will have street and block standards, but to provide much flexibility for future land uses to allow the market to have a legitimate role in the development of the plan area. Market studies work for a time period 5-10 years out, not greater. It is difficult to predict how many acres or square feet of various uses are needed. While an amount may be determined, knowing exactly where and when land uses will be sited are more difficult to predict.

Committee Member DICKER asked how the consultants envisioned the BCP plan interacting with the UCP plan. Mr. SARGENT commented that if the community is planning for twice the amount of land then it will take twice the amount of time to build. He stated since no one knows how long it will take to build part of the area

(given the market and duality of planning areas) then one strategy is to focus the development in as few areas as possible instead of letting it grow all over the place.

Ms. WISE commented that there is a need for both Plans to be ready so that development happens in a logical order. Actual phasing agreements are dependent on (1) revenue sharing agreement with the county; (2) infrastructure improvements; (3) state budget influences; and, (4) affect on growth patterns of UC Merced. These uncertainties point to the need for the BCP to be flexible, but to establish a framework so that if and when the area develops, the BCP describes those things the community would like to see happen. The role of the BCP is not about creating a phasing plan or to determine what specific infrastructure improvements are needed and built first, or to coordinate these things with UC Merced. Mr. GONZALVES commented that we can't dictate to the county or the UC. The task is to have a framework plan in place that connects with the surrounding community. Ms. WISE commented that minimum and maximum development standards would be crafted with flexibility to enable the plan to respond to future markets. Committee Member DICKER suggested that greater flexibility be provided by allowing the land use character bubble areas to float and not be pinned to a particular location. Ms. WISE commented that they thought about this approach too, but concluded that such approach would not help with subsequent necessary tasks of infrastructure planning and the related task of determining costs and how to pay for future development.

Ms. WISE emphasized the importance of anchoring chunks of the high-intensity TOD (Lake/Bellevue/Mandeville) and R&D (Gardner/Bellevue/Mandeville) so that there is certainty for all property owners, so that the infrastructure and phasing planning to be completed, and to be consistent with the environmental review documents. Mr. SARGENT commented that the odds of creating an interconnected community, by developing based on floating land uses, are very low. Committee Member HOLMES commented that as a community member, he wants to be able to go to the City Council with a recommendation of what this community is going to look like, and not just allow developers to go in and develop anything so long as it is put in a grid system. He stated that the task of the Committee is to come up with a plan that is buildable, sellable and an asset to the community.

Mr. SIGMAN commented that the Committee is looking far into the future, and in the last 5 years, we were in a period of an economic reset, and we are still trying to understand how Merced and the region is going to emerge; it is not clear, we are at a turning point. The planning team is challenged with not knowing where the market is going. Academics say we are moving toward more multi-family, higher density,

housing, which is supported by the State for environmental reasons. But at the same time, communities that have re-emerged are going right back to single-family housing. Thus, the planning team is staying away from saying exactly what use or densities could occur, and instead to focus on the street connectivity, transit use, etc. which are the foundational building blocks to create a great place and investment certainty to set the stage for the right future growth pattern regardless of what the developers want to do, which will incentivize their development activity.

Topic: Community Shopping Center

Mr. SARGENT then noted the idea of a community shopping center being raised, and suggested a good model is the Fig Garden Village in Fresno, and showed images of the site showing parking areas, building facades, pedestrian ways, village scale buildings and arcades, near rural residential properties, beautifully landscaped, and a place for people to gather. He showed an area north side of Bellevue adjacent to Paulson Road. Ms. WISE noted it could go in different places, as these images are concept only. Mr. SARGENT noted it could go into any of those ¼ mile segments, north or south of Bellevue Road all the way over to G Street. Ms. WISE noted that this type of development is not transit-oriented (it is more auto-oriented), from that perspective, it makes more sense north of Bellevue Road. Mr. SARGENT noted you could have multiple sites, with bigger or smaller stores. Committee Member KOLLIGIAN stated he owns property north of Bellevue Road, and understands that the consultant is saying that as an auto-oriented use would fix itself to Bellevue Road, and asked about the flexibility of the land use designations; would they be placed at the corners, and would adjoining owners have the same opportunity for commercial uses? Mr. GONZALVES stated that there would need to be a balance, a mix of uses, and adding commercial would have to be proven economically.

Committee Member KOLLIGIAN asked where that floating designation (previously described as a concept by Ms. WISE) was going to end up. Mr. SARGENT reiterated the flexible siting of the use, and commented that it is a type of use that does not connect very well with other uses, and that may influence actual the possible locations. Mr. PEREZ mentioned the methodology one can use to identify where a use makes sense and where it doesn't in order to restrict the use from those areas, and then to establish minimums and maximum development standards for the remaining areas to account for their unique circumstances.

Committee Member HOLMES asked if we are creating an environment for people to walk to shopping, why would we put the shopping center on the north side of

Bellevue Road rather than the south side where there is access to transit. Ms. WISE commented that they were responding to comments about whether the area north of Bellevue Road is rural residential or other uses to occur over time. Another option is that it be left in reserve since there are plenty of developable sites between Bellevue Road and Cardella Road. She also noted that the responses on the survey from last meeting were all over the board on land uses north of Bellevue Road.

Committee Member HOLMES reiterated the quandary of enabling people to shop without having to get in their car to go to the north side of Bellevue Road. Ms. WISE commented that this is a lot to take in and there are a lot of people shaking their heads – this is not going to work – that we’re not going in the right direction.

Committee Member HVIDT asked if there is a process in the City of Merced to make a general plan amendment. Mr. GONZALVES said yes. Committee Member HVIDT commented that long-range plans should be fluid and flexible, and over time given market conditions, the BCP land use designations can be changed. He also commented that the big elephant in the room that no one is talking about is infrastructure and that without infrastructure the BCP will not be implemented. Ms. WISE noted that while infrastructure is a big issue, if the BCP is adopted, that will accomplish a general plan amendment regarding land use for a lot of property. Establishing a zoning process would also be of benefit.

Committee Member CALLISTER commented that the circulation framework presented (Bellevue Road and Mandeville Avenue) makes sense, but would like to know the cost differential between that and an alternative approach. Committee Member GWIN asked why all of a sudden there are deadlines. Mr. GONZALVES said that we need to start writing the plan.

Committee Member ROBBINS summarized that the actions the consultants seek are direction on the circulation and open space network, and that getting to land use would be a challenge. Ms. WISE noted that recommendations on the R&D and higher-intensity TOD nodes would be as far as she would like to go.

Prior to hearing recommendation from the Committee, a five minute break was taken.

Committee Recommendations

Recommendation: Location of Transit? Bellevue Road or Mandeville Avenue

Chairperson SPRIGGS opened the discussion concerning the Committee recommendation for Mandeville Avenue vs. Bellevue Road. Which is the transit corridor? Sizing? Committee Member TINETTI said Mandeville Avenue should be the transit corridor because of the ease of access planned for Mandeville Avenue, and I can't see transit working on Bellevue Road due to the high vehicular speeds on the loop road. Chairperson SPRIGGS noted that the Committee concurred that the transit should be placed on Mandeville Avenue. Committee Member ROBBINS concurred with Committee Member TINETTI but cautioned that Merced can't build two big systems. Mr. TELEGAN commented that he is not opposed to transit on Mandeville Avenue, but raised a concern about how the transit will interface with the Bellevue Ranch Development. Mr. SARGENT noted that Mandeville Avenue exists west of G Street and no alteration would occur there to the street or to the land uses. Committee Member MCCOY commented that Mandeville Avenue connects to M Street which brings you to downtown and is the perfect corridor.

Recommendation: Size of Mandeville Avenue and Bellevue Road

Chairperson SPRIGGS described Mandeville Avenue as a 2-lane road with a median. Committee Member HOLMES noted that the width of Bellevue Road would be dependent upon the average daily trips (ADT). Committee Member HOLMES commented that the Committee shouldn't hem in Bellevue Road to be just four lanes; as planned it would have 4-lanes, but includes a median (total of 128-foot ROW) in case additional lanes are needed, avoiding the need to remove curb and gutter and widen the edges. Committee Member KOLLIGIAN commented that it should be wider to provide for a "boulevard" landscape presentation. Committee Member HOLMES described the City standard, which includes landscaping. Committee Member WESTMORELAND-PEDROZO commented that Bellevue Road should be designed similar to Campus Parkway, which also has four lanes with a wide median to add more lanes if needed. Access side roads are added by developers and not part of the public right-of-way. Committee Member ROBBINS asked Committee Member HOLMES to clarify a few items like Mandeville Avenue being 2-lanes with transit lane in the middle, on-street parking and bike lanes. Ms. WISE noted that the Committee doesn't need to design the road, but rather to conceptually describe them. For example, Mandeville Avenue is a 2-lane road with Bus Rapid Transit and Bellevue Road is a 4-lane gateway boulevard with room to add lanes.

Committee Member ROBBINS added that he thinks the grid system and connectability is great, but if you are going to put a picture of this in the BCP that there needs to be a narrative stating that we're going to take topography into

consideration. Chairperson SPRIGGS summarized the above descriptions. Committee Member KOLLIGIAN again expressed concern to provide adequate land, even if the road becomes six lanes, to create a boulevard appearance. Committee Member HOLMES observed that with the side roads and lack of need for a landscaped edge and sound walls, that there may be enough space already in the 128-foot right-of-way. Others noted that after a follow-up traffic study to determine ADT, the actual width need can be figured to ensure that Bellevue Road had adequate landscaping to create a Boulevard appearance. Chairperson SPRIGGS summarized the description as a boulevard with potential for six lanes. The Committee agreed to these designs.

Recommendation: High-intensity TOD node and R&D node

Chairperson SPRIGGS opened up the discussion as to the location of the high-intensity transit-oriented development node and the R&D node. Committee Member HOLMES expressed his support for these uses to be located as suggested by the consultant (the R&D at Gardner/Bellevue/Mandeville and the TOD at Lake/Bellevue/Mandeville). The Committee supported this suggestion. Committee Member WESTMORELAND-PEDROZO commented that one of the images showed an entertainment use at Lake Road and Bellevue Road. The group stated that that could be part of the transit-oriented development. Committee Member DICKER asked about the amount of uses permitted in the transit-oriented development. Mr. SARGENT noted that the plan would provide these details and that anchoring the location of these bubble land uses is the first step. Committee Member MCCOY commented that the transit-oriented development area needs to be flexible to respond to the growth and needs of the growth at the campus and cautioned against limiting the size.

Recommendation: Open Space

Chairperson SPRIGGS opened up the discussion as to the support for the open space concept. Committee Member HOLMES noted that single-loaded streets are cost-killers, while a few of those could occur, not all streets next to open space should be single-loaded. Committee Member TINETTI asked if we could put in a large recreational facility in the area west of Lake Yosemite. The Committee discussed the application of “transfer of density rights” (TDR) in the BCP area, notably in the

natural drainage west of Lake Yosemite. Though it appeared that the Committee supported the open space concept, there was no action to confirm this.

Recommendation: Larger Format Retail

Committee Member KOLLIGIAN asked if we are going identify a community center and its location. There was concurrent general discussion about this request. Chairperson SPRIGGS formally opened the discussion as to the support for retail at the northeast corner of G Street and Bellevue Road. Committee Member HOLMES disagreed and suggested the southeast corner because it is transit-oriented. Committee Member ROBBINS commented that the BCP could allow it on either corner and let the market decide. Committee Member KOLLIGIAN commented that he could see a retailer wanting to start something right away. Ms. WISE noted that they were thinking that the corners (Bellevue Road and G Street and Bellevue Road and Gardner Avenue) could be R&D, high density housing or some retail similar to Fig Garden Village. Committee Member TINETTI asked if the BCP needs to designate it now, or can the plan be flexible. Committee Member KOLLIGIAN stated that as a land owner, he would like some finality.

Committee Member CALLISTER commented that he is not prepared to make that decision today, and we are pressing to make a decision at the end of a long meeting. Ms. WISE asked the Committee if this is a topic to continue at the next meeting. Committee Member ROBBINS stated he believes it should be designated, but agreed (garbled). Committee Member KOLLIGIAN stated he believes it should be designated, but that the Committee can think about it. Ms. WISE commented that they can spend some more time on that corner because we don't have time today.

Committee Member KOLLIGIAN asked the Committee what they would put there instead. Committee Member WESTMORELAND-PEDROZO commented that on the west side of G Street there is nothing, a set of homes and a wall. Committee Member KOLLIGIAN commented that the east side needs to start correctly, a monument that presents this area in a manner the community can be proud of to start this tree-lined boulevard progression to UC Merced.

Chairperson SPRIGGS also pointed out for the consultant to think about what blends with the rural residential to the north. Mr. SARGENT commented that the reason they showed the Fig Garden Village is that it is built and designed at a scale that would be compatible with nearby housing. Committee Member HOLMES

commented that if it did go there, the control would need to be rigid, so as you build it, it becomes compatible with the homes that are there today.

Committee Member HOLMES also noted that the ingress and egress would need to be controlled, for example, the access to be ¼ mile away from the intersection of G Street and Bellevue Road, and that buildings need to be up to the street. Committee Member ROBBINS commented that this is getting into project design. Committee Member HOLMES disagreed and stated these controls are needed if we are to support this use at this particular location. Ms. WISE commented that they will look at a Fig Garden Type development on the north side of Bellevue Road and study that in terms of access, transitions, and (garbled) on the south side to, and noodle over that, and (garbled) recommendation too.

(F) BREAK/APPROXIMATELY 3:15 P.M. TO 3:30 P.M.

The Committee adjourned prior to this agenda item, having spent all time on agenda item E.

(G) URBAN DESIGN / IMPLEMENTATION

The Committee adjourned prior to this agenda item, having spent all time on agenda item E.

(H) DRAFT OPEN SPACE, CONSERVATION, RECREATION CHAPTER

The Committee adjourned prior to this agenda item, having spent all time on agenda item E.

(I) NEXT STEPS

The Committee adjourned prior to this agenda item, having spent all time on agenda item E.

(J) ADJOURNMENT TO JULY 11, 2013, AT 1:30 P.M.

THERE BEING NO FURTHER BUSINESS, CHAIRPERSON SPRIGGS ADJOURNED THE MEETING AT 4:45 P.M. TO THE NEXT REGULARLY SCHEDULED BELLEVUE CORRIDOR COMMUNITY PLAN AD-HOC

MAY 2, 2013

CITIZENS ADVISORY COMMITTEE MEETING ON THURSDAY, JULY 11,
2013, AT 1:30 P.M.

BY:



BILL KING

COMMITTEE SECRETARY

APPROVED:



BILL SPRIGGS, CHAIRPERSON

BELLEVUE CORRIDOR COMMUNITY PLAN

AD-HOC CITIZENS ADVISORY COMMITTEE

**BELLEVUE CORRIDOR COMMUNITY PLAN
AD-HOC CITIZENS ADVISORY COMMITTEE**

MINUTES

SAM PIPES CONFERENCE ROOM
678 W. 18TH STREET
MERCED, CALIFORNIA

THURSDAY
JULY 11, 2013

The meeting was cancelled.

BY:



BILL KING
COMMITTEE SECRETARY

APPROVED:



BILL SPRIGGS, CHAIRPERSON
BELLEVUE CORRIDOR COMMUNITY PLAN
AD-HOC CITIZENS ADVISORY COMMITTEE

**BELLEVUE CORRIDOR COMMUNITY PLAN
AD-HOC CITIZENS ADVISORY COMMITTEE**

MINUTES

SAM PIPES CONFERENCE ROOM
678 W. 18TH STREET
MERCED, CALIFORNIA

THURSDAY
AUGUST 15, 2013

(A) CALL TO ORDER

Chairperson SPRIGGS called the meeting to order at 1:37 p.m.

(B) ROLL CALL

Present: Committee Members:

Susan Gerhardt
Dan Holmes
Sharon Hunt Dicker
Bill Hvidt
Lee Kolligian
Walt Lopes
Carole McCoy
Jeff Pennington
Steve Simmons
Justi Smith
Bill Spriggs
Steve Tinetti
Diana Westmoreland Pedrozo (arrived at
2:00 p.m.)

Absent: Committee Members:

Jerry Callister (excused)
Melbourne Gwin, Jr. (excused)
Richard Kirby (excused)
Ken Robbins (excused)
Greg Thompson (excused)

Staff Present:

Bill King, Principal Planner

Consultants Present:

Lisa Wise
David Sargent
Patrick Gilster

(C) APPROVE MINUTES OF MAY 2 AND JULY 11, 2013

M/S SIMMONS-HOLMES and carried by unanimous voice vote (five absent, one late), to approve the Minutes of May 2, 2013 and July 11, 2013, as submitted.

(D) ORAL COMMUNICATIONS

Rick TELEGAN advised that he would like to discuss infrastructure, specifically sewage issues at some point in the meeting's discussion.

(E) PLANNING PROCESS ACTIVITIES AND CALENDAR

Principal Planner KING spoke about the actions of the Committee at the May 2, 2013, meeting including advisory recommendations about: 1) the transportation and land use functions of Bellevue Road and Mandeville (Bellevue Road to serve regional traffic and Mandeville Avenue to serve local traffic with a significant transit service and associated land use variety and pedestrian-oriented designs); 2) open space network; 3) locations of Business Park and Transit-Oriented Development "character areas;" and, 4) placement of commercial centers (discussion to be concluded at today's meeting).

Principal Planner KING also provided an overview of the plan's draft policies to be reviewed later in the meeting.

Ms. WISE introduced the team present (David Sargent and Patrick Gilster), and provided a broad overview of the planning process to date and future meetings of the Committee, which would involve one final meeting in December 2013 or January 2014 at which time the full draft plan will be presented and discussed.

(F) DISCUSSION ABOUT RETAIL AT G AND BELLEVUE:

This discussion occurred as part of item G, after the break.

(G) DRAFT PLAN CORE ELEMENTS (Land Use, Circulation, Open Space)

Mr. Sargent's powerpoint presentation was arranged as a "visual questionnaire" filled with imagery of ways in which the plan area could be developed, and structured with time for the Committee to ask questions and make comments about, in order to be sure to incorporate the community's ideas into a more definitive level before the plan is fully developed. Mr. Sargent presented several topics:

Complete Streets: A goal of the plan is to create “transit-servable places.” A foundation of this goal is to create a network of complete streets so the population can safely and comfortably walk or ride a bike to and from work and home.

Committee Member KOLLIGIAN asked about the design of Gardner Road. Mr. Sargent described the area south of the intersection of Gardner Road and Bellevue Road as an important business center, and that the typical 5-lane arterial with walls would cut it in half. Rather, provide roadway features to carry the anticipated traffic, but which may have fewer travel lanes, with or without on-street parking, and slow the vehicle speeds. This would be tested in subsequent traffic modeling. Committee Member KOLLIGIAN cautioned against going with a design similar to the funneling of M Street north of Cardella Road. Mr. Sargent stated the M Street design would not be used on Gardner Road.

Committee Member DICKER asked about the map showing the possible future location of Campus Parkway, and asked that the image shown at today’s meeting not be included in the Bellevue Community Plan.

Mr. Sargent continued to describe the functional street layout for the area including arterials, collectors, important local streets, important block pattern to support transit, and the Mandeville transit-corridor. Principal Planner KING noted that the handout (page 13) includes language that describes the illustrative nature of the local street block pattern, as discussed by the Committee in May 2013. Mr. Sargent noted that at some point in time, performance standards should be developed as a tool to identify the minimum level of street connectivity needed in the plan to achieve the goal creating “transit-servable places.”

Bellevue Road Design: Mr. Sargent described the different potential designs for Bellevue Road including: 1) 6-lane arterial with intersections every ½ mile (BAU); 2) 6-lane arterial with intersections every ½ mile, plus side-roads with parking (angled or parallel, single or double-loaded) and driveways to adjacent uses, and allowing a variety of building types and uses to face the side road, this option allows side traffic to operate without affecting the through traffic on the 6-lane arterial; 3) a 4-6 lane arterial that allows signalized street intersections every ¼ mile, and traffic moves at 35 mph, possibly with bike lanes and on-street parking; and 4) option (3) with one-way side road with the features noted above.

Committee Member HOLMES noted that the traffic model will still need to include through traffic that will occur in the planning area. Mr. TELEGAN asked about

driveway access to the side roads. Committee Member HOLMES asked if these different types can occur along the 2 mile stretch and MR. SARGENT said there should be consistency for at least a ¼ mile length. Committee Member WESTMORELAND-PEDROZO asked if the expressway design that exists off of SR 99 will continue all the way to and including Bellevue Road. Mr. Sargent commented that traffic from SR 99 will not travel a loop through Merced, but will function more as an access to local sites, such as UC Merced. Thus, in the plan, Bellevue Road is not being designed as an expressway. The design of Bellevue Road is more about creating and enhancing the adjacent neighborhood, rather than just serving as a through road for regional traffic and adding no value to adjacent properties.

Mandeville Road Design: Mr. Sargent described the transit-corridor with a future bus-rapid transit (BRT) lane, auto lanes, parking and bike lane, as well as the different land uses that would front it within the planning area. Mr. TELEGAN asked how the plan envisions Mandeville Avenue extending west of G Street and into the Bellevue Ranch development, because the plan shows it going to M Street. Mr. Sargent noted there isn't room for a dedicated transit lane, but that the bus service would run along that existing road sharing the road with vehicles. Mr. LAKIREDDY asked about the reasoning behind discouraging Bellevue Road as an expressway, because if there are many commercial corridors, then wouldn't slowing traffic create a mess in the future? Mr. Sargent clarified that slower traffic can actually move more cars than faster traffic. Poorly operating intersections have the potential to degrade capacity. Bellevue Road would need to include synchronized traffic signals, and perhaps the use of traffic roundabouts. Mr. Sargent also clarified that these roads are not commercial corridors, but rather walkable and livable streets that will have a variety of adjacent land uses, including those with high concentrations of employees. Mandeville Avenue could also become mainly residential. Committee Member WESTMORELAND-PEDROZO commented that the M Street transit-corridor needs to be reassessed, especially given the new railroad under-crossing. She also pointed out that having an understanding of regional traffic, truck traffic, and design of Campus Parkway are factors that can be used to help determine the function of Bellevue Road. Committee Member HVIDT commented that an informed decision needs to be based on the cost of the infrastructure that is being proposed in the plan area. Chairperson SPRIGGS commented that first there needs to be foresight to set aside space for a transit line, arterials and expressways to accommodate the needs of a growing community, regardless of the time to pay and construct it. The Committee discussed the role of the market in being able to, or not pay for planned infrastructure, and whether or not the market exists to develop property. Ms. WISE noted that the plan will include options to facilitate the kind of development that could occur, and

not come up with a detailed design, and at this level of planning, financial planning is not necessary. Principal Planner KING informed the Committee of the City's Municipal Services Review and its Public Facilities Financing Plan that address the costs of infrastructure improvements (including roadways, street lights, and transit) that are proposed at the General Plan level. Mr. Sargent commented that the mobility elements of the plan are being devised to maximize developability and to generate value along the roadways edges as opposed to a narrow view of merely creating a buffer from traffic noise and pollution. Continuing the discussion on Mandeville Avenue, Mr. Sargent commented that the BRT may be able to run with traffic and not have a fixed guide-way.

Other Road Design: Mr. Sargent described the designs of Lake Road, collectors, edge-drives and local streets. Committee Member TINETTI commented that it would be ideal to extend a bike path from Golf Road to Lake Yosemite through the planned open space.

Open Space: Mr. Sargent described the extent and types of open space throughout the plan area ranging from public parks to private open spaces in housing complexes. Mr. TELEGAN commented that the area southwest of Lake Yosemite could be used as a regional park. Committee Member PENNINGTON commented that the updated UCM 2020 plan included recreational uses at Lake Yosemite; Committee Member HVIDT commented he would be happy to present the updated UCM 2020 plan to the Committee.

BREAK/APPROXIMATELY 3:00 P.M. TO 3:15 P.M.

Continued discussion of agenda items F and G:

Mr. Sargent presented a series of possible building types that may occur in each of the plan's place-types (Business Park, Transit-Oriented Development, etc.) for the Committee to review and comment on. These images showed possible land uses and building intensity defined by height, setbacks, and lot coverage. Committee Member HOLMES, to help the Committee visualize, commented that the TOD area sits on a hill. Committee Member MCCOY commented that the view of UC Merced is attractive and tall buildings would block that view. Other Committee members commented that the view of UC is itself changing and will include tall buildings. Committee Member DICKER asked how the plan will complement the town center in the University Community Plan. Mr. Sargent commented that the development of either one would affect the growth of the other. The plan is designed to respond to those changes by allowing development of a different type, and in this way, the plan

is flexible by adjusting what is developed around it. Mr. LAKIREDDY asked about the connectivity of the plan area to the areas to the east. Mr. Sargent commented that Mandeville Avenue would go across. Mr. Sargent commented that the plan will emphasize connectivity and open space to enable many possibilities over time and with changes to the market. Committee Member PENNINGTON asked if there would be a “jobs metric” to determine how much research and development should occur. Ms. WISE noted that at this initial planning stage, and absent proximity to actual development, there shouldn’t be this type of assessment, and that this is the first planning step of many. Mr. Sargent commented that the flip side of flexibility is ambiguity, but as development occurs, it is important to more precisely master plan the surrounding street network, removing the ambiguity of the plan.

Mr. Sargent commented about his involvement in the Silicon Valley to “re-make” an existing business park to one that adds more local roads and adding bikeways and pedestrian walkways, to create a lively urban environment where employees from different companies can mingle informally. The old model of driving in from the countryside, parking and then driving home is not the model that will attract and retain a highly educated and smart workforce. Mr. Sargent commented that the plan builds this from scratch, as opposed to the “remake” underway in the Silicon Valley. Mr. NICHOLSON commented whether the pattern of land uses proposed is similar to what is occurring in the Bay Area, and the value of placing more Research and Development next to it or a mix of uses that is proposed in the Transit-Oriented Development area. Ms. WISE commented that this was discussed at the May 2013 meeting. Mr. Sargent commented in the Mountain View area, biking is becoming a significant form of transportation during the day. Committee Member PENNINGTON asked how a variety of land uses can be placed near each other without controversial public hearings. Ms. WISE noted that there are strategies that can be used to minimize these conflicts and to minimize the entitlement process. Mr. TELEGAN asked about the absence of school sites in the plan. Principal Planner KING commented that we are at the stage where general location of schools can be marked on the community plan land use map; these are marked as “floating schools sites.”

Mr. Sargent presented a series of slides depicting the idea for a Western Gateway Design to create an attractive welcoming space at the intersection of G Street and Bellevue Road. The idea is to create an open space with attractive building facades instead of ending up with a parking lot and/or the back of buildings. The uses could be several types, including retail, for example, the Fig-Garden Village model from Fresno. The open space between the buildings and streets would create an attractive space for housing, or mixed-use designs. The Committee offered several ideas that

could work in this gateway area. Mr. TELEGAN asked if there would be any assurance in the plan as to the availability of sewer for initial phases of development. Mr. KING commented that an update to the sewer master plan is to occur soon, and that the plan, without these infrastructure master plans, cannot itself guarantee the availability of service. Mr. TELEGAN offered the suggestion that the plan include a flexible alternative for on-site sewage treatment, noting that such a plant would be sustainable by enabling the use of discharge water. Committee Member HVIDT asked whether or not there are creative solutions to allowing development of lands next to UC Merced with minimal permitting process. Mr. NICHOLSON commented that development does not have to be in a City, so the real question is how do you get sewer and water to a position near the campus? He stated that the use of a reverse-tax sharing agreement could be discussed whereby development occurs in the County and revenues are shared until such time as the site is annexed could be an option worth examining. Mr. TELEGAN commented that development could be “outside-in” instead of “inside-out” with the use of satellite sewer plants, which the County and the UCP support.

Mr. Sargent presented a conceptual shopping center at G Street and Bellevue Road, similar to a design much like Fig-Garden Village, describing circulation and design options. If a center showed up in this area, it could reduce the demand for commercial services in the areas south of Bellevue Road. [The following dialog was shifted from the end of the meeting: Mr. Sargent stated that the design of the center on G Street and Bellevue Road has a strong statement at the street, but has a soft transition with the future neighborhoods to the north. Committee Member HOLMES commented that because of the property owner, he is comfortable with what his vision for the site is, as opposed to an unknown developer. He also likes the gateway concept and that the center would be constructed at an urban scale. What doesn't make sense is a large big-box shopping center.]

Mr. Sargent also described how commercial sites could occur in the areas south of Bellevue Road. Mr. TELEGAN commented that the rural residential area north of Bellevue Road is a significant change from the City's General Plan, and feels the creek should be captured as part of an open-space feature of a commercial development. Committee Member HOLMES noted that the bus route may be located on Gardner/Parsons Road.

(H) DRAFT PLAN POLICIES

Principal Planner KING described a few of the policies to give an example of how policy development for the Bellevue Community Plan can be developed, and asked

AUGUST 15, 2013

the Committee for comments, several of which were discussed. Committee Member WESTMORELAND-PEDROZO asked how much sensitive habitat is in the planning area and whether or not resource agencies are going to require lands to be set aside for protection. Principal Planner Mr. KING explained that the plan's open space plan includes a large area of open space, some of which may or may not be required to be set aside. The amount of open space in the plan may be lessened after proposed development plans go through the permit process with the resource agencies. Committee Member WESTMORELAND-PEDROZO emphasized the importance to use existing information to minimize future surprises that result in modifications to the plan. She encouraged owners to approach planning and habitat protection from a collaborative approach to allow greater flexibility in locating development and conservation lands, emphasizing this to occur as a follow-up step to preparation of the plan.

(I) NEXT STEPS

The next CAC meeting will occur in December 2013 or January 2014.

(J) ADJOURNMENT TO AN UNDETERMINED THURSDAY IN DECEMBER 2013, OR JANUARY 2014, AT 1:30 P.M.

THERE BEING NO FURTHER BUSINESS, CHAIRPERSON SPRIGGS ADJOURNED THE MEETING AT 4:35 P.M. TO AN UNDETERMINED BELLEVUE CORRIDOR COMMUNITY PLAN AD-HOC CITIZENS ADVISORY COMMITTEE MEETING ON A THURSDAY IN DECEMBER 2013, OR JANUARY 2014, AT 1:30 P.M.

BY:



BILL KING
COMMITTEE SECRETARY

APPROVED:



BILL SPRIGGS, CHAIRPERSON
BELLEVUE CORRIDOR COMMUNITY PLAN
AD-HOC CITIZENS ADVISORY COMMITTEE

**BELLEVUE CORRIDOR COMMUNITY PLAN
AD-HOC CITIZENS ADVISORY COMMITTEE**

MINUTES

SAM PIPES CONFERENCE ROOM
678 W. 18TH STREET
MERCED, CALIFORNIA

THURSDAY
JUNE 12, 2014

(A) CALL TO ORDER

Vice-Chairperson LOPES called the meeting to order at 1:41 p.m.

(B) ROLL CALL

Present: Committee Members:

Susan Gerhardt
Melbourne Gwin, Jr.
Dan Holmes
Sharon Hunt Dicker
Bill Hvidt
Lee Kolligian
Walt Lopes
Carole McCoy
Jeff Pennington
Steve Simmons
Bill Spriggs
Greg Thompson

Absent: Committee Members:

Jerry Callister (excused)
Richard Kirby (unexcused)
Justi Smith (unexcused)
Steve Tinetti (unexcused)
Ken Robbins (excused)
Diana Westmoreland Pedrozo (excused)

Staff Present:

Bill King, Principal Planner
David Gonzalves, Director of
Development Services

Consultants Present:

Lisa Wise

(C) APPROVE MINUTES OF AUGUST 15, 2013

M/S HOLMES-GWIN and carried by unanimous voice vote (six absent), to approve the Minutes of August 15, 2013, as submitted.

(D) ORAL COMMUNICATIONS

There were no oral communications.

(E) PLANNING PROCESS / NEXT STEPS

Development Services Director GONZALVES gave an overview of the context of his direction to prepare a unique, fiscally sustainable, and flexible plan, and the challenge to balance a variety of interests including input from the advisory committee, General Plan, development community, Local Agency Formation Commission (LAFCo), general community at-large, and environmental review considerations. Mr. GONZALVES highlighted the desired plan outcomes of the members of the advisory Committee, emphasizing how the draft community plan addresses them (these are listed in Chapter 2 of the draft plan). Mr. GONZALVES thanked the Committee for their work in crafting the plan.

Consultant WISE provided an overview of the plan, and used a powerpoint presentation to guide it. She described the process to develop the plan over the last 2 years, which included eight advisory committee meetings, two community workshops, and stakeholder meetings. She described the role of the plan as an important step in the land use entitlement process. She presented the guiding principles, foundational elements, and visioning elements of the plan, many of which tie back to the Committee Members desired plan outcomes discussed by Mr. GONZALVES.

(F) OVERVIEW AND DISCUSSION OF DRAFT PLAN

MS. WISE presented the key aspects of the plan as they appeared in the chapters of the plan, including Urban Design and Visioning, Mobility, Recreation and Open Space, Community Character, Public Facilities, and Urban Expansion. During this presentation, members of the Committee and audience commented or asked questions, including:

Committee Member THOMPSON inquired whether that large green space to the north is designated open space and located in the inundation area of Lake Yosemite. Ms. WISE replied yes and that it is consistent with the City's General Plan.

A Committee Member asked about scenic corridors and Ms. WISE responded that Bellevue Road is already designated a scenic corridor in the City's General Plan, and that the designation means that features along the corridor, including signs, street lights, landscaping, and pedestrian access are designed to enhance the aesthetic quality of the corridor. Principal Planner KING noted that Lake Road also has this designation in the General Plan.

Committee Member DICKER inquired about the ratio of open space to development in the plan. Mr. KING stated that the plan meets the City's service standard of acres per dwelling units (population), and in addition, includes approximately 50-acres of open space lands notably the area in the inundation area, but that this area is presently privately owned, and that any future public use in the area is uncertain.

Committee Member KOLLIGIAN noted that with Bellevue Road being a regional roadway, that regional uses would accompany it. Ms. WISE noted the plan provides for a major commercial facility on the corner of G Street and Bellevue Road, and that this is something the Committee expressed their support for. Mayor THURSTON noted that there is language in the plan that retail is not permitted on two arterials and is a conflict. Mr. KING noted that that statement is adopted General Plan policy, but that it includes the possibility for commercial to be placed at the corner of two arterials such as G Street and Bellevue Road, and therefore the inclusion of commercial at this corner is consistent with current General Plan policy. Committee Member KOLLIGIAN noted that several Committee Members expressed concern about the urban village concept, and that for regional uses it has not been a success, and that the plan should allow for regional uses at this corner. Ms. WISE noted that the urban village concept was modified to fit the vision of the *Bellevue Community Plan* (BCP), and that the *Bellevue Community Plan* (BCP) supports commercial location at two arterials. Committee Member KOLLIGIAN noted that the narrative about the gateway should explain in greater detail the flexibility and importance of that area in terms of presentation. With regard to presentation, he suggested that the plan could be flexible to allow up to 5-stories in the gateway area. Ms. WISE noted that the Transit Oriented Development (TOD) allows building heights to five stories, and that in the gateway design area (Bellevue Road and G Street) that 3-stories would be permitted on both sides of Bellevue Road. She further stated that to increase the building heights at this site would require reduced intensities elsewhere, and that the

proposed expansion areas in the Research and Development and TOD areas will already require additional California Environmental Quality Act (CEQA) review if and when development in response to the market is proposed there. Mr. GONZALVES pointed out the draft plan does not prevent future entitlement applications and related City Council actions to amend the plan at a later date.

Mayor THURSTON asked how the City would permit commercial development at the corner of G Street and Bellevue Road while protecting the viability of retail within the Neighborhood Centers and TOD portions of the plan area, as described on page 89 of the draft plan. Mr. KING noted the intent of the plan was to balance the need of commercial with the anticipated population. The plan provides for both locally serving neighborhood commercial, but also enables regional type commercial. The language on page 89 is intended to assure that the regional sector does not absorb the market that should be served in the other areas of the plan in order to meet the goals of the plan to provide a mix of uses near dwellings and all forms of mobility. Ms. WISE noted that market studies could be performed later at time of development. Mr. GONZALVES noted that those decisions would be made by policy makers and that the word “only” should be changed to “need to consider” to align with the intent of the section. Ms. WISE noted that on page 97, the plan describes the Major neighborhood center. She emphasized the intent of the section on page 89, that the center developed at G Street and Bellevue Road isn’t so large that it precludes the formation of neighborhood centers in other areas of the plan area, notably along the transit corridor. Committee Member THOMPSON noted that future changes to the plan during its implementation may occur through the General Plan Amendment (GPA) process. Ms. WISE noted that the *Bellevue Community Plan* (BCP) includes adequate description and policy to provide for a major commercial use at G Street and Bellevue Road without a future GPA, however.

Committee Member HOLMES stated his concern that if Hillcrest Road is extended from the existing Rural Residential to Foothill Drive it will become a raceway and dump traffic onto the narrow roads that exist in the Rural Residential area. Ms. WISE and some Committee Members suggested the use of design features such as traffic calming and street off-sets to protect the character of those existing neighborhoods. Committee Member KOLLIGIAN suggested that a general statement be crafted to apply to other similar areas of the plan, using the Hillcrest Road area as an example. Committee Member THOMPSON suggested general language such as, “In consideration of existing Rural Residential neighborhoods, the use of design features such as traffic calming, street off-sets design should be utilized to minimize traffic impacts in order to protect and enhance those areas.” Ms. WISE concluded the

presentation with a discussion of urban expansion, and then opened the discussion up for more comments and a vote.

Committee Member MCCOY asked about the sewer system. Mr. GONZALVES noted that master plans would be prepared for sewer and water infrastructure, and that the community plan is not the place to plan for those utilities. Committee Member GWIN noted the importance of managing the City's water resources. Ms. WISE noted that the BCP aligns with the amount of new uses and overall intensity already contemplated in the City's General Plan and current state law requires new development over a certain size to show access to water supplies. Committee Member KOLLIGIAN inquired as to whether or not another committee is looking at the ability of the City's wastewater treatment plant to service anticipated growth. Mr. GONZALVES noted there is no committee but that a sewer master plan is being crafted. Committee Member HOLMES emphasized the work needed to address the collection component of the City's sewer system and the importance for work on the sewer master plan to be completed soon after the BCP.

Mayor THURSTON noted the need to provide for potential retail sites in Merced, but that General Plan Policy L-2.7 in Technical Appendix (page C-41) includes language that limits the ability for this to occur, and is concerned that if the BCP is adopted, then that policy becomes law, not a guide. Ms. WISE noted Policy L-2.7 is current city policy, and that the BCP is written to be consistent with it, and noted that the Committee could recommend a policy change. Committee Member HOLMES commented that the Committee said it would be OK for the intersection of G Street and Bellevue Road to be a high-quality retail space, because of its unique quality as a gateway, but did not say take every arterial-arterial intersection and make it commercial.

Mr. LAKIREDDY commented that the language in the Executive Summary of the plan states the BCP is written to be consistent with the Urban Village Concept, but if the intent in the BCP is to move away from that, then that needs to be spelled out very clearly. Ms. WISE noted that the BCP is not trying to replicate the urban village design you see in the Bellevue Ranch Development, and that the BCP intent can be clearer about being unique and flexible and would not result in an urban village pattern that looks like Bellevue Ranch, yet is still consistent with the General Plan. Mr. KING noted that the draft BCP attempted to address the concerns of the Committee concerning the urban village, and takes a step forward by getting rid of the structured model or image of the amounts and location of land uses, while retaining the principles which allows potential retail sites to float throughout the BCP

area; these principles include the placement of land uses in a manner that maximizes choice of mobility. He noted the benefit of this approach resulted in a 20% reduction in forecasted traffic within the plan area, which translates to reduced roadway infrastructure costs and an enhanced living environment. Ms. WISE commented that a more flexible way of referring to the urban village without the rigid model, is to describe it as a complete neighborhood.

Committee Member HVDIT asked what the purpose of the plan will be. He asked, adoption by whom and for what purpose? Mr. GONZALVES stated that after adoption of the General Plan, the Council requested the BCP to be drafted, and, in order for any of the area to be annexed, the community plan needs to be in place. Committee Member DICKER commented that the plan, if annexed, removes the ability for the University Community to develop at the same time. Mr. GONZALVES said that it creates a free market and does not dictate the market. Infrastructure plans will strongly influence the market, but the plan does not. Rather, the plan creates opportunities and options.

In reply to a question by Committee Member HVIDT, Mr. KING noted that all of the BCP plan area is located outside the City Limits. If the plan is adopted, property owners could then seek annexation. Mr. KING noted that the BCP does not dictate the shape or location of annexation; it does describe different possibilities. Mr. LAKIREDDY noted that the possibility of urban growth adjacent to UCM and the city limits could also happen concurrently.

Mr. HERR, a recent property owner within the BCP area near Paulson Road (extended) and Bellevue Road, expressed his interest to improve his home and concern about the impact that widening Bellevue Road would have on his property. Ms. WISE noted that the rights-of-way, would be 200-feet at the greatest. Mr. KING stated that the widening is not so big as to impact the house, and that there is language in the BCP identifying the need to establish a plan line for Bellevue Road to minimize improvement costs and impacts to existing homes.

Committee Member KOLLIGIAN stated that he would not be comfortable with participating in a vote today until he could see the changes discussed at today's meeting. His concern is that the language in the Executive Summary is presented in such a way as supporting the urban village that does not allow for exceptions and rubber stamps the old way of looking at things. Committee Member DICKER agrees and supported updating the language in the BCP to reflect its unique way of looking at the urban village, without attacking the concept. Simply remove the words urban

village and use descriptive words in its place. Mr. KING noted that page A-21 of the draft BCP describes that unique view.

Mr. LAKIREDDY expressed his skepticism that the market demand would be as high as depicted in the intensity of buildings. Ms. WISE stated that the dwelling unit count and anticipated employees is consistent overall with those of the General Plan for this area. Mr. GONZALVES noted that an objective of the planning process for the BCP was that it would be consistent with General Plan, but that wouldn't preclude future actions to build upon the BCP and consider more intense uses along with the required environmental and market studies.

Committee Member KOLLIGIAN stated that the Gateway District described on page 89 (it is actually on page 88) does not mention retail at all. Mr. KING clarified that the language about the Gateway District on page 88 refers to UC Merced's Gateway District located on the east side next to Lake Road, and not to the BCP Gateway District on to the west side next to G Street. Committee Member KOLLIGIAN stated that there is nothing in the draft plan that talks about retail at Bellevue and G Street. Ms. WISE noted that on page 97 there is a discussion of a *Major Neighborhood Center* at the corner of Bellevue Road and G Street, and also listed in Table 9 on page 104. Committee Member KOLLIGIAN expressed concerns about the qualifiers that are put on this use. Committee Member DICKER commented that this is similar to the language about the Lake Road view sheds. Mr. KING noted that language there was modified to affect development with the BCP and not to properties east of the plan area.

Ms. WISE asked if the Committee wanted to vote on the matter, or to see the revised changes at the next meeting. Committee Member SPRIGGS commented that what he is hearing is for the revisions to be made prior to a vote. Mayor THURSTON asked if the minutes to the meetings would be included in the plan; Mr. KING replied, yes, and that they are located in Appendix F.

M/S HOLMES-MCCOY and carried by unanimous voice vote (six absent), for Staff and the consultant to amend the draft plan to address the comments received during the meeting and bring the amended plan back to the Committee as soon as possible. Ms. WISE requested written comments from the public and Committee to be submitted and all agreed to submit these by the end of June, and she also reviewed the changes to be made.

JUNE 12, 2014

(G) COLLECTION OF FORM 700 FROM COMMITTEE

Since the final Committee meeting date was deferred, the 700 Forms will need to be collected at the next Committee meeting.

(H) ADJOURNMENT TO AN UNDETERMINED THURSDAY IN AUGUST 2014, OR SEPTEMBER 2014, AT 1:30 P.M.

THERE BEING NO FURTHER BUSINESS, CHAIRPERSON SPRIGGS ADJOURNED THE MEETING AT 3:30 P.M. TO AN UNDETERMINED BELLEVUE CORRIDOR COMMUNITY PLAN AD-HOC CITIZENS ADVISORY COMMITTEE MEETING ON A THURSDAY IN AUGUST 2014, OR SEPTEMBER 2014, AT 1:30 P.M.

BY:



BILL KING
COMMITTEE SECRETARY

APPROVED:



BILL SPRIGGS, CHAIRPERSON
BELLEVUE CORRIDOR COMMUNITY PLAN
AD-HOC CITIZENS ADVISORY COMMITTEE

**BELLEVUE CORRIDOR COMMUNITY PLAN
AD-HOC CITIZENS ADVISORY COMMITTEE**

MINUTES

SAM PIPES CONFERENCE ROOM
678 W. 18TH STREET
MERCED, CALIFORNIA

MONDAY
AUGUST 25, 2014

(A) CALL TO ORDER

Chairperson SPRIGGS called the meeting to order at 1:40 p.m.

(B) ROLL CALL

Present: Committee Members:

Susan Gerhardt
Melbourne Gwin, Jr.
Dan Holmes
Sharon Hunt Dicker
Bill Hvidt
Lee Kolligian
Carole McCoy
Ken Robbins
Steve Simmons
Justi Smith
Bill Spriggs
Steve Tinetti

Absent: Committee Members:

Jerry Callister (excused)
Walt Lopes (unexcused)
Richard Kirby (excused)
Diana Westmoreland Pedrozo (excused)
Jeff Pennington (unexcused)
Greg Thompson (unexcused)

Staff Present:

Bill King, Principal Planner
David Gonzalves, Director of
Development Services

Consultants Present:

None

(C) APPROVE MINUTES OF JUNE 12, 2014

M/S SIMMONS-TINETTI and carried by unanimous voice vote (six absent), to approve the Minutes of June 12, 2014, as submitted.

(D) ORAL COMMUNICATIONS

Committee Member GERHARDT informed the group about the 8th Annual Ride/March against Methamphetamines.

(E) REVIEW AND VOTE ON UPDATED DRAFT PLAN

Director of Development Services GONZALVES introduced the topic and expressed his appreciation of the Committee member's effort and input. Committee Member KOLLIGIAN asked about the next steps, whether this was a project under CEQA, and if it would be a part of the General Plan. Mr. GONZALVES said the BCP relies on the General Plan EIR and for that reason, needs to be consistent with the General Plan. With regard to next steps, he noted that creation and adoption of the *Bellevue Community Plan* (BCP), per the General Plan, is the next step. Principal Planner KING noted that the BCP is a project subject to CEQA. The next steps would be to bring a recommendation forward to the Planning Commission concerning the BCP and a General Plan Amendment, along with an addendum to the EIR that was prepared for the *Merced Vision 2030 General Plan*. This package would then be considered by the City Council. In response to a question from Committee Member ROBBINS, he stated that the addendum finds that the BCP is consistent with the General Plan and that there are no significant changes in the BCP.

Mr. KING gave an overview of the past meetings and progress in development of the BCP, noting its review by the public and City commissions and committees. He noted that updates were performed and the staff report summarizes the changes and where no changes were made, and that these can be discussed in this meeting. He highlighted the effort to adjust the draft language concerning the urban design features of the plan, notably its uniqueness as compared to the "Urban Village Concept." He opened the floor to discussion of the draft plan, to be followed by a vote on the plan.

Mr. KING started the discussion by walking through six points made in a letter submitted by Mayor THURSTON. Committee Member TINETTI informed the group that the West Hills Subdivision was developed as a rural residential neighborhood and that development surrounding it has access to both Golf Road and

Bellevue Road and should not have to include road connections to and through it from adjacent higher intensity development. Mr. KING summarized the Committee's action in June 2014 that addressed through a BCP policy, the potential for high levels of traffic to impact existing rural residential neighborhoods and the measures to reduce those impacts. Committee Member KOLLIGIAN brought up a point raised in the Mayor's letter concerning the urban village, notably that it refers to the classic urban village design as described in the General Plan. Mayor THURSTON noted that the first item in his letter is part of the cleanup needed to clarify the intent of the BCP. Committee Member GWIN asked if the Bellevue Ranch Project is a classic urban village. Mr. KING confirmed it is and went on to describe the classic image of an urban village in the General Plan. Several committee Members commented that that form of urban design should not be developed in the BCP area.

Mr. KING re-started the discussion of walking through six requests made in a letter submitted by Mayor THURSTON. Requests: **Request #1:** Figure 3 of the BCP, which is the illustrative plan of the *Bellevue Corridor Community Plan*, should be removed. Mr. KING noted that this illustrative plan is not representative of the classic urban village land-use concept, but did concur that it could be confused with one. Committee Member DICKER asked if the Figure can be removed and Mr. KING said yes. Committee Member DICKER asked if the BCP will affect other areas of the General Plan that are subject to the classic urban village concept. Mr. KING replied that the BCP applies only to the geography within its boundaries. **Request #2:** Requests that BCP language summarizing the General Plan guidelines to development community plans, notably the language that says, use of urban village concepts should be used where feasible, be removed. Mr. KING recommended that in lieu of removal of this language, that the BCP include language that notes how the BCP is different than the classic model. Mayor THURSTON asked if the clarification could be as was done in the executive summary, and Mr. KING replied yes. **Request #3:** Requests that the table marked as Table A-1 on page A-8 (Appendix A of the BCP) be removed because the density described is contrary to the flexibility the Committee wants and was never discussed as a zoning issue. Mr. KING explained that this table refers to the *Bellevue Corridor Community Illustrative Plan*, not the BCP, but that this table could be removed if desired. **Request #4:** Requests that Section C-2 of Appendix C regarding urban design be removed because it refers to the urban village concept. Mr. KING handed out a copy of that policy section so that meeting attendees could see the policies, and noted that there are some policies that are not related to the urban village, specifically pointing out the set of recommended policies from UC Merced students of Professor S.A. Davis concerning the development of an innovation hub in the BCP. Committee Members DICKER

and GWIN asked about the formatting of Appendix C. Mr. KING noted that Appendix C includes both adopted *Merced Vision 2030 General Plan* policies, with proposed BCP policies “nested” within it, noting that indents and shading of BCP policies distinguish them from General Plan policies. Committee Member ROBBINS inquired of the Mayor what his concern was with the narrative as compared to the classic urban design model. Mayor THURSTON responded that future interpretation of the BCP in the future could be misinterpreted if the reader views the numerous citations back to the General Plan as indicators that the BCP was to follow the classic model of the urban village. Committee Member KOLLIGIAN noted that these references to the classic urban village model create confusion and that the plan needs to focus on the different concepts presented in the BCP. Committee Member MCCOY commented that the term Urban Village was creating confusion, and pitched the use of the term “New Urban Design” instead. Committee Member GWIN stated that the place to start is to define what is meant by “the village.” Mr. KING noted that the intent Staff had in nesting the BCP policies with the General Plan policies wasn’t meant to strengthen the urban village ideas that originate from the General Plan as a way to subvert the efforts of the Committee. Rather, the intent is to make it clear to a reader that these policies are consistent with General Plan. From that perspective, Appendix C is a handy tool. If the Appendix is creating unintended consequences or links back to an idea that may not be valid in the BCP, then there is no requirement that the policies be presented this way and that the Chapters contain the policies in any case. Committee Member DICKER noted that the BCP does not need to give homage to the Calthorpe diagram of urban design that doesn’t work for several communities, and to simply remove all references to that concept. Mr. KING noted that the BCP includes several statements that sets it apart from the classic urban village model. Committee Member HOLMES noted that challenge to remain consistent with the General Plan needs to be considered. Mr. LAKIREDDY noted that the BCP needs to include mention of the classic urban village or be subject to an extensive environmental review process and related documentation preparation, which would be costly and take years, derailing any projects in the area. He noted that the BCP needs to work within the framework of the General Plan and some level of compromise is needed, and that the current draft may be the maximum amount of flexibility that can be achieved. Mayor THURSTON noted that his letter is not intended to trigger what was described by Mr. LAKIREDDY. **Request #5:** Requests to remove an existing General Plan policy concerning density. Mr. KING noted that such a request is beyond the scope of the Committee and its effort to help craft the BCP. **Request #6:** Requests that the “Findings Report” for the BCP (Appendix I) be amended to remove specific references to Form-Based Code and the Urban Village Concept.

Committee Member MCCOY commented that the description of the urban design is very good. Committee Member TINETTI asked whether or not the BCP would support the siting of a research and development related business looking for a 300-acre site. Mr. KING replied yes. Committee Member HVIDT commented that the Committee should focus on the outcome rather than the label. He noted that the UC is happy to be part of this effort and supports efforts to create a transit-oriented development next to the campus. He asked where and how will 6,500 students be housed off-campus (3,500 will be housed on-campus). He noted that the Committee has identified the basic building blocks or outcomes of the plan. What you call it shouldn't interfere with designing the essential aspects of creating a prototype development next to the UC campus. Mayor THURSTON agreed, but wants to assure flexibility by assuring that the BCP isn't misconstrued by future planners by requiring application of the classic urban village to the BCP. Committee Member ROBBINS noted that the BCP would not trigger extensive CEQA review if conceptual outcomes are the same. He stated that the narrative in the plan achieves the outcome by allowing a mixture of uses and would not result in hard boundaries between singular land use types which are located in predefined models. He supports the request to remove Figure 3 in request #1 described above. Mr. KING commented that if all requests described above were followed (other than removing current general plan language), then that would be OK, because the outcome of the plan still retains the concepts of mixed-used, soft boundaries, and consistency with the General Plan. Committee Member HOLMES suggested that the policy consistency review be part of the Environmental Review and not the BCP.

Committee Member HOLMES commented that it is critical not to show Hillcrest Road connecting straight to Farmland Avenue, as it would be used as a cut-through road, as opposed to use of G Street or Golf Road. Hillcrest Road from Old Lake Road to Farmland Avenue isn't a collector, but a road with slow traffic enjoyed by pedestrians. Instead of a straight route with traffic calming, the design should include a circuitous road network, and the image of a straight road should not be shown. Mr. TELEGAN brought up the idea to have collector spacing every 1/3 mile instead of the 1/4 mile spacing, and that the elevation challenge at the 1/4 mile site (Paulson extended) could be avoided. Mr. KING noted that the Callister plan already includes the 1/4 mile spacing. Committee Member KOLLIGIAN noted that page 97 discusses retail and gateway designs on both corners, but does not mention which corner. Mr. KING noted that the BCP includes language noting the Committee's support for retail on the north, and that page 97 can be updated to reflect this. Committee Member KOLLIGIAN also asked about the image on page 67 as it pertained to critical habitat.

KING responded that the image on that page does not refer to critical habitat, but to conservation easements. Although the BCP states there is critical habitat in the planning area, there are no images in the BCP that mark the location of critical habitat.

M/S ROBBINS- KOLLIGIAN and carried by unanimous voice vote (six absent), that Figure #3, Bellevue Community Plan “Illustrative Plan,” located on page 10 of the July 2014 Draft BCP, be removed from the plan.

Committee Member HOLMES moved to recommend approval of the BCP subject to changes to make sure we are talking about the BCP concept and not the GP Concept (Mr. KING – add to executive summary), which is not concentric circles, but soft edges with transitions between land uses. Seconded by Committee Member SIMMONS. Committee Member TINETTI asked for clarification on the meaning of soft boundaries as it applies to different uses in a building. Committee Member HOLMES stated that the intent of the motion would support that arrangement. Mr. KING noted that it would be more important to say that the BCP does not follow the concentric ring model as opposed to trying to define a soft boundary. Mayor THURSTON asked if the executive summary rule over other sections. Mr. KING said it doesn't rule, but summarizes the plan's elements. Committee Member ROBBINS offered that it is a statement of intent. Committee Member KOLLIGIAN asked if we should first vote on any amendments before voting on the plan. Committee Member HOLMES rescinded his motion.

Committee Member KOLLIGIAN motioned that the executive summary contains language that differentiates the BCP urban village as a mixed use transit-oriented use as opposed to the concentric circle that is part of the historic classic urban village model. This was seconded by Committee Member HOLMES. Committee Member KOLLIGIAN asked if the differentiation can be named. The Committee offered varied names, and the group agreed to call it “Bellevue Urban Design.” **The original motion was modified as follows: M/S KOLLIGIAN - SIMMONS and carried by unanimous voice vote (six absent), that the executive summary and throughout the BCP document, that we call this the “Bellevue Urban Design” as opposed to the classic urban village.**

Committee Member HOLMES motioned that staff evaluate the use of 1/3 mile collector intersections in the area north of Mandeville Lane, Farmland Avenue, G Street, and Golf Road. Committee Member SIMMONS seconded the motion.

AUGUST 25, 2014

Committee Member GWIN asked what the criteria would be. Committee Member HOLMES noted it would be shown as an option. Mr. KING noted that staff would not support it being shown as an option, but that an assessment of factors and considerations, such as satisfying the function of a collector road. Committee Member HOLMES also noted the need to consider grade and excavation issues. Committee Member HVIDT suggested that a traffic study be conducted to determine impact within an area. Mr. KING noted the assessment would cover the area previously described by Committee Member HOLMES. Mr. KING described his understanding of the motion that a study would be performed, and based on those findings, that a future decision as to the use of 1/3 mile spacing would be made. Committee Member ROBBINS commented that this would most likely be part of a mitigation of a future Specific Plan project. **The original motion was modified as follows: M/S by HOLMES-TINETTI and carried by a majority voice vote (six absent), for staff to evaluate use of 1/3 mile collectors on Bellevue Road in the area described above and evaluation criteria would include traffic flow and terrain grade.** Committee Members HVIDT and ROBBINS dissented.

M/S HOLMES- KOLLIGIAN and carried by unanimous voice vote (six absent), for removal of as much of Appendix C as possible and that it be moved to the environmental review document instead. Mr. KING noted that the whole document would be moved.

M/S HOLMES- TINETTI and carried by unanimous voice vote (six absent), to recommend approval of the BCP subject to the modifications of the earlier motions. Though not included in the motion, Mr. TELEGAN suggested that the road be named Bellevue Parkway. Committee Member HOLMES noted the Council would need to make such change. Mr. KING noted that the Campus Parkway ends at Yosemite Avenue.

Mr. KING requested Mayor THURSTON to present certificates of appreciation to the Committee, which he did.

(F) COLLECTION OF FORM 700 FROM COMMITTEE

Staff collected 700 Forms from the Committee.

(G) ADJOURNMENT OF THE COMMITTEE.

THERE BEING NO FURTHER BUSINESS, CHAIRPERSON SPRIGGS ADJOURNED THE MEETING AT 2:50 P.M.

BY:



BILL KING
COMMITTEE SECRETARY

APPROVED:



BILL SPRIGGS, CHAIRPERSON
BELLEVUE CORRIDOR COMMUNITY PLAN
AD-HOC CITIZENS ADVISORY COMMITTEE