LIVERMORE
CALIFORNIA

PLANNING COMMISSION

AGENDA
TUESDAY, APRIL 1, 2025

PLANNING COMMISSION REGULAR MEETING – 7:00 PM

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

IN PERSON INFORMATION:
CIVIC CENTER MEETING HALL
CITY COUNCIL CHAMBERS
1016 S. LIVERMORE AVENUE

Yolanda Fintschenko, Chair
Tracy Kronzak, Vice Chair
Jacob M Anderson, Commissioner
Nadine R Horner, Commissioner
Charity L Steele, Commissioner

1. CALL TO ORDER

ROLL CALL

Commissioner Chairty Steele
Commissioner Nadine Horner
Commissioner Jacob Anderson
Vice Chairperson Tracy Kronzak
Chairperson Yolanda Fintschenko

PLEDGE OF ALLEGIANCE

2. OPEN FORUM

- In conformance with the Brown Act, no Planning Commission action can occur on items presented during Open Forum.
- To provide public comment, please submit a speaker card. When your name is called, walk to the lectern to address the Planning Commission.
- Comments are limited to a maximum of 3 minutes per person, per item. The Chair may reduce the amount of time based on the number of persons wishing to speak.
- Open Forum will conclude after 30 minutes; however, if there are additional speakers, Open Forum will reconvene after Matters for Consideration.

3. CONSENT CALENDAR

Consent Calendar items are considered routine and are acted upon by the Planning Commission with a single action. Members of the audience wishing to provide public input must submit a speaker card.

4. PROJECT REVIEW

5. PUBLIC HEARINGS

5.1 Hearing to consider a request for a Specific Plan Amendment (SPPA 24-003) for a zone change in the Isabel Neighborhood Specific Plan (INSP) and Development Agreement (DA 24-002). The site is located at 3011, 3055 and 3077 Triad Drive. The SPPA would redesignate the project site land use from the current INSP Business Park zone to an INSP Residential Transition zone, which allows 15-25 dwelling units per acre. The DA would vest the land use and project concept plan of approximately 450± multifamily units with a variety of building types, interior street patterns, utilities, driveways, paseos, landscaping, and common park space. Further, the DA establishes the terms and timing of funding contributions to the Social Opportunity Endowment (SOE) and Community Benefit Funds, a plan to meet the City's inclusionary affordable housing requirements, and the construction of off-site Class IV bike lane improvements along North Canyons Parkway.

Recommendation:
Staff recommends the Planning Commission adopt resolutions recommending the City Council:

1. Find the project is covered by the previously approved 2024 Isabel Crossings Addendum and that none of the events under the California Environmental Quality Act

(CEQA) Guidelines section 15162 have occurred and no subsequent Environmental Impact Report (EIR) is required; and find that none of the requirements under CEQA Guidelines section 15164 have occurred and no addendum to the Isabel Neighborhood Specific Plan (INSP) EIR is required, and Direct the Planning Manager to file a Notice of Determination, in accordance with the provisions of the California Environmental Quality Act (CEQA), subject to project approval;

2. Adopt a Resolution approving Specific Plan Amendment (SPPA) 24-003;and
3. Adopt an Ordinance authorizing Development Agreement (DA) 24-002.

Staff Report

Attachments:

1. Location Map
2. CEQA Documents
3. Resolution - CEQA
4. Resolution - Specific Plan Amendment
5. Exhibit A - Land Use Map Amendment
6. Resolution - Development Agreement
7. Exhibit A - Development Agreement

6. MATTERS FOR CONSIDERATION

6.1 2045 Comprehensive General Plan Update – Policy Topics

Recommendation:

Staff recommends the Planning Commission:

- Receive a presentation on the Land Use Element, Community Identity Element, and Economic Development Element and consider General Plan Advisory Committee (GPAC) feedback on policy options.
- Recommend policy topics for City Council consideration and direction.

Staff Report

Attachments:

1. Draft GP Annotated Outline
2. Land Use Policy Options
3. GPAC Input on LU Policy Options
4. Community Identity Policy Options
5. GPAC Input on Community Identity Policy Options
6. Economic Dev Policy Options
7. GPAC Input on ED Policy Options
8. Revised Policy Examples

7. MATTERS INITIATED BY PLANNING COMMISSION AND STAFF

8. ADJOURNMENT

To a regular Planning Commission meeting on Tuesday, April 15, 2025 at 7:00 pm, Civic Center Meeting Hall, City Council Chambers, 1016 S. Livermore Avenue.

9. HOW TO PARTICIPATE IN THE MEETING

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

Open Forum is an opportunity for the public to speak regarding items not listed on the agenda. Speakers are limited to a maximum of 3 minutes per person. To address the Planning Commission you must submit a speaker card to the Planning Commission Liaison prior to the start of that item. Please note that the Planning Commission 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 Planning Commission l may place it on a future agenda or direct staff to work with you and/or report to the Planning Commission on the issue.

Public Hearings - The topic of the hearing is typically summarized by staff, followed by a presentation by the applicant, and then questions from the Planning Commission. The Chair will then open the hearing to the public and offer an opportunity for public comments. Speakers are limited to a maximum of 3 minutes per person. To address the Planning Commission, you must submit a speaker card to the Planning Commission Liaison prior to the start of the presentation of the item.

Other Agenda Items are also open for public input including Consent Calendar or Matters for Consideration items. These comments are also subject to the 3-minute limit.

Special Meetings, Workshops - The public will have the opportunity to address the Planning Commission regarding the item that is the subject of the special meeting or workshop. Public comments are limited to a maximum of 3 minutes per person.

Submission of Comments Prior to the Meeting:

Email Comments may be submitted by the public to the Planning Commission Liaison (planning@LivermoreCA.gov). Items received no later than 12:00 pm on the day of the meeting will be provided to the Commission and available on the City website 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 6:00 pm the day of the meeting. These items will NOT be read into the record and are viewable by the the Commission and the public upon submittal.

Submission of Comments During the Meeting:

Speakers are limited to a maximum of 3 minutes per person. To submit a comment in person, you must complete a speaker card for each item. Speaker cards are available in the Civic Center Meeting Hall lobby. Indicate on the card the item number you wish to comment on and submit the card directly to the Planning Commission Liaison prior to the start of the item. Please note that the Planning Commission 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 Planning Commission may place it on a future agenda or direct staff to work with you and/or report to the Planning Commission on the issue.

If you would like to deliver written materials to the Commission as part of your public comments, please provide 8 copies of to the Planning Commission Liaison with your speaker card.

The **Planning Commission Agenda and Agenda Reports** are prepared by City staff and are available for public review on Friday evening, three days prior to the Planning Commission meeting at 1016 South Livermore Avenue, Livermore. The Agenda is also available on the City's website, http://livermoreca.gov/agenda.

Under Government Code §54957.5, any supplemental material distributed to the members of the Planning Commission 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://livermoreca.gov/agenda.

PURSUANT TO TITLE II OF THE AMERICANS WITH DISABILITIES 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 CONTACT THE ADA COORDINATOR AT ADACOORDINATOR@LIVERMORECA.GOV OR CALL (925) 960-4170 (VOICE) OR (925) 960-4104 (TDD) AT LEAST THREE (3) BUSINESS DAYS IN ADVANCE OF THE MEETING.

LIVERMORE
CALIFORNIA

PLANNING COMMISSION STAFF REPORT **ITEM NO. 5.1**

DATE: April 1, 2025

TO: Chairperson and Members of the Planning Commission

FROM: Steve Riley, Planning Manager

SUBJECT: Hearing to consider a request for a Specific Plan Amendment (SPPA 24-003) for a zone change in the Isabel Neighborhood Specific Plan (INSP) and Development Agreement (DA 24-002). The site is located at 3011, 3055 and 3077 Triad Drive. The SPPA would redesignate the project site land use from the current INSP Business Park zone to an INSP Residential Transition zone, which allows 15-25 dwelling units per acre. The DA would vest the land use and project concept plan of approximately 450± multifamily units with a variety of building types, interior street patterns, utilities, driveways, paseos, landscaping, and common park space. Further, the DA establishes the terms and timing of funding contributions to the Social Opportunity Endowment (SOE) and Community Benefit Funds, a plan to meet the City's inclusionary affordable housing requirements, and the construction of off-site Class IV bike lane improvements along North Canyons Parkway.

RECOMMENDED ACTION

Staff recommends the Planning Commission adopt resolutions recommending the City Council:

1. Find the project is covered by the previously approved 2024 Isabel Crossings Addendum and that none of the events under the California Environmental Quality Act (CEQA) Guidelines section 15162 have occurred and no subsequent Environmental Impact Report (EIR) is required; and find that none of the requirements under CEQA Guidelines section 15164 have occurred and no addendum to the Isabel Neighborhood Specific Plan (INSP) EIR is required, and Direct the Planning Manager to file a Notice of Determination, in accordance with the provisions of the California Environmental Quality Act (CEQA), subject to project approval;
2. Adopt a Resolution approving Specific Plan Amendment (SPPA) 24-003;and
3. Adopt an Ordinance authorizing Development Agreement (DA) 24-002.

SUMMARY

In October 2020, the City adopted the Isabel Neighborhood Specific Plan (Specific Plan) to create a complete, walkable, amenity-rich neighborhood in proximity to regional transit (future Valley Link). The Specific Plan guides development in the northwestern part of Livermore and seeks to create a complete

neighborhood with a mix of uses. The Specific Plan, designates the project site Business Park consistent with the existing site layout and building types.

The Specific Plan Amendment (Amendment) would change the 27-acre project site from Business Park to Residential Transition Zone, which allows 15-25 dwelling units per acre. The site includes existing buildings at 3011, 3055 and 3077 Triad Drive that are mostly vacant and parking lot improvements, and there is currently little to no demand for the space. The age of the buildings and their location are not likely to attract new companies that seek contemporary office spaces with modern amenities and functionalities. Therefore, the applicant is requesting to change the current land use to residential.

Prior to re-designating the project site, staff recommends the property owner enter into a Development Agreement (Agreement) to establish development terms and timing, community benefits, and financial contributions to justify the change in land use. The Agreement would require future land use entitlements to redevelop the site (including Subdivision and Site Plan Design Review) that would be reviewed by the Planning Commission and City Council. Review of the Development Agreement together with the Specific Plan Amendment will provide the Planning Commission, the City Council, and the public a complete understanding of the intended land use changes and enable a better-informed decision-making process.

The land use change was anticipated in a previously-approved Addendum to the Isabel Neighborhood Specific Plan Environmental Impact Report (State Clearinghouse #2016042039), which evaluated the land use changes for the project site finding that no significant impacts beyond those previously identified in the EIR would occur, consistent with the California Environmental Quality Act (CEQA).

DISCUSSION

BACKGROUND

On June 10, 2024, the City Council adopted a resolution authorizing staff to proceed with negotiating terms for a Development Agreement concurrently with review of a Specific Plan Amendment for the Isabel Neighborhood. As part of the authorization staff was directed to secure funding contributions to the Community Benefit and Social Opportunity Endowment Funds. Over the past year, staff has finalized terms with the applicant for the Development Agreement and Specific Plan Amendment.

PROJECT DESCRIPTION

The property owner proposes to amend the Specific Plan to develop an approximately 27-acre site with residential uses. The site is located at 3011, 3055 and 3077 Triad Drive and includes three existing buildings and parking lot improvements. The proposed project includes the following entitlements:

- Specific Plan Amendment (SPPA 24-003) would change the existing Specific Plan land use designation from Business Park to Residential Transition, which authorizes a density range of 15 to 25 dwelling until per acre, for the purpose of developing 450± residential units in a variety of building types. There is flexibility in the Development Agreement to allow a minimum of 405 units and a maximum of 518 units, but the concept plan attached to the DA shows the applicant's objective to build approximately 450 units.

- Development Agreement (DA) 24-002 would vest the land use and concept plan, memorialize

performance schedule for subsequent approvals (Subdivision and Site Plan Design Review), and establish terms and obligations for off-site improvements and payment of Community Benefit and Social Opportunity Endowment funds.

The project does not include a subdivision creating legal development parcels or site plan design review. Pursuant to the Development Agreement, these subsequent approvals would require Planning Commission and City Council review in the future prior to construction. The Development Agreement includes a concept plan, which demonstrates consistency with applicable standards and provides a menu of building types and design styles consistent with Specific Plan requirements. The concept plan will be the basis for the future land use entitlement application, which will require more detailed plans upon submission. All subsequent development entitlements will be subject to the provisions of the General Plan, Specific Plan, Livermore Development Code, and development fees.

PROJECT SITE CONTEXT

The project site is located within the Isabel Neighborhood Specific Plan ("Specific Plan"). The Specific Plan regulates development in an approximately 1,140-acre area in the northwest part of the City. The Specific Plan designates the project site as Business Park, consistent with the current land uses. The site is adjacent to existing and planned residential uses and existing office uses. The site is accessed from Triad Drive via North Canyons Parkway.

	General Plan Designation	**Zoning Designation**	**Existing Land Use**
North	Hillside Conservation	Planned Development (PD) 18-006	Open Space
South	Isabel Neighborhood Specific Plan	Residential - Transition and Village Neighborhoods	Multifamily Residential
East	Isabel Neighborhood Specific Plan	Residential - Transition Neighborhood	Multifamily Residential
West	Isabel Neighborhood Specific Plan	Business Park (BP)	Office
Subject Site	Isabel Neighborhood Specific Plan	Business Park (BP)	Office

STAFF ANALYSIS

General Plan

Land Use. The project site has a General Plan land use designation of Isabel Neighborhood. The Isabel Neighborhood seeks to create a safe, vibrant, complete neighborhood that includes amenities; ensure new development is compatible with existing development and community character; and support transit ridership and citywide goals for increased transportation options, housing choices, and economic vitality [Livermore General Plan Land Use Element, p. 3-23]. The proposal to develop the project site with a multifamily residential development is consistent with the land use designation and implements the General Plan goals for the Isabel Neighborhood. Although the Specific Plan Amendment would designate the project site residential, the General Plan land use designation would remain the same.

Airport Influence Area (Livermore Airport Land Use Compatibility Plan). The Livermore Municipal Airport is located approximately one mile south of the project site. In order to protect the airport's operations and to ensure safety and compatibility of surrounding uses, the County established the Livermore Airport Land Use Compatibility Plan (Compatibility Plan), which is also incorporated into the City's General Plan. The Compatibility Plan applies to all properties within the Airport Influence Area. A majority of the Isabel Neighborhood is located within the Influence Area, including the Project site. During its adoption, the Specific Plan was found to be consistent with the Compatibility Plan with respect to building heights, uses, and noise levels.

Staff referred the current Amendment proposal to the Alameda County Airport Land Use Commission staff liaison and the Livermore Airport Manager, both of whom concluded that the proposed Specific Plan amendment is compliant with the Livermore Airport Land Use Compatibility Plan and not subject to Airport Land Use Commission or City Airport Commission review. Future entitlements to redevelop the site will be referred back to the Alameda County Airport Land Use Commission staff liaison and the Livermore Airport Manager for review. A portion of the project site is located in the adopted INSP Airport Protection Area (APA) exemption zone that allows residential uses and the remainder of the site is located in Airport Safety Zone 6 that also allows residential uses.

Housing Element. The 2022-2031 Livermore Housing Element is part of the Livermore General Plan, which is a comprehensive policy framework guiding the physical, economic, and social development of the City. The Housing Element identifies appropriate sites and land use designations for the development of housing and establishes goals and policies to further the production of housing in compliance with the state requirements. Although not on the Housing Element site's inventory, the project would allow the City to add new market-rate and affordable units to help meet current and future RHNA requirements. Further, the Development Agreement would require financial contribution to the Social Opportunity Endowment Fund, a long- term, stable funding source for delivery of quality human services to low income Livermore residents.

Isabel Neighborhood Specific Plan - Specific Plan Amendment

The Property is located within the Isabel Neighborhood Specific Plan. The Specific Plan contains a range of land use strategies to advance the plan's vision and objectives, including the following:

- Allowing for a range of housing types
- Encouraging a livable and accessible neighborhood with an active street life
- Promoting compatibility with existing residential uses
- Advancing housing and economic development goals
- Establishing a more cohesive identity for the Isabel Neighborhood as the area sees redevelopment and new development

The Amendment would implement the Specific Plan's goal of providing a mix of housing types including duplex, condominium, and townhomes. (Please see Attachment 7 - Development Agreement for information about the range of housing types proposed and a concept site plan). The use and density are compatible with surrounding residential properties to the east and south. Finally, the 27-acre project site is of a size and shape that can accommodate residential uses and is adequately served by all necessary utilities and services.

Development Agreement

Government Code Section 65864 (implemented by Livermore Development Code Chapter 9.04) allows local jurisdictions and private parties to enter into Development Agreements in order to vest certain development rights and to meet local public purposes. Generally, nexus is not required for such public purposes, in that, if agreed to by both parties, cities and counties can negotiate for infrastructure, financial contributions, or other community benefits above and beyond those required in local development ordinances. Further, developers can negotiate for certain vested rights, financing tools, and other surety, as long as the Project is consistent with local development ordinances. Development Agreements are commonly used across the state to improve development certainty, encourage local investment, strengthen the public planning process, and provide for more local public facilities.

The City Council authorized staff to negotiate terms with the property owner. The negotiations consisted of a range of mutual concessions and compromises, incorporating City Council priorities, General Plan goals and policies, Strategic Plan pillars, and Developer financial and timing considerations. The details of the Agreement are described in Attachment 7 (Exhibit A to the Development Agreement resolution) and summarized below.

Duration/Term	The duration of the Agreement is fifteen years. Both parties have the option to extend the Agreement consistent with the Livermore Development Code.
Land Use and Concept Plan	The Agreement would vest the change in land use and the project concept plan. The concept plan demonstrates a development of approximately 450± multifamily units with a variety of building types, park, interior streets, utilities, driveways, paseos, landscaping, and common park space. The Development Agreement allows for some flexibility in the total unit count. The Developer would be required to submit for Planning Entitlements (Subsequent Approvals) within two years of execution of the Agreement. Once Planning Entitlements are approved, the project will be fully vested for the duration of the Agreement. The Agreement also requires future entitlements to comply with the Specific Plan Mitigation Monitoring and Reporting Program and Land Use Goals and Policies.
Affordable Housing	Via the Development Agreement, the City Council would authorize possible alternative methods to comply with the City's inclusionary affordable housing requirements, consistent with Livermore's Affordable Housing Ordinance (Development Code Section 10.06.050). The Development Agreement requires an Affordable Housing Agreement and allows for the possible combination of inclusionary units and payment of in-lieu fees.
Off-Site Class IV Bike Lane Improvements	The Agreement establishes a performance schedule and requires construction of off-site Class IV bike lane improvements on North Canyons Parkway. The applicant will construct Class IV bike lanes on the south side of North Canyons Parkway (eastbound) between Independence Drive on the west and Collier Canyon Road on the east. They will also construct lanes on the north side of North Canyons Parkway (westbound) between Independence Drive on the west and the current Class IV bike lane terminus in front of the Triad West Cava project that is under construction (see Attachment 7).

Social Opportunity Endowment and Community Benefit Funding Contributions	The Agreement establishes the terms and timing for a minimum of $4,202,000 of total funding contributions to be split between the Social Opportunity Endowment and Community Benefit Funds. The Social Opportunity Endowment Fund provides a long-term, stable funding source for the delivery of quality human services to low income Livermore residents. In January 2024, the Council adopted the Community Benefit Policy and established the Community Benefit Fund to secure community benefits through negotiations with private development that could not otherwise be obtained. The policy authorizes expenditures for parks, trails, affordable housing programs, public facilities, and economic incentives. A $202,000 payment will be made within 180 days of execution of the Agreement to the Social Opportunity Endowment Fund. Additional payments will be made as each building permit is issued.

The Developer has agreed to the draft Development Agreement (see attachment 7 as Exhibit A to the resolution) and will sign it before the Agreement is considered by the City Council for approval. Staff supports the terms and community benefits provided. Planning Commission's role is advisory; the City Council is the final decision-making body for Agreement approval. The Agreement is consistent with the General Plan, secures a range of community benefits, and ensures the Project will be constructed as proposed within a reasonable period of time.

ENVIRONMENTAL DETERMINATION

The Environmental Impact Report for the Isabel Neighborhood Specific Plan (adopted in 2018), the Supplemental Environmental Impact Report (adopted in 2020), and the Isabel Crossing Addendum (adopted June of 2024), analyzed future impacts of development in the Specific Plan.

The 2024 Addendum for the Isabel Crossings project includes an analysis of residential land use changes for the project site because the existing and proposed development in the INSP, including the Isabel Crossing Project, would not meet the anticipated quantity of residential units identified in the INSP and/or Housing Element. Therefore, the 2024 Addendum analyzed a land use designation change of the project site and the proposed land use designation change is consistent with, and covered by, the previous analysis in the 2024 Addendum for the Isabel Crossing project.

The proposed Specific Plan Amendment and Development Agreement are not required to undergo a subsequent EIR because none of the requirements under CEQA Guidelines Section 15162 and 15164 have occurred (substantial changes, major revisions of the previous EIR, new information). As described in the Environmental Resolution, a Notice of Determination will be required to be filed with the Alameda County Clerk in accordance with the provisions of the California Environmental Quality Act (CEQA), subject to project approval.

ATTACHMENTS

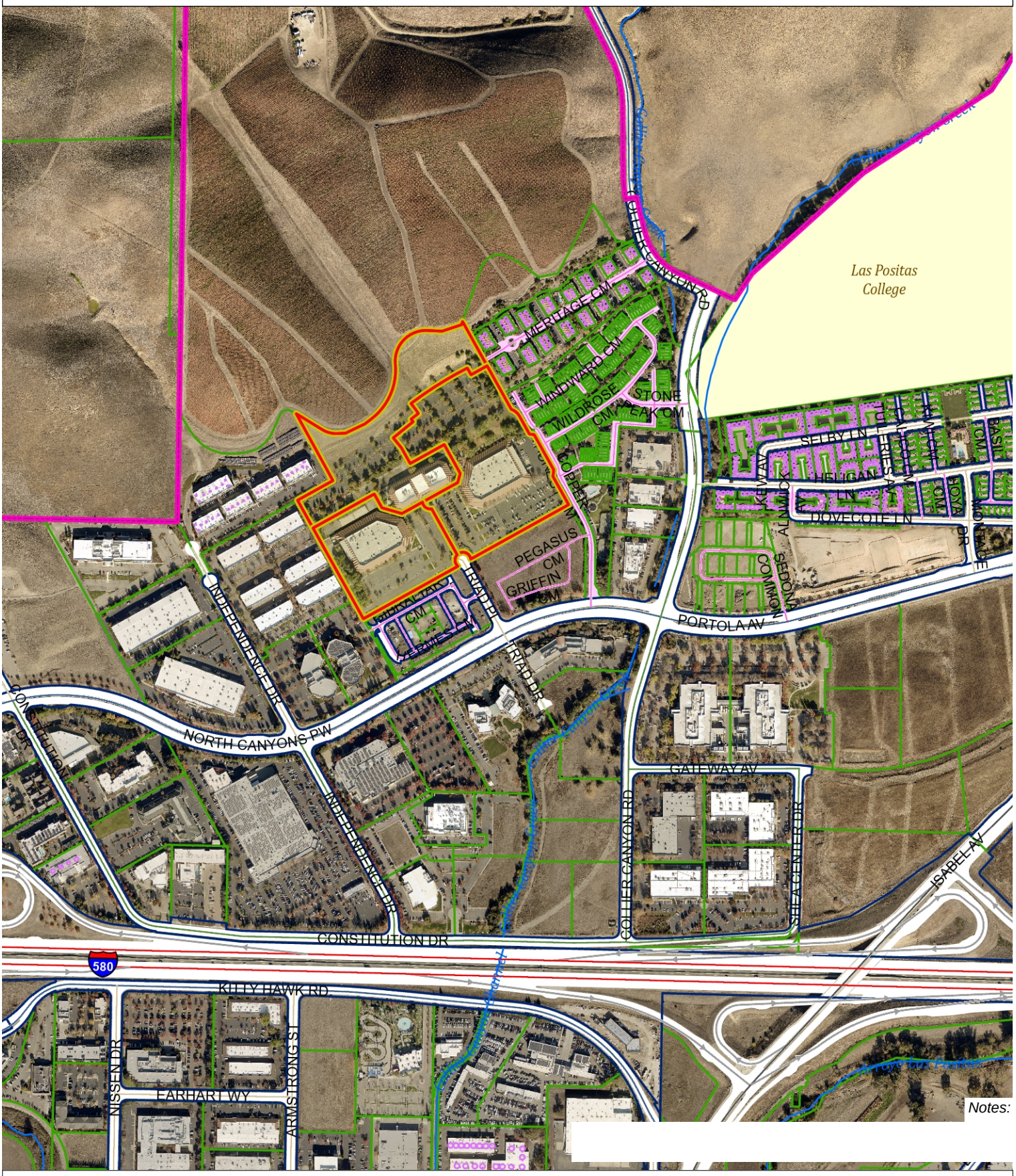
1. Location Map
2. CEQA Documents
3. Resolution - CEQA
4. Resolution - Specific Plan Amendment
5. Exhibit A - Land Use Map Amendment
6. Resolution - Development Agreement

7. Exhibit A - Development Agreement

Prepared by: Kam Purewal
Associate Planner

LIVERMORE CALIFORNIA

City of Livermore



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Livermore IT, GIS Services

Scale: 1: 8,000

This map is based on City of Livermore GIS Information and reflects the most current information at the time of this printing. The map is intended for reference purposes only and the City and its staff is not responsible for errors.

Prepared:

3/19/2025 9:08:25 PM

Links to Environmental Document

2024 Addendum to The Isabel Neighborhood Specific Plan Supplemental Environmental Impact Report

Addendum - https://www.livermoreca.gov/home/showpublisheddocument/12476

Appendix A - https://www.livermoreca.gov/home/showpublisheddocument/12480

Appendix B - https://www.livermoreca.gov/home/showpublisheddocument/12478

IN THE PLANNING COMMISSION OF THE CITY OF LIVERMORE, CALIFORNIA

A RESOLUTION RECOMMENDING THE CITY COUNCIL FIND THAT THE PROJECT IS COVERED BY PREVIOUSLY APPROVED CEQA DOCUMENTS AND DIRECT THE PLANNING MANAGER TO FILE A NOTICE OF DETERMINATION FOR THE TRIAD PLACE REDEVELOPMENT PROJECT

On May 14, 2018, the Livermore City Council adopted Resolution No. 2018-063, adopting California Environmental Quality Act ("CEQA") Findings, a Statement of Overriding Considerations, a Mitigation Monitoring and Reporting Program, and certifying the Final Environmental Impact Report for the Isabel Neighborhood Specific Plan Final Environmental Impact Report ("2018 EIR") (State Clearinghouse No. 2016042039).

On November 9, 2020, the Livermore City Council adopted Resolution No. 2020-201 adopting California Environmental Quality Act Findings, a Statement of Overriding Considerations, a Mitigation Monitoring and Reporting Program, and certifying the Final Supplemental Environmental Impact Report ("2020 SEIR") for the Isabel Neighborhood Specific Plan (State Clearinghouse No. 2016042039). The 2018 EIR and 2020 SEIR are referred to collectively herein as the Previous EIR.

On July 22, 2024, the Livermore City Council adopted Resolution 2024-147 adopting an Addendum to the 2020 Isabel Neighborhood Specific Plan Supplemental Environmental Impact Report for the Isabel Crossing Project. The Addendum indicates that no subsequent or supplemental Environmental Impact Report is required given that none of the conditions exist under the provisions of the California Environmental Quality Act per CEQA Guidelines section 15162 and 15164.

On July 23, 2024, the City received an application from 3055 Livermore Owner, LLC, ("Applicant") to redevelop the approximately 27-acre existing office complex located at 3011, 3055 and 3077 Triad Drive with a multifamily residential development project. The Applicant proposes to amend the Isabel Neighborhood Specific Plan to rezone the site to Residential Transition (SPPA 24-003), which allows 15-25 dwelling units per acre ("Amendment"), and to enter into a Development Agreement (24-002), for the purpose of developing 450± residential units in a variety of building types ("Triad Redevelopment Project" or "Project").

The Triad Redevelopment Project was anticipated in the previously approved Isabel Crossing Project Addendum to the Isabel Neighborhood Specific Plan Environmental Impact Report (State Clearinghouse #2016042039), which evaluated the land use changes for the Project site ("Comcast Parcels") finding that no significant impacts beyond those previously identified in the EIR would occur, consistent with the California Environmental Quality Act.

On April 1, 2025, the Planning Commission held a duly noticed public hearing to consider the Amendment, together with the Project, staff recommendations, all public comments and testimony, and findings

NOW, THEREFORE, BE IT RESOLVED, by the Planning Commission of the City of Livermore that prior to taking action on the Project, and at a properly noticed public meeting,

the Planning Commission reviewed written and oral staff reports, conducted a public hearing on the Project, took testimony, and received into the record all pertinent documents related to the Project (collectively, the "Record Evidence"). The Planning Commission's determination is based on the Record Evidence, which is incorporated into this Resolution by reference.

BE IT FURTHER RESOLVED, by the Planning Commission that the Addendum indicates that no subsequent or supplemental Environmental Impact Report is required, under the provisions of the California Environmental Quality Act per CEQA Guidelines section 15162 and 15164, given that none of the following conditions exist:

1. Subsequent EIRs and Negative Declarations – CEQA Guidelines Section 15162

   (a) When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

   (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

   (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

   (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:

   (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

   (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

   (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

   (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one

or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

(b) If changes to a project or its circumstances occur or new information becomes available after adoption of a negative declaration, the lead agency shall prepare a subsequent EIR if required under subdivision (a). Otherwise, the lead agency shall determine whether to prepare a subsequent negative declaration, an addendum, or no further documentation.

(c) Once a project has been approved, the lead agency's role in project approval is completed, unless further discretionary approval on that project is required. Information appearing after an approval does not require reopening of that approval. If after the project is approved, any of the conditions described in subdivision (a) occurs, a subsequent EIR or negative declaration shall only be prepared by the public agency which grants the next discretionary approval for the project, if any. In this situation no other responsible agency shall grant an approval for the project until the subsequent EIR has been certified or subsequent negative declaration adopted.

(d) A subsequent EIR or subsequent negative declaration shall be given the same notice and public review as required under Section 15087 or Section 15072. A subsequent EIR or negative declaration shall state where the previous document is available and can be reviewed.

2. Addendum to an EIR or Negative Declaration – CEQA Guidelines Section 15164

(a) The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.

(b) An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.

(c) An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.

(d) The decision making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.

(e) A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

Response to CEQA Guidelines Sections 15162 and 15164: The Addendum to the 2020 Isabel Neighborhood Specific Plan Supplemental Environmental Impact Report

for the Isabel Crossing Project analyzed potential project impacts on each of the environmental factors evaluated in the Previous EIR. As discussed in the staff analysis under the subheading “Environmental Determination”. The Addendum analyzed potential Project impacts, including impacts from amending the land use designation from office to residential in the Specific Plan.

Substantial changes are not proposed to the Specific Plan nor have substantial changes occurred that would require major revisions to the Previous EIR prepared for the Specific Plan. Substantially more severe impacts beyond those identified and analyzed in the Previous EIR would not occur as a result of the proposed Project. For example, the Project will still provide residential development on an approximately 27-acre site. All contemplated land uses in the Specific Plan are still provided, like residential, commercial, office, business park and open space. The site is adjacent to existing and planned residential uses and existing office uses. The site is accessed from Triad Drive via North Canyons Parkway.

The 2024 Addendum for the Isabel Crossings No Net Loss Project included an analysis for a land use change for the project site to be developed with residential uses because the existing and proposed development in the INSP, including the Isabel Crossing Project, would not meet the anticipated quantity of residential units identified in the INSP and/or Housing Element. Therefore, the 2024 Addendum analyzed a land use designation change of the project site so that there is no net loss of residential unit capacity in the INSP. The proposed land use designation change is consistent with the previous analysis.

Cal Fire recently updated their Fire Hazard Severity Zones Map which previously identified the site in the High Fire Hazard Zone, similar to how the site was originally identified in the 2018 EIR. The EIR concludes that the project is not in a high-risk wildfire area (what would be called a Very High Fire Hazard Safety Zone or VHFHSZ by the California Department of Forestry and Fire Protection or “Cal Fire”). All new developments or significant redevelopments in the Moderate and High zones must comply with the “Materials and Construction Methods for Exterior Wildfire Exposure” standards, or Chapter 7A of the Building Code. The future redevelopment of the site will be required to comply with the Building Code. Therefore, the impact related to wildfire would be less than significant.

Overall, the proposed Project would result in no new impact or mitigation information of substantial importance that would generate new, more severe impacts or require new mitigation measures compared to those identified for the original project in the Previous EIR. As such, the proposed project would not result in conditions identified in CEQA Guidelines Section 15162 requiring supplemental environmental review or a Subsequent EIR, and these are therefore not required for the proposed Project.

For these reasons, the City concludes that the analyses conducted, the conclusions reached, and the mitigation measures adopted in the Previous EIR would not be substantially changed for the proposed Project. The proposed Project would remain subject to all previously adopted mitigation measures and uniformly applicable

development policies included in the Previous EIR for the Specific Plan. Based on the above analysis, no subsequent action under CEQA Guidelines Sections 15162 or 15164 is required.

BE IT FURTHER RESOLVED, that the Planning Commission of the City of Livermore, based upon its own independent review of the Record Evidence and considerations, recommends the City Council determine that no subsequent or supplemental Environmental Impact Report is required given that substantial project and circumstantial changes have not occurred and no new information of substantial importance as set forth in CEQA Guidelines 15162 and 15164 exists.

BE IT FURTHER RESOLVED that the Livermore Planning Commission recommends that the City Council direct the Planning Manager to file a Notice of Determination with the Alameda County Clerk if the Project is approved.

The documents that constitute the record of proceedings upon which this decision is based can be found in the Community Development Department, 1052 S. Livermore Avenue, in Livermore, California.

On the motion by Commissioner _____, seconded by Commissioner _____, the foregoing Resolution was passed and adopted at the Planning Commission meeting of April 1, 2025, by the following vote:

AYES:
NOES:
ABSENT:

Yolanda Fintschenko, Chairperson

By Stephen Riley, Planning Manager
Secretary to the Planning Commission

IN THE PLANNING COMMISSION OF THE CITY OF LIVERMORE, CALIFORNIA

A RESOLUTION RECOMMENDING THAT THE CITY COUNCIL APPROVE ISABEL NEIGHBORHOOD SPECIFIC PLAN AMENDMENT 24-003 AMENDING THE LAND USE FROM BUSINESS PARK TO RESIDENTIAL TRANSITION AND CHANGING THE ISABEL NEIGHBORHOOD SPECIFIC PLAN'S LAND USE MAP

On June 10, 2024, the City Council adopted a resolution authorizing staff to proceed with negotiating terms for a Development Agreement (Agreement) concurrently with review of a Specific Plan Amendment (Amendment) for the Isabel Neighborhood.

On July 23, 2024, the City received an application from 3055 Livermore Owner, LLC, ("Applicant") to redevelop the approximately 27-acre existing office complex located at 3011, 3055 and 3077 Triad Drive with a multifamily residential development project ("Project"). The applicant proposes to amend the Specific Plan to rezone the site to Residential Transition (SPPA 24-003), which allows 15-25 dwelling units per acre, and enter into a Development Agreement (24-002), for the purpose of developing 450± residential units in a variety of building types.

On April 1, 2025, the Planning Commission held a duly noticed public hearing to consider the Amendment, together with the Project, staff recommendations, all public comments and testimony, and findings.

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Livermore that prior to taking action on the Project, and at a properly noticed public hearing, the Planning Commission reviewed written and oral staff reports, conducted a public hearing on the Project and took testimony, and received into the record all pertinent documents related to the Project (collectively, the "Record Evidence"). The Planning Commission's determination is based on the Record Evidence, which is incorporated into this Resolution by reference.

BE IT FURTHER RESOLVED that the Planning Commission of the City of Livermore has considered the Record Evidence and recommends the City Council adopt a resolution determining the proposed Specific Plan Amendment and Development Agreement are not required to undergo an additional environmental review since none of the requirements under the provisions of the California Environmental Quality Act (CEQA) Guidelines Section 15162 and 15164 have occurred (substantial changes, major revisions of the previous EIR, or new information). The land use change was anticipated in a previously approved Isabel Crossing Project Addendum to the Isabel Neighborhood Specific Plan Environmental Impact Report (State Clearinghouse #2016042039), which evaluated the land use changes for the project site finding that no significant impacts beyond those previously identified in the EIR would occur, consistent with the California Environmental Quality Act. A Notice of Determination will be required to be filed with the Alameda County Clerk in accordance with the provisions of CEQA.

BE IT FURTHER RESOLVED, with respect to Specific Plan Amendment (SPPA) 24-003, the Planning Commission finds based upon the information presented that:

1. A Specific Plan may only be amended if first found consistent with the General Plan in compliance with Government Code Section 65454.

   Findings: The Project proposes a Specific Plan Amendment to amend the land use map in the Isabel Neighborhood Specific Plan to change the allowed Business Park Office uses to Residential Transitional uses. The Amendment is consistent with the General Plan, as follows:

   The project site has a General Plan land use designation of Isabel Neighborhood. The Isabel Neighborhood designation seeks to create a safe, vibrant, complete neighborhood that includes amenities for residents, workers, and students; ensure new development is compatible with existing development and community character; and support transit ridership and citywide goals for increased transportation options, housing choices, and economic vitality [Livermore General Plan Land Use Element, p. 3-23].

   The project site is comprised of existing office buildings, which are mostly vacant and lack contemporary office spaces with modern amenities and functionalities to attract new companies. In its current state the project site does not help to achieve the concept of a complete neighborhood as intended under the land use designation.

   The Specific Plan Amendment would designate the project site as residential. The Residential Transition land use designation would accommodate approximately 450 dwelling units in a variety of housing types, which would contribute to the Isabel Neighborhood's vibrancy, include a range of amenities, and support citywide goals for increased housing choices. Further, residential uses exist to the south and east of the site, and therefore the Specific Plan Amendment would be compatible with the surrounding uses.

   The Specific Plan Amendment would be consistent with the General Plan and would help implement the Specific Plan. The new land use designation would enable the project site to redevelop multifamily residential development and implements the General Plan goals for the Isabel Neighborhood.

BE IT FURTHER RESOLVED that the Livermore Planning Commission, based upon its own independent review of the Record Evidence and considerations, and based on the above findings which are necessary to protect the public health, safety, and general welfare, hereby recommends the City Council approve Specific Plan Amendment (SPPA) 24-003.

BE IT FURTHER RESOLVED that the Livermore Planning Commission recommends the City Council direct the Planning Manager to file a Notice of Determination for the Project with the Alameda County Clerk.

The documents that constitute the record of proceedings upon which this decision is based can be found in the Community Development Department 1052 S. Livermore Avenue, in Livermore, California.

On the motion by Commissioner _____, seconded by Commissioner _____, the foregoing Resolution was adopted at the Planning Commission meeting of April 1, 2025, by the following vote:

AYES:
NOES:
ABSENT:

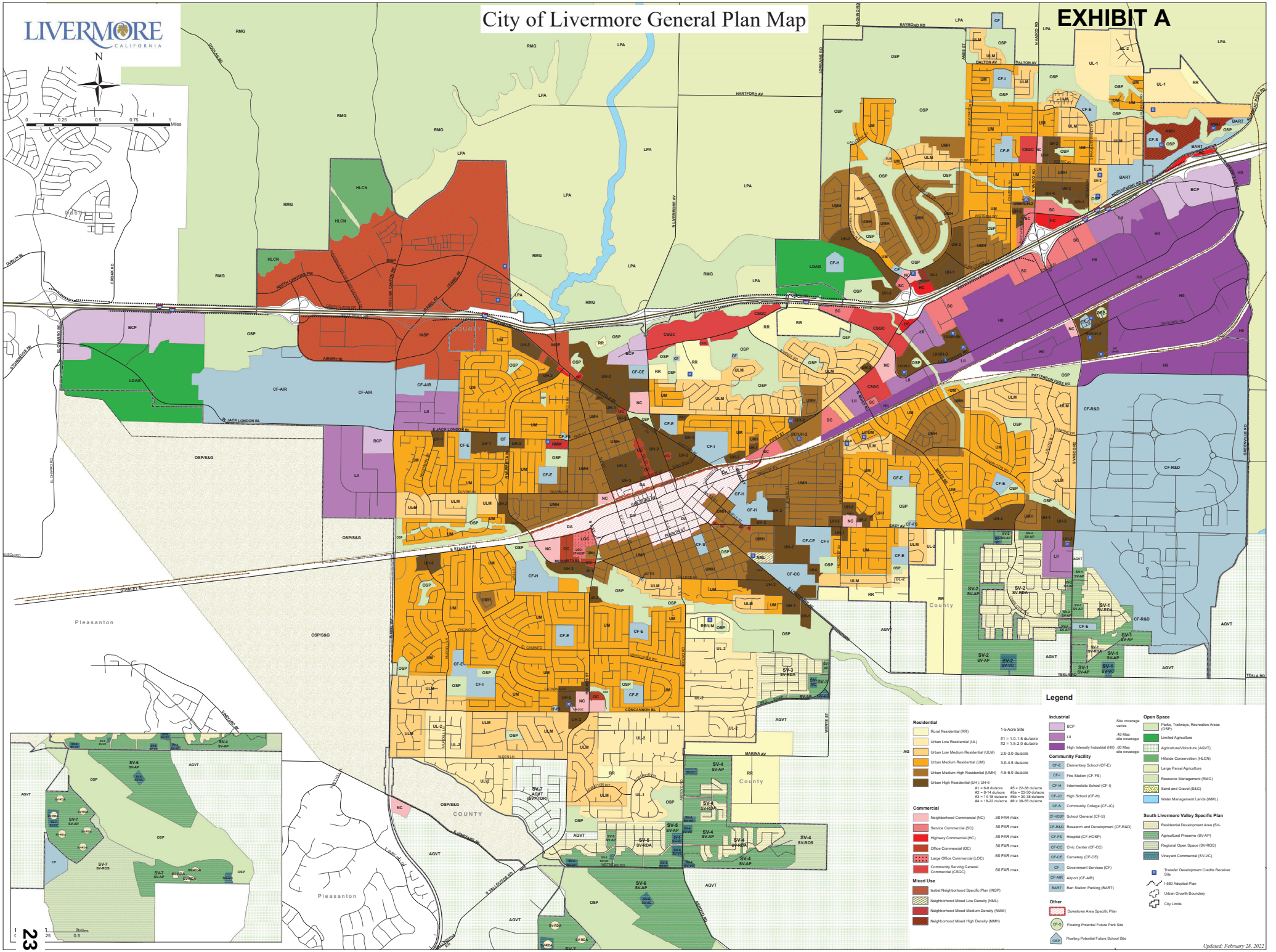
Yolanda Fintschenko, Chairperson

by Stephen Riley, Planning Manager
Secretary to the Planning Commission

Exhibit A – Isabel Neighborhood Specific Plan Land Use Map Amendment

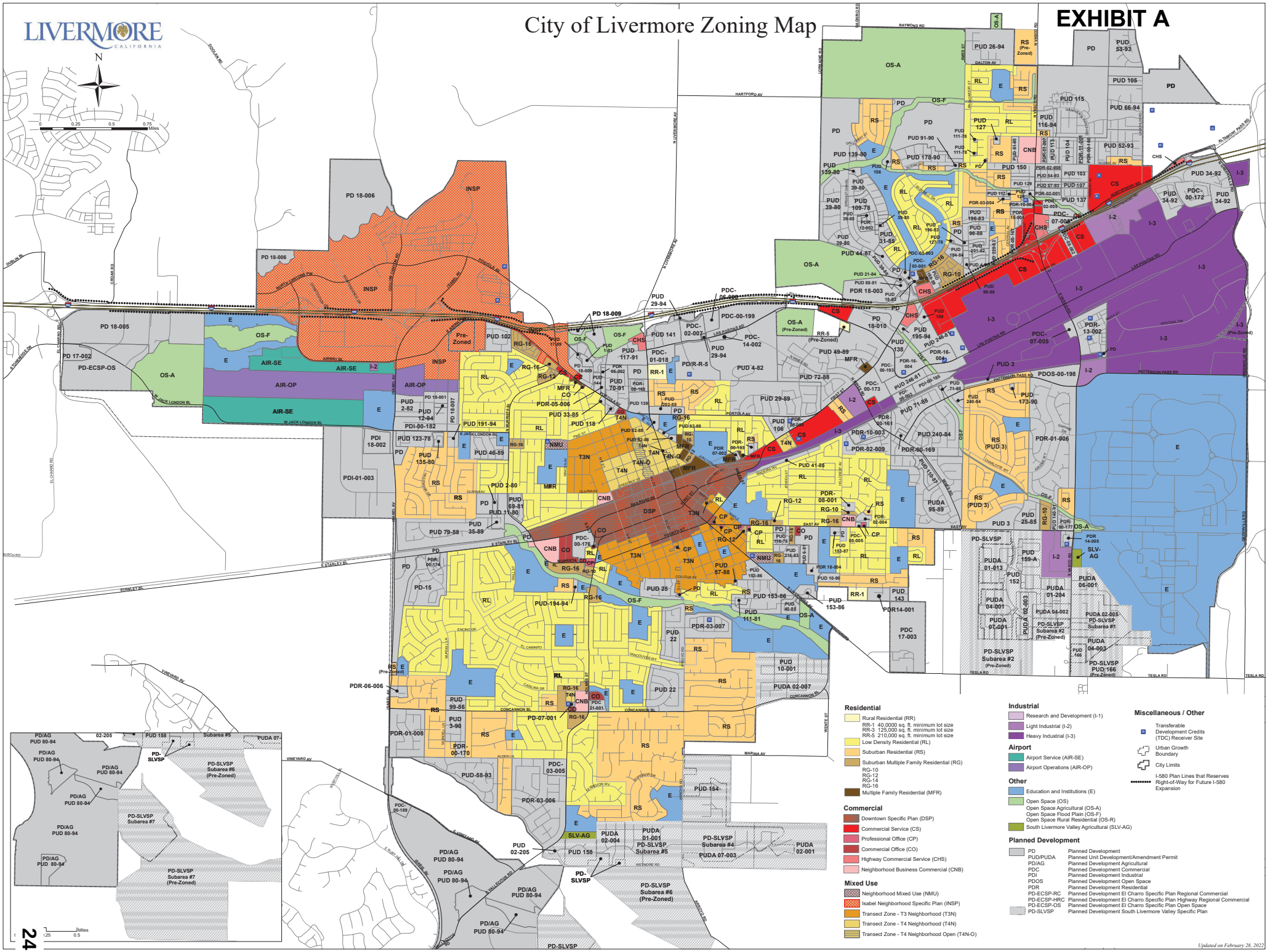
City of Livermore General Plan Map

EXHIBIT A



City of Livermore Zoning Map

EXHIBIT A


LIVERMORE
CALIFORNIA
N
0 0.25 0.5 0.75 Miles
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HARTFORD AV
DUBLIN BL
W JACK LONDON BL
E JACK LONDON BL
STANLEY BL
E STANLEY BL
PATTERSON PASS RD
LAS POSITAS RD
TESLA RD
VINEYARD AV
CONCANNON BL
MARINA AV
PD 18-006
INSP
PD 18-005
PD 17-002
PD-ECSP-OS
OS-A
OS-F
AIR-SE
AIR-OP
I-2
PD 18-009
PUD 102
PUD 141
PUD 117-91
PDC-02-007
PDC-14-002
PDC-01-018
PD/R-R-5
PUD 4-82
PUD 72-88
PUD 29-89
PUD 49-89
PUD 29-94
PDC-00-199
PDC-06-006
PUD 33-85
PUD 118
PDR-05-006
PUD 82-88
PUD 106
PDR-00-169
PDR-02-009
PDR-10-003
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PUD 143
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PDC 17-003
PUD 153-86
PUD 111-81
PUD 57-88
PUD 116/78
PUD 216-83
PUD 10-90
PUD 10-001
PUDA 02-007
PUD 22
PDR-03-007
PUD 25
PUD 3-90
PDR-01-008
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PUD 164
PUD 158
PUD 02-205
PUDA 02-004
PUDA 01-001
PD-SLVSP Subarea #5
PUDA 07-003
PUDA 02-001
PD-SLVSP Subarea #4
PD-SLVSP Subarea #6 (Pre-Zoned)
PD-SLVSP
SLV-AG
PD/AG PUD 80-94
PD-SLVSP Subarea #7 (Pre-Zoned)
PUDA 01-013
PUDA 04-001
PUDA 07-001
PUDA 01-204
PUDA 04-002
PUDA 06-001
PUDA 02-005
PD-SLVSP Subarea #1
PUDA 04-003
PD-SLVSP PUD 166 (Pre-Zoned)
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PDR 14-005
SLV-AG
PUD 166-3
PUD 3
PUD 3-90
PUD 69-91
PUD 11-90
PUD 35-89
PUD 79-88
PUD 135-80
PUD 46-89
PUD 2-82
PUD 12-94
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PUD 158
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PUDA 07
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PD-SLVSP Subarea #6 (Pre-Zoned)
PD-SLVSP Subarea #7 (Pre-Zoned)
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PD-SLVSP Subarea #1
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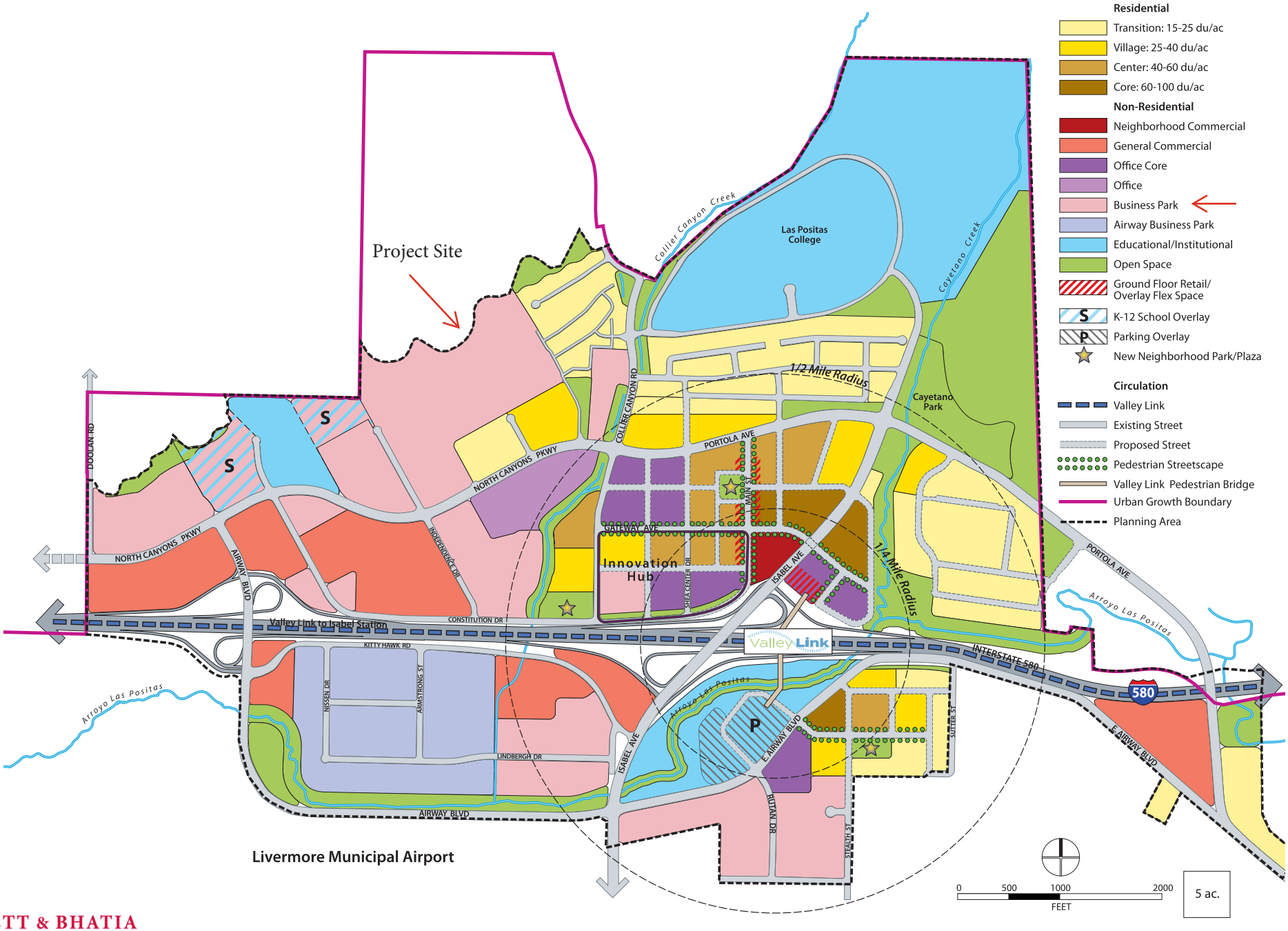
PD-SLVSP Subarea #6 (Pre-Zoned)
PD-SLVSP Subarea #5
PD-SLVSP Subarea #4
PD-SLVSP Subarea #7
PD-SLVSP Subarea #6 (Pre-Zoned)
PD-SLVSP Subarea #5
PD-SLVSP Subarea #4

EXHIBIT A

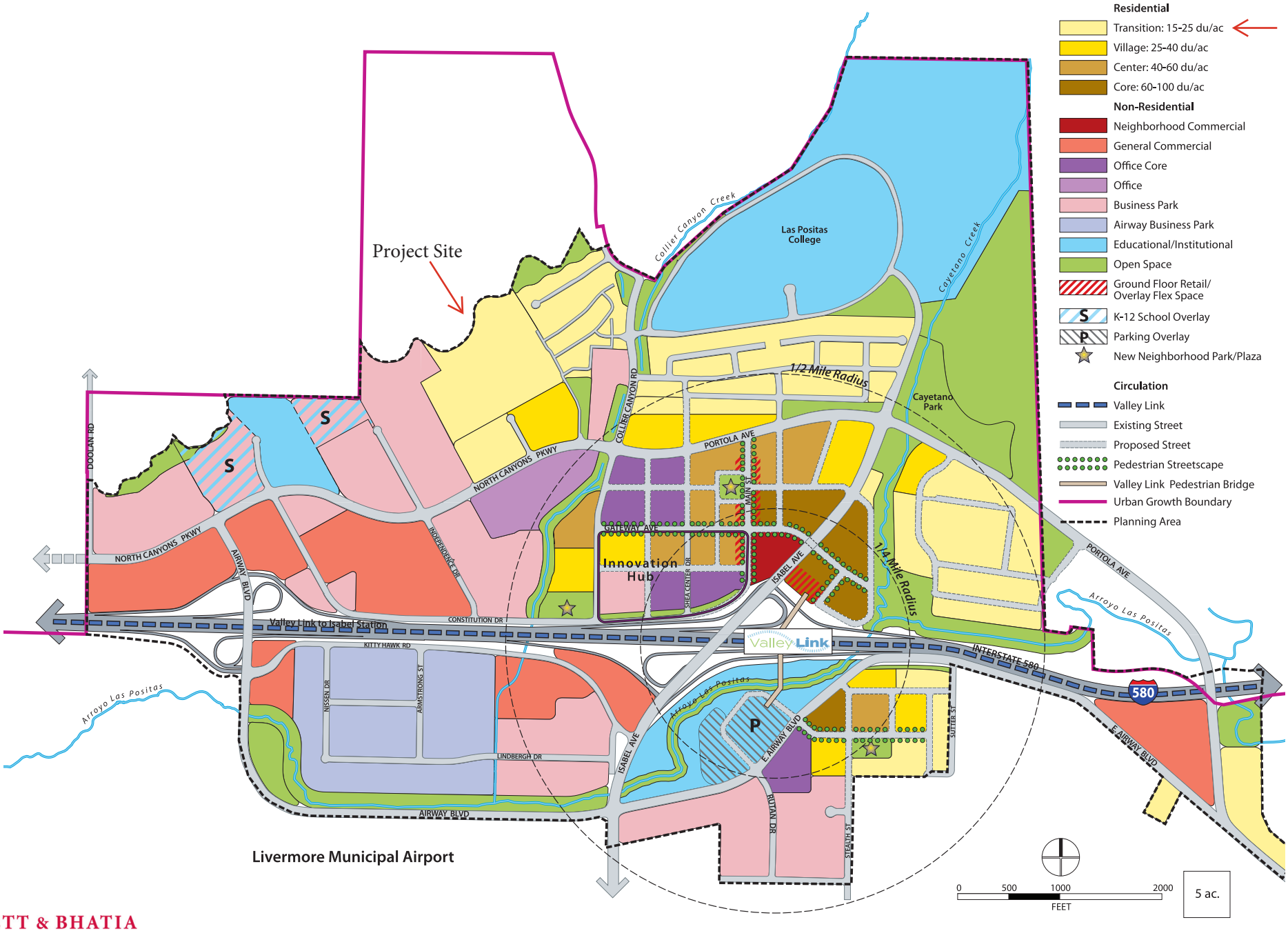
FIGURE 2-1: LAND USE DIAGRAM



DYETT & BHATIA
Urban and Regional Planners

EXHIBIT A

FIGURE 2-1: LAND USE DIAGRAM



DYETT & BHATIA
Urban and Regional Planners

IN THE PLANNING COMMISSION OF THE CITY OF LIVERMORE, CALIFORNIA

A RESOLUTION RECOMMENDING THAT THE CITY COUNCIL ADOPT AN ORDINANCE APPROVING DEVELOPMENT AGREEMENT (DA) 24-002, FOR THE TRIAD PLACE REDEVELOPMENT PROJECT

CA Government Code Section 65864 (implemented by Livermore Development Code Chapter 9.04) allows local jurisdictions and private parties to enter into Development Agreements in order to vest certain development rights and to meet local public purpose.

On June 10, 2024, the City Council adopted a resolution authorizing staff to proceed with negotiating terms for a Development Agreement ("Agreement") concurrently with review of a Specific Plan Amendment ("Amendment") for the Isabel Neighborhood.

On July 23, 2024, the City received an application from 3055 Livermore Owner, LLC, ("Applicant") to designate the approximately 27-acre existing office complex located at 3011, 3055 and 3077 Triad Drive for multifamily residential uses ("Project"). The applicant proposes to amend the Specific Plan to rezone the site to Residential Transition (SPPA 24-003), which allows 15-25 dwelling units per acre, and enter into a Development Agreement (24-002), for the purpose of developing 450± residential units in a variety of building types.

On April 1, 2025, the Planning Commission held a duly noticed public hearing to consider the Amendment, together with the Project, staff recommendations, all public comments and testimony, and findings.

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Livermore that prior to taking action on the Project, and at a properly noticed public hearing, the Planning Commission reviewed written and oral staff reports, conducted a public hearing on the Project and took testimony, and received into the record all pertinent documents related to the Project (collectively, the "Record Evidence"). The Planning Commission's determination is based on the Record Evidence, which is incorporated into this Resolution by reference.

BE IT FURTHER RESOLVED that the Planning Commission of the City of Livermore has considered the Record Evidence and recommends the City Council adopt a resolution determining the proposed Specific Plan Amendment and Development Agreement are not required to undergo an additional environmental review since none of the requirements under the provisions of the California Environmental Quality Act (CEQA) Guidelines Section 15162 and 15164 have occurred (substantial changes, major revisions of the previous EIR, or new information). The land use change was anticipated in a previously approved Isabel Crossing Project Addendum to the Isabel Neighborhood Specific Plan Environmental Impact Report (State Clearinghouse #2016042039), which evaluated the land use changes for the project site finding that no significant impacts beyond those previously identified in the EIR would occur, consistent with the California Environmental Quality Act. A Notice of Determination will be required to be filed with the Alameda County Clerk in accordance with the provisions of CEQA.

BE IT FURTHER RESOLVED, with respect to Development Agreement 24-002, the Planning Commission finds based upon the information presented that:

1. The Development Agreement provides benefit to the City.

   Findings: The Development Agreement will facilitate the development of the Project site and provide the following benefits to the City.

   The Development Agreement would vest the change in land use and project concept plans of approximately 450± multifamily units with a variety of building types, interior streets, utilities, driveways, paseos, landscaping, and common park space. The Agreement would require future land use entitlements (Subsequent Approvals) to redevelop the site with residential uses in conformance with the project concept plan. Further, the Agreement would establish development terms and timing for community benefits including financial contributions to the Community Benefit Fund and Social Opportunity Endowment Funds and off-site active transportation improvements.

   In January 2024, the Council adopted the Community Benefit Policy and established the Community Benefit Fund, to secure community benefits through negotiation with private development that contribute to quality of life and are not otherwise required through legal nexus. Funds collected could be used for a variety of programs and amenities including parks, trails, public facilities, affordable housing, and economic incentive programs. Funding contributions to the Social Opportunity Endowment Fund would be used to provide a long-term, stable funding source for the delivery of quality human services to low-income Livermore residents.

   The Agreement would also create a performance schedule for the design and construction of off-site Class IV bike lane improvements along North Canyons Parkway, in both the east and west bound directions. Bike lanes would be constructed on the south side of North Canyons Parkway (eastbound) between Independence Drive on the west and Collier Canyon Road on the east and along the north side of North Canyons Parkway (westbound) between Independence Drive on the west and the current Class IV bike lane terminus near the Triad West Cava project. These improvements would expand the citywide and Isabel Neighborhood active transportation network and provide additional mobility and transportation choices consistent with the City policy.

   The Development Agreement would serve the best interests, and the public health, safety, and welfare of the residents of the city through the provision of revenue to the Community Benefit and Social Opportunity Funds and expanded active transportation improvements.

2. The Development Agreement is consistent with the purpose, intent, goals, policies, programs, and land use designations of the General Plan, any applicable Specific Plan, and the Development Code.

   Findings: The Development Agreement is consistent with the purpose, intent, goals,

policies and programs and land use designations of the General Plan and Isabel Neighborhood Specific Plan as follows:

Land Use. The Project site has a General Plan land use designation of Isabel Neighborhood. The Isabel Neighborhood seeks to create a safe, vibrant, complete neighborhood that includes amenities; ensure new development is compatible with existing development and community character; and support transit ridership and citywide goals for increased transportation options, housing choices, and economic vitality. The Development Agreement would vest the ability to develop the project site with approximately 450± multifamily dwelling units in a variety of housing types, which would contribute to the Isabel Neighborhood's vibrancy, include a range of amenities, and support citywide goals for increased housing choices.

Airport Influence Area. The General Plan establishes an Airport Influence Area (AIA) to ensure compatibility of land uses surrounding the airport. A majority of the Isabel Neighborhood is located within the Influence Area, including the project site. During its adoption, the Specific Plan was found to be consistent with the AIA with respect to building heights, uses, and noise levels. Alameda County Airport Land Use Commission staff and the Livermore Airport Manager concluded that the proposed Specific Plan amendment is compliant with the Livermore Airport Land Use Compatibility Plan. The project site is located in the adopted INSP Airport Protection Area (APA) exemption zone that allows residential uses, and the remainder of the site is located in Airport Safety Zone 6 that also allows residential uses. Therefore, the Development Agreement and the included concept plan would comply with General Plan AIA policy requirements.

Housing Element. The 2022-2031 Livermore Housing Element establishes goals and policies to further housing production and provide services in compliance with the state requirements. This site is not on Housing Element Sites Inventory and will therefore provide unanticipated additional housing and affordable units that will help the City meet its current or future RHNA allocations. The Development Agreement would require financial contribution to the Social Opportunity Endowment Fund a long-term, stable funding source for the delivery of quality human services to low-income residents, consistent with the Housing Element goals and policies. The Agreement would authorize possible alternative methods to meet the City's inclusionary affordable housing requirements, consistent with Livermore's Affordable Housing Ordinance (L.D.C. 10.06.050).

The Specific Plan contains a range of land use strategies to advance the plan's vision and objectives, including: a range of housing types, compatibility with existing residential uses and advancing housing development goals. The Development Agreement would vest a project concept plan of approximately 450± multifamily units with a variety of building types. Therefore, the Development Agreement would comply with the Specific Plan land use and density range (as amended) and would be consistent with the Specific Plan's goal of providing a mix of housing types and ensuring compatibility with surrounding residential uses.

The Development Agreement is consistent with the General Plan land use designation, Airport compatibility policies, and Housing element. Further, the Development Agreement, and the proposed uses and densities it vests, are consistent with the Isabel Neighborhood Specific Plan, as amended.

3. The Development Agreement complies with the requirements of Government Code Sections 65864 through 65869.5.

   Findings: Pursuant to the applicable requirements of the California Government Code governing development agreements, the Development Agreement specifies the duration of the agreement, the permitted uses of the property, the development density, terms and timing of funding contributions to the Social Opportunity Endowment (SOE) and Community Benefit Funds, a plan to meet the City's inclusionary affordable housing requirements, the construction of off-site Class IV bike lane improvements along North Canyons Parkway, and the timing and sequencing of proposed construction, among other terms and applicable requirements for California development agreements. Review, approval, and recordation of the Development Agreement will furthermore be conducted in accordance with the provisions of Government Code sections 65864 through 65869.5.

BE IT FURTHER RESOLVED that the Livermore Planning Commission, based upon its own independent review of the Record Evidence and considerations, and based on the above findings which are necessary to protect the public health, safety, and general welfare, hereby recommends the City Council approve Development Agreement 24-002.

BE IT FURTHER RESOLVED that the Livermore Planning Commission, based upon its own independent review of the Record Evidence and considerations, and based on the above findings which are necessary to protect the public health, safety, and general welfare, hereby recommends the City Council, via Development Agreement 24-002, authorize an alternative means of providing affordable housing in compliance with the Affordable Housing Ordinance (Development Code Section 10.06.050).

BE IT FURTHER RESOLVED that the Livermore Planning Commission recommends the City Council direct the Planning Manager to file a Notice of Determination for the Project with the Alameda County Clerk if the Project is approved.

BE IT FURTHER RESOLVED that the Livermore Planning Commission recommends the City Council direct the City Clerk to record with the Alameda County Recorder a copy of the Agreement within 10 days of the City entering into the Agreement.

BE IT FURTHER RESOLVED that the Livermore Planning Commission recommends the City Council direct the Planning Manager to periodically review the terms of the Agreement at least every 12 months per Development Code section 9.04.070, and ensure the Applicant or Successor is demonstrating good faith compliance with the terms of the Agreement.

The documents that constitute the record of proceedings upon which this decision is based can be found in the Community Development Department 1052 S. Livermore Avenue, in Livermore, California.

On the motion by Commissioner _____, seconded by Commissioner _____, the foregoing Resolution was adopted at the Planning Commission meeting of April 1, 2025 by the following vote:

AYES:
NOES:
ABSENT:

Yolanda Fintschenko, Chairperson

by Stephen Riley, Planning Manager
Secretary to the Planning Commission

Exhibit A – Development Agreement

RECORDING REQUESTED BY AND
WHEN RECORDED RETURN TO:

City Clerk
City of Livermore
1052 S. Livermore Avenue
Livermore, CA 94550

DEVELOPMENT AGREEMENT (DA24-002) TRIAD PLACE DEVELOPMENT PROJECT IN THE ISABEL NEIGBORHOOD SPECIFIC PLAN AREA (ENTITLEMENTS)

This Development Agreement is entered into on _____, 2025, between the City of Livermore, a municipal corporation (City) and 3055 Livermore Owner, LLC, (Developer) regarding the Triad Place Development Project (Project).

RECITALS

This Development Agreement is based on the following facts:

A. The City is authorized by California Government Code section 65864 et seq. ("Development Agreement Statutes") and Livermore Development Code Chapter 9.04 to execute development agreements in order to vest certain rights for the Developer, and to meet certain public purposes of the local government, as set forth in those laws.

B. At the time of the execution of this Development Agreement (Agreement), Developer is the owner of approximately 26.8 acres of real property located at 3011, 3055, and 3077 Triad Place, currently comprised of office buildings, parking areas, and related ancillary facilities, north of North Canyons Parkway, described more specifically in Exhibit A, attached hereto, and Recital D of this Agreement ("Property").

C. The Developer represents and warrants the following to the City, and City has relied upon such representations for this Agreement, as of the Effective Date as defined in section 3 of this Agreement:

(1) Organization. The Developer is a Limited Liability Company duly organized, validly existing and in good standing under the laws of the State of Delaware, and qualified to do business in California, with full power and authority to conduct its business as presently conducted and to execute, deliver, and perform its obligations under this Agreement.

(2) Authorization. The Developer has taken all necessary action to authorize its execution, delivery and, subject to any conditions set forth in this Agreement, performance of the Agreement. Upon the Effective Date of this Agreement, this Agreement shall constitute a legal, valid, and binding obligation of the Developer, enforceable against the Developer in accordance with its terms.

(3) No Conflict. The execution, delivery and performance of this Agreement by the Developer does not and will not conflict with, or constitute a violation or breach of, or constitute a default under (i) the charter or incorporation documents of Developer, (ii) any applicable law, rule or regulation binding upon or applicable to the Developer, or (iii) any material agreements to which the Developer is a party.

D. The Property is comprised of three parcels of land identified as:

1. Assessor's Parcel Number 905-10-25, owned by 3055 Livermore Owner LLC
2. Assessor's Parcel Number 905-10-26, owned by 3055 Livermore Owner LLC
3. Assessor's Parcel Number 905-10-27, owned by 3055 Livermore Owner LLC

The Property is located within the Isabel Neighborhood Specific Plan ("INSP"). The INSP establishes the regulatory framework guiding private and public development and redevelopment within the Isabel Neighborhood planning area until 2040. The INSP planning area covers 1,138 acres that are located in the northwest part of the City. The objectives of the INSP include: create a safe, vibrant, complete neighborhood that includes amenities for residents, workers, and students; ensure new development that is compatible with existing development and community character; and support transit ridership and citywide goals for increased transportation options, housing choices, and economic vitality.

The Property is identified as subarea 1d within the INSP. Subarea 1d is planned by the INSP for Business Park designation. As part of the Project the Developer proposes to amend the Isabel Neighborhood Specific Plan to establish a Transition Land Use Designation for the purpose of redeveloping the Property with approximately 450 residential units in a variety of building types (as further described in Exhibit B: Project Description and Concept Plan, attached hereto).

E. The Developer has submitted an application to the City of Livermore for a Development Agreement (DA24-002) and Specific Plan Amendment (SPPA24-003), as required under the Livermore Development Code to be vested in accordance with the Agreement subject to their conditions of approval.

F. The Developer acknowledges that development of the site subject to the terms of this Agreement will require Subsequent Approvals by the City of Livermore ("Subsequent Approvals"), which shall include:

1. Subdivision of land through a Tentative Tract Map; and
2. Site Plan Design Review to demonstrate compliance with applicable development and design standards

The Parties recognize the difficulty of predicting the precise timing and sequencing of all Project development, but also recognize the importance of ensuring that key Project elements are delivered in a sequence that meets the needs of the City and the public. The intent of the Parties is to ensure the Project proceeds with reasonable diligence while providing the necessary flexibility for the Developer to respond to economic conditions and development opportunities, engage with future partners, lenders and builders, and go through the permitting process for the full buildout in

a feasible, commercially reasonable manner. To achieve these purposes, this Agreement establishes certain parameters that ensure that key Project elements including infrastructure, commercial uses, parks, and affordable housing units are delivered in an orderly and logical manner, while also providing the Developer sufficient flexibility to respond to market conditions and development opportunities to ensure the successful buildout of the Project as a whole.

NOW, THEREFORE, the City and Developer hereby agree that the aforementioned recitals are true and correct and are incorporated by reference as fully set forth below, and further agree as follows:

1. The Property. The Property, which is the subject of this Agreement, is described in Recitals B and D above and Exhibit A, attached hereto.

2. The Project. (a) The Developer is authorized to develop and use the Property for 450 attached multi-family homes (with flexibility of adding up to 15% of the total to 518 dwelling units or subtracting up to 10% of the total to a minimum of 405 dwelling units), common open space, stormwater treatment areas, private roads, and related improvements, in conformance with the terms and conditions of Specific Plan Amendment (SPPA) 24-003, Subsequent Approvals, and this Development Agreement (DA) 24-002, approved by the City Council on _____, 2025. The Specific Plan Amendment and Development Agreement contain the required terms regarding the permitted uses of the property, the intensity of use, and provisions for funding contributions for public purposes. (Government Code section 65865.2.)

3. Effective Date; Term. The effective date of this Agreement is the later of (a) thirty (30) days after the date the Ordinance approving this Agreement is adopted by the City Council, or (b) if a referendum petition is timely and duly circulated and filed, the date the election results on the ballot measure by City voters approving this Agreement are certified by the City Council in the manner provided by the Elections Code. This Agreement shall be executed by the City within ten (10) days after the effective date and recorded as provided in Government Code Section 65868.5

4. Term. The duration of this Agreement is fifteen (15) years, commencing on the Effective Date, and terminating on its anniversary date fifteen (15) years later ("Term"). The term may be amended or extended consistent with the Development Agreement Statutes and the Livermore Development Code by the written consent of the Parties.

5. Developer Obligations. The Project is phased development of 450 residential units: (total unit count subject to change based on Subsequent Approvals with flexibility of adding up to 15% of the total to 518 dwelling units or subtracting up to 10% of the total to a minimum of 405 dwelling units). The Developer shall:

a) Comply with Livermore's affordable housing ordinance, through a separate Affordable Housing Agreement that may include a combination of approaches as described below subject of approval by both parties:
(1) **On-site**. 15% of the Project's for-sale units will be affordable to AMI levels as per Livermore Development Code Affordable Housing Ordinance (Section 10.06.050).
(2) **Affordable Housing Fee**. Payment of the affordable housing fee for residential development as currently established in Municipal Code (Section 3.26.050).

b) Limit the project design to the design menu of product types as further described in Exhibit B, attached hereto, consistent with the ISNP and subject to Subsequent Approvals and conditions of approvals.

c) Submit for Subsequent Approvals, subject to the following Performance Schedule:
    i. Developer shall submit for Subsequent Approvals within two (2) years of execution of this agreement. If Developer fails to submit in the required timeframe, the City has the authority to amend the Specific Plan from the Transition Residential land use designation to the land use designation identified in the Specific Plan as of 2020, unless otherwise agreed to in writing by the parties. If unforeseen circumstances arise, the City Manager is authorized to extend the performance schedule for up to 12 additional months, for the submittal of the Subsequent Approvals.
    ii. Once Development Project is fully entitled, consistent with the terms of this Agreement, the project shall be vested for the remaining duration of this Agreement.

d) Construct off-site Active Transportation and Street Improvements as follows:
    i. Developer shall be responsible for off-site improvements deemed necessary to accommodate/facilitate the change of use as identified in the conditions of approval for Subsequent Approvals, including but not limited to traffic signal modifications and roadway improvements.
    ii. Class IV bike lanes: Developer shall construct Class 4 bike lane facilities as defined below (and further illustrated in Exhibit C):
        a) Southside of North Canyons Parkway (eastbound) between Independence Drive on the west and Collier Canyon Road on the east
        b) Northside of North Canyons Parkway (westbound) between Independence Drive on the west and the current class 4 bike lane terminus.
        c) Schedule:
            1. At time of entitlement, developer shall include preliminary drawings of off-site improvements
            2. At time of final map submittal, developer shall include off-site improvement plans
            3. Prior to construction and at issuance of the building permit, developer shall have completed construction of off-site improvements

e) Make a minimum Funding Contribution (Funding Contribution) of $4,202,000 to the City of Livermore, which the City shall commit to the Social Opportunity Endowment (SOE) and Community Benefit Funds, as follows:
        a) Within 180 days of Execution of this Agreement, Developer shall pay $202,000 to City of Livermore to be committed to the Social Opportunity Endowment Fund (via wire transfer or check).
        b) Prior to issuance of each residential building permit, the Developer shall pay a minimum of $11,000 per unit (excluding housing units dedicated to on-site affordable housing or units on which affordable housing in-lieu fee is paid). The total number of units will be determined at the time of

Subsequent Approvals. The unit fee will be adjusted in the event the total project results in less than 450 residential units. In no case will the total Funding Contribution be less than $4,202,000.

f) Vested Development Rights. Subject to this Agreement and during the life of this Agreement, the Property Owner has the right to develop and use the Property in accordance with:

i. The Livermore General Plan, the Livermore Development Code, and the Isabel Neighborhood Specific Plan in effect on the Effective Date.

ii. All other City policies, ordinances, resolutions, rules, regulations and standards applicable to development or use of the Property on the Effective Date, except that Developer shall:

(1) Pay the processing and development impact fees in effect at the time those fees are paid.

(2) Comply with Building Code requirements in effect on a city-wide basis at the time each respective building permit is pulled.

(3) Comply with City construction and technical design standards, details, and specifications for public improvements which are applicable at the time of Final Map approval.

(4) Comply with changes in City laws, regulations, plans or policies applicable city-wide, the terms of which are found by the City Council, based on substantial evidence, to be necessary to protect members of the public from a condition dangerous to their health or safety.

(5) Comply with a change in City law, regulations, plans or policies which is:

(a) Specifically mandated by state or federal law, or by any regional governmental agency that has legal authority over the City under state law or a joint powers agreement; or

(b) A result of or in response to state or federal law, or regional agency action, made necessary in order for the City to avoid losing or not receiving substantial funding or other substantial public benefits or facilities that would be available to the City only if it makes such a change; or

(c) Specifically mandated by, or necessary for compliance with or implementation of, the terms of any permit, entitlement or other authorization necessary for the development of the Property issued or granted to the City, County and/or Property Owner by any federal, state or regional agency.

6) Following any subsequent environmental review, comply with required mitigation measures.

iii. All subsequent Project approvals which are consistent with this Agreement.

6. <u>City Obligations.</u>

a. The City agrees to all the terms, conditions, and covenants in connection with the Project that are set forth in the conditions of approval for the Entitlements as well as the Subsequent Project Approvals.

b. The City has conducted environmental review of the Project and has certified an Environmental Impact Report ("EIR") for the Isabel Neighborhood Specific Plan, a Supplemental Environmental Impact Report for the Isabel Neighborhood Specific Plan, and an Addendum that fully analyze the potential environmental impacts of the Triad Place Development Project consistent with the requirements of CEQA. The City intends that future discretionary approvals for the Project, to the fullest extent permitted by law, shall be subject to CEQA's subsequent review provisions under Public Resources Code, Section 21166 and CEQA Guidelines, Sections 15162 and 15164, whereby any additional environmental review for such future discretionary approvals shall only be required where "major revisions" to the prior EIRs for the Project are required, as defined by CEQA.

7. Annual Review. Review of the Agreement shall be made annually, consistent with Government Code section 65865.1 and Livermore Development Code Chapter 9.04. If, as a result of an annual review, the City finds and determines, on the basis of substantial evidence, that the Developer or successor in interest thereto has not complied in good faith with the terms or conditions of this Agreement, then the City may amend or terminate this Agreement.

a. No later than sixty (60) days before the yearly anniversary of the Effective Date, Developer shall submit to the City's Community Development Director ("Director"), in a form which the Director may reasonably establish, information demonstrating Developer's compliance with this Agreement. The failure of the Developer to timely submit this document shall be a curable breach.

b. In the event the Director makes a finding and determination of non-compliance, Developer shall be entitled to appeal that determination to the Planning Commission in the manner prescribed by Livermore Development Code Section 9.15.

8. Amendments. This Agreement may be amended by the parties consistent with the procedures set forth in Chapter 9.04 of the Livermore Development Code, including any amendments to it.

9. Remedies for Default. If a party is in default under this Agreement, it may pursue one or more of the following courses of action, after 30 days' written notice to the other party: (a) waive the default; (b) in the City's case, pursue administrative remedies including denial or otherwise withholding issuance of building permits, certificates of occupancy or other approvals; (c) pursue judicial remedies; or (d) terminate this Agreement.

10. No Damages Relief Against City. The parties acknowledge that the City would not have entered into this Agreement had it been exposed to damage claims from Developer for any breach thereof. As such, the parties agree that in no event shall Developer be entitled to recover damages against City for breach of this Agreement.

11. Recordation; Binding Effect. This Agreement shall be recorded in the office of the County Recorder and shall be binding upon and inure to the benefit of successors in interest to the parties. Where there is more than one Property Owner, the obligations are joint and several.

12. Legal Action; Attorney's Fees. If the City chooses to defend any third party claim or suit challenging any action taken by the City with regard to any procedure or aspect of the City's approval of the development of the Project, including the environmental review process, the Property Owner agrees to reimburse the City for attorney's fees, expert witness fees, and related costs as the City may incur in connection with its retention of outside counsel, and for any award of court costs or fees against the City. City has the right to choose and retain such legal counsel as the City deems appropriate. After expenses reach $100,000, and each $100,000 thereafter, the parties will confer to review the status of the litigation and their options for proceeding or settling, and they will negotiate in good faith about how the expenses will be allocated. The Property Owner shall have no obligation to reimburse City for costs incurred after the date on which they give City written notice of their decision to settle a case, even if City does not agree to the settlement.

If legal action is brought by one of the parties to enforce a provision of this Agreement, the prevailing party is entitled to reasonable attorney's fees, expert witness fees, and court costs.

13. Notices. The address of each party for the purpose of all notices permitted or required by this Agreement follows:

To City:	City of Livermore 1052 South Livermore Avenue Livermore, CA 94550 Attention: Community Development Director
With a copy to:	City Attorney City of Livermore 1052 South Livermore Avenue Livermore, CA 94550
To Developer:	3055 Livermore Owner, LLC 123 Mission St, Floor 7 San Francisco, CA 94105

The written address of either party set forth above may be changed by written notice given not less than five (5) days prior to the date such change is to be in effect. All notices under this Agreement shall be in writing, shall be properly addressed and shall be sent by personal delivery, United States mail (registered, certified, or Express Mail, return receipt requested and postage prepaid), or by overnight courier delivery service. All such notices shall be considered delivered: (i) if personally delivered, on the date of delivery; (ii) if sent by United States mail in the manner prescribed above, on the date shown on the return receipt for acceptance or rejection; or (iii) if sent by overnight courier delivery service, on the date of delivery or attempted delivery as shown by the written delivery record of such service.

IN WITNESS WHEREOF, the parties have signed this Development Agreement on the dates indicated below.

DEVELOPER

3055 Livermore Owner, LLC
a Delaware Limited Liability Company

By: _____
(Notary Acknowledgment Required)

Date: _____ By: _____
David Balducci, Managing Partner

CITY OF LIVERMORE

Date: _____ By: _____
Marianna A. Burch, City Manager

Authorized by City Council Ordinance No. _____

Attest:

City Clerk

APPROVED AS TO FORM:

Deputy/Assistant/Senior Assistant/City Attorney

Exhibits:

A. Property Description
B. Project Description and Concept Plan
C. Off-site Improvements Concept Plan

EXHIBIT A

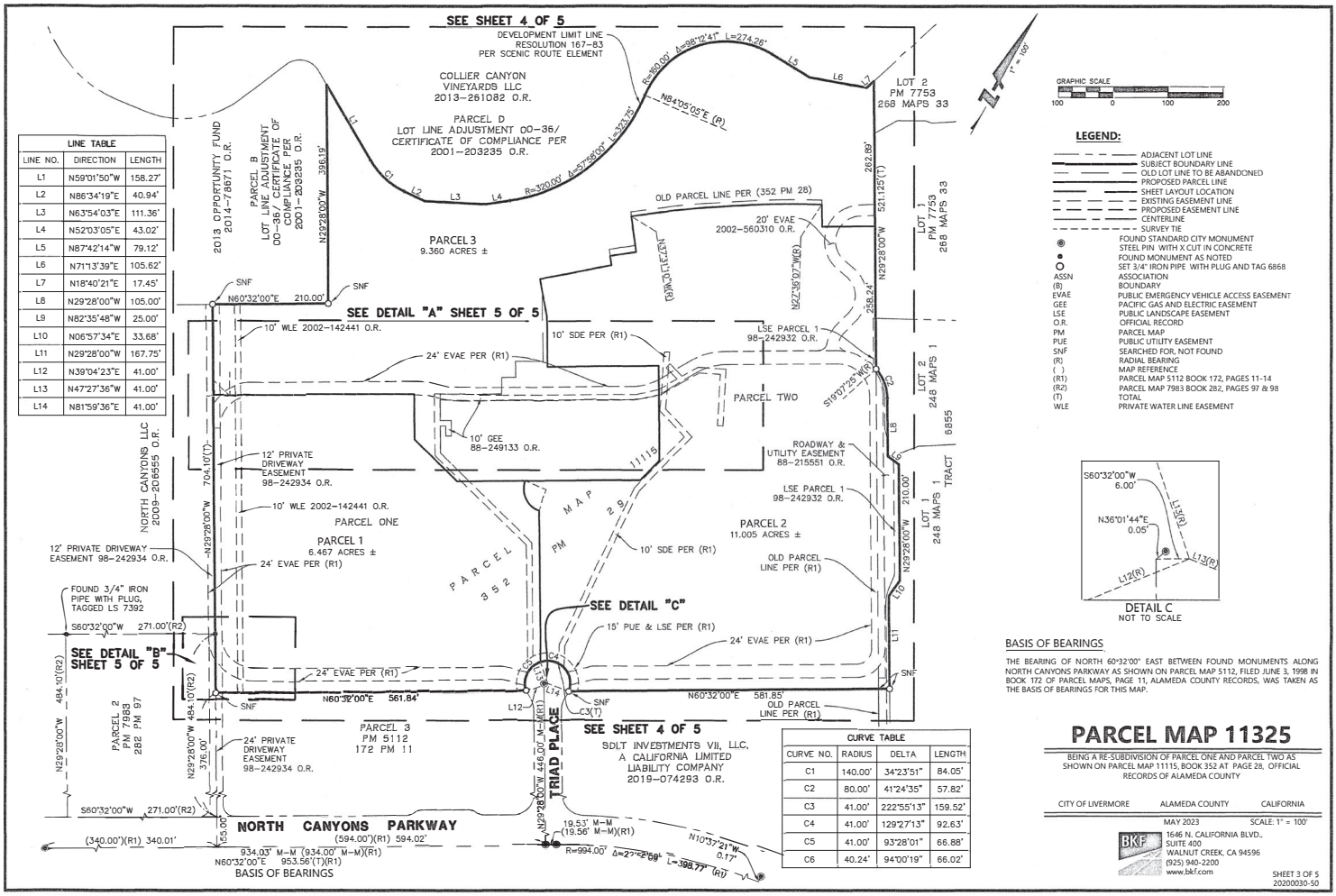
LEGAL DESCRIPTION

Real property in the City of Livermore, County of Alameda, State of California, described as follows:

PARCELS 1, 2 AND 3, INCLUSIVE OF THAT CERTAIN PARCEL MAP 11325, FILED ON SEPTEMBER 8, 2023 IN BOOK 358, AT PAGES 74 THROUGH 78, INCLUSIVE, OF PARCEL MAPS.

APN: 905-0010-025; 905-0010-026; 905-0010-027 (referenced for informational purposes only)

EXHIBIT A



LINE TABLE		
LINE NO.	DIRECTION	LENGTH
L1	N59°01'50"W	158.27'
L2	N86°34'19"E	40.94'
L3	N63°54'03"E	111.36'
L4	N52°03'05"E	43.02'
L5	N87°42'14"W	79.12'
L6	N71°13'39"E	105.62'
L7	N18°40'21"E	17.45'
L8	N29°28'00"W	105.00'
L9	N82°35'48"W	25.00'
L10	N06°57'34"E	33.68'
L11	N29°28'00"W	167.75'
L12	N39°04'23"E	41.00'
L13	N47°27'36"W	41.00'
L14	N81°59'36"E	41.00'

CURVE TABLE			
CURVE NO.	RADIUS	DELTA	LENGTH
C1	140.00'	34°23'51"	84.05'
C2	80.00'	41°24'35"	57.82'
C3	41.00'	222°55'13"	159.52'
C4	41.00'	129°27'13"	92.63'
C5	41.00'	93°28'01"	66.88'
C6	40.24'	94°00'19"	66.02'

Project Description

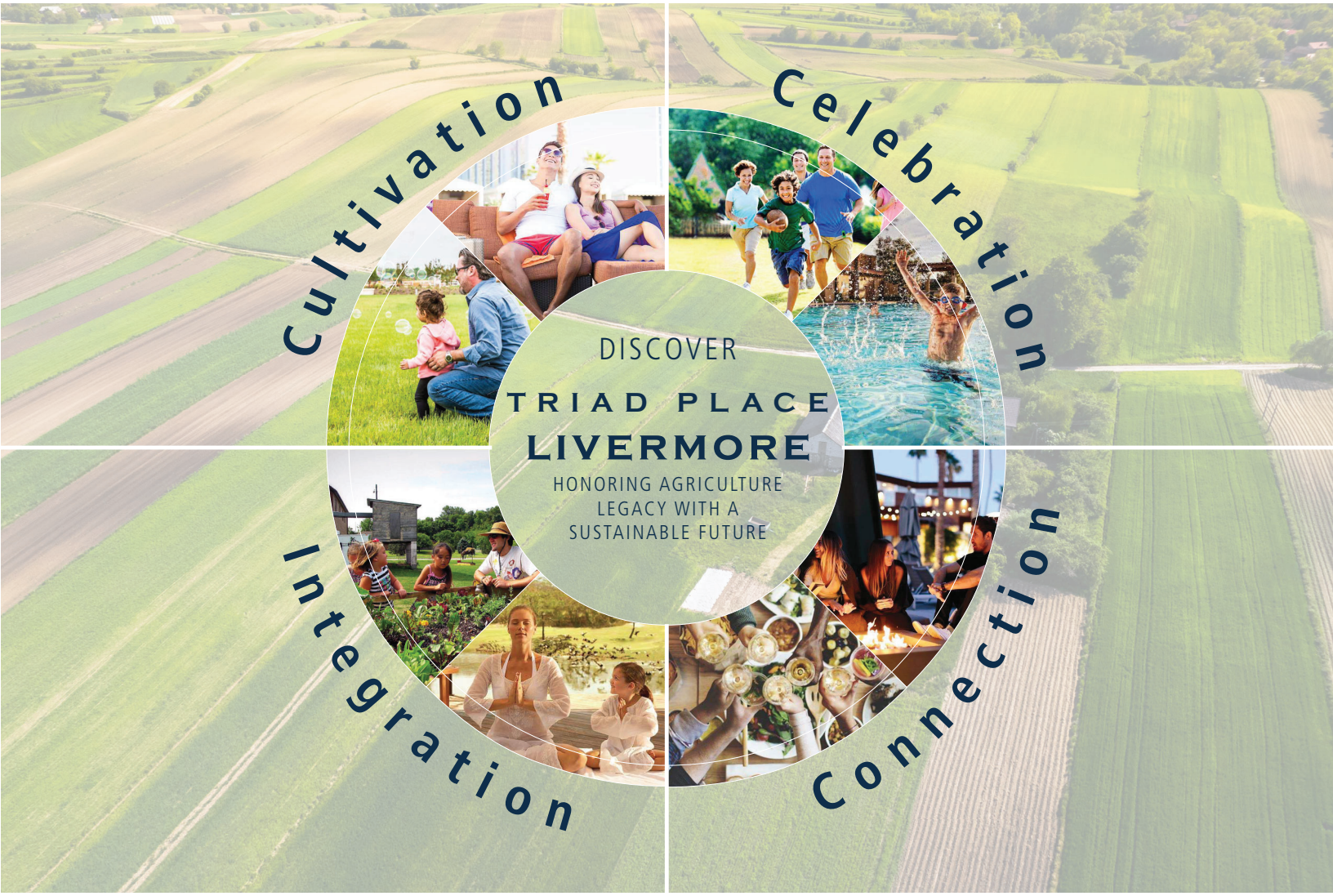
The proposed housing development at Triad Place at Livermore is a 27-acre development that has ±450 dwelling units. The project has five preliminary building types, primarily:

- two-story duet
- two-story triplexes
- two different types of three-story townhouses
- three-story stack/ flats
- three-story back-to-back condos.

The architecture of the development is primarily based on INSP design standards and guidelines listed under the specific plan. The proposed townhouse and condo designs are articulated such that units are differentiated from each other by employing various design strategies. The design for the buildings to the southeast of the site is more contemporary in style. Buildings facing the streets are designed to incorporate elements like decks and porches and have the unit entries directly facing the street. A varied material palette is utilized throughout the design to avoid visual monotony and to stimulate a personalized identity to each neighborhood.

The preliminary circulation plan has three different street layouts – 56' neighborhood street with on-street parking and pedestrian walkways, residential street with on-street parking, and shared residential drive/ alley. The preliminary design for the neighborhood street is based on INSP's neighborhood street requirements.

The proposed landscape, pedestrian routes, and connections for the project aim to integrate a sustainable site design approach that blends with the surrounding community network. Site appropriate trees, plantings and irrigation will provide both landscape buffers and shade throughout the proposed site. A centralized community park with proposed plaza, stage, amphitheater seating, central pavilion, multi-purpose lawns, tot-lot and community garden will serve as a destination node that interlocks itself into the greater physical and social fabric of Livermore.


Cultivation
Celebration
Integration
Connection
DISCOVER
TRIAD PLACE
LIVERMORE
HONORING AGRICULTURE
LEGACY WITH A
SUSTAINABLE FUTURE

SHEET INDEX

L-1	COVER SHEET
A0.00	SHEET INDEX

CIVIL

C.1	EXISTING CONDITIONS
C.2	SITE PLAN
C.3	CIRCULATION PLAN
C.4	FIRE ACCESS PLAN

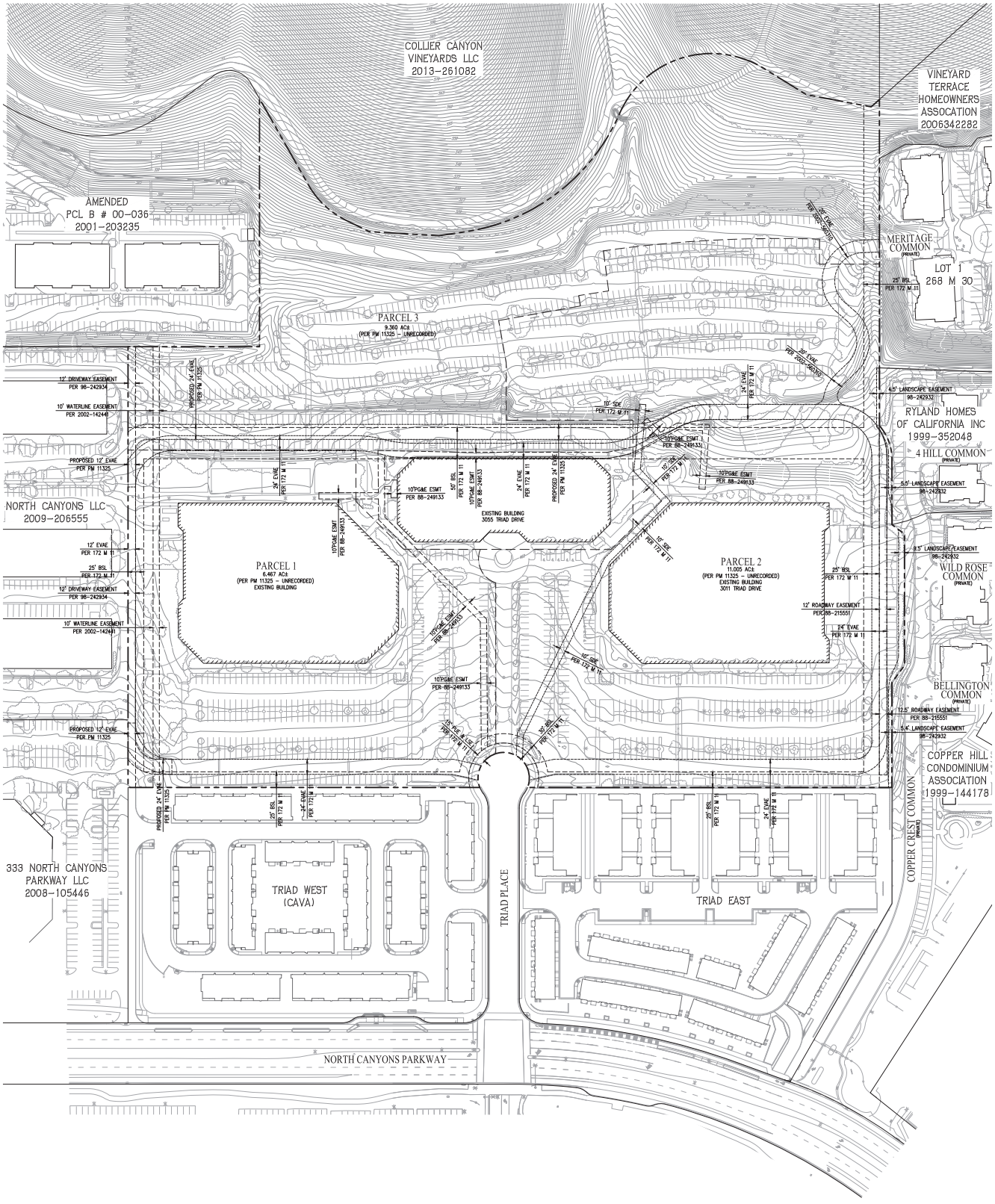
ARCHITECTURE

A0.01	IMAGERY BOARD & TYPICAL FLOOR LAYOUT - DUET/TRIPLEX
A0.02	IMAGERY BOARD & TYPICAL FLOOR LAYOUT - DUET/TRIPLEX
A0.03	IMAGERY BOARD & TYPICAL FLOOR LAYOUT - TOWNHOUSE 1
A0.04	IMAGERY BOARD & TYPICAL FLOOR LAYOUT - TOWNHOUSE 1
A0.05	IMAGERY BOARD & TYPICAL FLOOR LAYOUT - TOWNHOUSE 2
A0.06	IMAGERY BOARD & TYPICAL FLOOR LAYOUT - TOWNHOUSE 2
A0.07	IMAGERY BOARD & TYPICAL FLOOR LAYOUT - STACK FLATS
A0.08	IMAGERY BOARD & TYPICAL FLOOR LAYOUT - STACK FLATS
A0.09	IMAGERY BOARD & TYPICAL FLOOR LAYOUT - CONDOS
A0.10	IMAGERY BOARD & TYPICAL FLOOR LAYOUT - CONDOS

LANDSCAPE

L-2	DESIGN IMAGERY
L-3	CONCEPTUAL LANDSCAPE PLAN
L-4	PARK ENLARGEMENT PLAN
L-5	TREE PALETTE

EXHIBIT A



EXISTING CONDITIONS

TRIAD PLACE

CITY OF LIVERMORE ALAMEDA COUNTY CALIFORNIA

SCALE: 1" = 60' DATE: SEPTEMBER 2024

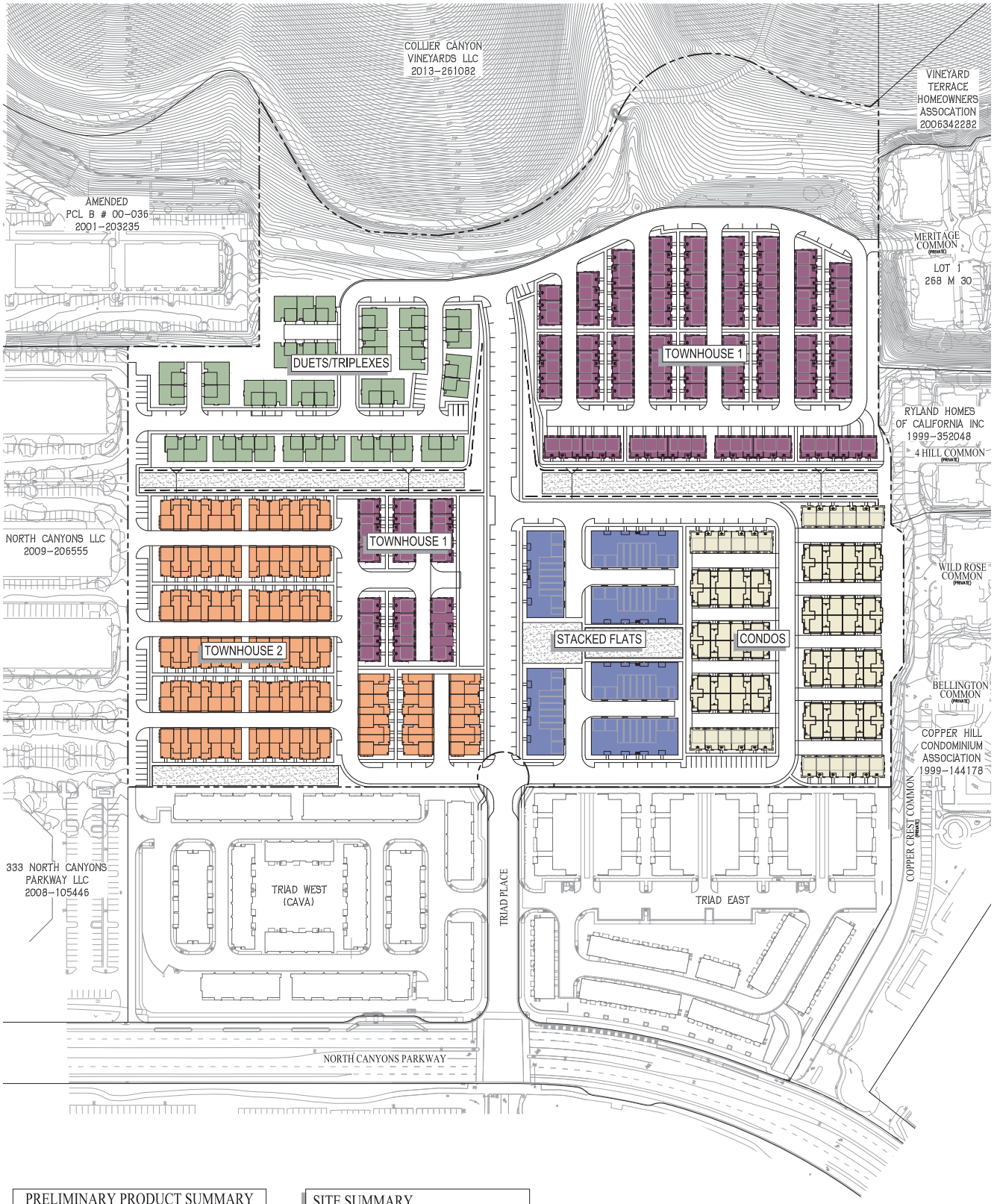
0 60 120 180

cbg CIVIL ENGINEERS ▪ SURVEYORS ▪ PLANNERS

SAN RAMON ▪ (925) 866-0322
ROSEVILLE ▪ (916) 788-4456
WWW.CBANDS.COM

SHEET NO. C.1 OF 4 SHEETS

EXHIBIT A



PRELIMINARY PRODUCT SUMMARY		
PLAN COLOR	TYPE DESCRIPTION	# UNITS
	DUETS/TRIPLEXES	39
	TOWNHOUSE 1	151
	TOWNHOUSE 2	120
	CONDOS	80
	STACKED FLATS	60
	TOTAL	450±

SITE SUMMARY

1. SITE AREA: 26.84 AC± (GROSS)
   23.33 AC± (NET-HILLSIDE)
2. DWELLING UNITS: 450± CONDOMINIUM UNITS
3. DENSITY: 16.8± DU/AC (GROSS)
   19.3± DU/AC (NET)

SITE PLAN

TRIAD PLACE

CITY OF LIVERMORE ALAMEDA COUNTY CALIFORNIA

SCALE: 1" = 60' DATE: SEPTEMBER 2024

0 60 120 180

cbg CIVIL ENGINEERS ▪ SURVEYORS ▪ PLANNERS

SAN RAMON ▪ (925) 866-0322
ROSEVILLE ▪ (916) 788-4456
WWW.CBANDG.COM

SHEET NO. C.2 OF 4 SHEETS

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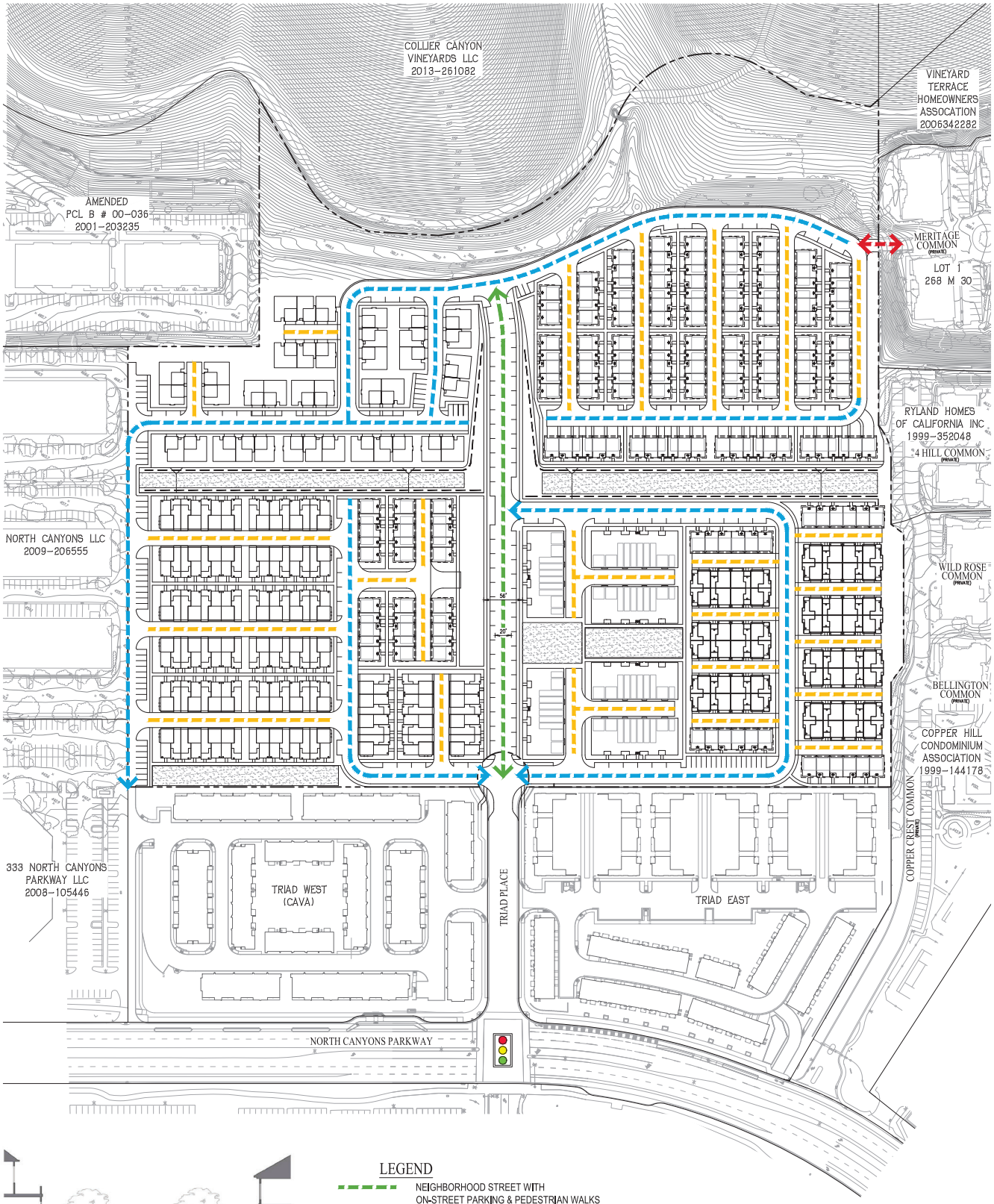
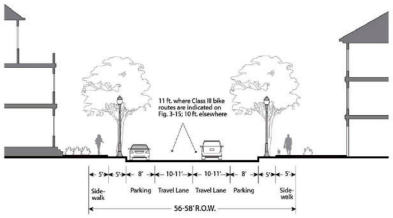
EXHIBIT A





NEIGHBORHOOD STREET
PER ISABEL NEIGHBORHOOD SPECIFIC PLAN
(NOT TO SCALE)

LEGEND

- NEIGHBORHOOD STREET WITH ON-STREET PARKING & PEDESTRIAN WALKS (PER ISABEL NEIGHBORHOOD SPECIFIC PLAN)
- RESIDENTIAL STREET WITH ON-STREET PARKING AND/OR PEDESTRIAN WALKS
- SHARED RESIDENTIAL DRIVE/ALLEY
- EMERGENCY VEHICLE ACCESS (EVA)
- SIGNALIZED INTERSECTION

CIRCULATION PLAN

TRIAD PLACE

CITY OF LIVERMORE ALAMEDA COUNTY CALIFORNIA

SCALE: 1" = 60' DATE: SEPTEMBER 2024

0 60 120 180

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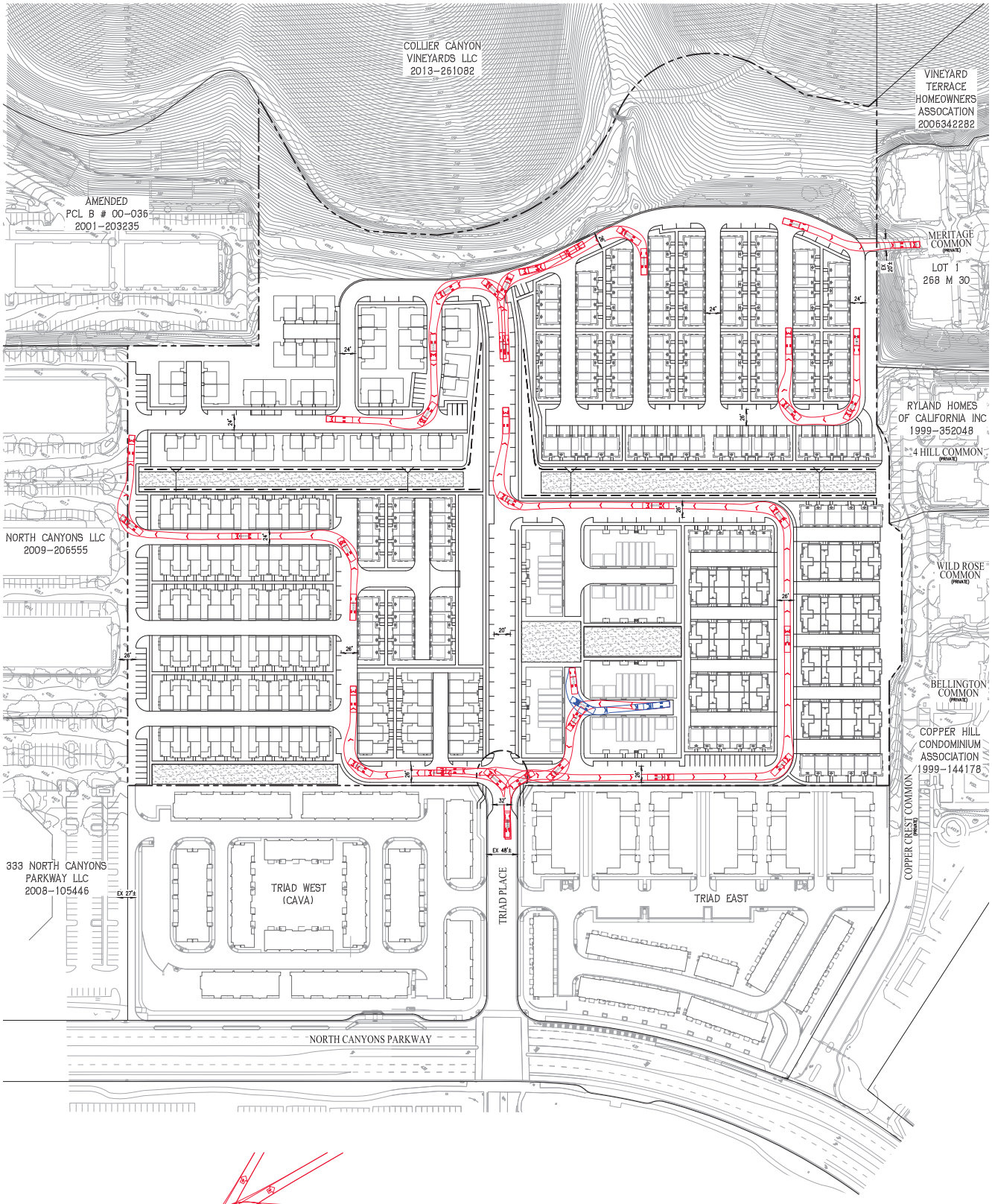
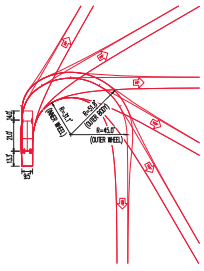
SHEET NO. C.3 OF 4 SHEETS

EXHIBIT A





LIVERMORE - PLESANTON FIRE TRUCK
NOT TO SCALE

FIRE ACCESS PLAN

TRIAD PLACE

CITY OF LIVERMORE ALAMEDA COUNTY CALIFORNIA

SCALE: 1" = 60' DATE: SEPTEMBER 2024

0 60 120 180

cbg CIVIL ENGINEERS ▪ SURVEYORS ▪ PLANNERS
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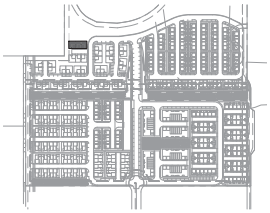
WWW.CBANDG.COM

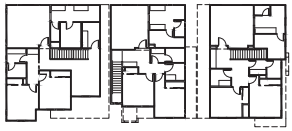
SHEET NO. C.4 OF 4 SHEETS



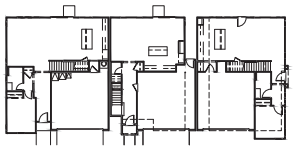


INSP: DG-50 Ground floor residential units facing a street should have an entry that faces the street. Ground floor residential units should be designed such that no more than two units share an entry.





SECOND FLOOR



FIRST FLOOR

INSP: DG-28 Design rooflines with variation in height, massing, shape, and color to intentionally create visual interest and support the overall architectural intent.



INSP: DG-25 Articulate building volumes and surfaces with three-dimensional elements that create a visual play of light and shadow and reduce the apparent bulk of buildings.



INSP: DS-40 Street-facing façades shall include horizontal projections or recesses at least four feet in depth, or two projections or recesses at least 2.5 feet in depth for every 25 horizontal feet of wall.



INSP: DS-26 Buildings shall be built to and oriented such that frontages and entrances are visible and accessible from the public right-of-way, on-site common areas, pedestrian pathways, parks, and/or plazas.



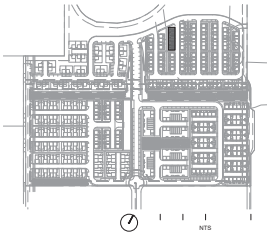
INSP: DS-42 Lower and upper stories shall be separated by horizontal detailing such as an awning, overhang, cornice line, or belt course. Separation shall occur either above the ground floor or second floor.

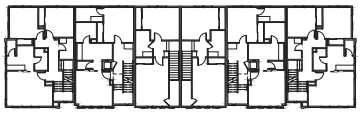


INSP: DS-40 On buildings with two or more stories, the articulated elements should be greater than one story in height and may be grouped rather than evenly spaced. This requirement can be met by building plane changes or projections/recesses.

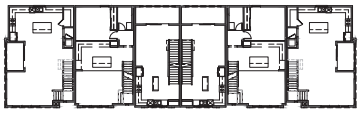


INSP: DS-29 Buildings longer than 100' shall appear visually as separate buildings through massing strategies, materiality and/or variation in colors.





THIRD FLOOR



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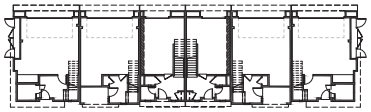


FIRST FLOOR

0 8 16 32 Scale 1" = 16'



INSP: DS-74 The design of townhomes shall be articulated such that individual units are differentiated from each other. Individualization could be achieved through varying setbacks, separate, identifiable roof forms, color/material changes, porch/balcony elements, entry treatments, wall projections, or other techniques.



INSP: DS-42 Lower and upper stories shall be separated by horizontal detailing such as an awning, overhang, cornice line, or belt course. Separation shall occur either above the ground floor or second floor.





INSP: DS-43 All street-facing façades shall include a combination of vertical projections or recesses such as pilasters, porches, decks, bay windows, and entry recesses.



INSP: DG-28 Design rooflines with variation in height, massing, shape, and color to intentionally create visual interest and support the overall architectural intent.

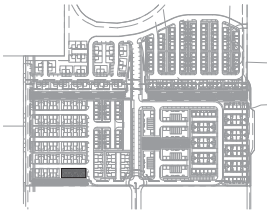
EXHIBIT A

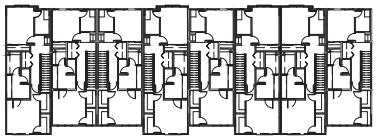


INSP: DS-26 Buildings shall be built to and oriented such that frontages and entrances are visible and accessible from the public right-of-way, on-site common areas, pedestrian pathways, parks, and/or plazas.



INSP: DS-40 Street-facing façades shall include horizontal projections or recesses at least four feet in depth, or two projections or recesses at least 2.5 feet in depth for every 25 horizontal feet of wall.





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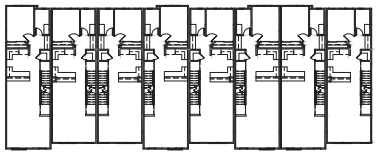

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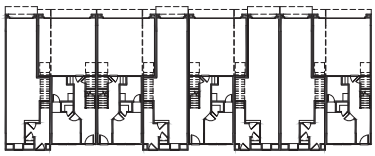

FIRST FLOOR

0 8 16 32 Scale 1" = 16'



INSP: DG-10 Promote activity and visual interest at the ground level by incorporating pedestrian-scale amenities, landscaping, and public open space into the site plan and building design.



INSP: DS-43 All street-facing façades shall include a combination of vertical projections or recesses such as pilasters, porches, decks, bay windows, and entry recesses.





INSP: DS-30 Development shall include a variety of architectural styles, emphasizing contemporary designs and building materials. Materials shall generally include: stone, stucco, brick, tile, wood, glass, metal, and other durable quality materials.



INSP: DG-28 Design rooflines with variation in height, massing, shape, and color to intentionally create visual interest and support the overall architectural intent.



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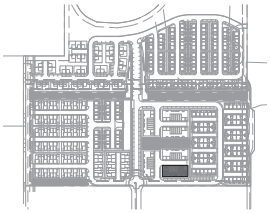
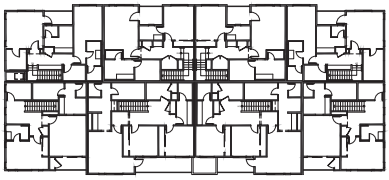
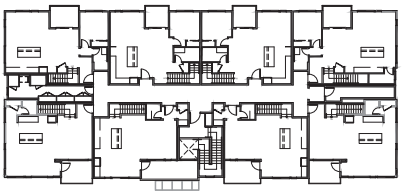
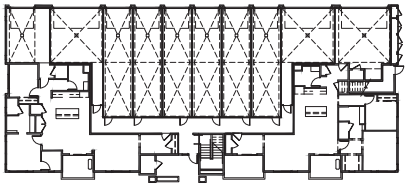


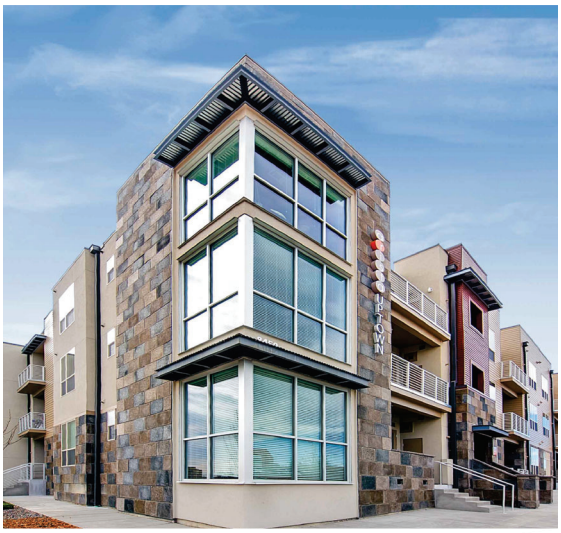








INSP: DG-25 Articulate building volumes and surfaces with three-dimensional elements that create a visual play of light and shadow and reduce the apparent bulk of buildings.



INSP: DS-30 Development shall include a variety of architectural styles, emphasizing contemporary designs and building materials. Materials shall generally include: stone, stucco, brick, tile, wood, glass, metal, and other durable quality materials.



INSP: DS-29 Buildings longer than 100' shall appear visually as separate buildings through massing strategies, materiality and/or variation in colors.(All stack flat buildings shall be 3 story high)



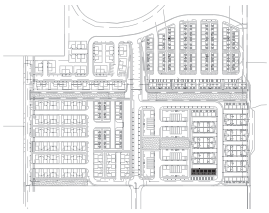
INSP: DG-26 Employ variations in building and roof heights, façade plane changes, roof styles, architectural details, colors, and materials. Use these elements in a mutually reinforcing manner to break up the appearance of large buildings as viewed from nearby

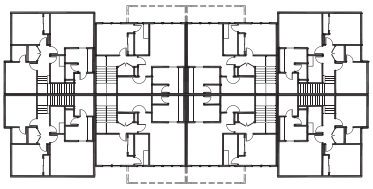


INSP: DG-25 Articulate building volumes and surfaces with three-dimensional elements that create a visual play of light and shadow and reduce the apparent bulk of buildings.

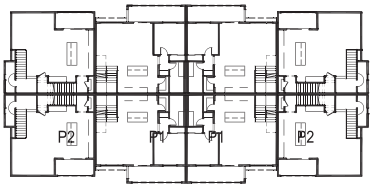


INSP: DS-42 Lower and upper stories shall be separated by horizontal detailing such as an awning, overhang, cornice line, or belt course. Separation shall occur either above the ground floor or second floor.

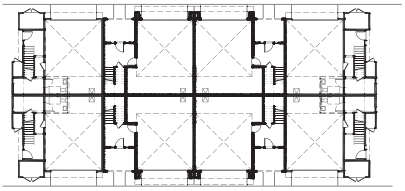




THIRD FLOOR



SECOND FLOOR



FIRST FLOOR

0 8 16 32 Scale 1" = 16'



INSP: DS-41 Building volumes on the same block shall exhibit variation in height and massing, particularly between adjacent buildings, such that there is a difference of at least one story between the tallest and the shortest building volume.



INSP: DG-49 Articulate residential ground floor façades and roof forms such that individual residential units are differentiated from each other and from the overall massing of the building with stoops, porches, recessed windows, and/or bay windows.



INSP: DG-26 Employ variations in building and roof heights, façade plane changes, roof styles, architectural details, colors, and materials.



INSP: DS-53 The richest materials shall predominate at the pedestrian level

EXHIBIT A



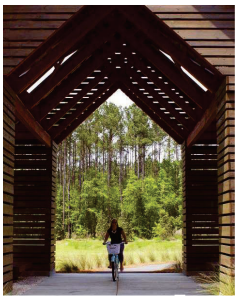










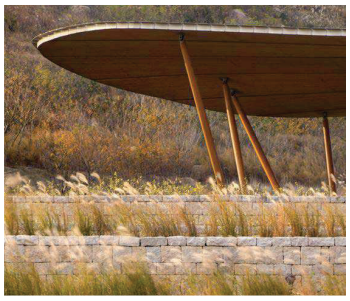








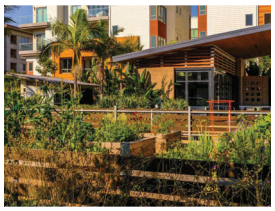
EXHIBIT A



LEGEND

1. Project Entry
2. Neighborhood Park
3. Water Quality Basins
4. Central Parkway
5. Perimeter Buffer
6. Natural Open Sapce
7. Neighboring Vineyard







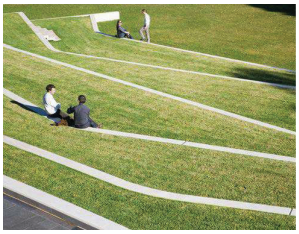


LEGEND

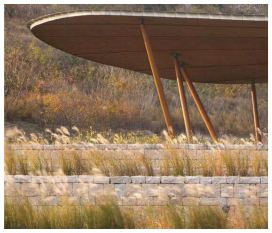
1. Community Garden
2. Pedestrian Crossing
3. Play Area
4. Open Lawn
5. Pavilion Amenity
6. Amphitheater Seating
7. Landscape Buffer
8. Stage w/Shell
9. Plaza
10. Fire Lane

KEYMAP

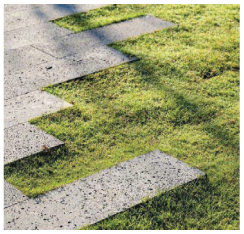














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No. ARE100

Triad Place
Livermore, CA

PARK ENLARGEMENT PLAN

Visioning Concept
September 20, 2024

Scale: 1" = 20'-0"

L-4

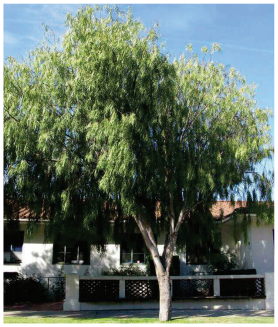
TREE SCHEDULE:

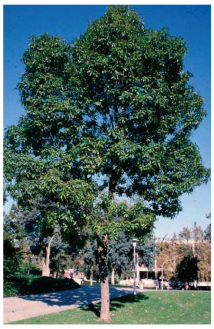
BOTANICAL NAME	COMMON NAME	SIZE	MATURE HT x SPREAD
Arbutus 'Marina'	Marina Strawberry Tree	15 gal min	25' x 30'
Acer platanoides 'Crimson King'	Crimson Maple	15 gal min	30' x 20'
Cercis canadensis	Eastern Redbud	15 gal min	20' x 25'
Geijera parviflora	Australian Willow	15 gal min	30' x 20'
Lagerstroemia indica	Crape Myrtle	15 gal min	25' x 25'
Laurus nobilis	Bay Laurel	15 gal min	20' x 15'
Lophostemon confertus	Brisbane Box	15 gal min	30' x 20'
Magnolia spp.	Magnolia	15 gal min	30' x 25'
Olea spp.	Olive	15 gal min	40' x 40'
Pistacia chinensis	Chinese Pistache	15 gal min	25' x 25'
Platanus acerifolia 'Yarwood'	Sycamore	15 gal min	35' x 35'
Quercus spp.	Oak	15 gal min	40' x 40'
Ulmus parvifolia "Drake"	Drake Chinese Elm	15 gal min	40' x 40'
Zelkova serrata	Japanese Zelkova	15 gal min	30' x 30'

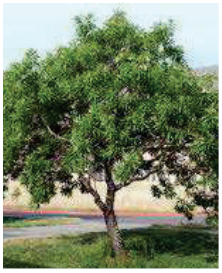
Notes:
1. Plant selection and landscape/irrigation design should comply with the Water Efficient Landscape requirements and ordinances.
2. All irrigation systems shall consist of smart weather-based automatic controllers, flow sensor valves, master control valves and quick coupler valves. All trees shall be irrigated with water-efficient bubblers and zoned separately from shrub/groundcover irrigation. Overhead spray shall be limited, primary used for turf areas, and use water-efficient stream rotating pop-up sprays. Planter areas shall be irrigated with below-grade inline drip irrigation zoned appropriately for shrub/groundcover water-use.
3. California native/drought-tolerant plants shall be used to the maximum extent feasible to minimize the need for irrigation. Where irrigation is necessary, then the system shall be designed and installed to prevent overspray or irrigation runoff during normal operations and during a break in the line.

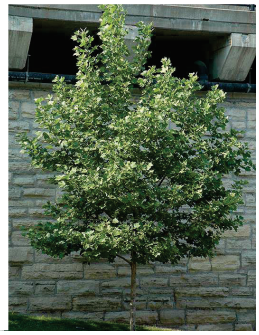















Off site Improvements (Illustrative)

Class 4 Bike Lane

LIVERMORE
CALIFORNIA

PLANNING COMMISSION STAFF REPORT **ITEM NO. 6.1**

DATE: April 1, 2025

TO: Chairperson and Members of the Planning Commission

FROM: Steve Riley, Planning Manager

SUBJECT: 2045 Comprehensive General Plan Update – Policy Topics

RECOMMENDED ACTION

Staff recommends the Planning Commission:

- Receive a presentation on the Land Use Element, Community Identity Element, and Economic Development Element and consider General Plan Advisory Committee (GPAC) feedback on policy options.
- Recommend policy topics for City Council consideration and direction.

SUMMARY

Following the creation of the Draft land use map, the 2045 General Plan Update process has shifted to preparing goals and policies for each General Plan element. Throughout the summer and fall the GPAC provided input on policy options based on topics the Committee identified as important to the community. The Planning Commission has an opportunity to provide feedback on GPAC's work and recommend new topics or themes for consideration in the General Plan Update. The complete set of draft goals and policies will be published as part of the Draft General Plan in late summer/early fall of 2025, which will start the next phase of community outreach and engagement. Staff recommends Planning Commission review, ask questions, and provide recommendations on policy topics for consideration by the City Council.

When review policy options, staff recommends the Planning Commission respond to three basic questions:

1. Language: Is the language of the Policy Examples at the right level of abstraction and consistent with Planning Commission's previous recommendations? (Is the policy written well?)
2. Substance: Does Planning Commission recommend the content or substance of the Policy Examples? Do the examples capture the policy direction that Planning Commission recommends for Livermore? (Is it a good policy for the community?)
3. Themes/Topics: Are there any other topics or themes in these elements or the policy statements

that the Planning Commission thinks is missing or would like to see addressed in the Draft General Plan document?

DISCUSSION

LIVERMORE GENERAL PLAN AND UPDATE PROCESS

The General Plan is the City's long-range policy document for growth, land use, sustainability, and resource and open space conservation. The current planning period for the City's General Plan is 2003-2025. Adopted in 2004, the City's General Plan is nearing the end of its useful life. The traditional planning period for updating the General Plan is 10-20 years. A comprehensive General Plan update is required due to the age of the current document and data that supports it (e.g. traffic and environmental impact studies). Since the last comprehensive General Plan update, many state and regional policies have changed, which can have an influence on local policy. In addition, the comprehensive General Plan update process offers the community and City an opportunity to re-evaluate existing General Plan policies and develop new ones that address shifts in community priorities, technologies, and current land use and real estate market trends.

The General Plan is made up of Elements or Chapters that cover a wide variety of topics and civic functions. Attachment 1 contains a list of the General Plan Elements and the topics they contain.

On March 1, 2021, the City Council selected updating the General Plan as a priority and directed staff to seek consultant assistance and develop a 3-year work program. The work program includes a variety of components including visioning, existing conditions assessment, land use planning, policy development, and environmental impact review. More information on the Update Process can be found at: imaginelivermore2045.org

GOALS AND POLICIES DEVELOPMENT PROCESS

The General Plan Update process is currently focused on goals and policies for all the elements in the City's General Plan Update. The General Plan Update is expected to carry forward the policies in the existing General Plan that are working well for the City. However, there are some important policy topics for which the current General Plan policy language is outdated and no longer responds to current conditions. There are also present-day issues and recent State law requirements that aren't adequately addressed in the General Plan. Attachment 1 provides an annotated outline of the Draft General Plan and the policy topics covered by each element.

To identify and address policy gaps, the General Plan team (City staff and the City's consultant PlaceWorks) is continuing the following process:

- Review existing General Plan goals, objectives, policies, and actions. City staff from all departments have reviewed the existing General Plan goals, policies, and actions and are providing direction on which policies need clarification, improvement, or removal. In addition, the General Plan team will carefully review the goals, objectives, policies, and actions and identify what changes are needed to respond to community input collected throughout the General Plan Update process and State requirements by drawing from best practices used by other California communities. In February 2023, the GPAC conducted a thorough evaluation of the existing General Plan goals and policies by element, provided feedback, and recommended topic areas

the Updated General Plan should consider. In April of 2024, following the Land Use Alternatives Evaluation process, the GPAC reviewed the policy topic list and added to the list of policy topics.

- Draft new and revised goals and policies. The General Plan team has begun preparing preliminary goals and policies for every Element to address policy gaps and respond to community input.

- Collect input and direction on potential goals and policies. The General Plan team shared policy options for specific topics with the GPAC at a series of meetings from July through November 2024. The Planning Commission role is to review GPAC input on policy options and provide recommendations to the City Council. In December 2024, the Planning Commission reviewed and provided policy feedback on the Draft General Plan land use map and the Safety, Open Space and Conservation, and Noise General Plan elements. In February 2025, the Planning Commission discussed and made recommendation on the Infrastructure, Community Services, and Mobility General Plan Elements. The Land Use, Community Identity and Economic Development General Plan Elements are the last three elements for the Commission to consider during this stage in policy review.

- Create Draft General Plan document. The General Plan team will use input received to prepare the Draft General Plan, which will then be circulated for public review. The GPAC, Planning Commission, and City Council will have meetings specifically to review the complete Draft General Plan, including updated policy language. GPAC feedback on the Draft General Plan will be summarized and forwarded to the Planning Commission and City Council. City Council will provide direction on changes to be incorporated into the final General Plan to be considered for adoption.

LAND USE ELEMENT

The Land Use Element plans future physical development of Livermore, which is intended to be a balanced mix of land uses that support diverse job opportunities, social gatherings, community experiences, and housing options while preserving Livermore's agriculture and open spaces. State law requires all General Plans to include a Land Use Element. As required by State law, the Land Use Element contains text and maps that designate the future use and reuse of land within Livermore City limits as well as standards of density and building intensity for the City of Livermore.

This update to the Land Use Element will also need to reflect State laws enacted since the last General Plan Update, including, but not limited to:

- Safety and Environmental Justice bill (SB1000, 2016) requires jurisdictions with disadvantaged communities to incorporate environmental justice policies into their General Plans, either in a separate element or by integrating related goals, policies, and objectives throughout other elements. Livermore does not have any areas that trigger the requirements of SB 1000, but the General Plan will include goals and policies to improve health, services, and infrastructure equitably.

- SB 6 and AB 2011 (2022) allow residential uses on parcels with a commercial land use designation if the parcel meets a variety of specific criteria. This does not require new General Plan policy but is a new aspect of State law that affects land use.

In addition to statutory requirements specific to the land use element, State laws focused on other topics

such as wildfire hazards, floodplain hazards, and wildlife corridors, which also have land use implications. These State requirements will be addressed primarily in the relevant elements, such as the Safety Element and the Open Space and Conservation Element. State law also requires the General Plan to be internally consistent, so the Land Use Element and land use map will need to be consistent with the policies in all other elements.

In 2024, the Planning Commission recommended land use policy frameworks for two focus areas: Midtown Area and the area East of Greenville Road. Attachment 2 presents policy options for Land Use Element topics that the GPAC discussed, including the Midtown and East of Greenville focus areas. The General Plan team received GPAC input on these topics on July 10, 2024, (Attachment 3). (This does not represent the complete set of policy topics that will be covered in the Land Use Element; refer to Attachment 1 for an overview of all topics in the Land Use Element).

COMMUNITY IDENTITY ELEMENT

The Community Identity Element attempts to capture and respond to what makes Livermore a special and welcoming place to live. It will provide policy direction for both natural and human-made features of the local environment, including Scenic Resources and the Scenic Corridor, as well as broader aspects that contribute to how the City is perceived as a unique and welcoming place. As part of the update to this Element, the City will be adding goals and policies that address not only Livermore's physical appearance, but also the people, relationships, and social interactions, that contribute to how it feels to live, work, and recreate in Livermore. The updated element will include new topics with a social focus, such as how the City can enhance community engagement in City governance. Therefore, the General Plan team is recommending that this Element be renamed Community Identity instead of the current Community Character.

State law does not require a Community Identity Element, but some of the topics addressed in this element, such as tribal, cultural, and historic resources, scenic corridors, and the preservation of open space, are required as part of an Open Space element. However, the City will address these issues as part of the Community Identity Element, in addition to the Open Space and Natural Resources Conservation and Land Use Elements, since the City values its agricultural, cultural, historical identity and community character and seeks to preserve it.

Attachment 4 presents policy options for Community Identity Element topics that the GPAC discussed. The General Plan team received GPAC input on these topics on August 14, 2024 (Attachment 5). (This does not represent the complete set of policy topics that will be covered in the Community Identity Element; refer to Attachment 1 for an overview of all topics in the Community Identity Element).

ECONOMIC DEVELOPMENT ELEMENT

The Economic Development Element is a chapter of the General Plan that defines the City's overarching and long-range economic goals through 2045. This element provides policy direction to encourage economic vitality and new businesses attraction that contribute to Livermore's quality of life, sustainability, and fiscal vitality. This element, which is not required by State law, is intended to provide broad policy guidance for economic development and fiscal policy.

Attachment 6 presents policy options for Economic Development Element topics discussed by the GPAC, which primarily focused on the tourism and hospitality sector. The General Plan team received

GPAC input on these topics on November 13, 2024 (Attachment 7). (This does not represent the complete set of policy topics that will be covered in the Economic Development Element; refer to Attachment 1 for an overview of all topics in the Economic Development Element).

PLANNING COMMISSION FEEDBACK

On December 17, 2024, the Planning Commission provided recommendations and feedback on proposed GPAC policy options. Overall, the Planning Commission broadly recommended General Plan policy language for all the elements should remain at a higher level of abstraction and detailed strategies should be incorporated into the appropriate implementation documents (such as the Development Code). The project team drafted example policy language for the Land Use, Community Identity and Economic Development elements, in response to Planning Commission's earlier feedback as shown in Attachment 8.

RECOMMENDATIONS

The role of the Planning Commission is to advise the City Council on the adoption and on-going review of the General Plan and serve as an advisory body to the Council on matters related to city growth and development. Staff recommends the Planning Commission:

- Receive a presentation on the Land Use Element, Community Identity Element, and Economic Development Element and consider General Plan Advisory Committee (GPAC) feedback on policy options.
- Recommend policy topics for City Council consideration and direction.

When review policy options, staff recommends the Planning Commission respond to three basic questions:

1. Language: Is the language of the Policy Examples at the right level of abstraction and consistent with Planning Commission's previous recommendations? (Is the policy written well?)
2. Substance: Does Planning Commission recommend the content or substance of the Policy Examples? Do the examples capture the policy direction that Planning Commission recommends for Livermore? (Is it a good policy for the community?)
3. Themes/Topics: Are there any other topics or themes in these elements or the policy statements that the Planning Commission thinks is missing or would like to see addressed in the Draft General Plan document?

NEXT STEPS

The project team will present the Planning Commission recommendations to the City Council, finalize the policies per Council direction, and incorporate them into the Draft General Plan. The project team anticipates the Draft General Plan being available for community review and input as part of a thorough public engagement campaign in fall of 2025, followed by adoption hearings beginning in Q1 and Q2 2026.

ATTACHMENTS

1. Draft GP Annotated Outline
2. Land Use Policy Options
3. GPAC Input on LU Policy Options
4. Community Identity Policy Options
5. GPAC Input on Community Identity Policy Options
6. Economic Dev Policy Options
7. GPAC Input on ED Policy Options
8. Revised Policy Examples

Prepared by: Andy Ross
Principal Planner

Draft General Plan Annotated Outline

This attachment identifies the topics that will be covered under each General Plan Element. The bulleted list under each numbered topic indicates the proposed policy issues covered by the Element.

Land Use Element (LU)

LU-1 Land Use Designations

LU-2 Balanced and Efficient Use of Land

- Livermore's Unique Qualities
- Range of Land Uses
- Annexation Before Urbanization
- Transit-Supportive Development
- Sustainable Land Use
- Infill Development
- Density and Parking
- Neighborhood Amenities
- Managed Development
- Balanced Development
- Housing Choices
- Context-Sensitive Development
- Respect for Existing Setting
- Climate Resilience
- Green Building

LU-3 Urban Growth Boundary

- Permanent Urban Growth Boundary
- No Urban Uses Outside UGB
- Urban Services and the UGB
- Compatible Uses
- South Livermore Open Space Buffer
- Amendments

LU-4 Residential Land Uses

- Range of Housing Types
- Residential Density
- Maximizing Density
- Multi-Family Designations
- Complete and Walkable Neighborhoods
- Integrated Services
- Safe and Sanitary Homes

LU-5 Mixed Use

- Mixed Use Near Transit
- Residential in Mixed Use
- Mixed Use Along Arterials

LU-6 Commercial Land Uses

- Commercial Land Preservation
- Neighborhood Shopping Centers
- Highway Commercial Development
- Strip Commercial Development
- Lodging

LU-7 Industrial Land Uses

- Industrial Land Preservation
- Employment Impact Evaluation
- Industrial Area Planning
- Industrial Location
- Urban Services for Industrial Land
- Industrial Park Formation
- Truck Traffic
- Industrial Zoning

LU-8 Agricultural Land Uses

- Land Uses in Alameda County
- Rural Areas
- Agricultural Incentives
- Agricultural Preservation Tools

- Interference with Agriculture
- Right to Farm

LU-9 Public and Quasi-Public Land Uses

- Publicly-Owned Land
- Surplus Land
- Right of First Refusal
- Public Uses
- Support for Housing
- Gathering Places
- Las Positas Community College
- Appropriate Development
- Airport Land Use Compatibility Plan
- Airport Land Use Commission Review
- City Council Overrule
- Residential Near Airport
- Airport Regulations
- Flight Approach Areas

LU-10 Climate Action and Sustainable Development

- Climate Action Plan Updates
- Climate Action Plan Implementation
- Climate Action Plan Monitoring and Reporting
- Planning for Climate Change
- Impacts of Climate Change
- Climate Action Plan Development Consistency
- Climate Awareness

LU-11 Special Planning Areas

- Range of Uses Downtown
- Primary Local Commercial Area
- Downtown Destinations
- Quality Design Downtown
- Downtown Activities
- Wineries and Wine-Country Uses
- Small-Scale Commercial Uses

- Crop Diversification
- Agricultural Expansion
- Permanent Protections
- Land Trust
- Easement Priorities
- Development Entitlement Consideration
- Williamson Act Contract Termination
- Grading
- Land Dedication
- Tri-Valley Conservancy Funding
- Annexation Criteria
- Cultivated Agriculture
- Urban Development Criteria
- Viticulture Protection
- Transitional Areas
- Agricultural Mitigation Fees
- Transferred Development Overlay District
- Mixed Uses in Midtown
- Distinct and Integrated Neighborhood
- Future Transit Planning
- Midtown Specific Plan
- New Homes in Midtown
- Job Creation in Midtown
- Public Amenities in Midtown
- Landscaped Buffers
- Parking Management
- Mix of Uses in Vasco Row
- Existing Business Retention
- Maker Spaces
- Activities and Events
- Parking
- Multi-Modal Safety
- New Park
- Triggers For Further Study

LU-12 Regional Coordination

- Doolan Canyon-North Livermore
- North of I-580
- South Livermore Valley
- Regional Long-Range Plans
- Plan Bay Area
- Climate Coordination and Cooperation
- Planning Area Applications

LU-13 Implementation

- Commercial and Industrial Land Inventory
- Updates for Consistency
- General Plan EIR
- Tracking Jobs-Housing Balance
- Public Service Capacity

Community Identity Element (CI)

CI-1 Civic Life and Governance

- Safe and Welcoming Community
- Cultural and Community Events
- Community-Based Organization Partnerships
- Community Event Funding
- Accessible Community Spaces
- Natural Features
- Civic Spaces Citywide
- Volunteerism
- Outreach Channels
- CBO Partnerships for Outreach
- Civic and Public Facilities Usage
- Feedback
- Periodic Demographics Review

CI-2 Arts and Culture

- Creative Livermore

- Art Programs
- Art Community
- Art and Parks
- Art Partnerships
- Art and Outreach
- Science in Capital Projects
- Art Implementation
- Livermore Public Arts Program
- Science and Art
- Science in Public Space Design
- Science Museums
- Promotion in Public Events
- City Design Guidelines
- Funding for Science Art
- Farm-to-Table
- Sustainable Agriculture and Food System
- Food Tourism
- Dining and Restaurant Districts

CI-3 Natural Setting

- Protection of Hills
- Alternations to Topography
- View Preservation
- Preservation of Visual Amenities

CI-4 Urban Design

- Design Review
- High-Quality Design
- Context and Character
- Sustainable Design Requirements
- Human-Scaled Design
- Traditional Site Design Elements
- Consistent Lot Coverage
- Regular Property Maintenance
- Ordinances and Standards
- Urban Design Guidelines

- Design Standards Updates
- Street Width Standards Review
- Attractive Street Furniture System
- Landscaped Buffers
- Distinguishable Neighborhood Designs
- Missing Middle Housing Typologies
- Infill Design Integration
- Screening Between Multi-Family and Single-Family Residential
- Gated Communities
- Off-Street Parking
- Visually Unattractive Land Uses
- Transition Design Guidance
- Transect and Transition Zoning
- On-Premise and Off-Premise Signage
- Freeway Signage
- Utility Undergrounding Requirement
- Streets Right-of-Way Acreage
- Public Improvement Standards
- Phased Utility Undergrounding Program
- Focused Commercial Development
- Enhanced Architectural Design
- Aesthetically Pleasing Uses
- El Charro Gateway
- Public Landscape and Sculptures
- Gateways and Areas Map
- City Wayfinding System
- Gateway Design Guidance
- Gateway Strategy
- Utility Undergrounding at Gateways
- Downtown Gateways
- Livermore Laboratory Gateways
- South Livermore Gateways

CI-5 Lighting and Glare

- Nighttime Sky
- Glare from Developments

- Lighting Ordinance

CI-6 Tribal and Archaeological Resources

- Proper Archaeological and Paleontological Process
- Archaeological Surveys
- Construction Work Suspension
- Archaeological Site Preservation and Education
- Native American Consultation
- Historical Resources
- Historic Preservation Program
- Historic Preservation Integration into City Planning
- Community-Significant Resources
- Original Use and Adaptive Re-Use
- City-Owned Historical Resources
- Protection of Downtown Identity
- Historic Preservation through Specific Plans
- Consistency with General Plan
- Historic Preservation in Development Review Processes
- Historic Resources Inventory and Context Statement
- Local Landmarks
- Historic Preservation Professionals
- Historic Design Guidelines
- Historic Preservation Commission Responsibilities
- City Staff Training
- Public Knowledge of Historic Preservation
- Public Education
- School Curricula and Programs
- Historical and Cultural Organizations
- Historical Awards Program
- Plaques and Markers
- Heritage Tourism
- Information for Historical Resources Owners
- Funding for Historical Preservation and Rehabilitation
- State Historical Building Code
- Financial Incentives
- Incentive Programs Information Base

- Variance Incentives
- Certified Local Government
- Mills Act

CI-7 Scenic Resources

- Scenic Resource System
- Preservation of Scenic Resources and Views
- Views of the Valley
- I-580 Scenic Corridor Definition
- Development Compatibility with Scenic Areas
- Continuous Trails
- City Maintenance of Scenic Resources
- South Livermore Visual Quality
- Dedicated Community-Based Organizations
- Scenic Resource Assessment
- Development Standard Amendments
- Scenic Route System
- Bicycling, Hiking, and Riding Trails
- Continuous Scenic Route System
- Scenic Route Links
- Variety of Experiences
- Geographic Distribution
- Coordination of Scenic Routes and Recreation Areas
- County Scenic Routes and Recreational Areas
- Landscape Enhancements
- Seamless Scenic Routes
- Truck Traffic
- Landscape Design along Scenic Routes
- Utility Lines along Scenic Routes
- Utility Line Consolidation
- Protection through Design Review
- Livermore Skyline
- I-580 Scenic Corridor View Angles
- Panoramic Views
- Exceptions and Variances
- Midtown Focus Area Accommodation

- Land Alterations
- Water-Adjacent Developments
- Ridgeline Protection
- Public Trail Easements
- Signage Control
- Scenic Route Policy Responsibilities
- Scenic Route Ownership
- Periodic Review
- Jurisdiction and Agency Cooperation
- Scenic Route Ordinance and Legislation

Mobility Element (MO)

MO-1 Complete Streets

- Complete Streets Approach
- Complete Streets Incorporation
- Context Sensitive Transportation Design
- Complete Streets Project Review
- Complete Streets Exemptions
- Complete Streets Outreach
- Complete Streets Coordination
- Complete Streets Design Standards
- Transportation Network Performance Measures

MO-2 Active Transportation

- Transportation Mode Choice
- Transportation Priorities
- Transportation Demand Management for Existing and New Development
- Active Transportation Plan Funding
- Bicycle/Pedestrian Connectivity
- Mobility Hubs
- Shared Micromobility
- Traffic Signals
- Transportation Demand Management Ordinance
- Active Transportation Plan
- Ridesharing

- Carbon Fee
- ATP Updates
- ATP Alignment
- Trail Right-of-Way Acquisition
- TDM Ordinance

MO-3 Transit

- Local Transit Ridership
- Transit Service
- Transit Infrastructure Improvements
- Valley Link Passenger Rail Service
- Future Transit Use
- Park and Ride Sites
- Transit Stop Location and Amenities
- Transit-Supportive Street Design
- Transit-Supportive Infrastructure
- Regional Transportation Improvements

MO-4 Safe and Efficient Circulation System

- Vision Zero
- Roadway Operations
- Vehicle Level of Service
- Downtown Level of Service Exemption
- North/South I-580 Connections
- Traffic Calming
- Emergency Signal Preemption
- Roadway-Right-of-Way
- Citywide Traffic Model
- Vision Zero Implementation
- Proven Safety Countermeasures
- Speed Limits
- Roadway Linkages
- LOS Improvements
- Neighborhood Traffic Calming Program
- Local Transportation Analysis
- Street Classification Standards

- Transportation Technology Infrastructure
- Coordinated Land Use and Circulation System
- High-Traffic Generating Land Uses
- Cut-Through Traffic
- Roadway System Improvement Considerations
- Residential Traffic
- Rural Roadway Improvements

MO-5 Downtown Circulation

- Pedestrian-oriented Downtown
- Downtown Roadway Priority Users
- Downtown Active Transportation Modes
- Downtown Truck Traffic
- Downtown Speed Limits
- Downtown Street Closures

MO-6 Parking and Curbside Management

- Adequate Parking and Enforcement
- Shared Parking
- Developer Provided Parking
- Off-Street Parking
- Intelligent Curb Use
- Bicycle Parking
- Downtown Valet Bicycle Parking
- Parking Standards
- Maximum Allowed Parking
- Additional Bicycle Parking
- Citywide Parking Policy

MO-7 Air Transportation

- Airport Compatible Land Uses
- Airport Safety
- Residential Uses Near Airport
- Emerging Aviation Technology
- Airport Zoning Districts

MO-8 Goods Movement

- Goods Movement
- Rail Transportation
- Through Truck Traffic
- Railroad-Crossing Safety

MO-9 Emerging Transportation Technology

- Emerging Transportation Technologies
- Mobility Data
- Zero Emission Vehicle Education
- Level 3 EV Chargers
- Umbrella Regulations for Modern Mobility
- Future-Ready Infrastructure
- Intelligent Transportation Systems
- Zero Emission Vehicle Car-share
- Electric Micromobility and Bicycle Chargers

MO-10 Regional Transportation

- Regional Transportation Planning
- Freeway Interchange Improvements
- I-580 HOV/Toll Lanes
- State Route 84 Improvements
- Subregional Arterial Alignments
- Right-of-way Acquisition
- Isabel Avenue Access Points
- SR 84 Driveway Removal
- Isabel Avenue Longitudinal Utilities
- Regional Traffic Congestion
- Transportation Impact Evaluation
- Transportation Air Quality

Housing Element

(updated under a separate timeline)

Infrastructure Element (I)

INF-1 Asset Management

- Asset Management
- General-Funded Infrastructure
- Infrastructure Studies and Master Plans
- Infrastructure Improvement Coordination
- Infrastructure Improvements Outreach
- Infrastructure Development Fees
- Infrastructure Improvement Decision Process

INF-2 Water Supply

- Potable Water
- Water Efficiency
- Water Use Reductions
- Water Conservation Improvements
- Recycled Water
- Reclaimed Water in Pressure Zone 1
- Water Service Connection
- Water Service Area
- Water Availability Development Condition
- UWMP Zone 7 Coordination
- Water Pump Monitoring
- Cal Water Coordination
- On-Site Water Reuse
- Water Infrastructure Budgeting
- Water Conservation Incentives
- Recycled Water Expansion
- Water Conservation Measures

INF-3 Wastewater

- Wastewater System Connections
- Septic Tanks
- Wastewater System Capacity
- Inflow and Infiltration
- Sewer Main Location

- Restaurant Grease Discharge
- Agricultural Wastewater Connections
- Wastewater Pollution Prevention Outreach

INF-4 Stormwater

- Storm Drainage Design
- Storm Drainage Studies
- Impervious Surfaces
- Green Stormwater Infrastructure on City Assets
- Stream Modifications
- Zone 7 Flood Control Coordination
- Storm Drainage Improvements Prioritization
- Stormwater Code Revisions
- Stormwater Maintenance Collaboration

INF-5 Utilities

- Utility Provision
- Utility Expansions
- Wireless Communication Facility Location
- Public Utility Assessment
- Utility Project Review

Public Services Element (PS)

PS-1 Schools

- School District Coordination
- School District Development Review
- School Facility Development
- School Funding
- School Site Location
- Information Sharing
- Student Generation Rates
- General Plan Amendment and School Facilities

PS-2 Childcare

- Childcare Planning

- LARPD Childcare Coordination
- Childcare Colocation
- Childcare Compatibility
- Childcare Facilities in Residential Development
- Employer Provided Childcare
- Childcare to Support Business Attraction
- Childcare and STEAM
- Development Impact on Childcare
- Childcare Incentives
- Childcare Partnerships
- Childcare Support for Low Income Families
- Childcare Site Inventory

PS-3 Solid Waste

- Recyclable Materials
- State Diversion and Recycling Requirements
- State Waste Programs
- Alameda County Measure D
- Waste Management
- Recycled Material City Purchase Procedures
- Waste Bin Storage
- Business Recycling
- Source Reduction and Recycling Programs
- Increased Diversion
- Recycled Material for City Operations
- Recycled Container Enclosures
- LARPD Recycling
- LVJUSD Recycling

PS-4 Healthcare and Healthy Food Access

- Healthcare Facilities
- Social Services
- Mental Health
- Healthy Food Access
- Community Supported Agriculture
- Community Gardens in Residential Development

- Collaborative Community Gardening
- Home Food Production
- Healthy Food Access Regional Coordination
- Healthy Foods at School
- Healthy Food Regulatory Barriers
- Food Production Education Programs
- Affordable Water for Local Food Production
- Tree Replacement for Fruit Trees
- Downtown Farmers Markets
- Food Pantry Locations

PS-5 Libraries

- Library Facilities and Staffing
- Library Services and Programs
- Library Funding
- School District Partnership
- New Branch Library
- Children's Library Resources
- Springtown Library Improvements

PS-6 Seniors and Aging Adults

- Universal Design
- Caregiver Support
- Healthy Aging
- Outreach to Seniors
- Age Friendly Action Plan
- Senior Services

Open Space and Conservation Element (OSC)

OSC-1 Natural Resources and Ecosystems

- Diverse Open Space System
- Greenbelts
- Open Space Public Access
- Open Space Preservation and Restoration
- Open Space Acquisition

- Open Space Easement Designation
- Open Space Preservation Agency Coordination
- Preservation of Natural Amenities
- Conservation Easement Education
- Open Space Acquisition Funding
- Open Space Acquisition Prioritization
- Open Space Easement Monitoring

OSC-2 Biological Resources

- Biodiversity Preservation
- Habitat Restoration
- Stream Setbacks
- Cluster Development
- Habitat Corridor Maintenance
- Wildlife Linkage
- Subsurface Soil Disturbance
- Habitat Mitigation
- Riparian Enhancements
- Existing Native Vegetation
- Biological Resources Mitigation
- Wildlife-Compatible Farm Management Practices
- Wetland and Biological Resources Impact Calculation
- East Alameda Conservation Strategy
- Mitigation Bank and Habitat Corridor Parcel Database
- Alameda County Biological Resources Mapping
- Biological Resource Preservation Grant Funding
- Biological Resource Preservation Agency Coordination

OSC-3 Water Quality and Water Resources Management

- Water Quality
- Waterway Maintenance and Improvement
- Runoff Regulation
- Salt-Loading
- Creek Improvement Grants
- Groundwater Recharge
- Integrated Pest Management

OSC-4 Agricultural Resources

- Farmland Preservation
- Vineyard Expansion
- Diversity of Agricultural Products
- Williamson Act Land Conservation
- Agricultural Soil Preservation
- Agricultural Preservation Agency Coordination
- Agricultural Preservation Funding

OSC-5 Parks and Recreation

- Comprehensive Park and Recreation System
- Park Access
- Park Development Fees
- Park Service Standard
- Park Improvement Prioritization
- Park and Public Facility Co-Location
- Park Improvements Coordination
- Regional Park Development Coordination
- City Park Coordination
- Future Community Park Site
- Park Service Standard Shortfall Projects
- Isabel Neighborhood Park Space
- Recreational and Cultural Facilities and Activities
- Open Space and Trail Access
- Creekside Recreational Opportunities
- Park Water Conservation and Shade Provision
- Park and Trail Master Plan Update
- In-Lieu Park Fee Ordinance
- City Public Facilities Study

OSC-6 Air Quality

- Air Quality CEQA Thresholds of Significance
- Health Risk Assessment
- Odor-Generating Land Uses
- Toxic Air Contaminants Sources
- Construction Air Quality Impacts Reduction

- Refrigerated Trucks
- Development Requirements Near I-580
- Construction Air Pollution Control Plan
- Sensitive Receptors
- Wildfire Health Protection
- Clean Air Center
- Vehicle Emissions Reduction
- Anti-Idling Requirements
- Public Transit Support
- Zero Emission City Equipment
- Privately-Owned Zero Emission Equipment
- Air Filtration Systems
- Low Emission City Vehicles
- Zero Emission Equipment
- Vehicle Trip Reduction Incentives
- Agency Coordination for Dust Control

OSC-7 Energy Conservation and Efficiency

- Climate Action Plan implementation
- Per-Capita Energy Use
- PG&E Grid Resilience
- Renewable Energy
- Renewable Energy for Municipal Facilities
- All Electric Buildings
- Energy Efficient Development Decisions
- Solar Siting
- Energy Reduction Incentives

OSC-8 Mineral Resources

- Mineral Resources Consideration
- Mining Operation
- Mineral Extraction Impact Evaluation
- Mining Reclamation

Noise Element (N)

N-1 Noise Sources

N-2 Noise Exposure Reduction

- Noise Minimization
- Noise Land Use Compatibility
- Noise Measurement Methodology
- Land Use Compatibility Guidelines for Exterior Noise
- Airport Noise Contours
- Exterior and Interior Noise Levels
- Downtown Area Noise Standards
- Isabel Neighborhood Noise Standards
- Construction Noise Minimization
- Site Design Noise Mitigation
- Noise-Sensitive Development
- Noise Mitigation in Permit Review
- Noise Attenuation Measures
- Sound Walls
- Ground Borne Vibrations
- Noise Insulation Materials
- Noise Attenuation Programs

N-3 Transportation Noise

- Federal and State Noise Regulation
- Transportation Noise
- Truck Noise
- Roadway Noise
- Transit System Noise Quantification
- Bus Noise

N-4 Mechanical and Short-term Noise

- Industrial and Commercial Noise
- Short-term Noise Events
- Noise Exemptions
- Noise Ordinance Update

Safety Element (S)

S-1 Emergency and Disaster Preparedness

- Emergency Operations Plan
- Local Hazard Mitigation Plan
- Public Education
- Community Resilience Hubs
- Emergency Communications
- Emergency Alerts
- Natural Hazard Mitigation
- Interjurisdictional Coordination
- Evacuation Route Maintenance
- Evacuation Route Coordination
- Community Emergency Response Team
- Emergency Preparedness
- Emergency Warning Mechanisms
- Evacuation Study
- Evacuation Access
- Evacuation Route Publicity
- Emergency Awareness
- Hazard Risk Information
- Emergency Mock Exercises
- Emergency Preparedness Activities
- Hazard Information
- Resilient Development
- Risk Reduction for Plans
- Risk Reduction for New Development
- Two Evacuation Routes

S-2 Police Service

- Law Enforcement Review
- Law Enforcement Coordination
- Police Department Staffing
- Crime Prevention Information
- Crime Rates
- Crime Prevention Programs

S-3 Urban Fire Protection

- Livermore-Pleasanton Fire Department
- Coordinated Fire Protection
- Fire Fighting Equipment and Staffing
- Mutual Aid Agreements
- Fire Department Performance
- Fire Protection Coordination
- Fire Station Sites
- Fire Apparatus Roadway Access
- Water Supply for Firefighting
- Fire Flows
- Addresses and Signage
- Fire Inspections
- Fire Department Staffing
- Future Fire Station Locations

S-4 Wildfires

- Fire Hazard Mapping
- Fire Hazard Development Review
- Fire Hazard Development Parameters
- Wildfire Hazard Area Development Parameters
- Rebuilding After Wildfire
- Fire Safety Plan
- Wildland-Urban Interface
- PG&E Wildfire Resistant Landscaping
- Wildland-Urban Interface Code
- Wildland-Urban Interface Development Review
- Defensible Space
- Post-wildfire Agricultural Support
- Debris and Brush Clearing

S-5 Seismic and Geologic Hazards

- Geologic Hazard Mapping
- Geotechnical Investigations for Private Development
- New Construction on Faults
- Geotechnical Investigations for Critical Facilities

- Utility Lines Across Faults
- Erosion and Slope Failure
- Erosion Prevention
- Expansive Soils
- High Shrink-Swell Potential Soils
- Registered Geologist
- Setback Requirements
- Unreinforced Masonry Buildings

S-6 Flooding and Inundation

- Floodway Modifications
- Development in Floodplains
- Development in 100-year Flood Zone
- Critical Facility Prohibition in Flood Zone
- Public and Private Services in 100-year Flood Zone
- Essential Facilities
- Storm Drain Blockage
- Flood Emergency Services
- Living Arroyos Program
- Regional Flood Risk Coordination
- Floodproofing Services
- Floodplain Management Training
- Creek Restoration Funding
- Evacuation Plan for Inundation Areas
- Funding for Dam Inspections
- Disaster Relief for Inundation

S-7 Drought

- Rainwater Retention
- Water-efficient Landscaping
- Greywater Systems
- Low Water Agricultural Techniques
- Water Conservation Agency Coordination
- Water Conservation Measures

S-8 Severe Weather and Extreme Temperatures

- Utility Undergrounding Funding
- Cooling Centers
- Energy Reduction Techniques
- Landscaping with Native Vegetation
- Electrical Gride Agency Coordination
- Solar Energy
- Vulnerable Neighborhoods Extreme Heat Risk Reduction
- Cooling Center Promotion
- Public Facility Severe Weather Resiliency
- Extreme Heat Notification Agency Coordination
- Heat-resistant Farming Techniques
- Wellness Checks
- Heat Pumps
- Tree Maintenance
- Extreme Heat Action Plan Coordination
- Mobile Cooling Centers

S-9 Hazardous Materials

- Residual Repositories
- Hazardous Waste Management Facility Location
- Hazardous Materials Transport
- Hazardous Material Transportation Coordination
- Hazardous Waste Emergency Response Plan
- Environmental Investigation
- Hazardous Waste Reduction
- Hazardous Material Release Investigation
- Reuse and Recycling Post-disaster
- Hazardous Material Processing and Siting
- Hazardous Waste Disposal

S-10 Airport Safety

- Development Requirements in Airport Vicinity

Economic Development (ED)

(*under development*)

Community Identity Element Policy Options

1. Environmental Justice and Community Health

California SB 1000, the Planning for Healthy Communities Act, passed in 2016. The law requires that General Plans address environmental justice (EJ) in "disadvantaged communities" (DACs) within the area covered by the General Plan. The current General Plan predates this state requirement and does not have dedicated EJ policies.

The following Imagine Livermore 2045 resources may be useful to support this discussion:

- General Plan Existing Conditions Report: Environmental Justice and Community Health
- Livermore 2022 Climate Action Plan Appendix B: Vulnerability Assessment

Under SB 1000, CalEnviroScreen is one of the most prominent statewide screening tools used to identify disadvantaged communities (DACs) that may have environmental justice issues. CalEnviroScreen combines data on 21 pollution burden and socioeconomic indicators to examine EJ from two primary angles: From an external angle by assessing for environmental factors that can cause pollution burden on a community; and from an internal angle by assessing socioeconomic factors that may make a population in an area more vulnerable to the negative health effects of environmental pollution, such as linguistic isolation or low income. The tool uses these 21 indicators to calculate a cumulative percentile score from 0 to 100, with higher scores being worse. For a Census tract to count as a DAC, it would need to have CalEnviroScreen score of 75 percent or higher.

CalEnviroScreen shows Livermore as a relatively healthy place with low pollution burden scores for many indicators. The General Plan Environmental Justice existing conditions report did not identify a DAC in Livermore as no Census Tract scored above 75 percent. Although Livermore does not meet the requirements to address environmental justice in the General Plan, the City may choose to include policies and actions to reduce pollution exposure and improve public health. These policies may be included in multiple elements in addition to the Land Use Element, including Community Identity, Mobility, Public Services, and Open Space and Natural Resources Conservation. This section focuses on policy options for the Land Use Element.

To address EJ and community health, the General Plan could include all, none, or some of the following options:

A. Requiring or encouraging buffer and barrier requirements for future residential developments within 1,000 feet of I-580.
B. Requiring or encouraging landscaped buffers between residential areas and heavy industrial and/or high impact uses with high levels of heavy truck traffic.
C. Provide City noticing and information materials in multiple languages, including English and Spanish.
D. The City should consider community health issues and impacts for consideration during land use decisions, especially where land use decisions have the potential to cause adverse health effects on residents.
E. Maintain land use designations and regulations that encourage medical facilities and health care providers to locate in the community.

2. Midtown Specific Plan

At their June 10, 2024, meeting, the City Council provided direction to proceed with Midtown as a specific plan area to address Valley Link access, housing unit targets, and neighborhood circulation and services. The General Plan team will prepare a new Midtown Area designation that will guide the preparation of the specific plan. In addition, below is an initial policy framework and options to guide the new Midtown Specific Plan development:

The Midtown Area (MA) would include, at a minimum, the following components:

A. The Midtown Area is intended to create a complete, mixed-use, transit-supportive environment that balances housing, commercial, office, and industrial uses.
B. The Midtown Area will be a complete community that is supportive of, but not reliant upon the development of a future transit station.
C. Land uses, multi-modal mobility, development standards, design requirements, infrastructure and service needs, and other specifications for the Midtown Area will be determined through a specific plan. An adopted Specific Plan is required before approval of new development in this area.
D. The Specific Plan will facilitate the development of between 5,000 to 6,400 new residential units, with the highest densities located closest to the Valley Link station area, transitioning to lower densities farther from the station.
E. The Specific Plan will also address job creation, including desired amounts of Industrial/Office uses including research and development facilities, manufacturing capabilities, and laboratory spaces.

F. The Specific Plan will identify new public amenities including, but not limited to, bicycle and pedestrian facilities; parks, plazas, and greenways; and community services. that support social gatherings and a sense of place.
G. The Midtown Area shall simultaneously be a unique neighborhood distinguished from other districts and be integrated into the larger Livermore community.
H. Landscaped buffers will be provided between existing light industrial uses at the edges of the Specific Plan area.
I. The Specific Plan will establish parking needs and parking management policies in the station area.

General Plan Policies could include all, none, or some of the above. Additionally, GPAC is encouraged to expand and clarify the policy themes presented here.

3. East of Greenville Road Study Area

At their June 10 meeting, the City Council gave direction confirming the Planning Commission's recommended approach to the East of Greenville Road area. Under this direction, the 2045 General Plan will not identify land use designations in the East of Greenville Road area or propose any expansions of the Urban Growth Boundary (which would have to be approved by voters). Instead, the East of Greenville Road area will be included in the 2045 General Plan as a future study area. The General Plan would include policy language identifying the conditions under which to study future land use changes in the future.

Parameters presented by the Planning Commission are:

A. Economic Development: Ability to accommodate additional economic development, adding significant new job-generating uses that could contribute to Livermore's identity.
B. Opportunity for substantial benefits to community: mechanisms to facilitate new infrastructure and financial resources to provide community amenities and additional services, mechanisms to permanently conserve open space and wildlife habitats.
C. Impacts to current land uses: Limited capacity to sustain industrial and commercial development.
D. Opportunity to improve quality of life: Ability to address issues such as jobs housing match or other key indicators that further enhance quality of life for the Livermore Community.

Council has directed the project team to expand these themes to draft policy language. GPAC could provide general feedback to help transform this into policy language as well as suggest any additional parameters. In addition, GPAC has an opportunity to provide input on the elements and components that could be included in a future study of the area.

4. Neighborhood Commercial Centers

As described in the General Plan Economics Existing Condition Report, many of Livermore's older shopping centers with traditional strip mall configurations have been stagnant or declined in use in recent years, reflecting the widespread transition to e-commerce which was accelerated by the COVID-19 pandemic. This presents a challenge and question for how to address the existing neighborhood shopping centers and respond to changing needs and preferences between now and 2045. Neighborhood commercial centers are located closer to residential areas along arterial roadways and typically serve local customers from a smaller, immediate area, as opposed to regional stores that are prize locations along I-580 and serve customers from within and outside of Livermore. Examples of neighborhood commercial centers include the shopping center with Lucky at Holmes Street and Concannon Boulevard; the shopping center at Hillcrest Avenue and East Avenue; and Vasco Plaza along North Vasco Road.

The current General Plan Land Use Element contains Objective LU 1.2, Policy P1 that encourages neighborhood commercial uses to be integrated with public uses in similar areas as comprehensively designed service centers that include public facilities, day care centers, multi-purpose meeting places, health care facilities, housing for the elderly, transportation centers, and schools. It also includes Policy P4 under Objective LU-1.4 that limits neighborhood-serving retail centers to "general use daily service needs, such as grocery stores, informal restaurants, drug stores, salons, and dry cleaners." This specific list of uses may no longer reflect present-day trends in shopping and services.

This General Plan Update can potentially address Livermore's neighborhood commercial centers by supporting existing businesses, transforming them into district or neighborhood nodes, exploring strategies for revitalization, and/or introducing new business types. The General Plan could include all, none, or some of the following options:

A. Establish or work with neighborhood commercial associations or organizations that can be leaders in organizing and implementing transformations to Livermore's neighborhood commercial centers.
B. Redesign and reconfigure neighborhood commercial centers to transition them from auto-oriented commercial strip arrangements to retail nodes with pedestrian-oriented environments, public spaces, and amenities.

C. Explore mixing commercial uses with other types of uses within neighborhood commercial centers, such as light industrial uses (research and development and professional office), civic uses (community centers, performance and artist spaces), employment uses (co-working spaces), and recreational uses (exercise studios) that encourage people to physically spend time in these centers.
D. Encourage agriculture and viticulture and local businesses to have a storefront in these centers.
E. Establish business improvement districts that can help support existing businesses and fund improvements.
F. Conduct a market study specific to the neighborhood commercial centers to determine contemporary parking requirements and feasible new uses.

Summary of GPAC Feedback on the Land Use Policy Options

At the July 10, 2024, General Plan Advisory Committee (GPAC) meeting, the project team gave an overview of policy options for some topics that will be addressed in the Land Use Element. The policy options do not represent the complete set of topics that will be covered in this Element but focus on topics that the GPAC has previously discussed and indicated interest in. The community and GPAC will have the opportunity to review and comment on the complete draft Land Use Element as part of the Draft General Plan, which is anticipated to be published in Summer 2025.

A summary of the GPAC feedback on the policy options is below. The policy option topics included:

- Environmental Justice and Community Health
- Midtown Specific Plan
- East of Greenville Road Study Area
- Neighborhood Commercial Centers

Environmental Justice and Community Health

- Evaluate appropriate buffers or other mitigation for future residential development proximate to I-580. Clarify "require" and "encourage" in Policy Option A.
    - Policy Option A: Requiring or encouraging buffer and barriers for future residential developments within 1,000 feet of I-580.
- Expand Policy Option B to require landscape buffers in higher density residential areas.
    - Policy Option B: Requiring or encouraging landscaped buffers between residential areas and industrial or manufacturing uses and/or businesses with high levels of heavy truck traffic.
- Support for Policy Option E.
    - Policy Option E: Maintain land use designations and regulations that encourage medical facilities and health care providers to locate in the community.
- Include a policy that addresses fire hazard and prevention in the east side of the City as an environmental justice issue.
- Integrate climate action policies throughout the General Plan.
- Provide a city owned community center that provides cooling.

Midtown Specific Plan

- Re-evaluate the distribution of housing in the Midtown area if Valley Link is not extended to this area.
- In Policy Option F, add public art to the new public amenities to be planed for in the Midtown Specific Plan.
    - Policy Option F: The Specific Plan will identify new public amenities including, but not limited to, bicycle and pedestrian facilities; parks, plazas, and greenways; and community services. that support social gatherings and a sense of place.
- Emphasize walkability in the Specific Plan.
- Need to plan for affordable and multi-generational housing.
- Add a new policy that addresses access to healthy food, including farmers markets and pop-up food events in the Specific Plan area.

East of Greenville Road Study Area

- Make each policy more specific and less broad, e.g. specify the benefits to the community.
- Add risk mitigation/conservation to Policy Option B:
    - Opportunity for substantial benefits to community: mechanisms to facilitate new infrastructure and financial resources to provide community amenities additional services, mechanisms to permanently conserve open space and wildlife habitats.
- Add a policy to work with the County to improve enforcement of current regulations.
- Consider adding a policy that addresses permanent greenbelt on the eastern edge of the city.
- Monitor and report on the inventory of available commercial and industrial land within the city. Summarize what is available and what is the projected need.
- Consider whether housing should be included in East of Greenville Study as an ancillary use as part of a research facilities or in support of the National Laboratories.

Neighborhood Commercial Centers

- Add shopping center owners to Policy Option A:
    - Policy Option A: Establish or work with neighborhood commercial associations or organizations that can be leaders in organizing and implementing transformations to Livermore's neighborhood commercial centers.
- Balance the considerations of walkability and auto traffic for Policy Option B.
    - Policy Option B: Redesign and reconfigure neighborhood commercial centers to transition them from auto-oriented commercial strip arrangements to retail nodes with pedestrian oriented environments, public spaces, and amenities.
- Maximize parking in the redesign and reconfiguration of neighborhood commercial centers.
- Collaborate with local and state partners for the development of transit-oriented communities, e.g. Livermore Amador Valley Transit Authority (LAVTA).
- Add a policy that addresses food security and equity, e.g. retaining local grocery stores.
- Expand the variety of commercial center uses to include housing.

Community Identity Element Policy Options

The Community Identity Element policy topics for GPAC consideration are:

- Healthy Communities
- Social Resilience
- Gateways
- Land Use and Neighborhood Transitions
- Science and Innovation
- Agriculture and Tourism
- Scenic Corridors

The above Community Identity policy topics have been created based on input previously received from the Committee and ongoing GPAC discussions.

Healthy Communities

The Committee has previously identified Community Health as a topic for consideration in the General Plan Update. Fostering healthy communities and improving public health through the built environment could be an important component of the General Plan Update. The design and pattern of the street network, buildings, public spaces, and transportation networks affect whether residents choose to walk or bike to a destination or play outside.

In addition, the built environment can help reduce the impacts of climate change to public health. As extreme heat events become more prevalent, these weather conditions could lead to increased incidences of heat-related illness among individuals with disabilities or compromised immune systems, children playing outdoors, tourists, farm workers and others working outdoors. The Community Identity Element can promote design solutions that help reduce the risks of extreme temperatures, in alignment with strategies already identified in the City's adopted 2022 Climate Action Plan.

While an important first step will be for the Community Identity Element to establish the high-level policy direction for urban design, the City's Development Code and Design Standards and Guidelines will implement this direction.

The General Plan will also address community health in:

- **Land Use Element**. Providing a land use framework that locates a mix of uses within walking and biking distance and near transit and by limiting exposure of sensitive receptors to air quality impacts.

- **Mobility Element**. Planning a circulation network that enables people of all ages and abilities to travel around the city with a range of mode options (i.e. walking, biking, transit, automobile, etc.).
- **Open Space and Natural Resources Conservation Element**. Fostering an open space and park system that enables residents to enjoy the physical and mental health benefits of the outdoors.
- **Public Services Element**. Supporting access to healthcare, childcare, and healthy food and services for seniors and aging adults.

This General Plan Update can promote community health by supporting urban design solutions that encourage physical activity and reduce the risks of extreme heat. These types of policies would help achieve this type of goal:

Goal: *Cultivate safe, welcoming neighborhoods that support physical activity and a healthy environment for all residents*.

The General Plan could include all, none, or some of the following policy options:

A. **Policy Option A**: Provide public amenities such as benches, seats, water fountains, shady street trees, and landscaping in public spaces. Design and maintain these spaces in a condition that feels safe and inviting and encourages people using the space to linger and enjoy.
B. **Policy Option B:** Provide adequate lighting for streets; parks; recreation facilities; sidewalks; and bike paths to promote their use.
C. **Policy Option C:** Prioritize landscape and streetscape improvements in low-income census tracts to enhance urban design and facilitate improved conditions for walking, biking, and socializing.
D. **Policy Option D:** Promote tree planting and the expansion of tree canopies to help shade and cool the community. Focus street tree improvements in areas with vulnerable populations and that have low street tree canopy. This is also a strategy included in the City's 2022 Climate Action Plan.

Social Resilience

Throughout previous discussion, the Committee has stressed the importance of community and have asked to consider ways to foster social interactions and neighborhood support. The built environment can influence the level of social cohesion and connectivity in a community. Neighborhoods that have established community connections are better equipped to respond to natural disasters and climate hazards and monitor community safety. During a disaster, neighborhoods with strong social connections know which households need help (ex. seniors, people with disabilities, etc.)

which can reduce the risk of serious injury and death. The General Plan Update can help support social resilience and cohesion through the built environment and by supporting programs that encourage community building. These types of policies would help achieve this type of goal:

Goal: *Strengthen community connections and build social resilience to limit the impacts of natural disasters and climate hazards*.

The General Plan could include all, none, or some of the following options:

A. **Policy Option A:** Promote the creation of community focal points and gathering places.
B. **Policy Option B:** Create public plazas with seating, art, and play features near shopping and business districts.
C. **Policy Option C:** Provide functional civic space and well-maintained public amenities near high-volume transit hubs.
D. **Policy Option D:** Discourage features in residential development that can increase social isolation, such as walls and gated single-family neighborhoods.
E. **Policy Option E:** Support and encourage neighborhood events like National Night Out and neighborhood block parties and programs such as Neighbors Helping Neighbors.
F. **Policy Option F:** Promote and raise awareness of community neighborhood groups.
G. **Policy Option G:** Support community-driven/community-led initiatives that work toward building community.
H. **Policy Option H:** As appropriate, make City-owned facilities available to nonprofit civic organizations and neighborhood groups for meetings and events.

Gateways

The GPAC has highlighted the importance of the General Plan supporting Livermore's agricultural industry to reflect Livermore's place in the greater Bay Area wine region, strengthen existing and attract new businesses, and support the expansion of local agritourism. Additionally, the Committee has raised the topic of gateways to help achieve these policy objectives. These objectives will be covered in multiple places in the General Plan including:

- **Land Use Element**. Ensuring the General Plan land use designations permit uses that allow agricultural production and services to support this industry and including policy support to encourage these types of activities.
- **Economic Development Element**. Including policy direction to promote viticulture and foster agritourism as part of a healthy and diverse local economy.

- **Open Space and Natural Resources Conservation Element**. Maintaining and expanding policy direction to conserve agricultural resources outside the Urban Growth Boundary.
- **Infrastructure Element**. Planning for infrastructure improvements to facilitate growth in agriculture and tourism supportive uses.

In prior GPAC discussions, the GPAC suggested that there is a need to establish more prominent gateways to Livermore's wine country. This section will focus on gateways into wine country and South Livermore Valley, define gateways in general, and identify what gateways already exist in Livermore.

Gateway Features

Creating aesthetically pleasing gateways is an important component of urban design and can strengthen community identity of a city, district or specific neighborhood. Gateway features announce to a visitor or resident that they are entering the city or a unique area with specific design, art, and experiences. Features associated with gateways can include signs, structural elements such as towers or fences or walls, trees and landscaping, architecturally significant buildings and natural features. Gateways often feature landmark structures, such as statues, major works of public art, historic buildings, water towers and other easily identifiable features. The City of Livermore has the Citywide Design Standards and Guidelines, which provides guidance on gateways that cover many of the features above.

Existing Livermore Gateways

Downtown has gateways on First Street approaching from both the east and the west. The purpose of the Gateway District in the Downtown Specific Plan is to improve the areas along First Street to the east and west of the Downtown Core as high-quality entry districts that support the revitalization of the Downtown. The Downtown Boulevard Gateway approach from the west utilizes a landscaped boulevard to create a gateway. The Downtown Transit Gateway District is intended to provide an area for transit-oriented development due to the close proximity of the ACE/LAVTA stations, as well as facilitating the transition from traditional suburban neighborhoods to the east into a vibrant mixed-use district in the Downtown Core.



Downtown Boulevard Gateway (from west)



Downtown Transit Gateway (from east)

The South Livermore Valley Specific Plan required entrances into residential communities adjacent to the valley be configured as landscaped rural roads divided by a median in order to consistently establish these treatments as gateways into defined residential neighborhoods.



Rural Entry Road at Ascalano Lane



Rural Entry Road at Bargmann Lane

Gateway Policy Concepts

In addition to public realm design treatments to announce entries into the city and districts, gateways can also be created through various types of private developments. This approach is often employed at transit stations and regional hubs, featuring pedestrian-oriented and transit-oriented development that would be activated by residents, workers, and visitors arriving by transit. The types of development are typically regional serving commercial and employment centers. This concept could be explored around the planned

Valley Link Station in Midtown, which would create a new gateway into the city that is not vehicular based. Similarly, this approach could be used within the Vasco Row area as the new entertainment districts becomes a visitor draw and a gateway into the greater wine region.



Pleasant Hill Transit Village in front of the BART station (image credit: Congress of New Urbanism)

This framework can help organize the various entrances to and from Livermore, with the August 14 GPAC discussion focusing on the last item.

1. Entrances into the City. These are:
    a. From I-580:
        i. Isabel Avenue
        ii. Livermore Avenue
        iii. First Street
        iv. Vasco Road
        v. Greenville Road
    b. From future planned transit stations
        i. Planned Valley Link Station
        ii. Planned ACE Station
    c. From Livermore Municipal Airport
2. Entrances into specific neighborhoods and districts
3. Entrances to and from wine country and South Livermore Valley

A long-term question to consider is if the design treatment and approach for gateways into Livermore wine country could be translated or relate to gateway moments in other parts of the city to help build a holistic gateway series that would be unique to Livermore.

Support for gateways in the General Plan could be located under this type of goal:

Goal: *Maintain and enhance the community character of the city, including the unique interface between wine country and Livermore's neighborhoods and commercial districts*.

The updated Community Identity Element could include policies that do some, none, or all of the following:

A. **Policy Option A:** Identify primary gateways into South Livermore Valley and develop a design for a gateway that reflects the unique qualities of Livermore's wine country that would be built at the gateways.
B. **Policy Option B:** Review and expand Citywide design guidance or develop new design guidelines to ensure developments adjacent to gateways and wine country are designed to reflect the unique character of the valley. Consider expanding this design guidance to apply to other developments across the city to further reinforce the identity of wine country citywide.
C. **Policy Option C:** Develop a wayfinding system throughout the City that can lead residents and visitors of Livermore to South Livermore Valley.

Land Use and Neighborhood Transitions

Throughout GPAC discussions, the Committee has stated the importance of integrating future new development into the existing traditional neighborhoods and expressed an interest in creating seamless transitions. Transitions can help mitigate negative impacts from strong differences in scale, aesthetics, and activities between residential neighborhoods and commercial, industrial, or agricultural areas, or between residential neighborhoods of different densities. The General Plan can set policy guidance for how and where transitions should happen. The focus of the August 14 GPAC meeting is on policy options for the **Community Identity Element.** The GPAC could consider urban design policy solutions for transitions.

Goals and policies related to neighborhood transitions will be covered in multiple places in the General Plan including:

- **Land Use Element**. Ensuring the General Plan land use designations enable a range of densities and uses.

This section discusses policy options that could help facilitate compatible urban design and ensure appropriate transitions to integrate new districts and neighborhoods into the existing Livermore fabric.

There are two approaches to creating transition between different land uses and building types: buffers or separations and gradation.

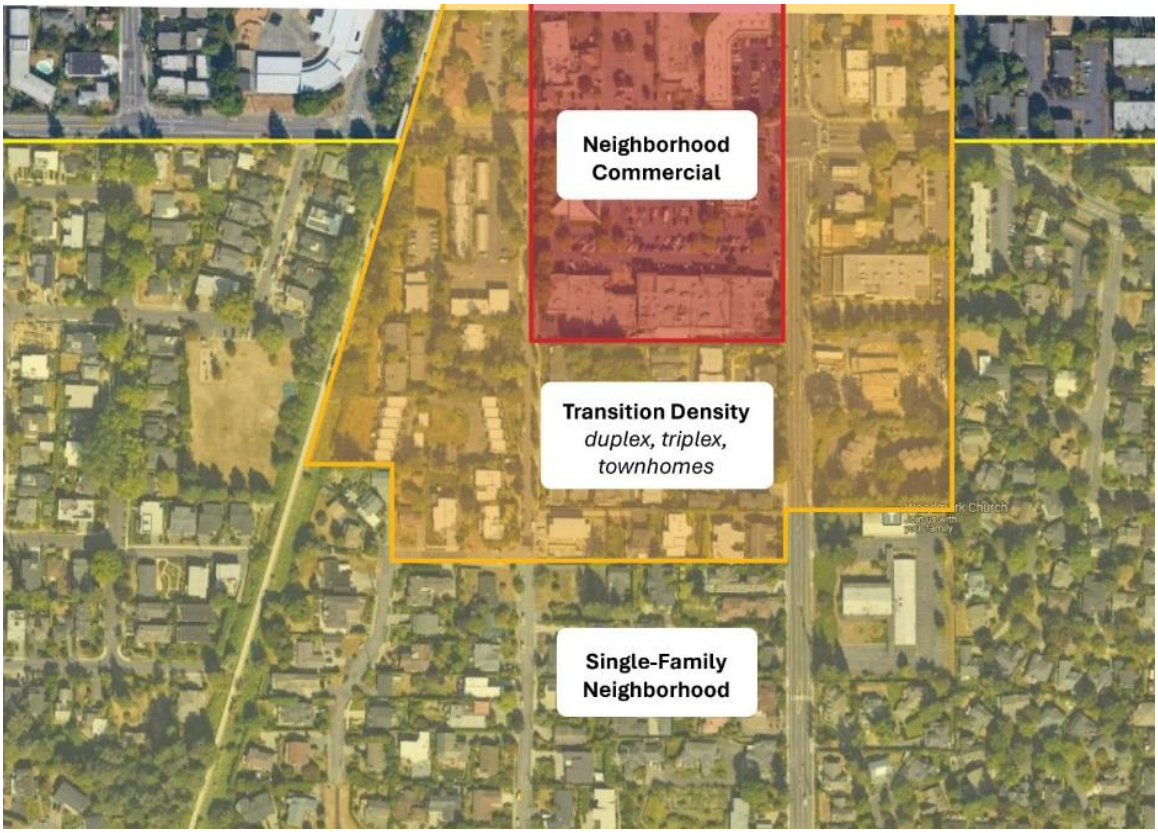
Buffers and Separations

Buffers and physical separation is often used to separate incompatible uses from each other through distance, landforms (ex. arroyos, berms), landscaping, fencing, roadways, setbacks, or a combination. (Buffers are typically mandatory for separating industrial and residential land uses). Using distance and landforms is effective but requires space. Landscape buffers can improve air quality, filter pollutants, be used for recreation, and can be used to screen the views of higher density developments from lower density neighborhoods. Barriers (walls and fences) are useful in mitigating noise or other impacts but can isolate districts from each other.

Transition Areas and Gradation

A transition zone is a tool to help shift between neighborhoods of difference scale, character, and aesthetics through gradation in heights and densities. Transition between high-density residential multistory apartment structures towards single-family neighborhoods could include mid-level attached multifamily residential configurations that accommodate a medium-scale density. These are often categorized as “middle housing”. Examples of middle housing include townhouses, duplexes/multiplexes, courtyard apartments, and carriage apartments. An example of a transition area using middle housing can be seen in the Central Houghton Neighborhood of Kirkland, WA.[1]

[1] https://www.codepublishing.com/WA/Kirkland/html/KirklandCP15B/KirklandCP15B05.html


Neighborhood Commercial
Transition Density
duplex, triplex, townhomes
Single-Family Neighborhood



The General Plan can provide policy guidance for transition areas around existing commercial areas, industrial areas, as well as future industrial, commercial, and high-density residential development. This will be important especially to ensure development in the Focus Areas are compatible with surrounding neighborhoods as well as within.

The City's General Plan and form-based Development Code establish land uses and zoning districts that are intended to create transitions.

In the current General Plan, there is a range of low- to medium-density residential designations that would allow various types of small-scale attached multifamily development, such as the Urban Medium Residential.

The Development Code ensures transition in Downtown through two zoning districts that are intended to blend the scale and activity from the main street environment into the neighborhood. The T4 Main Street-Open allows mixed-use, live-work configurations, and the T4 Neighborhood-Open allows a wide range of middle housing in addition to single-family housing.



Figure 3.1: Example of a Regulating Plan

Outside of Downtown, similar zoning districts establish transitions between residential neighborhoods and commercial areas. The Multifamily Residential zoning district allows a variety of residential configurations to help create a transitional densities and scale. The Professional Office district is used to help create transition between residential and nonresidential uses.

Policy support for land use transitions could be located under this type of goal in the General Plan:

Goal: *Maintain high standards of urban design in Livermore*.

The updated General Plan could do some, none, or all of the following to support neighborhood transitions:

A. **Policy Option A:** Encourage new development between high-density residential and low-density residential neighborhood to provide a graceful transition using attached multifamily housing configurations, including as duplexes, multiplexes, townhouses, courtyard apartments, carriage houses, and bungalow courts.
B. **Policy Option B:** Explore office and employment uses to create transitions between nonresidential and residential uses, such as expanding where live-work is allowed.
C. **Policy Option C:** Review performance and development standards for commercial, office, and industrial lands to ensure they adequately mitigate adverse impacts to residential uses and among each other. Consider establishing objective standards for measuring the efficacy of these standards.
D. **Policy Option D:** Similar to Downtown, update the Development Code to create transect and transition zones between commercial, office, and industrial centers and residential neighborhoods citywide.
E. **Policy Option E:** Formalize the General Plan Neighborhood Mixed-Use land use from its current utilization as a Transfer Development Credit option to be a standalone land use that can be applied to areas of the city where transition and blending of character and activities is necessary.

Science and Innovation

The GPAC has highlighted the importance of emphasizing Livermore as a leader in science and innovation to demonstrate Livermore's contributions to the world, strengthen existing businesses, attract new technology companies, and support economic development. Livermore is known as an important hub for science, technology, and innovation in part due to the presence of Lawrence Livermore National Laboratory and Sandia National Laboratory. Science, technology, and innovation are interrelated fields that can include engineering, research and development, technology, academia, manufacturing and processing, and related uses. Strategies for promoting science and innovation involve creating places that foster collaboration, diversity, and networking. Livermore can also further its identity as a science and innovation city through marketing, education, infrastructure, and attracting and promoting developments.

Goals and policies related to science and innovation will be covered in multiple places in the General Plan including:

- **Land Use Element**. Ensuring the General Plan land use designations and policies allow and encourage space for light industrial, research & development, and office uses.
- **Economic Development.** Incorporating policies to continue to attract and support desired employment and industry sectors. Reflecting the goals and policies in Livermore's 2020-2025 Economic Development Strategic Plan to promote Livermore as a science and innovation city.
- **Infrastructure and Public Services.** Improving infrastructure and public services to serve the specific needs of science and innovation uses.

Policy support for science and innovation in the Community Identity Element could be located under this type of goal in the General Plan:

Goal: *Promote, support, and further establish science and innovation as part of the city's identity.*

The updated General Plan could do some, none, or all of the following:

A. **Policy Option A**: Add a section in the General Plan Community Identity chapter dedicated to Science and Innovation, complete with goals and policies.
B. **Policy Option B:** Promote Livermore as a science and innovation city. Identify further opportunities to incorporate into City branding and marketing.
C. **Policy Option C:** Make the City of Livermore a leading example for science and innovation by employing the latest and most advanced technologies, methods, and practices in its governance, infrastructure, and public services.
D. **Policy Option D:** Identify opportunities to promote Livermore as a science and innovation through major public events. Work with Livermore Valley Arts to promote and support their annual Livermore Innovation Fair and other events that celebrate Livermore's science and innovation center. Work with Las Positas College to promote and support their annual LLNL/LPC Science & Engineering Seminar Series.
E. **Policy Option E:** Work with the Las Positas College and Livermore Valley Joint Unified School District to coordinate and ensure educational opportunities and growth in the fields of science, engineering, technology, and related fields. Work with them to ensure career pathways into these fields are clear and well resourced.
F. **Policy Option F:** Promote and support the Quest Science Center and the Discovery Center of the Lawrence Livermore National Laboratory.
G. **Policy Option G:** Identify ways to celebrate Livermore as a science and innovation city through public art.

Agriculture and Tourism

The GPAC has often highlighted the importance of the General Plan supporting Livermore's agricultural industry to reflect Livermore's place in the greater Bay Area wine region,

strengthen existing and attract new businesses, and support the expansion of local tourism and hospitality sectors. Livermore is known as a premier wine producing region and visitor destination, and viticulture and wine making are traditionally part of Livermore's economy and sense of place. The agricultural heritage of Livermore is an anchor of the city's identity and the present-day tourism industry in the Livermore Valley. The city is framed by award winning wineries, picturesque farmland, and ranches that mirror the valley's rich western heritage. Strategies for promoting viticulture and agritourism could include facilitation of the construction of destination lodging, supporting the expansion and retention of production vineyards, and marketing the region to visitors from across the region, state, and world. Livermore can also further its identity by partnering with local organizations to achieve these ends, including the Tri-Valley Conservancy, the Livermore Valley Wine Community, Visit Tri-Valley, and others.

Goals and policies related to agriculture and tourism will be covered in multiple places in the General Plan including:

- **Land Use Element**. Ensuring the General Plan land use designations and policies allow and encourage space for agricultural and visitor serving uses.
- **Economic Development.** Incorporating policies to continue to attract and support the wine industry and the tourism and hospitality sectors.
- **Infrastructure and Public Services.** Improving infrastructure and public services to serve the specific needs of wine production and visitor serving uses.

Policy support for agriculture and tourism in the Community Identity Element could be located under this type of goal in the General Plan:

Goal: *Continue to promote, support, and further establish agriculture, viticulture, and agritourism as part of the city's identity.*

The updated General Plan could do some, none, or all of the following:

A. **Policy Option A**: Add a section in the General Plan Community Identity chapter dedicated to Agriculture and Tourism, complete with goals and policies.

B. **Policy Option B:** Promote Livermore as an agritourism city. Identify further opportunities to incorporate into City branding and marketing.

C. **Policy Option C:** Make the City of Livermore a leading example for agriculture and tourism by collaborating with industry professionals, Alameda County and conservation organization such as Tri-Valley Conservancy.

D. **Policy Option D:** Identify opportunities to promote Livermore as an agriculture and tourism destination through major public events.

E. **Policy Option E:** Work with Las Positas College and Livermore Valley Joint Unified School District to coordinate and ensure educational opportunities and growth in the fields of agriculture, hospitality, and related fields.

F. **Policy Option F:** Promote and support the Livermore Valley Wine Community, Livermore Downtown Inc, Visit Tri-Valley and trade and visitor organizations.

G. **Policy Option G:** Identify ways to celebrate Livermore as a premier wine region through public art.

Scenic Corridors

The Committee has previously expressed an interest in further exploring the existing General Plan Scenic Corridor policies to more clearly define which visual resources should be preserved, evaluate the impacts of the policies on economic development goals and facilitation of small business, and understand the influence the existing policies have on the GPAC's preferred land use scenario. This policy topic discussion asks the question of how Scenic Corridor goals and policies in the General Plan should be treated in this update. Given the focus of the August 14 GPAC meeting is on policy options for the **Community Identity Element,** the GPAC could provide feedback on whether the Scenic Corridor policies should be modified in the General Plan, and if so, how they should be modified.

Goals and policies related to scenic corridors will be covered in multiple places in the General Plan including:

- **Land Use Element**. Ensuring the General Plan land use designations and developments are consistent with the Scenic Corridor goals and policies.
- **Infrastructure Element.** Ensuring public utilities along scenic routes meet the requirements of Scenic Corridor goals and policies.

The current General Plan identifies scenic routes and has policies regulating developments to protect views of Livermore's surrounding environs and natural features for travelers. Of these routes, I-580 is the most significant scenic route. The General Plan Section C, I-580 Scenic Corridor Implementation of the Community Character Element, organizes I-580 into a series of subsections, each of which has an established view plane for the northbound and southbound directions that development cannot go above.

This policy discussion will focus on whether the Scenic Corridor policies should remain as currently written in the General Plan or modified to achieve other goals. The Committee should consider the following:

- The current Scenic Corridor policies protect and prioritize the views for travelers along I-580. Should the City expand or re-focus the Scenic Corridor policies to identify scenic and visual resources visible from within Livermore itself?
- Future Midtown and Laughlin Road Focus Area Developments: The envisioned land uses for these two focus areas could potentially introduce developments along I-580 that would conflict with the current scenic corridor policies. When the Isabel Neighborhood Specific Plan was created, exemptions for Isabel Neighborhood area were added to the Scenic Corridor policies. Should the City revise the scenic corridor policies or create exemptions to accommodate future development of these two new focus areas?
- The height limitations imposed by the current Scenic Corridor policies have prevented business and development types that the GPAC expressed interest in supporting during the land use alternatives discussions. Should the Scenic Corridor policies be updated to address this?

Policy support for scenic corridors could be located under this type of goal in the General Plan:

Goal: *Protect and enhance public views within and from established scenic routes and corridors, public spaces, and along arroyos and natural areas*.

For this topic, the policy options and ideas are listed in degree of no change to maximum change:

A. **Policy Option A:** Leave the Scenic Corridor goals and policies as is.
B. **Policy Option B:** Review the Scenic Corridor goals and policies and update to accommodate the land uses and development envisioned in the Preferred Land Use Scenario.
C. **Policy Option C:** Reframe the Scenic Corridor goals and policies to be Scenic Resources, expanding to identify and protect scenic and visual resources for Livermore residents and not just travelers.
D. **Policy Option E:** Relocate the Scenic Corridor goals and policies to be a separate regulatory document that is not in the General Plan.

Summary of GPAC Feedback on the Community Identity Policy Options

At the August 14, 2024, General Plan Advisory Committee (GPAC) meeting, the project team gave an overview of policy options for some topics that will be addressed in the Community Identity Element. The policy options do not represent the complete set of topics that will be covered in the Community Identity Element but focus on topics that the GPAC has previously discussed and indicated interest in. The community and GPAC will have the opportunity to review and comment on the complete draft Community Identity Element as part of the Draft General Plan, which is anticipated to be published in Summer 2025.

A summary of the GPAC feedback on the Community Identity Element policy options is below. The policy option topics included:

- Healthy Communities
- Social Resilience
- Gateways
- Land Use and Neighborhood Transitions
- Science and Innovation
- Agriculture and Tourism
- Scenic Corridors

Healthy Communities

- Plan for more shade, bathrooms, and playgrounds in parks and public spaces.
- Focus on wildfire impacts associated with open space. Vineyards can reduce wildfire risks as they provide a natural fire break.
- Ensure adequate emergency vehicle access in new neighborhoods and ingress/egress.
- Healthy communities will require access to a variety of resources.
- Prioritize landscape and streetscape improvements in low-income neighborhoods.
- Encourage healthcare and medical providers to be located throughout the city.
- Encourage integration and social connectivity to help people feel less isolated. Mental and physical health are important.
- Promote arts and cultural events to support mental health.
- Pursue many different outreach channels to connect to the community.

- Take full advantage of community resources currently available like the library, LARPD, etc.

Social Resilience

- Make people aware of community events, using a variety of outreach channels including social media.
- Set aside funding for community events.
- Promote the creation of gathering spaces, both small and large public spaces, especially in multi-family housing settings.
- Social resilience goals and policies should help address variety of challenges other than natural disasters and climate hazards.
- Emphasize that Livermore should be a safe and welcoming community.
- Create spaces where people of different backgrounds can be in the same place and share experiences to encourage social cohesion.

Gateways

- Incorporate gateways throughout the city.
- Integrate aspects of Livermore's community identity in the urban design of all new development.
- Recognize arts and science in gateways, especially on the east side of Livermore nearest the laboratories.
- Reflect the history of the railroad.
- Consider utility undergrounding as one way to "beautify" city gateways.

Land Use and Neighborhood Transitions

- Encourage landscaping buffers to help with land use transitions.
- Improve neighborhood delineation through design features.
- Provide guidance on how to integrate density and different building scales together.
- The topic of land use and neighborhood transitions should address both improving community identity and preventing negative impacts.

Science and Innovation

- Integrate our heritage citywide like Livermorium downtown; murals that include our history; displays that share information about the city's history and/or educational information about science.
- Integrate arts and science throughout the city such as in murals and in parks (e.g. Lawrence Hall of Science has a play structure that is a double helix).
- Connections to history help the next generation be future ready and encourage future innovation.
- Innovation is not only about science. It can also be expressed in all kinds of fields: arts, agriculture, transportation.

Agriculture and Tourism

- Include support for biodiversity to sustain future agricultural production in 40 years.
- Acknowledge other things outside of wine like breweries, farmers markets, and ranching to build Livermore's brand as a food and beverage destination.
- Livermore's identity and tourism economy should highlight: agriculture, technology, maker spaces, craft industries, outdoor recreation, food, and downtown.
- Topography in Livermore is beautiful; especially where the wineries are located.

Scenic Corridors

- The I-580 context has changed, and the Scenic Corridor Policies should be updated to reflect those changes and the community's values.
- Explore scenic corridor policy adjustments to include other areas and not focus solely on views for travelers from I-580 but also the people who live in Livermore.
- Midtown Focus Area will require adjustments to the scenic corridor policy to facilitate the desired outcomes for the area.
- Exceptions to the policies should be offset with high quality architecture and other improvements, such as trees and landscaping treatments, and should only be granted if a project provides specific benefits (ex. job creation, tax revenue, etc.).
- Scenic corridor policies should make Livermore inviting to outside visitors and be integrated with transitions or gateways that market the city.
- Unobstructed views of the hillsides are an asset that makes Livermore distinct from other communities.
- Consider a greenbelt policy that would buffer Livermore from Pleasanton and Dublin.

Economic Development Policy Options

The Economic Development Element policy topics for GPAC consideration are:

- Facilitate an Innovation Economy
- Promote Tourism and the Experience Economy
- Maintain Commercial and Industrial Capacity
- Recruit a Research University

The above Economic Development policy topics have been created based on input previously received from the Committee and ongoing GPAC discussions.

The following resources may be useful to support this discussion:

- 2020-2025 Economic Development Strategic Plan

Facilitate an Innovation Economy

The City's economic development activities are designed to attract new businesses to locate in Livermore and help existing businesses stay and grow in the community. While these activities apply to all industries, the innovation economy garners special attention because it outperforms other industries in three core metrics: job quality, job density, and public revenue. Innovation economy firms tend to have higher rates of productivity, measured in revenue per worker, which is correlated with higher wages. Innovation economy firms also tend to be talent-centric, resulting in more jobs per square foot of real estate than other industries. Finally, while innovation economy firms do not all generate sales tax, they tend to generate above average property tax revenues due to their use of higher value facilities and equipment. Innovation economy firms also tend to operate in "traded sectors," meaning they sell goods and services outside of their local market, which imports wealth and increases local economic resiliency.

Livermore's location within the broader Bay Area innovation economy, coupled with the presence of local economic assets such as Livermore's two national labs and over 16 million square feet of industrial real estate, creates a unique opportunity for Livermore to encourage economic expansion in areas such as energy, biotech, advanced manufacturing and R&D.

There are several ways by which the city may encourage a growing innovation economy, including infrastructure investments, community building, startup support, and promotion of land use planning/entitlements and incentives for desired commercial facilities. The potential new goal and policies below to recruit a research university would also support these efforts.

Goal: *Become a destination for high-growth firms in innovation industries*.

The General Plan could include all, none, or some of the following options:

A. **Policy Option:** Identify and implement opportunity sites within the City and work with landowners to facilitate the development of high-quality commercial facilities.
B. **Policy Option:** Create effective and flexible development regulations and permitting processes that respond to changing market conditions and enable new office/R&D campuses and expansion of existing facilities.
C. **Policy Option:** Prioritize the facilitation of strategic development projects that meet key economic development metrics.
D. **Policy Option E:** Promote Livermore as a business destination through participation in industry conferences and increased marketing, branding, and outreach efforts.

Promote Tourism

Incorporated in 1876 and considered among the oldest wine-growing regions in California, Livermore's identity is deeply rooted in a history which remains essential to the city's quality of life and image today. The community has built on its past with new arts, culture, and leisure offerings that contribute to the desirability of the city and increase economic development potential. Visitors come to Livermore for the vibrant downtown, wine country, events and entertainment, and destination shopping. Continued support for these community assets helps to sustain and grow Livermore's overall desirability and economic competitiveness.

The city may leverage Livermore's downtown district and winegrowing region to increase tourism and enhance recreation and entertainment offerings.

Goal: *Enhance Livermore's tourism economy and increase the number of visits*.

The General Plan could include all, none, or some of the following options:

A. **Policy Option A:** Make proactive efforts to increase the number of hotel rooms or other overnight accommodations, particularly in wine country and Downtown Livermore.
B. **Policy Option B:** Broaden outreach of City-sponsored or supported community events.
C. **Policy Option C:** Initiate or support a branding campaign that highlights Livermore's unique local businesses or promotes wine country agritourism.

D. **Policy Option D:** Attract regional agricultural-related producers (e.g., fresh food, wine producers, brewers) to open brick-and-mortar retail establishments in Livermore.

Commercial and Industrial Sector Capacity

Ensuring capacity for continued growth in commercial and industrial sectors is vital to maintaining a diversity of job types, wages, experiences, and sustainable revenue for the city to deliver core services.

While commercial and industrial uses are essential to the fiscal health of the city, competing goals and obligations and the lack of additional land inventory is creating tension between use types. For example, some existing commercial and industrial land will need to be converted to residential uses in the near term to accommodate the State's requirements to plan for additional housing. It is not yet clear how quickly rezoned commercial and industrial lands will transition to residential uses, but it is reasonable to assume that a transition will happen over time given the positive market conditions for new housing. When that transition does occur, the limited supply of remaining land for commercial and industrial development may present challenges to meeting future economic development goals.

Maintaining a variety of opportunities for new and evolving workspaces, employment centers, workforce housing, and other desired land uses addresses a critical economic development requirement. Through the General Plan (and various Specific Plans), the City seeks to provide land use capacity that encourages desired growth, economic vitality, and community wellbeing.

Goal: *Maintain an adequate supply of commercially and industrially zoned land*.

The General Plan could include all, none, or some of the following options:

A. **Policy Option A:** Pursue new industries and high-growth job sectors to locate in underdeveloped areas of Livermore.

B. **Policy Option B:** Assist existing businesses with relocation elsewhere in the city.

C. **Policy Option C:** Implement special zoning designed to reserve space for businesses that deliver outsized benefits to the community in terms of jobs, revenue, and/or quality of life.

D. **Policy Option D:** Identify sites that have a high potential for redevelopment to a higher value commercial or industrial facility type and work with landowners to facilitate projects.

Recruiting a Research University

The Innovation Tri-Valley 2040 Vision Plan identified attracting "world class talent" as one of the five major themes of the 2040 vision for the Tri-Valley. As part of this theme, the Tri-Valley Vision Plan identifies the need to attract a research university to educate and retain future leaders and to build upon the presence of the Lawrence Livermore National Laboratory and the Sandia National Laboratory. A local research university could help foster local start-ups and applied research opportunities that could turn into innovative products produced locally. The GPAC suggested that a future research university would most logically be in Livermore due to the presence of the National Laboratories. Policy support for recruiting a research university could be located under this type of goal in the General Plan.

Goal: *Foster education opportunities that meet the needs of all ages and skill levels*.

The General Plan could include all, none, or some of the following options:

A. **Policy Option A:** Network with Cal State and University of California administrators to highlight Livermore as a location for a future research university presence.

B. **Policy Option B:** Hire a consultant that promotes Livermore as a location to Cal State, the University of California, and other universities.

C. **Policy Option C:** Continue to plan for a diversity of housing units that meets the needs of all demographics including students and university faculty.

D. **Policy Option D:** Create a list of potential university facility sites in Livermore and identify any infrastructure upgrades needed to support a university presence.

Summary of GPAC Feedback on the Economic Development Policy Options

At the November 13, 2024, General Plan Advisory Committee (GPAC) meeting, the project team gave an overview of policy options for some topics that will be addressed in the Economic Development Element. The policy options do not represent the complete set of topics that will be covered in this Element but focus on topics that the GPAC has previously discussed and indicated interest in. The community and GPAC will have the opportunity to review and comment on the complete draft Economic Development Element as part of the Draft General Plan, which is anticipated to be published in Summer 2025.

A summary of the GPAC feedback on the policy options is below. The policy option topics included:

- Economic Development Element
    - Facilitate an Innovation Economy
    - Promote Tourism and the Experience Economy
    - Maintain Commercial and Industrial Capacity
    - Recruit a Research University

Facilitate an Innovation Economy

- Identify innovation economy opportunity sites within the city.
- Consider expanding opportunity sites to include energy infrastructures for new technologies such as the GoMentum Station in Contra Costa County, a testing facility for autonomous vehicles.

- Revise Policy Option E as:
    - Promote Livermore as a business destination through ~~participation in industry conferences and increased marketing, branding, and outreach efforts~~ developing a brand for the City that will support recruitment by portraying Livermore as a hotbed of innovation.
- Consider specifying the “key economic metrics”: Job density, job diversity quality of life, and other benefits to the city.

Promote Tourism and the Experience Economy

- Include prioritizing building infrastructures in wine country in Policy Option A:
    - Make proactive efforts to increase the number of hotel rooms or other overnight accommodations, particularly in wine country and Downtown Livermore. Prioritize infrastructure to serve these uses.
- Consider splitting Policy Option A into two policies: one policy that addresses hotels in Downtown Livermore and one policy that addresses hotel needs in wine country.
- Expand Policy Option C so that it feels inclusive of a broader range of attractions, such as theater, arts and culture, recreation, and rodeo. Consider replacing "local businesses" with "assets, activities, and events" to become:
    - Initiate or support a branding campaign to attract visitors that highlights Livermore's unique ~~local businesses~~ assets, activities, and events.
- Add a policy about continuing to work with other organizations that promote Livermore tourism such as Visit Tri Valley and Livermore Valley Wine Community.
- Reference recreation and leisure opportunities in surrounding open spaces as an incentive to increase tourism to Livermore in the General Plan.

Maintain Commercial and Industrial Capacity

- Support for keeping Policy Option D "Identify sites that have a high potential for redevelopment to a higher value commercial or industrial facility type and work with landowners to facilitate projects" to align with goals of innovation.

Recruit a Research University

- Delete the term "research" in "research university," and define the type of institution desired (an education institution that offers a 4-year degree, graduate programs, or research campus).
- Consider revising Policy Option A as "Network with Cal State and University of California administrators to highlight Livermore as a location for a future ~~research~~ university presence to stimulate the innovation economy."
- Move the idea of recruiting a university to be located as one of several approaches under the topic of Facilitate an Innovation Economy.

Example Draft Policies Incorporating Planning Commission Feedback

The purpose of this attachment is to illustrate how the General Plan project team interpreted Planning Commission feedback provided at the December 17, 2024, meeting for a sub-set of the policy options related to the following elements:

- Land Use
  - Midtown Specific Plan
  - East of Greenville Road Study Area
- Community Identity
  - Scenic Resources
- Economic Development
  - Tourism and the Experiential Economy

The following items accompany each example policy topic:

1. Original policy options presented to the General Plan Advisory Committee (GPAC).
2. Summary of GPAC feedback on the policy options.
3. Example draft policies that incorporate GPAC and Planning Commission (PC) feedback.

Land Use Element

Midtown Specific Plan

1. Original GPAC Policy Options

The Midtown Area (MA) would include, at a minimum, the following components:

A. Policy Option A: The Midtown Area is intended to create a complete, mixed-use, transit-supportive environment that balances housing, commercial, office, and industrial uses.
B. Policy Option B: The Midtown Area will be a complete community that is supportive of, but not reliant upon the development of a future transit station.
C. Policy Option C: Land uses, multi-modal mobility, development standards, design requirements, infrastructure and service needs, and other specifications for the Midtown Area will be determined through a specific plan. An adopted Specific Plan is required before approval of new development in this area.
D. Policy Option D: The Specific Plan will facilitate the development of between 5,000 to 6,400 new residential units, with the highest densities located closest to the future Valley Link station area, transitioning to lower densities farther from the station.

E. Policy Option E: The Specific Plan will also address job creation, including desired amounts of Industrial/Office uses including research and development facilities, manufacturing capabilities, and laboratory spaces.

2. GPAC Feedback

- Re-evaluate the distribution of housing in the Midtown area if Valley Link is not extended to this area.
- In Policy Option F, add public art to the new public amenities to be planned for in the Midtown Specific Plan.
    - Policy Option F: The Specific Plan will identify new public amenities including, but not limited to, bicycle and pedestrian facilities; parks, plazas, and greenways; and community services. that support social gatherings and a sense of place.
- Emphasize walkability in the Specific Plan.
- Need to plan for affordable and multi-generational housing.
- Add a new policy that addresses access to healthy food, including farmers markets and pop-up food events in the Specific Plan area.

3. Example Draft Policy Incorporating GPAC and PC Feedback to Date

Goal LU-1. Create a Complete Mixed-Use Neighborhood in the Midtown Area (MA).

i. Complete Neighborhood: Create a complete, mixed-use, transit-supportive environment that balances housing, commercial, office, and industrial uses.

ii. Independent: The Midtown Area is supportive of but not reliant upon the development of a future transit station.

iii. Housing Goals: Facilitate the development of between 5,000 to 6,400 new residential units, with the highest densities located closest to the Valley Link station area, transitioning to lower densities farther from the station.

iv. Job Creation: Create job opportunities through Industrial/Office uses including research and development facilities, manufacturing capabilities, and laboratory spaces.

v. Connected: Prioritize pedestrian and bicycle safety and comfort through new infrastructure and urban design considering improved street connectivity in and out of and throughout the neighborhood.

vi. Design: Distinguish Midtown as a unique neighborhood but also integrate Midtown into the larger Livermore community fabric.

East of Greenville Road Study Area

1. Original GPAC Policy Options

The GPAC reviewed the direction provided by the City Council at the June 10, 2024, meeting to include the East off Greenville Road area as a future study area:

A. Economic Development: Ability to accommodate additional economic development, adding significant new job-generating uses that could contribute to Livermore's identity.
B. B. Opportunity for substantial benefits to community: mechanisms to facilitate new infrastructure and financial resources to provide community amenities and additional services, mechanisms to permanently conserve open space and wildlife habitats.
C. Impacts to current land uses: Limited capacity to sustain industrial and commercial development.
D. Opportunity to improve quality of life: Ability to address issues such as jobs housing match or other key indicators that further enhance quality of life for the Livermore Community.

2. GPAC Feedback

- Make each policy more specific and less broad, e.g. specify the benefits to the community.
- Add risk mitigation/conservation to option B:
    - Opportunity for substantial benefits to community: mechanisms to facilitate new infrastructure and financial resources to provide community amenities additional services, mechanisms to permanently conserve open space and wildlife habitats.
- Add a policy to work with the County to improve enforcement of current regulations.
- Consider adding a policy that addresses permanent greenbelt on the eastern edge of the city.
- Monitor and report on the inventory of available commercial and industrial land within the city. Summarize what is available and what is the projected need.
- Consider whether housing should be included in East of Greenville Study as an ancillary use as part of a research facility or in support of the National Laboratories.

3. Staff Example Draft Policy Incorporating GPAC and PC Feedback to Date

General Plan Context

Whether or not to Study the East of Greenville area for future land use changes will require observing changes throughout the community over time. The General Plan will establish policies and procedures to monitor, track, and report Key Performance Indicators, which may be used to initiate the evaluation of opportunities in the East of Greenville area. The Key Performance Indicator findings that could require further study include:

- Housing
    - Ability to meet Regional Housing Needs Assessment (RHNA): The City anticipates significant challenges in meeting RHNA requirements within City limits
- Jobs:
    - Housing Balance and Match indicates a need to expand employment opportunities
    - Density/Quality (Wages: Average Median Income (AMI); Jobs per 10,000 sq feet of nonresidential building types, etc.)
- Economic Capacity:
    - Available Acreage for future uses Needed to Support a Robust Local Economy
    - Vacancy and Occupancy Rates Limit Opportunities for Desirable Business Types
- Fiscal Health
    - Annual costs exceed available revenues
        - Infrastructure Maintenance Costs Exceed Financial Capacity (O&M + R&R)
        - Cost of Services (Police/Fire/Library/Admin) exceeds fiscal capacity
- Quality of Life
    - Opportunity to create significant civic improvements or investments that could benefit the community.
    - Threat to quality of the existing environment through inappropriate use of land

Staff would present monitoring reports to Council (at key intervals yet to be determined) which include some or all these metrics. Reporting would likely correspond with other studies and context information such as the budget cycle, Strategic Plan updates, and/or as part of the eight-year housing element cycles. Based on the results of routine monitoring and diagnostic reporting, staff would make a recommendation whether or not the City should direct staff to study the East of Greenville area.

Additionally, staff would evaluate any unforeseen situation or circumstance, not previously contemplated, that could create an opportunity to address or achieve strategic goals or provide a significant community benefit. Staff would present this information to Council for direction and authorization to proceed with study of the East of Greenville Area.

Study Contents: A future study of the East of Greenville Road could include the following components:

1. Economic Development Evaluation:
    a. Potential for employment types, densities, and quality.
    b. Impacts to economy overall.
2. Fiscal Impact Assessment:
    a. Assessment of the potential revenues derived from property tax, sales tax or other revenue generation compared to the cost of providing municipal services.
    b. Identify infrastructure required to facilitate development and operation of area.
3. Environmental Impacts:
    a. Investigate potential environmental issues such as Greenhouse Gas (GHG) emission, air quality, wildlife habitat, water quality, traffic and noise.
    b. Identify possible avoidance or minimization measures.
4. Growth Management Strategies.
    a. Identify mechanisms to ensure high quality development and influence the nature, scale, location, and timing of new development:
        i. Preserve City Council discretion
        ii. Effectively manage the pace of development to not exceed infrastructure capacity
        iii. Prioritize community benefit opportunities
        iv. Monitor trends and development patterns over time
5. Opportunities and Constraints Analysis:
    a. Identify both the positive aspects (opportunities) and negative limitations (constraints) of a developing the area considering factors like:
        i. physical characteristics
        ii. environmental conditions
        iii. regulations
        iv. market trends
        v. existing infrastructure
    b. Inform decision-making, design development concepts, and next steps.

Policy Language

Goal LU-1 - Identify the area East of Greenville Road as a future study area to accommodate commercial/industrial (non-residential) land use capacity, facilitate job creation, and increase revenue generation.

Policy LU-1.1 Conditions For Further Study. Consider and evaluate potential Urban Growth Boundary (UGB) and land use changes in the area East of Greenville Road under the following circumstances:

- Inability to provide services and maintain City infrastructure.

  Operational challenges and financial shortfalls are identified through the course of regular monitoring and reporting, which could result in the inability to sustain needed revenues to provide municipal services or maintain essential infrastructure.

- Ability to accommodate a balance of Jobs and Housing

  An imbalance of land use types is identified, through regular monitoring and reporting, that limits the City's ability to either:
  1. Accommodate new economic growth through new job-generating uses and/or high sales tax generating uses (high wage and/or high job density)
  2. Achieve RHNA without redesignating other areas of the planning area

- Unforeseen Opportunities to achieve Strategic Goals.

  City identifies a means to achieve a strategic goal or community benefits that could not otherwise achieved, not related to the City's regular monitoring and reporting.

  Strategic Goals includes the City's ability to meet one or more key performance indicators.

  Community Benefits include (but are not limited to):

  - facilitate new infrastructure and financial resources,
  - provide community amenities, (post-secondary educational institution, parks, sports parks, trails, libraries)
  - maintain or improve service levels (tax revenue increase to the general fund or other funding contributions)

  - permanently conserves open space (wildlife, watershed, recreation)
  - investments in Livermore downtown or wine country

- Use of Land inconsistent with City's Goals and Policies

  Through ongoing monitoring, the City determines that territory outside of the UGB is not effectively regulated or managed and/or land is being degraded in a manner inconsistent with Livermore's vision, goals and polices, or in a manner that directly and negatively impacts Livermore Wine Country, the National Laboratories or adjacent Industrial/Business Park uses.

Community Identity Element

Scenic Resources

1. **Original GPAC Policy Options**
   A. Policy Option A: Leave the Scenic Corridor goals and policies as is.
   B. Policy Option B: Review the Scenic Corridor goals and policies and update to accommodate the land uses and development envisioned in the Preferred Land Use Scenario.
   C. Policy Option C: Reframe the Scenic Corridor goals and policies to be Scenic Resources, expanding to identify and protect scenic and visual resources for Livermore residents and not just travelers.
   D. Policy Option D: Relocate the Scenic Corridor goals and policies to be a separate regulatory document that is not in the General Plan.

2. **GPAC Feedback**
   - The I-580 context has changed, and the Scenic Corridor Policies should be updated to reflect those changes and the community's values.
   - Explore scenic corridor policy adjustments to include other areas and not focus solely on views for travelers from I-580 but also the people who live in Livermore.
   - Midtown Focus Area will require adjustments to the scenic corridor policy to facilitate the desired outcomes for the area.
   - Exceptions to the policies should be offset with high quality architecture and other improvements, such as trees and landscaping treatments, and should only be granted if a project provides specific benefits (ex. job creation, tax revenue, etc.).
   - Scenic corridor policies should make Livermore inviting to outside visitors and be integrated with transitions or gateways that market the city.
   - Unobstructed views of the hillsides are an asset that makes Livermore distinct from other communities.

- Consider a greenbelt policy that would buffer Livermore from Pleasanton and Dublin.

1. Staff Example Draft Policy Incorporating GPAC and PC Feedback to Date

Context/Framework:

The current General Plan Scenic Corridor policies contain detailed requirements and specifications, usually found in technical implementation documents. The approach would amend General Plan policy, Zoning Map, and Development Code comprehensively. Simplified Scenic Corridor policies would remain in the General Plan, regulation-oriented language would be relocated and modified into development standards, implemented through the Development Code consistent with GPAC and PC recommendations:

1. **GP Policy**. Consolidate existing General Plan standards and requirements into one Goal with supporting policies.
2. **GP Exhibit**. Create an exhibit illustrating specific scenic resource areas community seeks to preserve, instead of universal restrictions along whole freeway.
3. **Zoning**. Move all standards into Development Code. Instead of view angles, apply height restrictions and design standards in overlay districts.
    a. Apply overlay districts only to those areas that have views of mapped scenic resources.
    b. Include exemptions for these areas to allow for flexibility. Criteria could be economic, community benefit, or feasibility based.

Policy Language:

Goal CI 12.12 Protect scenic views of areas surrounding Livermore.

1. **I-580 Scenic Corridor.** Establish a Scenic Corridor along the length of Interstate 580 that extends 3,500 feet from the freeway centerline. Within the Scenic Corridor area, identify specific and important scenic views and vistas.
2. **Architectural and Landscape Design**. Within the Scenic Corridor area, ensure high quality architectural and landscape design to enhance the Livermore scenic character, preserve and frame identified scenic views, promote compatibility with the natural skyline and create and intriguing and inviting entry into the Community.
3. **Implementation**. Apply specific height, design, and other development standards to maintain views of specific scenic vistas based on context.

Economic Development Element

Tourism and Experiential Economy

1. Original GPAC Policy Options

Goal: *Enhance Livermore's tourism economy and increase the number of visits*.

The General Plan could include all, none, or some of the following options:

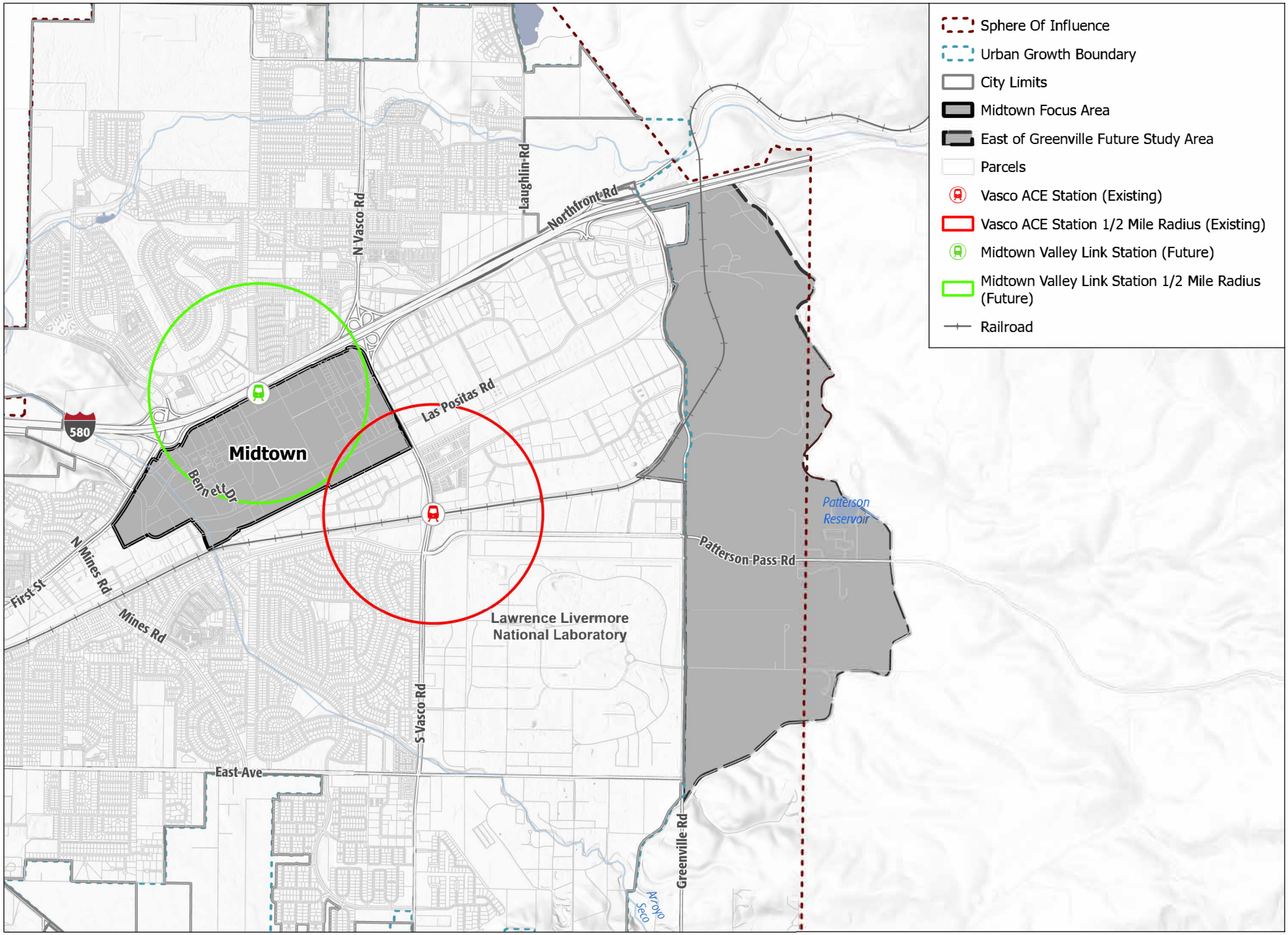
A. Policy Option A: Make proactive efforts to increase the number of hotel rooms or other overnight accommodations, particularly in wine country and Downtown Livermore.
B. Policy Option B: Broaden outreach of City-sponsored or supported community events.
C. Policy Option C: Initiate or support a branding campaign that highlights Livermore's unique local businesses or promotes wine country agritourism.
D. Policy Option D: Attract regional agricultural-related producers (e.g., fresh food, wine producers, brewers) to open brick-and-mortar retail establishments in Livermore.

2. GPAC Feedback

- Include prioritizing building infrastructure in wine country in Policy Option A:
    - Make proactive efforts to increase the number of hotel rooms or other overnight accommodations, particularly in wine country and Downtown Livermore. Prioritize infrastructure to serve these uses.
- Consider splitting Policy Option A into two policies: one policy that addresses hotels in Downtown Livermore and one policy that addresses hotel needs in wine country.
- Expand Policy Option C so that it feels inclusive of a broader range of attractions, such as theater, arts and culture, recreation, and rodeo. Consider replacing "local businesses" with "assets, activities, and events" to become:
    - Initiate or support a branding campaign to attract visitors that highlights Livermore's unique ~~local businesses~~ assets, activities, and events.
- Add a policy about continuing to work with other organizations that promote Livermore tourism such as Visit Tri Valley and Livermore Chamber of Commerce.
- Reference recreation and leisure opportunities in surrounding open spaces as an incentive to increase tourism to Livermore in the General Plan.

3. Example Draft Policy Incorporating GPAC and PC Feedback to Date

i. Collaborate with local community partners to grow the tourism economy in the Livermore Valley.
ii. Facilitate private investment to expand the range of activities, amenities, and overnight accommodations available in the Livermore Valley.
iii. Support local independent businesses that contribute to quality of life and enhance Livermore's desirability as a visitor destination.


Sphere Of Influence
Urban Growth Boundary
City Limits
Midtown Focus Area
East of Greenville Future Study Area
Parcels
Vasco ACE Station (Existing)
Vasco ACE Station 1/2 Mile Radius (Existing)
Midtown Valley Link Station (Future)
Midtown Valley Link Station 1/2 Mile Radius (Future)
Railroad
Midtown
580
Las Positas Rd
Bennett Dr
N Vasco Rd
Laughlin Rd
Northfront Rd
Patterson Reservoir
Patterson Pass Rd
First St
N Mines Rd
Mines Rd
Lawrence Livermore National Laboratory
S Vasco Rd
East Ave
Greenville Rd
Arroyo Seco
0
0.5
1
Miles