



BELLEVUE CORRIDOR COMMUNITY PLAN
Community Advisory Committee
May 2, 2013

lisa wise consulting, inc.

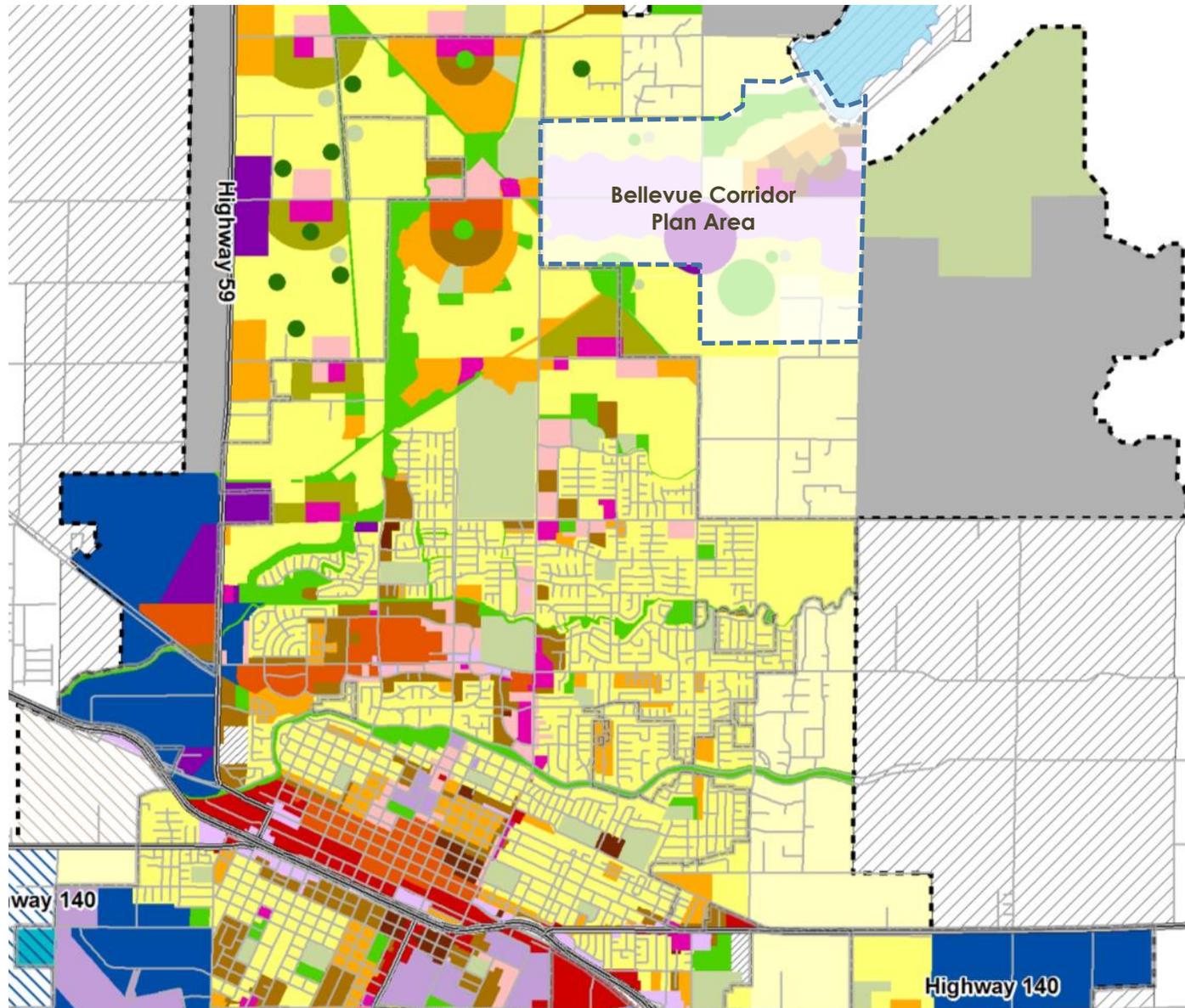


PURPOSE OF THE MEETING

- Recap of Work Completed to Date
- Discussion of Key Components of the Plan
- Advisory Recommendation on Circulation and Land Use Plan Components
 - Circulation/mobility
 - Transit system
 - Connectivity
 - Function of Bellevue Road
 - Function of Mandeville Road
 - Amenities
 - Open space plan
 - Land Use
 - Mixed-use character
 - Location of major components
 - Size and scale of major components
 - Appropriate uses north of Bellevue Road

BCCP
CONTEXT AREA &
PLAN FRAMEWORK

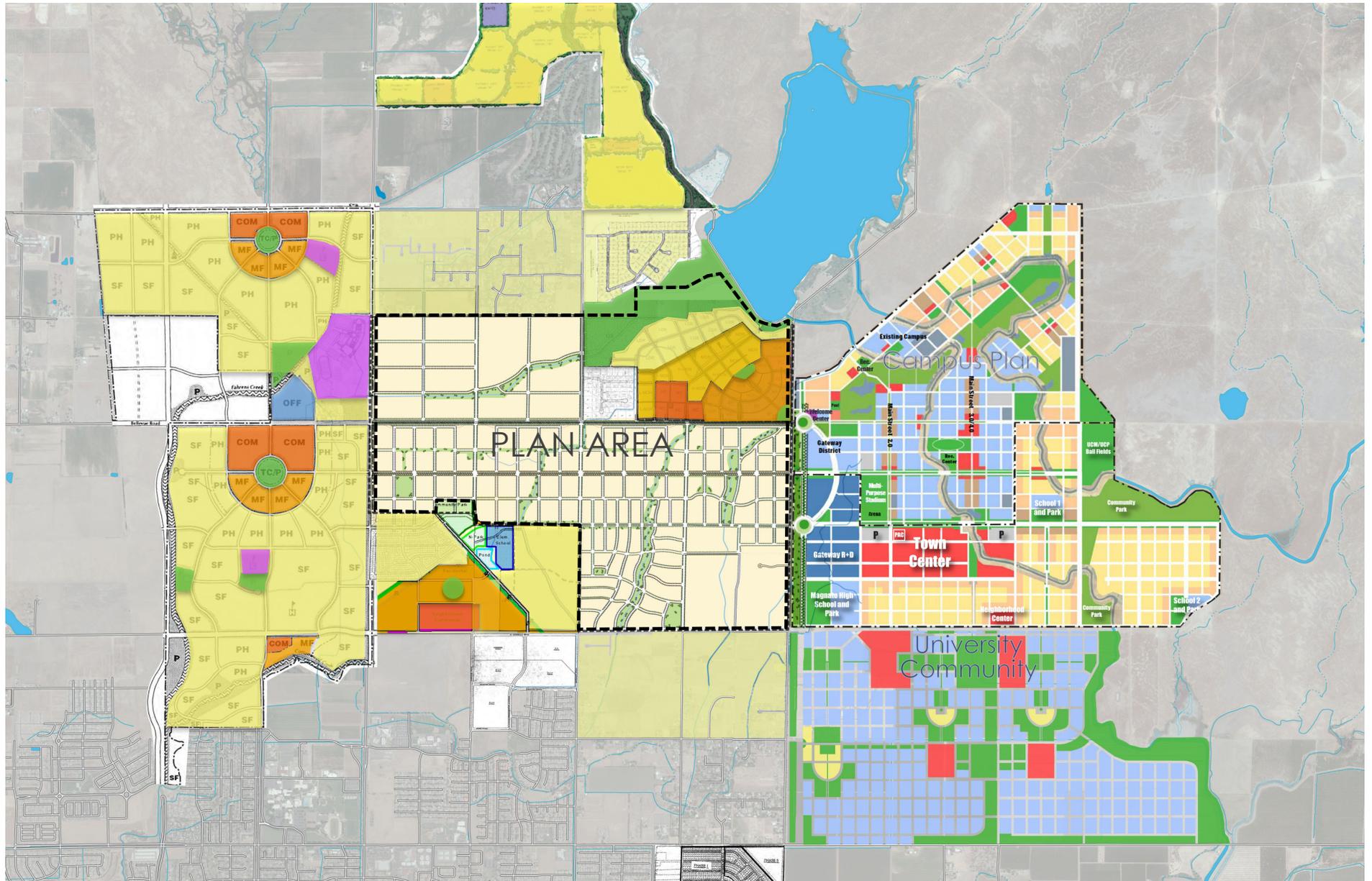
PLAN AREA CONTEXT



PLAN AREA



BCCP COMMUNITY FRAMEWORK



CHALLENGES AND STRATEGIES

KEY ISSUES/STRATEGIES

Challenge: The current economy is still uncertain and growth forecasts for Merced and the BCCP vary widely.

Strategies: Create a BCCP framework that:

- Allows substantial flexibility of development type, intensity and use.
- Provides a dynamic “neighborhood master planning” process, whereby more detailed plans for each sub-area can be prepared when development is timely and when market conditions are clearer.
- Ensures that each increment of new development is part of a pattern that, when complete, will be comprised of high value, compact, sustainable transit-oriented neighborhoods and districts
- Encourages the aggregation of near-term development in areas that can be efficiently served by transit and urban infrastructure.

KEY ISSUES/STRATEGIES

Challenge: The BCCP area and the UC Merced University Community will potentially be competing for valuable economic development and expensive infrastructure capacity for many decades to come.

Strategies: Work collaboratively with the University and County to:

- Where possible pursue cooperative and complementary development opportunities rather than competing for the same investments.
- Develop infrastructure financing strategies and tools for the orderly and fiscally sustainable expansion of infrastructure to allow both areas to respond to market demand and support the growth and development for mutual benefit.

KEY ISSUES/STRATEGIES

Challenge: Ensure that new development in the BCCP area supports the revitalization of the Downtown and leverages the value of the planned High Speed Train (HST) station.

Strategies:

- Establish an efficient bus rapid transit (BRT) route through the BCCP area that connects UC Merced to the Downtown and HST.
- Collaborate with UC Merced in developing a full range of housing, employment, retail and civic uses centered around and connected by the BRT line.

KEY ISSUES/STRATEGIES

Challenge: The BCCP area will be developed by many property owners and developers over the course of several decades. Thus the policies and standards of the BCCP must shape and coordinate public and private improvements to generate compact, walkable, transit-oriented places.

Strategy: Provide development standards and procedures that systematically deliver interconnected, walkable development patterns while providing a great deal of flexibility of

UNIFIED STRATEGIES

- Create a dynamic “neighborhood master plan” process to ensure that each new increment of development is well-connected to existing and future adjacent development, while responding to market conditions
- Focus near-term investments in transit and utility infrastructure to support the development of complete centers, districts and neighborhoods
- Collaborate with the University to ensure the orderly and fiscally sustainable expansion of urban infrastructure
- Ensure that development standards deliver the performance of an interconnected transit-oriented development pattern, clarity of urban character and flexibility of use to respond to changing markets.

COMMUNITY FRAMEWORK

CIRCULATION/MOBILITY

OPEN SPACE

PLACE TYPES

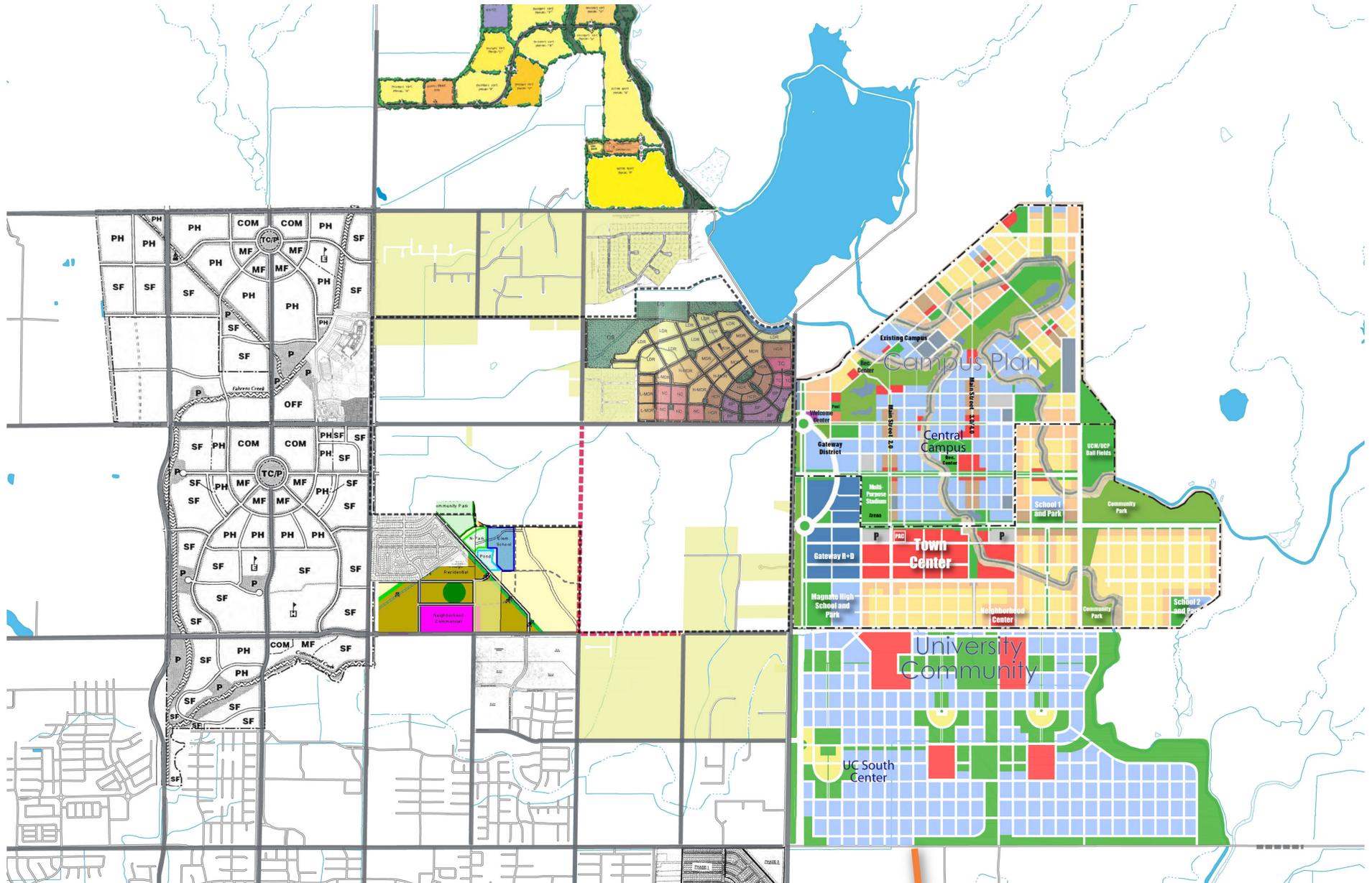
PLANNING PRINCIPLES

- Organize new development in the form of complete neighborhoods and districts, oriented to pedestrians and transit.
- Establish a clear and interconnected – yet flexible – network of complete, green streets and community open spaces as the framework for new development.
- Provide for a mix of uses within each neighborhood and district, with flexibility to respond to future market conditions.
- Concentrate higher intensity development and activities near planned BRT stops.
- Define the general scale and urban character of key centers, flexible in size, with appropriate transitions to adjoining neighborhoods.

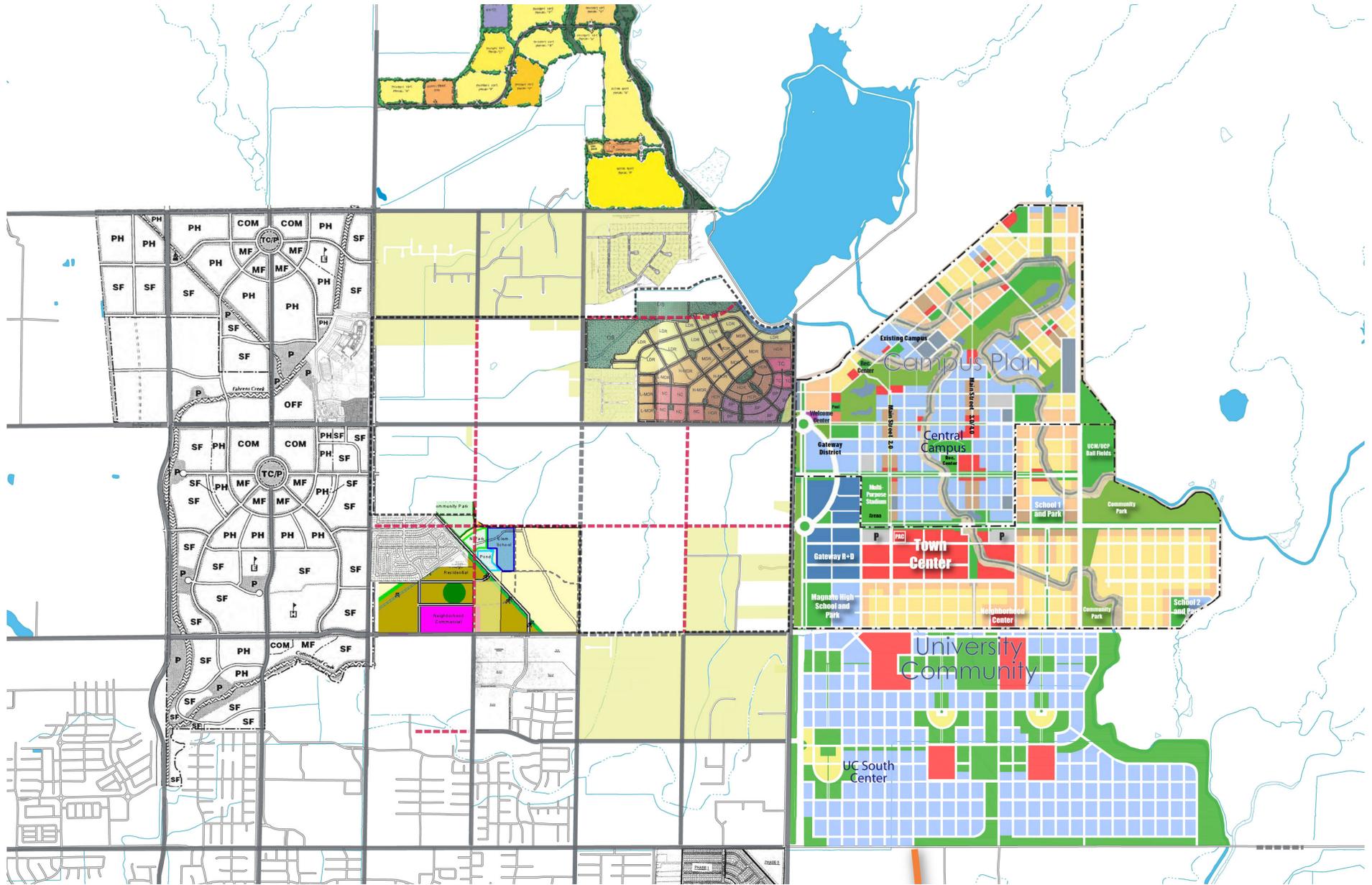
COMMUNITY FRAMEWORK

NETWORK COMPLETION

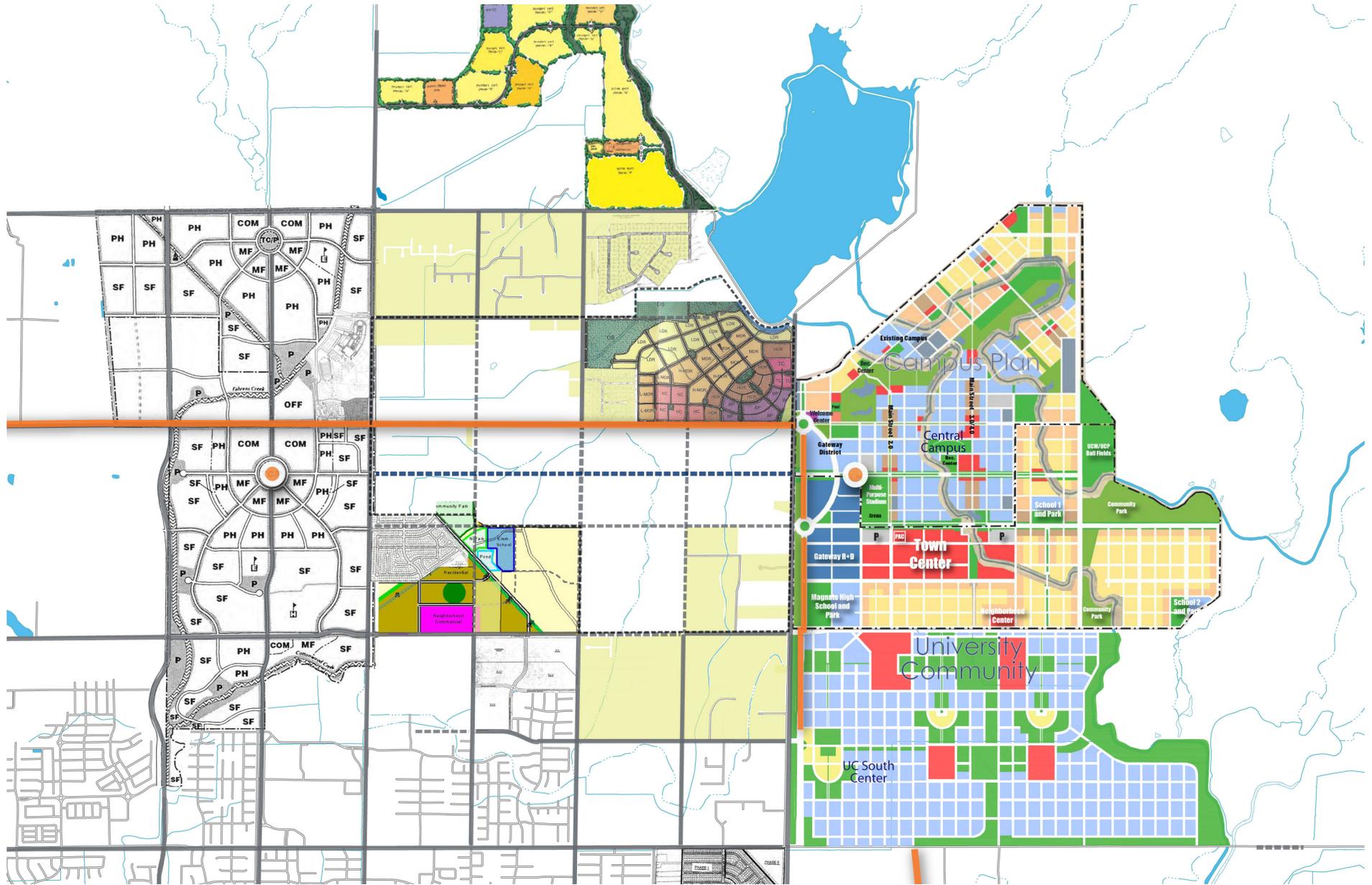
NETWORK COMPLETION: 1 MILE NETWORK



NETWORK COMPLETION: 1/2 MILE NETWORK



NETWORK COMPLETION: BELLEVUE + MANDEVILLE

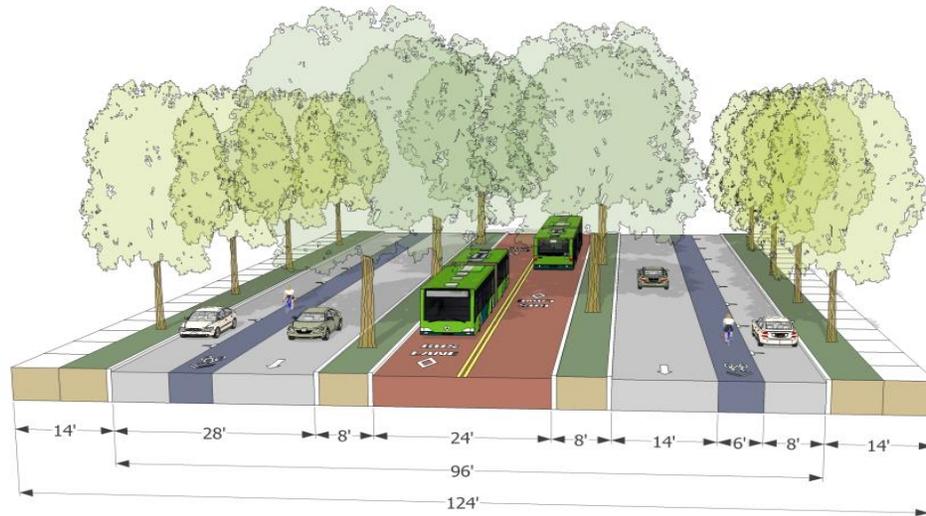


1. CONNECTIVITY



Should the development pattern create a street network with a clear block structure and relatively closely spaced streets that connect neighborhoods and neighborhood centers?

2. TRANSIT



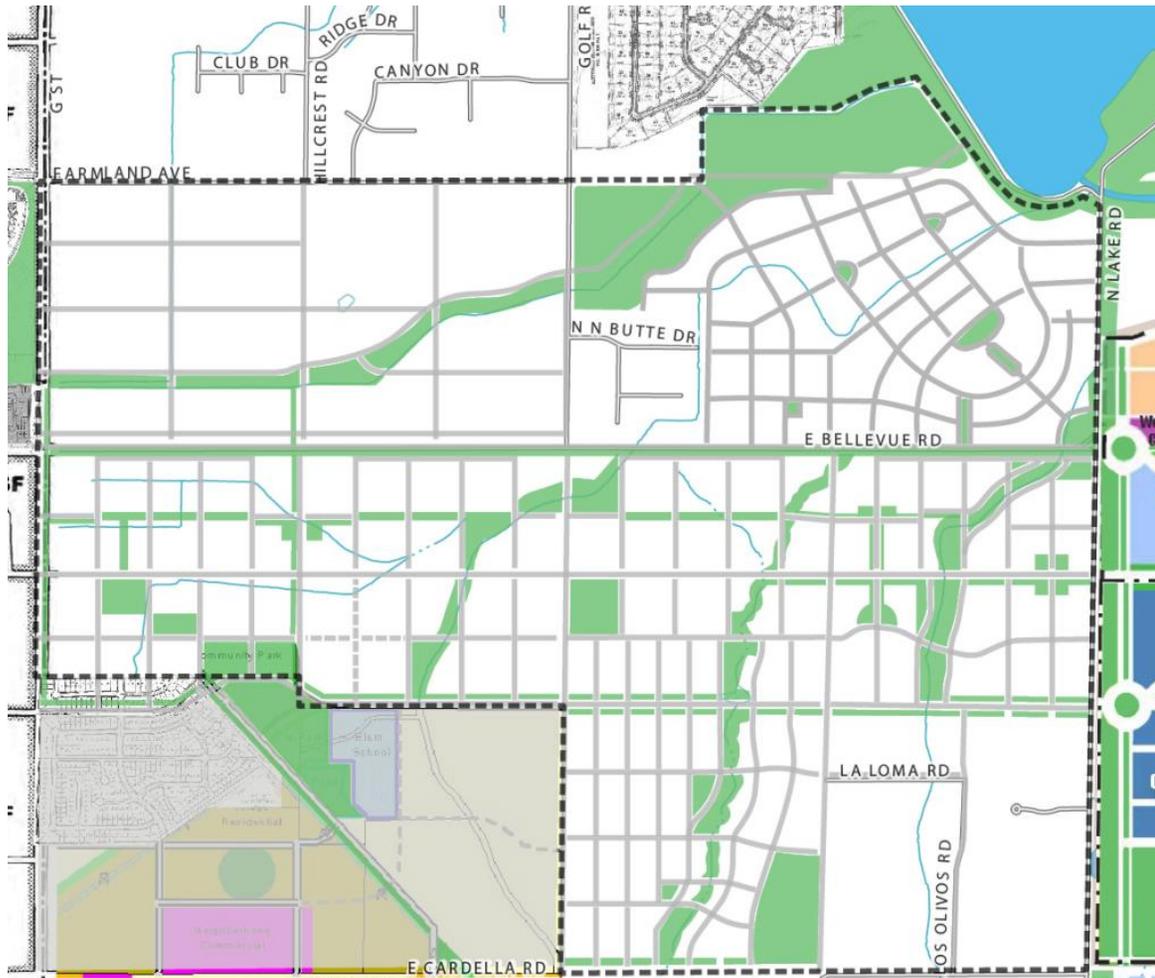
Should the development pattern support significant transit service?



COMMUNITY FRAMEWORK

OPEN SPACE

3. OPEN SPACE PLAN



Should the open space network be planned to include a number continuous greenways that follow existing drainage courses or other natural and man made features?

COMMUNITY FRAMEWORK

BELLEVUE ROAD

A BOULEVARD

BELLEVUE CORRIDOR: BOULEVARD OPTION



BELLEVUE CORRIDOR: BOULEVARD OPTION



BELLEVUE CORRIDOR

BOULEVARD EXAMPLE: ESPLANADE IN CHICO



BELLEVUE CORRIDOR

BOULEVARD EXAMPLE: SHATTUCK AVENUE IN BERKELEY



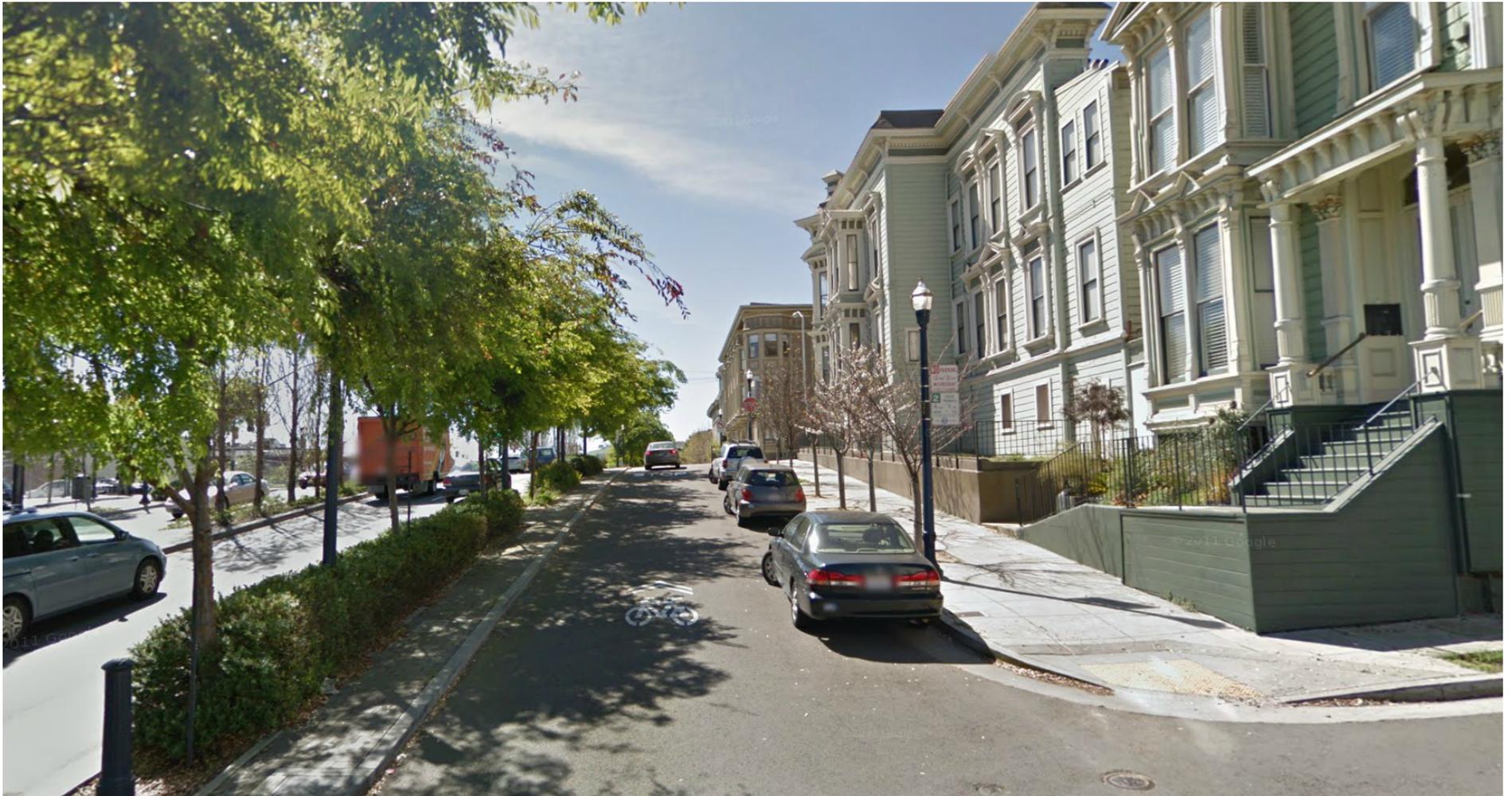
BELLEVUE CORRIDOR

BOULEVARD EXAMPLE: OCTAVIA BOULEVARD, SAN FRANCISCO



BELLEVUE CORRIDOR

BOULEVARD EXAMPLE: OCTAVIA BOULEVARD, SAN FRANCISCO



BELLEVUE CORRIDOR

BOULEVARD EXAMPLE: OCTAVIA BOULEVARD, SAN FRANCISCO



4. BELLEVUE CORRIDOR



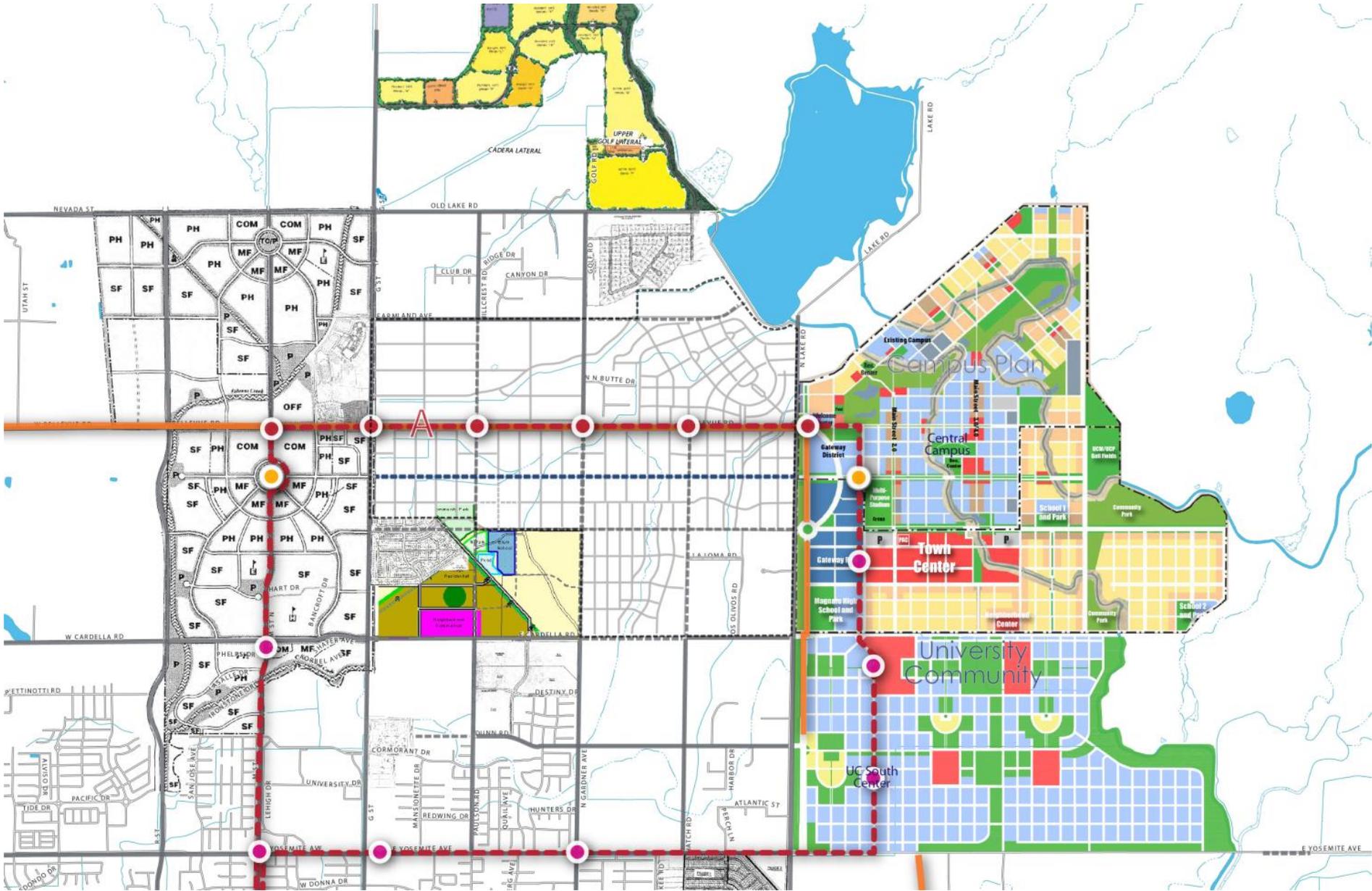
Should some form of frontage lanes or roads be employed on Bellevue to so that development faces Bellevue rather than backing up to it?

COMMUNITY FRAMEWORK

BELLEVUE ROAD

BUS RAPID TRANSIT

BRT ALTERNATIVES: BELLEVUE CORRIDOR



BELLEVUE CORRIDOR: 4-LANES + BRT + SIDE ACCESS LANES

RURAL (NORTH) + SIDE ACCESS LANE (SOUTH)



BELLEVUE CORRIDOR: 4-LANES + BRT + SIDE ACCESS LANES

RURAL RESIDENTIAL (NORTH) + BUSINESS PARK (SOUTH)



BELLEVUE CORRIDOR

BOULEVARD EXAMPLE: LAS VEGAS BOULEVARD BRT

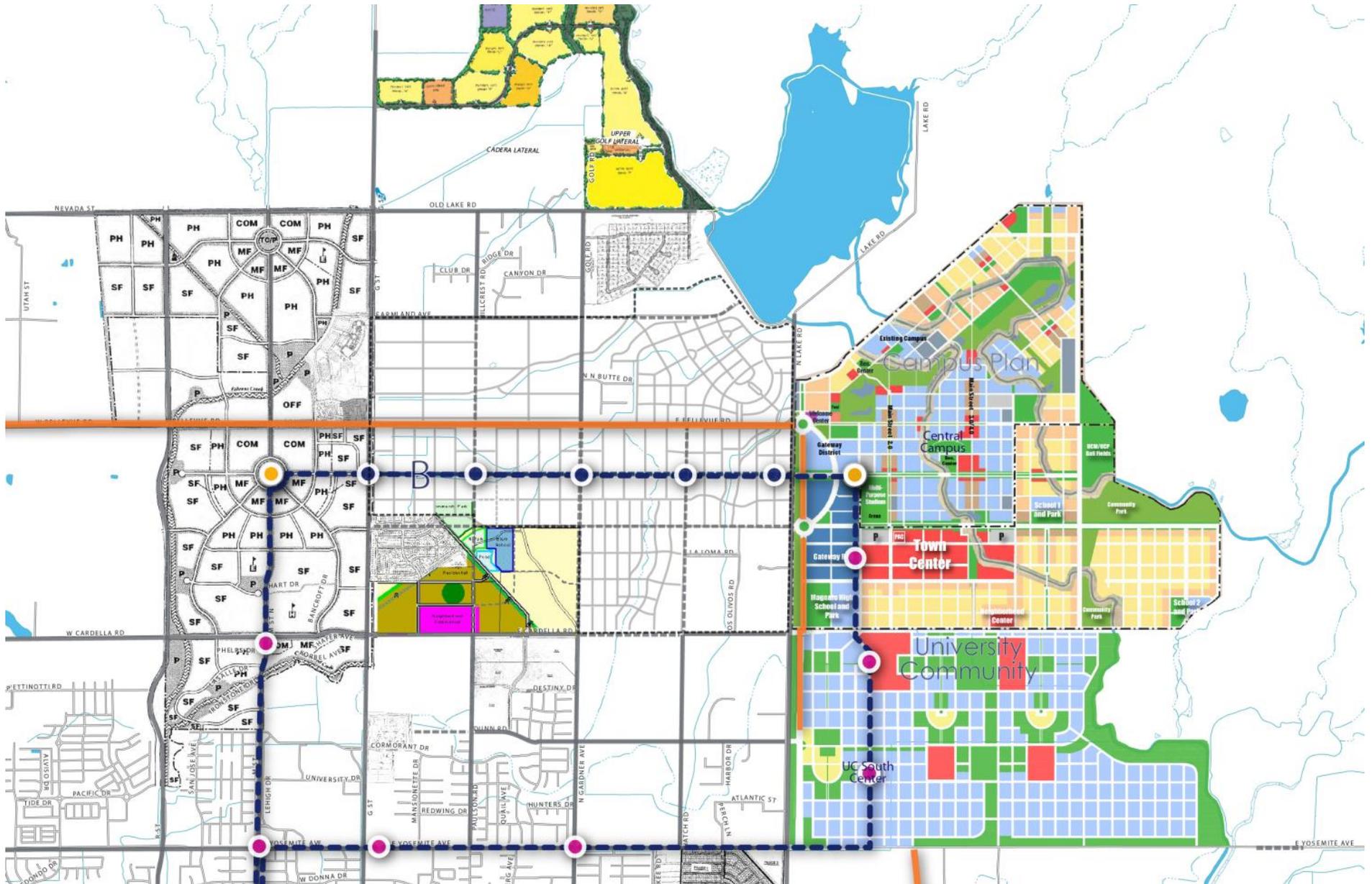


COMMUNITY FRAMEWORK

MANDEVILLE CORRIDOR

BRT ROUTE

BRT ALTERNATIVES: MANDEVILLE CORRIDOR



MANDEVILLE CORRIDOR: 2 LANES + BIKE LANES + MEDIAN



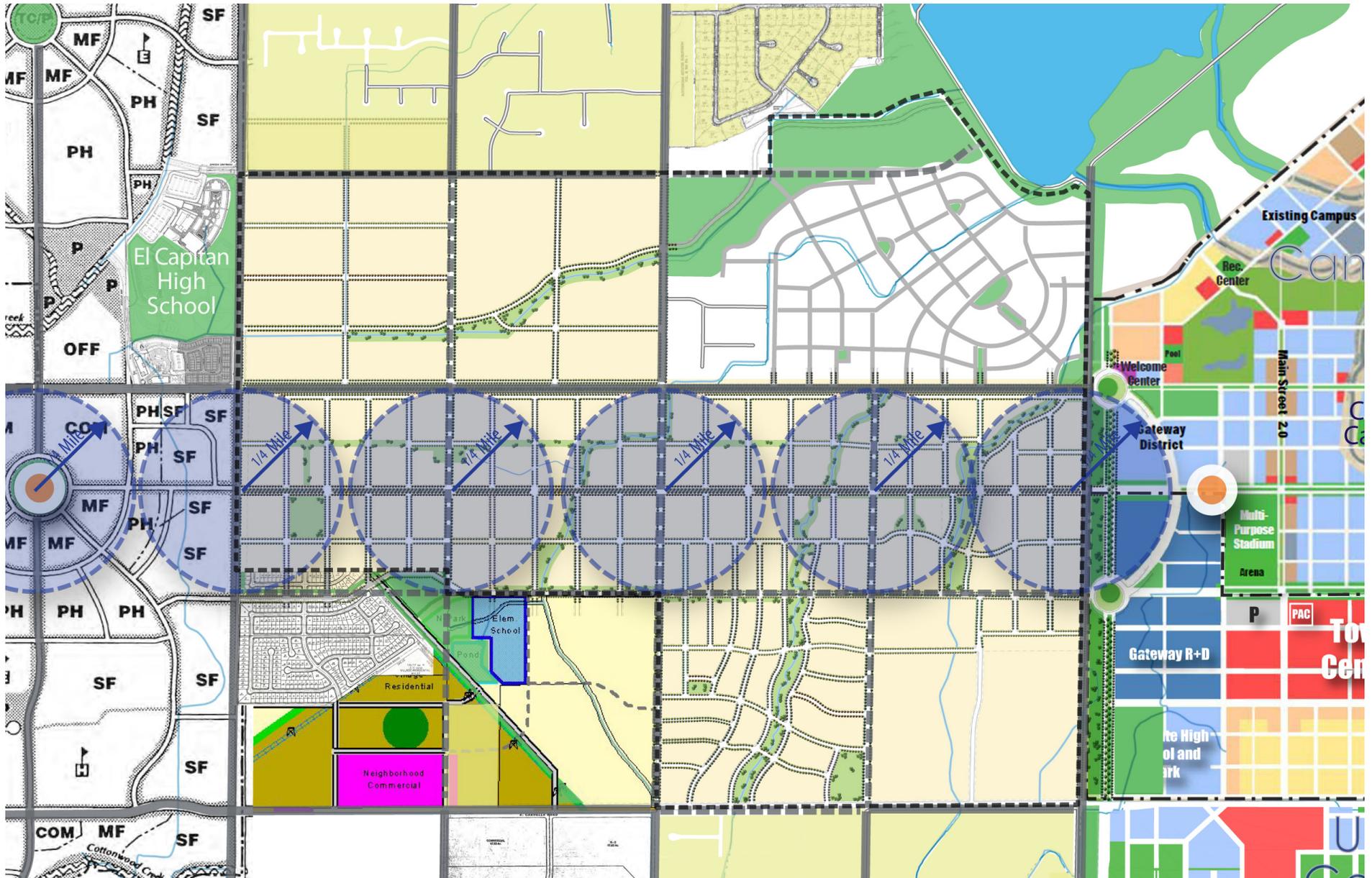
MANDEVILLE CORRIDOR: 2 LANES + BIKE LANES + BRT



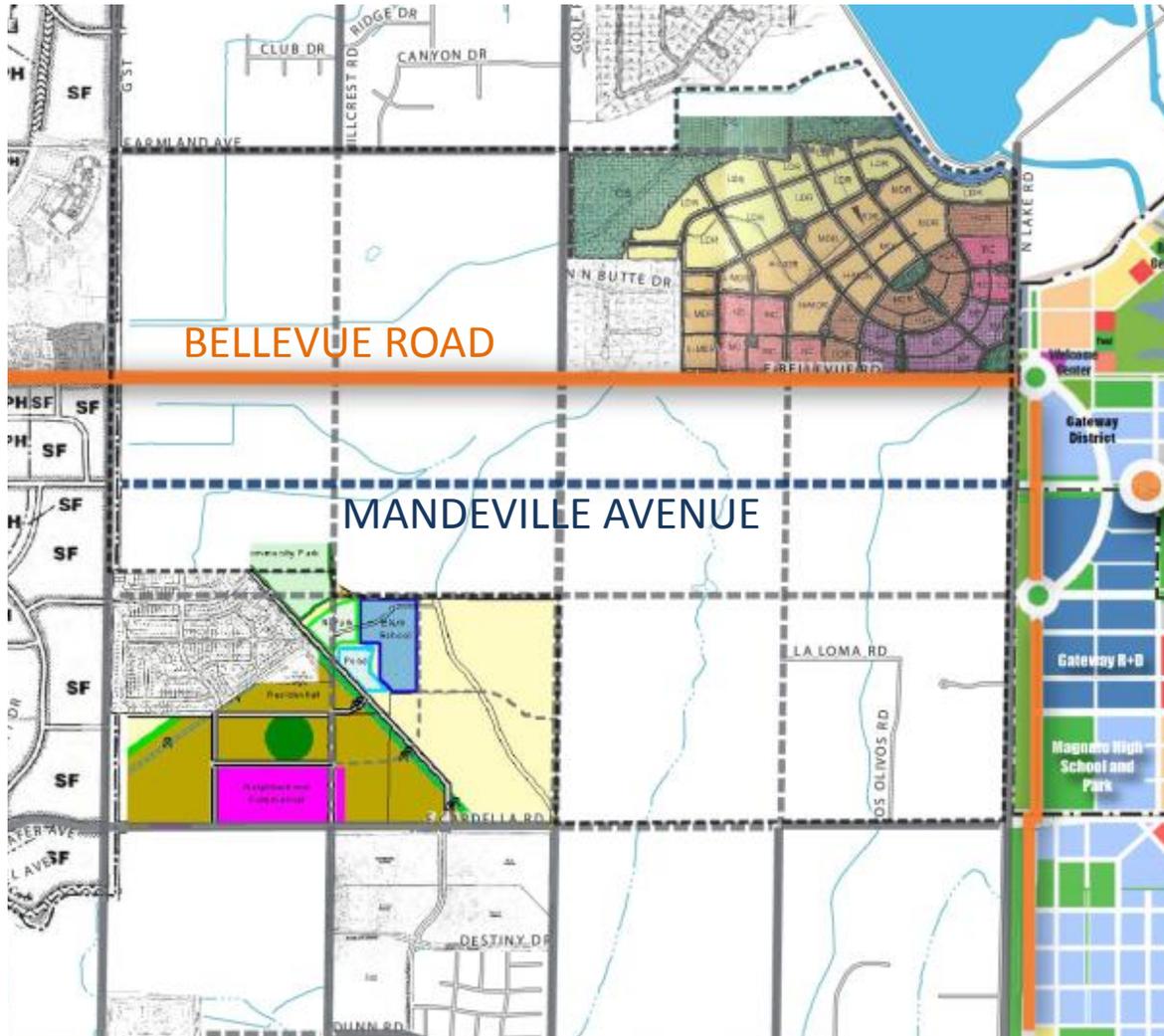
BRT ALTERNATIVES: DEDICATED LANES



MANDEVILLE: TRANSIT-ORIENTED SPINE OF BCCCP

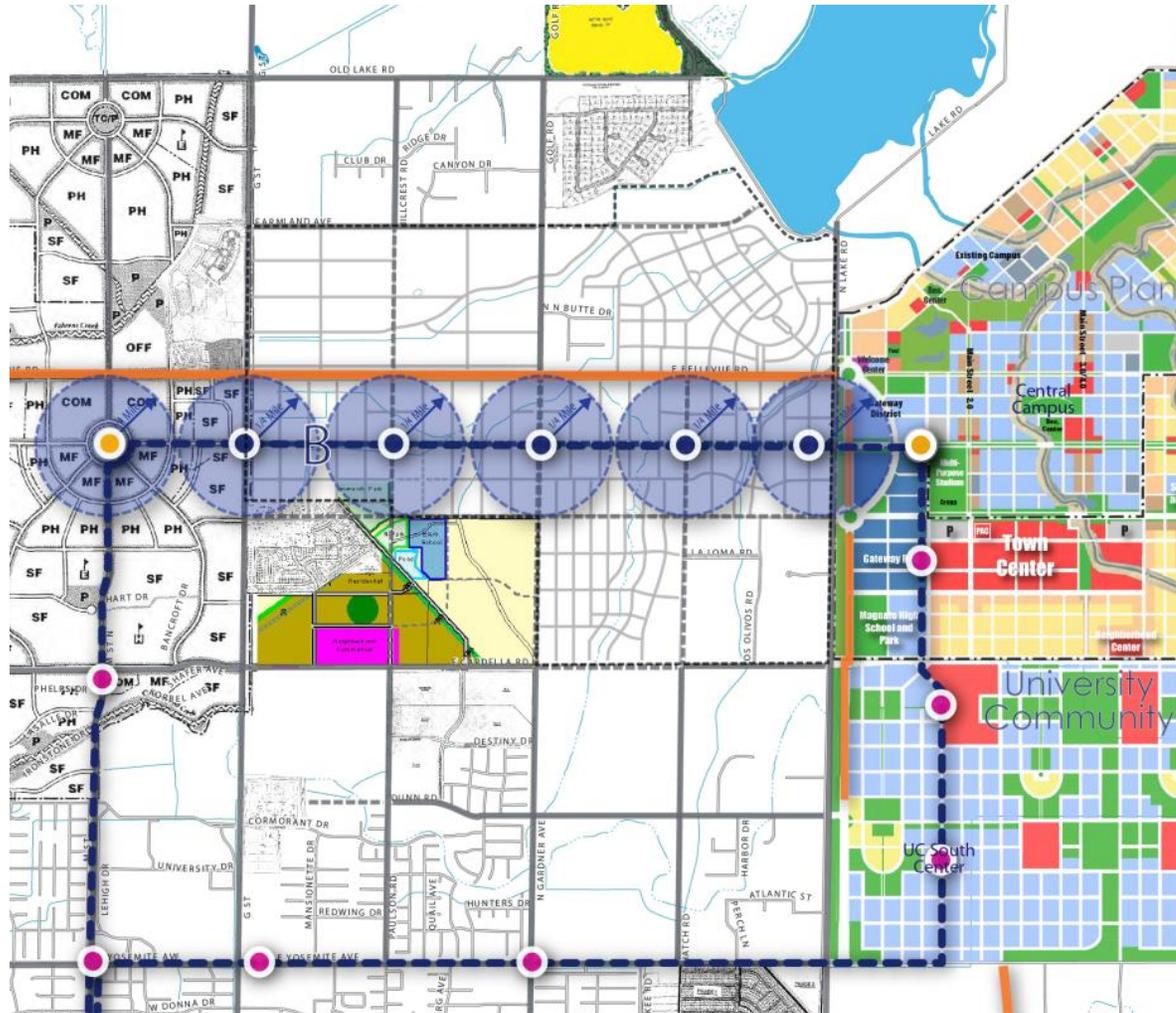


5. BELLEVUE ROAD



Should the transit/BRT be located on Bellevue?

6. MANDEVILLE ROAD



Should Mandeville be planned as a “Main Street”?

Should the transit/BRT be located on Mandeville?

COMMUNITY FRAMEWORK

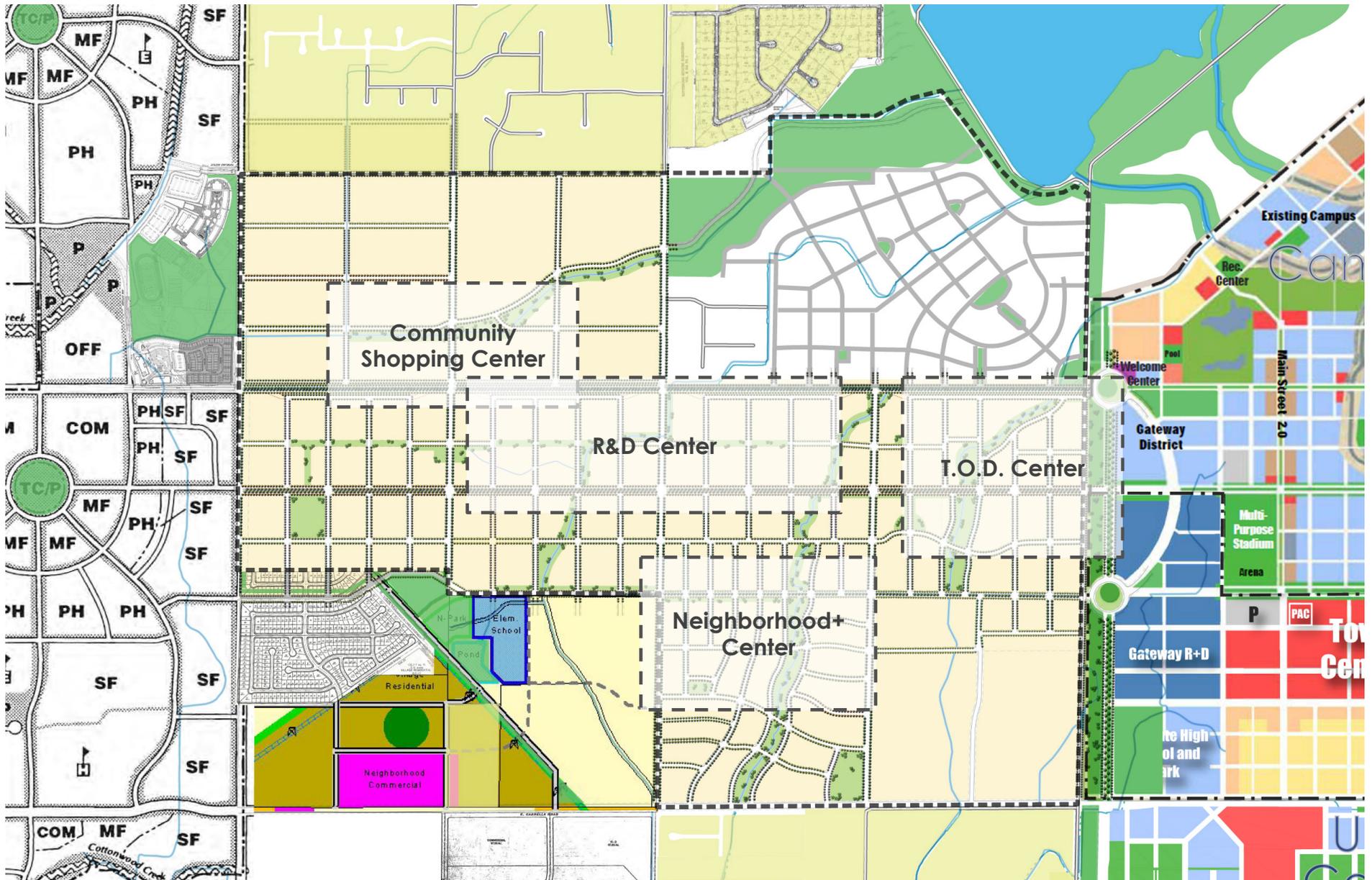
A PLACE-BASED PLAN

FOUR PLACE TYPES ILLUSTRATED

PLACE TYPES

Physical Character Areas			
Centers	Neighborhoods	Districts	Corridors
Mixed Use TOD Community Neighborhood	Multi-Family Single-Family Rural Residential	R&D /Office Light Industrial Medical/Other	Urban Neighborhood Rural/Natural

FOCUS AREAS BY PLACE TYPE



Centers Mixed-Use/ TOD



Centers Community



Centers Neighborhood



T.O.D. CENTER
AT LAKE AND BELLEVUE

FOCUS AREAS BY PLACE TYPE

T.O.D. CENTER



FOCUS AREAS BY PLACE TYPE: T.O.D. CENTER

MIXED-USE DEVELOPMENT, 3 TO 6 STORIES



FOCUS AREAS BY PLACE TYPE: T.O.D. CENTER

OFFICE/R&D DEVELOPMENT, 3 TO 6 STORIES



FOCUS AREAS BY PLACE TYPE: T.O.D. CENTER

URBAN HOUSING, 3 TO 6 STORIES



FOCUS AREAS BY PLACE TYPE: T.O.D. CENTER ENTERTAINMENT AND CONFERENCE CENTER



FOCUS AREAS BY PLACE TYPE: T.O.D. CENTER

PEDESTRIAN-ORIENTED FRONTAGE TYPES



FOCUS AREAS BY PLACE TYPE: T.O.D. CENTER

GREENWAY THREADED THROUGH NETWORK



BELLEVUE CORRIDOR: 4-LANES + SIDE ACCESS LANES

RURAL RESIDENTIAL (NORTH) + T.O.D. CENTER (SOUTH)



BELLEVUE CORRIDOR: 4-LANES + SIDE ACCESS LANES

T.O.D. CENTER BOTH SIDES (CAMPUS GATEWAY)



MANDEVILLE CORRIDOR: 2 LANES + BIKE LANES + BRT

T.O.D. CENTER



T.O.D. CENTER

MULTI-FAMILY WITH MAIN STREET



FOCUS AREAS BY PLACE TYPE: T.O.D. CENTER

ADD ENTERTAINMENT DISTRICT OR CONFERENCE CENTER



FOCUS AREAS BY PLACE TYPE: T.O.D. CENTER

INCREASE OFFICE/R&D AND SINGLE FAMILY HOUSING

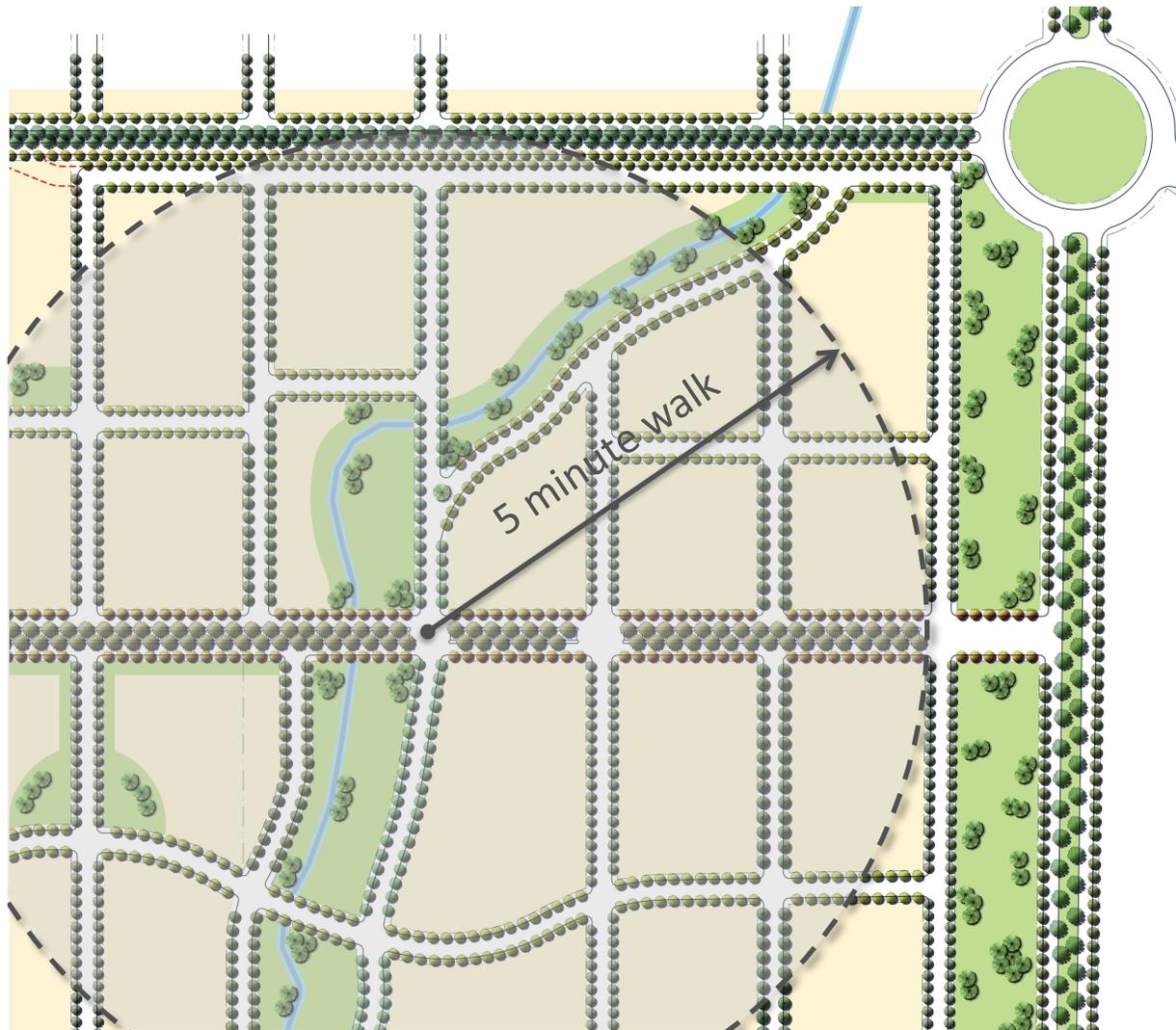


FOCUS AREAS BY PLACE TYPE: T.O.D. CENTER

MAJOR OFFICE/R&D DISTRICT



7. T.O.D. CENTER



Do the range of development types for this type of center look right?

Is the campus gateway a good location for this type of center?

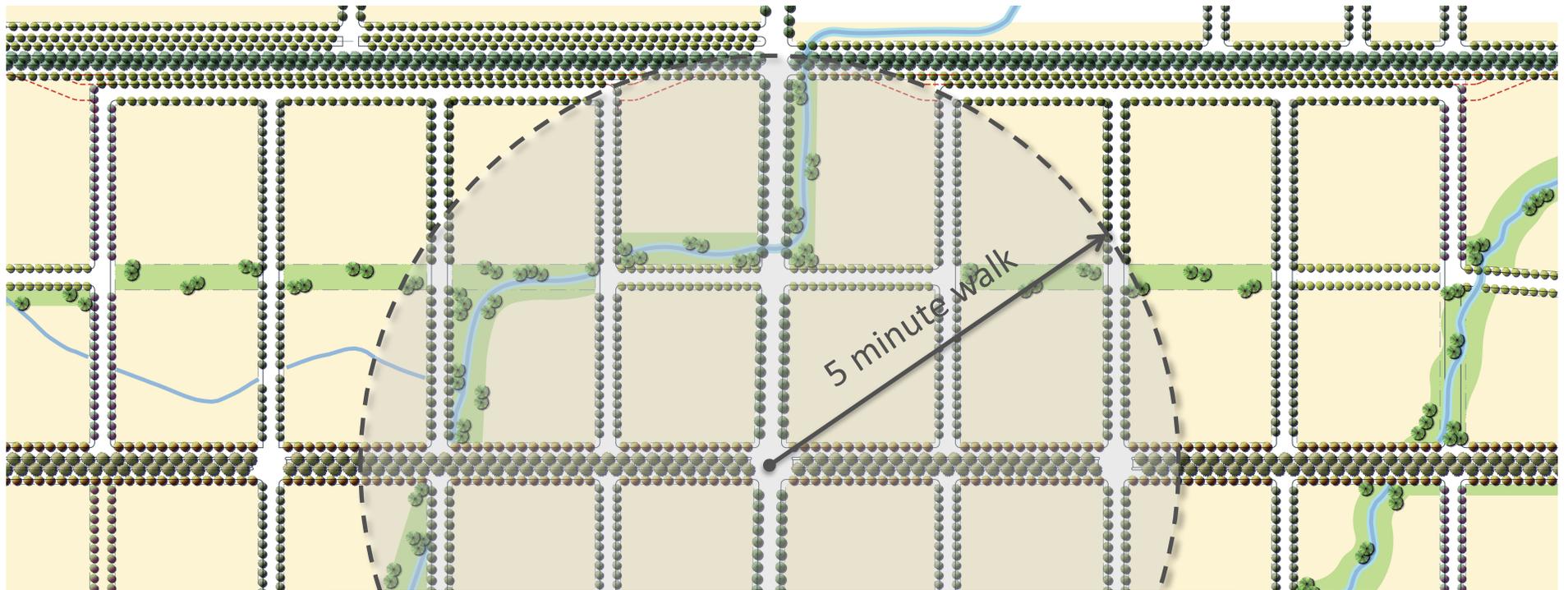
Should there be other locations for this type too?

R&D CENTER

AT GARDENER AND BELLEVUE

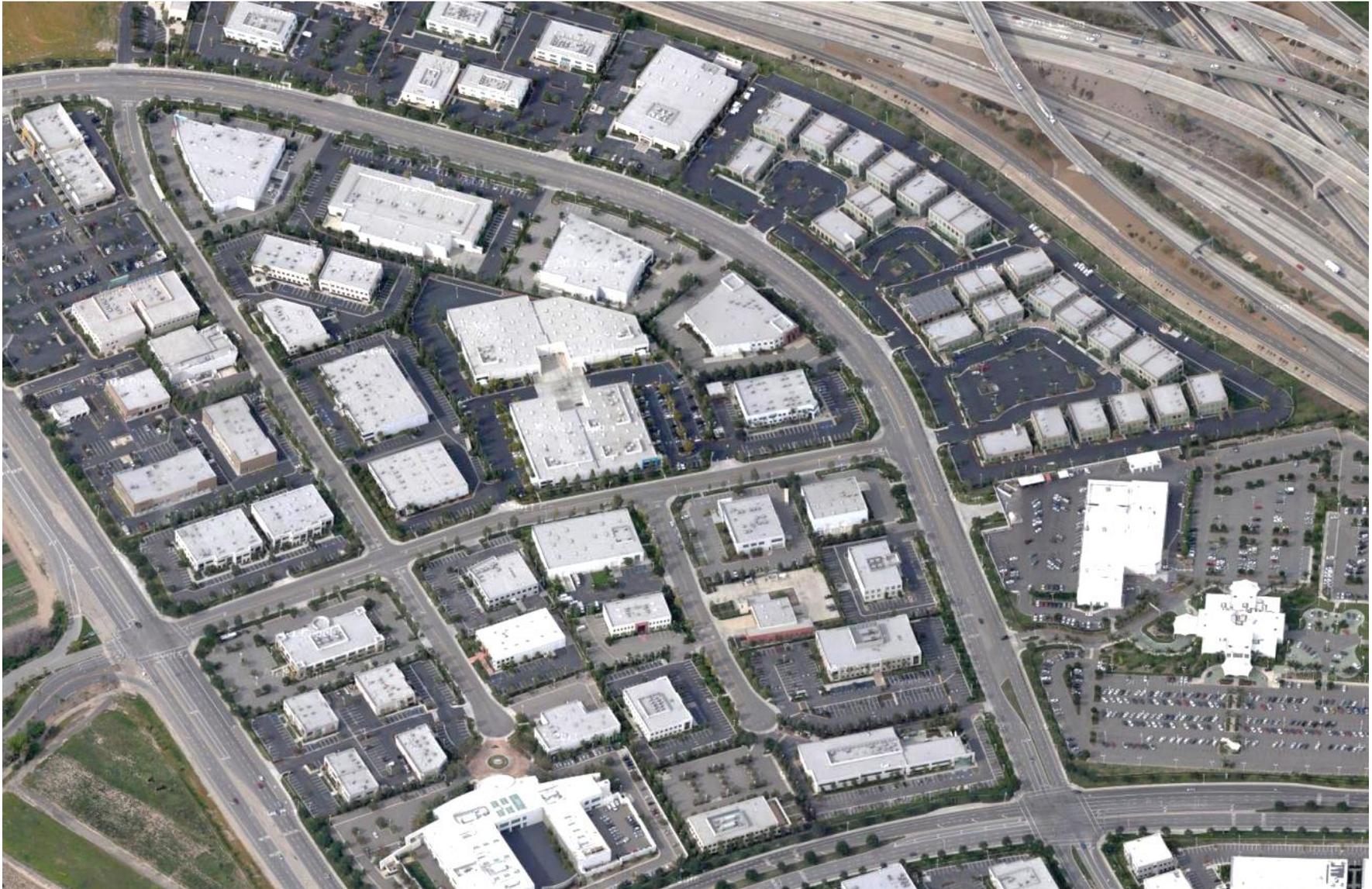
R&D CENTER

FLEXIBLE STRUCTURE OF LARGE BLOCKS



R&D CENTER

IRVINE RESEARCH PARK – SAME RANGE OF BLOCK SIZES



R&D CENTER

1-4 STORY R&D



R&D CENTER

2-5 STORY OFFICE



R&D CENTER

SERVICE COMMERCIAL ALONG GARDENER



R&D CENTER PEDESTRIAN AND BIKE ACCESS



R&D CENTER

HIGH LEVEL OF TRANSIT SERVICE



R&D CENTER SUSTAINABLE PARKING LOTS



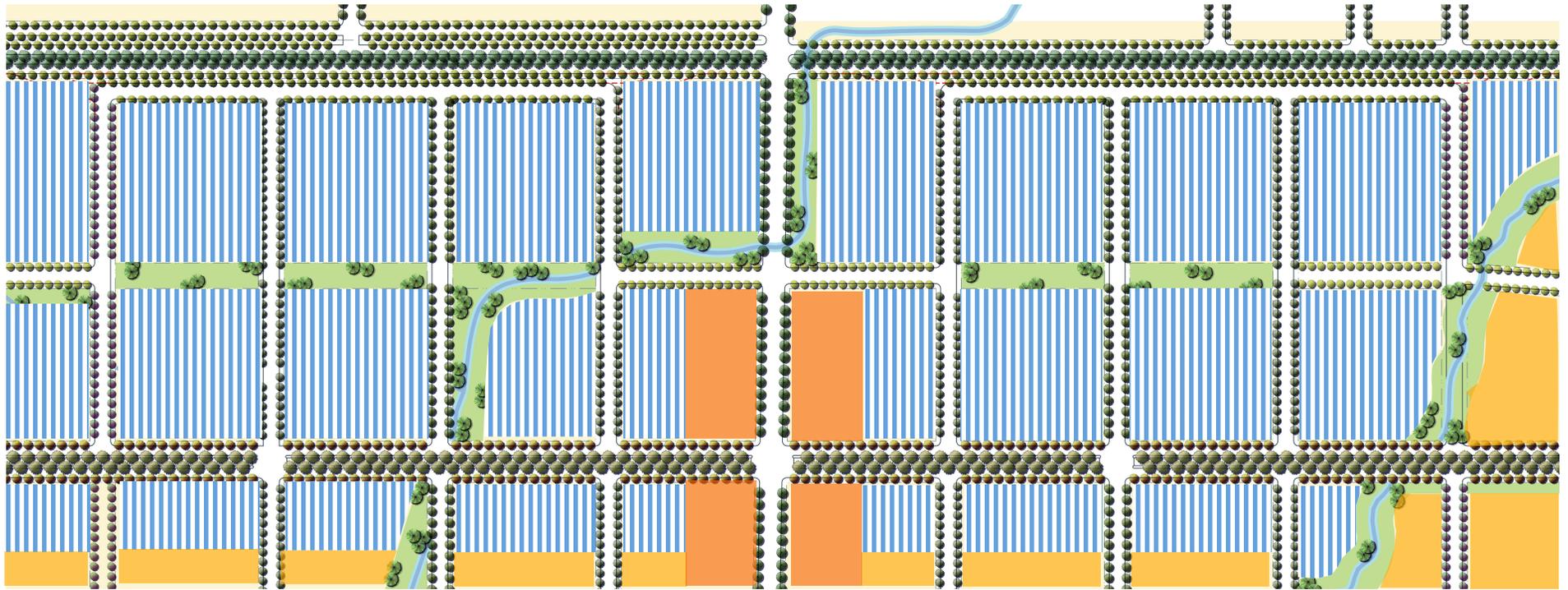
BELLEVUE CORRIDOR: 4-LANES + BRT + SIDE ACCESS LANES

RURAL RESIDENTIAL (NORTH) + BUSINESS PARK (SOUTH)



R&D CENTER

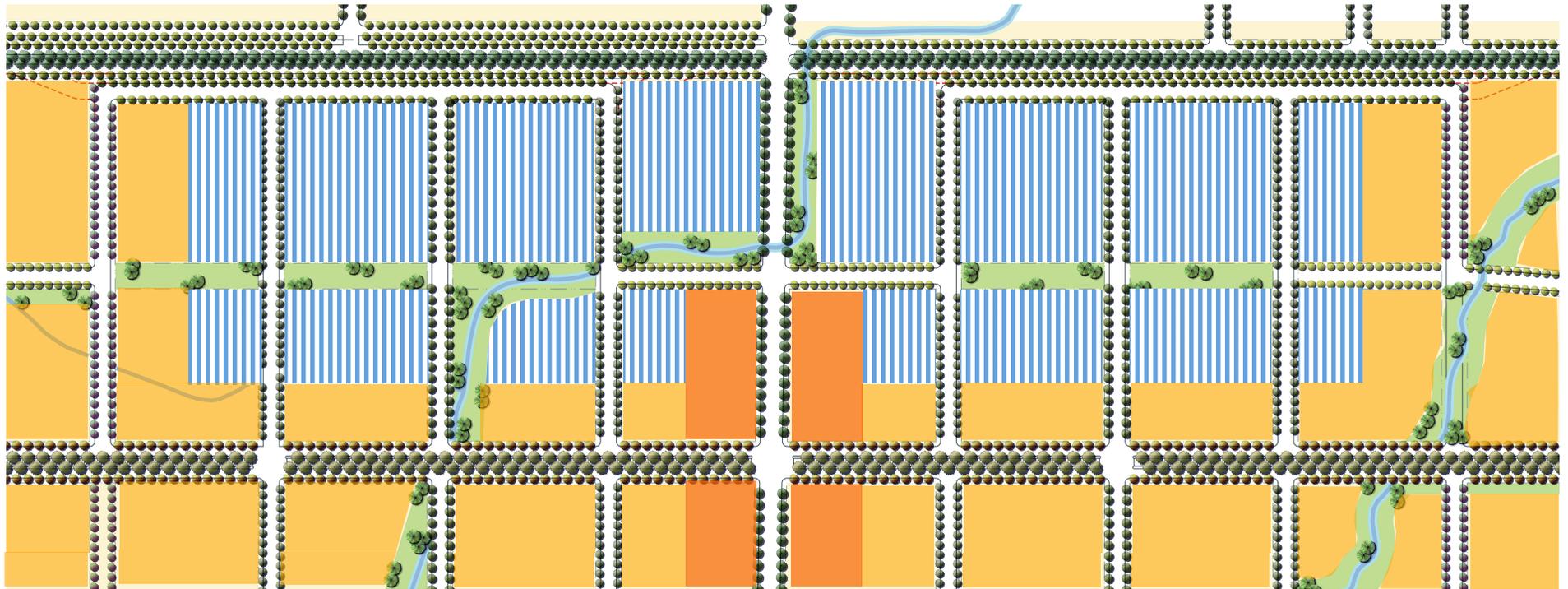
SCALABLE TO MARKET CONDITIONS



-  R&D/OFFICE
-  COMM/MIXED
-  MULTI-FAMILY
-  SINGLE-FAMILY

R&D CENTER

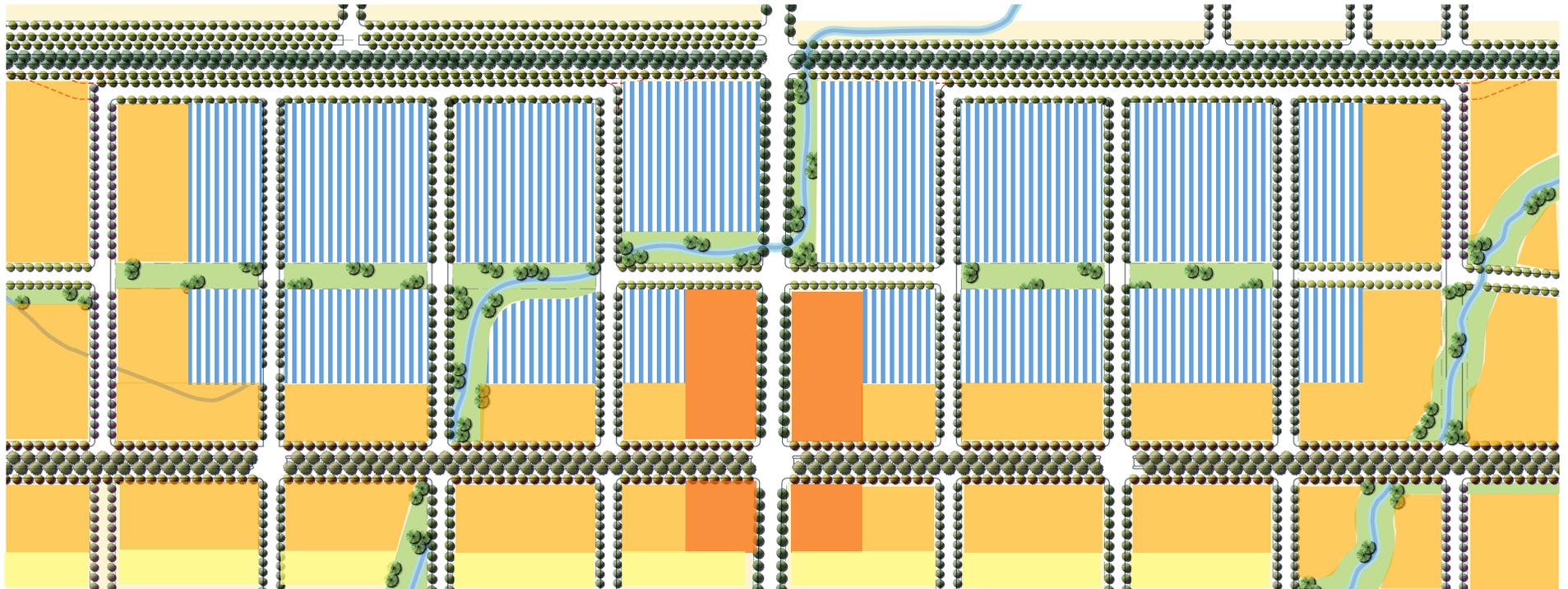
SCALABLE TO MARKET CONDITIONS



-  R&D/OFFICE
-  COMM/MIXED
-  MULTI-FAMILY
-  SINGLE-FAMILY

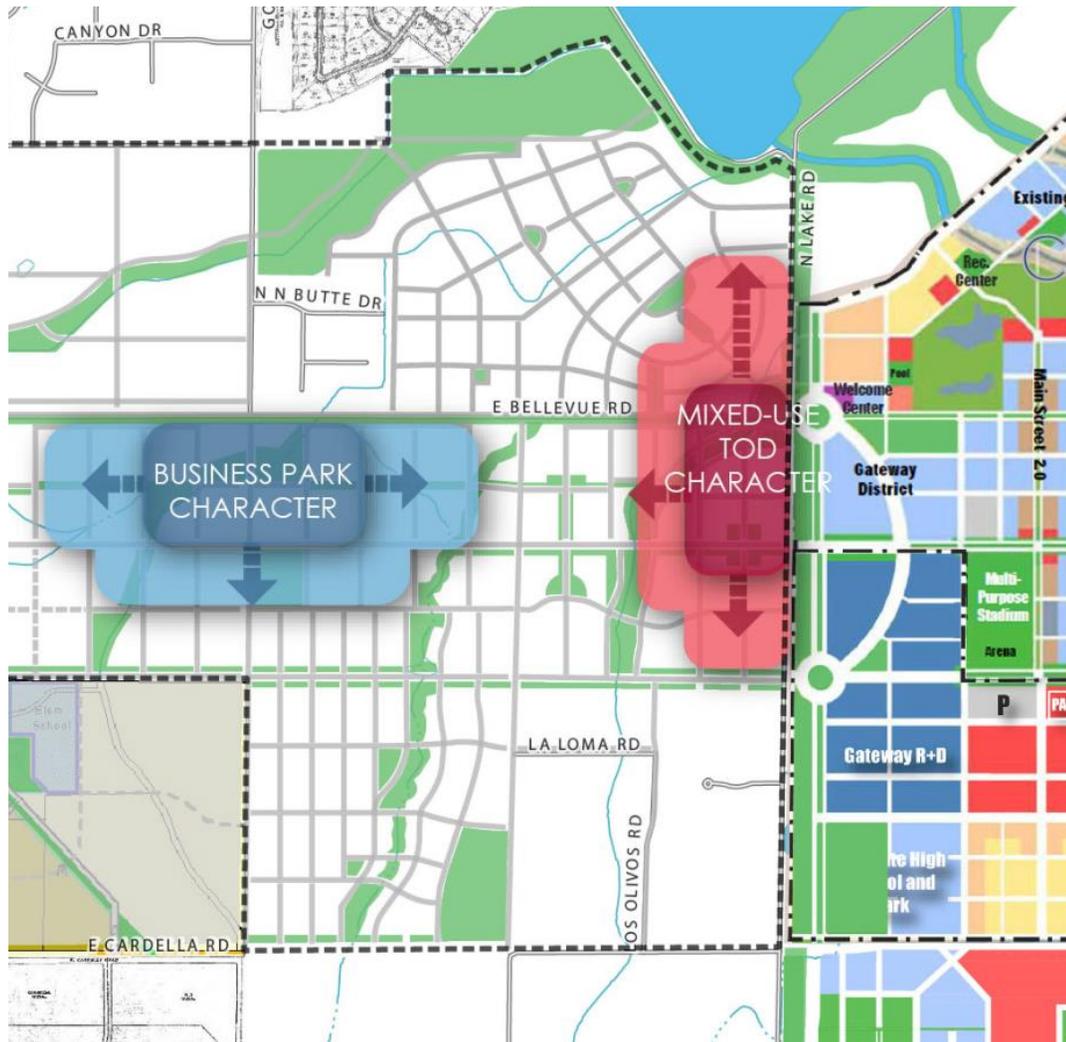
R&D CENTER

SCALABLE TO MARKET CONDITIONS



-  R&D/OFFICE
-  COMM/MIXED
-  MULTI-FAMILY
-  SINGLE-FAMILY

8. LOCATION OF CENTERS



Is Bellevue and Lake the appropriate location for the primary TOD site?

Does it make sense to start R&D at Bellevue and Gardener and move outward?

NEIGHBORHOODS & CENTERS

FOCUS AREAS BY PLACE TYPE: NEIGHBORHOOD + CENTER



NEIGHBORHOOD GREEN STREETS + NEIGHBORHOOD PARKS

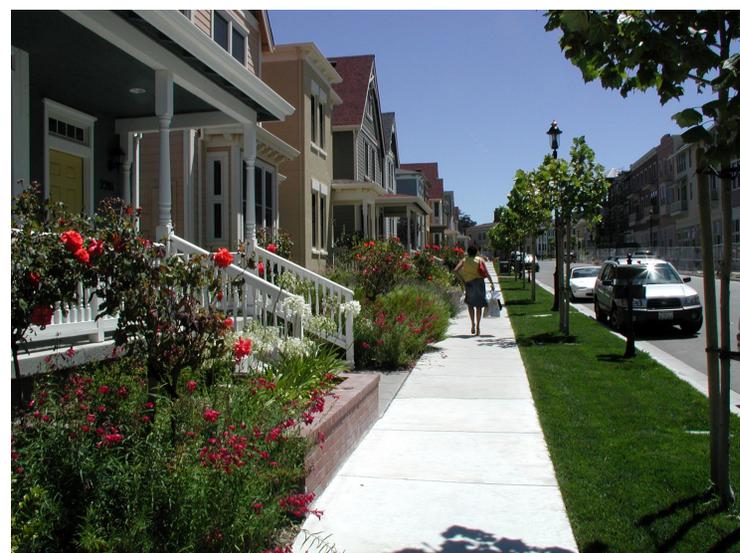


NEIGHBORHOOD

1-2 STORY HOUSING



NEIGHBORHOOD RESIDENTIAL FRONTAGES



NEIGHBORHOOD CENTER

NEIGHBORHOOD SHOPS AND SERVICES



NEIGHBORHOOD CENTER

2 – 3 STORY MAIN STREET



NEIGHBORHOOD CENTER

2-3 STORY RESIDENTIAL



MANDEVILLE CORRIDOR: 2 LANES + BIKE LANES + BRT NEIGHBORHOOD



MANDEVILLE CORRIDOR: 2 LANES + BIKE LANES + BRT NEIGHBORHOOD



MANDEVILLE CORRIDOR: 2 LANES + BIKE LANES + BRT NEIGHBORHOOD CENTER



FLEXIBLE MIX OF NEIGHBORHOOD USES

MOSTLY SINGLE FAMILY



□ SINGLE-FAMILY □ MULTI-FAMILY □ COMM/MIXED

FLEXIBLE MIX OF NEIGHBORHOOD USES

MORE MULTI-FAMILY



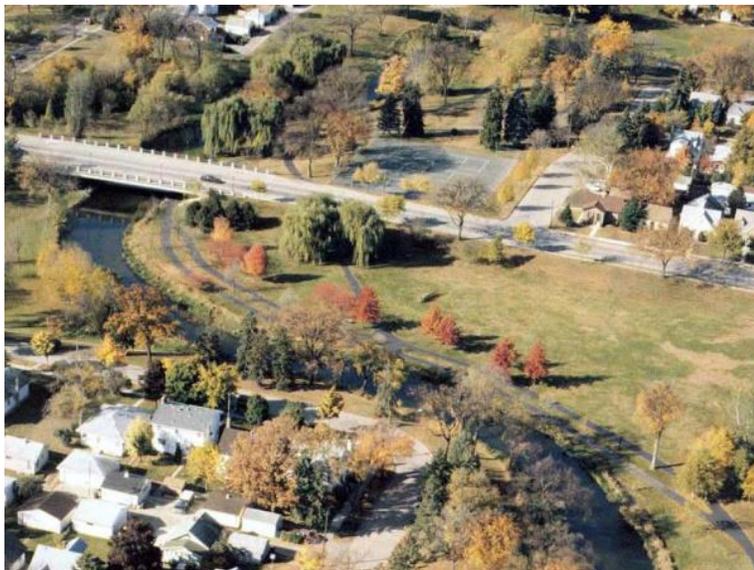
□ SINGLE-FAMILY

□ MULTI-FAMILY

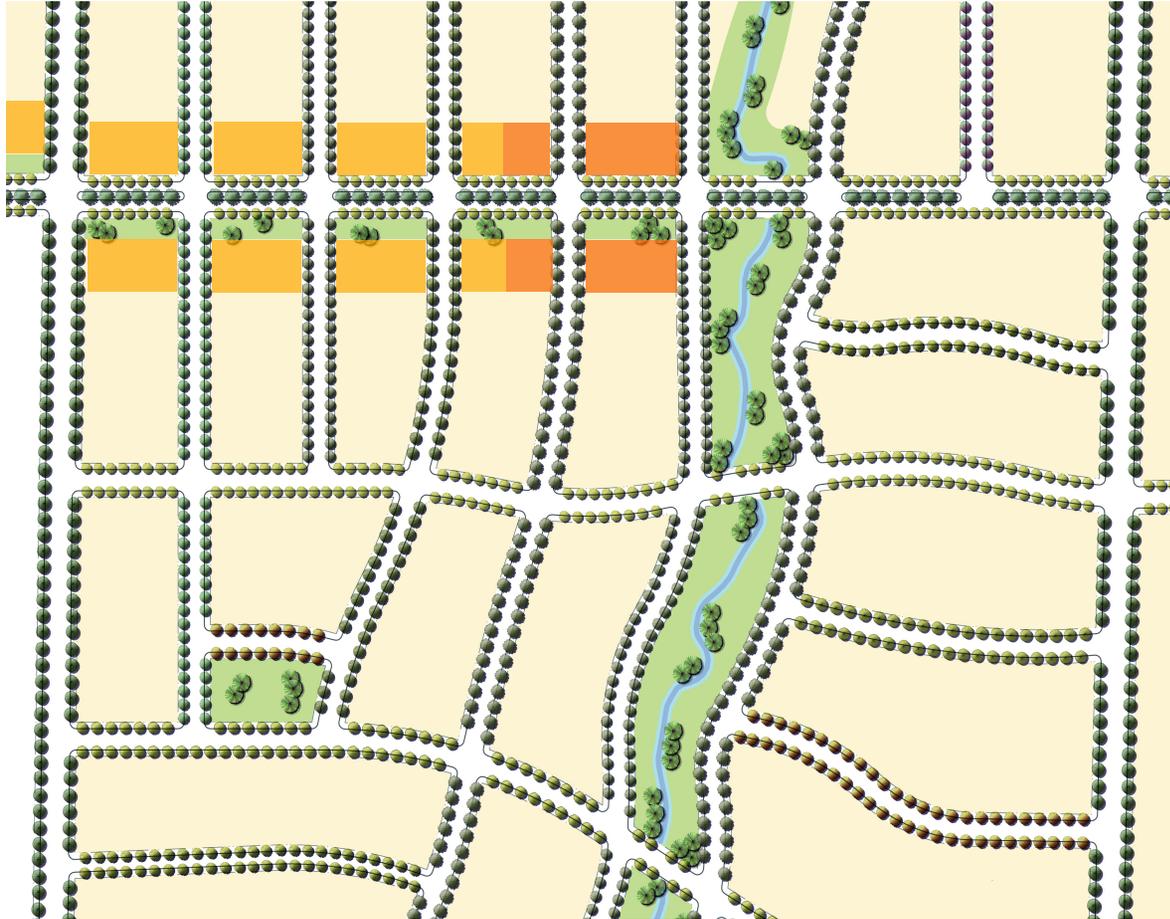
□ COMM/MIXED

RURAL RESIDENTIAL

1-2 STORY RESIDENTIAL



9. NEIGHBORHOODS & CENTERS



Does this range of possibilities look about right?

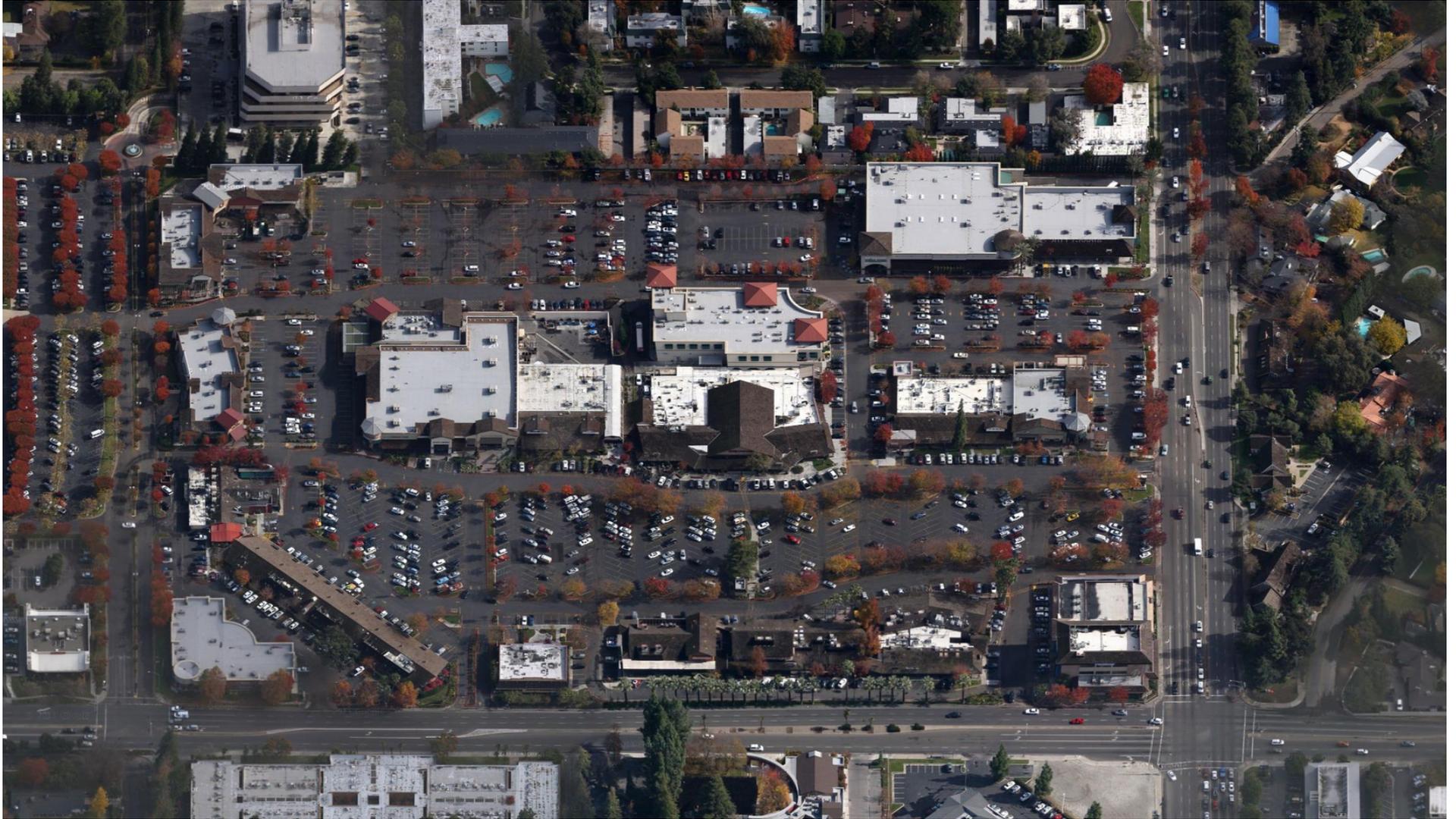
COMMUNITY CENTER
AT BELLEVUE AND PAULSON

FOCUS AREAS BY PLACE TYPE: COMMUNITY CENTER



COMMUNITY CENTER

FIG GARDEN VILLAGE, FRESNO, CA



COMMUNITY CENTER

FIG GARDEN VILLAGE, FRESNO, CA



COMMUNITY CENTER

FIG GARDEN VILLAGE, FRESNO, CA



COMMUNITY CENTER

FIG GARDEN VILLAGE, FRESNO, CA



COMMUNITY CENTER

FIG GARDEN VILLAGE, FRESNO, CA



COMMUNITY CENTER

FIG GARDEN VILLAGE, FRESNO, CA



COMMUNITY CENTER

FIG GARDEN VILLAGE, FRESNO, CA

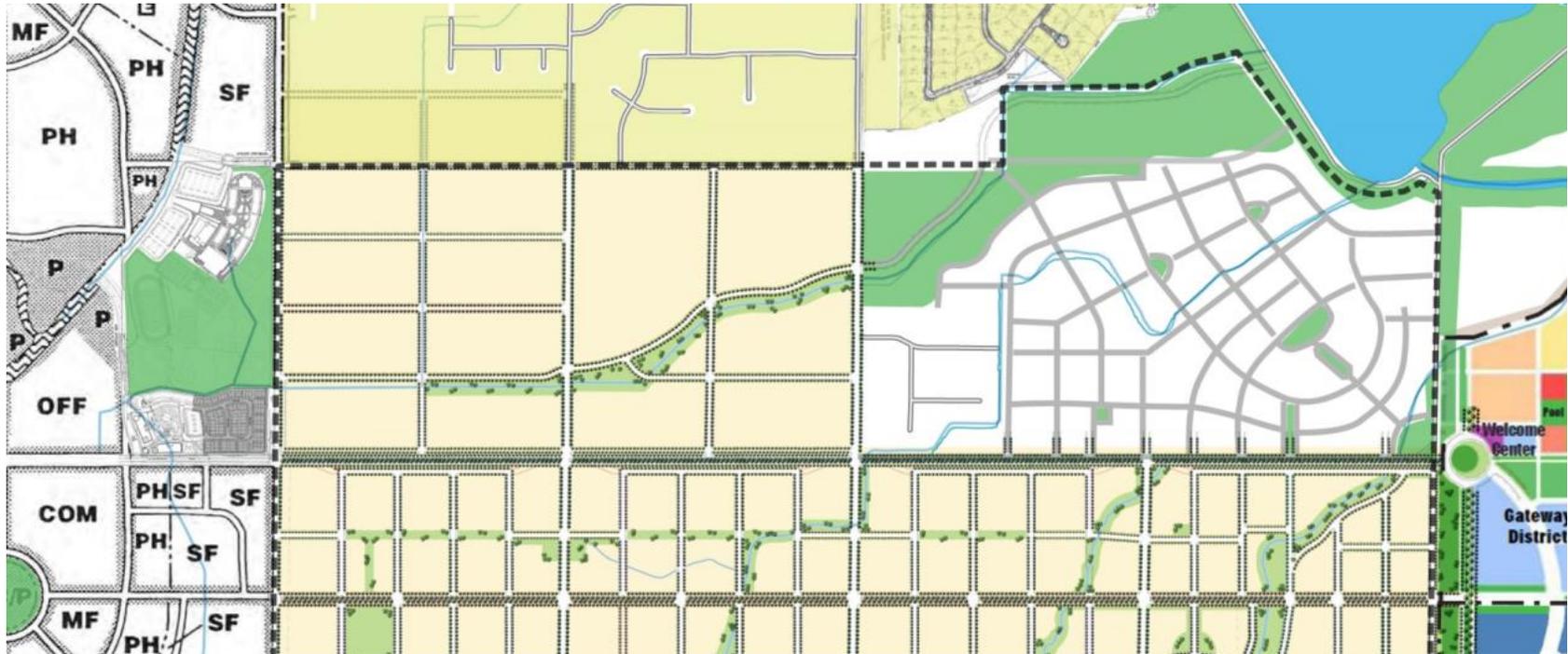


COMMUNITY CENTER

1-2 STORY COMMERCIAL/MIXED-USE



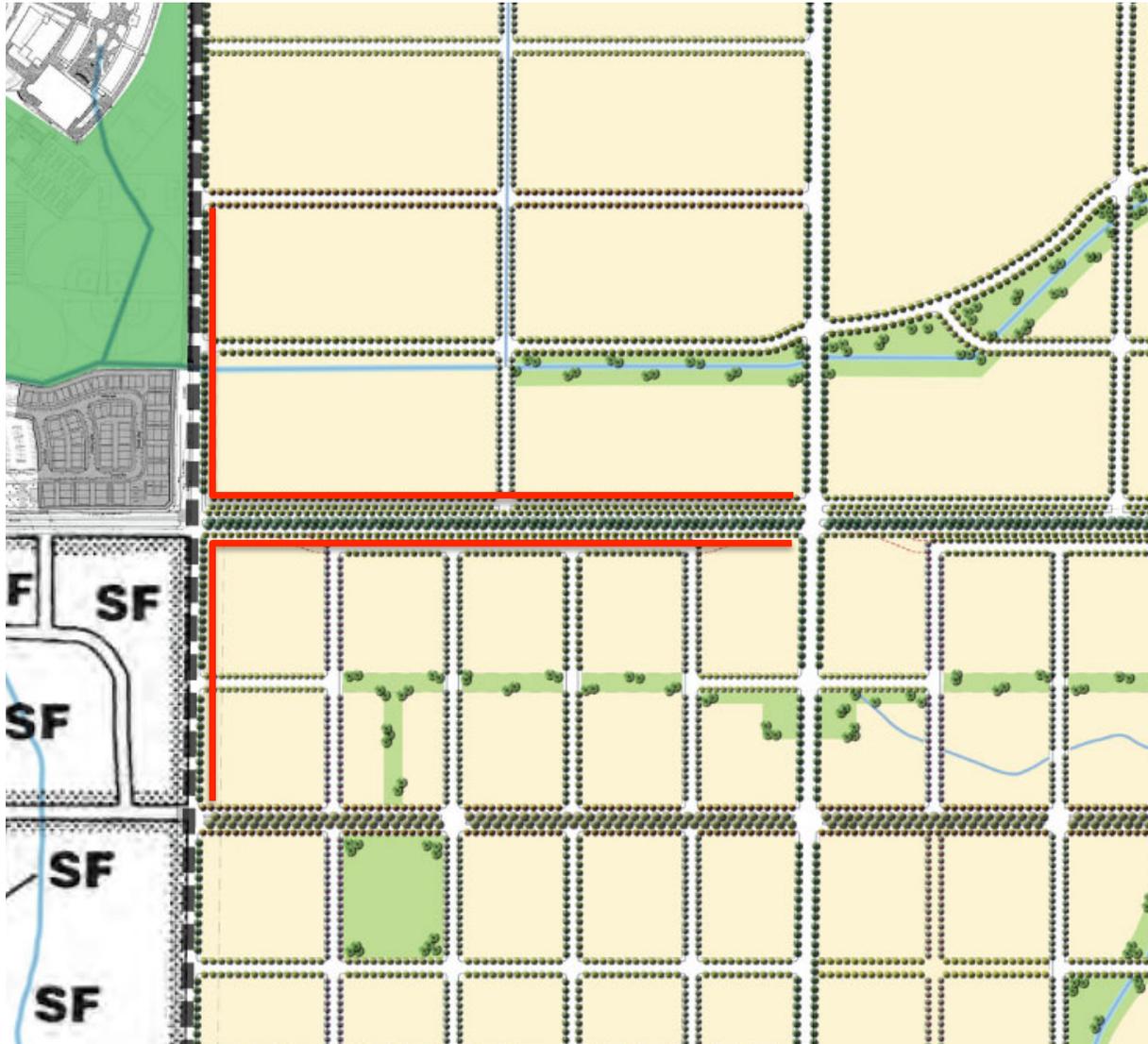
10. NORTH OF BELLVUE ROAD



Does this type of commercial belong north of Bellevue Road? South? Either?

BELLEVUE AND G - GATEWAY

A RANGE OF OPTIONS



BELLEVUE/G GATEWAY



BELLEVUE/G GATEWAY



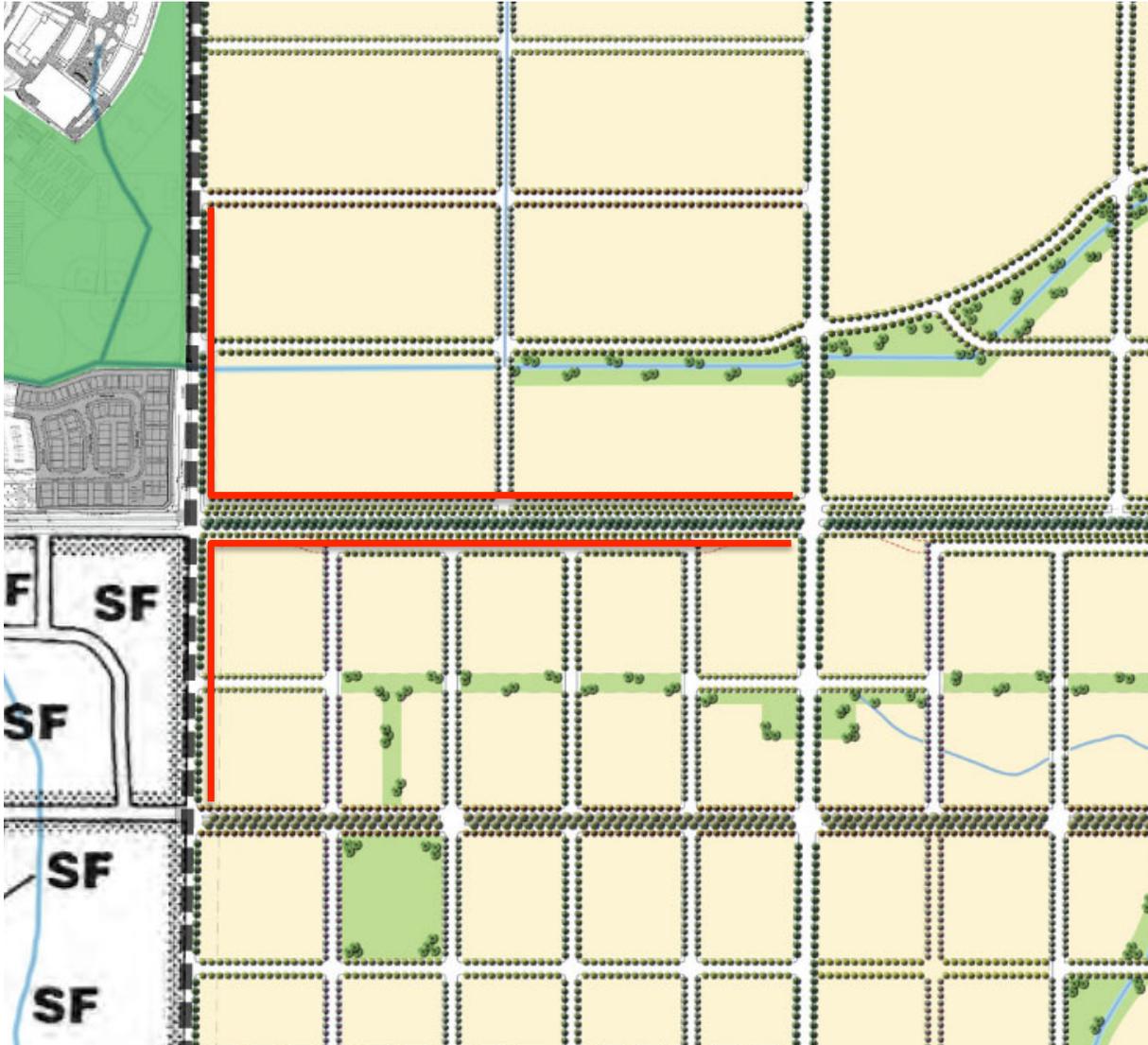
BELLEVUE/G GATEWAY



BELLEVUE AND G - GATEWAY R&D, HOUSING, COMMERCIAL?



11. BELLEVUE/G GATEWAY



Does this range of possibilities look about right?

DISCUSSION