



## GENERAL PLAN ADVISORY COMMITTEE

### AGENDA

WEDNESDAY, MARCH 9, 2022

GPAC VIRTUAL REGULAR MEETING – 7:00 PM

#### TELECONFERENCE:

MEETING PARTICIPATION INFORMATION CAN BE FOUND AT THE END OF THE  
AGENDA

#### ZOOM WEBINAR:

Zoom dial in phone number: 1 669 900 6833

Meeting ID: 859 4618 6023

Stephanie Shang, Chair

Jeremy Troupe-Masi, Vice Chair

Krista M Alexy, Committee Member

Arun Bhatia, Committee Member

Alan K Burnham, Committee Member

Carmelita Chiong, Committee Member

Thomas Matt Graves, Committee Member

Paul Halvorsen, Committee Member

David B Kent, Committee Member

Timothy D Kingsbury, Committee Member

Tracy Kronzak, Committee Member

Alana Laudone, Committee Member

John P Marchand, Committee Member

David M Martinez, Committee Member

Ellen C Peete, Committee Member

Heriberto Revuelta, Committee Member

Steven Spedowski, Committee Member

Greta Stahl, Committee Member

Asa Strout, Committee Member

## 1. CALL TO ORDER

### ROLL CALL

Committee Member Krista M Alexy  
Committee Member Arun Bhatia  
Committee Member Alan K Burnham  
Committee Member Carmelita Chiong  
Committee Member Thomas Matt Graves  
Committee Member Paul Halvorsen  
Committee Member David B Kent  
Committee Member Timothy D Kingsbury  
Committee Member Tracy Kronzak  
Committee Member Alana Laudone  
Committee Member John P Marchand  
Committee Member David M Martinez  
Committee Member Ellen C Peete  
Committee Member Heriberto Revuelta  
Committee Member Stephanie Shang  
Committee Member Steven Spedowski  
Committee Member Greta Stahl  
Committee Member Asa Strout  
Committee Member Jeremy Troupe-Masi

## 2. CITIZENS FORUM

- In conformance with the Brown Act, no General Plan Advisory Committee action can occur on items presented during Citizens Forum.
- Please submit comments via Zoom Q&A. Staff will read comments into the record.
- Comments are limited to a maximum of 500 words per person.
- Citizens Forum will conclude after 30 minutes; however, if there are additional speakers/comments, Citizens Forum will reconvene following the Matters for Consideration.

## 3. CONSENT CALENDAR

- 3.1 Approval of draft minutes - February 9, 2022, General Plan Advisory Committee Regular Meeting

**Recommendation:**

Staff recommends the Committee approve the draft meeting minutes

**Attachments:**

[1. GPAC Minutes - February 9, 2022](#)

## 4. MATTERS FOR CONSIDERATION

- 4.1 2045 General Plan Land Use Alternatives focus area Discussion

**Recommendation:**

The Project Team recommends the General Plan Advisory Committee receive a presentation

on the Land Use Alternative process and provide input and feedback on focus areas and possible land uses.

**Attachments:**

1. [Staff Report GPAC March 9, 2022](#)
2. [GPAC # 4 Memo on Land Use Alternatives](#)
3. [Example Land Uses](#)
4. [Market Conditions Summary](#)
5. [Community Input Summary](#)
6. [Potential Focus Areas Map](#)

## 5. ADJOURNMENT

To a General Plan Update Committee Regular Meeting on April 13, 2022 at 7:00 p.m.

## HOW TO PARTICIPATE IN THE GENERAL PLAN ADVISORY COMMITTEE

You can participate in the meeting in a number of ways:

Participants may submit comments prior to the meeting. Written comments or materials may be submitted by the public to the City of Livermore Planning Division via email at [gpupdate@cityoflivermore.net](mailto:gpupdate@cityoflivermore.net). Items received by 12:00 noon on the day of the meeting will be provided to the Committee and will be available on the meeting agenda at <https://www.cityoflivermore.net/agenda> prior to the meeting. These items will not be read into the record.

**eComments** may be submitted by the public using the eComment link [here](#). Comments may be up to 1000 characters in length and will be accepted up until 4PM the day of the meeting. These items will NOT be read into the record and are viewable by the the Committee and the public upon submittal.

During the meeting, the Citizen's Forum agenda item is an opportunity for the public to speak regarding items not listed on the agenda. Speakers may also provide comments on any item listed on the agenda. Speakers are limited to a maximum of 500 words per person, per item. The Committee is prohibited by State law from taking action on any items that are not listed on the agenda. However, if your item requires action, the Committee may place it on a future agenda or direct staff to work with you and/or report to the Committee on the issue.

### Submission of comments during the meeting:

Speakers are limited to a maximum of 500 words per person, per item. Zoom Q&A can be used to submit a written comment. You should be aware that the General Plan Advisory Committee is prohibited by State law from taking action on any items that are not listed on the agenda. However, if your item requires action, the Committee may place it on a future agenda or direct staff to work with you and/or report to the Committee on the issue.

The City will be using Zoom webinar to conduct its meetings:

Zoom Webinar: <https://us02web.zoom.us/j/84664302545>

Zoom dial in phone number: 1 669 900 6833

Meeting ID: 859 4618 6023

For questions regarding the General Plan Advisory Committee, please contact the Planning Division at

(925) 960-4450.

If you would like to deliver written materials to the Committee as part of their electronic comments during a meeting, the speaker must identify that intent in his or her comment submitted and immediately email the materials to the Committee liaison at [gpupdate@cityoflivermore.net](mailto:gpupdate@cityoflivermore.net).

The Committee Agenda and Agenda Reports are prepared by City staff and are available for public review on Friday evening, three days prior to the General Plan Advisory Committee meeting at City Hall, 1052 South Livermore Avenue, Livermore. The Agenda is also available on the City's website, <http://cityoflivermore.net/agenda>.

Under Government Code §54957.5, any supplemental material distributed to the members of the General Plan Update Committee after the posting of this agenda will be available for public review at City Hall, 1052 South Livermore Avenue, Livermore, and included in the agenda packet available on the City's web site at <http://cityoflivermore.net/agenda>.

PURSUANT TO TITLE II OF THE AMERICANS WITH DISABILITY ACT (CODIFIED AT 42 UNITED STATES CODE SECTION 12101 AND 28 CODE OF FEDERAL REGULATIONS PART 35), AND SECTION 504 OF THE REHABILITATION ACT OF 1973, THE CITY OF LIVERMORE DOES NOT DISCRIMINATE ON THE BASIS OF RACE, COLOR, RELIGION, NATIONAL ORIGIN, ANCESTRY, SEX, DISABILITY, AGE OR SEXUAL ORIENTATION IN THE PROVISION OF ANY SERVICES, PROGRAMS, OR ACTIVITIES. TO ARRANGE AN ACCOMMODATION IN ORDER TO PARTICIPATE IN THIS PUBLIC MEETING, PLEASE CALL (925) 960-4200 (VOICE) OR (925) 960-4104 (TDD) AT LEAST 72 HOURS IN ADVANCE OF THE MEETING.

## GENERAL PLAN ADVISORY COMMITTEE MEETING MINUTES

WEDNESDAY, FEBRUARY 9, 2022, 7:00 PM

### 1. CALL TO ORDER

The February 9, 2022, meeting of the General Plan Advisory Committee was held virtually using Zoom and was called to order by Chairperson Shang at 7:01 pm.

#### ROLL CALL – Present:

1. Chairperson Stephanie Shang
2. Vice Chairperson Jeremy Troupe-Masi
3. Committee Member Krista M Alexy
4. Committee Member Arun Bhatia
5. Committee Member Alan K Burnham
6. Committee Member Carmelita Chiong
7. Committee Member Thomas Matt Graves
8. Committee Member Paul Halvoersen
9. Committee Member David B Kent
10. Committee Member Timothy D Kingsbury
11. Committee Member Tracy Kronzak
12. Committee Member Alana Laudone
13. Committee Member John P Marchand
14. Committee Member David M Martinez
15. Committee Member Ellen C Peete
16. Committee Member Heriberto Revuelta
17. Committee Member Steven Spedowski
18. Committee Member Greta Stahl
19. Committee Member Asa Strout

Also present were Senior Assistant City Attorney Kim Cilley, Community Development Director Paul Spence, Planning Manager Steve Stewart, Senior Planner Andy Ross, Associate Planner Tricia Pontau, and Administrative Assistant Debbie Davis. Consultant staff present were Joanna Jansen and Carey Stone of PlaceWorks.

### 2. CITIZENS FORUM

Chairperson Shang opened the public comment period.

There were no comments on this item and the public comment period was closed.

### 3. CONSENT CALENDAR

3.1 Approval of draft minutes – December 8, 2021, General Plan Advisory Committee Regular Meeting

Recommendation: Staff recommends the Committee approve the meeting minutes

ON MOTION BY CM MARCHAND, SECONDED BY CM STAHL, AND CARRIED ON A 18-0 VOTE WITH ONE ABSTENTION, THE GENERAL PLAN ADVISORY COMMITTEE APPROVED THE DRAFT MINUTES FOR DECEMBER 8, 2021.

#### **4. MATTERS FOR CONSIDERATION**

##### **4.1 Update on 2045 General Plan Vision Statement**

**Recommendation:** The Project Team recommends the General Plan Advisory Committee receive a presentation on the Land Use Alternative process, provide feedback on the process, and provide input on focus areas and land uses

Senior Planner Andy Ross provided an update on the 2045 General Plan Vision Statement and GPAC members asked clarifying questions.

Chairperson Shang opened the public comment period for this item.

There were no comments on this item and the public comment period was closed.

##### **4.2 2045 General Plan Land Use Alternatives Focus Area Discussion**

**Recommendation:** Staff recommends the General Plan Advisory Committee receive a presentation by the project team regarding Livermore Land Use Element and Land Use Alternatives Process and provide feedback.

Ms. Jansen gave a presentation about the land use alternatives and focus area process. GPAC members asked clarifying questions and provided feedback on potential focus areas.

Chairperson Shang opened the public comment period for this item.

Karl Wente commented on this item.

Chairperson Shang closed the public comment period on this item

#### **5. ADJOURNMENT**

The meeting was adjourned at 8:49 p.m. to the next meeting of the General Plan Advisory Committee on March 9, 2022, at 7:00 p.m., which will be held virtually via Zoom.

## MEMORANDUM

DATE March 9, 2022  
TO Livermore General Plan Advisory Committee  
FROM Senior Planner Andy Ross and Joanna Jansen, PlaceWorks  
SUBJECT March 9, 2022 GPAC Meeting

### MEETING OBJECTIVES

At this meeting of the General Plan Advisory Committee, we will seek GPAC feedback on:

- Focus area locations proposed by staff and GPAC members
- New focus areas not yet proposed
- Potential land uses the land use alternatives could consider within the different focus areas

### GENERAL PLAN UPDATE OVERVIEW

The General Plan Update kicked off in August 2021. Figure 1 shows the overall project schedule and tasks. The first task of was to create a Draft Vision Statement and Guiding Principles using feedback collected through a series of outreach events and communitywide survey. The Draft Vision Statement and Guiding Principles was reviewed by the GPAC, Planning Commission, and City Council over a series of meetings from October to December 2021. The City Council formed a Council Subcommittee to refine and finalize these products. The full Council will consider a revised Vision Statement and Guiding Principles on Monday, March 14, 2022.

In addition, the General Plan team has been documenting baseline environmental conditions in Livermore for a range of topics:

1. Aesthetics
2. Agriculture and Forestry Resources
3. Air Quality
4. Biological Resources
5. Climate Change and Resilience
6. Circulation
7. Cultural Resources and Tribal Cultural Resources
8. Economics
9. Environmental Justice and Community Health
10. Geology and Soils
11. Hazards and Hazardous Materials



12. Historical Resources
13. Hydrology and Water Quality
14. Land Use
15. Public Services and Recreation
16. Noise and Vibration
17. Utilities and Service Systems
18. Wildfire

The existing conditions reports will be published next month and will be available at <https://imagineLivermore2045.org/documents/>.

With these two tasks nearly complete, the General Plan team is beginning the draft land use alternatives process that will explore different possible futures for how to accommodate future jobs, services, entertainment, housing, and parks and open space through 2045 (Attachment 1 GPAC #4 Memo). The first step in this process will be to identify the focus areas which are places that could likely experience land use changes over the next 20 years. A detailed description of the qualities of a focus area is described below.

**Figure 1 Project Schedule**



## LAND USE MIX

A Community's mix of land uses is important. Each land use type (generally categorized as residential, commercial, industrial, open space, and civic) creates impacts and benefits for the community (Attachment 2 Example Land Uses). A healthy mix of land uses helps achieve a range of broader civic goals and objectives such as job creation, cultural experiences, access to services, and financial stability. The amount of different land uses in Livermore is described in Table 1, below:

**TABLE 1 EXISTING LAND USE**

| Land Use Type  | Acres (SOI)   | Percentage of Total |
|--|---------------|---------------------|
| Rural  | 4,530         | 24%                 |
| Single-Family Residential                                  | 4,622         | 25%                 |
| Multifamily Residential                                    | 502           | 3%                  |
| Commercial   | 934           | 5%                  |
| Industrial   | 1,836         | 10%                 |
| Institutional  | 2,388         | 13%                 |
| Parks  | 1,526         | 8%                  |
| Railway/ROW  | 642           | 3%                  |
| Exempt, Not Assessed by County,<br>Mobile Homes and Tracts | 252           | 1%                  |
| Vacant   | 1,308         | 7%                  |
| No Data  | 217           | 1%                  |
| <b>Total</b>   | <b>18,757</b> | <b>100%</b>         |

Source: Alameda County Assessor's Office, 2021; ESRI, 2021, PlaceWorks, 2021.

In addition to the type and mix of land use, their relationships and connections to each other, public services, and transportation systems among other market factors are an important consideration when discussing long term land use changes. Some land uses benefit from clustering and proximity to each other, whereas other land uses may benefit from wider distribution across the community. The project team will present these concepts in greater detail for discussion at your March 9th meeting.

## POPULATION AND EMPLOYMENT TRENDS

With over 91,000 residents, Livermore is the most populous city in the Tri-Valley region as shown in Table 2.<sup>1</sup> Livermore's population has grown 13 percent over the past decade, from 81,975 in 2011 to 91,216 in 2021. Population increased at an average annual rate of 1.6 percent from 2011 to 2016 but remained nearly flat at 0.6 percent from 2016 to 2021, consistent with population trends across the Tri-Valley and Alameda County.

**TABLE 2 POPULATION TRENDS, 2011-2021**

| Population     | 2011      | 2016      | 2021      | 2011-2016 |                    | 2016-2021 |                    |
|----------------|-----------|-----------|-----------|-----------|--------------------|-----------|--------------------|
|                |           |           |           | Change    | Annual Growth Rate | Change    | Annual Growth Rate |
| Livermore      | 81,975    | 88,635    | 91,216    | 6,660     | 1.6%               | 2,581     | 0.6%               |
| Dublin         | 46,412    | 57,124    | 64,695    | 10,712    | 4.2%               | 7,571     | 2.5%               |
| Pleasanton     | 70,879    | 75,813    | 78,371    | 4,934     | 1.4%               | 2,558     | 0.7%               |
| Tri-Valley     | 272,639   | 301,131   | 318,145   | 28,495    | 2.0%               | 17,014    | 1.1%               |
| Alameda County | 1,525,761 | 1,631,230 | 1,656,591 | 105,469   | 1.3%               | 25,361    | 0.3%               |

Source: 2021 DOF E-5

Similarly, employment in Livermore has grown steadily since 2013, as the city and the region recovered from the 2008 recession. Livermore grew from 40,581 jobs in 2011 to 53,338 in 2018, the most recent year for which data are available as shown in Table 3. This represents an annual average increase of 4 percent per year. A major driver of this upward trend likely is the opening of new retail and industries in Livermore. The Premium Outlets opened in 2012, which now contains over 745,000 square feet of retail and is significant employment center in the city and regionally. In addition, the relocation of GILLIG (bus manufacturing) to Livermore also added notably to the city's jobs total.

<sup>1</sup> State of California, Department of Finance, E-1 Population Estimates for Cities, Counties and the State with Annual Percent Change — January 1, 2020 and 2021. Sacramento, California, May 2021.

**TABLE 3 REGIONAL EMPLOYMENT COUNTS, 2011-2018**

| Total Jobs     | 2011    | 2018    | 2011-2018    |                       |                 |
|----------------|---------|---------|--------------|-----------------------|-----------------|
|                |         |         | Total Change | Average Annual Change | Annual % Change |
| Livermore      | 40,581  | 53,338  | 12,757       | 1,822                 | 4.0%            |
| Dublin         | 15,062  | 20,805  | 5,743        | 820                   | 4.7%            |
| Pleasanton     | 53,501  | 70,070  | 16,569       | 2,367                 | 3.9%            |
| Alameda County | 656,385 | 813,406 | 157,021      | 22,432                | 3.1%            |

Source: LEHD; Economic & Planning Systems

Looking ahead, regional demographic projections prepared by ABAG/MTC are one important data point to estimate how much and what type of continued growth is expected over the life of the General Plan. Applying ABAG/MTC forecasted growth rates to current population and employment counts suggests Livermore could potentially expand from 91,000 to 120,000 residents and from 53,000 (2018) to 57,000 jobs by 2040.

In addition to growth trends, land use development is influenced by market factors (See Attachment 3 – Market Conditions Summary).

## COMMUTE PATTERNS

Most people who live in Livermore commute outside of the city for work. Of Livermore residents who are employed, approximately 20 percent work in Livermore, and the remaining 80 percent commute outside of Livermore to work. The share of workers who work and live in Livermore has declined from a peak of 31 percent in 2006, but has remained steady around 22 percent since 2014. The primary work destination is somewhere in Alameda County, but significant proportions of Livermore employed residents also work in Santa Clara and Contra Costa Counties. The most common county of residence for workers employed in Livermore is Alameda County, followed by San Joaquin and Contra Costa Counties.<sup>2</sup>

Available data indicate that a slightly greater percentage of the workers commuting out of Livermore earn more than \$40,000 per year as compared with workers commuting to Livermore.

---

<sup>2</sup> Source: US Census Longitudinal Employer-Household Dynamics data; Economic & Planning Systems, 2021.

## JOBS/HOUSING BALANCE

Jobs/housing balance is often cited as a measure both of how well the local economy provides jobs for the local labor force, and whether there is housing that is affordable to local workers. A balance of housing and jobs can benefit the city's economy, environment, and quality of life. Although this topic is often described as "jobs/housing" balance, comparing the number of jobs to the number of employed residents is a more direct comparison of individuals, rather than comparing people to homes. The jobs-employed residents ratio is calculated by dividing the number of jobs in the community by the number of employed residents in the same area. It takes into account children, seniors, students, and other residents who are not part of the workforce.

A jobs-to-employed residents ratio of 1.0 would indicate a numerical match between the number of local workers and local jobs. A higher number of jobs relative to residents (over 1.0) typically indicates that the community must import workers to fill jobs, perhaps at least in part because some workers cannot afford to live in the community. A low number of jobs and high number of employed residents (a ratio of less than 1.0) typically indicates that workers are commuting out of the community for work. When the number of employed residents is significantly mismatched from the number of jobs in the city, the result is increased traffic congestion as workers commute either in or out, which in turn creates increased air pollutant emissions, increased noise, and increased GHG emissions.

As of 2018, the most recent year for which data is available, Livermore had 53,338 jobs and 48,064 employed residents. This equates to a jobs/employed residents ratio of 1.11. The ratio of 1.11 indicates that there are more jobs than workers in Livermore and Livermore must import some workers. Since 2020, the Covid pandemic has changed commute patterns in the Bay Area for those workers who are able to work remotely. However, updated data on jobs and employed residents is not yet available for 2020 or 2021.

A quantitative balance indicated by a 1.0 ratio does not assess whether there is a qualitative match in job type vs. resident skills and abilities. Even with an ideal jobs-to-employed residents ratio of 1.0 - or even with a qualitative match in job types - many residents will continue to commute outside of Livermore to work while workers that do not live in Livermore will continue to commute in.

## REGIONAL PROJECTS

Regional planning and projects can have an influence on local land use. It is important to be aware of these externalities and consider them as part of the long-term planning process.

**Valley Link Regional Rail project** - Valley Link is a proposed 42-mile, 7-station passenger commuter rail project that establishes rail connectivity between BART's rapid transit system at the Dublin/Pleasanton station and the Altamont Commuter Express (ACE) commuter service in North Lathrop in San Joaquin County. Eventually, Valley Link will provide commuter rail service to Stockton. Valley Link has been developed in partnership with its 15-member agencies to be responsive to the goals and objectives of the communities it will serve.

Valley Link is governed by the Tri-Valley-San Joaquin Valley Regional Rail Authority (Regional Rail Authority), which was established on January 1, 2018, through the enactment of Assembly Bill 758. The Regional Rail Authority Board is comprised of representatives from Cities including Livermore and transit agencies including BART and ACE. The Regional Rail Authority's mandate is to plan and deliver cost-effective and responsive transit connectivity between the BART system in the Tri-Valley and the Altamont Corridor Express that meets the goals and objectives of the communities it will serve.

Livermore is positioned at the base of the Altamont Pass in the eastern edge of Alameda County and is a critical link within the Northern California Megaregion - one of the fastest growing and economically robust regions in the state of California. Livermore is part of the first phase rail improvement for the Valley Link transportation system with two proposed Valley Link stations within the I-580 median: Isabel Neighborhood and Southfront Station Area.

In 2020, the City Council adopted the Isabel Neighborhood Specific Plan, which plans for a mix of land uses to create a complete neighborhood around the Valley Link Isabel Station. Currently, the Southfront Station Area is predominantly surrounded by industrial land uses and identified as a focus area in the general plan update to study potential land uses changes around a future station area (see focus area discussion below).

**Plan Bay Area 2050** - Plan Bay Area 2050 is a regional land use and transportation plan, part of a Sustainable Communities Strategy, which guides local and regional transportation priorities and investments. Plan Bay Area is prepared by the regional planning agencies – Association of Bay Governments (ABAG) and Metropolitan Transportation Commission (MTC). One of the tools of the regional planning process are Priority Development Areas (PDAs). Priority Development Areas do not establish local land use designations or control local planning decisions but guide and connect elements of transportation, housing, and economic development through regional funding investments.

The Southfront Area south of I-580 is identified as a PDA because of its proximity to existing ACE station at Vasco Road and the future planned Valley Link Station at Southfront. The Southfront PDA is one of the potential focus areas to study potential land use changes around the station areas (See focus area discussion below).

## PLANNING FOR FUTURE DEVELOPMENT

As noted above, Livermore anticipates that both population and jobs will continue to grow over the next twenty-plus years. The General Plan will guide all types of land uses and future development and conservation during that time, including new jobs and businesses, new single-family homes and apartments, new parks and trails, and new government facilities.

### Projected Growth

The General Plan team reviewed projections from Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC), including published projections and preliminary

data releases to provide a perspective on potential future growth in Livermore.<sup>3</sup> While ABAG/MTC has been revising projections based on new transportation modeling, the forecasts for Livermore have not changed notably. Both published and updated information indicates Livermore could grow to accommodate roughly 114,000 residents and 46,000 workers by 2040, with population growth of 34 percent and employment growth of 7 percent between 2020 and 2040. However, these projections do not fully account for recent growth in the city, and the rates of growth are calculated from low population and employment base figures. For example, LED-LEHD data reveal that Livermore already had over 53,000 jobs by 2018.

Given the disconnect between the projections for Livermore and recent data counts from California's Department of Finance and the US Census Bureau, the General Plan team adjusted ABAG/MTC projection totals to capture updated existing conditions data (i.e., recent population and employment counts). Applying ABAG/MTC forecasted growth rates to updated population and employment counts suggests Livermore could potentially expand to 120,000 residents and 57,000 jobs.

## **Regional Housing Needs Allocation**

Since 1969, California has required that all cities and counties adequately plan to meet the housing needs of everyone in the community. This is accomplished through a Housing Element, which is a required component of the General Plan and is currently being updated. State law requires every California jurisdiction to plan for its "fair share" of the regional housing need for households of all income levels. For more on the Housing Element, see the packet from the November 10, 2021 GPAC meeting, available at this link.

To comply with State law, the City's Housing Element must be updated to ensure the City's policies and programs can accommodate estimated housing growth needs identified in the Association of Bay Area Government's (ABAG) Regional Housing Needs Allocation (RHNA) for the 2023-2031 planning period. This will be the "6th cycle." Livermore's 6th Cycle RHNA is 4,570 housing units, distributed among four income categories that range from Very Low Income to Above Moderate Income. The City must ensure it can accommodate the new housing units that might be built for the period from 2023 to 2031.

Although the RHNA allocation is not a requirement to build units, the State legislature has enacted increasingly stringent requirements on cities to ensure they are doing everything possible for housing to be built and to remove common barriers to housing construction. The land use alternatives, when developed, will need to include enough land designated for housing to fulfill the City's 6th Cycle numbers RHNA. However, the General Plan extends beyond the end of the 6th Cycle. Assuming continued 8-year RHNA cycles, and that the General Plan's expected life cycle is until 2045, the updated General Plan should designate sufficient residential land to accommodate the future 7th Cycle (January 2031 to January 2039) and most of the 8th Cycle (January 2039 to January 2047).

---

<sup>3</sup> Plan Bay Area Projections 2040, A Companion to Plan Bay Area 2040 November 2018 and MTC "open data."

The scale of future housing allocations is unknown and difficult to predict. If the 7th Cycle RHNA is in the same proportion to the existing number of homes as the 6th Cycle RHNA, it would call for 5,100 to 5,200 new units. If the 8<sup>th</sup> Cycle continues that trend, it could be expected to call for an additional 5,900 to 6,000 new units, for a combined total of around 11,000 new units over the 7<sup>th</sup> and 8<sup>th</sup> Cycles, covering the years 2031 to 2047. This does not include any additional “buffer” for the two future RHNA cycles.

If the City does not designate adequate residential sites to meet the future RHNAs as part of the General Plan Update, the next Housing Element, eight years from now, will need to revisit the General Plan land use map and include a process to identify and change the designations on additional sites to accommodate more future housing.

### **City vs. Private Role in Future Development**

In addition to responding to State mandates to plan for additional housing growth, to remain a balanced and complete community, Livermore must also plan ahead to accommodate the services, infrastructure, workplaces, parks, and schools to support a larger population. The land use alternatives should consider a full range of needed future land uses.

The City regulates land use through the General Plan, the Livermore Development Code, Specific Plans, Master Plans, and other tools that require, prohibit, or encourage certain types of development. These policy documents express what the City views as the best possible future for a given area or parcel to meet overall community wants and needs. However, the property owner must ultimately decide whether and when to redevelop; the City cannot require a private property owner to redevelop their property. This is usually an economic decision for the property owner based on the profit they expect to make after accounting for the costs of redevelopment, and is strongly influenced by market forces. Even when the market is favorable to redevelopment, complex property ownership can frustrate progress. For example, a property may be owned jointly by multiple parties who cannot agree on the future of the parcel, or a series of small adjoining parcels may each be owned separately by owners who do not share the same vision. Even after a project is identified and proposed, most projects must go through the public review and approval process and can be stalled or prevented by significant community opposition.

Site characteristics can also make redevelopment more costly and challenging, even when not obvious to the casual observer. A given site may look vacant and ready for redevelopment, but in fact has environmental constraints that complicate redevelopment, such as special-status species habitat, subsurface contamination, or flooding risk.

### **CONNECTION TO THE VISION STATEMENT**

The Vision Statement will be the basis for General Plan Update and will describe the future of Livermore as the community would like it to be in 2045. The Vision Statement will be at the forefront of the General Plan to set the tone for the entire document.

The project team prepared a Draft Vision Statement complimented by Guiding Principles, based on community input received. The project team presented the Draft Vision to the General Plan Advisory



Committee the Planning Commission on October 27 and November 16, 2021 respectively. Staff revised the Draft Vision Statement based on Committee feedback and Commission recommendations and presented to the City Council on January 10, 2021. The Council formed a subcommittee to further refine and reformat the Vision. On March 14, 2022 staff anticipates presenting the revised and reformatted Vision Statement to the full Council for their review and approval.

The Vision Statement includes key themes that are relevant to the GPAC's land use and focus area discussions, including:

- Prosperity - a strong local economy with jobs in a variety of sectors: arts, science, tourism, agriculture.
- Housing - a variety of housing types and choices throughout the community for a range of lifestyles, families, and income levels
- Mobility-the opportunity and ability to travel by conveniently, sustainably, and comfortably by various modes
- Vibrancy-numerous attractions, commercial destinations, and a downtown where people enjoy themselves through a variety of activities, shopping, dining, socializing as well as meet daily needs
- Sustainability and Resiliency-ensuring efficient use of resources, the ability to provide adequate services, address climate change, and maintain a high quality of life

These themes illustrate a future of Livermore that the community will try to achieve through land use planning and General Plan policy.

## **WHAT IS A FOCUS AREA?**

The land use alternatives process is currently focuses on identifying areas of the city that could likely experience land use changes, places the community would like to see transition or redeveloped, over the next 25 years. These parts of the city are referred to as "focus areas". Potential focus areas are:

1. large areas of undeveloped or underutilized land
2. within proximity to existing or future transit and other infrastructure
3. already starting to transition to other uses

Focus areas are intended to be a combination of many parcels and are several acres in size. They are considered neighborhood or district scale. The purpose of a focus area is to explore various and substantial land use changes compared to 1) the current site conditions and built environments, and 2) the land uses currently envisioned and allowed under the 2003 General Plan.

In addition, to the focus areas, the General Plan will also update land use designations for specific parcels, as necessary, depending on the circumstances and if a new land use designation would help fulfil the General Plan Vision. The combination of new land use designations in the focus areas and the

new land uses for specific parcels or small areas that do not need intensive analysis will be combined to create the new General Plan Land Use Map.

Finally, focus areas are different from site planning or site remediation. Focus Areas will evaluate a range of uses that can achieve the broader General Plan Vision and the community's long-term goals. Conversely, site planning and development occurs at the parcel level, is dependent on market factors, relies on private property owner decisions, and is how the General Plan land use map and designations are realized over time.

## **COMMUNITY INPUT IDENTIFYING THE FOCUS AREAS**

### Community Input

The first step in the process to identify the focus areas was to ask the community for ideas on which areas of the city would be likely to experience change over the next 20 years. Starting in February 2022, the General Plan team launched an online activity and hosted eight pop-up events at the Downtown Farmers Market, Story Coffee, Nottingham Cellars, and Civic Center Library. Attachment 4 summarizes the outreach activities and comments received. In general, the community identified focus areas included vacant infill parcels, aging shopping centers, and industrial areas in transition.

### Property Owner Input

On February 3, the project team sent letters to property owners within the potential focus areas informing them of the General Plan Update process and specifically that land use changes may be considered for their property and within in their area. The letter provided contact information for the project team to enable property owners to share their vision for their property.

On February 25, a second letter was sent to property owners inviting them to participate in a virtual open house scheduled for Wednesday, March 8 from 12:00pm to 1:00pm. The purpose of the open house was to provide additional information about the General Plan Update and the land use alternatives process.

To date, the project team received approximately a dozen calls and emails from property owners. Most correspondences asked questions about the process, others stated their openness to exploring land use changes and wanted to stay involved in the process, and others desired no change in land use designation.

## **FOCUS AREA SUGGESTIONS**

This section provides background information about the General Plan team and GPAC suggested focus areas discussed at the February 9, 2022 GPAC meeting. These areas include:

- GPAC suggestions:
  - First Street

- Pacific Avenue at Livermore Avenue
- Las Positas Court
- Downtown – Second Street and Third Street
- Greenville Road at I-580
- General Plan team suggestions
  - Southfront Priority Development Area
  - Laughlin Road Area
  - East Ave and South Vasco Road
  - Greenville Area near I-580

Table 4 identifies the following for each suggested focus areas:

- Total acreage
- Existing land uses
- Existing General Plan Land Use (GPLU) designation(s)
- Whether the existing land use is consistent with the existing GPLU designation
- Whether the suggested focus area is part of a Specific Plan or Neighborhood Plan

As described above, qualities of a focus area include large areas of land that are vacant or underutilized, are beginning to transition to other uses, and/or have access to transit. Table 4 presents information about each suggested focus area to help determine whether each suggestion reflects the qualities of a focus area. Attachment 5 includes a map of the suggested focus areas. The project team will present each focus area, its current conditions, current land use designation, and opportunities for change, and facilitate a discussion for each at your March 9<sup>th</sup> meeting.

**TABLE 4 DESCRIPTION OF POTENTIAL FOCUS AREAS**

| Site Name/Location                        | Acres     | Existing Land Use   | Existing GPLU Designation(s)                | Existing Use Consistent with GPLU?  | Part of a Specific or Neighborhood Plan? |
|---|-----------|---|---|---|--|
| First Street                              | 26 acres  | Commercial auto service uses, motels, residential townhomes   | Dual - Service Commercial /Urban High       | Yes   | No                                       |
| Pacific Avenue at Livermore Avenue        | 7.7 acres | Traditional shopping center; empty tenant spaces; surface parking   | Neighborhood Mixed-Use Low Density          | Yes,<br>Currently an applicaiton to redevelop the site to a mixed use neighborhood is being reviewed by Staff | No                                       |
| Las Positas Court                         | 16 acres  | Low-lying commercial office buildings at the end of a cul-de-sac.   | Business Commercial Park                    | Yes   | No                                       |
| Downtown – Second Street and Third Street | 25 acres  | Assortment of small to mid-size parcels; uses range from financial, professional, and administrative offices, restaurants, residential uses, and other retail uses. The Downtown Ace Train station is located here. | Downtown Area                               | Yes   | Yes                                      |
| Greenville Road at I-580                  | TBD       | Assortment of commercial and industrial uses. Vacant parcels are interspersed throughout this area.   | Business and Commercial Park and Industrial | Yes, but there are oportunities for gateway enhacements into wine country                                     | No                                       |

| Site Name/Location               | Acres     | Existing Land Use  | Existing GPLU Designation(s)   | Existing Use Consistent with GPLU?  | Part of a Specific or Neighborhood Plan?   |
|----------------------------------|-----------|--|--|---|--|
| Southfront-Vasco PDA             | 730 acres | This area includes a mix of uses, but the predominant use is low intensity, light industrial. However, there are also commercial, office, and residential uses. The existing Vasco Ace Station and planned Southfront Valley Link station are also within this area. | High Intensity Industrial, Low Intensity Industrial, Service Highway Commercial, Commercial, Community Serving General Commercial, Neighborhood Commercial, Service Commercial , Low Intensity Industrial/Urban HD Residential, Parks, Trailways, Recreation Areas                               | Yes, but the Arroyo Vista Neighborhood Plan is an entitled, but undeveloped project within this area. There is also an opportunity to consider whether the existing GPLU designations should be revisited given the location of the future Southfront Valley Link Station | Arroyo Vista and Brisa Neighborhood Plans comprise approximately 65 acres of this area |
| Laughlin Road Area               | 276       | Primarily vacant, undeveloped parcels with some scattered light industrial and open space/recreational uses.   | Urban Low Medium Residential / High Density, BART Station and Parking, Highway Commercial, Neighborhood Mixed High Density, Neighborhood Mixed High Density, Urban Low Medium Residential , Urban High Residential, Urban Low Residential, Rural Residential, Parks, Trailways, Recreation Areas | Since BART no longer plans to add a station in Livermore, the existing GPLU designations may not capture the appropriate uses for this area.<br><br>Other site constraints include known fault lines and sensitive wildlife and plant habitats.                           | No   |
| East Avenue and South Vasco Road | 54        | Mostly light industrial and commercial uses. This area has been experiencing a transition to winery and brewery related uses. Also includes a few single family homes.   | West of South Vasco Road it is Low Intensity Industrial; east of South Vasco Road there is a mix of Research and Development, Agriculture/Viticulture, and South Livermore Valley Agricultural Preserve  | The addition of commercial uses from the winery and brewery businesses have added new dynamics to this area that were not originally anticipated by the existing GPLU map.  | No   |

## OTHER TOOLS TO GUIDE CHANGE

This step of the General Plan Update is focused on specific locations and land uses. While these are critical questions, they are not the only questions the General Plan will address. The General Plan will also include policies that regulate development in certain areas or Citywide. For example, the land use alternatives will explore whether a focus area should transition to a certain type of use, but the General Plan policies will shape important aspects like whether that new development is walkable, how accessible new parkland is, and how site design reflects natural resources and safety hazards. The Circulation Element will cover transportation connections to, from, and within focus areas to ensure that it is consistent with City goals for walking, biking, and transit and will identify specific transportation improvements needed to support future development. The policies and actions in the updated General Plan will play a strong role in responding to community concerns and achieving the community's vision.

## GPAC DISCUSSION

At the March 9, 2022 meeting, staff is seeking GPAC member feedback on the following questions:

- What are your reactions to the potential focus areas described in this memo?
- What kind of land uses do you envision for the focus areas? See Attachment 2 to this staff report for example images to spark discussion.
- Are there any other parts of town you think we should be considering as potential focus areas?

## NEXT STEPS

Following March 9, the General Plan team will finalize focus area boundaries and develop draft land use alternatives for each final focus area. We will bring the draft land use alternatives to the GPAC for discussion at a future meeting. Following GPAC review, the draft land use alternatives will be considered by the Planning Commission and finalized by the City Council. Attachment 1 describes the process to develop the land use alternatives. When the land use alternatives are finalized, the General Plan team will begin the alternatives evaluation, which is expected to take several months to complete.

## UPCOMING GPAC MEETINGS

Upcoming GPAC meetings will focus on the Draft Housing Element, local economic conditions, and market feasibility, and reviewing the draft land use alternatives.

## ATTACHMENTS

1. GPAC # 4 Memo on Land Use Alternatives
2. Example Land Uses
3. Market Conditions Summary
4. Community Outreach Summary
5. Potential Focus Area Map



## MEMORANDUM

DATE December 3, 2021  
 TO General Plan Advisory Committee  
 FROM Joanna Jansen and Carey Stone, PlaceWorks  
 SUBJECT Overview of Draft Land Use Alternatives Process

This memorandum describes the process to create the draft land use alternatives, identifies the tentative schedule for this task, and recommends how the General Plan Advisory Committee (GPAC) should prepare for the December 8, 2021 meeting.

### Overview of Land Use in the General Plan

The General Plan covers the entire City. Each parcel in Livermore currently has a General Plan land use designation that guides the types of uses allowed on that property and at what intensity. The locations of the designations are shown on the [General Plan land use map](#). The type and intensity of development allowed in each designation is explained in the Land Use Designations section of the Land Use Element. The range of land use designations covers all the different types of places, activities, and development in Livermore, including residential, commercial, mixed use, industrial, community facilities, and open space. There are also tailored designations drawn from other plans, such as the South Livermore Valley Specific Plan, Isabel Neighborhood Specific Plan, and the Downtown Area Specific Plan. Examples of land use designations and descriptions include:

- *Rural Residential (RR)* (1 du/ac [dwelling unit per acre] - 1 du/5 ac; Minimum lot size - 1 acre.) The Rural Residential designation encourages large lot development with a rural character, generally on the urban edge. This designation provides a transition between developed areas and the agricultural and open areas surrounding the community.
- *Highway Commercial (HC)* (.30 FAR) [Floor Area Ratio] The Highway Commercial designation is applied to commercial development near I-580 interchanges and is intended to primarily serve the traveling public. Future expansion of highway commercial development shall be limited to the freeway interchange locations that are consistent with visual resource policies. Appropriate uses include hotels and motels, restaurants, and motor vehicle and gasoline service stations. Additional uses include freeway-dependent uses and freeway signs, which provide services to the traveling public and allow for convenient freeway access. Since Highway Commercial areas are also visible from the interstate and function as gateways to the community, the City shall prepare specific development plans for these areas to ensure they are attractive. Freeway uses and signs shall be located within freeway quadrants to provide services to the traveling public while allowing for visibility and convenient freeway access.



- *Neighborhood Mixed-Use (NM)* The Neighborhood Mixed-Use designations are intended to help improve the pedestrian orientation of Livermore's neighborhoods by providing neighborhood commercial services within walking distance of existing residents and integrating housing with commercial development on a single site. Neighborhood serving commercial uses are typically locally-based stores or small scale shops selling various types of merchandise, as well as small-scale food service uses such as a local market, deli, or coffee shop. Mixed residential and commercial land uses are required at these sites. Projects developed primarily for residential uses must provide a minimum of 20-percent floor area for commercial uses.

The General Plan Update is an opportunity to consider the General Plan land use designations. Many land use designations in place today may remain appropriate. For example, Agricultural Reserve and Residential Development Areas defined by the South Livermore Valley Specific Plan are not expected to change. Downtown was recently the focus of an extensive community engagement process which resulted in key elements of a plan for the City's Downtown sites.

Through the General Plan Update, what's allowed or encouraged within an area might change in one of two ways. First, the General Plan Update could change which land use designation is applied to the area on the land use map. The role of the land use alternatives is to explore possible General Plan land use map changes.

Second, the General Plan Update could change what is allowed within a land use designation without changing the map, by changing the text description of the existing designation. In this case, the change would apply to all parcels with the same designation. For example, commercial uses within a Neighborhood Commercial designation could be limited or expanded without changing the map or creating a new designation. The General Plan commercial designation description could be revised to make this more explicit. Potential changes to the text and policies of the General Plan, rather than the land use map, will be considered in a future phase of the Update.

## Other Documents that Regulate Land Use

While the General Plan sets the overarching direction of the city, this direction is further implemented through the Livermore Development Code (LDC) and through specific plans, which are more detailed land use plans for subareas of Livermore.

The LDC is the mechanism used to implement the land use goals, policies, and programs of the General Plan and to regulate all land use within the city. Each parcel in Livermore has a zoning designation that specifies the allowed land uses at a more refined scale than the General Plan. For example, a parcel may have a commercial General Plan Land Use designation and the LDC specifies what types of businesses are allowed to operate on this parcel such as restaurants, banks, medical offices, gyms, etc. The LDC also identifies development standards such as allowed height limits, maximum and minimum lot coverages, and requirements for setbacks, parking, and other architectural features such as porches, stoops, and ceiling height. State law requires that the zoning code must be consistent with the General Plan. If necessary, the LDC will be updated once the General Plan Update is completed.





Specific and neighborhood plans typically identify the:

- Allowed land uses of a parcel.
- Improvements needed to support the projected growth regarding circulation, parks, public facilities, and infrastructure.
- Design guidelines that encourage or require things like plazas, street benches, roadway and sidewalk widths, lighting, wayfinding signs, and features buildings should incorporate such as awnings, façade types, window placement, among many other details.
- Implementation and financing strategies to establish how the City can fund the public services and infrastructure required by the specific or neighborhood plan.

There are five specific and neighborhood plans within Livermore that provide additional land use regulation in the city:

- Arroyo Vista Neighborhood Plan
- Downtown Specific Plan
- El Charro Specific Plan
- Isabel Neighborhood Specific Plan
- Brisa Neighborhood Plan
- South Livermore Valley Specific Plan

At this time, the City does not anticipate considering land use changes within the specific and neighborhood plan boundaries.

## Overview of Draft Land Use Alternatives Process

In the General Plan Update, we will use land use alternatives to explore different possible futures for how to accommodate future housing, jobs, services, entertainment, and parks and open space. The alternatives should reflect the breadth of ideas in the community about how the City can meet the requirements of State housing law, be prepared for projected population and job growth in the region and locally, and improve community health, equity, and access to services. All alternatives should be consistent with the General Plan Vision and Guiding Principles as finalized by the City Council.

The process to create the land use alternatives and to ultimately select a preferred land use scenario will take about one year, from December 2021 to November 2022, and will be shaped by community, General Plan Advisory Committee, and Planning Commission input. The City Council will ultimately select the preferred scenario. A summary of the steps to create the land use alternatives and ultimately a preferred land use scenario is below. We are currently at Step 1.



1. **Create land use alternatives.** This fall and winter, the project team will work together to first identify focus areas that are most likely to experience potential change over the next 25 years. Examples of potential focus areas include areas near existing and future transit; large areas of vacant land, and areas where property owners have expressed interest in considering redevelopment or change. Focus areas are typically a combination of many parcels and are many acres in size. As part of the process to identify the focus areas, City staff and the consultant team will offer property owners the opportunity to share their vision for their property and consider property owner ideas as one data point in creating the range of alternatives.

After selecting the focus areas, the project team will draft three draft land use alternatives that will consider a range of different intensities and types of development that could occur over the next 25 years for each identified focus area. The General Plan Advisory Committee and Planning Commission will review and provide input on the draft alternatives and the City Council will provide final direction. Following Council direction, the City and consultant team will revise the draft alternatives in response to Council feedback.

2. **Evaluate and compare alternatives.** The land use alternatives will be finalized by spring 2022, and City staff and consultants will begin to compare the differing outcomes of these alternatives against a set of metrics. The evaluation will consider things like:

- Climate change and resilience
- Public safety from flooding and fires
- Equity
- Parks
- Housing supply
- Student generation and school capacity
- Infrastructure capacity
- Open space preservation and biological resources
- Historic resources
- Aesthetics and urban design
- Fiscal impacts
- Transportation impacts

3. **Select a preferred alternative for further study.** In summer 2022, the project team will present the results of the alternatives evaluation to the community, General Plan Advisory Committee, Planning Commission, and City Council to choose a preferred scenario for each focus area after considering the relative benefits, trade-offs, and potential impacts of each alternative. The preferred scenario can be created by mixing and matching different combinations of housing and commercial development in each focus area.
4. **Refine the preferred scenario to become the updated General Plan Land Use map.** In summer 2022, the preferred scenario will be developed through a robust public engagement process. The



preferred land use scenario will be the combination of the individual preferred scenarios for each focus area. The City Council will provide final direction on the preferred scenario. The preferred scenario will become the basis for land use map changes within focus areas. This will be combined with the General Plan land use map for the rest of the City.

5. **Preferred scenario implementation.** Once the preferred scenario is finalized, the project consultant team will analyze the proposed growth to understand the infrastructure improvements it would require, the net annual fiscal impacts, and the financing tools and policies available to the City to finance the public costs associated with the preferred scenario. The complete General Plan land use map will undergo additional analysis in the Draft Environmental Impact Report.

## Schedule

Table 1 identifies the tentative schedule to develop the draft land use alternatives and select the preferred scenario. The timing of the tasks below is subject to change.

**TABLE 1 – DRAFT LAND USE ALTERNATIVES SCHEDULE**

| Task   | Timing                |
|--|-----------------------|
| Create initial draft alternatives  | Winter 2022           |
| GPAC review of draft alternatives  | Winter 2022           |
| Planning Commission review of draft alternatives   | Winter 2022           |
| City Council direction on draft alternatives   | Spring 2022           |
| Evaluate draft alternatives  | Spring to Summer 2022 |
| Community review of draft alternatives evaluation and feedback on preferred scenario           | Summer 2022           |
| GPAC review of draft alternatives evaluation and feedback on preferred scenario                | Summer to Fall 2022   |
| Planning Commission review of draft alternatives evaluation and feedback on preferred scenario | Fall 2022             |
| City Council direction on preferred scenario   | Fall 2022             |

## Role of the GPAC

The General Plan Advisory Committee represents the Livermore community in the development of the Livermore 2045 General Plan. The Committee's role is to ensure continuous and balanced public representation and provide feedback that conveys the community's perspectives and local knowledge.



Throughout the land use alternatives process, the General Plan Advisory Committee will be responsible for reviewing community input and ensuring that the draft land use alternatives reflect the outcomes of the outreach process and the Draft Vision Statement and Guiding Principles. In addition, the General Plan Advisory Committee will help spread the word about outreach opportunities.

Based on the summary provided above, the project team recommends the Committee review this memorandum and come prepared with questions you may have about the Draft Land Use Alternatives process to the GPAC meeting on December 8, 2021.

# Attachment 2

## Example

## Land Uses





# Residential (cont.)

ATTACHMENT 2













# Commercial (cont.)

ATTACHMENT 2





# Industrial





# Open Space/Park

ATTACHMENT 2





## **REAL ESTATE MARKET CONDITIONS SUMMARY**

This document summarizes Livermore and Tri-Valley real estate market trends for the residential, office, industrial, and retail sectors.

### **REAL ESTATE MARKET PERSPECTIVES: RESIDENTIAL**

Housing in Livermore is predominantly for-sale single-family homes. Traditional suburban detached single-family homes comprise about 68 percent of the housing stock in Livermore, as compared with about 52 percent of the housing in Alameda County overall. Residential permitting data reveal that from 1981 through 2020, three out of four (75 percent) housing unit permits in Livermore have been for single-family units. However, during the 1980s as well as the past decade (2011-2020), over one third of new home permits were for new housing in multifamily structures. Recent investments in multifamily housing located throughout the city illustrate market potential for different housing types.

The market price of the typical for-sale home in Livermore has more than doubled since 2012. By increasing supply and offering housing at lower price points than detached single family housing, development of new multifamily rental housing has the potential to mitigate to some degree the impacts of rising housing costs in the region. Small-lot single family housing and townhomes also provide housing supply through relatively efficient use of land. Research from the State of California’s Legislative Analyst’s Office (LAO) finds that like most industries, the housing sector is subject to economic conditions of supply and demand, and that increases in housing supply can help make housing more affordable.<sup>1</sup>

### **REAL ESTATE MARKET PERSPECTIVES: OFFICE**

The Tri-Valley has historically been a highly desirable office market due to its accessibility, relative affordability, and educated labor force. However, there has been minimal new office development in Livermore and the Tri-Valley more broadly since the early 2000s. More recently, office development has been led by local companies building to suit their own needs (e.g., Workday in Pleasanton), as opposed to speculative, developer-built projects. Livermore has seen some office development, including a number of smaller scale-office projects in the early 2000s, and Downtown Livermore offices have enjoy low vacancy and strong lease rates. Future Valley Link train service in Livermore and the possible rise of “hub-and-spoke” office strategies in response to COVID-19 could create new market opportunities for future office development, particularly near train stations.

### **REAL ESTATE MARKET PERSPECTIVES: INDUSTRIAL**

Livermore is the most significant industrial real estate market in the Tri-Valley, with roughly 16 million square feet of space, 3.2 million square feet of which has been built since 2015. The driving factors behind the success of Livermore’s industrial market include scale and access. The city is less than 35 miles from the Port of Oakland, within 50 miles of the region’s three major airports, and closer to the Bay Area than Central Valley locations, while still drawing workers from the Central Valley labor force. Furthermore, rents for industrial space in Livermore have remained relatively low, even with high occupancy levels. Within this competitive landscape and given increasing e-commerce and manufacturing in the region, it seems likely that modern industrial and “flex” space will remain in strong demand in Livermore for the foreseeable future.

---

<sup>1</sup> Perspectives on Helping Low-Income Californians Afford Housing, An LAO Brief, State of California Legislative Analyst’s Office (2016).

**REAL ESTATE MARKET PERSPECTIVES: RETAIL**

Retailing in Livermore increased dramatically when the Premium Outlets opened in 2012, and development of adjacent areas for retail use have increased the retail footprint in western Livermore by leveraging the consumer draw achieved by the outlet center. Livermore also has seen a variety of smaller-scale retail projects in recent years, including stand-alone restaurant/retail spaces and retail/service commercial spaces. Even with new retail development and challenges created by the COVID-19 pandemic, citywide retail vacancy remains at a healthy 5 percent. Overall, the city is well served by its current retail, but new local offerings may be appropriate to serve new and growing neighborhoods.

## SUMMARY OF COMMUNITY INPUT ON FOCUS AREAS

Table 1 summarizes the focus area outreach activities implemented by the General Plan team. Community feedback covered a range of topics. Table 2 summarizes the comments about potential focus areas. However, the General Plan team is maintaining a list of all public input received and will revisit and review the community feedback at each step of the project. Appendix A includes the complete list of comments received through the online activity as of February 28, 2022 and accompanying map that identifies the geographic location of each comment.

**Table 1 Focus Area Outreach Activities**

| Date                               | Location                                 | Number of Participants      |
|------------------------------------|--|-----------------------------|
| February 1, 2022 to March 14, 2022 | Online Focus Area Activity               | 44<br>(as of March 4, 2022) |
| February 7, 2022                   | Livermore Area Youth Advisory Commission | n/a                         |
| Sunday, February 13, 2022          | Downtown Farmers Market Pop-up           | 50                          |
| Sunday, February 20, 2022          | Downtown Farmers Market Pop-up           | 65                          |
| Friday, February 25, 2022          | Civic Center Library Pop-up              | 35                          |
| Sunday, February 27, 2022          | Downtown Farmers Market Pop-up           | 70                          |
| Wednesday, March 2, 2022           | Civic Center Library Pop-up              | 10                          |
| Friday, March 4, 2022              | Story Coffee Pop-up                      | 15                          |
| Friday, March 4, 2022              | Civic Center Library Pop-up              | TBD*                        |
| Friday, March 4, 2022              | Nottingham Cellars Pop-up                | TBD*                        |
| Tuesday, March 8, 2022             | Property Owner Meeting                   | TBD*                        |

\*Note: Participant total was not available before publication of the GPAC 6 packet.

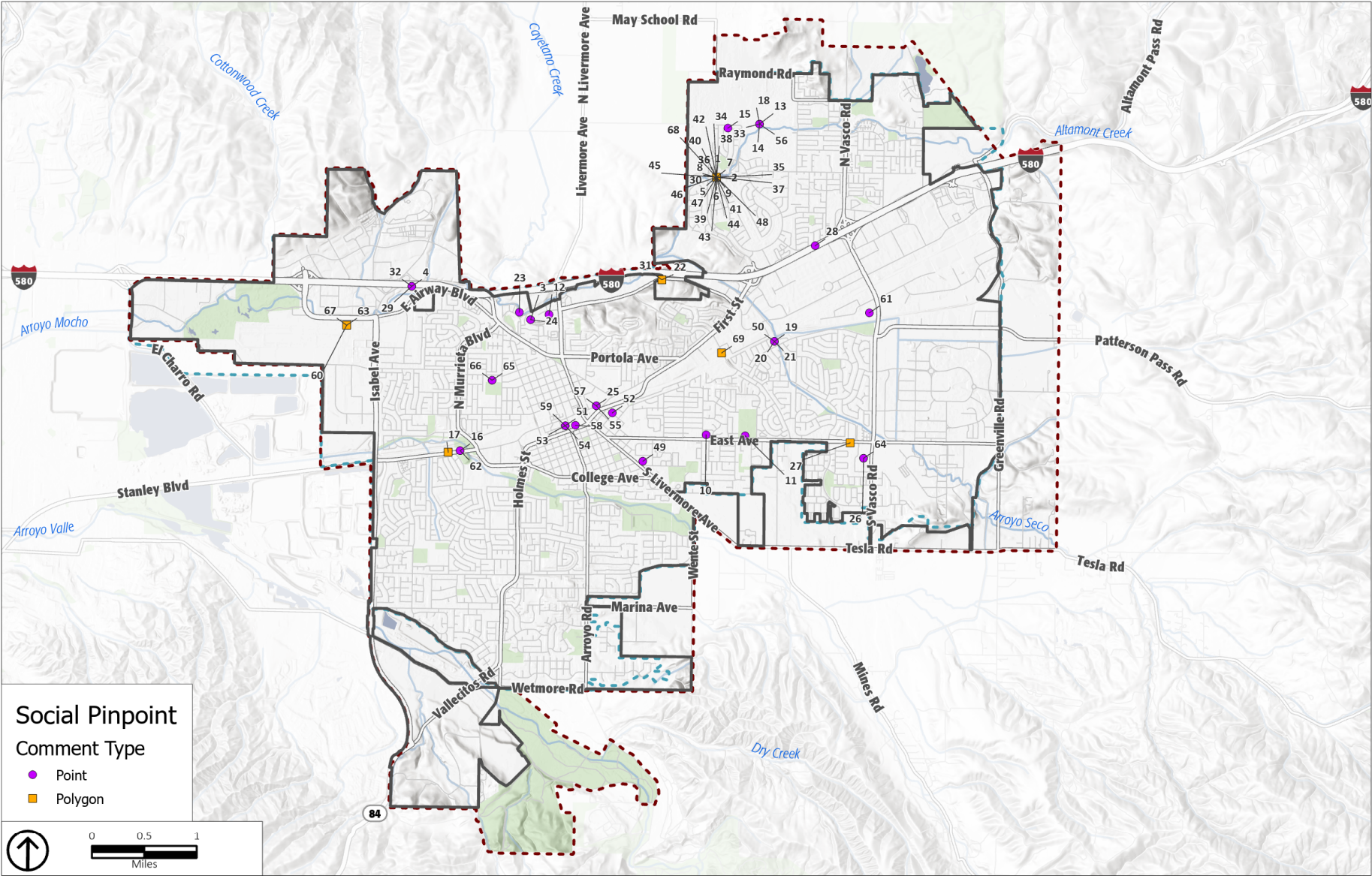
**Table 2 Focus Area Online Activity Comments**

| Map ID (See Appendix A for map) | Focus Area Location                | Comment   |
|---------------------------------|------------------------------------|---|
| 69                              | North Mines Road near First Street | Consider adding housing.  |
| 66                              | Pine Street and Rincon Avenue      | Shopping center provides an opportunity for affordable housing. |



| Map ID (See Appendix A for map) | Focus Area Location   | Comment   |
|---------------------------------|---|---|
| 52                              | Second Street and Church Street   | Add affordable housing at empty lot.  |
| 49                              | South Livermore Avenue and Pacific Avenue   | Nob Hill Shopping Center (already a GPAC suggestion) as an opportunity for affordable housing.  |
| 61                              | Brisa Street and Vasco Road   | Consider transit oriented development given proximity to Vasco Ace Station.   |
| 10                              | East Avenue and Hillcrest Avenue  | Shopping Center at East Ave and Hillcrest Ave as a place to increase density and retail options.  |
| 22                              | Las Positas Road and North Mines Road   | Vacant area at Las Positas Road and North Mines Road as an opportunity for townhomes, condominiums/apartments and mixed uses.   |
| 26, 27                          | East Avenue and South Vasco Road (this is a General Plan team suggested focus area) | Consider commercial and industrial uses similar to Tin City in Paso Robles.   |
| 23, 24                          | Portola Avenue south of I-580   | Vacant area north of Autumn Springs Apartments and south of I-580.<br><br>Commenter did not suggest a potential land use for this area which includes the vacant area north of the Autumn Springs Apartments. |
| 12                              | Industrial area at Las Positas Court and North Livermore Ave.                       | Commenter did not suggest a potential land uses for this area.  |
| 20, 21                          | Arroyo Vista Neighborhood Plan area within the Southfront PDA.                      | Commenter did not suggest a potential land uses for this area.  |
| 16, 17                          | East Stanley Boulevard near Wall Street   | Consider affordable housing here.   |

FOCUS AREA ONLINE ACTIVITY  
COMMENTS



Source: City of Livermore, 2021; Esri, 2021.

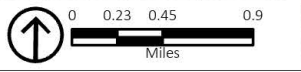
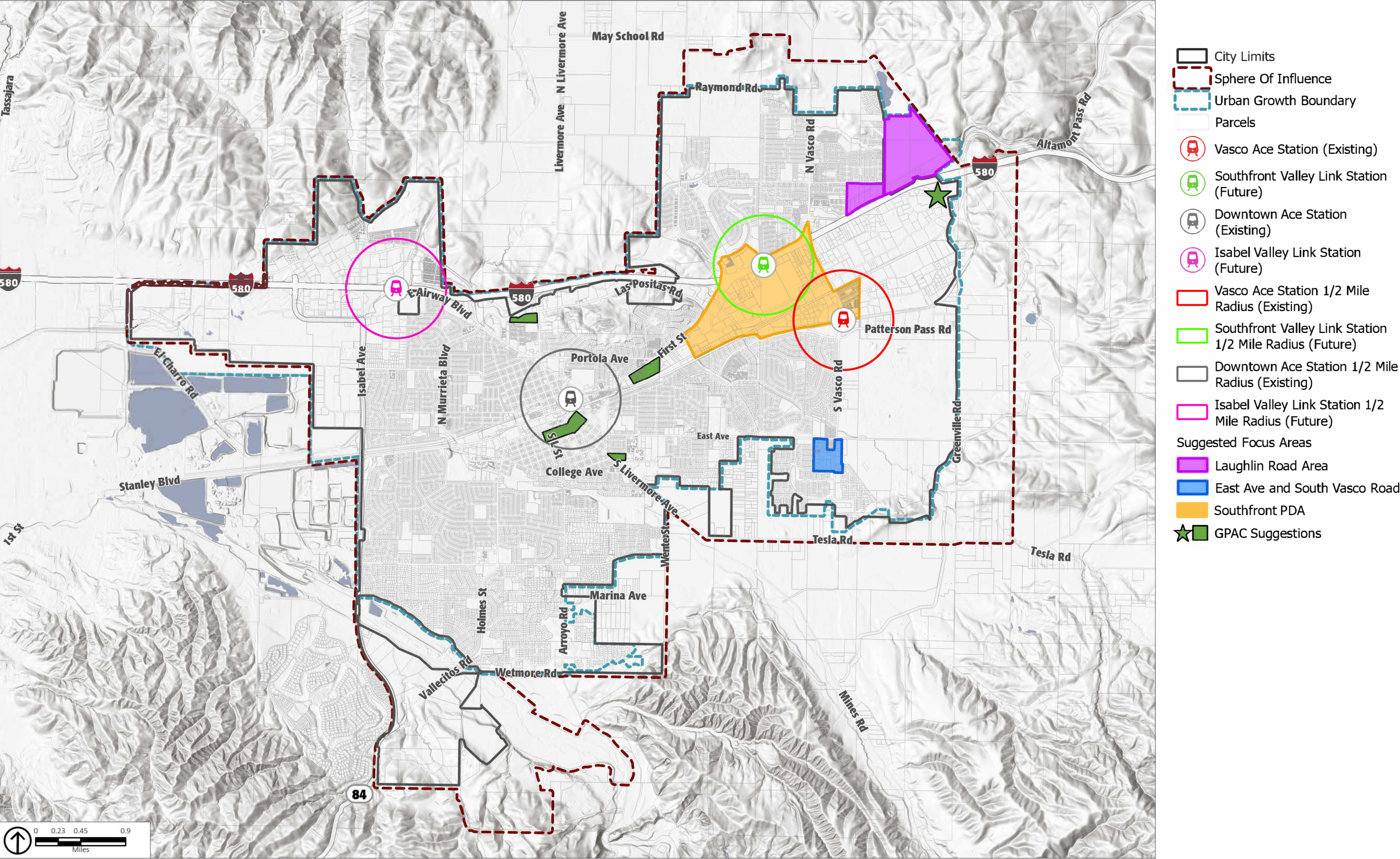
| Map ID | Comment   |
|--------|---|
| 1      | Great idea to put in an 18 hole disc golf course here. Yes.   |
| 2      | This is a win-win for the residents and city of Livermore, a true 18 hole disc course would make Livermore a destination for all Bay Area disc golfers and drive visitors and revenue.  |
| 3      | Expand and fill-in the area with business types that are the opposite side of N. Livermore - 'soft businesses' along with adequate parking. Adds tax money!   |
| 4      | BART destroys the areas it is introduced to and brings criminal activity that we do not want in our communities. See Patch article, "BART Crime Spikes as Ridership Falls: Grand Jury Report," dated June 28, 2019.   |
| 5      | Agreed. Having another venue where family and folks of all ages, can get their steps in, while playing a round of disc golf, would be fabulous. Can't see why it would not be done.   |
| 6      | Disc golf course at the spring town golf course would be a good use of the existing area.   |
| 7      | this is a great idea! I completely support it!  |
| 8      | I would like to see a 18 hole disc golf course here so that our club could switch between the nine and the 18   |
| 9      | I would love to have a course in Livermore to play disc golf. It a very family friendly sport. My kids and wife love it too. Everyone can play. Very low cost   |
| 10     | Increasing density and variety of retail in and near neighborhoods will make our community more walkable and pedestrian friendly and more accessible to a larger segment of the population  |
| 11     | Expanding programming and hours of operation would make our shared spaces more accessible to a larger portion of the community  |
| 12     | This area has had a substantial number of businesses that seem to be departing, and has both proximity to transit and highway access.   |
| 13     | Solar farm with battery storage. Localized renewable power is more efficient and safer than relying on high-voltage power lines crossing the hills. The closer Livermore can get to energy independence with microgrids, the better equipped we'll be for the t |
| 14     | Respectfully disagree. Solar panels should continue on rooftops of pre-existing and new buildings. Don't use open space for solar farms, it's a waste of land and poor ecology. There is less transmission loss. Homeowners must invest in back-up batteries f  |
| 15     | Bad idea for a solar farm. Please note my response to original post.  |
| 16     | This area moving west towards Pleasanton on Stanley is an excellent place for Affordable Housing. It is on a direct transit line, close to the freeway, and all support services. The city owns land here. Arguments against state it's a flood plain, but s    |
| 17     | This area of Stanley heading West is a blighted, wasteland, yet a much trafficked, and biked area. The bike path on the opposite side is a nice feature. Put in housing here. This takes some traffic off the main exits at 580 and puts it on inner surface    |
| 18     | Bad idea. Don't waste precious open space on solar farms. Increase solar panels on existing and new buildings to minimize energy transmission loss to homes. Batteries are great for power outages but have significant energy loss in charging cycles, are exp |
| 19     | "... fully integrated."   |
| 20     | I fully agree with you, however it must be inclusionary and full integrated. From homeless up to market-rate. No more segregated stack-and-packs.   |
| 21     | Arroyo Vista Neighborhood. Love the idea of that area being high density housing - townhouses and apartments with small play area for kids and a dog park area as well. It's within walking distance for grocery, eateries and Target strip mall.               |

| Map ID | Comment   |
|--------|---|
| 22     | This space feels like a natural development area for the city. With easy access to 580, a combination of townhomes and high density housing (condos / apartments) with mixed use areas would help with the growing housing needs in the city and the county. Sc |
| 23     | Extended part of focus area adjacent to North Livermore.  |
| 24     | Adjacent to an industrial area that appears to be slowly vacating.  |
| 25     | The rail crosses through multiple Livermore's residential areas. Currently the train whistle can be heard all over town, disturbing neighbors (especially those closer to the tracks) multiple times a day (and night). Other Bay Area cities have instituted q |
| 26     | The Research Ave block should be a commercial space that allows some industrial type uses. Similar to Tin City in Paso Robles.  |
| 27     | This area might benefit from being a commercial area with mixed of industrial. Similar to Tin City in Paso Robles. It already is home to many commercial type spaces like Wineries, music venues, breweries, etc. If it would allow further commercial space    |
| 28     | Neighborhoods north of the freeway in this area have a higher than average noise pollution from the freeway traffic. Similar to how 680 has noise reduction barriers as it passes through San Ramon, similar noise reduction techniques here would make the nei |
| 29     | I understand that this may be a moot point, but another push towards extending BART to Livermore with one station at Isabel and another one towards Southern Valley station would finally allow citizens to commute into SF / Oakland without having to rely o  |
| 30     | Incorporate 18 hole disc golf course into the existing native wild area that was formerly the springtown golf course  |
| 31     | Disagree 100%. Don't just see land and assume it's a good idea to build there. This space is a rather steep that's also private property. Plus, why ruin natural landscape and open space to put Soviet style housing? Why increase traffic on the south side   |
| 32     | I believe Valley Link is supposed to connect to the Dublin/Pleasanton station with timed connections. We should also be thinking about how Livermore residents get to/from these stations so that they are usable to our community and not just a pass through  |
| 33     | I think it is important to understand who benefits from a commercial solar plant on open space. If the community has significant benefit its one thing, if the power is exported and used to meet county targets without clear benefit to this community, than  |
| 34     | Agreed! A disc golf course would keep the space open and available to native wildlife, and create more community enrichment opportunities.  |
| 35     | There were plans for this that would be great to move forward. The Rodrigues Park site has become super-popular with a very active league. Putting a course in at the Springtown site would be a relatively cheap way to get more of our town out walking and h |
| 36     | Turning this land into a useful disc golf where people can get outside for exercise and improve their health would be a great addition to the community. The current course in Livermore is taken care of by a growing club which takes care of the course and  |
| 37     | Disc Golf is one of the fastest growing sports for all ages and offers a great opportunity for the community to play together. I am in favor of an 18 Hole Disc Golf Course at Springtown.  |
| 38     | The old Springtown golf course site would make for an amazing, well designed 18 hole disc golf course! Our current 9 hole course at Ernie Rodriguez fields has been booming with increasing numbers of players and the Tri-Valley is severely in need, and coul |

| Map ID | Comment   |
|--------|---|
| 39     | Agreed, a new disc golf course in this area would be attractive for the town.   |
| 40     | I and a few of my disc golf friends have explored the Springtown Golf Courses as a true 18 hole Disc Golf layout and it would be a wonderful addition. The main layout is already in place, plenty of parking, and the disc course current participation is al  |
| 41     | Converting the old golf course to a disc golf course would be a wonderful expansion of this sport in the area. Disc golf is also relatively low impact to the scenery, keeping Livermore beautiful at the same time as providing a healthy outdoor activity.    |
| 42     | Springtown would be an excellent location for an 18 hole disc golf course! Being that we already have an active disc golf club in town, finding volunteers to help bring this course to life would be no problem. Oyster Bay, one of the newest courses in th   |
| 43     | As a longtime resident of Livermore, I believe that a disc golf course in Springtown is an entirely proper use of the site. The current disc golf course is used by a variety of people at almost anytime of day. I imagine that the cost benefit ratio for ano |
| 44     | Disc golf would be the best addition to this land. This is a great sport that has the ability to be more inclusive of a large spectrum of people than any other sport or outdoor activity. It is low impact and generally able to be incorporated into a multi- |
| 45     | An excellent addition to Livermore. Low impact with an existing layout and infrastructure. Disc golf clubs are ripe with volunteers to maintain the pace and course. An 18 hole course will bring more Livermarians outdoors and participating in outdoor recre |
| 46     | No brainer. Disc Golf is growing super fast, has really great people, and is a low cost healthy option to get outside and enjoy the day. Springtown is a perfect location.  |
| 47     | Disc golf is growing rapidly and creates a great opportunity for outdoor exercise for all ages. The disc golf community that I have met these past two years at the current Livermore course has been so welcoming and takes pride in taking care of the course |
| 48     | An 18 hole disc golf course would be the perfect addition to the growing sport of Disc golf in NorCal. It would be awesome if it were created to be a night course. I really hope to see a course designed here. As someone else said, Oyster Bay was built by  |
| 49     | Turn this area into housing and include affordable housing.   |
| 50     | The map marker is in the wrong place. Setting that side, is not the development already approved? If not, where is it in the entitlement stage? If so, this is not the time to change the rules on the developer. Recall that endless design cycles drive u     |
| 51     | Yes on charging stations. Also, expansion of businesses serving the community will be needed along Railroad, 1st, 2nd and probably third as the population grows. Eventually, rerouting traffic around downtown will also be needed, including much better spee |
| 52     | Turn this area into housing, particularly affordable.   |
| 53     | Traditional bicycles and various electric variations should be considered for path and parking options. If ride-sharing becomes as dominant as some people think, will there be a need for downtown staging, a la taxi stands? All that being said, don't fo    |
| 54     | In addition to talking about the future of downtown, we should also be talking about how residents access downtown. Increasing density and diversity should also mean increased and diversified mobility options.   |

| Map ID | Comment  |
|--------|--|
| 55     | What does state law require? I understand whistling when there is no cross bar coming down, but will people obey the bars or try to go around if they don't hear a whistle? What do safety studies show?   |
| 56     | Agree with the 'Bad idea' submission. Alternatively to solar, several heat pump wells can be created that are drilled 200-300 ft. down, allowing the surface area to be maintained as ranch land, etc. Especially important to keep improvements for local resi    |
| 57     | Strongly agree with getting rid of unnecessary train whistle noise - ASAP. It is a detriment to the city. Build underpasses for auto traffic, so the whistle warnings are not necessary. Do this instead of lending money to developers (for shame).               |
| 58     | We need a central park, not large buildings, to maintain the Livermore downtown. It will provide a much more attractive environment to attract visitors, families, etc. It will also result in less traffic and better parking.                                    |
| 59     | Safe accommodation for electric bicycles as a part of a mobility option downtown would encourage ebiking locally for shopping and dinning.   |
| 60     | Reduce, if not eliminate, land use as an airport. Taxes alone are not a reason to keep the airport. Expansion of the SF mall and associated taxes are an easy substitute. Expansion of the soft industry area that exists across W. Jack London is also easily     |
| 61     | I don't know what the property owner's plans are, but it seems that the rebar property at the corner of the railroad and Vasco Road would be a good place for transit oriented development. A concern, of course is traffic noise, but that would seem to be i     |
| 62     | This statement conflicts with an important need to preserve land for transportation corridors, including pedestrian and cycling. In addition, there is no nearby stop for the trains, and the utility of public transportation degrades with the addition of l     |
| 63     | Absolutely reduce, if not eliminate the land use as an airport would be a big benefit to Livermore. Livermore can stop taking FAA subsidies, and then convert any airport land to other uses -- generating \$Billions in tax revenue with alternative uses and w   |
| 64     | I agree with this sentiment - I think there is tremendous potential to further establish this location as a destination in the Livermore Valley. It needs a makeover and better public access consideration.   |
| 65     | I think you present a great point/emphasis about this lot. Assuming that it can be uplifted to provide better eating/grocery/pharmacy? related businesses to all of the neighboring residents maybe it would be better served as affordable housing. The Mexica    |
| 66     | Turn this area into housing, particularly affordable.  |
| 67     | In addition, the airport has major noise complaints, there is no curfews allowed for noise mitigation. Whether it be office buildings, retail, or other uses -- the amount of \$\$\$\$ for Livermore and our schools will be massive compared to the revenue recei |
| 68     | I can speak for at least 60 and counting people who come out to play in the Livermore monthly disc golf tournament every month, that we would be thrilled to see an additional disc golf course added to this open space plan. Disc golf is a growing at a posi    |
| 69     | Mines Road near First Street. This would be a great area to develop more housing.  |





Source: City of Livermore, PlaceWorks, 2021.