LIVERMORE
CALIFORNIA

PLANNING COMMISSION

AGENDA
TUESDAY, DECEMBER 16, 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 Charity 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 Vesting Tentative Tract Map, Site Plan Design Review, and certification of an Environmental Impact Report for the Pacific and Livermore Avenue Townhomes Project, a for-sale 115-unit residential condominium project located at the northeast corner of South Livermore Avenue and Pacific Avenue.

Recommendation:
Staff recommends the Planning Commission adopt Resolutions:

1. Certifying the Final Environmental Impact Report (FEIR) pursuant to the California Environmental Quality Act (CEQA) and directing the Planning Manager to file a Notice of Determination with the Alameda County Clerk;
2. Approving Vesting Tentative Tract Map (VTTM) 8701 - Subdivision (SUB) 23-004; and
3. Approving Site Plan Design Review (SPDR) 23-006.

Staff Report
Attachments:
1. Location Map
2. Staff Analysis
3. Neighborhood Mixed Use Zone
4. Proposed Plan Set

5. Transportation Analysis
6. T4N Zone
7. Letter to Existing Commercial Tenants
8. Resolution - CEQA
9. Exhibit A - Final EIR
10. Exhibit B Pacific and Livermore CEQA Findings
11. Exhibit C - Mitigation Monitoring and Reporting Plan
12. Resolution - Project
13. Exhibit A - Conditions of Approval

6. MATTERS FOR CONSIDERATION

7. MATTERS INITIATED BY PLANNING COMMISSION AND STAFF

8. SUPPLEMENTAL MATERIALS

8.1 Supplemental materials received prior to the meeting.

Staff Report

Attachments:

1. Supplemental Materials

9. ADJOURNMENT

To a regular Planning Commission meeting on Tuesday, January 6, 2025 at 7:00 pm, Civic Center Meeting Hall, City Council Chamber, 1016 S. Livermore Avenue.

10. 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: December 16, 2025

TO: Chairperson and Members of the Planning Commission

FROM: Steve Riley, Planning Manager

SUBJECT: Hearing to consider a request for Vesting Tentative Tract Map, Site Plan Design Review, and certification of an Environmental Impact Report for the Pacific and Livermore Avenue Townhomes Project, a for-sale 115-unit residential condominium project located at the northeast corner of South Livermore Avenue and Pacific Avenue.

RECOMMENDED ACTION

Staff recommends the Planning Commission adopt Resolutions:

1. Certifying the Final Environmental Impact Report (FEIR) pursuant to the California Environmental Quality Act (CEQA) and directing the Planning Manager to file a Notice of Determination with the Alameda County Clerk;
2. Approving Vesting Tentative Tract Map (VTTM) 8701 - Subdivision (SUB) 23-004; and
3. Approving Site Plan Design Review (SPDR) 23-006.

DECISION TYPE

Quasi-judicial

SUMMARY

Swenson Builders submitted a preliminary application to the City of Livermore for the Pacific and Livermore Avenue Townhomes Project (Project) in March of, 2023. The Project consists of the redevelopment of four parcels commonly known as the Livermore Town Center located at the northeast corner of Pacific Avenue and South Livermore Avenue (see location map, Attachment 1). The Project includes the demolition of the two existing commercial buildings and associated landscaping and parking lot. The site would be redeveloped with 115 three- and four-bedroom townhomes spread across 15 two- and three-story buildings, a clubhouse, pool area, and landscaped open space that includes an approximately 8,870 square foot interior park. Seventeen (15%) of the townhomes will be low- and moderate-income units. The proposed project would also include new pedestrian and vehicle access via existing streets, new internal roads, off-street parking spaces including guest, Americans with Disabilities Act, and electric vehicle spaces, a new flashing beacon at the northern crosswalk at Palm Avenue and South Livermore Avenues, improved bicycle lane on South Livermore Avenue, striped parallel public parking to facilitate efficient off-site parking, and a new bus shelter at the existing bus stop on Pacific

Avenue.

The Project requires approval of a Vesting Tentative Tract Map - Subdivision (SUB) 23-004, and a Site Plan Design Review (SPDR) 23-006, and certification of the Final Environmental Impact Report. The site is currently zoned as Neighborhood Mixed Use. The applicant is utilizing the Builder's Remedy provision under the Housing Accountability Act (Government Code Section 65589.5) to waive certain land use requirements and development standards (see further discussion below).

The project does not include a commercial component, which would otherwise be required under the current zoning designation. In addition, the Project will deviate from the height, side street setback, and density requirements. These deviations are allowed by state law under the Builder's Remedy provisions. The Project is subject to the Conditions of Approval (Attachment 13), which addresses infrastructure, design standards, and mitigation measures identified in the FEIR.

DISCUSSION

BACKGROUND

The Project site at the northeast corner of Pacific Avenue and South Livermore Avenue was once a successful shopping center with a Nob Hill grocery store as the anchor tenant. Some tenants remain today, but the center is largely underutilized. The shopping center, known as Vineyard Shopping Center, was built in 1959 with a 17,000 square foot Lucky grocery store as the anchor. The Lucky store closed in 1980 when their new store opened in the downtown between First Street and Railroad Avenue. In 1983, the property owner, Carl N. Swenson, Inc., completely remodeled the center and added 10,000 square feet to accommodate a Nob Hill Grocery store. Nob Hill subsequently added approximately 3,000 square feet to reach the current size of approximately 30,000 square feet. In 2002, Nob Hill moved to its current location at 919 East Stanley Boulevard, and the anchor tenant space has been vacant since. Several of the fifteen smaller tenant spaces adjacent to the former grocery store still have active businesses. On the eastern edge of the existing shopping center is the Bingo Ranch, and on the southeastern corner of the center is the Oak Door lounge and the former Emil Villa's restaurant. The remainder of the site consists of a parking lot with trees in landscaped islands. The westernmost parcel at 900 S. Livermore Avenue was once a Union Service Station that was constructed in 1959. It was demolished in approximately 1988.Three underground storage tanks (USTs) (two 10,000-gallon gasoline tanks and one 500-gallon waste oil tank) were removed from the project site by the early 1990s.

The site was re-designated as Neighborhood Mixed Use in 2003 as part of the adoption of the current 2003-2025 General Plan (this 2003 designation encouraged but did require mixed use - neighborhood commercial combined with residential - on the site). The site was re-zoned in 2010 to a new version of Neighborhood Mixed Use (NMU) (Attachment 3), which requires that once the site is redeveloped, it is required to have a mix of residential and commercial uses. The details of these zones will be explained in the zoning section.

Initial Project Proposal

Swenson Builders, the owner of the four parcels that comprise the entire 6.54-acre site, applied for a mixed-use project in October of 2021. The proposal was for 92 townhomes and flats, and approximately 18,000 square feet of commercial space split between two buildings that would face South Livermore Avenue. The proposed commercial space was less than required of the Neighborhood Mixed Use (NMU)

zone, with the applicant citing that market forces couldn't support more commercial space than the proposed 18,000 square feet. In the fall of 2022, Planning and Economic Development Staff held a meeting with Swenson's team and shared a vision for a wine country gateway commercial theme that featured a small market where residents and visitors could purchase fresh and prepared foods. City Staff expressed the importance that this location was a critical area to provide commercial space for the availability of food due to the existing surrounding neighborhoods. A commercial site anywhere adjacent to the proposed development is currently infeasible as adjacent parcels are not zoned for commercial spaces.

The former proposal had fewer units, commercial space, and no pool. The applicant withdrew their incomplete mixed-use proposal and submitted a new application under the Builder's Remedy section of the Housing Accountability Act in March of 2023. The revised proposal has 23 more units, includes a pool and clubhouse, and no commercial space.

PROJECT DESCRIPTION

The proposed project would result in the demolition of the existing commercial buildings on the project site, and the construction of 15 residential buildings totaling 115 units, pool area and associated pool equipment enclosure, and clubhouse buildings totaling approximately 1,577 square feet, landscaping, paseos, guest parking, and an interior park. The proposed project would also include new frontage improvements such as curb, sidewalk, gutter, and streetlights.

The proposed pool equipment and clubhouse buildings would be located in the center of the project site, directly north of the entrance driveway on Pacific Avenue. Buildings 1 through 15 would consist of 98 townhouses in three-story buildings and 17 townhouses in two-story buildings. The two-story buildings would generally be located along the northern boundary of the project site, and the three-story buildings would be intermixed in the center and along the southern boundary. The proposed two-story townhouse units would include three bedrooms and would be an average of approximately 2,038 square feet in size. Meanwhile, the proposed three-story townhouse units would include four bedrooms and a balcony and would be an average of approximately 2,169 square feet in size. The two-story townhouses would be a maximum of approximately 29 feet 8 inches in height to the top of the roof, and the three-story townhouses would be approximately 36 feet 8 inches in height to the top of the roof

STAFF ANALYSIS

For a complete Staff Analysis, please review the attached Staff Analysis memo (Attachment 2). In the attached analysis, staff concludes by recommending the Planning Commission adopt the resolutions to certify the FEIR and approve the project entitlements.

ENVIRONMENTAL DETERMINATION

A Final Environmental Impact Report (FEIR) has been prepared for the project in accordance with the California Environmental Quality Act (CEQA) (available online at https://www.livermoreca.gov/departments/community-development/planning/environmental-documents); see Notice of Availability of a Final Environmental Impact Report for the Pacific and Livermore Avenue Townhomes Project. The attached Staff Analysis discusses the contents and mitigation measures contained in the FEIR. Staff recommends the Planning Commission certify the FEIR and direct the Planning Manager to file a Notice of Determination with the Alameda County Clerk.

ATTACHMENTS

1. Location Map
2. Staff Analysis
3. Neighborhood Mixed Use Zone
4. Proposed Plan Set
5. Transportation Analysis
6. T4N Zone
7. Letter to Existing Commercial Tenants
8. Resolution - CEQA
9. Exhibit A - Final EIR
10. Exhibit B Pacific and Livermore CEQA Findings
11. Exhibit C - Mitigation Monitoring and Reporting Plan
12. Resolution - Project
13. Exhibit A - Conditions of Approval

Prepared by: Jennifer Ackerman
Associate Planner



Pacific and Livermore Avenue Townhomes Project
Aerial Photograph of the Project Site and Surrounding Land Uses

CITY OF LIVERMORE CALIFORNIA

ATTACHMENT 2

PLANNING COMMISSION MEMORANDUM

TO: Chairperson Fintschenko and Members of the Planning Commission

DATE: December 16, 2025

PREPARED BY: Jennifer Ackerman, Associate Planner

REVIEWED BY: Stephen Riley, Planning Manager

SUBJECT: Staff Analysis: Hearing to consider a request for Vesting Tentative Tract Map, Site Plan Design Review, and certification of a Final Environmental Impact Report for the Pacific and Livermore Avenue Townhomes Project (Project), a for-sale 115-unit residential condominium townhouse project located at the northeast corner of South Livermore Avenue and Pacific Avenue.

STAFF ANALYSIS

REVIEW PROCESS

The Planning Commission's role in reviewing the Project is to hear public testimony, review the record evidence, and make the findings for the following:

- Certification of the Final Environmental Impact Report (EIR). As the Lead Agency, the City determined that the preparation of an EIR is appropriate for the proposed Project. The EIR has been prepared in accordance with the California Environmental Quality Act (CEQA).

  The Draft EIR evaluated the potential environmental impacts associated with implementation of the Pacific and Livermore Avenue Townhomes Project and is discussed in further detail below and can be found with all other EIR related documents such as the Initial Study, Draft EIR, and Final EIR for this Project on the City's Environmental Documents Website (https://www.livermoreca.gov/departments/community-

development/planning/environmental-documents). See link titled Notice of Availability of Final Environmental Impact Report for Pacific and Livermore Avenue Townhomes.

The EIR concludes that all potential environmental impacts can be mitigated to a less-than-significant level, and the Project will not result in any significant and unavoidable impacts. The Planning Commission's role is to consider the adequacy of the EIR.

- Vesting Tentative Tract Map 8701 - Subdivision (SUB) 23-004.The proposed Vesting Tentative Tract Map will subdivide the Project site to create lots for each building, and lots for the internal private streets, park, and landscaped common open spaces. The map also identifies all necessary public improvements and utility layouts to serve the development. The Planning Commission is asked to review the development plans for General Plan consistency of the subdivision and make the findings for approval.

- Site Plan Design Review (SPDR) 23-006. The SPDR is for the review of the proposed site design, building layout, architecture, and landscape. The Planning Commission is asked to review the development plans and related discussions in the report and make the findings for approval.

Housing Accountability Act and Builder's Remedy

The proposed Project is a residential development consisting of 115 townhome units on a 6.54-acre site, located on a site designated for mixed-use development under the City's General Plan. Swenson Builders (he "Applicant") submitted a preliminary application for the Project during a period when the City did not have a Housing Element that had been found by the California Department of Housing and Community Development (HCD) to be in substantial compliance with State law. Accordingly, the Project is subject to the "Builder's Remedy" provision of the Housing Accountability Act. Although the City was actively working towards such certification, the City's Housing Element was not found to be in compliance by HCD until March 24, 2023, after the Applicant's preliminary application was filed. This is the only Builder's Remedy application the City received during that period.

The primary purpose of the Builder's Remedy is to encourage and enforce housing production in California, particularly by holding local jurisdictions accountable for planning for housing. It is a mechanism designed to counteract the housing shortage by addressing local non-compliance with State housing laws.

Under Government Code Section 65589.5(d), when a jurisdiction does not have a substantially compliant Housing Element, a local government may not disapprove a qualifying housing development project, nor may it condition approval in a manner that would reduce the project's density, unless the City makes a written finding, supported by a preponderance of the evidence, that the project would have "specific, adverse impacts upon the public health or safety" that cannot be mitigated. The fact that the project is inconsistent with the General Plan or zoning standards is not a permissible basis for denial under the law.

With respect to the proposed Project, the inconsistencies include:

- The proposed density of approximately 17 dwelling units per acre exceeds the General Plan's allowable range of 12–15 units per acre when developers choose to exceed the baseline density and comply with City's Transferable Development Credit Ordinance.
- The side street setback exceeds the 15-foot maximum by a range of 5-20 feet.
- The height of the buildings exceeds the maximum height permitted under the current T4N zoning.
- Not proposing any of the required retail commercial space in the Project.

However, the City must process the Project notwithstanding these inconsistencies, unless it can make the health and safety impact findings. Also, the Project is subject to the City's design standards in effect at the time of application. The Applicant has worked cooperatively with staff to achieve a high-quality design

PROJECT SITE CONTEXT

The approximately 6.54-acre site is located at 2930 Pacific Avenue in Livermore, Alameda County, California (Assessor's Parcel Numbers [APNs] 98A-412-106-5, 98A-412-106-8, 98A-412-106-3, and 98A-402-106-6). The site is in an area primarily consisting of residential, commercial, and institutional uses. The site is bounded by single-family residential uses to the north, Dolores Street to the east, Pacific Avenue to the south, and South Livermore Avenue to the west.

The generally level Project site is currently developed with two commercial buildings associated with the former Livermore Town Center, totaling approximately 66,330 square feet in size, which are located along the northern and eastern property lines. Since construction in 1959, the existing buildings have been occupied by various commercial uses and are currently occupied by retail, personal service, and restaurant uses. The remainder of the site is covered with surface parking and

ornamental landscaping except for the northwest corner, which is currently a vacant lot that was previously occupied by a gas station that has since been demolished.

Approximately 71 mature trees are planted throughout the site, including in planters within the surface parking lot and along the western, southern, and eastern boundaries of the site. A former gas station operated at the site from approximately 1963 to 1988. Three underground storage tanks (USTs) (two 10,000-gallon gasoline tanks and one 500-gallon waste oil tank) were removed from the site by the early 1990s. The site is also listed on the State Water Resources Control Board (SWRCB) GeoTracker database as a Cleanup Program Site related to a previous dry cleaner use that operated from approximately 1966 to 2010.

The table below summarizes the subject site and adjacent property General Plan land use designations, zoning classifications, and existing land uses:

	General Plan Designation	**Current Zoning Classification**	**Existing Land Use**
Subject Site	Neighborhood Mixed Low Density (NML)	Neighborhood Mixed-Use (NMU)	Existing Neighborhood Commercial Center
North	Urban Medium High Residential (UMH/4.5-6.0 du/ac)	Residential Low Density (R-L)	Single Family Residential
South	Urban High Residential - category 2 (UH-2) 8-14 du/ac, Urban High Residential - Category 4 (UH-4) 18-22 du/ac), and Community Facilities – Civic Center (CF-CC)	Planned Unit Development 153-86; Education and Institution (E)	Single-family Residential, Multi-family Residential, and City Hall offices and Meeting Room
East	Urban High Residential Category 2 (UH-2) 8-14 du/ac	Suburban Multiple Residential – 16 (RG-16)	Multi-family Residential
West	Urban Medium High Residential (UMH) 4.5-6.0 du/ac, and Urban High Residential -Category 2 (UH-2) 8-14 du/ac	T3 Neighborhood Transect Zone (T3N), and Planned Unit Development 153-86	Multi-family Residential, and Single-Family Residential

General Plan

The site has a Neighborhood Mixed Low Density (NML) General Plan designation. The Neighborhood Mixed-Use designations are intended to help improve the pedestrian orientation of Livermore's neighborhoods by providing neighborhood commercial services within walking distance of existing residents and integrating housing with commercial development on a single site (General Plan, p. 3-23). Commercial projects developed wholly or partially with commercial uses must be consistent with the Neighborhood Commercial (CN) General Plan designation. As stated above, the proposed Project exceeds the General Plan residential density range and does not provide the required commercial in the Project. However, the Builder's Remedy provisions of State law prevent the City from relying on these General Plan inconsistencies to deny, reduce the density of, or render infeasible a qualifying housing development project like the one proposed.

Transferable Development Credits

In December 2002, the Livermore City Council adopted the "North Livermore Urban Growth Boundary Initiative" (the Initiative) and incorporated its policies into the General Plan. The purpose of the Initiative is to protect the agricultural land and other valuable open space of North Livermore and other areas adjacent to Livermore from excessive and irremediably harmful development. General Plan Objective LU-9.1 establishes that the City shall have a Transferable Development Credits Program to accomplish the purpose of the Initiative, including creating a mechanism for transferring development credit from North Livermore (TDC Sender Sites) to developable areas (TDC Receiver Sites) within the city.

Parcels designated Neighborhood Mixed-Use are TDC receiving areas. For each TDC Receiver site, the General Plan establishes a baseline designation and an optional residential designation that may be achieved by participating in the TDC Program. The NML site is unique in that it may remain a neighborhood commercial center in compliance with the Neighborhood Commercial (CN) zoning standards or redevelop as a mixed-use site at one of two density ranges. The two density ranges depend on whether the Project uses TDC credits.

The residential baseline density is 2 to 3 dwelling units per acre. Baseline density is the maximum allowable density when developers decline to use the TDC option. However, the density range is 12 to 15 units per acre when developers choose to

exceed the baseline density and comply with the City's TDC Ordinance. Per the TDC Ordinance, the developer must pay for one-half TDC Credit for each market-rate residential unit over the baseline. The developer is proposing a density of 17.58 dwelling units per acre and will pay according to the formula set forth in the Livermore Development Code Section 4.02.06D for TDC in-lieu fees. The Project will generate approximately $646,000 for the City's Open Space Program as a result.

Zoning

The site is in one of two Neighborhood Mixed-Use (NMU) zoning districts (Attachment 3). As mentioned, the NMU allows the existing retail center to continue operating under the Neighborhood Commercial (CN) zoning requirements from the previous Livermore Planning and Zoning Code [Livermore Development Code (Development Code), Section 3.02.040.B.1.a]. As the NMU applicability section in the Development Code explains.

The Project proposes to demolish the entire existing shopping center, thereby eliminating the CN zoning classification. This demolition initiates the change in zoning to NMU. NMU zoning requires the following mix of the T4 (Transect Zones) that are generally located in areas adjacent to the Downtown Specific Plan and have a distinct architecture that characterizes Livermore's historic downtown. Figure 3.1 in Attachment 3 shows an example of a site plan with a mix of the zones.

Historic Status

In compliance with the General Plan Community Character Element Objective CC 3.1, Policy P3, a Historical Resource Evaluation (HRE) was conducted for the proposed commercial buildings on the Project site.

The HRE found that while the buildings are over 50 years old and are associated with Livermore's post-World War II commercial growth, they do not meet the significance criteria for the National Register of Historic Resources (NRHR) or the California Register of Historical Resources (CRHP). Specifically, the buildings were not deemed to possess a high associative stature when compared to similar developments. Furthermore, they were not identified as having an association with significant persons, representing a distinctive architectural type or master's work, or possessing high artistic value. In addition, the buildings are not related to a context, theme, or property type listed in a historic context statement adopted by the City Council.

Consequently, the existing commercial buildings are not considered historic resources based on required findings in Development Code Chapter 9 and demolition of the buildings under the proposed Project will not necessitate a Certificate of Appropriateness for the Project to proceed.

Subdivision/Vesting Tentative Tract Map 8701

Lot Pattern and Residential Condominiums

The proposed Vesting Tentative Tract Map (Map) will subdivide the existing four parcels comprising the 6.54-acre commercial center into 31 total lots, as shown on Sheet TM-2 in the Proposed Plan Set (Attachment 4). Fifteen lots will accommodate the Project's townhome buildings, and 16 lots will be used for Project streets and common areas. The individual residential units will be subdivided as condominiums rather than individual lots. A condominium map will be filed post-entitlement with the California Department of Real Estate pursuant to state standards.

Section 5.01.090 of the Development Code describes the townhouse building type as consisting of structures that contain three or more dwelling units placed side by side. A small yard or adjoining porch or stoop is provided for each unit as private open space. Additionally, the Project includes a common open space to supplement the private open space. The Project meets the open space minimums of the applicable Transect zones as discussed below. This building type provides a higher density unit in a more urban form.

The townhomes include two different building types, each with slightly different footprints. Lots range in dimensions from approximately 46 feet to 47 feet wide by approximately 109 feet to 209 feet deep. The Development Code does not specify a minimum lot square footage for townhomes, but the Project is consistent with the lot dimensions required by Development Code section 5.01.090.

The buildings are arranged to have the front facades facing South Livermore Avenue and Pacific Avenue. This arrangement creates an active street presence, with windows facing the public streets. The buildings on Dolores Street are arranged with the sides facing the street and have a landscape buffer between the buildings and the street. Garages face toward the internal private drives, which minimizes the visual presence of garages on public roadways. This layout meets the Livermore Design Standards and Guidelines (Design Standards) in section C.B.6.2.2.

Staff supports the proposed subdivision lot design and recommends the Planning Commission make the findings for approval in the attached Project Resolution (Attachment 12).

Circulation, Streets, and Traffic

The existing street network of South Livermore Avenue, Pacific Avenue, and Dolores Street will serve the new development. Vehicular access to the Project site would be provided via one driveway along Pacific Avenue and one driveway along Dolores Street. These driveways would provide access to the internal streets that would provide vehicular access to the residential buildings. The existing driveway on South Livermore Avenue would be designed to provide pedestrian access for residents of the Project site from the public sidewalk, and a separate emergency vehicle access driveway would be constructed on South Livermore Avenue at the northwest corner of the site.

The existing left turn lane and on-street parking spaces on South Livermore Avenue would be re-striped to provide a buffer for the existing Class II bike lane (on-roadway, separated (striped) bike lane). An internal network of sidewalks will provide pedestrian access to the front of all units (see Sheet L-15 of Attachment 4). Additionally, two driveways on Dolores Street would be repurposed to provide pedestrian and emergency vehicle access.

A Transportation Analysis (Attachment 5) was prepared for the proposed Project [Hexagon Transportation Consultants, Inc. (January 11, 2024) *2390 Pacific Avenue Transportation Analysis*]. Compared to the commercial center operating at full occupancy, the residential development would generate fewer daily and peak hour trips. Furthermore, under the California Environmental Quality Act (CEQA) standard for Vehicle Miles Traveled (VMT), the Project's VMT per capita (24.43) is below the Alameda County East Planning Area threshold (25.93), resulting in a less than significant VMT impact.

The study evaluated traffic operations under various scenarios, including existing, background, and Cumulative Year 2045 conditions, both with and without the Project. The results for the Intersection Level of Service (LOS) analysis show that all study intersections operate and would continue to operate at an acceptable LOS D or better under all analyzed conditions. This indicates that the Project would not cause any intersection to degrade to an unacceptable LOS (E or F).

Regarding site access and other transportation issues, the site plan is generally found to provide adequate site access and would not have an adverse effect on existing transit, pedestrian, or bicycle facilities. To ensure safety and adequate operations, the traffic consultant provided three recommendations: (1) Install a minimum 25 feet of red curb at both the Pacific Avenue and Dolores Street driveways to ensure adequate sight distance; (2) Include a turnaround space for residential

guests at the end of the parking aisle in the southeast corner; and (3) Review parking stall dimensions by City staff prior to final design [Id., p. iv]. The Subdivision section of this report will detail additional parking requirements.

Alternative Transportation

The City maintains an Active Transportation Plan (ATP) that identifies existing and proposed required trails and bike lanes throughout the city. The ATP identifies key locations for new bicycle lane and trail segments to promote connectivity and encourage use of alternative modes of transportation. As stated, the existing Class II Bicycle Lane on South Livermore Avenue meets the ATP goals. There are no required bicycle lanes for Pacific Avenue and Dolores Street. The Applicant will be conditioned to add a striped bike lane buffer along a portion of the South Livermore Avenue Project frontage along with the re-striping of the left turn lane in the south bound direction and new parallel parking striping along the Project frontages (see Exhibit C of the Conditions of Approval, Attachment 13).

Parking

Each proposed townhouse will be equipped with two vehicle parking spaces, totaling 230 parking spaces. All garages are configured for side-by-side parking. In addition, the Project provides 38 guest surface parking spaces, including 27 standard parking spaces, eight compact spaces, and three spaces compliant with the Americans with Disabilities Act (ADA). A total of 268 vehicle parking spaces would be provided with the Project; Electric vehicle parking will comprise 10% of total residential and guest parking; 27 EV parking spaces will be provided and meets the City's EV requirements. The parking supply exceeds the parking requirements established in the Development Code (see table below).

Additional parking will be publicly available on South Livermore Avenue, Pacific Avenue, and Dolores Street. The Applicant will be conditioned to stripe parallel parking spaces wherever appropriate (avoiding red curb) on the Project frontage streets.

Parking Required	**Parking Proposed**	**Parking Standard Met**
230 off-street vehicle parking spaces (115 units x 2 spaces = 230)	230 spaces (in garages)	Yes

29 off-street vehicle guest parking spaces(115 units / 4 spaces = 29 guest spaces)	38 spaces throughout the site (27 standard, 8 compact, 3 ADA)	Yes
109 Secured Bicycle (one per four bedrooms)	115 (1 bicycle hook to be provided in every garage)	Yes
29 Guest Bicycle Stalls (one per four units)	30 (15 staple-style racks supporting 2 bicycles each, that meet required clearances)	Yes

Utilities, Services, and Infrastructure

The Infrastructure and Public Services Element of the General Plan and the Development Code require that all new developments have adequate provision of utilities and services like water conveyance, sewer conveyance, and urban fire protection. Although the Project density is slightly higher than the range contemplated by the General Plan, the water, sewer, stormwater, police, fire and school district will have sufficient capacity to serve the Project.

Frontage improvements include the restriping of the streets as mentioned above, and the Applicant will pay for and install a new bus shelter at the existing bus stop on Pacific Avenue along the Project frontage to help protect riders from the elements. The Applicant will dedicate the bus shelter to the Livermore-Amador Valley Transportation Authority (LAVTA) for long-term maintenance.

Solid waste would be stored in residential unit garages. There will be space for recycling, landfill, and compost bins. The bins will be staged in front of unit garages on collection day. Livermore Sanitation, Inc. the City's solid waste franchisee, has reviewed the plans and found the Project provides functional and efficient trash truck access (see trash service plan on sheet A-1.01e, Attachment 4)

The Livermore Pleasanton Fire Department has reviewed the plans and found the Project provides sufficient dimensions for fire truck access and turning movement and that upper floors can be safely accessed with rescue ladders and provides adequate fire hydrant placement around the site (see fire rescue ladder pad exhibit, sheet A-2.30 and fire truck turnaround template on sheet C11 of Attachment 4).

Grading

The Applicant has provided a grading plan. The existing site is relatively flat with only 8 feet of elevation change. Site elevations generally range from approximately 526 feet above mean sea level to 518 feet above mean sea level, gradually sloping to the west. A qualified environmental professional must conduct a Hazardous Building Materials Survey (HBMS) prior to any demolition or renovation to identify potential contaminants such as Polychlorinated Biphenyls (PCBs) or other hazardous building materials. The HBMS must include abatement specifications consistent with all applicable regulations, and evidence of completed abatement must be submitted to the City before construction proceeds.

Site Plan Design Review

The NMU zone establishes residential development standards, including for height, setbacks, open space, and building type. In addition, the citywide Design Standards and Guidelines generally apply to all residential projects throughout Livermore. The table below shows how the Project meets or does not meet the residential development standards of the T4N zone. Attachment 6 shows the full text of the T4N zone.

Summary of T4N Development Standards	**Allowed in T4N**	**Proposed**	**Complies with T4N**
Front Setback (South Livermore Ave. and Pacific Ave.)	15' min; 30' max	15’ – 20’	Yes
Side Street Setback (Dolores Street)	10’ min’ 15’ max	18.5’ – 32’	No
Rear Setback	5’ min	13.7’ – 50’	Yes
Building Height	Lot depth ≤ 100’ within 75’ of street property line, or lot depth ≥ 100’ within 90’ of street property line; stories shall be a max of 21/2 stories with 35’ overall height. In other lot areas, height shall be no taller than 24’ overall and 1.5 stories	Two story buildings are 29’ 8”; three story buildings are 36’ 8”	No

Open Space	100 square feet per unit min.	Varies between porch, balcony, and common open space within the development	Yes
Stoop dimensions	5’ by 8’ minimum	Varies	Yes

Compatibility, Siting, Massing

According to the Building Types section in Chapter 5 of the Development Code, the townhouse building type consists of structures that contain three or more dwelling units placed side by side. A small yard or adjoining porch or stoop is provided for each unit as private open space. Additionally, such development may include a common open space to supplement the private open space.

Architecture, Materials, Colors, and Lighting

Staff held architectural review meetings and worked with the Applicant on refining the design to incorporate the City’s Design Standards. The Project design includes two types of architecture for the townhome buildings; the developer has chosen the craftsman and farmhouse styles for their compatibility with each other while also remaining distinct from each other to create visual interest and avoid monotony. A summary of the two types of architecture is below:

> Craftsman. Craftsman-style architecture, rooted in the early 20th-century Arts and Crafts movement, emphasizes simplicity, quality craftsmanship, and the use of natural materials. The Craftsman buildings are characterized by low-pitched gabled roofs, shingle siding, wide eaves with brackets, and prominent front porch columns with stone footings. The design approach favors a harmonious relationship with the surrounding environment. Craftsman homes reflect a philosophy that values functional design, human scale, and connection to nature.
>
> Farmhouse. Farmhouse-style architecture is a traditional style that originated from rural agricultural buildings and has evolved into a popular residential design known for its simplicity, functionality, and connection to the landscape. The farmhouse buildings are characterized by gabled roofs with truss-in-gable, board-and-batten and brick siding, covered porches. The style supports a sense of openness and community, making it well-suited for both rural and suburban contexts.

All units will feature entry doors with windows, asphalt shingle roofs, wood railing with white finish, single hung windows, and a paint palette featuring warm, neutral tones. Sheets A-4.01 through A-4.15 of the Proposed Plan Set show the building elevations from the front, left, right, and rear. Individual floor plans are shown on sheets A-2.01 through A-2.15. The clubhouse located in the pool area is designed in the farmhouse style and has an overall height of 23 feet. The elevations for the clubhouse are on sheet A-2.16 of Attachment 4.

The proposed Project would install a total of three new public streetlights along the Project frontage on South Livermore Avenue and Pacific Avenue. Additionally, the proposed Project would include approximately 112 interior lights associated with private street lighting and private lighting systems for front porches, paseos, park, and pool area.

Before the newly adopted Objective Design Standards for Multi-family housing that would have applied to this project went into effect, the Project application was complete and was reviewed according to the citywide Design Standards containing design requirements for new development.

The Design Standards specifies building mass and form requirements for new residential projects. Specifically, the standards require individualized units, that are differentiated through architectural elements like roof forms or wall planes, and for long facades to be broken into smaller subparts not to exceed 50 feet. These standards work to create more varied and human-scale architecture. The building facades incorporate plane changes, varied materials, and color changes to meet the Design Standards.

The Project proposes two architectural types for the residential building: Each building type will be two or three stories in height and range from 29 feet eight inches tall to 36 feet, eight inches tall. The proposed buildings are similar in height to the two-story apartment buildings located in the neighboring development to the east, known as Pacific Apartments and Outrigger Apartments on Dolores Street, as well as the three-story residential development to the southwest of the site, known as Carmen Avenue apartments, and the two-story Bel Aire Apartments on South Livermore Avenue.

The public streetscape along South Livermore Avenue and Pacific Avenue will be comprised of street-facing townhome buildings. Consistent with Design Standards, the street facing elevations have significant plane changes ranging from approximately 3 to 5.5 feet. Traditional window patterns, stone accents, balcony facias with wood railing, supporting corbels, and eave brackets combine for a highly

articulated and detailed street presence. Significant variations in building roof heights and shapes, façade plane changes, and variations in colors and materials create a distinctive project design and active public streetscape.

Accessibility of Units

The Project will include 17 units with ADA accessibility on the first floor, as indicated by the blue icons on the overall site plan on sheet A-1.01 of Attachment 4. These units will have one bedroom and full bathroom on the ground floor. The Project is not required to have all floors with wheelchair access, however, a stair lift may be possible to reach upper floors for persons with limited mobility.

Clubhouse, Pool, and Pool Equipment Room

The residents will enjoy use of a private gated pool area with a spa with a raised wall fountain, lounge chairs, tables and chairs, lounge seating, a communal table, decorative paving, and trash receptacle. The Clubhouse will provide amenity space available to rent, and a shower room. The pool equipment will be housed in an enclosed equipment room at the north end of the spa.

Open Space

The total open space provided would be approximately 26,052 square feet. This includes an approximately 8,865-square-foot public, community park with a tot lot and picnic area; an approximately 4,770-square-foot pedestrian paseos between Buildings seven and eight and between Buildings 12 and 13; and an approximately 3,200-square-foot central pool area with a pool, spa area, and lounge seating. The remaining 9,217 square feet of open space on the Project site would consist of a perimeter walkway along the northern and eastern boundaries and other landscaped areas throughout the Project site. The open space area calculation excludes the required landscaped setback areas.

Tree Removal, Tree Replacement, and Landscape Design

There are 71 trees within the property lines and in the public right-of-way along the street frontages. All but one tree will be removed to accommodate the Project. The sidewalk, curb, and gutter will be replaced, making it infeasible to retain the street trees. 405 replacement trees will be planted on the Project site in the proposed landscape areas as well as in the public right-of-way. The City's Street Trees and Tree Preservation (Livermore Municipal Code Chapter 12.2) outline the requirement for tree replacement. The Applicant is required to plant a minimum of 81 24-inch box and 14 15-gallon trees as replacements; however, the Project’s proposed tree

replacement program will include 202 24-inch box trees and 203 15-gallon trees, exceeding the minimum replacement required.

The Applicant has agreed to plant 47% of the total trees as native species such as oaks, Ironwood, redbud, willow, and Marina strawberry trees. The full planting list of trees, shrubs, and grasses can be found on Sheet L-2 in the Proposed Plan Set. The Applicant has also identified native and pollinator species with appropriate icons.

The Project's landscape plan includes a mix of trees, shrubs, grasses, and groundcovers (see landscape sheets on the Proposed Plan Set, sheets L1-L19). The tree palette includes specimen trees such as the Coast Live Oak, Valley Oak, Mexican Fan Palm, and Queen Palm, shade trees such as Ironwood, Chinese Fringe Tree, Chinese Pistache, Wilson Olive, Island Oak, and Frontier and Drake Elms. Red Maple and Podocarpus have been chosen as columnar trees. Accent trees include Desert Willow, Crape Myrtle, Western Redbud, Cherry Plum, Meyer Lemon, and Wild Lilac. The Marina Strawberry tree will serve as an evergreen screening tree.

The larger tree species, like the Oaks, Chinese Pistache, Western Redbud, and Purple Plum and would be placed along street frontages and in key open areas, while smaller trees would be clustered near pedestrian paseos and walkways, ensuring plantings scale appropriately with their surroundings. The Project would provide approximately 62 trees per acre. Nearly half of the trees are proposed to be 24-inch box size or larger. Street frontages will have a double row of trees, as required by the landscape Design Standards. Landscape sheet L-4 of the Proposed Plan Set shows the full plant palette.

The Project proposes the following street trees:

- South Livermore Avenue: Street trees will include Island Oak, Chinese Pistache, and Western Redbud;
- Pacific Avenue: Street trees along the meandering sidewalk will include Island Oak, Purple Leaf Plum, and Chinese Pistache;
- Dolores Street: Street trees will include Drake Elm, Strawberry Tree, and Red Maple.

The proposed street tree palette will provide shade in summer, attractive fall color, and are appropriate for the climate. The proposed street trees are supported by City staff for their compatibility with existing street trees on adjacent parcels and relative ease of care.

The interior park featuring the tot-lot and open grass area will be surrounded by Red Maple, Valley Oak, Crape Myrtle and Wilson Olive trees. Shrubs will include lilac,

sage, bush germander, coyote brush, and lime mat rush. The colors, fragrances, and textures are appropriate for such a gathering space. The park will also feature a play structure over rubber surfacing, raised seat walls, decomposed granite paths, seating nodes, picnic area, and trash receptacle.

The pool area will feature Queen Palms in each corner, Western Redbud, and Crape Myrtle. The shrubs around the pool area will include mint, fortnight lily, and lavender.

The Project is conditioned to comply with the City's Water Efficient Landscape Ordinance (WELO) to conserve water, avoid invasive species, and ensure irrigation efficiency. The Project will use 30% less water than allowed as shown on sheet L-12 of the Proposed Plan Set. For these reasons, the Project promotes efficient use of water resources. Several species on the plant palette are also California natives and pollinators that are conducive to birds, butterflies, and beneficial insects like bees. In this way, the plant selection would be well suited to Livermore's climate and will promote increased biodiversity, furthering and the City's Climate Action Plan goals. All landscaping will be maintained by the site's future Homeowners' Association (HOA). The proposed trees and shrubs will create a welcoming and comfortable outdoor space and, as conditioned,

Active Transportation Plan, Parking, Circulation

Bus service to and from the site is served by the current Wheels fixed-route service (Route 14), operating bi-directionally between the Livermore Transit Center and the (East) Dublin/Pleasanton Bart station. Service is throughout the day, 7 days a week, with operating frequencies of 40-60 minutes per direction. Two bus stations are located adjacent to the Project site on Pacific Avenue (eastbound and westbound) and two are located on Dolores Street near East Avenue. As stated above and below, the Project is retaining and improving the South Livermore on-street bike lane, improving the crosswalk to Palm Avenue with a flashing beacon, and installing a bus shelter on the north side of Pacific Avenue consistent with LAVTA standard details. These improvements are consistent with the Active Transportation Plan.

Public Art

Pursuant to Livermore Municipal Code section 12.51, private developments are required to provide public art in a manner that benefits the public and contributes to the public's understanding, enjoyment and experience of cultural diversity. The developer has chosen to integrate art into the site plan and landscape design and has been conditioned to provide proof of approval from the City of Livermore Commission for the Arts prior to issuance of the first building permit. It is unknown at this time what the proposed art will be. The art will be installed on Pacific Avenue

between buildings four and five as identified by item 12 in the Proposed Plan Set on sheet L-5.

PRIORITIES IDENTIFIED BY STAFF AND THE COMMUNITY

During Project analysis and through multiple public outreach activities (see Public Outreach discussion below), staff identified the following Project priorities and community concerns.

Traffic and Parking

A transportation analysis was conducted for the Project as mentioned above. The Subdivision/VTTM section of this report details the findings of the report. In summary, the existing road network has capacity to support the proposed development without adverse impacts to traffic. The Project also meets all required resident and guest parking requirements and is served by two existing bus stops on Pacific Avenue and two on Dolores Street. Existing traffic volumes on South Livermore Avenue warrant installation of a rectangular rapid flashing beacon on the existing northern crosswalk across South Livermore Avenue at Palm Avenue. To improve pedestrian safety on South Livermore Avenue, the Applicant has agreed to pay for and install the beacon as part of the Project. In addition, to maximize on-street parallel parking spaces, the Applicant will be marking parallel spaces on all three street frontages.

Former Dry Cleaner

The Project site is listed on the State Water Resources Control Board's (SWRCB) GeoTracker database as a Cleanup Program Site related to a previous dry cleaner use that operated from approximately 1966 to 2010. The Project site is listed as open and undergoing assessment and interim remedial action as of May 1, 2025. The dry cleaner operations resulted in the release of tetrachloroethene (PCE) into soil, soil vapor, and groundwater, with concentrations exceeding applicable Environmental Screening Levels (ESLs). The highest recorded concentrations were detected in 2018 at two monitoring locations. More recent sampling near adjacent residences indicates soil vapor concentrations are below ESLs.

A site investigation was conducted in May of 2022 to evaluate whether contamination from the former dry cleaner posed a threat to residential properties located north of the shopping center. Various sampling activities were conducted, including vapor sampling at three residential properties located immediately north and northwest of the site of the former dry cleaner. A report documenting the results of the investigation was submitted to the State Water Board documenting that concentrations of shallow soil vapor north of the shopping center was decreasing

rapidly and does not present a threat to indoor air in residential buildings along Cabrillo Avenue. The report concluded that no further investigation of shallow soil vapor north of the shopping center property is necessary [EnviroAssets, Inc., (May 6, 2022) *Additional Investigation Update*], available online at https://documents.geotracker.waterboards.ca.gov/esi/uploads/geo_report/7453600883/T10000008716.PDF).

The Water Board approved the report and request for concurrence in August of 2022 and requested additional soil/vapor testing as well as indoor air sampling. Indoor air monitoring was conducted within commercial tenant spaces at the shopping center, on the Project site. The indoor sampling concluded that, based on current occupancy and use, potential risks from vapor intrusion are within regulatory limits. Further remediation of both groundwater and soil vapor was completed at the site and submitted to the Water Board for approval. Additional monitoring and testing have revealed that remediation of the Project site has been successful in reducing contaminants at the Project site, and the results have been submitted to the Water Board for approval.

The Mitigation Monitoring and Reporting Program (MMRPs) attached to the Conditions of Approval and available on the City's website as cited above include mitigation measures to address known and unknown soil contamination during all phases of development including site preparation, demolition, grading, and construction. Specifically, the measures require pre-assessment, worker safety, on-going monitoring and mitigating the potential risk related to the transport of contaminated soil, such as covering soil while hauling it off-site, in compliance with applicable regulations.

Former Gas Station

The underground storage tank removals and associated over-excavation and cleanup activities were conducted in stages from 1987 to 1992. The regulatory case was closed in 1994, following over-excavation, removal of underground storage tanks, low residual contamination, and five quarters of groundwater monitoring.

Pest Control

Demolition of existing structures can disturb rodent and vermin populations, potentially displacing them into adjacent properties and public areas. To mitigate this public health and nuisance concern, staff recommends a condition of approval requiring the Applicant to implement a rodent abatement program prior to demolition. This includes a pre-demolition inspection by Alameda County and treatment by a licensed pest control operator, submission of a rodent clearance letter, and post-

demolition monitoring. These measures are consistent with best practices and regulatory guidance under the California Structural Pest Control Act. The condition ensures that demolition activities do not contribute to pest migration or infestation in the surrounding community.

Existing wall to the North

The Project will leave the existing masonry wall to the north intact. Some of the adjoining back yards of the properties to the north on Cabrillo Avenue have installed gates over the years to access the back yards from the existing alley way on the Project site. This access will no longer be possible with the new site plan and proposal for a new, six-foot wooden fence that will be installed inboard of the property line between the Project site, and the Cabrillo Avenue neighborhood to the north.

Lighting

The Project will be conditioned to install appropriate lighting that meets the safety and design requirements of the City's Design Standards and Guidelines and the Municipal Code. Lighting along the northern boundary of the Project will be in the form of bollard lighting to light the pedestrian path and guest parking. Lighting shall be shielded to not spill over into adjacent development. A six-foot tall fence and landscape along the northern border of the Project will help diminish the headlights shining onto properties to the north.

Construction Noise, Dust, Off Hauling of Materials

The Project will be conditioned to comply with Building Code, Municipal Code, and MMRP requirements to ensure compliance with noise levels from construction activities, dust control, and the hauling of materials to and from the Project site during construction.

Elimination of Commercial Space

The proposed Project, submitted under the provisions of the Builder's Remedy, would result in the elimination of required commercial space on the subject site. While the application advances the City's housing production goals, it also presents a significant land use tradeoff by reducing opportunities for commercial development that supports local employment, services, and economic activity. Staff reached out to the Applicant and requested a reconsideration of the site plan to include commercial space to serve the future and existing residents. In response, they maintained that market conditions would not support commercial space at this location anymore based current and future retail market demand, and that they would continue with the

100% residential plan. The nearest commercial services are approximately 0.5 mile to the north (on the southern edge of downtown). As noted above, as a Builder's Remedy project, the Project's inconsistency with the City's zoning and General Plan standards is not a permissible basis for denial under state law.

Climate Action Plan and Sustainability

The Project features several elements that are consistent with Livermore's Climate Action Plan and Sustainability Goals. The landscape areas contain bio-retention areas that will filter stormwater before the water reaches the storm sewers, the Applicant will install 47% native trees and native and/or pollinator species that will attract beneficial bees, butterflies, and hummingbirds. The development is all electric and will not utilize natural gas. There will be EV charging, and all building rooftops will have room for future solar panels.

Affordable Housing

Area Median Income (AMI) is a key benchmark used to determine eligibility for affordable housing programs. Each year, the U.S. Department of Housing and Urban Development (HUD) establishes AMI levels for counties across the country, including Alameda County, based on household income data. These figures are then used by state and local agencies to define income categories such as Extremely Low, Very Low, Low, and Moderate Income. In Alameda County, affordable housing programs typically serve households earning between 30% and 120% of AMI, depending on the funding source and program requirements. For example, in 2024, the AMI for a household of four in Alameda County is approximately $155,000, meaning a household earning 50% of AMI would have an income of around $77,500. These thresholds help determine both tenant eligibility and the maximum allowable rents or home prices for affordable units.

The Applicant must provide 15% (17.25 units) affordable housing to satisfy the City's inclusionary affordable housing ordinance. Under the Builder's Remedy, the Applicant must provide 13% of the units (15 units) at low income (80% AMI) and will provide the additional two units at moderate income (120% AMI). The in-lieu fee for the fraction (.25) of a unit would also be based on the moderate-income calculation and be included in the development fees paid to the City.

PUBLIC OUTREACH

Beginning in March of 2025, the community has been engaged with the Pacific and Livermore Townhomes Project beginning with a public hearing to receive comments on the Notice of Preparation for the EIR on March 18, 2025. On May 14, 2025, staff

led a neighborhood meeting with the Developer, Environmental Consultant, LSA, and the expert on the environmental cleanup for the former dry cleaner. Neighboring residents were invited to attend the informal, open-house style discussion to preview the plans and ask questions. At that meeting, residents expressed concerns and asked questions about traffic, parking, noise, dust, loss of commercial space, state law, and existing commercial tenants. Overall, the feedback on the architecture and design was positive.

On October 7, 2025, another public hearing was held to receive comments on the Draft EIR. On November 24, staff hand-delivered letters to the remaining commercial tenants to provide information on relocation support. See attachment 7 for a copy of the letter.

California Environmental Quality Act and the Environmental Impact Report (EIR)

The City of Livermore contracted with LSA and Associates, Inc. (Consultant) to prepare an Environmental Impact Report (EIR) for the Project. A Notice of Preparation (NOP) to prepare an EIR for the Project in accordance with the California Environmental Quality Act (CEQA) was prepared and released for a 30-day public review period from March 3, 2025, through April 3, 2025. On March 18, 2025, the Planning Commission held a public hearing to receive public comments on the NOP. Public comments received during the NOP review period have been included as part of Appendix A of the Draft EIR in accordance with CEQA.

A Draft EIR was subsequently prepared to analyze the Project's impacts to the environment. The Draft EIR identified the Project's potential environmental impacts and the mitigation measures that would be required to be implemented. The following items were identified as being potentially significant: Air Quality, Biological Resources, Cultural Resources, Energy, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Land Use Planning, Noise, and Transportation. The Draft EIR concluded all impacts to be less than significant with mitigation.

The Draft EIR was released for a 45-day public review period from September 16, 2025, through October 31, 2025. On October 7, 2025, the Planning Commission held a public hearing to receive public comments on the Draft EIR. Six comment letters were received during the Draft EIR public review period, and four verbal comments were made at the public hearing. Public comments received during the Draft EIR review period (and responses to those comments) have been included as part of the Final EIR in accordance with CEQA.

On December 3, 2025, a Final EIR for the Project was released including responses to all comments received during the Draft EIR public review period and associated

revisions to the Draft EIR. The Final EIR also includes the MMRPs to ensure implementation of the mitigation measures identified within the EIR and Initial Study for the Project. The MMRPs are attached to the Conditions of Approval in Attachment 13.

3.02.040 Neighborhood Mixed-Use (NMU) Zone

A. **Purpose.**
The intent of the Neighborhood Mixed-Use zone (NMU) is to reinforce the walkability and identity of neighborhoods by providing a pedestrian-oriented main street shopping environment that provides day-to-day amenities and services, and a variety of urban housing options within Livermore.

B. **Applicability.**

1. This zone is applicable to areas designated as NMU on the zoning map.

    a. The existing site located at Pine Street and Rincon Avenue (APN 098035100605) and the site located at South Livermore Avenue and Pacific Avenue (APNs 098A041210605, 098A041210608, 098A041210603 and 098A041210606) shall be able to maintain and/or add on building square footage and be subject to the Neighborhood Commercial (CN) zoning requirements found in Appendix A, rather than the NMU zoning requirements. Once these sites develop using the NMU zone, the CN zone shall be null and void. Sites shall not be permitted to use the NMU zone until such time as the entire site develops. The CN and NMU zones shall not be used at the same time. The total floor area shall not exceed the maximum floor area ratio specified in the CN zone. Subject to the floor area ratio limitation in the CN zone, no more than 50% (subject to the Director's discretion to allow a larger limit), of the existing building's floor area shall require compliance with the NMU zone. Maintenance and remodeling of the existing buildings, consistent with CN standards, shall not be considered as demolition of such buildings.

2. This zone may also be applied to other parcels, through a zoning map amendment process, in locations in which it makes sense to provide a neighborhood main street environment to complete a walkable neighborhood. A General Plan amendment may be required.

3. This zone may be applied to up to 10 acres of a parcel, 80 acres or more designated as Urban Medium Residential, and Urban Medium High Residential on the General Plan land use map to create a complete walkable neighborhood rather than just housing. A General Plan amendment may be required.

4. This zone may also be applied to parcels designated as Neighborhood Commercial, Office Commercial, and Community Serving General Commercial on the General Plan land use map to create mixed-use center or allow for the transformation of auto-dependent areas in to more walkable mixed-use environments. A General Plan amendment may be required.

C. **Building form standards.**

1. This zone is unlike other zones in that development is to be regulated by using a required mix of the T4 Main Street, T4 Main Street-Open, T4 Neighborhood, and T4 Neighborhood-Open transect zones to create a diverse and vibrant neighborhood mixed-use environment. Table 3.2 shows the required range of the mix of Transect zones within NMU planning sites.

Table 3.2 Required Allocation Mix of Transect Zones		
Transect Zone	**Minimum % of Land**	**Maximum % of Land**
T4 Neighborhood	25% min.	80% max.
T4 Neighborhood Open	0% min.	50% max.
T4 Main Street Open	10% min.	50% max.
T4 Main Street	10% min.	20% max.

D. **Block standards.** See Section 2.01.020 (Subdivision Design Standards for All Zones) for applicable block standards for Transect zones.

E. **Frontage standards.**

1. Allowed frontages are determined by zone.
2. Min. 30% of residential units within T4 Neighborhood must have porches.
3. Min. 25% of T4 Main Street lineal frontage must have galleries.
4. See Chapter 4.03 (Frontage Standards) for complete frontage design standards.

F. **Thoroughfares.**

1. Must be selected from those defined and regulated in Part 7 (Thoroughfare Types).

G. **Civic space standards.**

1. For standards specific to Civic Space Types see Part 8 (Civic Space Types).
2. Projects shall set aside five percent of the project area as civic space (calculated after street rights-of-ways are taken out), except as follows:
   a. Sites less than four acres: No civic spaces required.
   b. Sites less than eight acres and within 1,000 feet of a public park of at least one acre and with a playground: No civic spaces required.
3. Each residential lot shall be within 1,000 feet of an existing or proposed playground or tot lot.
4. Civic spaces shall be fronted by buildings or by thoroughfares with building frontage on all sides.

H. **General development standards.**

1. When adjacent to existing residential uses all structures more than two stories in height shall be placed a minimum of 50 feet from adjoining property lines.

I. **Regulating plan standards.**

1. A Regulating Plan with street and block framework and transect zone application must be created and approved as part of the review process (see figure 3.1 for Regulating Plan example). See handout for submittal requirements for NMU projects.
2. Transect zone allocation.
   a. T4 Main Street-Open must be adjacent to T4 Main Street.
   b. T4 Neighborhood-Open must be adjacent to T4 Main Street or T4 Main Street-Open.
   c. T4 Main Street must be applied to define a two-sided retail street.
      (1) Minimum length of each side of the Main Street is 150 feet.



Figure 3.1: Example of a Regulating Plan

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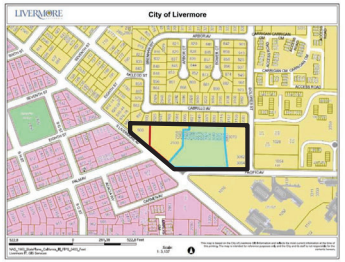
PACIFIC AND LIVERMORE AVENUE TOWNHOMES

2930 PACIFIC AVENUE, LIVERMORE, CALIFORNIA 94550

AERIAL MAP



ASSESSOR PARCEL MAP



PLAN CHECK FILE NUMBER

ASSESSOR PARCEL NUMBERS

089A-412-106-03 089A-412-106-05

089A-412-106-06 089A-412-106-08

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CIVIL ENGINEERING ASSOCIATES INC.
28 RAILWAY AVENUE,
CAMPBELL, CA 95008
CONTACT: SHANE ADRIAN
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sadrian@ceainc.net

LANDSCAPE
GATES + ASSOCIATES
1655 N. MAIN STREET, SUITE 365
WALNUT CREEK, CA 94596
CONTACT: TIANYI ZHANG
PH: (925) 736-8176 EXT. 236
TIANYI ZHANG
tianyi@dgates.com

SCOPE OF WORK

PROJECT SUMMARY:

EXISTING SITE 6.54 AC. TWO INDEPENDENT COMMERCIAL BUILDINGS TO BE DEMO TO ACCOMMODATE THE FOLLOWING;

PACIFIC STREET WILL PROVIDE THE MAIN GATEWAY ENTRANCE TO THE SITE OF THE RESIDENTIAL COMMUNITY WHICH WILL INCLUDE A PRIVATE CLUB HOUSE AND POOL AREA, PRIVATE PARK AND OPEN RECREATIONAL SPACES THROUGHOUT THE SITE THAT INCLUDES 115 DWELLING UNITS OF 2 & 3 STORY TOWNHOUSES.

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A-0.02	PROJECT INFORMATION
A-0.03a	TOWN HOUSE AREA CALCULATION
A-0.03b	TOWN HOUSE AREA CALCULATION
A-0.04	AREA CALCULATION

CIVIL

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C2	GRADING AND DRAINAGE PLAN
C3	GRADING AND DRAINAGE PLAN
C4	SECTIONS
C5	UTILITY PLAN
C6	UTILITYPLAN
C7	STORMWATER CONTROL PLAN
C8	STORMWATER CONTROL PLAN
C9	STORMWATER NOTES & DETAILS
C10	FIRE PROTECTION PLAN
C11	FIRE PROTECTION DETAILS
C12	SIGNING AND STRIPING PLAN
TM1	VESTING TENTATIVE MAP
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TM3	VESTING TENTATIVE MAP
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LANDSCAPE

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L-3	TREE INVERTORI TABLE
L-4	PLANT PALETTE
L-5	OVERALL SITE PLAN
L-6	SITE ENLARGEMENTS, PASSIVE RECREATION COMMON AREA
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L-14	FENCING DIAGRAM
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SWENSON ARCHITECTURE

Consultant:

Revisions:

Rev #	Description	Date
2	PLANNING RESUBMITTAL #2	01/31/24
3	PLANNING RESUBMITAL	3/28/2024

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PACIFIC AND LIVERMORE AVENUE TOWNHOMES
2930 PACIFIC AVE. LIVERMORE, CA. 94550
TITLE SHEET

Date: 7/21/2023
Scale:
Drawn By: DM, BN, EY, & IL
Job #: 17-9201
Sheet: A-0.01

FINAL PLANNING SET - DECEMBER 12, 2025

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PROJECT DATA - PACIFIC & LIVERMORE
2930 PACIFIC AVE. LIVERMORE, CA 94550

APN:	98A-412-106-5, 106-8, 106-3 & 106-6
ADDRESS:	2930 PACIFIC AVE. LIVERMORE, CA 94550
SITE AREA (G.S.F.):	284,963
GROSS SITE AREA (ACRES):	6.54
ZONING:	NMU-NEIGHBORHOOD MIXED-USE (TRANSFERABLE DEVELOPMENT CREDITS)
GENERAL PLAN:	NML-R

RESIDENTIAL UNIT AREA CALCULATION

GROSS DATA

2 STORY - (3 BDRM / 3 BA) TOWNHOUSE - CORNER	**1ST FLOOR**	**2ND FLOOR**		**BALCONY**	**COVERED PORCH**	**TOTAL SF.**	**TOTAL UNITS**
FLOOR G.S.F.	986	1,052		N/A	44	2,038	8
2 STORY - (3 BDRM / 3 BA) TOWNHOUSE - TYPE 1	**1ST FLOOR**	**2ND FLOOR**		**BALCONY**	**COVERED PORCH**	**TOTAL SF.**	**TOTAL UNITS**
FLOOR G.S.F.	986	1,052		N/A	44	2,038	6
2 STORY - (3 BDRM / 3 BA) TOWNHOUSE - TYPE 2	**1ST FLOOR**	**2ND FLOOR**		**BALCONY**	**COVERED PORCH**	**TOTAL SF.**	**TOTAL UNITS**
FLOOR G.S.F.	986	1,052		N/A	44	2,038	3
3 STORY - (4 BDRM / 3.5 BA) TOWNHOUSE - TYPE 1	**1ST FLOOR**	**2ND FLOOR**	**3RD FLOOR**	**BALCONY**	**COVERED PORCH**	**TOTAL SF.**	**TOTAL UNITS**
FLOOR G.S.F.	730	684	772	72	32	2,186	52
3 STORY - (4 BDRM / 3.5 BA) TOWNHOUSE - TYPE 2	**1ST FLOOR**	**2ND FLOOR**	**3RD FLOOR**	**BALCONY**	**COVERED PORCH**	**TOTAL SF.**	**TOTAL UNITS**
FLOOR G.S.F.	726	686	793	72	32	2,205	6
3 STORY - (4 BDRM / 3.5 BA) TOWNHOUSE - TYPE 3	**1ST FLOOR**	**2ND FLOOR**	**3RD FLOOR**	**BALCONY**	**COVERED PORCH**	**TOTAL SF.**	**TOTAL UNITS**
FLOOR G.S.F.	708	709	754	67	56	2,171	18
3 STORY - (4 BDRM / 3.5 BA) TOWNHOUSE - CORNER	**1ST FLOOR**	**2ND FLOOR**	**3RD FLOOR**	**BALCONY**	**COVERED PORCH**	**TOTAL SF.**	**TOTAL UNITS**
FLOOR G.S.F.	691	653	770	71	66	2,114	22
TOTAL G.S.F.		**247,134**					
TOTAL UNITS COUNT							**115**

PROPOSED SITE AREA (G.S.F.)							284,963
GROSS SITE AREA (ACRES):							6.54
GROSS BLDG AREA	**1ST FLOOR**	**2ND FLOOR**	**3RD FLOOR**				**TOTAL AREA**
BLDG 1	7,793	8,131	8,192				24,116
BLDG 2	6,223	6,503	6,574				19,300
BLDG 3	6,944	7,317	7,425				21,686
BLDG 4	3,121	3,218	3,304				9,643
BLDG 5	5,442	5,662	5,773				16,877
BLDG 6	7,758	8,130	8,235				24,123
BLDG 7	7,793	8,133	8,192				24,118
BLDG 8	7,391	7,890	*N/A*				15,281
BLDG 9	3,853	4,045	4,130				12,028
BLDG 10	6,297	6,766	*N/A*				13,063
BLDG 11	3,852	4,045	4,655				12,552
BLDG 12	7,303	7,642	6,582				21,527
BLDG 13	7,258	7,658	6,582				21,498
BLDG 14	5,776	6,001	4,930				16,707
BLDG 15	7,303	7,659	6,582				21,544
TOTAL	94,107	98,800	81,156				274,063
PROPOSED RESIDENTIAL LOT COVERAGE	COVERED PORCH INCLUDED				34.80		99,171
PROPOSED GROSS F.A.R.							0.96
BUILDING HEIGHT MAX. 24' OR 35' OVERALL, DEPENDING ON PLACEMENT ON LOT	29'-8" TO 36'-6" / SB330						
SETBACK PROPOSED	**FRONT**	**SIDE**	**REAR**				
	15'-0"	STREET SIDE MIN. 10' AND MAX 15'	13'-8" TO 50'-0"				

RESIDENTIAL AUTO PARKING

PARKING REQUIRED:							
PARKING STALL	TWO STALLS PER TOWNHOUSE						230
PARKING STALLS GUEST	ONE PER EACH FOUR DWELLING UNITS						29
ELECTRIC VEHICLE PARKING SPACES	10% OF THE TOTAL PARKING SPACES					23	
						TOTAL:	259
PARKING PROVIDED:							
PARKING STALL	TWO STALLS PER TOWNHOUSE						230
PARKING STALLS GUEST	ONE PER EACH FOUR DWELLING UNITS						38
ELECTRIC VEHICLE PARKING SPACES	10% OF THE TOTAL PARKING SPACES					27*	
*EV PARKING INCLUDED IN TOWNHOUSE COUNT						TOTAL:	268

BIKE PARKING

BIKE PARKING REQUIRED:							
RESIDENTIAL	ONE PER FOUR BEDROOMS (SEC 4.04.030)						
RESIDENTIAL (GUESTS)							
PARKING PROVIDED:							
RESIDENTIAL	ONE SECURED BICYCLE PARKING PER UNIT GARAGE						115
RESIDENTIAL (GUESTS)							6

CLUB ROOM & POOL ROOM AREA CALCULATION							
GROSS DATA							
							TOTAL UNIT
CLUB ROOM	1,390						1
POOL MECH. ROOM	187						1

TOTAL AREA CALCULATION		
TOTAL NUMBER OF BUILDING		**17**
PROPOSED RESIDENTIAL FLOOR AREA	ALL RESIDENTIAL FLOOR BALCONY INCLUDED	**274,063**
PROPOSED FLOOR AREA	ALL FLOORS OF RESIDENTIAL (BALCONY INCLUDED) + CLUB ROOM + POOL MECH. ROOM	**275,640**
PROPOSED FOOTPRINT AREA	FIRST FLOOR RESIDENTIAL BUILDING AREA + RESIDENTIAL ENTRY COVERED PORCH + CLUB ROOM + POOL MECH. ROOM	**100,748**

SWENSON
ARCHITECTURE
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Consultant:

Revisions:

Rev #	Description	Date
1	PLANNING RESUBMITTAL #1	11/22/23
2	PLANNING RESUBMITTAL #2	01/31/24

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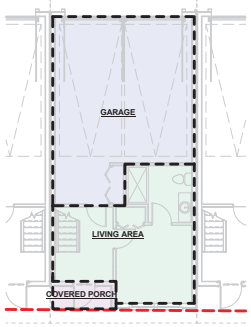
PACIFIC AND LIVERMORE AVENUE TOWNHOMES
2930 PACIFIC AVE. LIVERMORE, CA. 94550
PROJECT INFORMATION

Date: 7/21/2023
Scale:
Drawn By: DM, BN, EY, & IL
Job #: 17-9201
Sheet: A-0.02

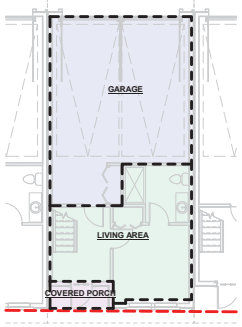
FINAL PLANNING SET - DECEMBER 12, 2025

METHOD OF AREA CALCULATION :
AREAS ARE CALCULATED BASED ON THE FACE OF INTERIOR WALLS AND CENTER OF DEMISING WALLS.

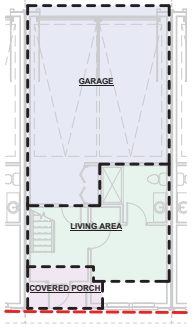
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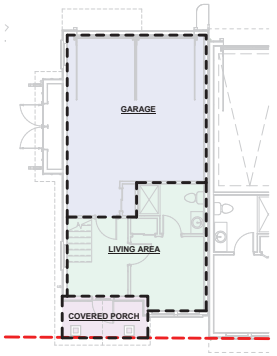
1 1ST FLOOR - 3 STORY TH - 4 BED / 3.5 BATH - TYPE 1
1/8" = 1'-0"



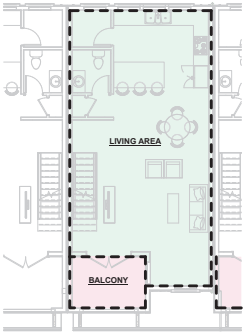
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1/8" = 1'-0"



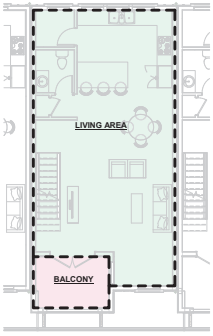
7 1ST FLOOR - 3 STORY TH - 4 BED / 3.5 BATH - TYPE 3
1/8" = 1'-0"



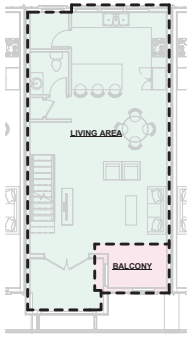
10 1ST FLOOR - 3 STORY TH - 4 BED / 3 BATH - CORNER
1/8" = 1'-0"



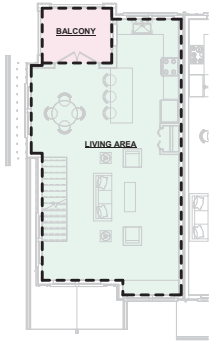
2 2ND FLOOR - 3 STORY TH - 4 BED/3.5 BATH - TYPE 1
1/8" = 1'-0"



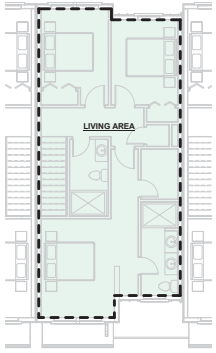
5 2ND FLOOR - 3 STORY TH - 4 BED/3.5 BATH - TYPE 2
1/8" = 1'-0"



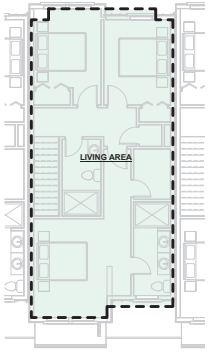
8 2ND FLOOR - 3 STORY TH - 4 BED/3.5 BATH - TYPE 3
1/8" = 1'-0"



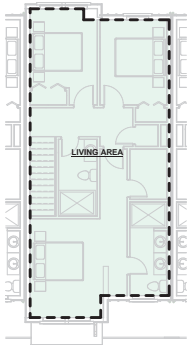
11 2ND FLOOR - 3 STORY TH - 4 BED/3 BATH - CORNER
1/8" = 1'-0"



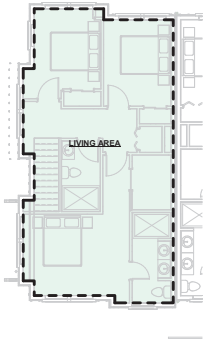
3 3RD FLOOR - 3 STORY TH - 4 BED/3.5 BATH - TYPE 1
1/8" = 1'-0"



6 3RD FLOOR - 3 STORY TH - 4 BED/3.5 BATH - CORNER
1/8" = 1'-0"



9 3RD FLOOR - 3 STORY TH - 4 BED/3.5 BATH - TYPE 3
1/8" = 1'-0"



12 3RD FLOOR - 3 STORY TH - 4 BED/3 BATH - CORNER
1/8" = 1'-0"

SWENSON ARCHITECTURE

Consultant:

Revisions:

Rev #	Description	Date

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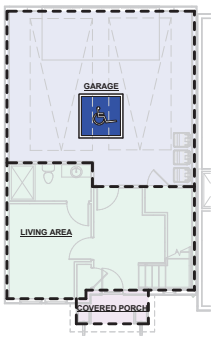
PACIFIC AND LIVERMORE AVENUE TOWNHOMES
2930 PACIFIC AVE. LIVERMORE, CA. 94550
TOWN HOUSE AREA CALCULATION

Date: 7/21/2023
Scale: 1/8" = 1'-0"
Drawn By: DM, BN, EY, & IL
Job #: 17-9201

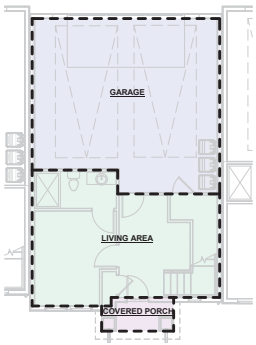
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FINAL PLANNING SET - DECEMBER 12, 2025

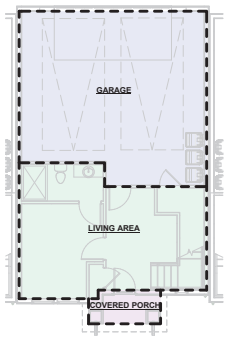
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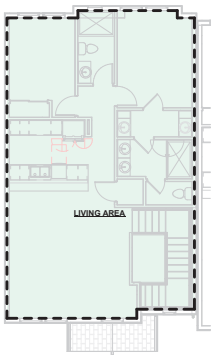
1 1ST FLOOR - 2 STORY TH - 3 BED/3 BATH - CORNER
1/8" = 1'-0"



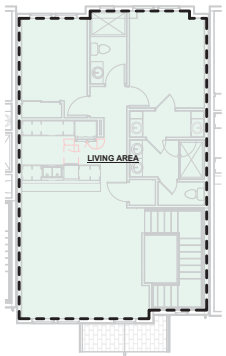
3 1ST FLOOR - 2 STORY TH - 3 BED/3 BATH - TYPE 1
1/8" = 1'-0"



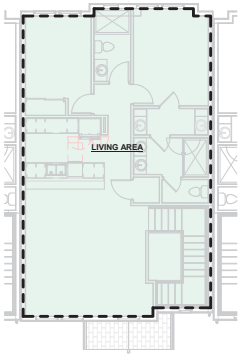
5 1ST FLOOR - 2 STORY TH - 3 BED/3 BATH - TYPE 2
1/8" = 1'-0"



2 2ND FLOOR - 2 STORY TH - 3 BED/3BATH CORNER
1/8" = 1'-0"



4 2ND FLOOR - 2 STORY TH - 3 BED/3BATH TYPE 1
1/8" = 1'-0"



6 2ND FLOOR - 2 STORY TH - 3 BED/3BATH TYPE 2
1/8" = 1'-0"

TOWNHOUSE AREA TABULATION

TOWNHOUSE TYPE

2 STORY TH - 3 BED/3 BATH - CORNER	1ST FLOOR	COVERED PORCH	44 SF
2 STORY TH - 3 BED/3 BATH - CORNER	1ST FLOOR	LIVING AREA	412 SF
2 STORY TH - 3 BED/3 BATH - CORNER	1ST FLOOR	GARAGE	574 SF
2 STORY TH - 3 BED/3 BATH - CORNER	2ND FLOOR	LIVING AREA	1,052 SF
2 STORY TH - 3 BED/3 BATH - CORNER			2,082 SF
2 STORY TH - 3 BED/3 BATH - TYPE 1	1ST FLOOR	COVERED PORCH	44 SF
2 STORY TH - 3 BED/3 BATH - TYPE 1	1ST FLOOR	LIVING AREA	412 SF
2 STORY TH - 3 BED/3 BATH - TYPE 1	1ST FLOOR	GARAGE	574 SF
2 STORY TH - 3 BED/3 BATH - TYPE 1	2ND FLOOR	LIVING AREA	1,053 SF
2 STORY TH - 3 BED/3 BATH - TYPE 1			2,083 SF
2 STORY TH - 3 BED/3 BATH - TYPE 2	1ST FLOOR	COVERED PORCH	44 SF
2 STORY TH - 3 BED/3 BATH - TYPE 2	1ST FLOOR	LIVING AREA	412 SF
2 STORY TH - 3 BED/3 BATH - TYPE 2	1ST FLOOR	GARAGE	574 SF
2 STORY TH - 3 BED/3 BATH - TYPE 2	2ND FLOOR	LIVING AREA	1,053 SF
2 STORY TH - 3 BED/3 BATH - TYPE 2			2,083 SF
3 STORY TH - 4BED / 3.5 BATH - TYPE 1	1ST FLOOR	COVERED PORCH	32 SF
3 STORY TH - 4BED / 3.5 BATH - TYPE 1	1ST FLOOR	LIVING AREA	285 SF
3 STORY TH - 4BED / 3.5 BATH - TYPE 1	1ST FLOOR	GARAGE	445 SF
3 STORY TH - 4BED / 3.5 BATH - TYPE 1	2ND FLOOR	BALCONY	72 SF
3 STORY TH - 4BED / 3.5 BATH - TYPE 1	2ND FLOOR	LIVING AREA	684 SF
3 STORY TH - 4BED / 3.5 BATH - TYPE 1	3RD FLOOR	LIVING AREA	772 SF
3 STORY TH - 4BED / 3.5 BATH - TYPE 1			2,291 SF
3 STORY TH - 4BED / 3.5 BATH - TYPE 2	1ST FLOOR	COVERED PORCH	32 SF
3 STORY TH - 4BED / 3.5 BATH - TYPE 2	1ST FLOOR	LIVING AREA	281 SF
3 STORY TH - 4BED / 3.5 BATH - TYPE 2	1ST FLOOR	GARAGE	445 SF
3 STORY TH - 4BED / 3.5 BATH - TYPE 2	2ND FLOOR	BALCONY	72 SF
3 STORY TH - 4BED / 3.5 BATH - TYPE 2	2ND FLOOR	LIVING AREA	686 SF
3 STORY TH - 4BED / 3.5 BATH - TYPE 2	3RD FLOOR	LIVING AREA	793 SF
3 STORY TH - 4BED / 3.5 BATH - TYPE 2			2,308 SF
3 STORY TH - 4BED / 3.5 BATH - TYPE 3	1ST FLOOR	COVERED PORCH	56 SF
3 STORY TH - 4BED / 3.5 BATH - TYPE 3	1ST FLOOR	LIVING AREA	235 SF
3 STORY TH - 4BED / 3.5 BATH - TYPE 3	1ST FLOOR	GARAGE	473 SF
3 STORY TH - 4BED / 3.5 BATH - TYPE 3	2ND FLOOR	BALCONY	67 SF
3 STORY TH - 4BED / 3.5 BATH - TYPE 3	2ND FLOOR	LIVING AREA	709 SF
3 STORY TH - 4BED / 3.5 BATH - TYPE 3	3RD FLOOR	LIVING AREA	754 SF
3 STORY TH - 4BED / 3.5 BATH - TYPE 3			2,294 SF
3 STORY TH - 4BED / BATH - CORNER	1ST FLOOR	COVERED PORCH	66 SF
3 STORY TH - 4BED / BATH - CORNER	1ST FLOOR	LIVING AREA	265 SF
3 STORY TH - 4BED / BATH - CORNER	1ST FLOOR	GARAGE	426 SF
3 STORY TH - 4BED / BATH - CORNER	2ND FLOOR	BALCONY	71 SF
3 STORY TH - 4BED / BATH - CORNER	2ND FLOOR	LIVING AREA	653 SF
3 STORY TH - 4BED / BATH - CORNER	3RD FLOOR	LIVING AREA	770 SF
3 STORY TH - 4BED / BATH - CORNER			2,252 SF

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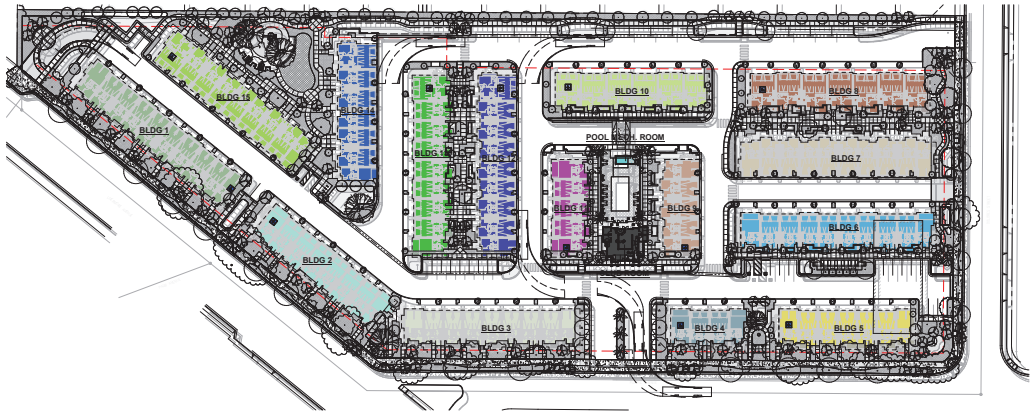
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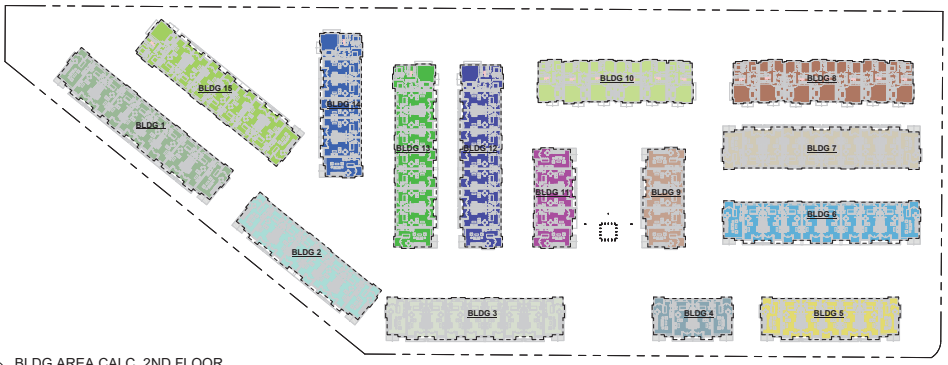
PACIFIC AND LIVERMORE AVENUE TOWNHOMES
2930 PACIFIC AVE. LIVERMORE, CA. 94550
TOWN HOUSE AREA CALCULATION

Date: 7/21/2023
Scale: 1/8" = 1'-0"
Drawn By: DM, BN, EY, & IL
Job #: 17-9201
Sheet: A-0.03b

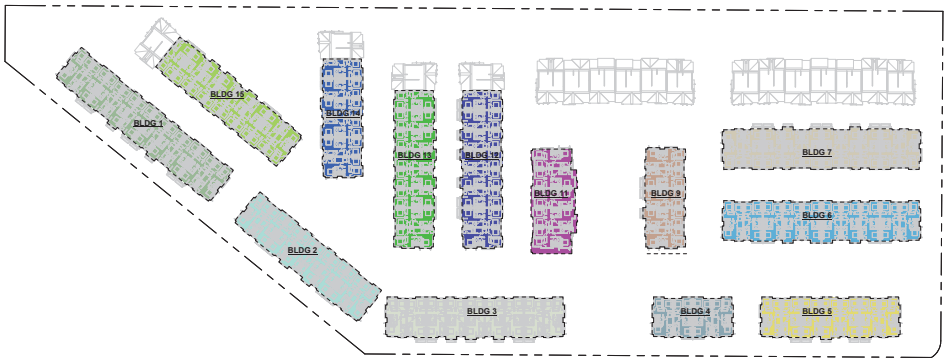
5/1/2025 12:08:20 PM



1 BLDG AREA CALC. 1ST FLOOR
1" = 60'-0"



2 BLDG AREA CALC. 2ND FLOOR
1" = 60'-0"



3 BLDG AREA CALC. 3RD FLOOR
1" = 60'-0"

- BLDG 1
- BLDG 2
- BLDG 3
- BLDG 4
- BLDG 5
- BLDG 6
- BLDG 7
- BLDG 8
- BLDG 9
- BLDG 10
- BLDG 11
- BLDG 12
- BLDG 13
- BLDG 14
- BLDG 15
- CLUB ROOM
- POOL MECH. ROOM

AREA CALCULATION	
BLDG 1	
1ST FLOOR	7,793 SF
2ND FLOOR	8,131 SF
3RD FLOOR	8,192 SF
	24,116 SF
BLDG 2	
1ST FLOOR	6,223 SF
2ND FLOOR	6,503 SF
3RD FLOOR	6,574 SF
	19,300 SF
BLDG 3	
1ST FLOOR	6,944 SF
2ND FLOOR	7,317 SF
3RD FLOOR	7,425 SF
	21,686 SF
BLDG 4	
1ST FLOOR	3,121 SF
2ND FLOOR	3,218 SF
3RD FLOOR	3,304 SF
	9,643 SF
BLDG 5	
1ST FLOOR	5,442 SF
2ND FLOOR	5,662 SF
3RD FLOOR	5,773 SF
	16,877 SF
BLDG 6	
1ST FLOOR	7,758 SF
2ND FLOOR	8,130 SF
3RD FLOOR	8,235 SF
	24,124 SF
BLDG 7	
1ST FLOOR	7,793 SF
2ND FLOOR	8,133 SF
3RD FLOOR	8,192 SF
	24,118 SF
BLDG 8	
1ST FLOOR	7,391 SF
2ND FLOOR	7,890 SF
	15,281 SF
BLDG 9	
1ST FLOOR	3,853 SF
2ND FLOOR	4,045 SF
3RD FLOOR	4,130 SF
	12,029 SF
BLDG 10	
1ST FLOOR	6,297 SF
2ND FLOOR	6,766 SF
	13,063 SF
BLDG 11	
1ST FLOOR	3,852 SF
2ND FLOOR	4,045 SF
3RD FLOOR	4,655 SF
	12,552 SF
BLDG 12	
1ST FLOOR	7,303 SF
2ND FLOOR	7,642 SF
3RD FLOOR	6,582 SF
	21,528 SF
BLDG 13	
1ST FLOOR	7,258 SF
2ND FLOOR	7,658 SF
3RD FLOOR	6,582 SF
	21,497 SF
BLDG 14	
1ST FLOOR	5,776 SF
2ND FLOOR	6,001 SF
3RD FLOOR	4,930 SF
	16,707 SF
BLDG 15	
1ST FLOOR	7,303 SF
2ND FLOOR	7,659 SF
3RD FLOOR	6,582 SF
	21,544 SF
	274,065 SF

AREA CALCULATION	
CLUB ROOM	
1ST FLOOR	1,390 SF
	1,390 SF
POOL MECH. ROOM	
1ST FLOOR	187 SF
	187 SF
	1,577 SF
TOTAL G.S.F.	275,642 SF

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Consultant:

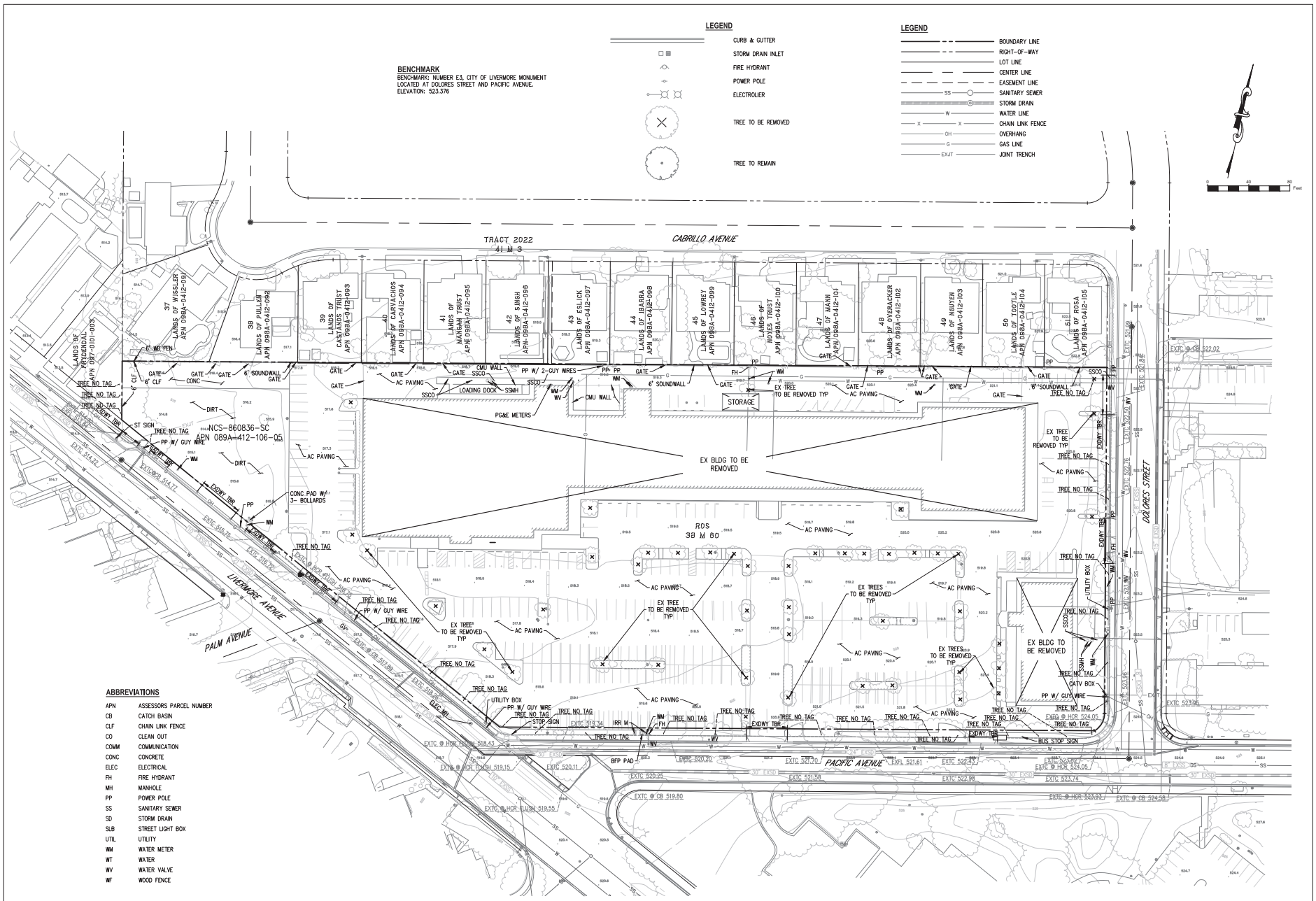
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Job #: 17-9201
Sheet: A-0.04



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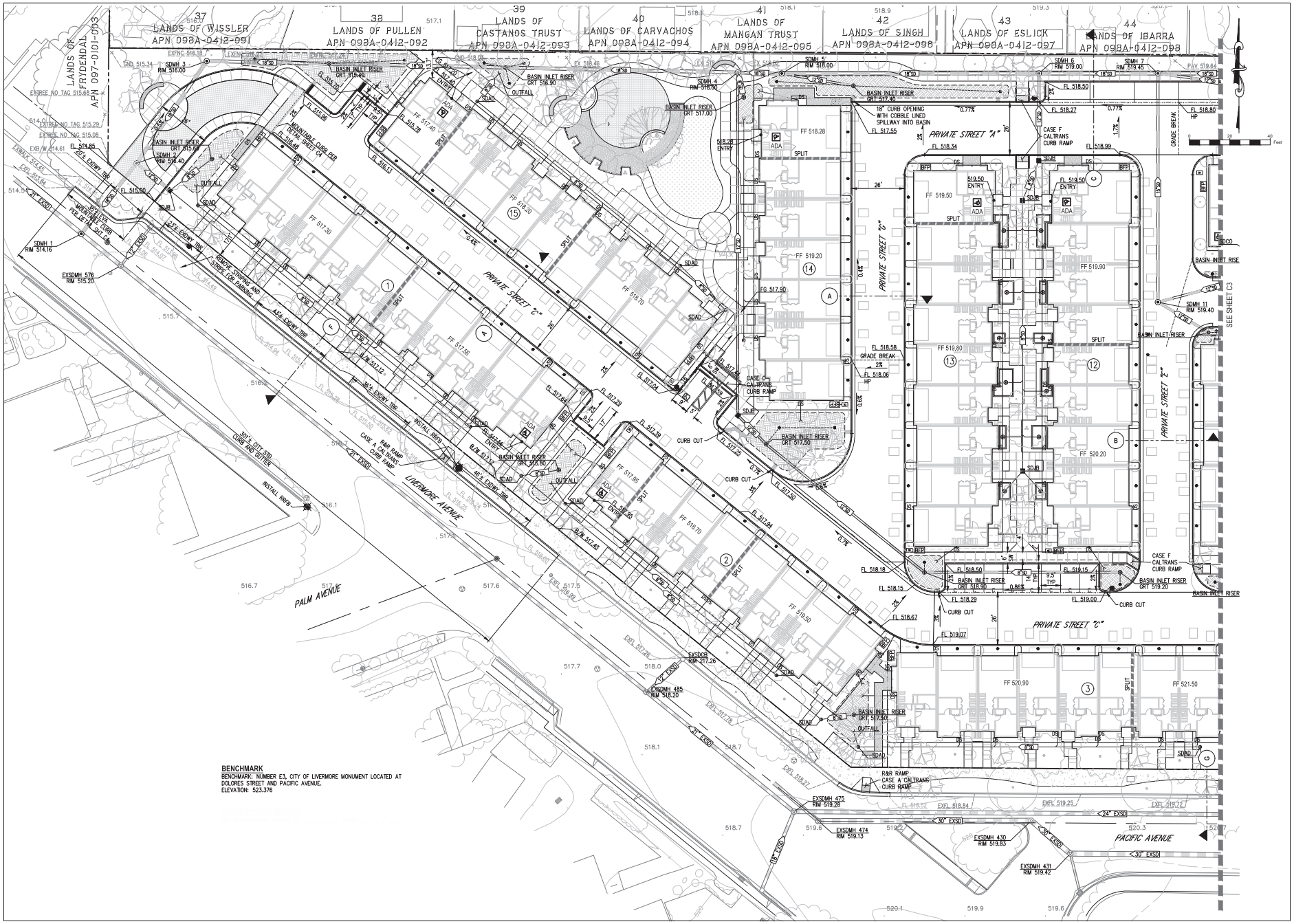
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EXISTING CONIDTIONS & DEMOLITION PLAN

Date: 2025-12-01
Scale: SEE PLAN
Eng: ASA
Job #: 17-122
Sheet: C1



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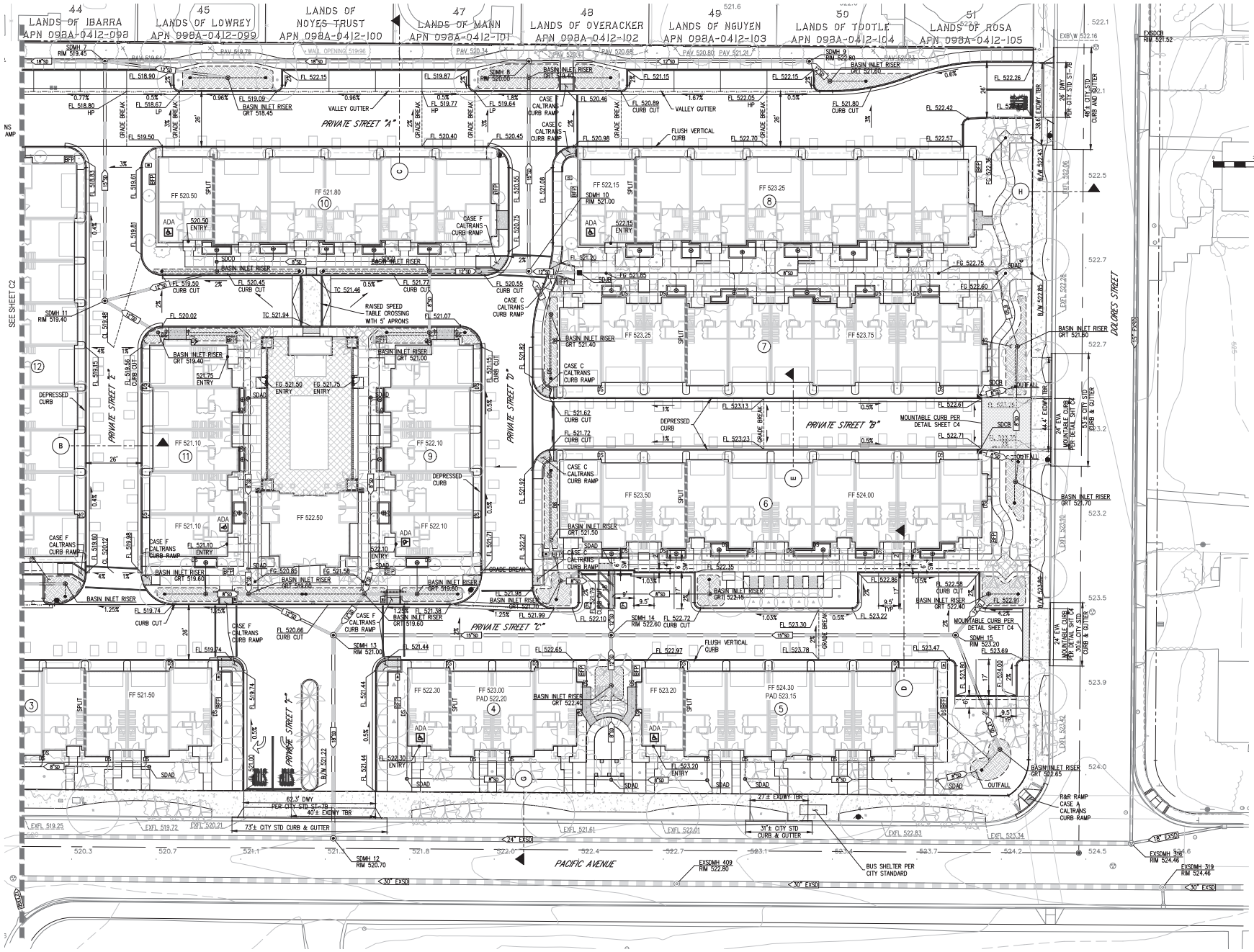
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PACIFIC AND LIVERMORE AVENUE TOWNHOMES
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GRADING & DRAINAGE PLAN

Date: 2025-12-01
Scale: SEE PLAN
Eng: ASA
Job #: 17-122
Sheet: C2



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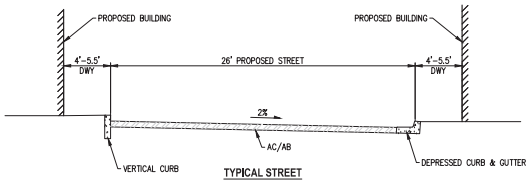
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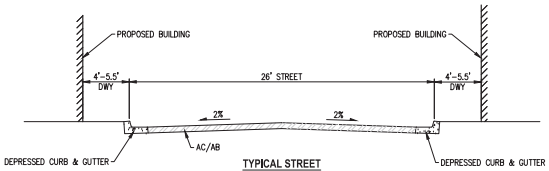
PACIFIC AND LIVERMORE AVENUE TOWNHOMES
2978 PACIFIC AVE, LIVERMORE, CA. 94550

GRADING & DRAINAGE PLAN

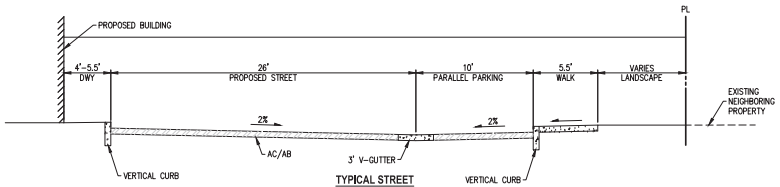
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Job #: 17-122
Sheet: C3



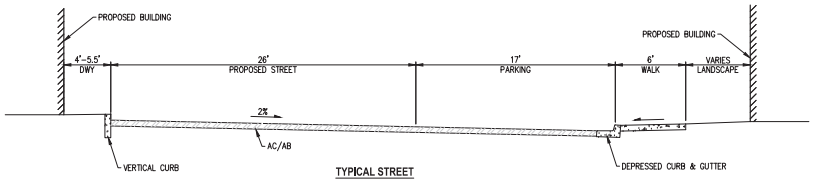
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SECTION A
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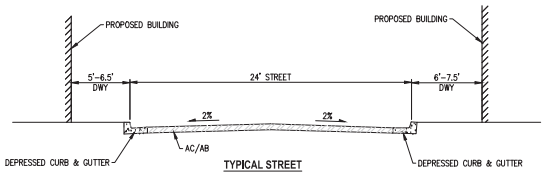
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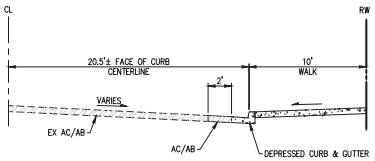
TYPICAL STREET
SECTION C
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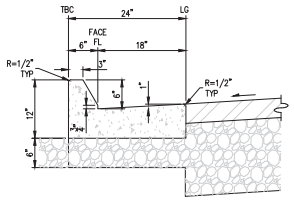
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SECTION D
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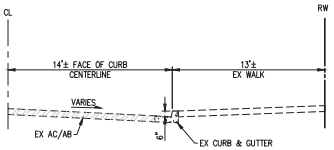
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SECTION E
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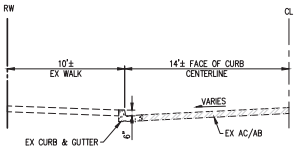
LIVERMORE AVENUE
SECTION F
SCALE: NTS



MOUNTABLE CURB DETAIL
NOT TO SCALE



PACIFIC AVENUE
SECTION G
SCALE: NTS



DOLORES STREET
SECTION H
SCALE: NTS

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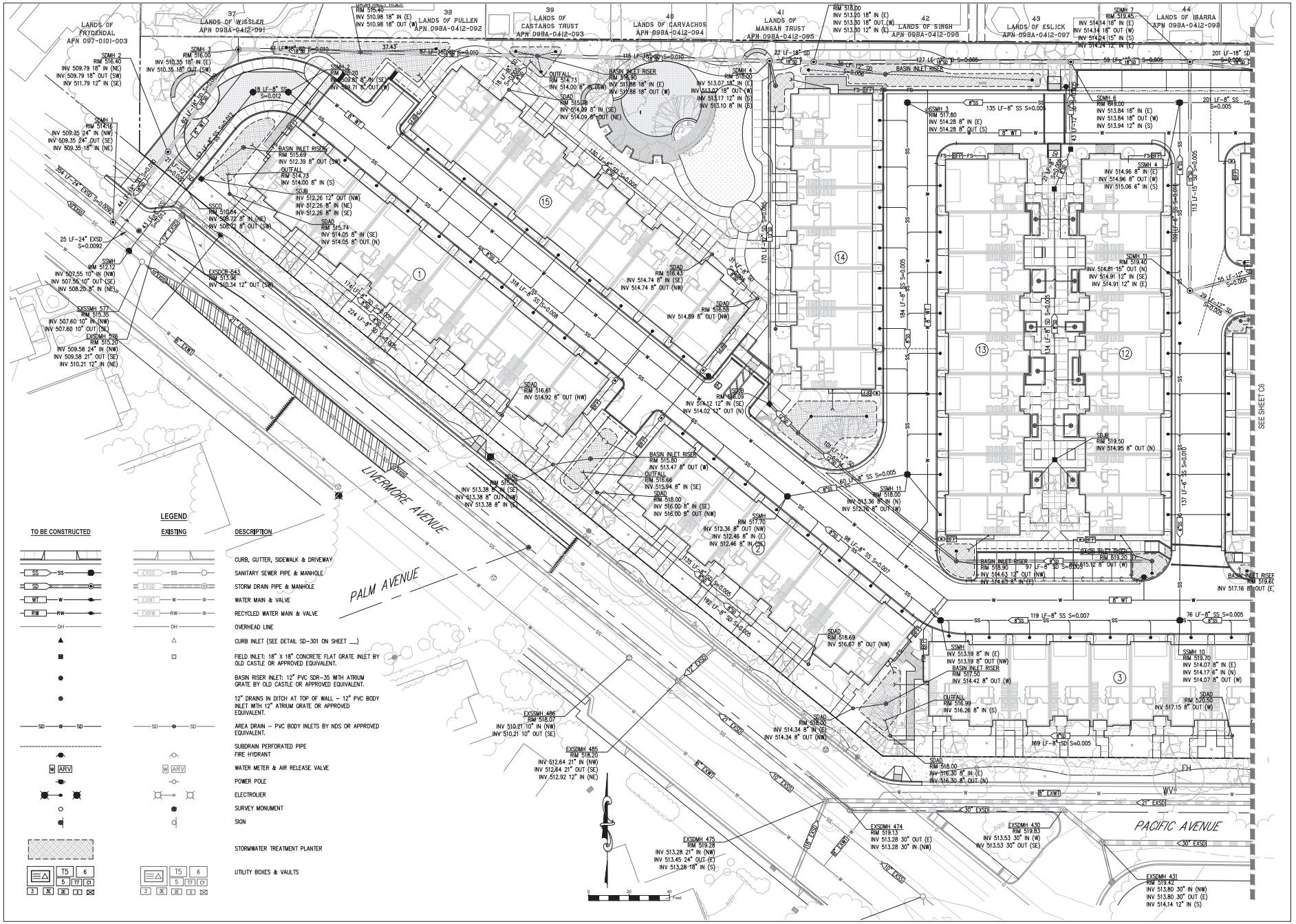
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PACIFIC AND LIVERMORE AVENUE TOWNHOMES
2978 PACIFIC AVE, LIVERMORE, CA. 94550
SECTIONS

Date: 2025-12-01
Scale: SEE PLAN
Eng: ASA
Job #: 17-122
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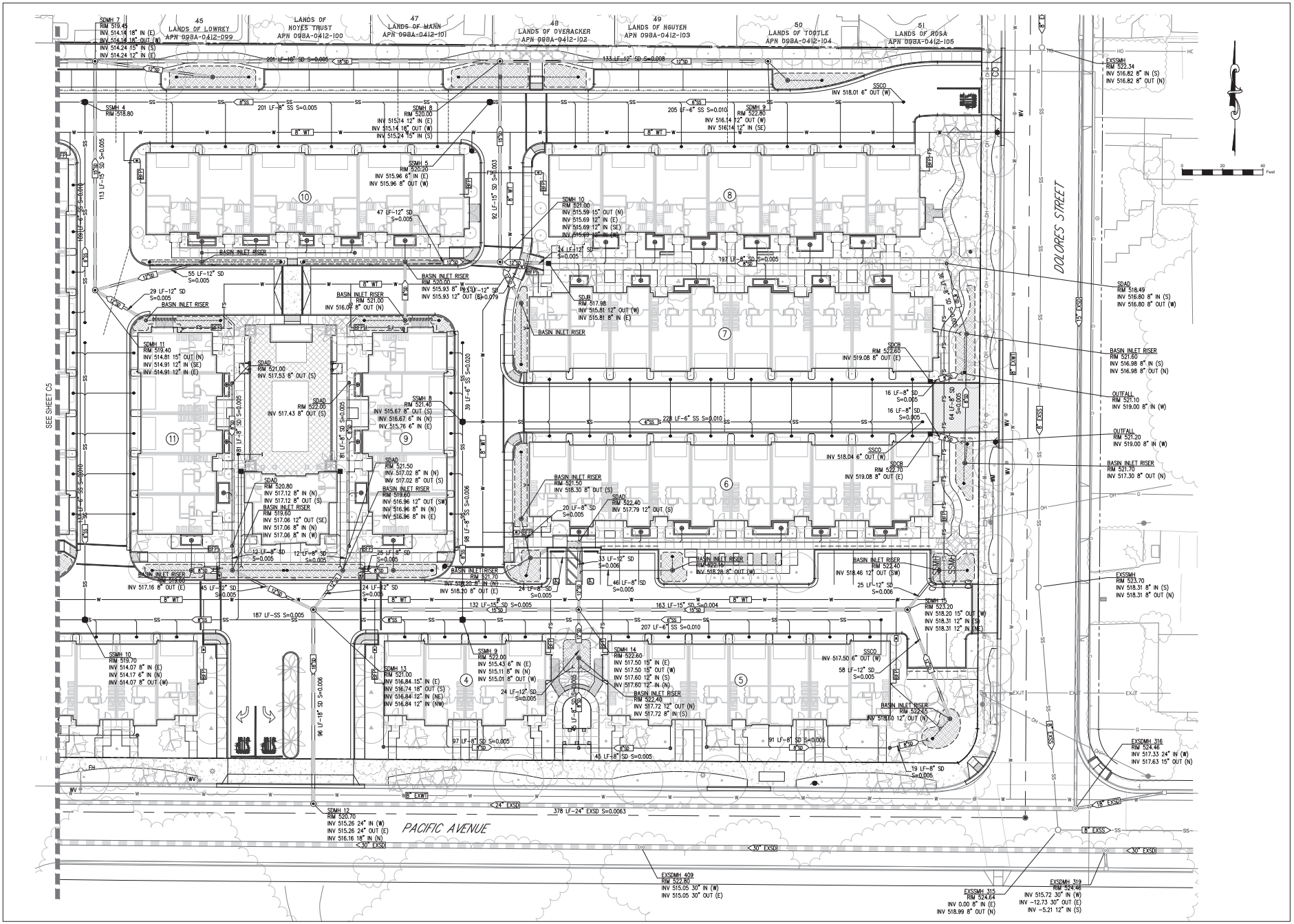
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PACIFIC AND LIVERMORE AVENUE TOWNHOMES
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UTILITY PLAN

Date: 2025-12-01
Scale: SEE PLAN
Eng: ASA
Job #: 17-122
Sheet: C5



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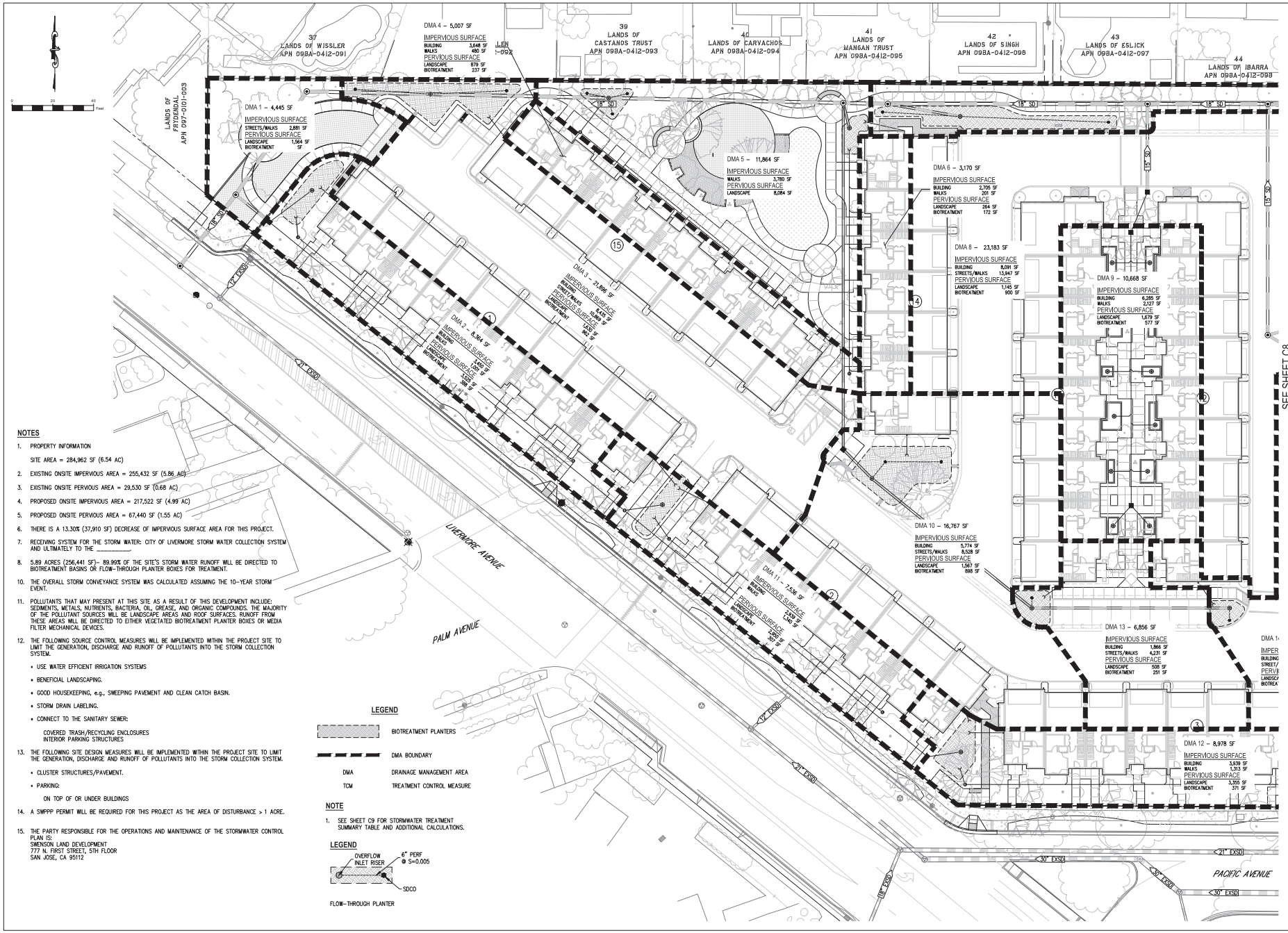
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PACIFIC AND LIVERMORE AVENUE TOWNHOMES
2978 PACIFIC AVE, LIVERMORE, CA. 94550

UTILITY PLAN

Date: 2025-12-01
Scale: SEE PLAN
Eng: ASA
Job #: 17-122

Sheet: C6



NOTES

1. PROPERTY INFORMATION

   SITE AREA = 284,962 SF (6.54 AC)

2. EXISTING ONSITE IMPERVIOUS AREA = 255,432 SF (5.86 AC)
3. EXISTING ONSITE PERVIOUS AREA = 29,530 SF (0.68 AC)
4. PROPOSED ONSITE IMPERVIOUS AREA = 217,522 SF (4.99 AC)
5. PROPOSED ONSITE PERVIOUS AREA = 67,440 SF (1.55 AC)
6. THERE IS A 13.30% (37,910 SF) DECREASE OF IMPERVIOUS SURFACE AREA FOR THIS PROJECT.
7. RECEIVING SYSTEM FOR THE STORM WATER: CITY OF LIVERMORE STORM WATER COLLECTION SYSTEM AND ULTIMATELY TO THE _____.
8. 5.89 ACRES (256,441 SF)– 89.99% OF THE SITE'S STORM WATER RUNOFF WILL BE DIRECTED TO BIOTREATMENT BASINS OR FLOW–THROUGH PLANTER BOXES FOR TREATMENT.
10. THE OVERALL STORM CONVEYANCE SYSTEM WAS CALCULATED ASSUMING THE 10–YEAR STORM EVENT.
11. POLLUTANTS THAT MAY PRESENT AT THIS SITE AS A RESULT OF THIS DEVELOPMENT INCLUDE: SEDIMENTS, METALS, NUTRIENTS, BACTERIA, OIL, GREASE, AND ORGANIC COMPOUNDS. THE MAJORITY OF THE POLLUTANT SOURCES WILL BE LANDSCAPE AREAS AND ROOF SURFACES. RUNOFF FROM THESE AREAS WILL BE DIRECTED TO EITHER VEGETATED BIOTREATMENT PLANTER BOXES OR MEDIA FILTER MECHANICAL DEVICES.
12. THE FOLLOWING SOURCE CONTROL MEASURES WILL BE IMPLEMENTED WITHIN THE PROJECT SITE TO LIMIT THE GENERATION, DISCHARGE AND RUNOFF OF POLLUTANTS INTO THE STORM COLLECTION SYSTEM.
    - USE WATER EFFICIENT IRRIGATION SYSTEMS
    - BENEFICIAL LANDSCAPING.
    - GOOD HOUSEKEEPING, e.g., SWEEPING PAVEMENT AND CLEAN CATCH BASIN.
    - STORM DRAIN LABELING.
    - CONNECT TO THE SANITARY SEWER:

      COVERED TRASH/RECYCLING ENCLOSURES
      INTERIOR PARKING STRUCTURES
13. THE FOLLOWING SITE DESIGN MEASURES WILL BE IMPLEMENTED WITHIN THE PROJECT SITE TO LIMIT THE GENERATION, DISCHARGE AND RUNOFF OF POLLUTANTS INTO THE STORM COLLECTION SYSTEM.
    - CLUSTER STRUCTURES/PAVEMENT.
    - PARKING:

      ON TOP OF OR UNDER BUILDINGS
14. A SWPPP PERMIT WILL BE REQUIRED FOR THIS PROJECT AS THE AREA OF DISTURBANCE > 1 ACRE.
15. THE PARTY RESPONSIBLE FOR THE OPERATIONS AND MAINTENANCE OF THE STORMWATER CONTROL PLAN IS:
    SWENSON LAND DEVELOPMENT
    777 N. FIRST STREET, 5TH FLOOR
    SAN JOSE, CA 95112

LEGEND

BIOTREATMENT PLANTERS

DMA BOUNDARY

DMA — DRAINAGE MANAGEMENT AREA

TCM — TREATMENT CONTROL MEASURE

NOTE

1. SEE SHEET C9 FOR STORMWATER TREATMENT SUMMARY TABLE AND ADDITIONAL CALCULATIONS.

LEGEND

OVERFLOW INLET RISER — 6" PERF @ S=0.005 — SDCO

FLOW–THROUGH PLANTER

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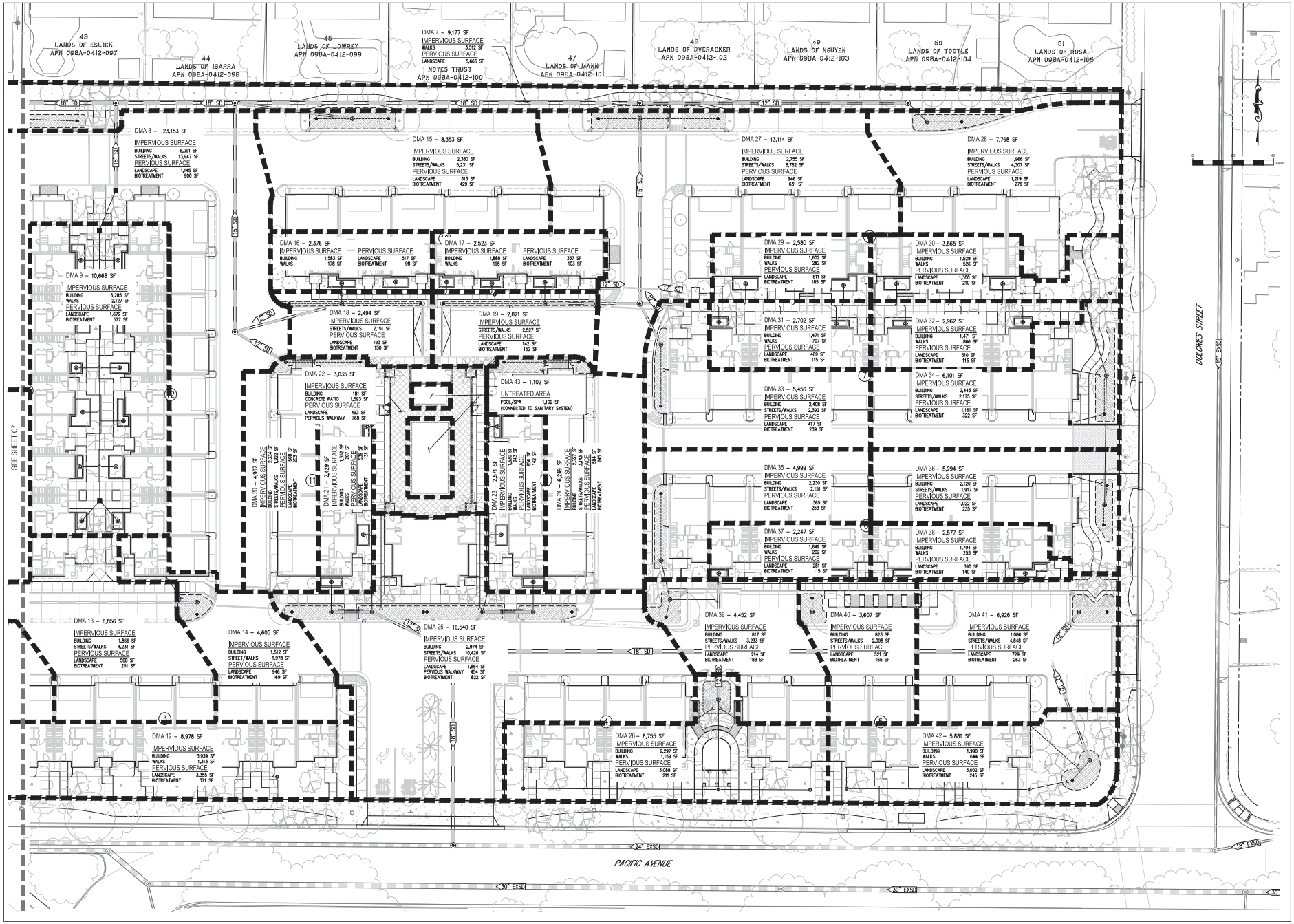
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2978 PACIFIC AVE, LIVERMORE, CA. 94550
STORMWATER CONTROL PLAN

Date: 2025-12-01
Scale: SEE PLAN
Eng: ASA
Job #: 17-122
Sheet: C7



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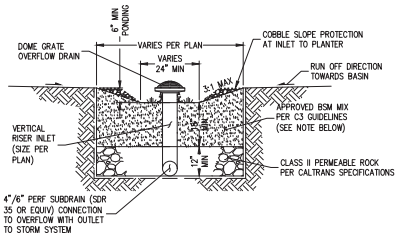
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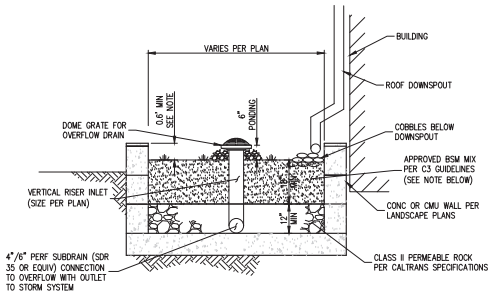
STORMWATER CONTROL PLAN

Date: 2025-12-01
Scale: SEE PLAN
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Sheet: C8



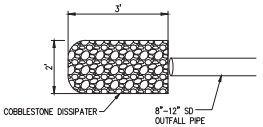
BIOTREATMENT PLANTER DETAIL
NOT TO SCALE

NOTES
1. ROOF DRAINS TO BE CONNECTED TO OUTFALL DIRECTLY INTO BASINS. SEE PLUMBING DRAWINGS FOR REFERENCE.
2. PERFORATION TO BE INSTALLED FACING DOWNWARD.
3. CONTRACTOR TO INSTALL CLASS II PERMEABLE (CALTRANS SPEC.) AGGREGATE IN BOTTOM 12" OF TRENCH (TYP.)
4. BIOTREATMENT SOIL MIX (BSM) SHALL CONFORM TO THE MUNICIPAL REGIONAL PERMIT REQUIREMENTS SET FORTH IN PROVISION C.3.C.i.(1)(B)(VI). CONTRACTOR TO PROVIDE SUPPLIER CERTIFICATION FORM TO PUBLIC WORKS.



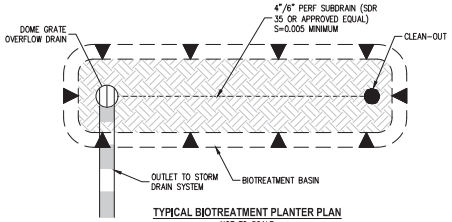
BIOTREATMENT PLANTER BOX SECTION
NOT TO SCALE

NOTES
1. ROOF DRAINS TO BE CONNECTED TO OUTFALL DIRECTLY INTO BASINS. SEE PLUMBING DRAWINGS FOR REFERENCE.
2. PERFORATION TO BE INSTALLED FACING DOWNWARD.
3. CONTRACTOR TO INSTALL CLASS II PERMEABLE (CALTRANS SPEC.) AGGREGATE IN BOTTOM 12" OF TRENCH (TYP.)
4. BIOTREATMENT SOIL MIX (BSM) SHALL CONFORM TO THE MUNICIPAL REGIONAL PERMIT REQUIREMENTS SET FORTH IN PROVISION C.3.C.i.(1)(B)(VI). CONTRACTOR TO PROVIDE SUPPLIER CERTIFICATION FORM TO PUBLIC WORKS.
5. SEE LANDSCAPE PLANS FOR WALL DETAILS AND ELEVATIONS



COBBLESTONE DISSIPATER DETAIL
NOT TO SCALE

NOTES:
- COBBLE STONES TO BE 4"-6" MINIMUM DIAMETER LAID 6" DEEP AND UNDER LAID WITH GEOTECHNICAL FILTER FABRIC AS APPROVED BY THE PROJECT GEOTECHNICAL ENGINEER



TYPICAL BIOTREATMENT PLANTER PLAN
NOT TO SCALE
(SEE BIOTREATMENT PLANTER DETAIL FOR ADDITIONAL INFORMATION)

STORMWATER MANAGEMENT PLAN NOTES

1. PROPERTY INFORMATION:
   PACIFIC AVE AND LIVERMORE AVE, LIVERMORE, CA
2. APN No. 098A-0412-106-03, -05, -06 AND -08
3. TOTAL SITE AREA = 284,962 SF (6.54 AC)
   - EXISTING IMPERVIOUS AREA = 255,432 SF (3.86 AC)
   - EXISTING PERVIOUS AREA = 29,530 SF (0.68 AC)
   - PROPOSED IMPERVIOUS AREA = 217,522 SF (4.99 AC)
   - PROPOSED PERVIOUS AREA = 67,440 SF (1.55 AC)
4. THIS PROJECT HAS A POST-PROJECT IMPERVIOUS AREA LESS THAN THE PRE-PROJECT EXISTING IMPERVIOUS AREA AND IS THUS EXEMPT FROM HYDROMODIFICATION MANAGEMENT (HM) REQUIREMENTS.
5. POLLUTANTS THAT MAY PRESENT AT THIS SITE AS A RESULT OF THIS DEVELOPMENT INCLUDE: SEDIMENTS, METALS, NUTRIENTS, BACTERIA, OIL, GREASE, AND ORGANIC COMPOUNDS. THE MAJORITY OF THE POLLUTANT SOURCES WILL BE STREETS, DRIVEWAYS AND LANDSCAPE AREAS. RUNOFF FROM THESE AREAS WILL BE DIRECTED INTO SILVA CELLS FOR BIO TREATMENT.
6. THE FOLLOWING SOURCE CONTROL MEASURES WILL BE IMPLEMENTED WITHIN THE PROJECT SITE TO LIMIT THE GENERATION, DISCHARGE AND RUNOFF OF POLLUTANTS INTO THE STORM COLLECTION SYSTEM.
   - ALL STORM INLETS WILL BE MARKED WITH THE WORDS "NO DUMPING – FLOW TO THE BAY".
   - DIRECT RUNOFF FROM SIDEWALKS,WALKWAYS, AND/OR PATIOS ONTO VEGETATED AREAS.
   - DIRECT RUNOFF FROM DRIVEWAYS AND/OR UNCOVERED PARKING LOTS ONTO VEGETATED AREAS.

PROJECT HYDRAULIC IMPACT SUMMARY

BASED ON THE REDUCTION OF IMPERVIOUS SURFACES FROM PRE PROJECT CONDITIONS AS CALCULATED ABOVE, AND DUE TO THE FACT THAT THE PROPOSED PROJECT WILL BE TREATING ALL STORM DRAINAGE AND ROUTING IT THROUGH APPROPRIATE TREATMENT MEASURES, THE IMPACT TO THE EXISTING PUBLIC STORM SYSTEM INFRASTRUCTURE WILL BE REDUCED FROM PRE PROJECT CONDITIONS.

LID BASED TREATMENT CALCULATIONS

PLANNING LEVEL - 4% RULE OF THUMB METHOD

ASSUMPTIONS:
1. 0.20 INCHES/HOUR STORM RAINFALL RATE
2. BIOTREATMENT AREAS WITH AMENDED SOIL WITH A PERCOLATION RATE OF 5 INCHES/HOUR. SOIL SHALL BE PER BASMAA LOW IMPACT DEVELOPMENT SOIL SPECIFICATIONS.

NOTE: THE SIMPLIFIED SIZING METHOD (THE 4% "RULE OF THUMB") HAS BEEN UTILIZED FOR THE PLANNING LEVEL DESIGN. THIS METHOD ENSURES SUFFICIENT LAND HAS BEEN ALLOCATED FOR STORMWATER TREATMENT. FINAL PERMIT PLAN DESIGN SHALL UTILIZE THE COMBINED FLOW AND VOLUME BASED DESIGN METHOD AND POTENTIAL SELF-RETAINING AND SELF-TREATING AREA METHODS WHEN FINAL DESIGN INFORMATION IS AVAILABLE.

STORMWATER SUMMARY TABLE

DRAINAGE MANAGEMENT AREA	TOTAL WATERSHED AREA (SF)	IMPERVIOUS SURFACES: STREETS/SIDEWALKS (SF)	CONCRETE PARKING (SF)	BUILDINGS (SF)	TOTAL (SF)	PERVIOUS SURFACES: STREETS (SF)	SIDEWALKS (SF)	VEGETATIVE SURFACE (SF)	TOTAL (SF)	TREATMENT MEASURES: PROVIDED TREATMENT	REQUIRED TREATMENT	CALCULATION METHOD	TREATMENT METHOD
1	4,445	2,881	-	-	2,881	-	-	1,564	1,564	-	-	1.84:1	SELF-RETAINING
2	8,364	1,001	-	3,450	4,451	-	-	3,913	3,913	388	178	4%	BIORETENTION BASIN
3	21,896	10,869	-	8,435	19,304	-	-	2,592	2,592	962	772	4%	BIORETENTION BASIN
4	5,007	480	-	3,648	4,128	-	-	879	879	237	165	4%	BIORETENTION BASIN
5	11,864	3,780	-	-	3,780	-	-	2,790	8,084	-	-	0.47:1	SELF-RETAINING
6	3,170	201	-	2,705	2,906	-	-	264	264	172	116	4%	BIORETENTION BASIN
7	9,177	3,512	-	-	3,512	-	-	5,665	5,665	-	-	0.62:1	SELF-RETAINING
8	23,183	13,947	-	8,091	22,038	-	-	1,145	1,145	900	882	4%	BIORETENTION BASIN
9	10,668	2,127	-	6,285	8,412	-	-	2,256	2,256	577	336	4%	BIORETENTION BASIN
10	16,767	8,528	-	5,774	14,302	-	-	2,465	2,465	898	572	4%	BIORETENTION BASIN
11	7,536	1,340	-	2,939	4,279	-	-	3,257	3,257	307	171	4%	BIORETENTION BASIN
12	8,978	1,313	-	3,939	5,252	-	-	3,726	3,726	371	210	4%	BIORETENTION BASIN
13	6,856	4,231	-	1,866	6,097	-	-	759	759	251	244	4%	BIORETENTION BASIN
14	4,605	1,978	-	1,512	3,490	-	-	1,115	1,115	169	140	4%	BIORETENTION BASIN
15	8,353	5,231	-	2,380	7,611	-	-	742	742	429	304	4%	BIORETENTION BASIN
16	2,376	178	-	1,583	1,761	-	-	615	615	98	70	4%	BIORETENTION BASIN
17	2,523	195	-	1,888	2,083	-	-	440	440	103	83	4%	BIORETENTION BASIN
18	2,494	2,151	-	-	2,151	-	-	343	343	150	86	4%	BIORETENTION BASIN
19	2,821	2,527	-	-	2,527	-	-	294	294	152	101	4%	BIORETENTION BASIN
20	4,967	1,922	-	2,334	4,256	-	-	711	711	203	170	4%	BIORETENTION BASIN
21	2,429	207	-	1,552	1,759	-	-	670	670	131	70	4%	BIORETENTION BASIN
22	3,035	1,593	-	181	1,774	-	768	493	1,261	-	-	1.41:1	SELF-RETAINING
23	2,571	243	-	1,530	1,773	-	-	798	798	142	71	4%	BIORETENTION BASIN
24	6,249	2,357	-	3,143	5,500	-	-	749	749	245	220	4%	BIORETENTION BASIN
25	16,540	10,426	-	2,974	13,400	-	454	2,686	3,140	822	536	4%	BIORETENTION BASIN
26	6,755	1,159	-	2,297	3,456	-	-	3,299	3,299	211	138	4%	BIORETENTION BASIN
27	13,114	8,782	-	2,755	11,537	-	-	1,577	1,577	631	461	4%	BIORETENTION BASIN
28	7,768	4,307	-	1,966	6,273	-	-	1,495	1,495	276	251	4%	BIORETENTION BASIN
29	2,580	282	-	1,602	1,884	-	-	696	696	185	75	4%	BIORETENTION BASIN
30	3,565	526	-	1,529	2,055	-	-	1,510	1,510	210	82	4%	BIORETENTION BASIN
31	2,702	707	-	1,471	2,178	-	-	524	524	115	87	4%	BIORETENTION BASIN
32	2,962	866	-	1,471	2,337	-	-	625	625	115	93	4%	BIORETENTION BASIN
33	5,456	2,392	-	2,408	4,800	-	-	656	656	239	192	4%	BIORETENTION BASIN
34	6,101	2,175	-	2,443	4,618	-	-	1,483	1,483	322	185	4%	BIORETENTION BASIN
35	4,999	2,151	-	2,230	4,381	-	-	618	618	253	175	4%	BIORETENTION BASIN
36	5,294	1,917	-	2,120	4,037	-	-	1,257	1,257	235	161	4%	BIORETENTION BASIN
37	2,247	202	-	1,649	1,851	-	-	396	396	115	74	4%	BIORETENTION BASIN
38	2,577	253	-	1,794	2,047	-	-	530	530	140	82	4%	BIORETENTION BASIN
39	4,452	3,233	-	817	4,050	-	-	402	402	188	162	4%	BIORETENTION BASIN
40	3,607	2,098	-	823	2,921	-	-	686	686	165	117	4%	BIORETENTION BASIN
41	6,926	4,848	-	1,086	5,934	-	-	992	992	263	237	4%	BIORETENTION BASIN
42	5,881	644	-	1,990	2,634	-	-	3,247	3,247	245	105	4%	BIORETENTION BASIN
43	1,102	-	-	1,102	1,102	-	-	-	-	UNTREATED - CONNECTED TO SANITARY SYSTEM			
SUBTOTAL (SF)	284,962	119,760	-	97,762	217,522	-	1,222	60,924	67,440	11,615	8,179		
EXISTING	284,962	168,792	-	86,640	255,432	-	-	29,530	29,530				

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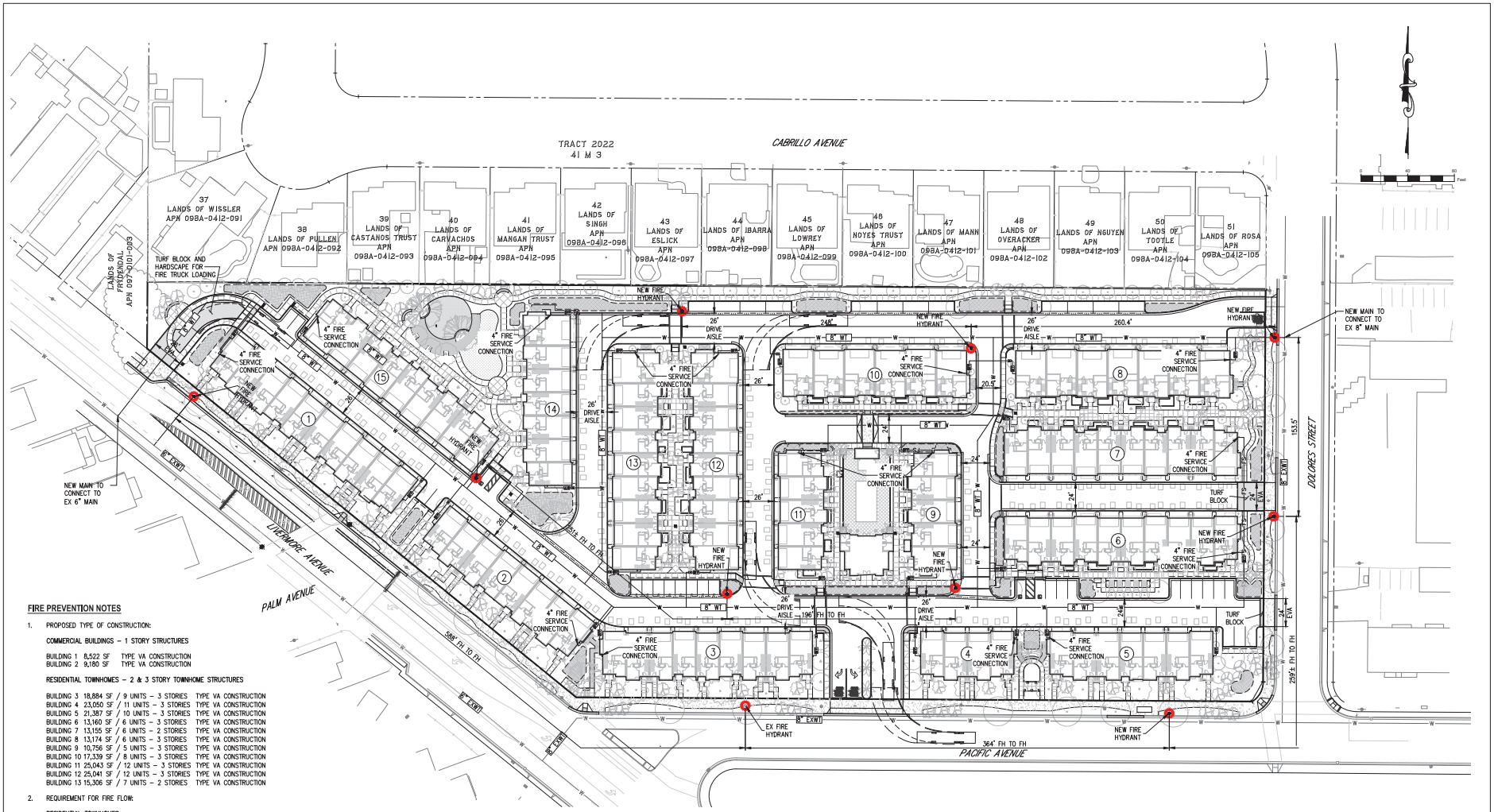
Revisions:

Rev #	Description	Date

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PACIFIC AND LIVERMORE AVENUE TOWNHOMES
2978 PACIFIC AVE. LIVERMORE, CA. 94550
STORMWATER NOTES & DETAILS

Date: 2025-12-01
Scale: SEE PLAN
Eng: ASA
Job #: 17-122
Sheet: C9



FIRE PREVENTION NOTES

1. PROPOSED TYPE OF CONSTRUCTION:

   COMMERCIAL BUILDINGS – 1 STORY STRUCTURES

   BUILDING 1 8,522 SF TYPE VA CONSTRUCTION
   BUILDING 2 9,180 SF TYPE VA CONSTRUCTION

   RESIDENTIAL TOWNHOMES – 2 & 3 STORY TOWNHOME STRUCTURES

   BUILDING 3 18,884 SF / 9 UNITS – 3 STORIES TYPE VA CONSTRUCTION
   BUILDING 4 23,050 SF / 11 UNITS – 3 STORIES TYPE VA CONSTRUCTION
   BUILDING 5 21,387 SF / 10 UNITS – 3 STORIES TYPE VA CONSTRUCTION
   BUILDING 6 13,160 SF / 6 UNITS – 3 STORIES TYPE VA CONSTRUCTION
   BUILDING 7 13,155 SF / 6 UNITS – 2 STORIES TYPE VA CONSTRUCTION
   BUILDING 8 13,174 SF / 6 UNITS – 3 STORIES TYPE VA CONSTRUCTION
   BUILDING 9 10,756 SF / 5 UNITS – 3 STORIES TYPE VA CONSTRUCTION
   BUILDING 10 17,339 SF / 8 UNITS – 3 STORIES TYPE VA CONSTRUCTION
   BUILDING 11 25,043 SF / 12 UNITS – 3 STORIES TYPE VA CONSTRUCTION
   BUILDING 12 25,041 SF / 12 UNITS – 3 STORIES TYPE VA CONSTRUCTION
   BUILDING 13 15,306 SF / 7 UNITS – 2 STORIES TYPE VA CONSTRUCTION

2. REQUIREMENT FOR FIRE FLOW:

   RESIDENTIAL TOWNHOMES

   PER THE CURRENT CALIFORNIA FIRE CODE APPENDIX B SECTION B105 – TABLE 105.1(2)

   25,043 SF TYPE VA CONSTRUCTION (MAXIMUM SIZE BUILDING)
   =2,750 GPM

   NOTE:
   PER CURRENT CALIFORNIA FIRE CODE APPENDIX B SECTION B105.2, A 50% REDUCTION IN REQUIRED FIRE FLOW IS ALLOWED FOR BUILDINGS EQUIPPED WITH AUTOMATIC FIRE SPRINKLER SYSTEM (1,500 GPM MIN.).
   THE RESULTING REQUIRED FIRE FLOW = 1,500 GPM

3. FIRE HYDRANT DISTRIBUTION REQUIREMENTS:
   THE FIRE FLOW DURATION, HYDRANT LOCATIONS AND DISTRIBUTION ARE TO BE BASED ON THE FULL FIRE FLOW REQUIRED PER CFC TABLES B105.1 AND C102.1.

   RESIDENTIAL TOWNHOMES

   PER TABLE B105.1 4,000 GPM IS REQUIRED WITH 4 HOUR FLOW DURATION
   PER TABLE C102.1 4 HYDRANTS ARE REQUIRED WITH AVERAGE SPACING OF 350' O.C.

4. ALL FIRE DEPARTMENT CONNECTIONS (FDC) SHALL BE LOCATED LESS THAN 100' FROM SURROUNDING FIRE HYDRANTS.

5. FIRE FLOW CALCULATIONS WILL BE PROVIDED BY THE WATER PURVEYOR.

LEGEND

- FIRE HYDRANT / FIRE DEPARTMENT CONNECTION LOCATION
- EXISTING FIRE HYDRANT
- PROPOSED FIRE HYDRANT
- FDC — FIRE DEPARTMENT CONNECTION
- W — EXISTING WATERLINE
- W — PROPOSED WATERLINE
- FIRE TRUCK TURNING TEMPLATE – SEE SHEET C11 FOR DETAILS

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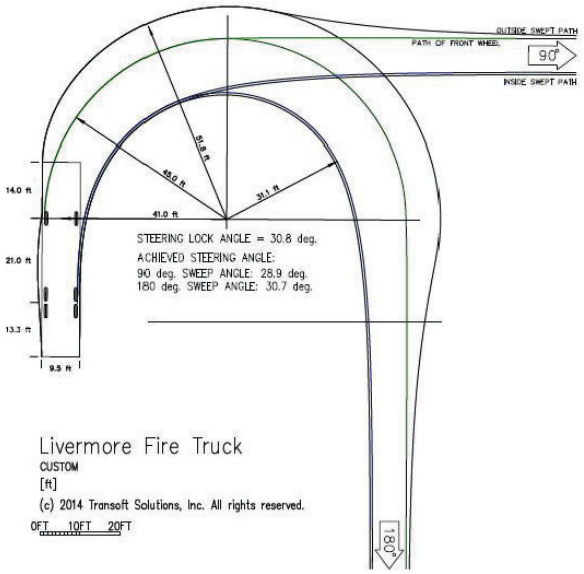
Revisions:

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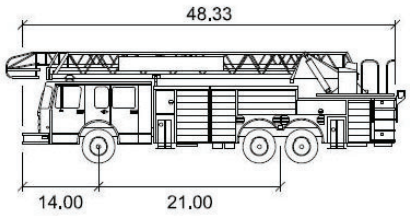
PACIFIC AND LIVERMORE AVENUE TOWNHOMES
2978 PACIFIC AVE, LIVERMORE, CA. 94550
FIRE PROTECTION PLAN

Date: 2025-12-01
Scale: SEE PLAN
Eng: ASA
Job #: 17-122
Sheet: C10



FIRE TURNING TEMPLATE

NOT TO SCALE



LIVERMORE-PLEASANTON FIRE TRUCK

	feet
Width	: 9.50
Track	: 8.33
Lock to Lock Time	: 7.0
Steering Angle	: 30.8

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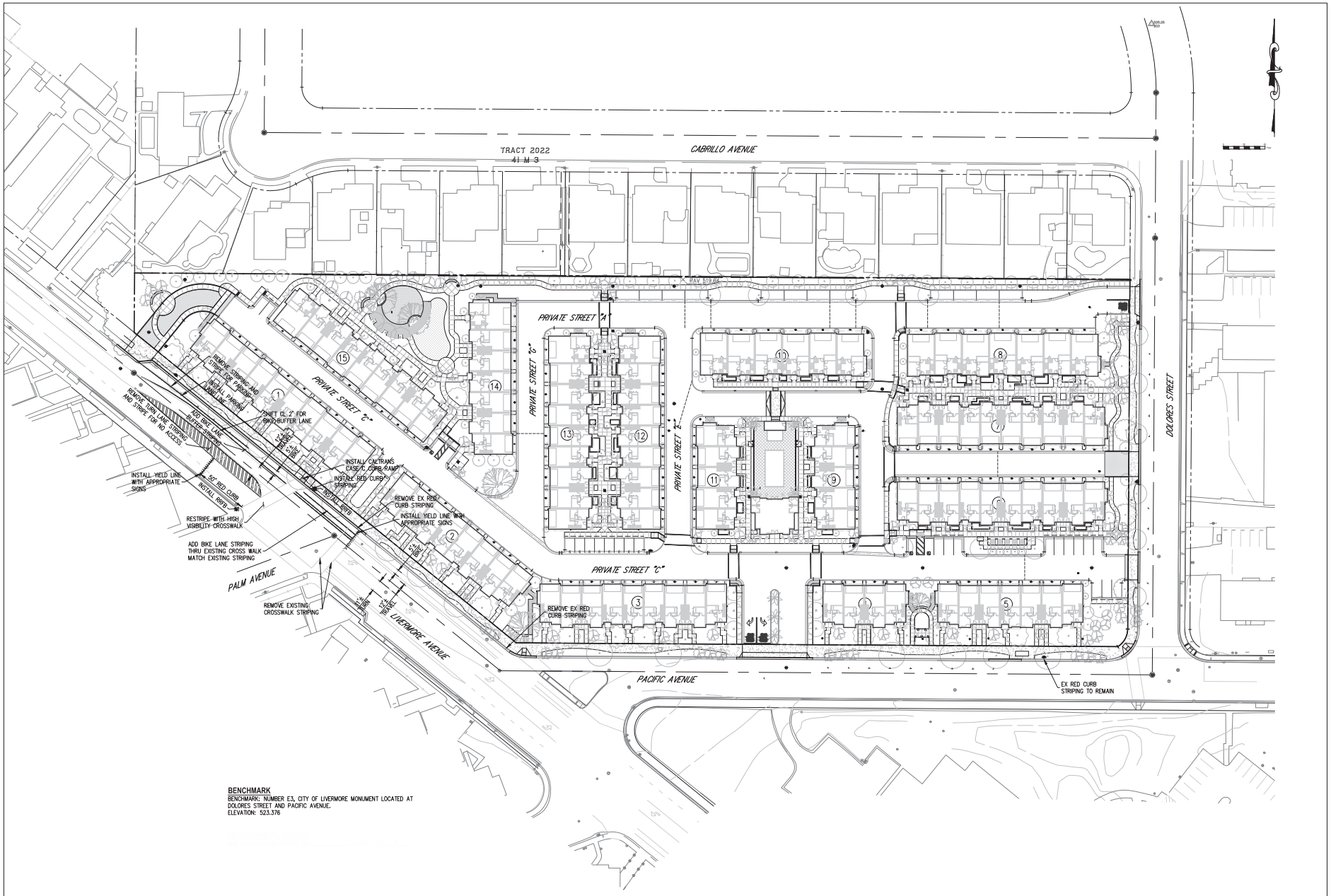
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PACIFIC AND LIVERMORE AVENUE TOWNHOMES

2978 PACIFIC AVE. LIVERMORE, CA. 94550

FIRE PROTECTION DETAILS

Date: 2025-12-01
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Eng: ASA
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Revisions:

Rev #	Description	Date

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2978 PACIFIC AVE, LIVERMORE, CA. 94550

SIGNING AND STRIPING PLAN

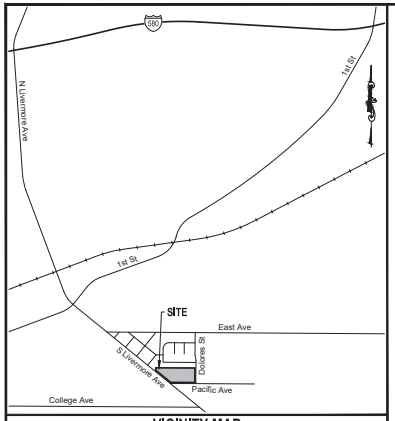
Date: 2025-12-01
Scale: SEE PLAN
Eng: ASA
Job #: 17-122
Sheet: C12

FINAL PLANNING SET - DECEMBER 12, 2025

VESTING TENTATIVE TRACT MAP NO 8701
PACIFIC & LIVERMORE
FOR CONDOMINIUM PURPOSES

LIVERMORE CALIFORNIA

LOTS 2, 14, 31, 32, 33 AND 34 OF SMITH AND GRANT TRACT, AS SAID TRACT IS SHOWN ON THE MAP ENTITLED, "MAP OF ADDITION NO. 3 TO THE TOWN OF LIVERMORE", FILED APRIL 9, 1878, IN BOOK 6 OF MAPS, PAGE 3 IN THE OFFICE OF THE COUNTY RECORDER OF ALAMEDA COUNTY.



VICINITY MAP
NOT TO SCALE

NOTES

1. THERE ARE NO EXISTING WELLS ON SITE
2. ALL EXISTING BUILDINGS WILL BE REMOVED PRIOR TO THE RECORDATION OF THE FINAL MAP
3. ASSESSORS PARCEL NUMBER: 098A-0412-106-03, 05, 06 & 08
4. EXISTING USE: COMMERCIAL
5. SURROUNDING USES:
   NORTH – RESIDENTIAL
   WEST – RESIDENTIAL
   SOUTH – LIVERMORE AVENUE / PACIFIC AVENUE (PUBLIC STREET)
   EAST – DOLORES STREET (PUBLIC STREET)
6. PROPOSED USE: 115 RESIDENTIAL TOWNHOME UNITS
7. EXISTING ZONING: NMU (NEIGHBORHOOD MIXED USE)
8. PROPOSED ZONING: NMU (NEIGHBORHOOD MIXED USE)
9. GENERAL PLAN DESIGNATION: NML (NEIGHBORHOOD MIXED LOW DENSITY)
10. SANITARY SEWER: LIVERMORE SANITATION
11. STORM CONDUIT: CITY OF LIVERMORE
12. WATER SYSTEM: CITY OF LIVERMORE
13. EXISTING NUMBER OF LOTS: 4
14. PROPOSED NUMBER OF LOTS: 31
15. TOTAL AREA: 6.542 ACRES GROSS
17. THE SUBJECT PROPERTY IS SHOWN ON THE FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NUMBER 06001C0342G, DATED AUGUST 3, 2009 AS ZONE X, AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN.
18. 7 NEW STREET NAMES ARE PROPOSED

OWNER
PO RO, LLC

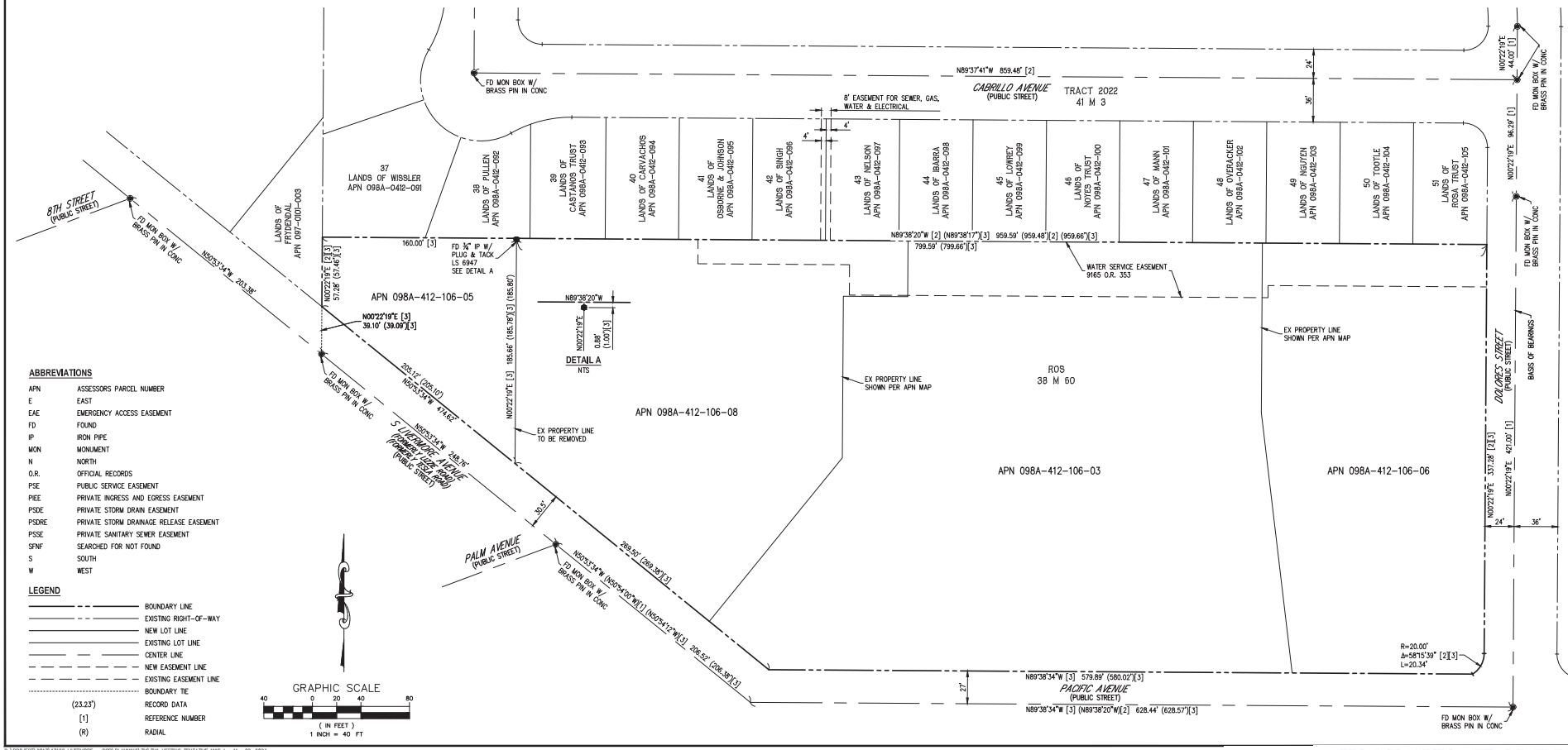
DEVELOPER
SWENSON
777 N. 1ST STREET, 5TH FLOOR
SAN JOSE, CA 95112
(408) 287-0246

ENGINEER
ANDREW TURNER, LS 9104
CIVIL ENGINEERING ASSOCIATES, INC.
2055 GATEWAY PLACE, SUITE 550
SAN JOSE, CA 95110
(408) 453-1066

BASIS OF BEARINGS
THE BEARING NORTH 00°22'19" EAST ON THE CENTERLINE OF DOLORES STREET, AS SHOWN ON THAT CERTAIN TRACT MAP FILED FOR RECORDED IN BOOK 150 OF MAPS AT PAGES 3-4, ALAMEDA COUNTY RECORDS, WAS TAKEN AS THE BASIS FOR ALL BEARINGS SHOWN ON THIS MAP.

BENCHMARK
NUMBER E3, CITY OF LIVERMORE MONUMENT LOCATED AT DOLORES STREET AND PACIFIC AVENUE.
ELEVATION: 523.376

MAP REFERENCES
[1] TRACT 5236 – 150 M 3-4
[2] TRACT 2022 – 41 M 3
[3] ROS – 38 M 60



ABBREVIATIONS

APN	ASSESSORS PARCEL NUMBER
E	EAST
EAE	EMERGENCY ACCESS EASEMENT
FD	FOUND
IP	IRON PIPE
MON	MONUMENT
N	NORTH
O.R.	OFFICIAL RECORDS
PSE	PUBLIC SERVICE EASEMENT
PIEE	PRIVATE INGRESS AND EGRESS EASEMENT
PSDE	PRIVATE STORM DRAIN EASEMENT
PSDRE	PRIVATE STORM DRAINAGE RELEASE EASEMENT
PSSE	PRIVATE SANITARY SEWER EASEMENT
SFNF	SEARCHED FOR NOT FOUND
S	SOUTH
W	WEST

LEGEND

———	BOUNDARY LINE
———	EXISTING RIGHT-OF-WAY
———	NEW LOT LINE
———	EXISTING LOT LINE
— — —	CENTER LINE
— — —	NEW EASEMENT LINE
— — —	EXISTING EASEMENT LINE
·····	BOUNDARY TIE
(23.23')	RECORD DATA
[1]	REFERENCE NUMBER
(R)	RADIAL

GRAPHIC SCALE
40 0 20 40 80
(IN FEET)
1 INCH = 40 FT

NO.	DATE	REVISIONS	BY

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PREPARED FOR:
SWENSON ARCHITECTURE

VESTING TENTATIVE MAP
MAP NUMBER 8701
PACIFIC & LIVERMORE
SAN JOSE CALIFORNIA

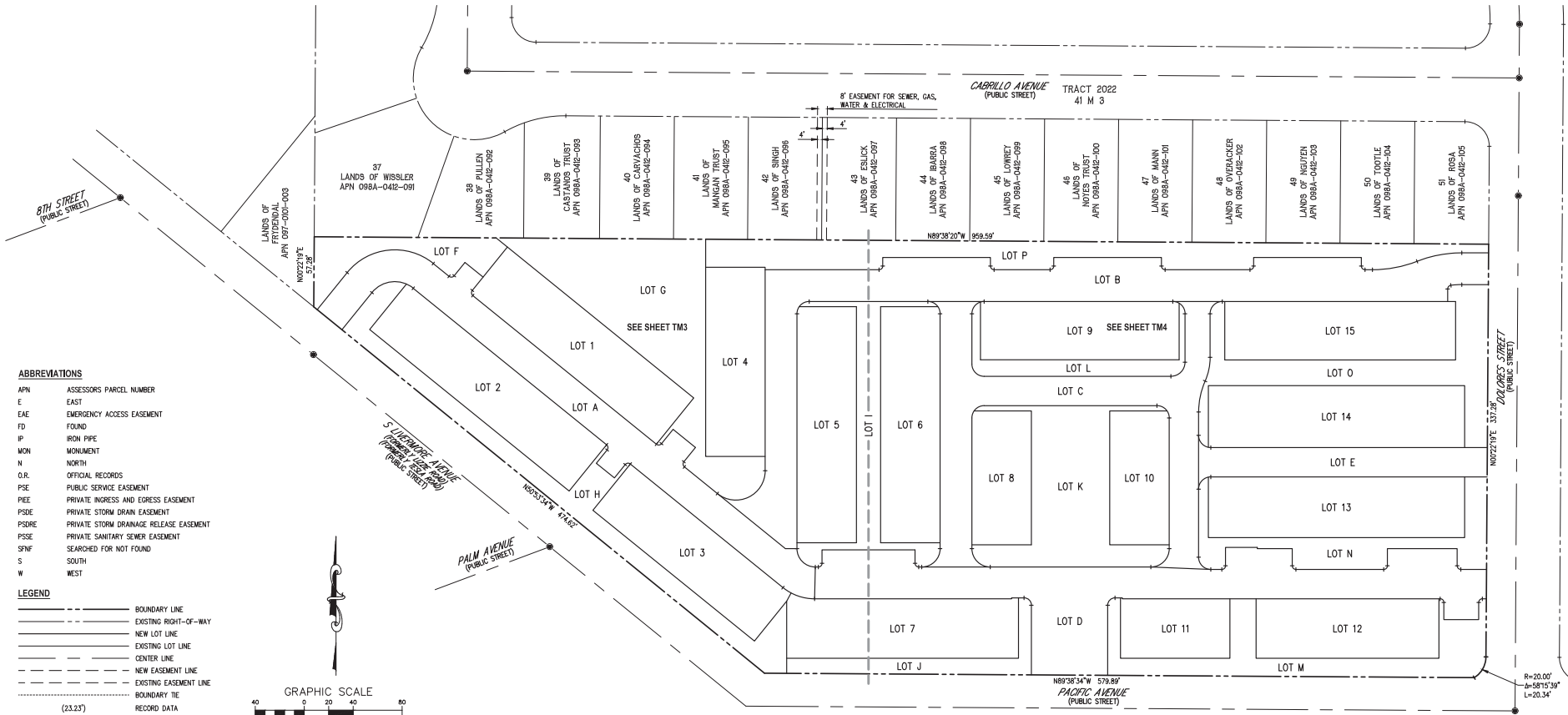
DATE	3/29/2024
SCALE	1"=40'
DESIGNED	ASA
DRAWN	CH
JOB NO.	17-122
SHEET	TM1
	1 OF 4 SHEETS

VESTING TENTATIVE TRACT MAP NO 8701
PACIFIC & LIVERMORE

FOR CONDOMINIUM PURPOSES

LIVERMORE CALIFORNIA

LOTS 2, 14, 31, 32, 33 AND 34 OF SMITH AND GRANT TRACT, AS SAID TRACT IS SHOWN ON THE MAP ENTITLED, "MAP OF ADDITION NO. 3 TO THE TOWN OF LIVERMORE", FILED APRIL 9, 1878, IN BOOK 6 OF MAPS, PAGE 3 IN THE OFFICE OF THE COUNTY RECORDER OF ALAMEDA COUNTY.



ABBREVIATIONS

APN	ASSESSORS PARCEL NUMBER
E	EAST
EAE	EMERGENCY ACCESS EASEMENT
FD	FOUND
IP	IRON PIPE
MON	MONUMENT
N	NORTH
O.R.	OFFICIAL RECORDS
PSE	PUBLIC SERVICE EASEMENT
PIEE	PRIVATE INGRESS AND EGRESS EASEMENT
PSDE	PRIVATE STORM DRAIN EASEMENT
PSDRE	PRIVATE STORM DRAINAGE RELEASE EASEMENT
PSSE	PRIVATE SANITARY SEWER EASEMENT
SFNF	SEARCHED FOR NOT FOUND
S	SOUTH
W	WEST

LEGEND

	BOUNDARY LINE
	EXISTING RIGHT-OF-WAY
	NEW LOT LINE
	EXISTING LOT LINE
	CENTER LINE
	NEW EASEMENT LINE
	EXISTING EASEMENT LINE
	BOUNDARY TIE
(23.23')	RECORD DATA
[1]	REFERENCE NUMBER
(R)	RADIAL

GRAPHIC SCALE
40 0 20 40 80
(IN FEET)
1 INCH = 40 FT

NO.	DATE	REVISIONS	BY

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PREPARED FOR: SWENSON ARCHITECTURE

VESTING TENTATIVE MAP
MAP NUMBER 8701
PACIFIC & LIVERMORE
SAN JOSE CALIFORNIA

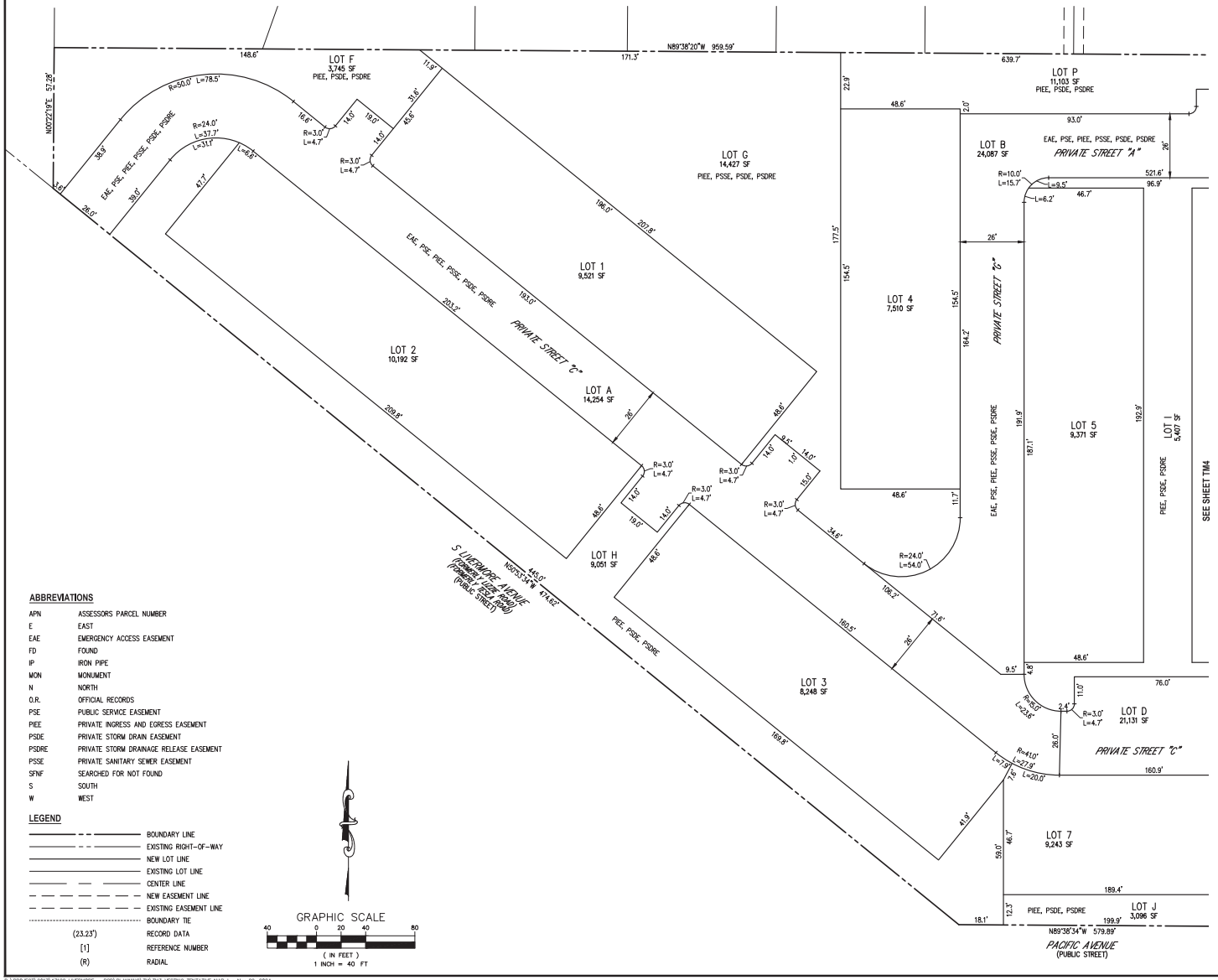
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SCALE	1"=40'
DESIGNED	ASA
DRAWN	CH
JOB NO.	17-122

SHEET TM2
1 OF 4 SHEETS

VESTING TENTATIVE TRACT MAP NO 8701
PACIFIC & LIVERMORE
FOR CONDOMINIUM PURPOSES

LIVERMORE CALIFORNIA

LOTS 2, 14, 31, 32, 33 AND 34 OF SMITH AND GRANT TRACT, AS SAID TRACT IS SHOWN ON THE MAP ENTITLED, "MAP OF ADDITION NO. 3 TO THE TOWN OF LIVERMORE", FILED APRIL 9, 1878, IN BOOK 6 OF MAPS, PAGE 3 IN THE OFFICE OF THE COUNTY RECORDER OF ALAMEDA COUNTY.



ABBREVIATIONS

APN	ASSESSORS PARCEL NUMBER
E	EAST
EAE	EMERGENCY ACCESS EASEMENT
FD	FOUND
IP	IRON PIPE
MON	MONUMENT
N	NORTH
O.R.	OFFICIAL RECORDS
PSE	PUBLIC SERVICE EASEMENT
PIEE	PRIVATE INGRESS AND EGRESS EASEMENT
PSDE	PRIVATE STORM DRAIN EASEMENT
PSDRE	PRIVATE STORM DRAINAGE RELEASE EASEMENT
PSSE	PRIVATE SANITARY SEWER EASEMENT
SFNF	SEARCHED FOR NOT FOUND
S	SOUTH
W	WEST

LEGEND

- BOUNDARY LINE
- EXISTING RIGHT-OF-WAY
- NEW LOT LINE
- EXISTING LOT LINE
- CENTER LINE
- NEW EASEMENT LINE
- EXISTING EASEMENT LINE
- BOUNDARY TIE
- (23.23') RECORD DATA
- [1] REFERENCE NUMBER
- (R) RADIAL

GRAPHIC SCALE
40 0 20 40 80
(IN FEET)
1 INCH = 40 FT

NO.	DATE	REVISIONS	BY

Civil Engineering Associates
Civil Engineers • Planners • Surveyors
28 Rokery Avenue
Campbell, CA 95008
T: (408) 453-1066

PREPARED FOR: SWENSON ARCHITECTURE

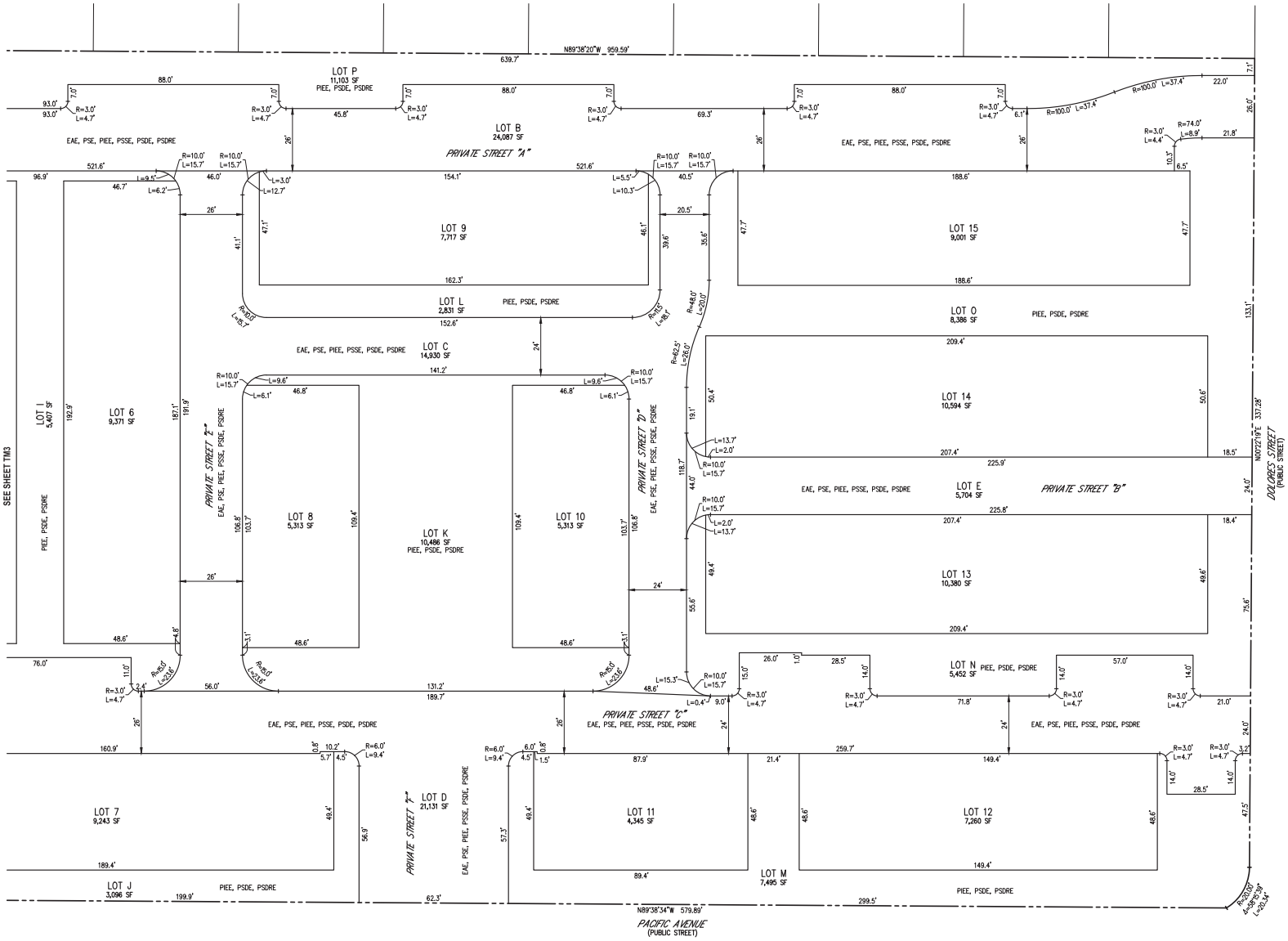
VESTING TENTATIVE MAP
MAP NUMBER 8701
PACIFIC & LIVERMORE
CALIFORNIA
SAN JOSE

DATE	3/29/2024
SCALE	1"=20'
DESIGNED	ASA
DRAWN	CH
JOB NO.	17-122
SHEET	TM3
	1 OF 4 SHEETS

VESTING TENTATIVE TRACT MAP NO 8701
PACIFIC & LIVERMORE
FOR CONDOMINIUM PURPOSES

LIVERMORE CALIFORNIA

LOTS 2, 14, 31, 32, 33 AND 34 OF SMITH AND GRANT TRACT, AS SAID TRACT IS SHOWN ON THE MAP ENTITLED, "MAP OF ADDITION NO. 3 TO THE TOWN OF LIVERMORE", FILED APRIL 9, 1878, IN BOOK 6 OF MAPS, PAGE 3 IN THE OFFICE OF THE COUNTY RECORDER OF ALAMEDA COUNTY.



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SFNF	SEARCHED FOR NOT FOUND
S	SOUTH
W	WEST

LEGEND

———	BOUNDARY LINE
——— — ———	EXISTING RIGHT-OF-WAY
———	NEW LOT LINE
———	EXISTING LOT LINE
——— — ———	CENTER LINE
— — — — — —	NEW EASEMENT LINE
— — — — — —	EXISTING EASEMENT LINE
·····	BOUNDARY TIE
(23.23')	RECORD DATA
[1]	REFERENCE NUMBER
(R)	RADIAL

NO.	DATE	REVISIONS	BY

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28 Rokey Avenue
Campbell, CA 95008
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PREPARED FOR:
SWENSON ARCHITECTURE

VESTING TENTATIVE MAP
MAP NUMBER 8701
PACIFIC & LIVERMORE
SAN JOSE CALIFORNIA

DATE	3/29/2024
SCALE	1"=20'
DESIGNED	ASA
DRAWN	CH
JOB NO.	17-122
SHEET	TM4
	1 OF 4 SHEETS

PLANTING LIST

TREES

SPECIMEN TREES

LEGEND	BOTANICAL NAME / COMMON NAME	Size	QTY	Water Use (WUCOLS IV)	SPACING	STREET TREE
	QUERCUS AGRIFOLIA COAST LIVE OAK	24"BOX	3	VL	AS SHOWN	-
	QUERCUS LOBATA VALLEY OAK	24"BOX	2	L	AS SHOWN	-
	WASHINGTONIA ROBUSTA MEXICAN FAN PALM	24"BOX	3	L	AS SHOWN	-
	SYAGRUS ROMANZOFFIANA QUEEN PALM	24"BOX	4	L	AS SHOWN	-

SHADE TREES

LEGEND	BOTANICAL NAME / COMMON NAME	Size	QTY	Water Use (WUCOLS IV)	SPACING	STREET TREE
	LYNOTHAMNUS FLORIBUNDUS SSP. ASPLENTIFOLIUS CATALINE IRONWOOD	24"BOX	8	L	AS SHOWN	-
	CHIONANTHUS RETUSUS CHINESE FRINGE TREE	24"BOX	8	M	AS SHOWN	-
	PISTACIA CHINENSIS CHINESE PISTACHE	24"BOX	21	L	AS SHOWN	-
	OLEA EUROPAEA `WILSONII' WILSON OLIVE	24"BOX	7	VL	AS SHOWN	-
	QUERCUS TOMENTELLA ISLAND OAK	24"BOX	14	M	AS SHOWN	YES
	ULMUS CARPINIFOLIA `FRONTIER' FRONTIER ELM	24"BOX	5	L	AS SHOWN	-
	ULMUS PARVIFOLIA `DRAKE' DRAKE ELM	24"BOX		L	AS SHOWN	-

COLUMNAR TREES

LEGEND	BOTANICAL NAME / COMMON NAME	Size	QTY	Water Use (WUCOLS IV)	SPACING	STREET TREE
	ACER RUBRUM `ARMSTRONG' ARMSTRONG RED MAPLE	24"BOX	36	M	AS SHOWN	YES

ACCENT TREES

LEGEND	BOTANICAL NAME / COMMON NAME	Size	QTY	Water Use (WUCOLS IV)	SPACING	STREET TREE
	CHILOPSIS LINEARIS DESERT WILLOW	24"BOX	20	L	AS SHOWN	-
	LAGERSTROEMIA INDICA `MUSKOGEE' MUSKOGEE CRAPE MYRTLE	24"BOX	20	L	AS SHOWN	-
	CERCIS OCCIDENTALIS WESTERN REDBUD STANDARD	24"BOX	36	L	AS SHOWN	-
	PRUNUS CERASIFERA 'KRAUTER VESUVIUS' CHERRY PLUM	24"BOX	15	L	AS SHOWN	YES

SMALL ACCENT SHRUB TREES

LEGEND	BOTANICAL NAME / COMMON NAME	SIZE	QTY	Water Use (WUCOLS IV)	SPACING
	CITRUS X LIMON `DWARF MEYER' MEYER LEMON	15 GAL.	5	M	AS SHOWN
	CEANOTHUS 'RAY HARTMAN' RAY HARTMAN WILD LILAC STANDARD	15 GAL	56	L	AS SHOWN

EVERGREEN SCREENING TREES

LEGEND	BOTANICAL NAME / COMMON NAME	SIZE	QTY	Water Use (WUCOLS IV)	SPACING
	ARBUTUS X `MARINA' MARINA STRAWBERRY TREE	15 GAL	50	L	AS SHOWN

EVERGREEN COLUMNAR SHRUB TREE

LEGEND	BOTANICAL NAME / COMMON NAME	SIZE	QTY	Water Use (WUCOLS IV)	SPACING
	PODOCARPUS MACROPHYLLUS 'MAKI' MAKI PODOCARPUS	15 GAL	92	M	AS SHOWN

STORMWATER TREATMENT AREA

LEGEND	BOTANICAL NAME / COMMON NAME	Size	Water Use (WUCOLS IV)	SPACING
	CAREX TUMULICOLA FOOTHILL SEDGE	1GAL	L	24" o.c.
	CHONDROPETALUM ELEPHANTINUM LARGE CAPE RUSH	1 GAL	L	36" o.c.
	EPILOBIUM CANUM 'CATALIN' *CATALINA CALIFORNIA FUCHSIA*	5 GAL	L	36" o.c.
	JUNCUS PATENS CALIFORNIA GRAY RUSH	1 GAL	L	24" o.c.
	LEYMUS CONDENSATUS `CANYON PRINCE' CANYON PRINCE GIANT WILD RYE	1 GAL	L	36" o.c.
	LIMONIUM CALIFORNICUM CALIFORNIA SEALAVENDER	1GAL	L	24" o.c.
	MIMULUS AURANTIACUS STICKY MONKEYFLOWER	5 GAL	VL	36" o.c.

TOTAL NATIVE TREES PROPOSED	**192**
TOTAL TREES PROPOSED	**405**
PERCENTAGE OF NATIVE TREES	**47%**

*** INDICATES NATIVE TREES**

POLLINATOR SUPPORT
CALIFORNIA NATIVE

SHRUBS, ORNAMENTAL GRASSES AND GROUNDCOVER

LEGEND	BOTANICAL NAME / COMMON NAME	SIZE	Water Use (WUCOLS IV)	SPACING
	ACHILLEA X `FIREFLY PEACH SKY' FIREFLY PEACH SKY YARROW	5 GAL	L	18" o.c.
	AEONIUM X 'SUNBURST' *BRAKELIGHTS® RED YUCCA*	5 GAL	L	24" o.c.
	AGAVE `BLUE GLOW' AGAVE	5 GAL	L	24" o.c.
	ALOE X `BLUE ELF' BLUE ELF ALOE	5 GAL	L	24" o.c.
	ARBUTUS UNEDO `COMPACTA' DWARF STRAWBERRY TREE	5 GAL	L	60" o.c.
	BACCHARIS PILULARIS 'PIGEON POINT' PIGEON POINT COYOTE BRUSH	1 GAL	L	96" o.c.
	BOUTELOUA CURTIPENDULA SIDE OATS GRAMA	5 GAL	L	24" o.c.
	CALANDRINIA SPECTABILIS PINK CALANDRINIA	1 GAL	L	24" o.c.
	CALLISTEMON VIMINALIS 'LITTLE JOHN' LITTLE JOHN WEEPING BOTTLEBRUSH	5 GAL	L	30" o.c.
	CISTUS X PURPUREUS ORCHID ROCKROSE	5 GAL	L	48" o.c.
	CORREA X `DUSKY BELLS' AUSTALIAN FUCHSIA	1 GAL	L	36" o.c.
	DIETES BICOLOR *FORTNIGHT LILY*	5 GAL	L	24" o.c.
	DIETES GRANDIFLORA 'VARIEGATA' AFRICAN IRIS	5 GAL	L	36" o.c.
	EPILOBIUM CANUM `CATALINA' CATALINA FUCHSIA	5 GAL	L	36" o.c.
	EUONYMUS JAPONICUS `GREEN SPIRE' *GREEN SPIRE EUONYMUS*	5 GAL	L	60" o.c.
	FESTUCA MAIREI ATLAS FESCUE	1 GAL	L	36" o.c.
	GREVILLEA LANIGERA 'COASTAL GEM' COASTAL GEM GREVILLEA	1 GAL	L	48" o.c.
	HESPERALOE PARVIFLORA 'BRAKELIGHTS ' RED YUCCA	5 GAL	L	30" o.c.
	LAVANDULA X INTERMEDIA LAVENDER	5 GAL	L	30" o.c.
	LIGUSTRUM SINENSE `SUNSHINE' SUNSHINE LIGUSTRUM	5 GAL	L	48" o.c.
	LOMANDRA X `LITTLE LIME' LITTLE LIME MAT RUSH	1 GAL	L	24" o.c.
	MAHONIA X 'SOFT CARESS' SOFT CARESS MAHONIA	5 GAL	L	48" o.c.
	MUHLENBERGIA DUBIA PINE MUHLY	1 GAL	L	30" o.c.
	MYRTUS COMMUNIS `COMPACTA' DWARF MYRTLE	5 GAL	L	12" o.c.
	NANDINA DOMESTICA `HARBOUR DWARF' DWARF HEAVENLY BAMBOO	5 GAL	L	24" o.c.
	NEPETA X FAASSENII 'NOVANEPJUN' *JUNIOR WALKER ™ CATMINT*	5 GAL	L	30" o.c.
	OLEA EUROPAEA 'MONTRA' *LITTLE OLLIE® OLIVE*	5 GAL	VL	48" o.c.
	PHLOMIS FRUTICOSA JERUSALEM SAGE	5 GAL	L	48" o.c.
	PITTOSPORUM TOBIRA 'CRÈME DE MINT' *CRÈME DE MINT PITTOSPORUM*	5 GAL	L	24" o.c.
	PITTOSPORUM TOBIRA `VARIEGATUM' *VARIEGATED JAPANESE PITTOSPORUM*	5 GAL	L	60" o.c.
	PITTOSPORUM TOBIRA 'WHEELER'S DWARF' *WHEELER'S DWARF PITTOSPORUM*	5 GAL	L	48" o.c.
	RHAMNUS CALIFORNICA `MOUND SAN BRUNO' CALIFORNIA COFFEEBERRY	5 GAL	L	42" o.c.
	ROSA X MEIDILAND VARIETIES MEIDILAND VARIETIES ROSE	2 GAL	L	48" o.c.
	SALVIA X 'BEE'S BLISS' *BEE'S BLISS SPAGE*	5 GAL	L	72" o.c.
	SALVIA LEUCANTHA `SANTA BARBARA' MEXICAN BUSH SAGE	5 GAL	L	42" o.c.
	SALVIA MICROPHYLLA `HOT LIPS' HOT LIPS SAGE	5 GAL	L	42" o.c.
	SALVIA SPATHECEA *HUMMINGBIRD SAGE*	5 GAL	L	36" o.c.
	SALVIA X SYLVESTRIS 'BLUE HILL' *BLUE HILL SAGE*	5 GAL	L	18" o.c.
	SANTOLINA CHAMAECYPARISSUS LAVENDER COTTON	1 GAL	L	24" o.c.
	SENECIO MANDRALISCAE BLUE CHALK STICKS	1 GAL	L	24" o.c.
	TEUCRIUM CHAMAEDRYS GERMANDER	5 GAL	L	18" o.c.
	TEUCRIUM FRUTICANS `COMPACTUM' COMPACT BUSH GERMANDER	5 GAL	L	30" o.c.
	VERBENA LILACINA 'DE LA MINA' PURPLE CEDROS ISLAND VERBENA	1 GAL	L	30" o.c.
	WESTRINGIA 'MORNING LIGHT' MORNING LIGHT COAST ROSEMARY	5 GAL	L	48" o.c.

LANDSCAPE PLAN SHEET INDEX

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L-5 OVERALL SITE PLAN
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L-8 SITE ENLARGEMENTS
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- LIVERMORE AVE AND PACIFIC AVE

NOT FOR CONSTRUCTION

SWENSON ARCHITECTURE
Consultant:
GATES + ASSOCIATES

Revisions:

Rev #	Description	Date
1	PLANNING RESUBMITTAL #1	11/22/23
2	PLANNING RESUBMITTAL #2	01/31/24
3	PLANNING RESUBMITTAL #3	09/26/24
4	PLANNING RESUBMITTAL #4	10/03/25

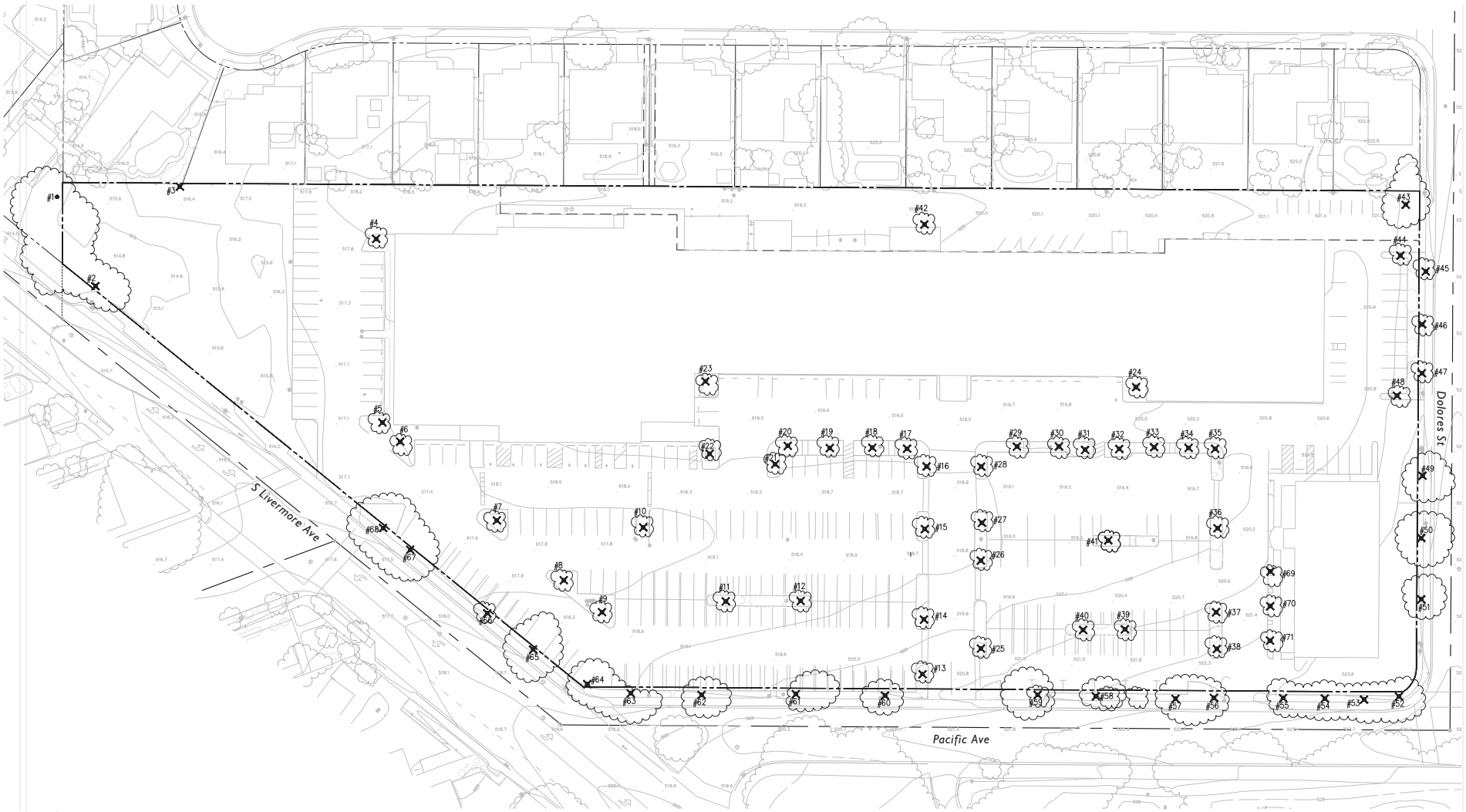
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PACIFIC AND LIVERMORE TOWNHOMES
2930 PACIFIC AVE. LIVERMORE, CA. 94550
SHEET INDEX & PLANTING LIST

REGISTERED LANDSCAPE ARCHITECT STATE OF CALIFORNIA

Date: 11-7-2025
Scale: SEE PLAN
Drawn by: TZ, JT
Job #: P5894
Sheet: L-1

FINAL PLANNING SET - DECEMBER 12, 2025



EXISTING TREE LEGEND

##	EXISTING TREE TO REMAIN	TOTAL OF EXISTING TREES: 71 TOTAL OF EXISTING ON-SITE TREES: 49 TOTAL OF EXISTING OFF-SITE NON-STREET TREES: 1 TOTAL OF EXISTING STREET TREES: 21
##	EXISTING TREE TO BE REMOVED	TOTAL OF EXISTING TREES TO REMAIN: 1 TOTAL ON-SITE TREES TO REMAIN: 0 TOTAL OFF-SITE NON-STREET TREES TO REMAIN: 1 TOTAL OFF-SITE STREET TREES TO REMAIN: 0
	PROPERTY LINE	TOTAL OF EXISTING TREES TO BE REMOVED: 70 TOTAL ON-SITE TREES TO BE REMOVED: 49 TOTAL OFF-SITE NON-STREET TREES TO BE REMOVED: 0 TOTAL OFF-SITE STREET TREES TO BE REMOVED: 21

NOT FOR CONSTRUCTION

SWENSON ARCHITECTURE

Consultant:

GATES + ASSOCIATES

Revisions:

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PACIFIC AND LIVERMORE TOWNHOMES

2930 PACIFIC AVE. LIVERMORE, CA. 94550

TREE PRESERVATION/ REMOVAL PLAN

REGISTERED LANDSCAPE ARCHITECT — STATE OF CALIFORNIA

Date: 11-7-2025

Scale: SEE PLAN

Drawn by: TZ, JT

Job #: P5894

Sheet: L-2

FINAL PLANNING SET - DECEMBER 12, 2025

TREE INVENTORY TABLE

TREE/ TAG NO.	TREE NAME	TRUNK DIAMETER (IN)	TRUNK CIRCUMFRENCE (IN)	SUITABILITY FOR PRESERVATION	REMOVAL	STREET TREE
1	Pepper Tree *Schinus molle*	24,24, 18	151	Mod		
2	Tree of Heaven *Ailanthus altissima*	15.8	50	Low	X	
3	Tree of Heaven *Ailanthus altissima*	4,3,3,3, 2	22	Low	X	
4	Sawleaf Zelkova *Zelkova serrta*	9.3	29	Mod	X	
5	Crape Myrtle *Lagerstroemia indica*	12.4	39	Mod	X	
6	Crape Myrtle *Lagerstroemia indica*	12.7	40	Mod	X	
7	Crape Myrtle *Lagerstroemia indica*	10.7	34	Mod	X	
8	Sawleaf Zelkova *Zelkova serrta*	9.4	30	Mod	X	
9	Sawleaf Zelkova *Zelkova serrta*	9.8	31	Mod	X	
10	Crape Myrtle *Lagerstroemia indica*	12.6	40	Mod	X	
11	Sawleaf Zelkova *Zelkova serrta*	4.1	13	Low	X	
12	Sawleaf Zelkova *Zelkova serrta*	6.2	19	Mod	X	
13	Crape Myrtle *Lagerstroemia indica*	4.4	14	Mod	X	
14	Deodar cedar *Cedrus deodara*	7	22	Mod	X	
15	Deodar cedar *Cedrus deodara*	8.2	26	Mod	X	
16	Crape Myrtle *Lagerstroemia indica*	5.7	18	Mod	X	
17	Crape Myrtle *Lagerstroemia indica*	5.7	18	Mod	X	
18	Crape Myrtle *Lagerstroemia indica*	5.5	17	Mod	X	
19	Crape Myrtle *Lagerstroemia indica*	5.7	18	Mod	X	
20	Crape Myrtle *Lagerstroemia indica*	6.2	19	Mod	X	
21	Crape Myrtle *Lagerstroemia indica*	3.4	11	Mod	X	
22	Crape Myrtle *Lagerstroemia indica*	12.7	40	Mod	X	
23	Crape Myrtle *Lagerstroemia indica*	10.9	34	Mod	X	
24	Crape Myrtle *Lagerstroemia indica*	2.4	8	Mod	X	
25	Deodar cedar *Cedrus deodara*	7.1	22	Mod	X	
26	Deodar cedar *Cedrus deodara*	6.4	20	Mod	X	
27	Deodar cedar *Cedrus deodara*	7.7	24	Mod	X	
28	Crape Myrtle *Lagerstroemia indica*	5.7	18	Mod	X	
29	Crape Myrtle *Lagerstroemia indica*	5	16	Low	X	
30	Crape Myrtle *Lagerstroemia indica*	5.7	18	Mod	X	
31	Crape Myrtle *Lagerstroemia indica*	4.8	15	Low	X	
32	Crape Myrtle *Lagerstroemia indica*	4.3	14	Mod	X	
33	Crape Myrtle *Lagerstroemia indica*	5.1	16	Mod	X	
34	Crape Myrtle *Lagerstroemia indica*	5.1	16	Mod	X	
35	Crape Myrtle *Lagerstroemia indica*	4.8	15	Mod	X	
36	Deodar cedar *Cedrus deodara*	8.9	28	Mod	X	
37	Deodar cedar *Cedrus deodara*	7.8	24	Mod	X	
38	Deodar cedar *Cedrus deodara*	7.6	24	Low	X	
39	Sawleaf Zelkova *Zelkova serrta*	6.2	19	Low	X	
40	Sawleaf Zelkova *Zelkova serrta*	5.4	17	Low	X	

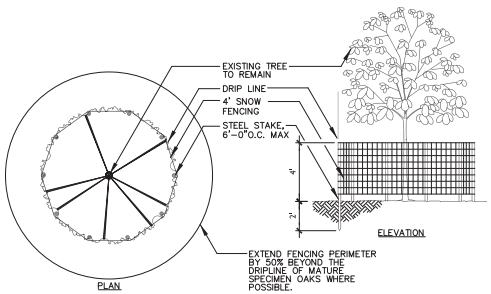
TREE INVENTORY TABLE (CONT.)

TREE/ TAG NO.	TREE NAME	TRUNK DIAMETER (IN)	TRUNK CIRCUMFRENCE (IN)	SUITABILITY FOR PRESERVATION	REMOVAL	STREET TREE
41	Sawleaf Zelkova *Zelkova serrta*	3.2	10	Low	X	
42	Chinese pistache *Pistachia chinensis*	~7	22	Mod	X	
43	Deodar cedar *Cedrus deodara*	15.9	50	Mod	X	
44	Crape Myrtle *Lagerstroemia indica*	5.8	18	Mod	X	
45	Japanese cherry *Prunus serrulata*	8.2	26	Low	X	
46	Deodar cedar *Cedrus deodara*	13.9	44	Mod	X	X
47	Deodar cedar *Cedrus deodara*	11.4	36	Low	X	X
48	Crape Myrtle *Lagerstroemia indica*	4.9	15	Mod	X	
49	Deodar cedar *Cedrus deodara*	14.9	47	Mod	X	X
50	Deodar cedar *Cedrus deodara*	18.6	58	Mod	X	X
51	Deodar cedar *Cedrus deodara*	16.6	52	Mod	X	X
52	Deodar cedar *Cedrus deodara*	16.1	51	High	X	X
53	Deodar cedar *Cedrus deodara*	13	41	Low	X	X
54	Deodar cedar *Cedrus deodara*	13.1	41	Mod	X	X
55	Deodar cedar *Cedrus deodara*	14.3	45	Mod	X	X
56	Deodar cedar *Cedrus deodara*	13.1	41	Low	X	X
57	Deodar cedar *Cedrus deodara*	18.1	57	Mod	X	X
58	Deodar cedar *Cedrus deodara*	17.3	54	High	X	X
59	Deodar cedar *Cedrus deodara*	18.7	59	Mod	X	X
60	Deodar cedar *Cedrus deodara*	17.8	56	Mod	X	X
61	Deodar cedar *Cedrus deodara*	19.8	62	High	X	X
62	Deodar cedar *Cedrus deodara*	19.5	61	Mod	X	X
63	Deodar cedar *Cedrus deodara*	28	88	High	X	X
64	Deodar cedar *Cedrus deodara*	18.4	58	Mod	X	
65	Deodar cedar *Cedrus deodara*	19.3	61	Mod	X	X
66	Deodar cedar *Cedrus deodara*	19	60	Mod	X	X
67	Deodar cedar *Cedrus deodara*	19.8	62	Mod	X	X
68	Deodar cedar *Cedrus deodara*	22.8	72	High	X	X
69	Crape Myrtle *Lagerstroemia indica*	4.7	15	Mod	X	
70	Crape Myrtle *Lagerstroemia indica*	4.5	14	Low	X	
71	Crape Myrtle *Lagerstroemia indica*	4.1	13	Mod	X	

TREES TO BE REMOVED AND PRESERVED PER THE ARBORIST REPORT BY ARBOR RESOURCES DATED ON MARCH 10, 2022

TREE PROTECTION NOTES:

1. PRIOR TO INITIATING ANY CONSTRUCTION ACTIVITY IN THE AREA, INCLUDING GRADING, TEMPORARY PROTECTIVE FENCING SHALL BE INSTALLED AT EACH SITE TREE. FENCING SHALL BE LOCATED AT OR BEYOND THE CANOPY DRIP LINE SO THAT 100% OF THE DRIP LINE WILL BE PROTECTED BY FENCING. TO REDUCE SOIL COMPACTION FROM EQUIPMENT.
2. THE CONTRACTOR IS REQUIRED TO WATER, FERTILIZE AND ATTEND TO OTHER MAINTENANCE NEEDS OF EXISTING TREES AS NEEDED PER ARBORIST'S RECOMMENDATIONS TO MAINTAIN HEALTHY GROWTH THROUGHOUT THE CONSTRUCTION PERIOD. SIX FEET DIAMETER, MINIMUM, BY SIX INCH TALL EARTH BERMS SHALL BE CONSTRUCTED AT THE BASE OF EACH TREE TO FUNCTION AS TEMPORARY WATERING BASINS DURING THE CONSTRUCTION PERIOD. TREES SHALL BE WATERED ACCORDING TO WEATHER AND TREE REQUIREMENTS. APPROVED MULCH OF 1–2 INCH SIZED WOOD CHIPS SHALL BE PLACED AT A DEPTH OF 4 INCHES WHERE NO EXCAVATION IS TO OCCUR IN THE VICINITY OF THE TREES TO BE PROTECTED.
3. THE TREE PROTECTION FENCE SHALL BE 6' HIGH SNOW FENCE WITH IMMOVABLE POSTS. THE FENCING SHALL FORM A CONTINUOUS BARRIER WITHOUT ENTRY POINTS AROUND EACH TREE. ANY ENCROACHMENT INTO THE DRIP LINE FOR FENCING OR CONSTRUCTION PURPOSES SHALL NOT BE PERMITTED.
4. LOW HANGING LIMBS OF SAVED TREES SHALL BE PRUNED PRIOR TO GRADING, OR ANY EQUIPMENT MOBILIZATION ON SITE. THE PURPOSE OF THIS REQUIREMENT IS TO AVOID TEARING LIMBS BY HEAVY EQUIPMENT. ALL LIMBS TO BE PRUNED SHALL BE SUPERVISED BY THE ARBORIST OF RECORD FOR THE JO.
5. THIS FENCING SHALL SERVE AS A BARRIER TO PREVENT DRIP LINE ENCROACHMENT OF ANY TYPE OF CONSTRUCTION ACTIVITIES AND EQUIPMENT. NO OILS, GAS, CHEMICALS, LIQUID WASTE, SOLID WASTE CONSTRUCTION MACHINERY OR CONSTRUCTION MATERIALS SHALL BE STORED OR ALLOWED TO STAND FOR ANY PERIOD OF TIME WITHIN THE DRIP LINE OF THE TREE. FURTHER, NO ONE SHALL ENTER THE FENCE PERIMETER FOR ANY REASON EXCEPT FOR THE PURPOSE OF MONITORING THE HEALTH OF THE TREE. ACCIDENTAL DAMAGE TO BARK, ROOT CROWN, OR LIMBS MAY INCREASE POTENTIAL FOR FUTURE DECLINE.
6. CONTRACTORS AND SUBCONTRACTORS SHALL DIRECT ALL EQUIPMENT AND PERSONNEL TO REMAIN OUTSIDE THE FENCED AREA AND AT ALL TIMES UNTIL PROJECT IS COMPLETE, AND SHALL INSTRUCT EMPLOYEES AS TO THE PURPOSE AND IMPORTANCE OF FENCING.
7. A "TREE PROTECTION ZONE" SIGN SHALL BE POSTED AT EACH TREE INDICATING THE PURPOSE OF THE FENCING.
8. THE ARBORIST OF RECORD FOR THE JOB OR THE CITY ARBORIST SHALL BE RESPONSIBLE FOR INSPECTION AND APPROVAL OF THE FENCING PRIOR TO ANY GRADING OPERATIONS.
9. FENCING MUST REMAIN IN PLACE AND SHALL NOT BE REMOVED UNTIL ALL CONSTRUCTION ACTIVITIES ARE COMPLETED. THIS SHALL INCLUDE GRADING AND COMPACTION ACTIVITIES, INSTALLATION OF UNDERGROUND, ALL CONSTRUCTION ACTIVITIES AND ANY OTHER CONSTRUCTION OR ACTIVITY WHICH IS SCHEDULED PRIOR OR LANDSCAPE INSTALLATION.
10. ROOTS OF SINGLE STANDING TREES OFTEN EXTEND UP TO THREE TIMES THE DISTANCE OF THE ACTUAL DRIP LINE AND FUNCTION PRIMARILY IN THEY UPTAKE OF NUTRIENTS AND WATER. THE DRIP LINE IS ARBITRARILY ESTABLISHED AS THE MINIMUM ROOT AREA GENERALLY REQUIRED TO PRESERVE TREE HEALTH. AS MUCH AREA AROUND THE CIRCUMFERENCE OF THE TREE SHOULD HAVE MINIMUM INTRUSION TO FURTHER INSURE TREE SURVIVAL AND HEALTH.
11. UNAUTHORIZED TREE REMOVAL IS SUBJECT TO IN-KIND REPLACEMENT EQUAL TO THE VALUE OF THE MATURE RESOURCE LOST, AS DETERMINED BY THE CITY.
12. NO MECHANICAL TRENCHING SHALL OCCUR WITHIN THE TREE PROTECTION ZONE. ANY EXCAVATION IF REQUIRED SHALL BE BY HAND, AIR SPADE OR BY VACUUM. CUTTING OF ANY ROOTS OVER 3" DIA SHALL BE REVIEWED BY AN ARBORIST.
13. SEE TREE PRESERVATION SPECIFICATIONS FOR ADDITIONAL INFORMATION.
14. THE CONTRACTOR SHALL CONTRACT WITH AN ARBORIST AS REQUIRED TO ENSURE PROPER TREE HEALTH IF A PROJECT ARBORIST OR CITY ARBORIST HAS NOT BEEN CONTRACTED.



1 EXISTING TREE PROTECTIVE FENCING
SCALE: 1/4" = 1'-0"

NOT FOR CONSTRUCTION

SWENSON ARCHITECTURE
777 N. 1st Street, San Jose, CA 95112 (408) 280-0365 Dan Swenson, Architect - C34366

Consultant:
GATES + ASSOCIATES

Revisions:

Rev #	Description	Date
1	PLANNING RESUBMITTAL #1	11/22/23
2	PLANNING RESUBMITTAL #2	01/31/24
3	PLANNING RESUBMITTAL #3	09/26/24
4	PLANNING RESUBMITTAL #4	10/03/25

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PACIFIC AND LIVERMORE TOWNHOMES
2930 PACIFIC AVE. LIVERMORE, CA. 94550
TREE INVENTORY TABLE

REGISTERED LANDSCAPE ARCHITECT CHRIS GATES No. 5894 STATE OF CALIFORNIA

Date: 11-7-2025
Scale: SEE PLAN
Drawn by: TZ, JT
Job #: P5894
Sheet: L-3

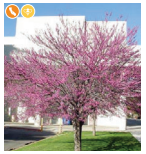
PLANT PALETTE

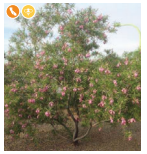
TREES


ACER RUBRUM 'ARMSTRONG'
ARMSTRONG RED MAPLE


ARBUTUS MARINA
STRAWBERRY TREE

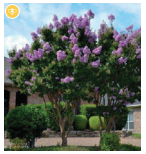

CEANOTHUS X 'RAY HARTMAN'
WILD LILAC


CERCIS OCCIDENTALIS
WESTERN REDBUD


CHILOPSIS LINEARIS
DESERT WILLOW

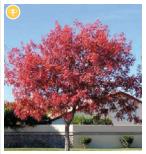

CHIONANTHUS RETUSUS
CHINESE FRINGE TREE

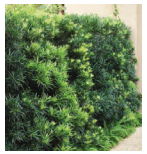

CITRUS X LIMON 'DWARF MEYER'
MEYER LEMON

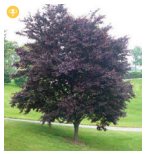

LAGERSTROEMIA I. 'MUSKOGEE'
CRAPE MYRTLE


LYNOTHAMNUS FLORIBUNDUS SPP. ASPLENIFOLIUS
CATALINA IRONWOOD


OLEA E. 'WILSONII'
FRUITLESS OLIVE


PISTACHIA CHINENSIS
CHINESE PISTACHE


PODOCARPUS M. 'MAKI'
MAKI PODOCARPUS


PRUNUS CERASIFERA 'KRAUTER VESUVIUS'
CHERRY PLUM


QUERCUS AGRIFOLIA
COAST LIVE OAK


QUERCUS LOBATA
VALLEY OAK


QUERCUS TOMENTELLA
ISLAND OAK


SYAGRUS REMANZOFFIANA
QUEEN PALM


ULMUS C. 'FRONTIER'
FRONTIER ELM


ULMUS P. 'DRAKE'
DRAKE ELM


WASHINGTONIA ROBUSTA
MEXICAN FAN PALM

SHRUBS AND GROUNDCOVERS


ACHILLEA 'FIREFLY PEACH SKY'
YARROW


AEONIUM X 'SUNBURST'
SUNBURST AEONIUM


AGAVE 'BLUE GLOW'
AGAVE

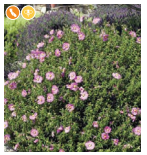

ALOE X 'BLUE ELF'
BLUE ELF ALOE


ARBUTUS U. 'COMPACTA'
DWARF STRAWBERRY TREE


BACCHARIS PILULARIS 'PIGEON POINT'
COYOTE BUSH

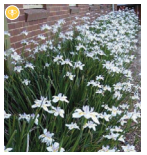

BOUTELOUA CURTIPENDULA
SITE OATS GRAMA


CALLISTEMON V. 'LITTLE JOHN'
BOTTLEBRUSH


CISTUS X PURPUREUS
ORCHID ROCKROSE


CORREA X 'DUSKY BELLS'
AUSTRALIAN FUCHSIA


DIETES BICOLOR
FORTNIGHT LILY


DIETES G. 'VARIEGATA'
AFRICAN IRIS


EPILOBIUM CANUM 'CATALINA'
CATALINA FUCHSIA


EUONYMUS JAPONICUS 'GREEN SPIRE'
GREEN SPIRE EUONYMUS


FESTUCA MAIREI
ATLAS FESCUE


HESPERALOE PARVIFLORA 'BRAKELIGHTS'
RED YUCCA


LAVANDULA X INTERMEDIA
LAVENDAR

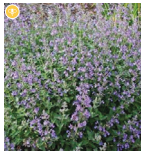

LIGUSTRUM SINENSE 'SUNSHINE'
SUNSHINE LIGUSTRUM


LOMANDRA X 'LITTLE LIME'
LITTLE LIME MAT RUSH


MUHLENBERGIA DUBIA
PINE MUHLY


MYRTUS COMMUNIS 'COMPACTA'
DWARF MYRTLE

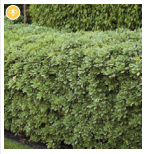

NANDINA D. 'HARBOUR DWARF'
DWARF HEAVENLY BAMBOO


NEPETA X FAASSENII 'NOVANEPJUN' JUNIOR WALKER ™ CATMINT


OLEA EUROPAEA 'MONTRA'
LITTLE OLLIE OLIVE


PHLOMIS FRUITICOSA
JERUSALEM SAGE


PITTOSPORUM TOBIRA 'CREME DE MINT'
CREME DE MINT PITTOSPORUM

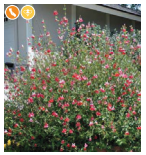

PITTOSPORUM TOBIRA 'VARIEGATUM'
VARIEGATED JAPANESE PITTOSPORUM


PITTOSPORUM TOBIRA 'WHEELER'S DWARF'
WHEELER'S PITTOSPORUM

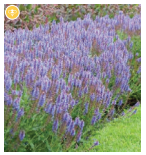

RHAMNUS CALIFORNICA 'MOUND SAN BRUNO'
CALIFORNIA COFFEEBERRY

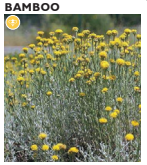

ROSA X MEIDILAND VARIETIES
MEIDILAND VARIETIES ROSE


SALVIA LEUCANTHA 'SANTA BARBARA'
MEXICAN SAGE BUSH


SALVIA MICROPHYLLA 'HOT LIPS'
HOT LIPS SAGE


SALVIA SPATHECEA
HUMMINGBIRD SAGE

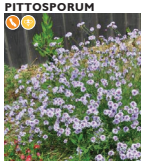

SALVIA X SYLVESTRIS 'BLUE HILL'
BLUE HILL SAGE


SANTOLINA CHAMAECYPARISSUS
LAVENDER COTTON


SENECIO MANDRALISCAE
BLUE CHALK STICK


TEUCRIUM CHAMAEDRYS
GERMANDER

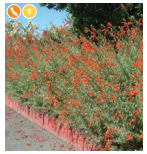

TEUCRIUM FRUTICANS 'COMPACTUS'
COMPACT BUSH GERMANDER


VERBENA LILACINA 'DE LA MINA'
PURPLE CEDROS ISLAND VERBENA

STORM WATER TREATMENT


CAREX TUMULICOLA
FOOTHILL SEDGE


CHONDROPETALUM E.
LARGE CAPE RUSH


"EPILOBIUM CANUM 'CATALIN'
CATALINA CALIFORNIA FUCHSIA"


JUNCUS PATENS
CALIFORNIA GRAY RUSH


LEYMUS CONDENSATUS 'CANYON PRINCE'
CANYON PRINCE WILD RYE


LIMONIUM CALIFORNICUM
CALIFORNIA SEA LAVENDAR


MIMULUS AURANTIACUS
STICKY MONKEY FLOWER

POLLINATOR SUPPORT
CALIFORNIA NATIVE

NOT FOR CONSTRUCTION

SWENSON ARCHITECTURE

Consultant:
GATES + ASSOCIATES

Revisions:

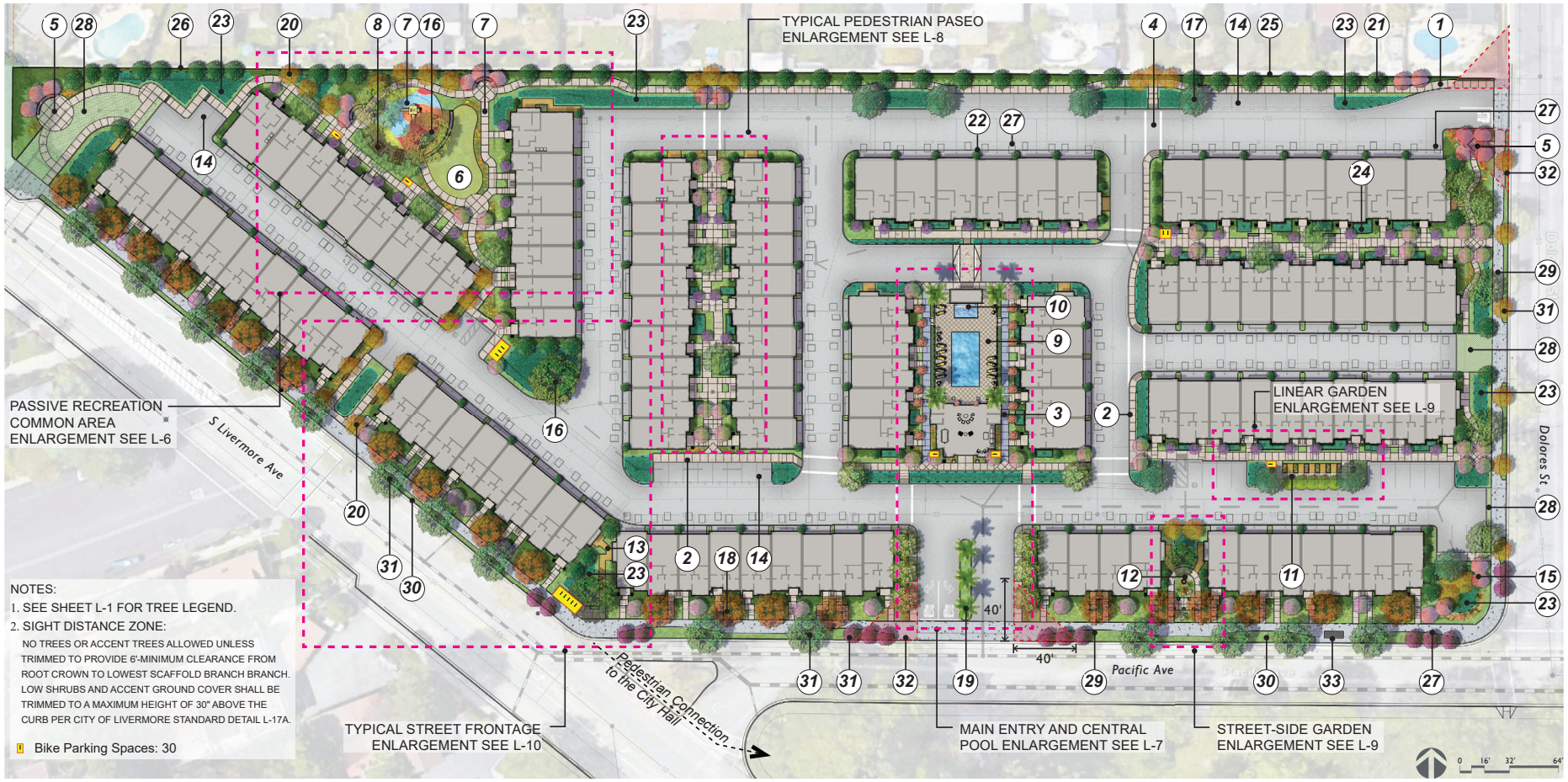
Rev #	Description	Date
1	PLANNING RESUBMITTAL #1	11/22/23
2	PLANNING RESUBMITTAL #2	01/31/24
3	PLANNING RESUBMITTAL #3	09/26/24
4	PLANNING RESUBMITTAL #4	10/03/25

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PACIFIC AND LIVERMORE TOWNHOMES
2930 PACIFIC AVE. LIVERMORE, CA. 94550
PLANT PALETTE

Date: 11-7-2025
Scale: SEE PLAN
Drawn by: TZ, JT
Job #: P5894
Sheet: L-4

FINAL PLANNING SET - DECEMBER 12, 2025



1. Perimeter Walkway
2. Pedestrian Concrete Paving
3. Pedestrian Pervious Concrete
4. Pedestrian Crossing
5. Node with Accent Tree
6. Passive Recreation Common Area
7. Tot Lot
8. Picnic Area In Decomposed Granite With Shade Trees
9. Pool Deck with tables and lounge chairs Covered Pool Amenity Space with lounge seating and dining tables
10. Spa
11. Garden Plots with Orchard Trees, Benches, and Decomposed Granite Paving
12. Street-Side Garden with Public Art
13. Decomposed Granite Paving Access to Utility Closet
14. Residential Parking Spaces
15. Accent Trees and Shrubs at Street Corner
16. Specimen Tree
17. Shade Trees at Residential Parking
18. Shade Trees at Street Frontage
19. Main Entry Palm Tree
20. Columnar Tree
21. Evergreen Screening Tree
22. Evergreen Columnar Shrub Tree at Garage
23. Stormwater Treatment Area
24. Flow-Through Stormwater Treatment Planters
25. Existing Wall to Remain
26. New Wood Fence
27. Fire Ladder Pad, Typ.
28. Truckcell Permeable Grass at Entry of EVA
29. Street Sidewalk, 5' Min. S.C.D.
30. Off-Site Parkway Planting
31. Off-Site Street Tree
32. 40' MIN. SIGHT DISTANCE ZONE
33. Bus Shelter

NOT FOR CONSTRUCTION

SWENSON ARCHITECTURE

Consultant:
GATES + ASSOCIATES

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PACIFIC AND LIVERMORE TOWNHOMES
2930 PACIFIC AVE. LIVERMORE, CA. 94550
OVERALL SITE PLAN

REGISTERED LANDSCAPE ARCHITECT CHRIS GATES No. 5894 STATE OF CALIFORNIA

Date: 11-7-2025
Scale: SEE PLAN
Drawn by: TZ, JT
Job #: P5894
Sheet: L-5

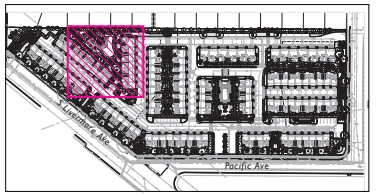
FINAL PLANNING SET - DECEMBER 12, 2025



PASSIVE RECREATION COMMON AREA
SCALE: 1" = 10'-0"

NOTE:
SEE SHEET L-1 FOR TREE LEGEND.

1. Multi-Use Lawn
2. Tot-Lot Play Element
3. Poured-in-Place Rubber Surfacing
4. Raised Seat Wall with Specimen Tree
5. Seat Wall
6. Bike Parking Spaces
7. Decomposed Granite Path
8. Seating Node
9. Picnic Area in Decomposed Granite with Shade Tree
10. Pedestrian Concrete Paving
11. Accent Trees
12. Columnar Trees
13. Evergreen Screening Tree
14. Accent Planting
15. Park Perimeter Hedge Planting
16. Residential Parking Spaces
17. Stormwater Treatment Area
18. Decomposed Granite Paving Access to Utility Closet
19. Trash Receptacle



KEY PLAN
N.T.S.

0 5' 10' 20'

NOT FOR CONSTRUCTION

SWENSON ARCHITECTURE

Consultant:
GATES + ASSOCIATES

Revisions:

Rev #	Description	Date
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3	PLANNING RESUBMITTAL #3	09/26/24
4	PLANNING RESUBMITTAL #4	10/03/25

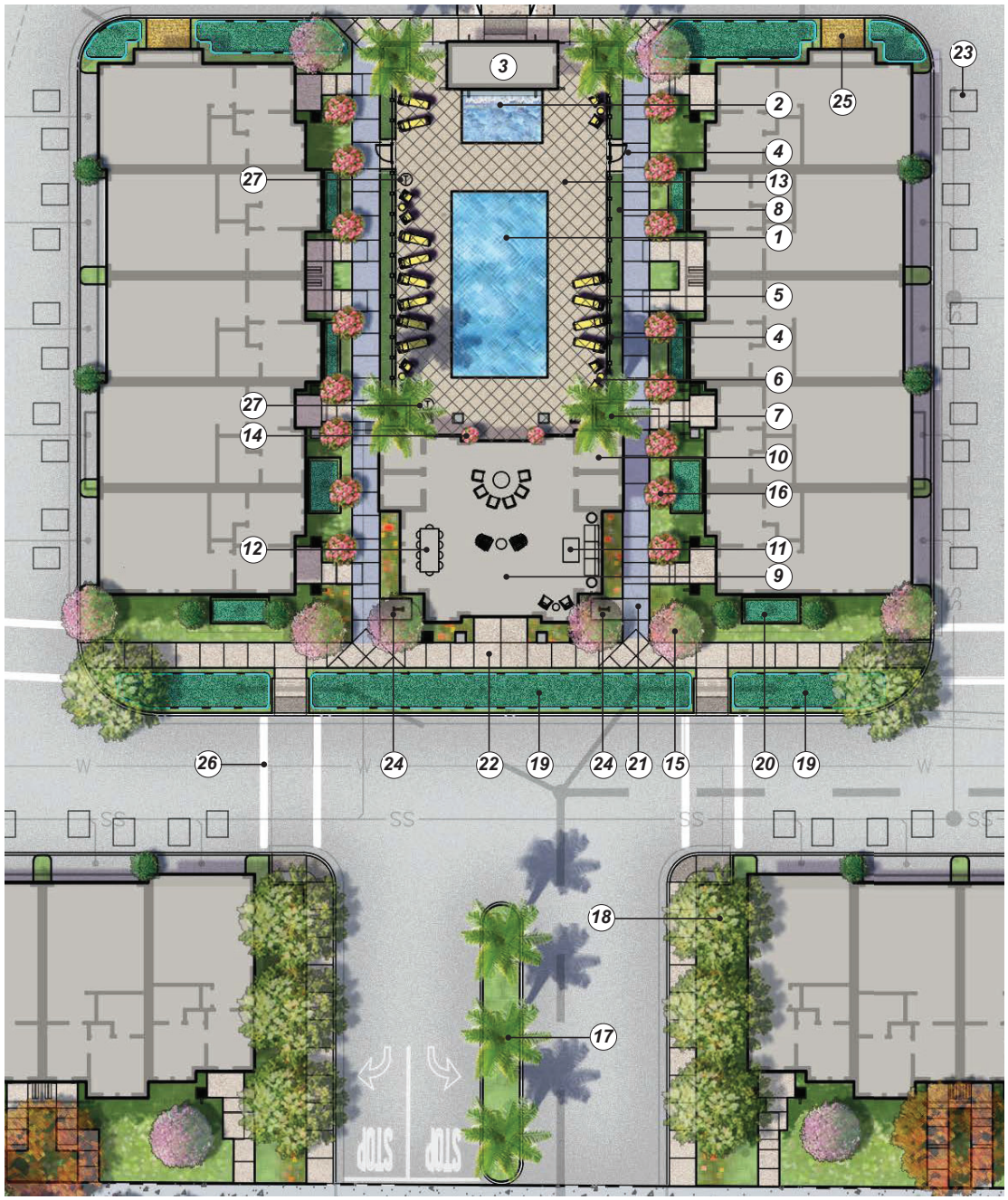
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PACIFIC AND LIVERMORE TOWNHOMES
2930 PACIFIC AVE. LIVERMORE, CA. 94550
SITE ENLARGEMENTS

REGISTERED LANDSCAPE ARCHITECT STATE OF CALIFORNIA

Date: 11-7-2025
Scale: SEE PLAN
Drawn by: TZ, JT
Job #: P5894
Sheet: L-6

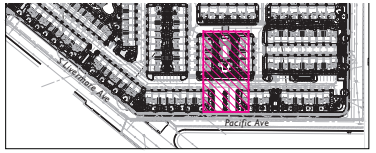
FINAL PLANNING SET - DECEMBER 12, 2025



1. Pool
2. Spa with Raised Wall Fountain
3. Pool Equipment Room
4. Pool Fence and Gate
5. Pool Lounge Chairs
6. Tables and Chairs
7. Palm Tree in Raised Planter
8. Evergreen Shrub Hedge
9. Community Clubhouse Amenity Space
10. Shower Room
11. Lounge Seating
12. Communal Table
13. Decorative Paving
14. Pot with Accent Shrubs and Flowers
15. Accent Tree
16. Small Accent Shrub Tree
17. Main Entry Palm Tree
18. Main Entry Flowering Trees and Accent Planting
19. Stormwater Treatment Area
20. Flow-Through Stormwater Treatment Planters, Typ.
21. Pervious Concrete Paving
22. Pedestrian Concrete Paving
23. Fire Ladder Pad, Typ.
24. Bike Parking Spaces
25. Decomposed Granite Paving Access to Utility Closet
26. Pedestrian Crossing
27. Trash Receptacle

MAIN ENTRY AND CENTRAL POOL
SCALE: 1" = 10'-0"

NOTE:
SEE SHEET L-1 FOR TREE LEGEND.



KEY PLAN
N.T.S.

0 5' 10' 20'

NOT FOR CONSTRUCTION

SWENSON ARCHITECTURE

Consultant:
GATES + ASSOCIATES

Revisions:

Rev #	Description	Date
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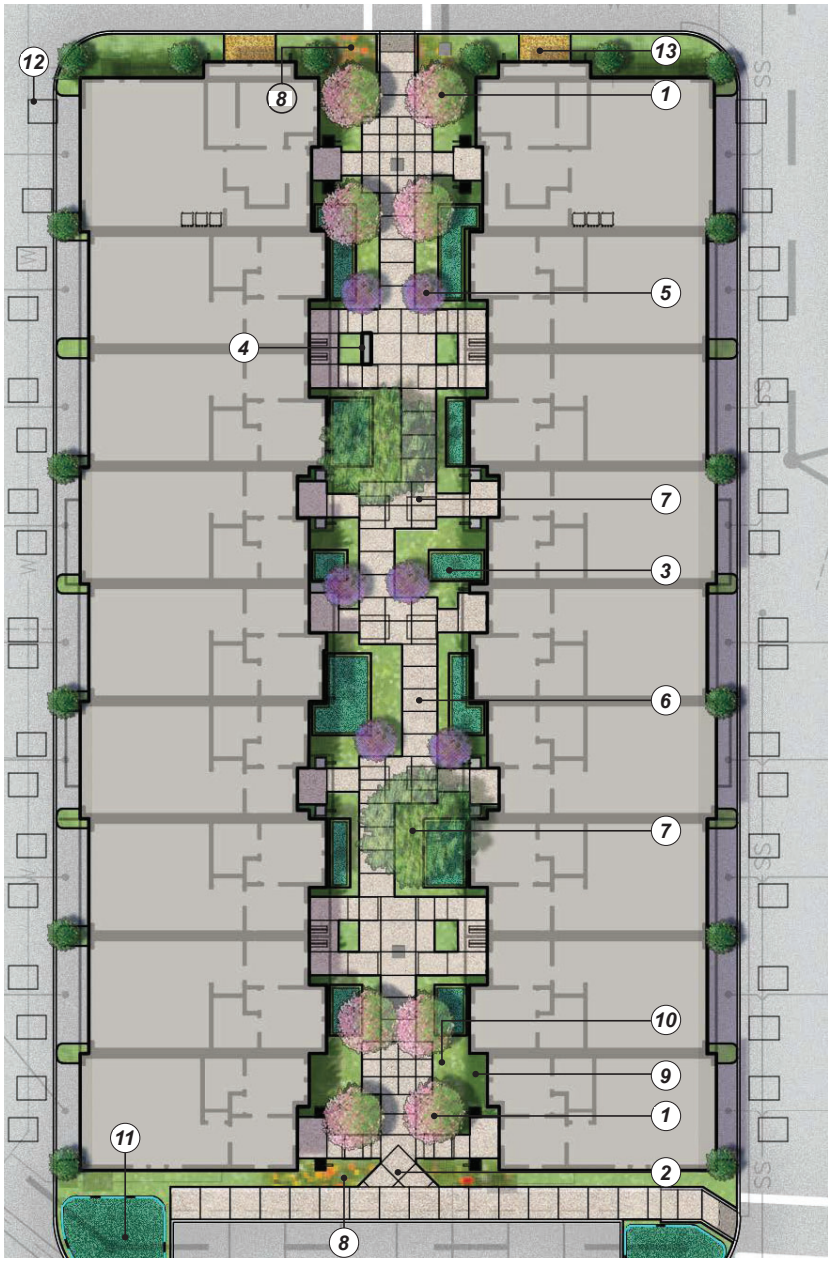
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PACIFIC AND LIVERMORE TOWNHOMES
2930 PACIFIC AVE. LIVERMORE, CA. 94550
SITE ENLARGEMENTS

REGISTERED LANDSCAPE ARCHITECT STATE OF CALIFORNIA

Date: 11-7-2025
Scale: SEE PLAN
Drawn by: TZ, JT
Job #: P5894
Sheet: L-7

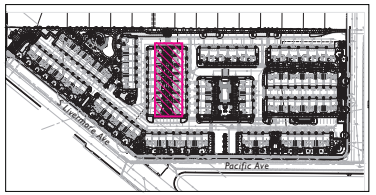
FINAL PLANNING SET - DECEMBER 12, 2025



TYPICAL PEDESTRIAN PASEO
SCALE: 1" = 10'-0"

1. Accent Trees at Paseco Entry
2. Entry Node with Decorative Paving Pattern
3. Flow-Through Stormwater Treatment Planter, Typ.
4. Seating Node
5. Small Accent Shrub Tree
6. Pedestrian Path
7. Shade Tree
8. Accent Planting
9. Foundation Shrubs
10. Front Yard Planting
11. Stormwater Treatment Area
12. Fire Ladder Pad, Typ.
13. Decomposed Granite Paving Access to Utility Closet

NOTE:
SEE SHEET L-1 FOR TREE LEGEND.



KEY PLAN
N.T.S.

0 5' 10' 20'

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SWENSON ARCHITECTURE

Consultant:
GATES + ASSOCIATES

Revisions:

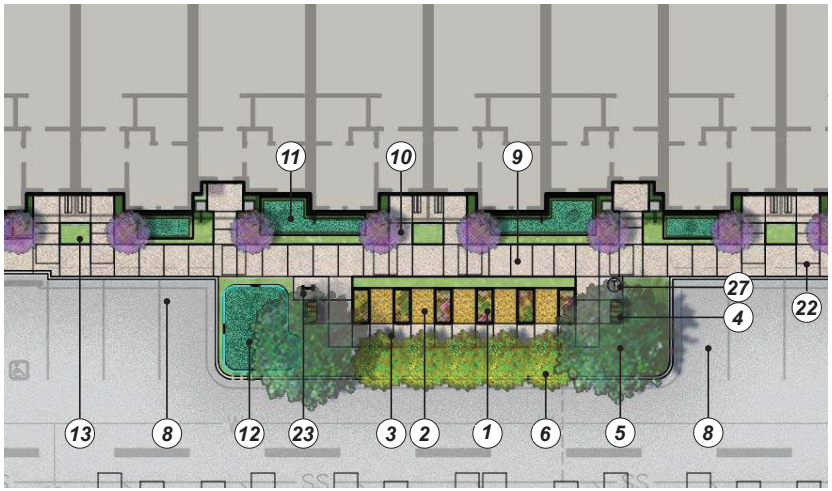
Rev #	Description	Date
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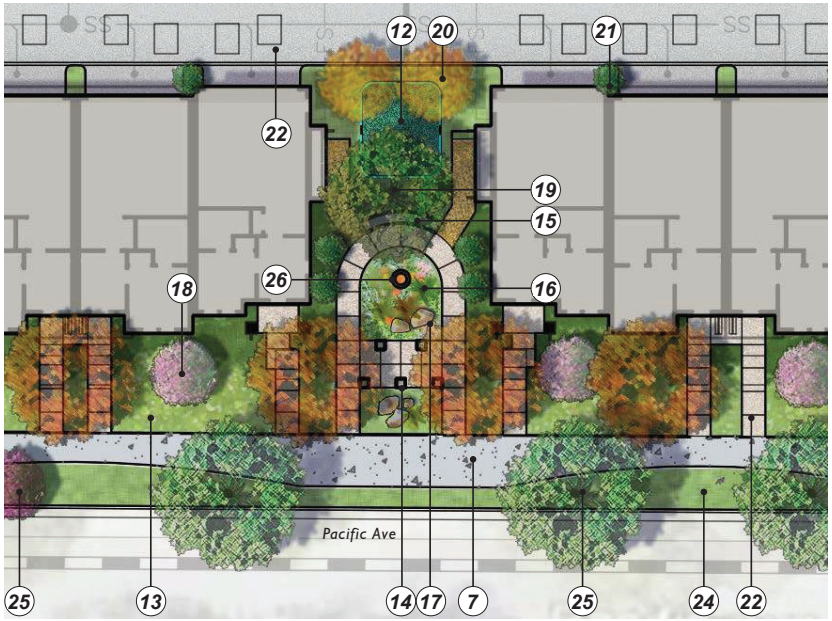
PACIFIC AND LIVERMORE TOWNHOMES
2930 PACIFIC AVE. LIVERMORE, CA. 94550
SITE ENLARGEMENTS

REGISTERED LANDSCAPE ARCHITECT * STATE OF CALIFORNIA *

Date: 11-7-2025
Scale: SEE PLAN
Drawn by: TZ, JT
Job #: P5894
Sheet: L-8



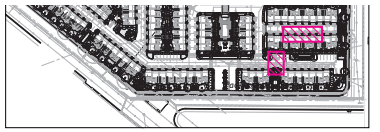
LINEAR GARDEN
SCALE: 1" = 10'-0"



STREET-SIDE GARDEN
SCALE: 1" = 10'-0"

1. Raised Garden Planter
2. Decomposed Granite Paving
3. 4' Path
4. Bench
5. Shade Tree
6. Citrus Tree
7. Street Sidewalk, 5' Min. S.C.D.
8. Residential Parking Space
9. Pedestrian Concrete Paving
10. Residential Unit Entry Pathway
11. Flow-Through Stormwater Treatment Planter, Typ.
12. Stormwater Treatment Area
13. Front Yard Planting
14. Seating Node with Seat Pad
15. Seat Wall
16. Scent and Perennial Planting
17. Boulders
18. Accent Tree
19. Specimen Tree
20. Columnar Tree
21. Evergreen Columnar Shrub Tree At Garage
22. Fire Ladder Pad, Typ.
23. Bike Parking Spaces
24. Off-Site Parkway Planting
25. Off-Site Street Tree
26. Public Art - Defer to Arts Commission for final approval of art pieces
27. Trash Receptacle

NOTE:
SEE SHEET L-1 FOR TREE LEGEND.



KEY PLAN
N.T.S.

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SWENSON ARCHITECTURE

Consultant:
GATES + ASSOCIATES

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2930 PACIFIC AVE. LIVERMORE, CA. 94550
SITE ENLARGEMENTS

REGISTERED LANDSCAPE ARCHITECT * STATE OF CALIFORNIA *

Date: 11-7-2025
Scale: SEE PLAN
Drawn by: TZ, JT
Job #: P5894
Sheet: L-9

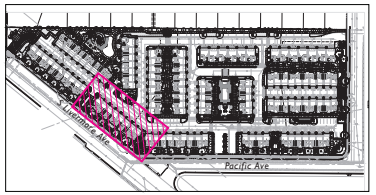
FINAL PLANNING SET - DECEMBER 12, 2025



TYPICAL STREET FRONTAGE
SCALE: 1" = 10'-0"

1. Residential Unit Entry Pathway
2. Pedestrian Concrete Paving
3. Street Sidewalk, 5' Min. S.C.D.
4. Stormwater Treatment Area
5. Shade Tree at Street Frontage
6. Accent Tree
7. Columnar Tree
8. Specimen Tree with Seating Elements
9. Bench
10. Planting Buffer with Evergreen Shrubs
11. Front Yard Planting
12. Decomposed Granite Paving Access to Utility Closet
13. Fire Ladder Pad, Typ.
14. Bike Parking Spaces
15. Off-Site Parkway Planting
16. Off-Site Street Tree

NOTE:
SEE SHEET L-1 FOR TREE LEGEND.



KEY PLAN
N.T.S.

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Consultant:
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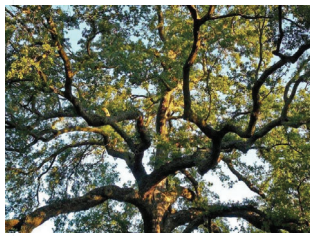
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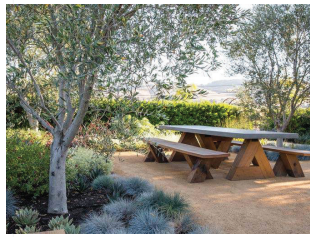
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SITE ENLARGEMENTS

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FINAL PLANNING SET - DECEMBER 12, 2025

PASSIVE RECREATION COMMON AREA







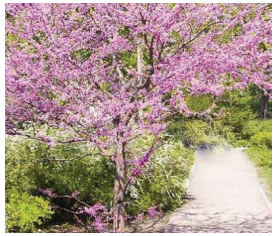

TOT LOT PLAYGROUND



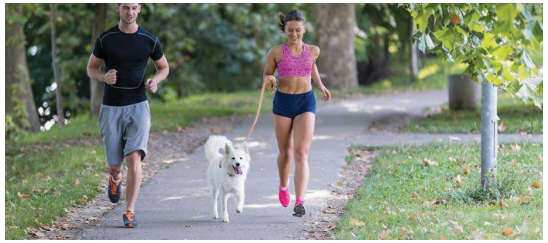


PEDESTRIAN PASEO




PERIMETER WALKWAY

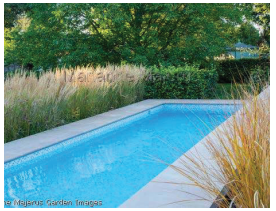


LINEAR GARDEN




CENTRAL POOL

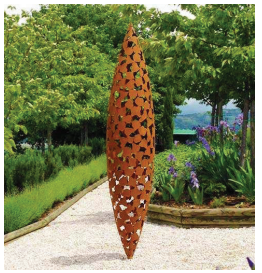









STREET-SIDE GARDEN WITH PUBLIC ART




**Public Art Representative Image. Public Art proposal will be reviewed separately by Arts Commission*

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Consultant:

GATES + ASSOCIATES

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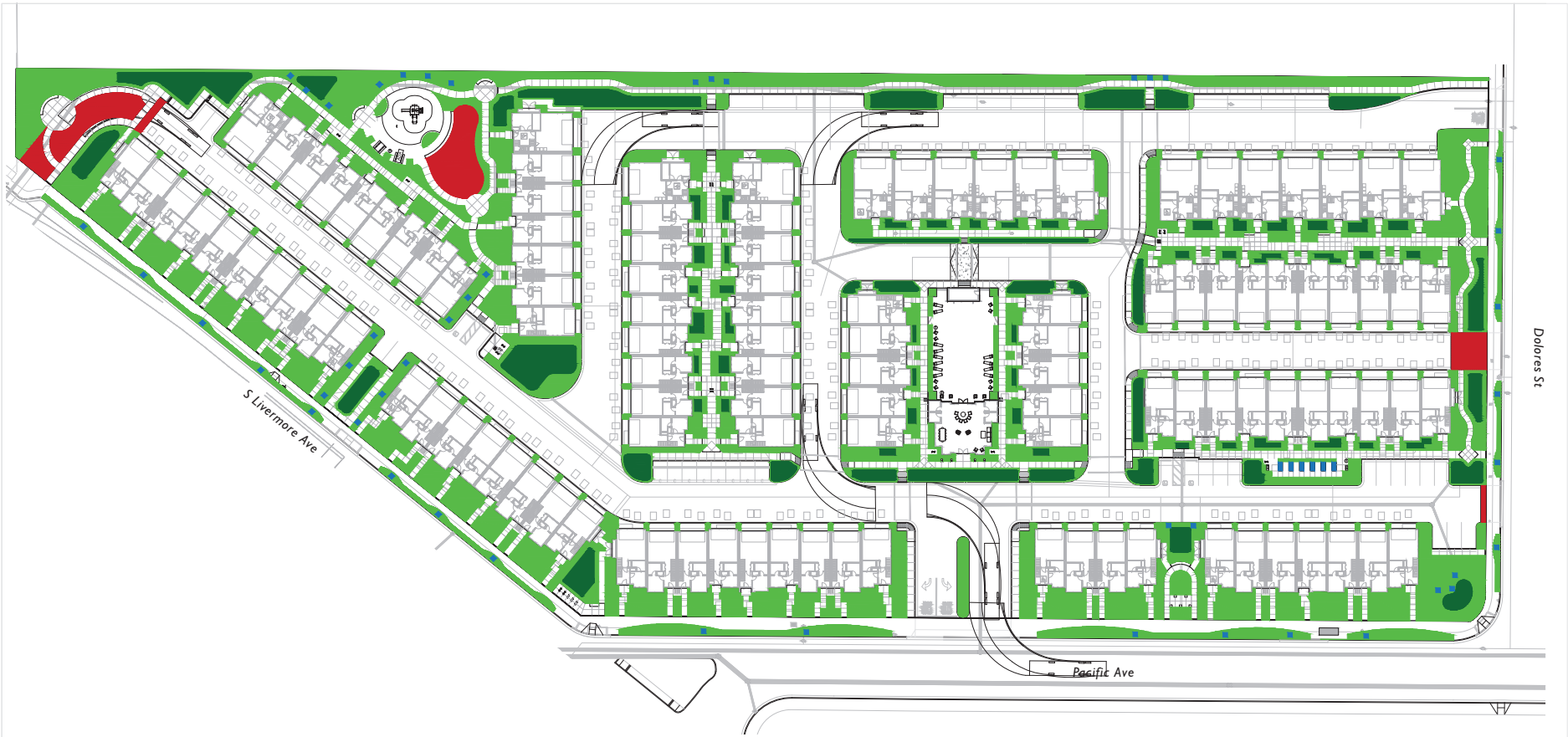
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PACIFIC AND LIVERMORE TOWNHOMES
2930 PACIFIC AVE. LIVERMORE, CA. 94550
CHARACTER IMAGES

REGISTERED LANDSCAPE ARCHITECT STATE OF CALIFORNIA

Date: 11-7-2025
Scale: SEE PLAN
Drawn by: TZ, JT
Job #: P5894
Sheet: L-11

FINAL PLANNING SET - DECEMBER 12, 2025



WATER USE CALCULATION

Water calculation worksheet for the Model Water Efficienct Landscape Ordinance AB 1881

Total Landscape Area (sf)	55,099	KL	Landscape Coefficient	Eto	Referenced Evapotranspiration Rate
Special Landscape Area (SLA)	5,245	Ks	Species Factor	ETAF	ET Adjustment factor
Historical Eto for project city	47.2	Kd	Density Factor	LA	Total Landscape area
Turf Rotor Efficiency	0.75	Kmc	Microclimate Factor	0.62	Conversion factor to gallons
Flood bubbler Irrigation Efficiency	0.81	IE	Irrigation Efficiency	SLA	Special Landscape Area
Spray irrigation Efficiency	0.75				
Drip Irrigation Efficiency	0.81	MAWA = (ETo)(0.62)[(0.55 x LA + 0.45 x SLA]			
Stream Spray Efficiency	0.75				
		ETWU = (ETo)(0.62)[((PFxHA / IE) + SLA]			

Maximum Applied Water Use (MAWA)

	Eto	Conversion	ETAF	LA	(1-ETAF)	SLA			Gallons per year
Total landscape area	47.2	0.62	0.55	55,099	0.45	5,245			955,900
MAXIMUM APPLIED WATER ALLOWANCE									**955,900**

Estimated Total Water Use (ETWU)

Hydrozone & Irrigation method	Area (sf)	Eto	Ks	Kd	Kmc	KL	IE	Conversion	Gallons per year
Low water use with bubblers / drip irrigation	46,677	47.2	0.3	1	1	0.3	0.81	0.62	505,910
Low water use with bubbler/drip irrigation (Stormwater Treatment)	4,497	47.2	0.3	1	1	0.3	0.81	0.62	48,741
Moderate water use shrubs with bubblers / drip	636	47.2	0.5	1	1	0.5	0.81	0.62	11,489
High water use turf with spray	3,289	47.2	0.8	1	1	0.8	0.75	0.62	102,666
Total area	55,099								
TOTAL WATER APPLIED									**668,805**
Difference between MAWA & ETWU									**287,095**
% ETWU is under MAWA									**30.0%**

HYDROZONE LEGEND

- LOW BUBBLER/DRIP IRRIGATION (STORM WATER TREATMENT AREA)
- LOW BUBBLERS/DRIP IRRIGATION
- MODERATE BUBBLERS/DRIP IRRIGATION
- HIGH TURF SPRAY IRRIGATION

I HAVE COMPLIED WITH THE CRITERIA OF THE ORDINANCE AND APPLIED THEM FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLANS.

BY: _____ DATE: 1/24/2024

LIC NO.: 6032

0 16' 32' 64'

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Consultant:

GATES + ASSOCIATES

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HYDROZONE PLAN

REGISTERED LANDSCAPE ARCHITECT STATE OF CALIFORNIA

Date: 11-7-2025

Scale: SEE PLAN

Drawn by: TZ, JT

Job #: P5894

Sheet: L-12

FINAL PLANNING SET - DECEMBER 12, 2025



SITE LIGHTING FIXTURE LEGEND:

SYMBOL	FIXTURE TYPE	SYMBOL	FIXTURE TYPE	SYMBOL	FIXTURE TYPE	SYMBOL	FIXTURE TYPE
	POST TOP LIGHT MFR: HADCO OR SIMILAR MODEL: URBAN SWAN LED PENDANT WITH INTEGRAL BUILDING SIDE SHIELD LOUVER, CXF4C POLE HEIGHT: 14' - 16' COLOR FINISH: T.B.D. 		POST TOP LIGHT MFR: HADCO OR SIMILAR MODEL: URBAN SWAN LED PENDANT WITH INTEGRAL BUILDING SIDE SHIELD LOUVER, CXF4C POLE HEIGHT: 10' - 12' COLOR FINISH: T.B.D. 		BOLLARD LIGHT MFR: BEGA MODEL: 99 058, 11.6 W LED HEIGHT: 39-3/8" COLOR FINISH: T.B.D. 		STANDARD STREET LIGHT MODEL: SEE CITY STANDARD DETAIL ST-14A POLE HEIGHT: 30' COLOR FINISH: TO MATCH EXISTING STREET LIGHTS ON PACIFIC AVE. 

NOTE:

1. THE PERIMETER LIGHTING WILL BE SHIELDED WITH ADEQUATE ANGLE AND WILL BE DIRECTED TO THE INTERIOR.

2. THE SITE LIGHITNG PLAN IS SUBJECT TO REVISIONS WHEN A PHOTOMETRIC STUDY IS DONE.

0 16' 32' 64'

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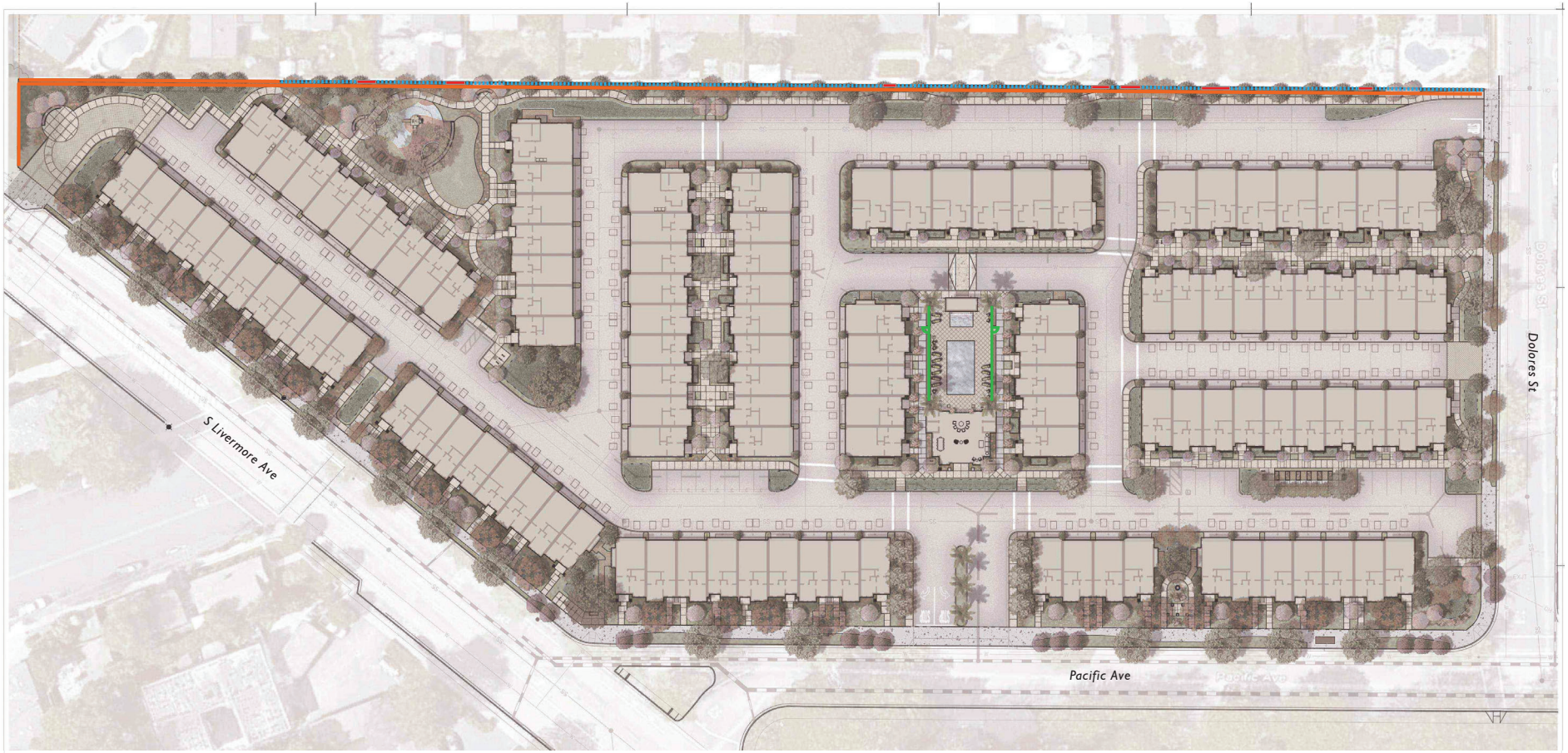
PACIFIC AND LIVERMORE TOWNHOMES
2930 PACIFIC AVE. LIVERMORE, CA. 94550

LIGHTING DIAGRAM

REGISTERED LANDSCAPE ARCHITECT STATE OF CALIFORNIA

Date: 11-7-2025
Scale: SEE PLAN
Drawn by: TZ, JT
Job #: P5894
Sheet: L-13

FINAL PLANNING SET - DECEMBER 12, 2025



LEGEND.

- NEW 6' HIGH WOOD FENCE
- EXISTING WALL TO REMAIN
- NEW 5' HIGH ORNAMENTAL METAL POOL FENCE
- APPROXIMATE LOCATION OF EXISTING GATES TO REMAIN

0 16' 32' 64'

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Consultant:

GATES + ASSOCIATES

Revisions:

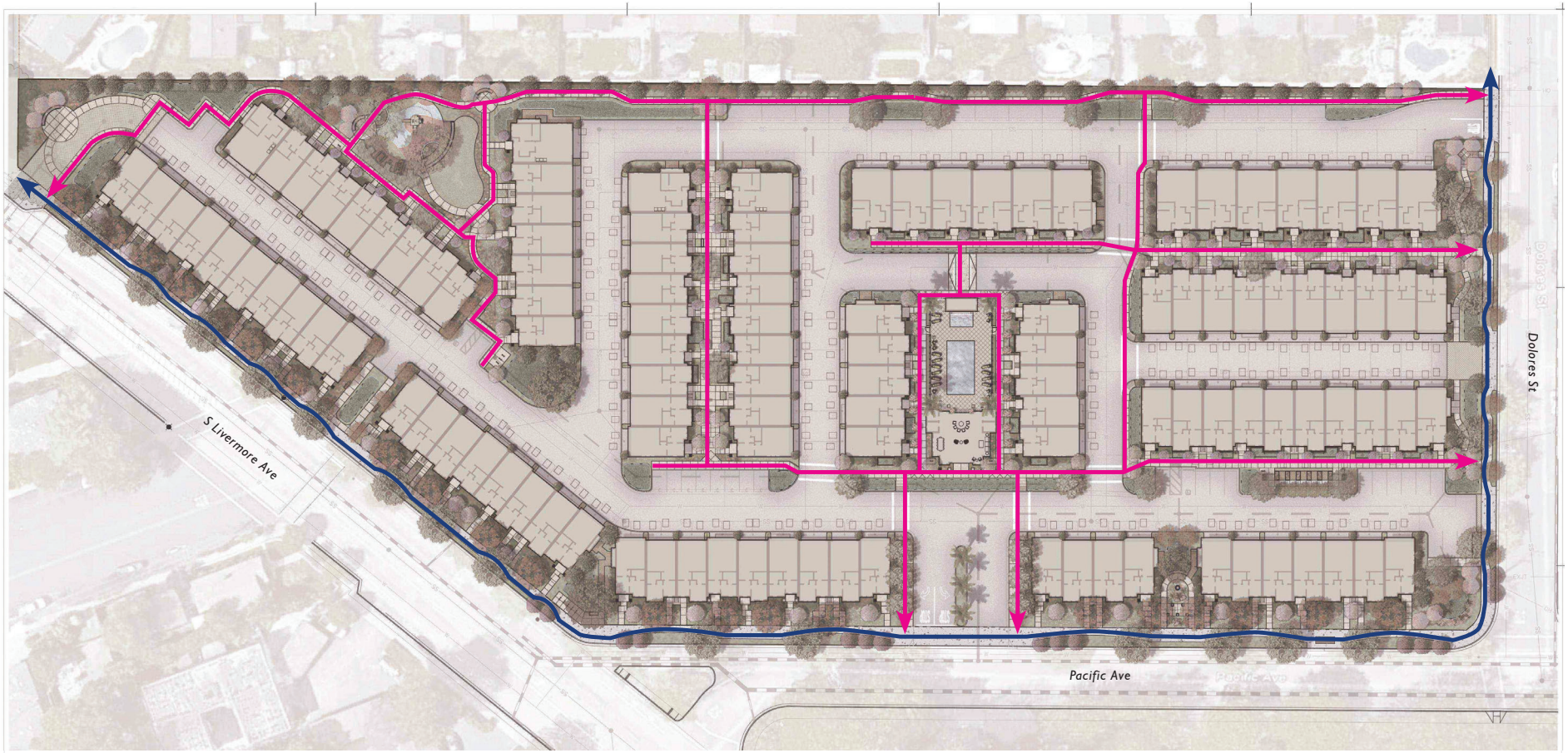
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FENCING DIAGRAM

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Scale: SEE PLAN
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FINAL PLANNING SET - DECEMBER 12, 2025



LEGEND

ON-SITE MAIN PEDESTRIAN CIRCULATION

OFF-SITE STREET SIDEWALK

SWENSON ARCHITECTURE

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PEDESTRIAN CIRCULATION DIAGRAM

Date: 11-7-2025

Scale: SEE PLAN

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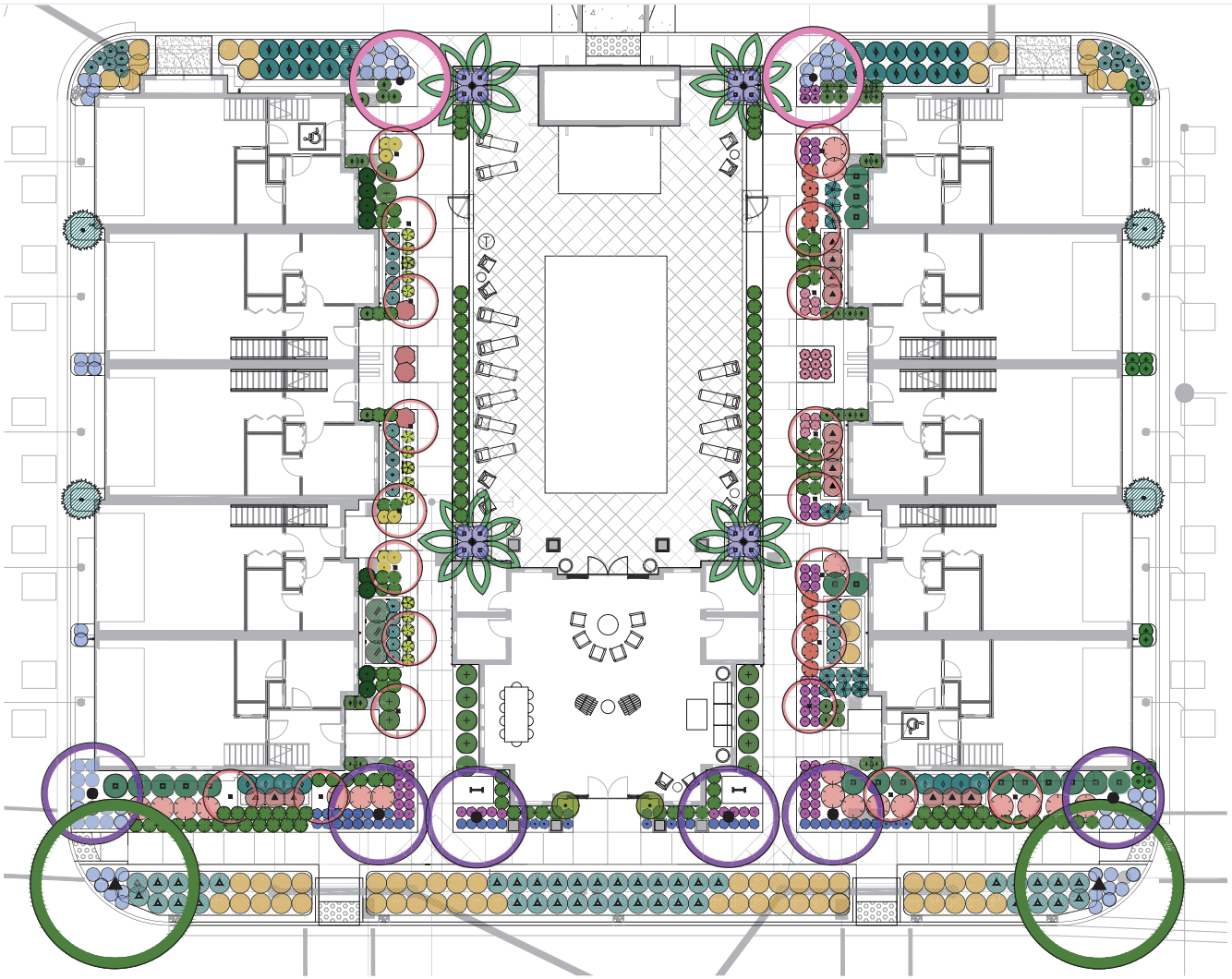
Job #: P5894

Sheet: L-15

0 16' 32' 64'

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FINAL PLANNING SET - DECEMBER 12, 2025



SYMBOL	BOTANICAL NAME COMMON NAME	SIZE	WATER USE	SPACING
STORMWATER TREATMENT				
	CAREX TUMULICOLA FOOTHILL SEDGE	1 GAL	L	24" O.C.
	CHONDROPETALUM ELEPHANTINUM LARGE CAPE RUSH	1 GAL	L	36" O.C.
	EPILOBIUM CANUM 'CATALINA' CATALINA CALIFORNIA FUCHSIA	5 GAL	L	36" O.C.
	JUNCUS PATENS CALIFORNIA GRAY RUSH	1 GAL	L	24" O.C.
	LEYMUS CONDENSATUS 'CANYON PRINCE' CANYON PRINCE GIANT WILD RYE	1 GAL	L	36" O.C.
	LIMONIUM CALIFORNICUM CALIFORNIA SEALAVENDER	1 GAL	L	24" O.C.
	MIMULUS AURANTIACUS STICKY MONKEYFLOWER	5 GAL	VL	36" O.C.
TURF				
	SOD MIX 90/10 FESCUE SODDED TURF	SOD	M	–

SCREENING SHRUB				
	CALLISTEMON VIMINALIS 'LITTLE JOHN' LITTLE JOHN WEEPING BOTTLEBRUSH	5 GAL	L	30" O.C.
	DIETES BICOLOR FORTNIGHT LILY	5 GAL	L	24" O.C.
	DIETES GRANDIFLORA 'VARIEGATA' STRIPED FORTNIGHT LILY	5 GAL	L	36" O.C.
	MAHONIA X 'SOFT CARESS' SOFT CARESS MAHONIA	5 GAL	L	48" O.C.
	MUHLENBERGIA DUBIA PINE MUHLY	5 GAL	L	30" O.C.
	NANDINA DOMESTICA 'HARBOUR DWARF' DWARF HEAVENLY BAMBOO	5 GAL	L	24" O.C.
	OLEA EUROPAEA 'MONTRA' LITTLE OLLIE® OLIVE	5 GAL	VL	48" O.C.
	PITTOSPORUM TOBIRA 'CREME DE MINT' CREME DE MINT PITTOSPORUM	5 GAL	L	24" O.C.
	PITTOSPORUM TOBIRA 'VARIEGATA' VARIEGATED JAPANESE PITTOSPORUM	5 GAL	L	60" O.C.
	PITTOSPORUM TOBIRA 'WHEELER'S DWARF' WHEELER'S DWARF PITTOSPORUM	5 GAL	L	48" O.C.

	RHAMNUS CALIFORNICA 'MOUND SAN BRUNO' MOUND SAN BRUNO COFFEEBERRY	5 GAL	L	42" O.C.
	SALVIA LEUCANTHA 'SANTA BARBARA' SANTA BARBARA MEXICAN BUSH SAGE	5 GAL	L	42" O.C.
	SALVIA MICROPHYLLA 'HOT LIPS' HOT LIPS GRAHAM SAGE	5 GAL	L	42" O.C.
	TEUCRIUM FRUTICANS 'COMPACTUM' COMPACT BUSH GERMANDER	5 GAL	L	30" O.C.
	WESTRINGIA 'MORNING LIGHT' MORNING LIGHT COAST ROSEMARY	5 GAL	L	48" O.C.
GROUNDCOVER				
	BACCHARIS PILULARIS 'PIGEON POINT' PIGEON POINT COYOTE BRUSH	1 GAL	L	96" O.C.
	GREVILLEA LANIGERA 'COASTAL GEM' COASTAL GEM GREVILLEA	1 GAL	L	48" O.C.
	SALVIA X 'BEE'S BLISS' BEE'S BLISS SAGE	5 GAL	L	72" O.C.

SYMBOL	BOTANICAL NAME COMMON NAME	SIZE	WATER USE (WUCOLS IV)	SPACING
SPECIMEN TREES				
	QUERCUS LOBATA VALLEY OAK	36"/24" BOX	L	AS SHOWN
	SYAGRUS ROMANZOFFIANA QUEEN PALM	24"BOX	L	AS SHOWN
SHADE TREES				
	SYAGRUS ROMANZOFFIANA QUEEN PALM	24"BOX	L	AS SHOWN
	CHIONANTHUS RETUSUS CHINESE FRINGE TREE	24"BOX	M	AS SHOWN
	PISTACHIA CHINENSIS CHINESE PISTACHE	24"BOX	L	AS SHOWN
	QUERCUS TOMENTELLA ISLAND OAK	24"BOX	M	AS SHOWN
	ULMUS PARVIFOLIA 'DRAKE' DRAKE ELM	24"BOX	L	AS SHOWN
	OLEA EUROPAEA 'WILSONII' WILSON OLIVE	24"BOX	VL	AS SHOWN
COLUMNAR TREES				
	ACER RUBRUM 'ARMSTRONG' ARMSTRONG RED MAPLE	24"BOX	M	AS SHOWN
ACCENT TREES				
	CERCIS OCCIDENTALIS WESTERN REDBUD	24"BOX	VL	AS SHOWN
	LAGERSTROEMIA INDICA 'MUSKOGEE' MUSKOGEE CRAPE MYRTLE	24"BOX	L	AS SHOWN
	PRUNUS CERASIFERA 'KRAUTER VESUVIUS' KRAUTER VESUVIUS PURPLE-LEAF PLUM	24"BOX	L	AS SHOWN
SMALL ACCENT SHRUB TREES				
	CEANOTHUS 'RAY HARTMAN' RAY HARTMAN WILD LILAC STANDARD	15 GAL	L	AS SHOWN
EVERGREEN SCREENING TREES				
	ARBUTUS X 'MARINA' MARINA STRAWBERRY TREE	24"BOX	L	AS SHOWN
EVERGREEN COLUMNAR SHRUB TREES				
	PODOCARPUS MACROPHYLLUS 'MAKI' MAKI PODOCARPUS	15 GAL	M	AS SHOWN
ACCENT SHRUB				
	ACHILLEA X 'FIREFLY PEACH SKY' FIREFLY PEACH SKY YARROW	5 GAL	L	18" O.C.
	ACONUM X 'SUNBURST' BRAKELIGHTS® RED YUCCA	5 GAL	L	24" O.C.
	CALANDRINIA SPECTABILIS PINK CALANDRINIA	1 GAL	L	24" O.C.
	CORREA X 'DUSKY BELLS' DUSKY BELLS AUSTALIAN FUCHSIA	1 GAL	L	36" O.C.
	HESPERALOE PARVIFLORA 'PERPA' SUNBURST ACONUM	5 GAL	L	30" O.C.
	LAVANDULA X INTERMEDIA LAVENDER	5 GAL	L	30" O.C.
	LOMANDRA X 'LITTLE LIME' LITTLE LIME MAT RUSH	1 GAL	L	24" O.C.
	NEPETA X FAASSENII 'NOVANEPJUN' JUNIOR WALKER® CATMINT	5 GAL	L	30" O.C.
	SALVIA SPATHACEA HUMMINGBIRD SAGE	5 GAL	L	36" O.C.
	SALVIA X SYLVESTRIS 'BLUE HILL' BLUE HILL SAGE	5 GAL	L	18" O.C.
	TEUCRIUM CHAMAEDRYS GERMANDER	1 GAL	L	18" O.C.
	VERBENA LILACINA 'DE LA MINA' DE LA MINA LILAC VERBENA	1 GAL	L	30" O.C.

0 4' 8' 16'

NOT FOR CONSTRUCTION

SWENSON ARCHITECTURE

Consultant:

GATES + ASSOCIATES

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PACIFIC AND LIVERMORE TOWNHOMES

2930 PACIFIC AVE. LIVERMORE, CA. 94550

TYPICAL PLANTING PLAN - TOWNHOME AND CENTRAL POOL

Date: 11-7-2025

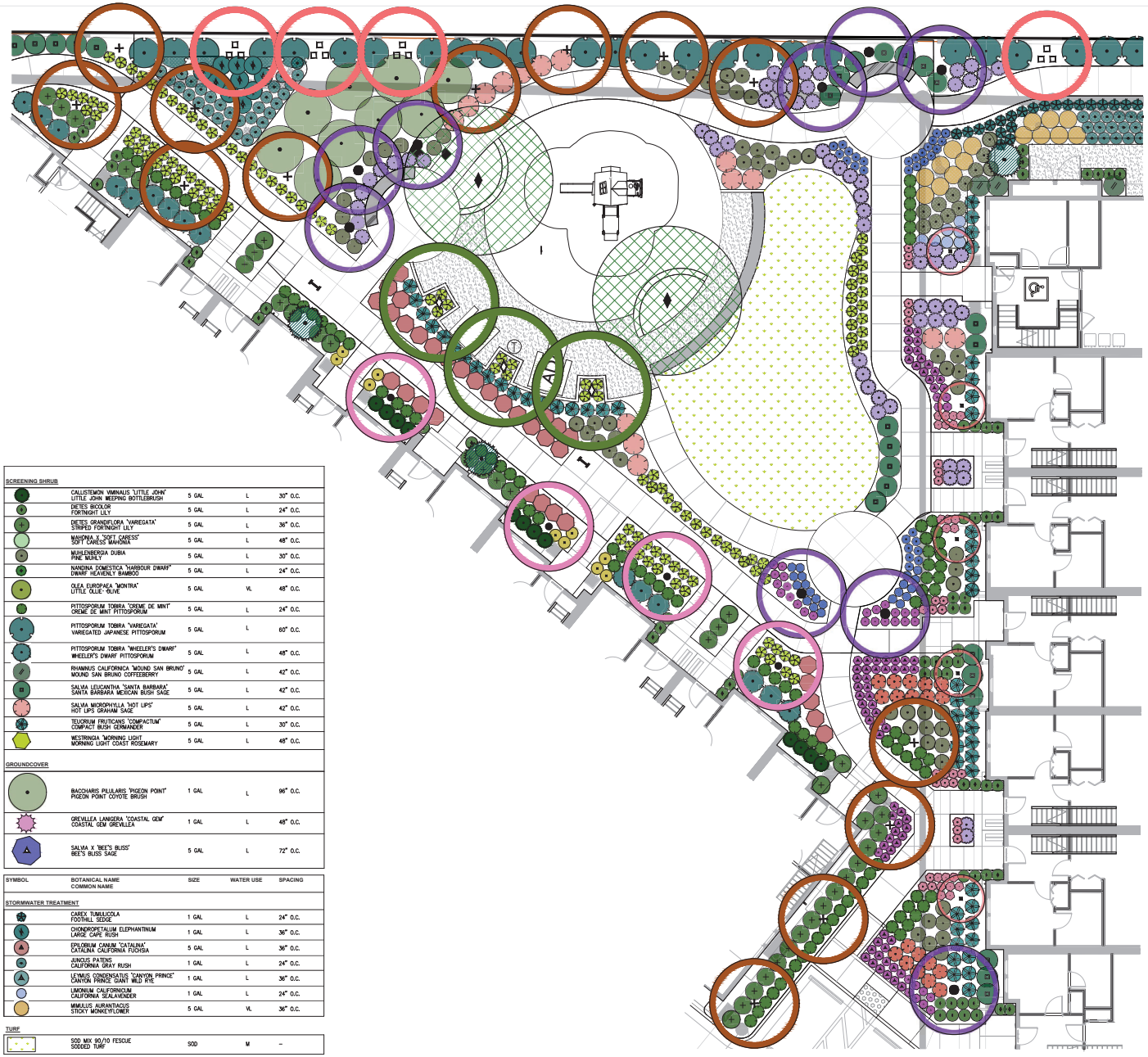
Scale: SEE PLAN

Drawn by: TZ, JT

Job #: P5894

Sheet: L-16

FINAL PLANNING SET - DECEMBER 12, 2025



SCREENING SHRUB				
	CALLISTEMON VIMINALIS 'LITTLE JOHN' LITTLE JOHN WEEPING BOTTLEBRUSH	5 GAL	L	30" O.C.
	DIETES BICOLOR FORTNIGHT LILY	5 GAL	L	24" O.C.
	DIETES GRANDIFLORA 'VARIEGATA' STRIPED FORTNIGHT LILY	5 GAL	L	36" O.C.
	MAHONIA X 'SOFT CARESS' SOFT CARESS MAHONIA	5 GAL	L	48" O.C.
	MUHLENBERGIA DUBIA PINE MUHLY	5 GAL	L	30" O.C.
	NANDINA DOMESTICA 'HARBOUR DWARF' DWARF HEAVENLY BAMBOO	5 GAL	L	24" O.C.
	OLEA EUROPAEA 'MONTRA' LITTLE OLLIE-OLIVE	5 GAL	VL	48" O.C.
	PITTOSPORUM TOBIRA 'CREME DE MINT' CREME DE MINT PITTOSPORUM	5 GAL	L	24" O.C.
	PITTOSPORUM TOBIRA 'VARIEGATA' VARIEGATED JAPANESE PITTOSPORUM	5 GAL	L	60" O.C.
	PITTOSPORUM TOBIRA 'WHEELER'S DWARF' WHEELER'S DWARF PITTOSPORUM	5 GAL	L	48" O.C.
	RHAMNUS CALIFORNICA 'MOUND SAN BRUNO' MOUND SAN BRUNO COFFEEBERRY	5 GAL	L	42" O.C.
	SALVIA LEUCANTHA 'SANTA BARBARA' SANTA BARBARA MEXICAN BUSH SAGE	5 GAL	L	42" O.C.
	SALVIA MICROPHYLLA 'HOT LIPS' HOT LIPS GRAHAM SAGE	5 GAL	L	42" O.C.
	TEUCRIUM FRUTICANS 'COMPACTUM' COMPACT BUSH GERMANDER	5 GAL	L	30" O.C.
	WESTRINGIA 'MORNING LIGHT' MORNING LIGHT COAST ROSEMARY	5 GAL	L	48" O.C.
GROUNDCOVER				
	BACCHARIS PILULARIS 'PIGEON POINT' PIGEON POINT COYOTE BRUSH	1 GAL	L	96" O.C.
	GREVILLEA LANIGERA 'COASTAL GEM' COASTAL GEM GREVILLEA	1 GAL	L	48" O.C.
	SALVIA X 'BEE'S BLISS' BEE'S BLISS SAGE	5 GAL	L	72" O.C.

SYMBOL	BOTANICAL NAME COMMON NAME	SIZE	WATER USE	SPACING
STORMWATER TREATMENT				
	CAREX TUMULICOLA FOOTHILL SEDGE	1 GAL	L	24" O.C.
	CHONDROPETALUM ELEPHANTINUM LARGE CAPE RUSH	1 GAL	L	36" O.C.
	EPILOBIUM CANUM 'CATALINA' CATALINA CALIFORNIA FUCHSIA	5 GAL	L	36" O.C.
	JUNCUS PATENS CALIFORNIA GRAY RUSH	1 GAL	L	24" O.C.
	LEYMUS CONDENSATUS 'CANYON PRINCE' CANYON PRINCE GIANT WILD RYE	1 GAL	L	36" O.C.
	LIMONIUM CALIFORNICUM CALIFORNIA SEALAVENDER	1 GAL	L	24" O.C.
	MIMULUS AURANTIACUS STICKY MONKEYFLOWER	5 GAL	VL	36" O.C.
TURF				
	SOD MIX 90/10 FESCUE SODDED TURF	SOD	M	–

SYMBOL	BOTANICAL NAME COMMON NAME	SIZE	WATER USE (WUCOLS IV)	SPACING
SPECIMEN TREES				
	QUERCUS LOBATA VALLEY OAK	36"/24" BOX	L	AS SHOWN
	SYAGRUS ROMANZOFFIANA QUEEN PALM	24"BOX	L	AS SHOWN
SHADE TREES				
	SYAGRUS ROMANZOFFIANA QUEEN PALM	24"BOX	L	AS SHOWN
	CHIONANTHUS RETUSUS CHINESE FRINGE TREE	24"BOX	M	AS SHOWN
	PISTACHIA CHINENSIS CHINESE PISTACHE	24"BOX	L	AS SHOWN
	QUERCUS TOMENTELLA ISLAND OAK	24"BOX	M	AS SHOWN
	ULMUS PARVIFOLIA 'DRAKE' DRAKE ELM	24"BOX	L	AS SHOWN
	OLEA EUROPAEA 'WILSONII' WILSON OLIVE	24"BOX	VL	AS SHOWN
COLUMNAR TREES				
	ACER RUBRUM 'ARMSTRONG' ARMSTRONG RED MAPLE	24"BOX	M	AS SHOWN
ACCENT TREES				
	CERCIS OCCIDENTALIS WESTERN REDBUD	24"BOX	VL	AS SHOWN
	LAGERSTROEMIA INDICA 'MUSKOGEE' MUSKOGEE CRAPE MYRTLE	24"BOX	L	AS SHOWN
	PRUNUS CERASIFERA 'KRAUTER VESUVIUS' KRAUTER 'VESUVIUS' PURPLE-LEAF PLUM	24"BOX	L	AS SHOWN
SMALL ACCENT SHRUB TREES				
	CEANOTHUS 'RAY HARTMAN' RAY HARTMAN WILD LILAC STANDARD	15 GAL	L	AS SHOWN
EVERGREEN SCREENING TREES				
	ARBUTUS X 'MARINA' MARINA STRAWBERRY TREE	24"BOX	L	AS SHOWN
EVERGREEN COLUMNAR SHRUB TREES				
	PODOCARPUS MACROPHYLLUS 'MAKI' MAKI PODOCARPUS	15 GAL	M	AS SHOWN
ACCENT SHRUB				
	ACHILLEA X 'FIREFLY PEACH SKY' FIREFLY PEACH SKY YARROW	5 GAL	L	18" O.C.
	AEONIUM X 'SUNBURST' BRAKELIGHTS- RED YUCCA	5 GAL	L	24" O.C.
	CALANDRINIA SPECTABILIS PINK CALANDRINIA	1 GAL	L	24" O.C.
	CORREA X 'DUSKY BELLS' DUSKY BELLS AUSTALIAN FUCHSIA	1 GAL	L	36" O.C.
	HESPERALOE PARVIFLORA 'PERPA' SUNBURST AEONIUM	5 GAL	L	30" O.C.
	LAVANDULA X INTERMEDIA LAVENDER	5 GAL	L	30" O.C.
	LOMANDRA X 'LITTLE LIME' LITTLE LIME MAT RUSH	1 GAL	L	24" O.C.
	NEPETA X FAASSENII 'NOVANEPJUN' JUNIOR WALKER- CATMINT	5 GAL	L	30" O.C.
	SALVIA SPATHACEA HUMMINGBIRD SAGE	5 GAL	L	36" O.C.
	SALVIA X SYLVESTRIS 'BLUE HILL' BLUE HILL SAGE	5 GAL	L	18" O.C.
	TEUCRIUM CHAMAEDRYS GERMANDER	1 GAL	L	18" O.C.
	VERBENA LILACINA 'DE LA MINA' DE LA MINA LILAC VERBENA	1 GAL	L	30" O.C.

0 4' 8' 16'

NOT FOR CONSTRUCTION

SWENSON ARCHITECTURE

Consultant:

GATES + ASSOCIATES

Revisions:

Rev #	Description	Date
1	PLANNING RESUBMITTAL #1	11/22/23
2	PLANNING RESUBMITTAL #2	01/31/24
3	PLANNING RESUBMITTAL #3	09/26/24
4	PLANNING RESUBMITTAL #4	10/03/25

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PACIFIC AND LIVERMORE TOWNHOMES

2930 PACIFIC AVE. LIVERMORE, CA. 94550

TYPICAL PLANTING PLAN - PASSIVE RECREATION COMMON AREA

REGISTERED LANDSCAPE ARCHITECT CHRIS - NG WING STATE OF CALIFORNIA

Date: 11-7-2025

Scale: SEE PLAN

Drawn by: TZ, JT

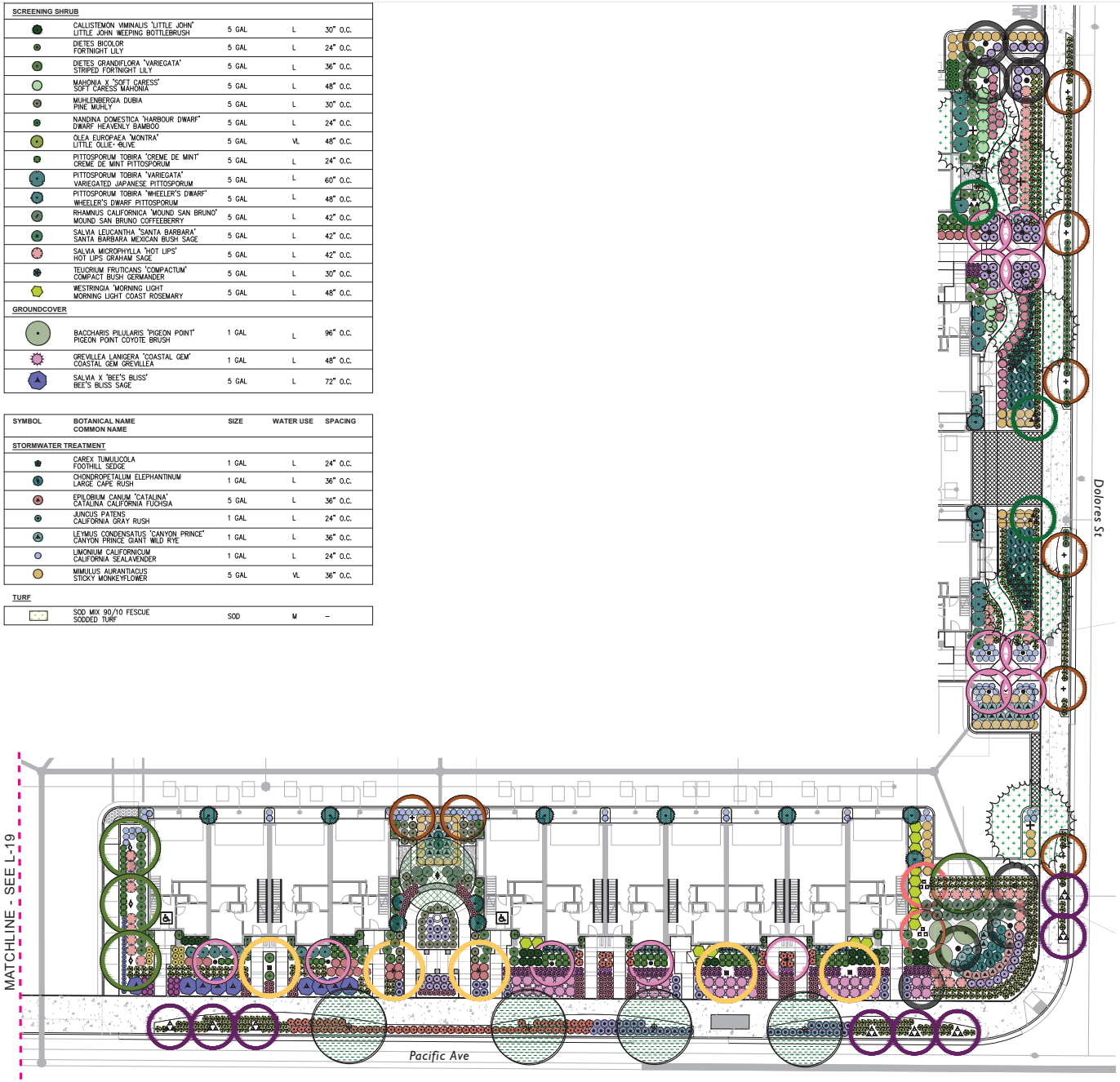
Job #: P5894

Sheet: L-17

FINAL PLANNING SET - DECEMBER 12, 2025

SCREENING SHRUB				
	CALLISTEMON VIMINALIS 'LITTLE JOHN' LITTLE JOHN WEEPING BOTTLEBRUSH	5 GAL	L	30" O.C.
	DIETES BICOLOR FORTNIGHT LILY	5 GAL	L	24" O.C.
	DIETES GRANDIFLORA 'VARIEGATA' STRIPED FORTNIGHT LILY	5 GAL	L	36" O.C.
	MAHONIA X 'SOFT CARESS' SOFT CARESS MAHONIA	5 GAL	L	48" O.C.
	MUHLENBERGIA DUBIA PINE MUHLY	5 GAL	L	30" O.C.
	NANDINA DOMESTICA 'HARBOUR DWARF' DWARF HEAVENLY BAMBOO	5 GAL	L	24" O.C.
	OLEA EUROPAEA 'MONTRA' LITTLE OLLIE® OLIVE	5 GAL	VL	48" O.C.
	PITTOSPORUM TOBIRA 'CREME DE MINT' CREME DE MINT PITTOSPORUM	5 GAL	L	24" O.C.
	PITTOSPORUM TOBIRA 'VARIEGATA' VARIEGATED JAPANESE PITTOSPORUM	5 GAL	L	60" O.C.
	PITTOSPORUM TOBIRA 'WHEELER'S DWARF' WHEELER'S DWARF PITTOSPORUM	5 GAL	L	48" O.C.
	RHAMNUS CALIFORNICA 'MOUND SAN BRUNO' MOUND SAN BRUNO COFFEEBERRY	5 GAL	L	42" O.C.
	SALVIA LEUCANTHA 'SANTA BARBARA' SANTA BARBARA MEXICAN BUSH SAGE	5 GAL	L	42" O.C.
	SALVIA MICROPHYLLA 'HOT LIPS' HOT LIPS GRAHAM SAGE	5 GAL	L	42" O.C.
	TEUCRIUM FRUTICANS 'COMPACTUM' COMPACT BUSH GERMANDER	5 GAL	L	30" O.C.
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GROUNDCOVER				
	BACCHARIS PILULARIS 'PIGEON POINT' PIGEON POINT COYOTE BRUSH	1 GAL	L	96" O.C.
	GREVILLEA LANIGERA 'COASTAL GEM' COASTAL GEM GREVILLEA	1 GAL	L	48" O.C.
	SALVIA X 'BEE'S BLISS' BEE'S BLISS SAGE	5 GAL	L	72" O.C.

SYMBOL	BOTANICAL NAME COMMON NAME	SIZE	WATER USE	SPACING
STORMWATER TREATMENT				
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	CHONDROPETALUM ELEPHANTINUM LARGE CAPE RUSH	1 GAL	L	36" O.C.
	EPILOBIUM CANUM 'CATALINA' CATALINA CALIFORNIA FUCHSIA	5 GAL	L	36" O.C.
	JUNCUS PATENS CALIFORNIA GRAY RUSH	1 GAL	L	24" O.C.
	LEYMUS CONDENSATUS 'CANYON PRINCE' CANYON PRINCE GIANT WILD RYE	1 GAL	L	36" O.C.
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	MIMULUS AURANTIACUS STICKY MONKEYFLOWER	5 GAL	VL	36" O.C.
TURF				
	SOD MIX 90/10 FESCUE SODDED TURF	SOD	M	–



SYMBOL	BOTANICAL NAME COMMON NAME	SIZE	WATER USE (WUCOLS IV)	SPACING
SPECIMEN TREES				
	QUERCUS LOBATA VALLEY OAK	36"/24" BOX	L	AS SHOWN
	SYAGRUS ROMANZOFFIANA QUEEN PALM	24"BOX	L	AS SHOWN
SHADE TREES				
	SYAGRUS ROMANZOFFIANA QUEEN PALM	24"BOX	L	AS SHOWN
	CHIONANTHUS RETUSUS CHINESE FRINGE TREE	24"BOX	M	AS SHOWN
	PISTACHIA CHINENSIS CHINESE PISTACHE	24"BOX	L	AS SHOWN
	QUERCUS TOMENTELLA ISLAND OAK	24"BOX	M	AS SHOWN
	ULMUS PARVIFOLIA 'DRAKE' DRAKE ELM	24"BOX	L	AS SHOWN
	OLEA EUROPAEA 'WILSONII' WILSON OLIVE	24"BOX	VL	AS SHOWN
COLUMNAR TREES				
	ACER RUBRUM 'ARMSTRONG' ARMSTRONG RED MAPLE	24"BOX	M	AS SHOWN
ACCENT TREES				
	CERCIS OCCIDENTALIS WESTERN REDBUD	24"BOX	VL	AS SHOWN
	LAGERSTROEMIA INDICA 'MUSKOGEE' MUSKOGEE CRAPE MYRTLE	24"BOX	L	AS SHOWN
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SMALL ACCENT SHRUB TREES				
	CEANOTHUS 'RAY HARTMAN' RAY HARTMAN WILD LILAC STANDARD	15 GAL	L	AS SHOWN
EVERGREEN SCREENING TREES				
	ARBUTUS X 'MARINA' MARINA STRAWBERRY TREE	24"BOX	L	AS SHOWN
EVERGREEN COLUMNAR SHRUB TREES				
	PODOCARPUS MACROPHYLLUS 'MAKI' MAKI PODOCARPUS	15 GAL	M	AS SHOWN
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	AEONIUM X 'SUNBURST' BRAKELIGHTS® RED YUCCA	5 GAL	L	24" O.C.
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	VERBENA LILACINA 'DE LA MINA' DE LA MINA LILAC VERBENA	1 GAL	L	30" O.C.

0 8' 16' 32'

NOT FOR CONSTRUCTION

SWENSON ARCHITECTURE

Consultant:

GATES + ASSOCIATES

Revisions:

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PACIFIC AND LIVERMORE TOWNHOMES

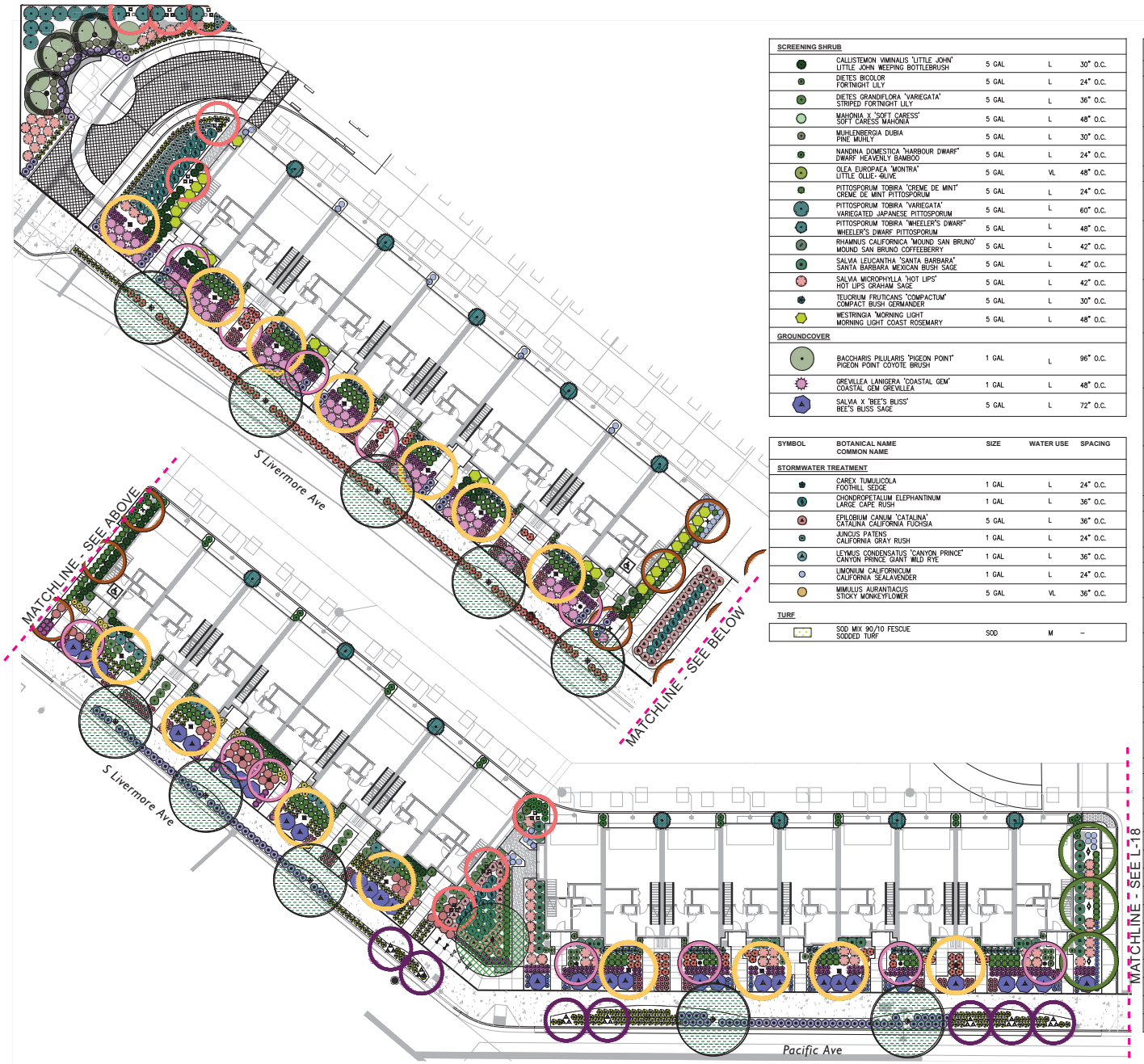
2930 PACIFIC AVE. LIVERMORE, CA. 94550

TYPICAL PLANTING PLAN - PACIFIC AVE AND DOLORES ST

REGISTERED LANDSCAPE ARCHITECT - STATE OF CALIFORNIA

Date: 11-7-2025
Scale: SEE PLAN
Drawn by: TZ, JT
Job #: P5894
Sheet: L-18

FINAL PLANNING SET - DECEMBER 12, 2025



SCREENING SHRUB					
	CALLISTEMON VIMINALIS 'LITTLE JOHN' LITTLE JOHN WEEPING BOTTLEBRUSH	5 GAL	L	30" O.C.
	DIETES BICOLOR FORTNIGHT LILY	5 GAL	L	24" O.C.
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SYMBOL	BOTANICAL NAME COMMON NAME	SIZE	WATER USE	SPACING
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	PISTACHIA CHINENSIS CHINESE PISTACHE	24"BOX	L	AS SHOWN
	QUERCUS TOMENTELLA ISLAND OAK	24"BOX	M	AS SHOWN
	ULMUS PARVIFOLIA 'DRAKE' DRAKE ELM	24"BOX	L	AS SHOWN
	OLEA EUROPAEA 'WILSONII' WILSON OLIVE	24"BOX	VL	AS SHOWN
COLUMNAR TREES				
	ACER RUBRUM 'ARMSTRONG' ARMSTRONG RED MAPLE	24"BOX	M	AS SHOWN
ACCENT TREES				
	CERCIS OCCIDENTALIS WESTERN REDBUD	24"BOX	VL	AS SHOWN
	LAGERSTROEMIA INDICA 'MUSKOGEE' MUSKOGEE CRAPE MYRTLE	24"BOX	L	AS SHOWN
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	CEANOTHUS 'RAY HARTMAN' RAY HARTMAN WILD LILAC STANDARD	15 GAL	L	AS SHOWN
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	LOMANDRA X 'LITTLE LIME' LITTLE LIME MAT RUSH	1 GAL	L	24" O.C.
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0 8' 16' 32'

NOT FOR CONSTRUCTION

SWENSON ARCHITECTURE

Consultant:

GATES + ASSOCIATES

Revisions:

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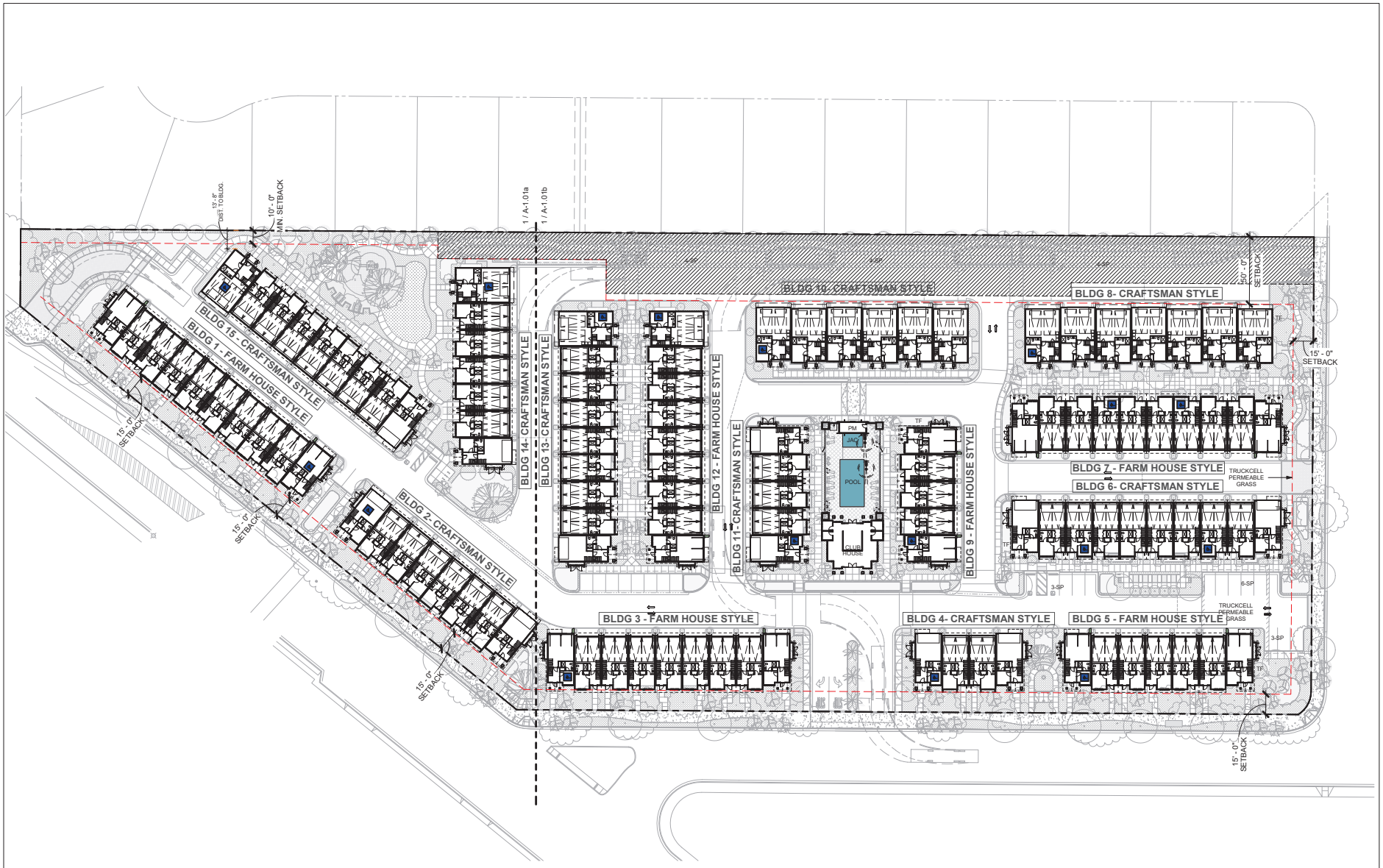
PACIFIC AND LIVERMORE TOWNHOMES
2930 PACIFIC AVE. LIVERMORE, CA. 94550

TYPICAL PLANTING PLAN - LIVERMORE AVE AND PACIFIC AVE

REGISTERED LANDSCAPE ARCHITECT - STATE OF CALIFORNIA

Date: 11-7-2025
Scale: SEE PLAN
Drawn by: TZ, JT
Job #: P5894
Sheet: L-19

FINAL PLANNING SET - DECEMBER 12, 2025



1 OVERAL SITE PLAN
1/32" = 1'-0"

SWENSON ARCHITECTURE

Consultant:

Revisions:

Rev #	Description	Date
1	PLANNING RESUBMITTAL #1	11/22/23
2	PLANNING RESUBMITTAL #2	01/31/24

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PACIFIC AND LIVERMORE AVENUE TOWNHOMES
2930 PACIFIC AVE. LIVERMORE, CA. 94550
OVERALL SITE PLAN

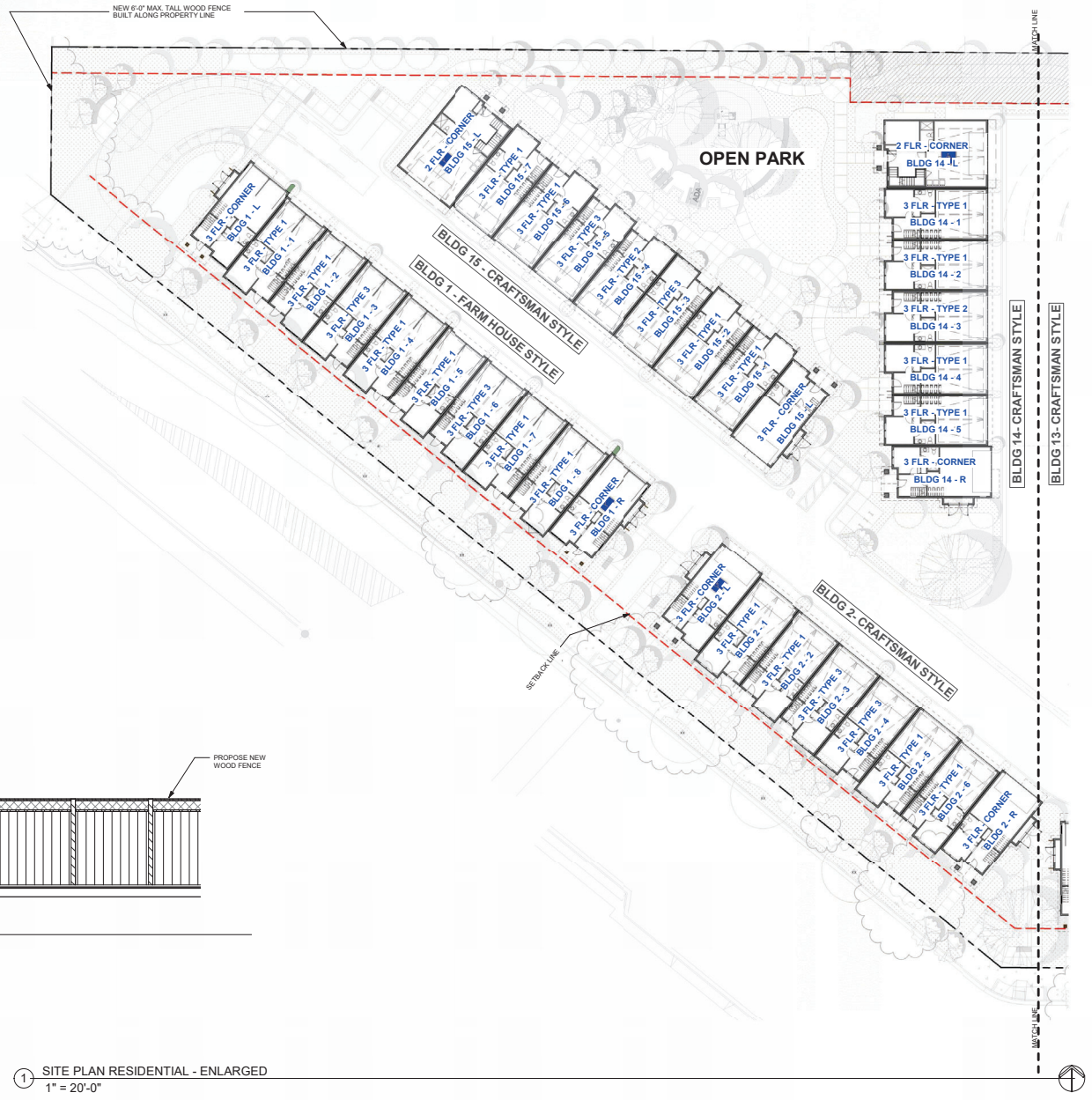
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Job #: 17-9201

Sheet: A-1.01

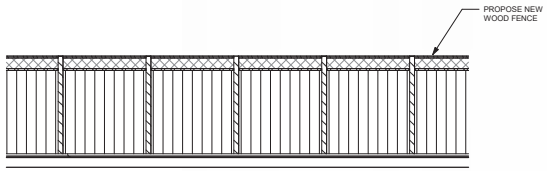
BUILDING & TOWNHOUSE NUMBER	TOWN HOUSE TYPE
BLDG 1 - 1	3 FLR - TYPE 1
BLDG 1 - 2	3 FLR - TYPE 1
BLDG 1 - 3	3 FLR - TYPE 3
BLDG 1 - 4	3 FLR - TYPE 1
BLDG 1 - 5	3 FLR - TYPE 1
BLDG 1 - 6	3 FLR - TYPE 3
BLDG 1 - 7	3 FLR - TYPE 1
BLDG 1 - 8	3 FLR - TYPE 1
BLDG 1 - L	3 FLR - CORNER
BLDG 1 - R	3 FLR - CORNER
BLDG 2 - 1	3 FLR - TYPE 1
BLDG 2 - 2	3 FLR - TYPE 1
BLDG 2 - 3	3 FLR - TYPE 3
BLDG 2 - 4	3 FLR - TYPE 3
BLDG 2 - 5	3 FLR - TYPE 1
BLDG 2 - 6	3 FLR - TYPE 1
BLDG 2 - L	3 FLR - CORNER
BLDG 2 - R	3 FLR - CORNER
BLDG 3 - 1	3 FLR - TYPE 1
BLDG 3 - 2	3 FLR - TYPE 1
BLDG 3 - 3	3 FLR - TYPE 3
BLDG 3 - 4	3 FLR - TYPE 2
BLDG 3 - 5	3 FLR - TYPE 3
BLDG 3 - 6	3 FLR - TYPE 1
BLDG 3 - 7	3 FLR - TYPE 1
BLDG 3 - L	3 FLR - CORNER
BLDG 3 - R	3 FLR - CORNER
BLDG 4 - 1	3 FLR - TYPE 1
BLDG 4 - 2	3 FLR - TYPE 1
BLDG 4 - L	3 FLR - CORNER
BLDG 4 - R	3 FLR - CORNER
BLDG 5 - 1	3 FLR - TYPE 1
BLDG 5 - 2	3 FLR - TYPE 1
BLDG 5 - 3	3 FLR - TYPE 2
BLDG 5 - 4	3 FLR - TYPE 1
BLDG 5 - 5	3 FLR - TYPE 1
BLDG 5 - L	3 FLR - CORNER
BLDG 5 - R	3 FLR - CORNER
BLDG 6 - 1	3 FLR - TYPE 1
BLDG 6 - 2	3 FLR - TYPE 1
BLDG 6 - 3	3 FLR - TYPE 3
BLDG 6 - 4	3 FLR - TYPE 1
BLDG 6 - 5	3 FLR - TYPE 1
BLDG 6 - 6	3 FLR - TYPE 3
BLDG 6 - 7	3 FLR - TYPE 1
BLDG 6 - 8	3 FLR - TYPE 1
BLDG 6 - L	3 FLR - CORNER
BLDG 6 - R	3 FLR - CORNER
BLDG 7 - 1	3 FLR - TYPE 1
BLDG 7 - 2	3 FLR - TYPE 1
BLDG 7 - 3	3 FLR - TYPE 3
BLDG 7 - 4	3 FLR - TYPE 1
BLDG 7 - 5	3 FLR - TYPE 1
BLDG 7 - 6	3 FLR - TYPE 3
BLDG 7 - 7	3 FLR - TYPE 1
BLDG 7 - 8	3 FLR - TYPE 1
BLDG 7 - L	3 FLR - CORNER
BLDG 7 -R	3 FLR - CORNER
BLDG 8 - 1	2 FLR - TYPE 1
BLDG 8 - 2	2 FLR - TYPE 1
BLDG 8 - 3	2 FLR - TYPE 2
BLDG 8 - 4	2 FLR - TYPE 1
BLDG 8 - 5	2 FLR - TYPE 1
BLDG 8 - L	2 FLR - CORNER
BLDG 8 - R	2 FLR - CORNER
BLDG 9 - 1	3 FLR - TYPE 1
BLDG 9 - 2	3 FLR - TYPE 1
BLDG 9 - 3	3 FLR - TYPE 3
BLDG 9 - L	3 FLR - CORNER
BLDG 9 - R	3 FLR - CORNER
BLDG 10 - 1	2 FLR - TYPE 1
BLDG 10 - 2	2 FLR - TYPE 2
BLDG 10 - 3	2 FLR - TYPE 2
BLDG 10 - 4	2 FLR - TYPE 1
BLDG 10 - L	2 FLR - CORNER
BLDG 10 - R	2 FLR - CORNER
BLDG 11 - 1	3 FLR - TYPE 3
BLDG 11 - 2	3 FLR - TYPE 1
BLDG 11 - 3	3 FLR - TYPE 1
BLDG 11 - L	3 FLR - CORNER
BLDG 11 - R	3 FLR - CORNER
BLDG 12 - 1	3 FLR - TYPE 1
BLDG 12 - 2	3 FLR - TYPE 1
BLDG 12 - 3	3 FLR - TYPE 3
BLDG 12 - 4	3 FLR - TYPE 2
BLDG 12 - 5	3 FLR - TYPE 3

BUILDING & TOWNHOUSE NUMBER	TOWN HOUSE TYPE
BLDG 12 - 6	3 FLR - TYPE 1
BLDG 12 - 7	3 FLR - TYPE 1
BLDG 12 - L	2 FLR - CORNER
BLDG 12 - R	3 FLR - CORNER
BLDG 13 - 1	3 FLR - TYPE 1
BLDG 13 - 2	3 FLR - TYPE 1
BLDG 13 - 3	3 FLR - TYPE 3
BLDG 13 - 4	3 FLR - TYPE 2
BLDG 13 - 5	3 FLR - TYPE 3
BLDG 13 - 6	3 FLR - TYPE 1
BLDG 13 - 7	3 FLR - TYPE 1
BLDG 13 - L	3 FLR - CORNER
BLDG 13 - R	2 FLR - CORNER
BLDG 14 - 1	3 FLR - TYPE 1
BLDG 14 - 2	3 FLR - TYPE 1
BLDG 14 - 3	3 FLR - TYPE 2
BLDG 14 - 4	3 FLR - TYPE 1
BLDG 14 - 5	3 FLR - TYPE 1
BLDG 14 - L	2 FLR - CORNER
BLDG 14 - R	3 FLR - CORNER
BLDG 15 - 1	3 FLR - TYPE 1
BLDG 15 - 2	3 FLR - TYPE 1
BLDG 15 - 3	3 FLR - TYPE 3
BLDG 15 - 4	3 FLR - TYPE 2
BLDG 15 - 5	3 FLR - TYPE 3
BLDG 15 - 6	3 FLR - TYPE 1
BLDG 15 - 7	3 FLR - TYPE 1
BLDG 15 - L	2 FLR - CORNER
BLDG 15 - L	3 FLR - CORNER

NUMBER : 115



1 SITE PLAN RESIDENTIAL - ENLARGED
1" = 20'-0"



2 Fence Elevation
1/4" = 1'-0"

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2	PLANNING RESUBMITTAL #2	01/31/24

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2930 PACIFIC AVE. LIVERMORE, CA. 94550
SITE ENLARGEMENTS

Date: 7/21/2023
Scale: As indicated
Drawn: DM, BN, EY, & IL
Job #: 17-9201

A-1.01a

FINAL PLANNING SET - DECEMBER 12, 2025



1 SITE PLAN RESIDENTIAL - ENLARGE
1" = 20'-0"

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Revisions:

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1	PLANNING RESUBMITTAL #1	11/22/23
3	PLANNING RESUBMITAL	3/28/2024

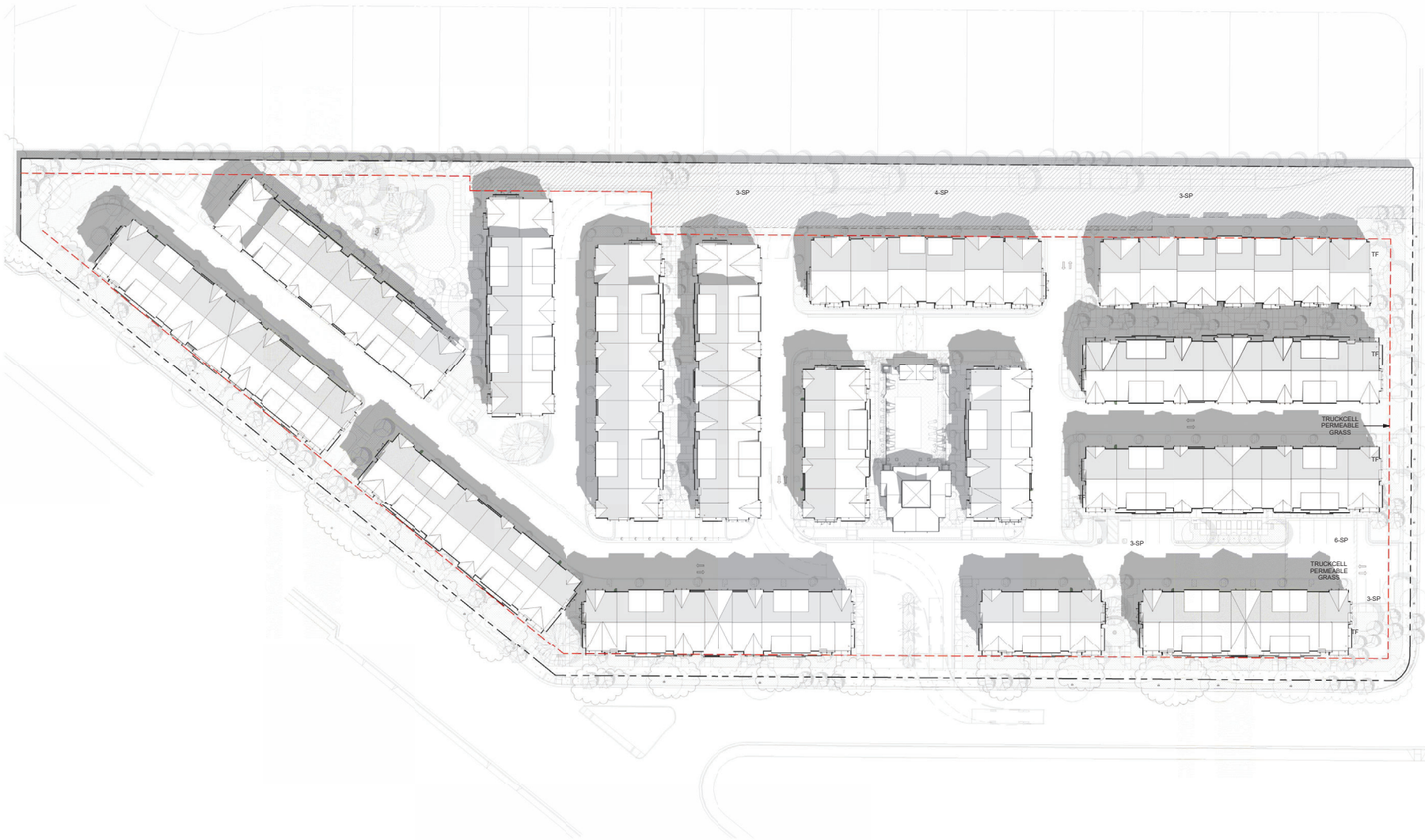
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2930 PACIFIC AVE. LIVERMORE, CA. 94550
SITE ENLARGEMENTS

Date: 7/21/2023
Scale: 1" = 20'-0"
Drawn By: DM, BN, EY, & IL
Job #: 17-9201

Sheet: A-1.01b

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1 SITE & ROOF PLAN
1/32" = 1'-0"

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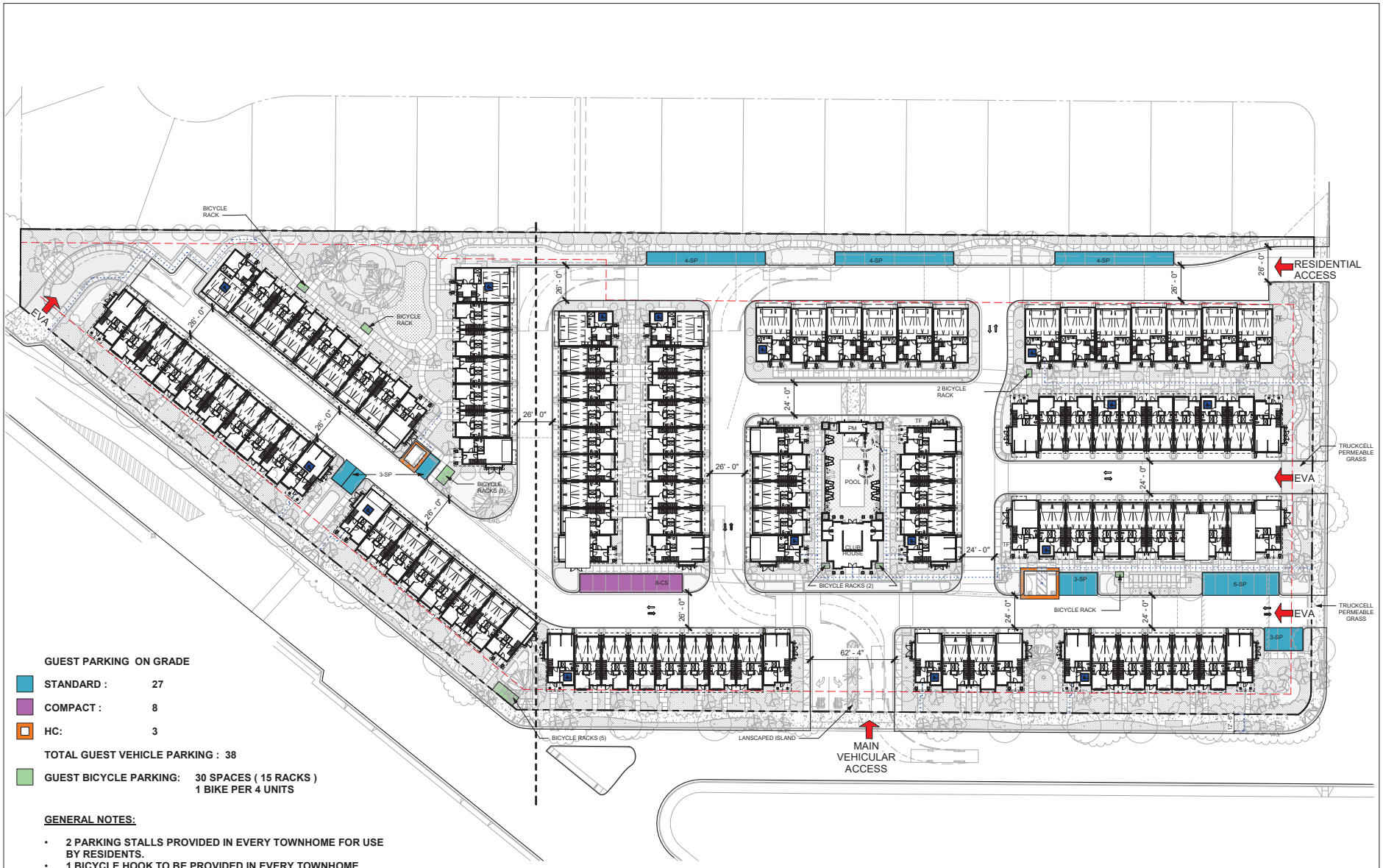
PACIFIC AND LIVERMORE AVENUE TOWNHOMES

2930 PACIFIC AVE. LIVERMORE, CA. 94550

SITE PLAN - ROOF

Date: 7/21/2023
Scale: 1/32" = 1'-0"
Drawn By: DM, BN, EY, & IL
Job #: 17-9201

A-1.01c



GUEST PARKING ON GRADE

	STANDARD :	27
	COMPACT :	8
	HC:	3

TOTAL GUEST VEHICLE PARKING : 38

GUEST BICYCLE PARKING: 30 SPACES (15 RACKS)
1 BIKE PER 4 UNITS

GENERAL NOTES:

- **2 PARKING STALLS PROVIDED IN EVERY TOWNHOME FOR USE BY RESIDENTS.**
- **1 BICYCLE HOOK TO BE PROVIDED IN EVERY TOWNHOME GARAGE FOR USE BY RESIDENTS**

1 OVERAL SITE PARKING & ACCESSIBILITY PLAN
1/32" = 1'-0"

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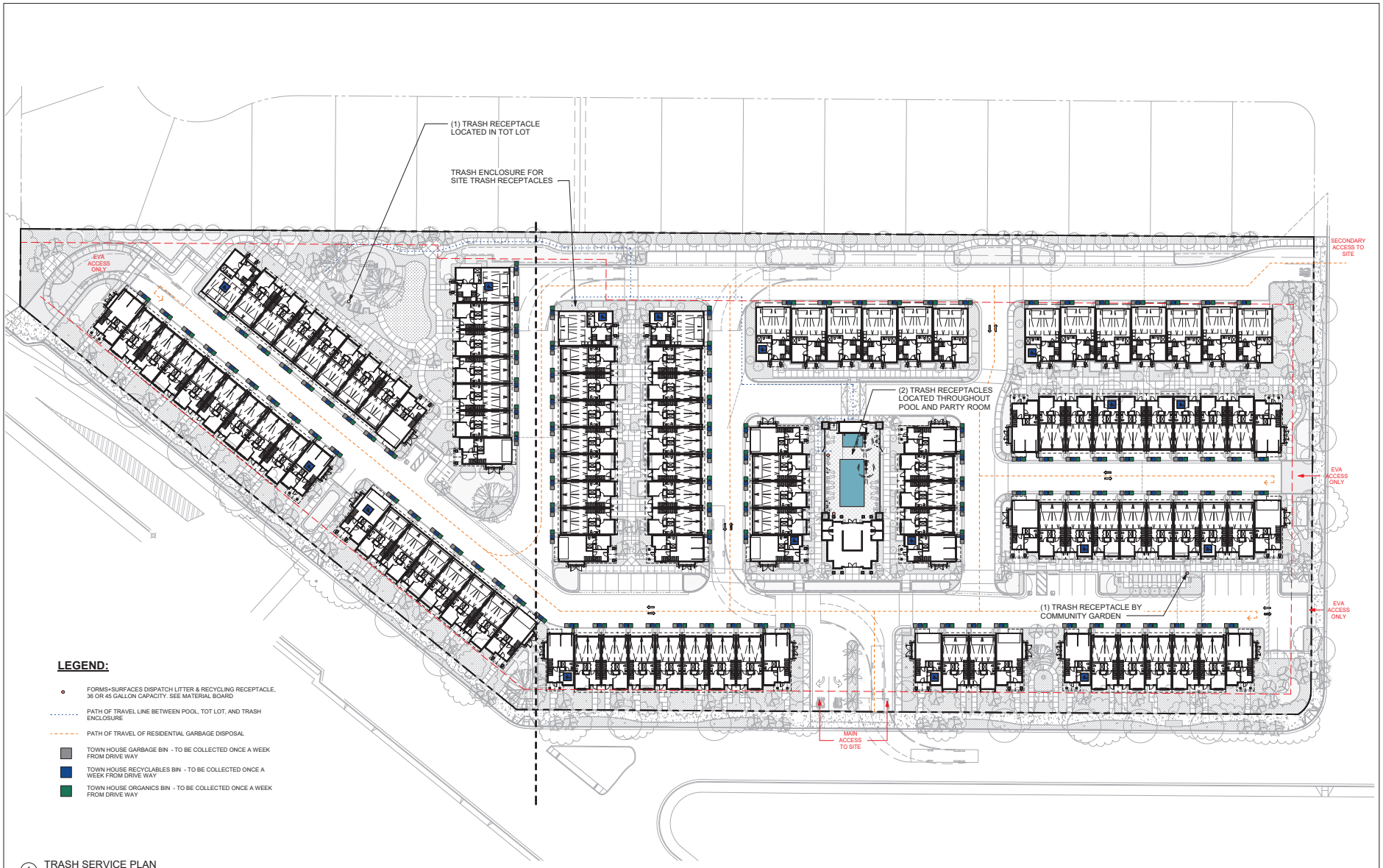
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PARKING & ACCESSIBILITY PLAN

Date: 7/21/2023
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A-1.01d

FINAL PLANNING SET - DECEMBER 12, 2025



1 TRASH SERVICE PLAN
1/32" = 1'-0"

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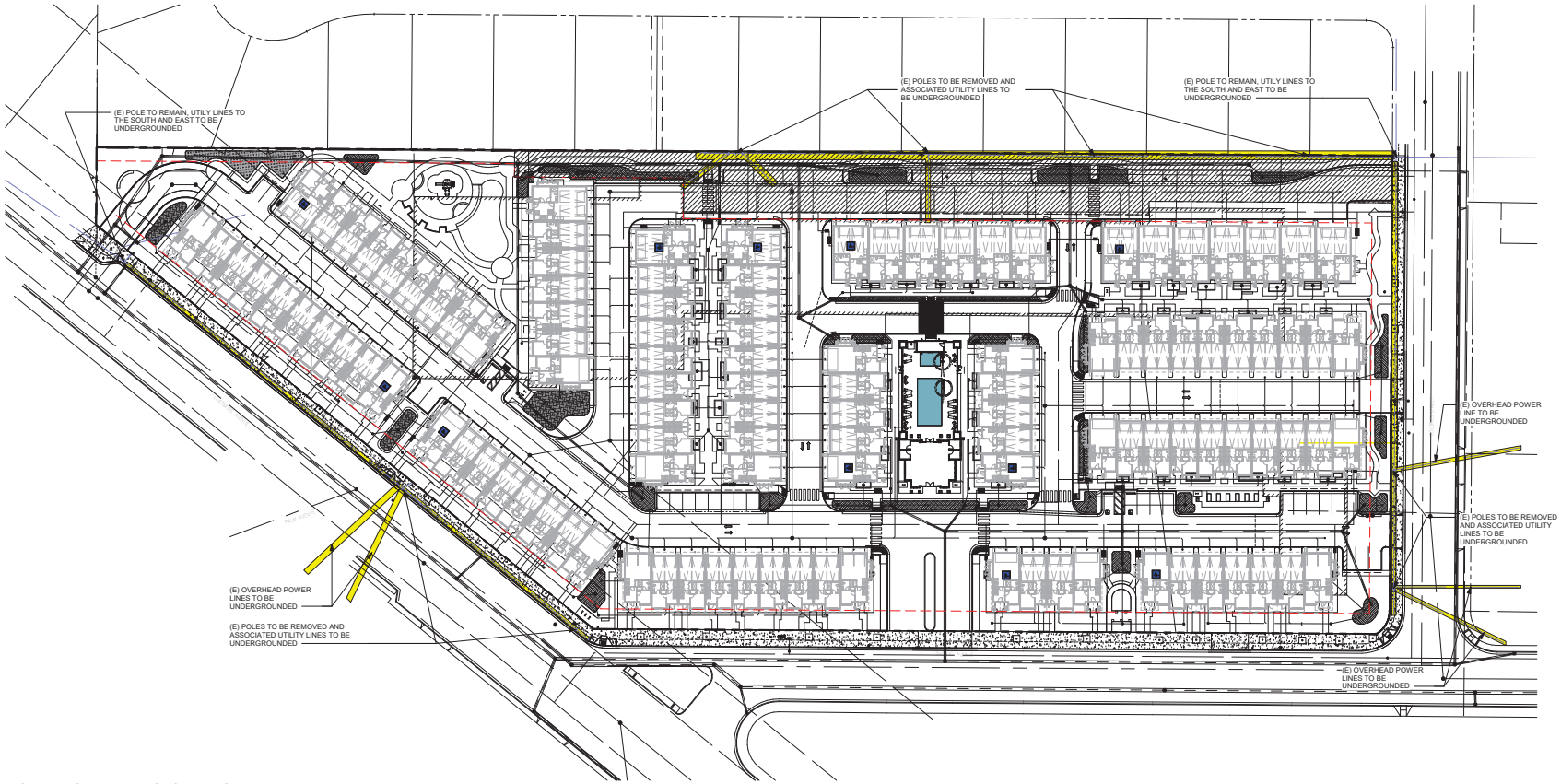
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2930 PACIFIC AVE. LIVERMORE, CA. 94550
TRASH SERVICE PLAN

Date: 7/21/2023
Scale: 1/32" = 1'-0"
Drawn: DM, BN, EY, & IL
Job #: 17-9201

A-1.01e

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1 OVERAL SITE UNDERGROUNDING PLAN
1" = 40'-0"

LEGEND:

UTILITY TO BE UNDERGROUNDED

EXISTING UTILITY LINE

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UTILITY UNDERGROUNDING PLAN

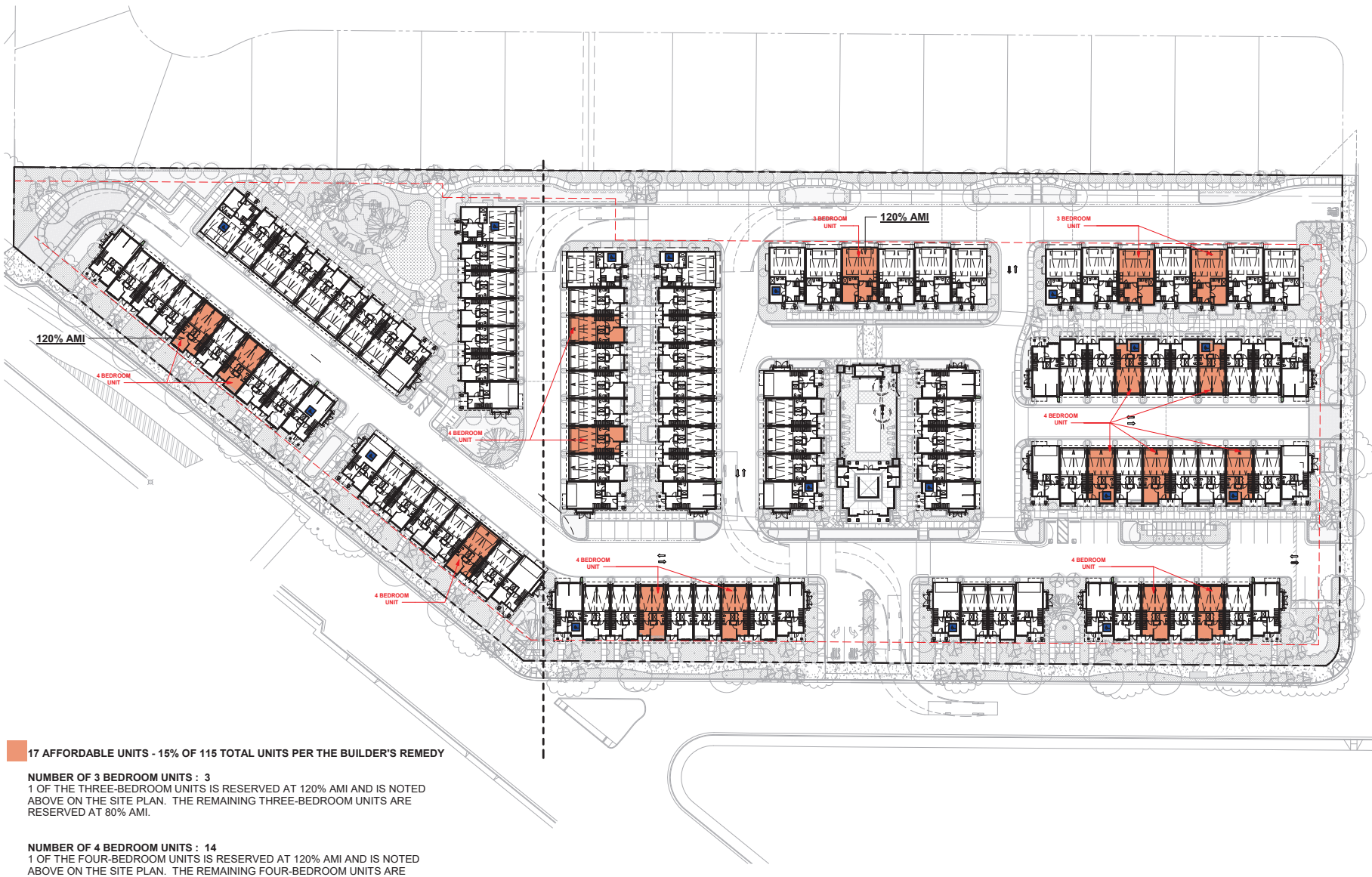
Date: 7/21/2023

Scale: As indicated

Drawn By: DM, BN, EY, & IL

Job #: 17-9201

Sheet: A-1.01f



17 AFFORDABLE UNITS - 15% OF 115 TOTAL UNITS PER THE BUILDER'S REMEDY

NUMBER OF 3 BEDROOM UNITS : 3
1 OF THE THREE-BEDROOM UNITS IS RESERVED AT 120% AMI AND IS NOTED ABOVE ON THE SITE PLAN. THE REMAINING THREE-BEDROOM UNITS ARE RESERVED AT 80% AMI.

NUMBER OF 4 BEDROOM UNITS : 14
1 OF THE FOUR-BEDROOM UNITS IS RESERVED AT 120% AMI AND IS NOTED ABOVE ON THE SITE PLAN. THE REMAINING FOUR-BEDROOM UNITS ARE RESERVED AT 80% AMI.

1 SITE PLAN RESIDENTIAL - AFFORDABLE DWELLING UNITS EXHIBIT
1/32" = 1'-0"

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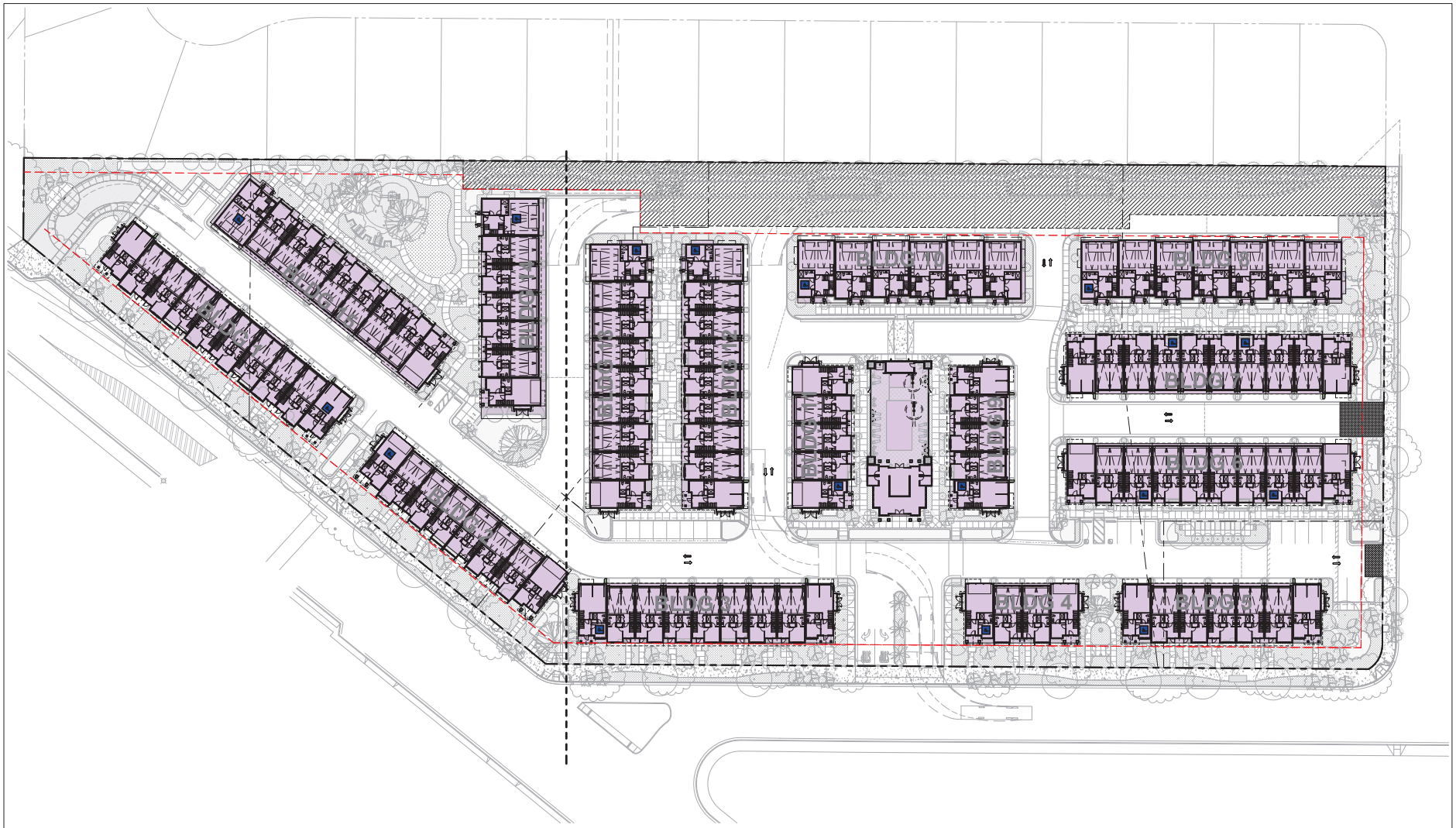
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AFFORDABLE DWELLING UNITS EXHIBIT

Date: 7/21/2023
Scale: 1/32" = 1'-0"
Drawn By: DM, BN, EY, & IL
Job #: 17-9201

A-1.02

FINAL PLANNING SET - DECEMBER 12, 2025



1 REGULATING PLAN
1/32" = 1'-0"

ALLOCATION OF TRANSECT ZONES:

T4 - NEIGHBORHOOD (107,985 SF) - 100% OF SITE AREA

CIVIC SPACE (30,153 SF)

LEGEND:

T4 - NEIGHBORHOOD

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REGULATING PLAN

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Scale: As indicated
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A-1.03

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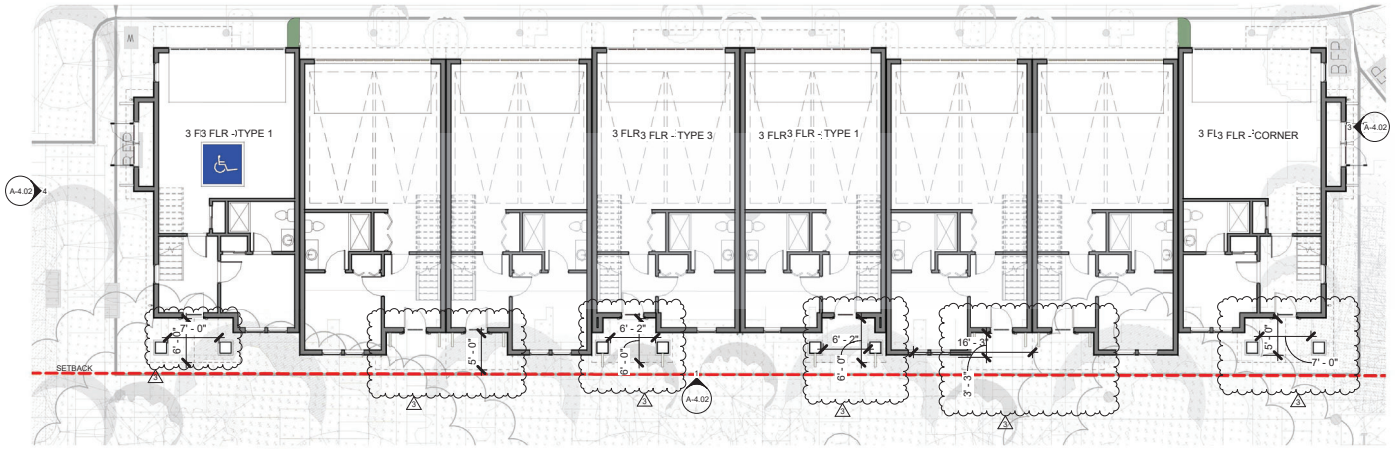
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FLOOR PLANS - BLDG 1

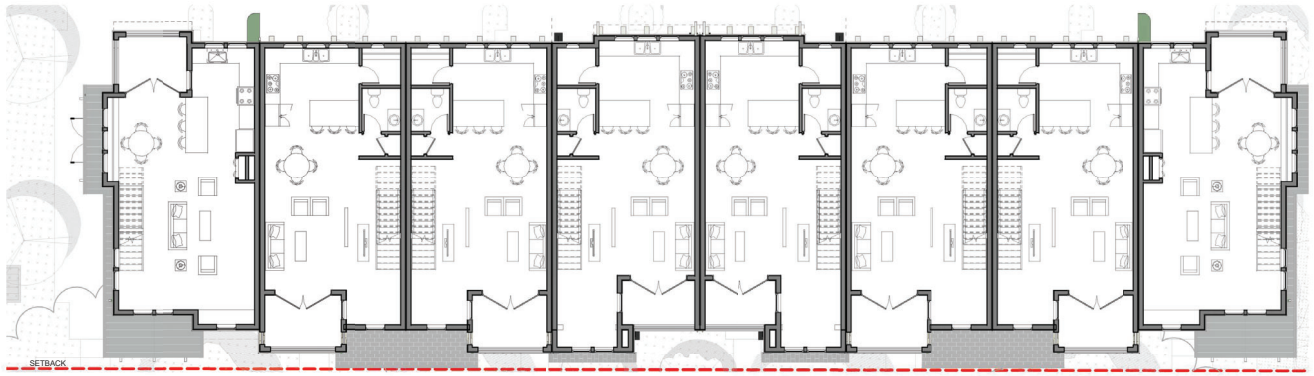
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Drawn By: DM, BN, EY, & IL
Job #: 17-9201

A-2.01

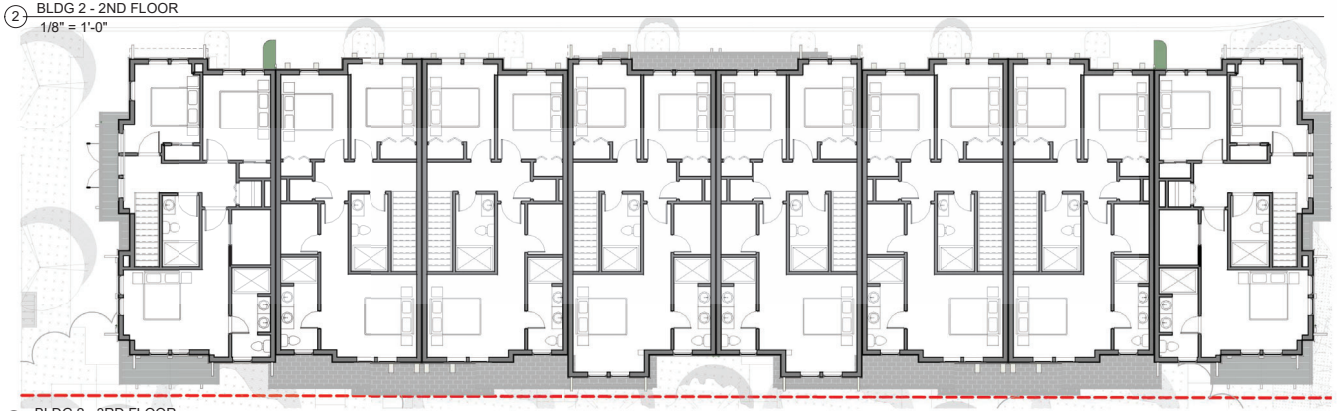
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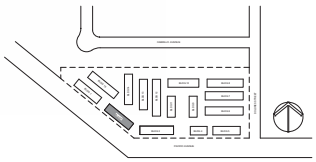
1 BLDG 2 - 1ST FLOOR
1/8" = 1'-0"



2 BLDG 2 - 2ND FLOOR
1/8" = 1'-0"



3 BLDG 2 - 3RD FLOOR
1/8" = 1'-0"



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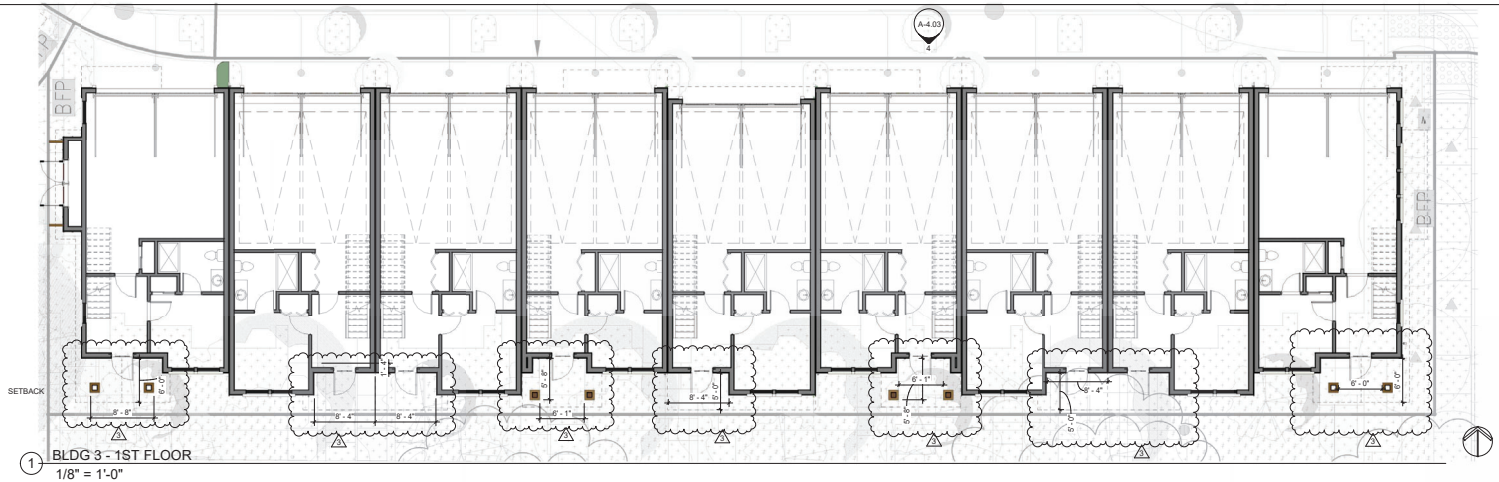
FLOOR PLANS - BLDG 2

Date: 7/21/2023
Scale: 1/8" = 1'-0"
Drawn By: DM, BN, EY, & IL
Job #: 17-9201

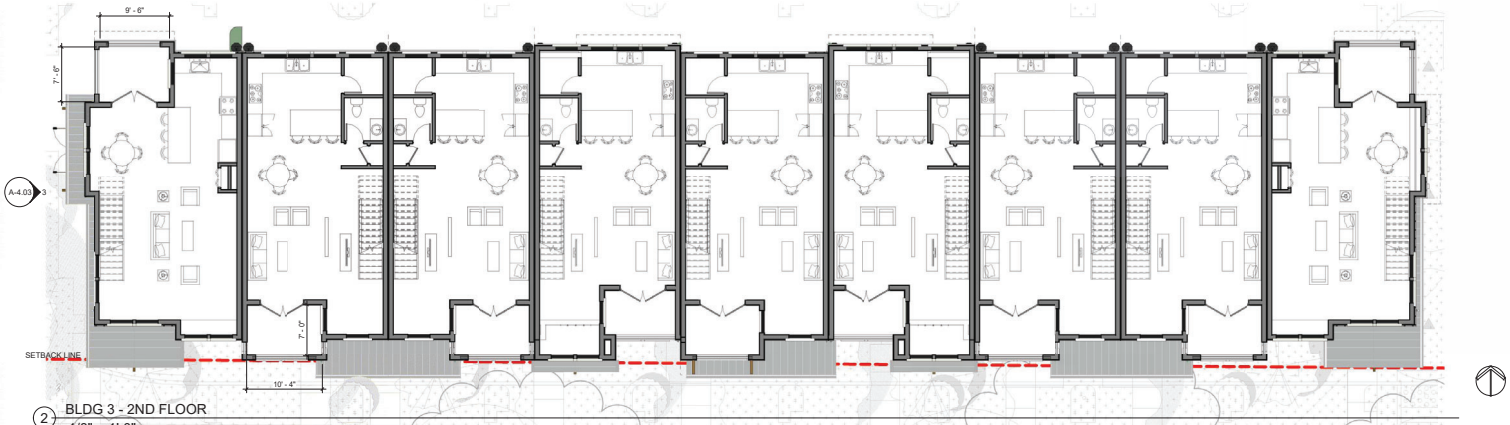
A-2.02

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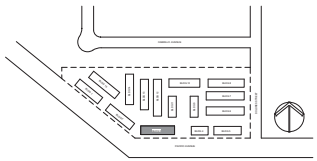
1 BLDG 3 - 1ST FLOOR
1/8" = 1'-0"



2 BLDG 3 - 2ND FLOOR
1/8" = 1'-0"



3 BLDG 3 - 3RD FLOOR
1/8" = 1'-0"



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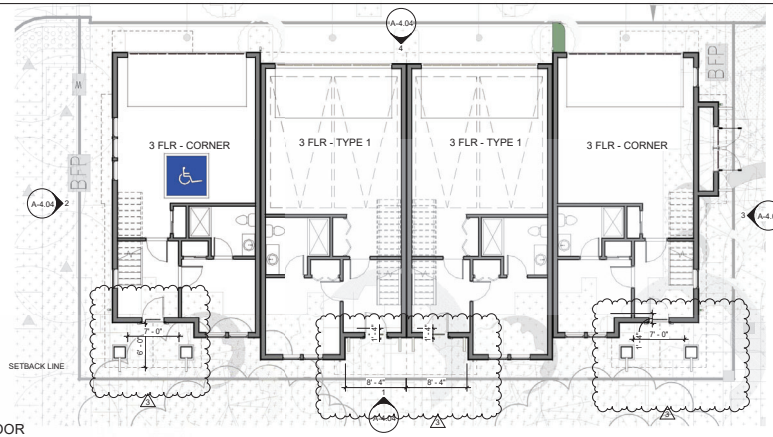
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FLOOR PLANS - BLDG 3

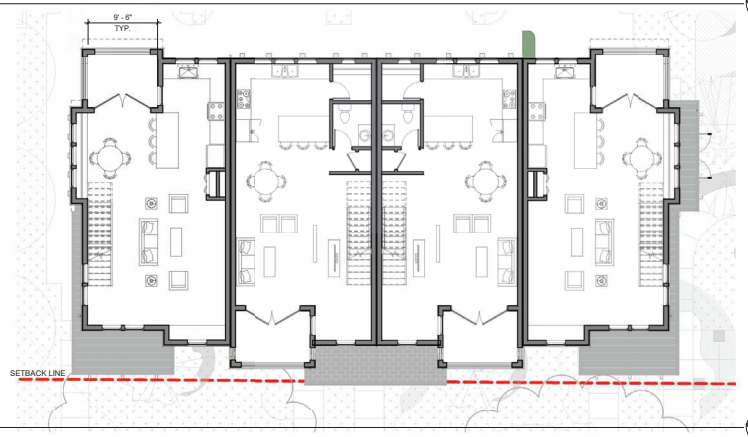
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Drawn By: DM, BN, EY, & IL
Job #: 17-9201

A-2.03

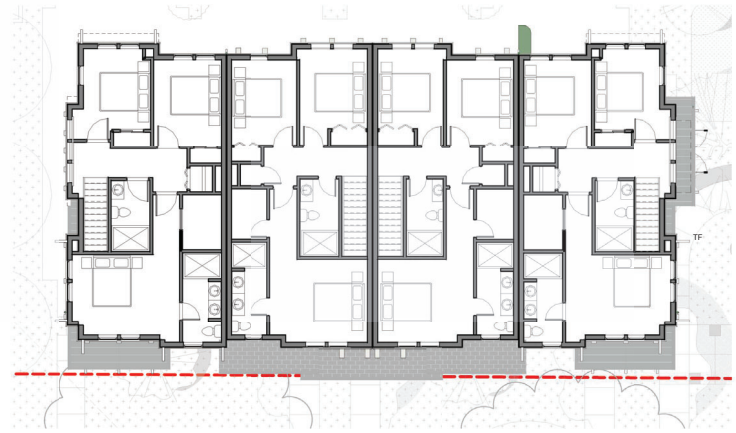
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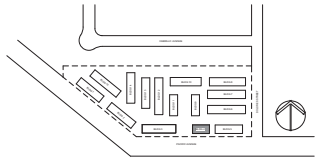
1 BLDG 4 - 1ST FLOOR
1/8" = 1'-0"



2 BLDG 4 - 2ND FLOOR
1/8" = 1'-0"



3 BLDG 4 - 3RD FLOOR
1/8" = 1'-0"



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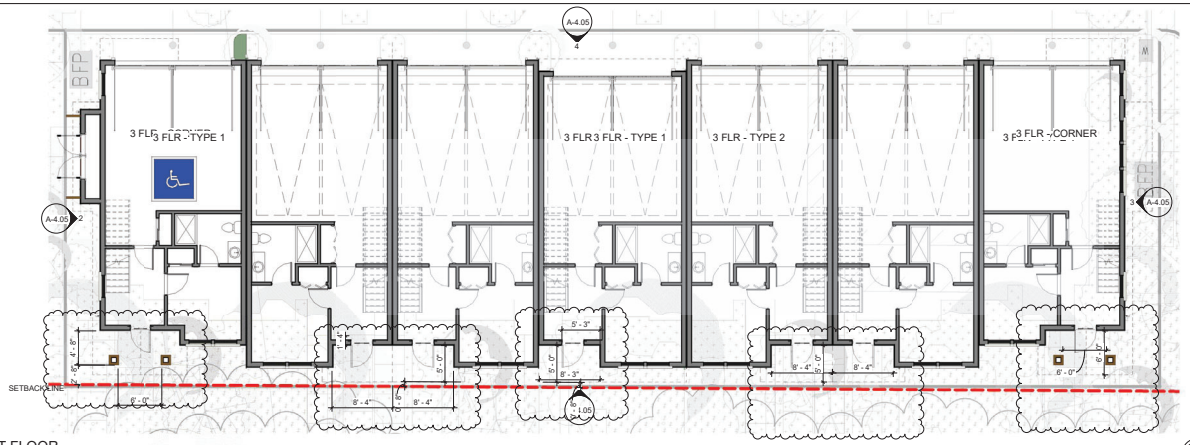
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FLOOR PLANS - BLDG 4

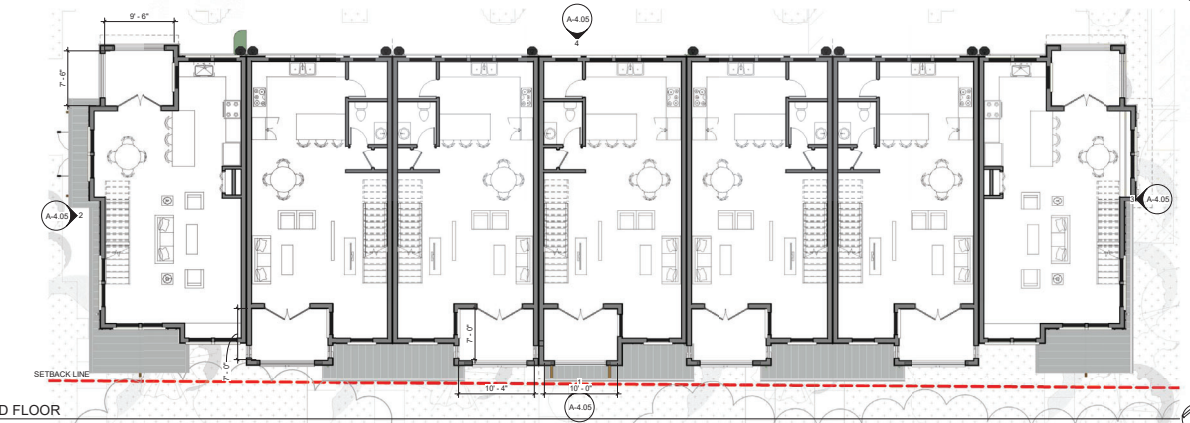
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Drawn By: DM, BN, EY, & IL
Job #: 17-9201

A-2.04

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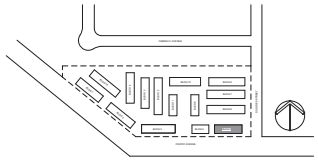
1 BLDG 5 - 1ST FLOOR
1/8" = 1'-0"



2 BLDG 5 - 2ND FLOOR
1/8" = 1'-0"



3 BLDG 5 - 3RD FLOOR
1/8" = 1'-0"



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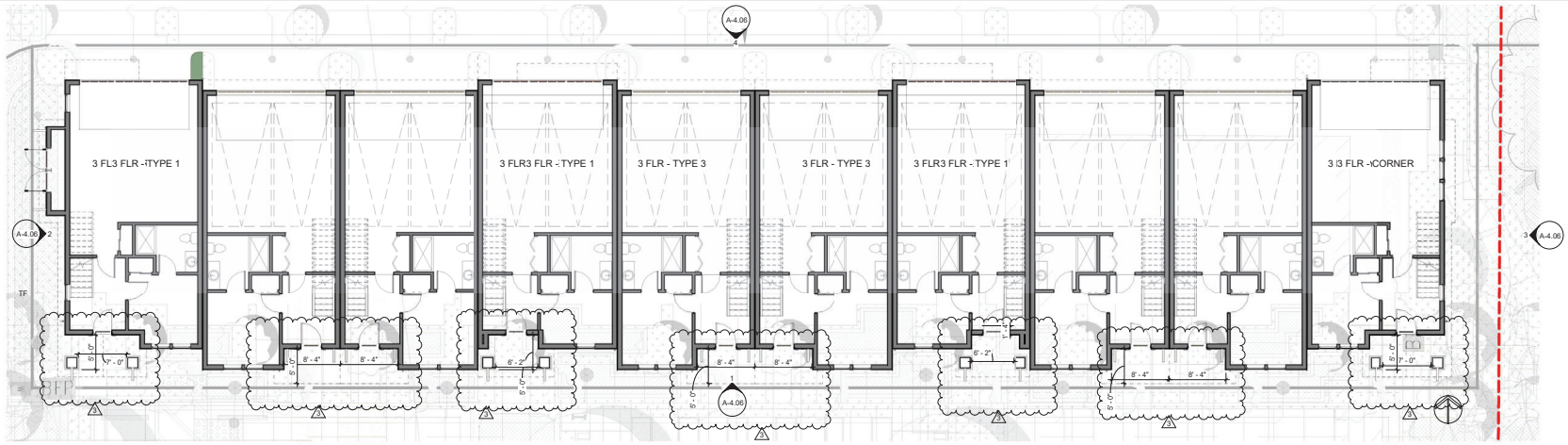
PACIFIC AND LIVERMORE AVENUE TOWNHOMES

2930 PACIFIC AVE. LIVERMORE, CA. 94550

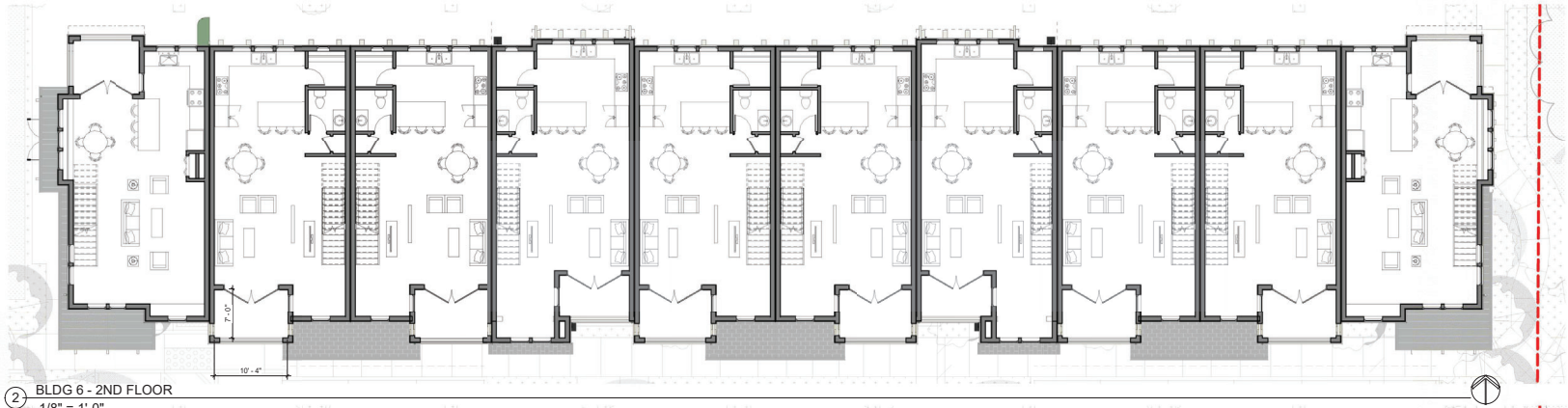
FLOOR PLANS - BLDG 5

Date: 7/21/2023
Scale: 1/8" = 1'-0"
Drawn By: DM, BN, EY, & IL
Job #: 17-9201

A-2.05



1 BLDG 6 - 1ST FLOOR
1/8" = 1'-0"



2 BLDG 6 - 2ND FLOOR
1/8" = 1'-0"



3 BLDG 6 - 3RD FLOOR
1/8" = 1'-0"

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3	PLANNING RESUBMITTAL	3/28/2024

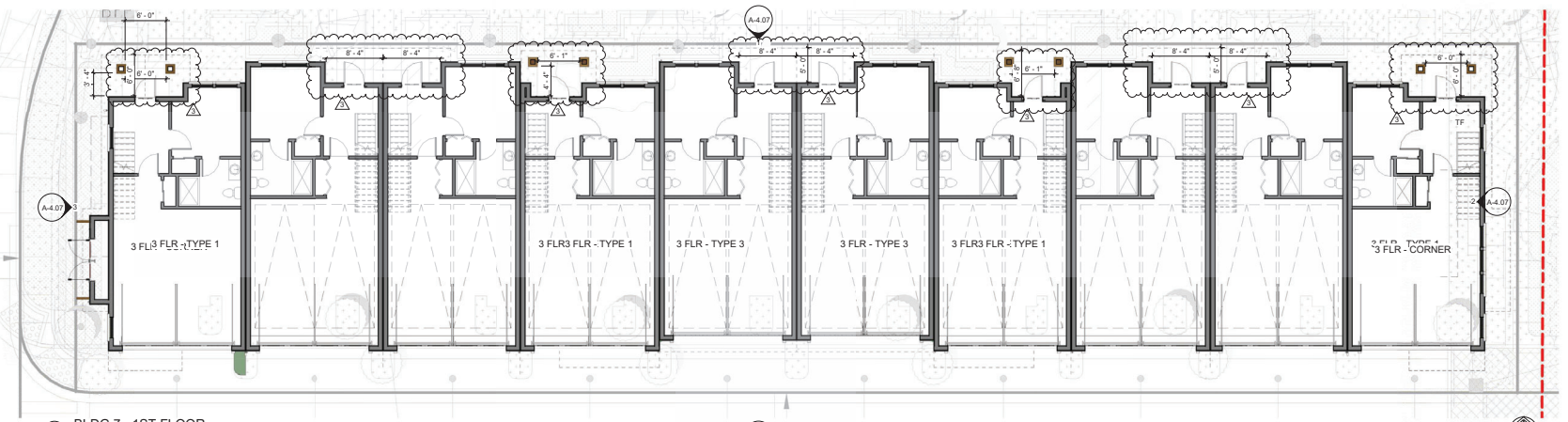
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PACIFIC AND LIVERMORE AVENUE TOWNHOMES
2930 PACIFIC AVE. LIVERMORE, CA. 94550
FLOOR PLANS - BLDG 6

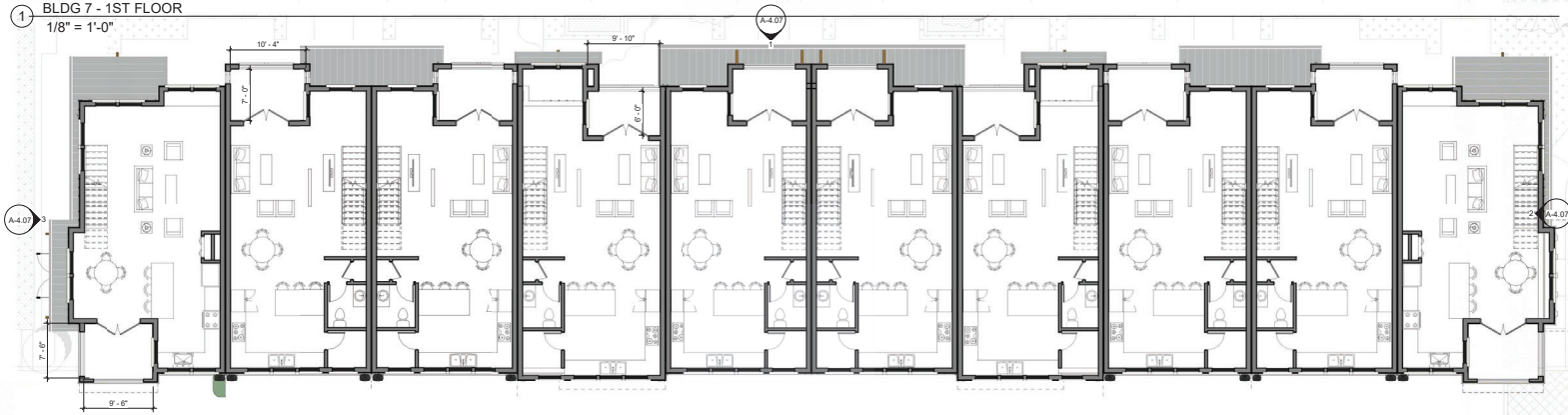
Date: 7/21/2023
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Drawn By: DM, BN, EY, & IL
Job #: 17-9201

A-2.06

FINAL PLANNING SET - DECEMBER 12, 2025



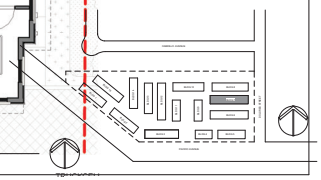
1 BLDG 7 - 1ST FLOOR
1/8" = 1'-0"



2 BLDG 7 - 2ND FLOOR
1/8" = 1'-0"



3 BLDG 7 - 3RD FLOOR
1/8" = 1'-0"



SWENSON ARCHITECTURE

Consultant:

Revisions:

Rev #	Description	Date
1	PLANNING RESUBMITTAL #1	11/22/23
3	PLANNING RESUBMITAL	3/28/2024

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PACIFIC AND LIVERMORE AVENUE TOWNHOMES

2930 PACIFIC AVE. LIVERMORE, CA. 94550

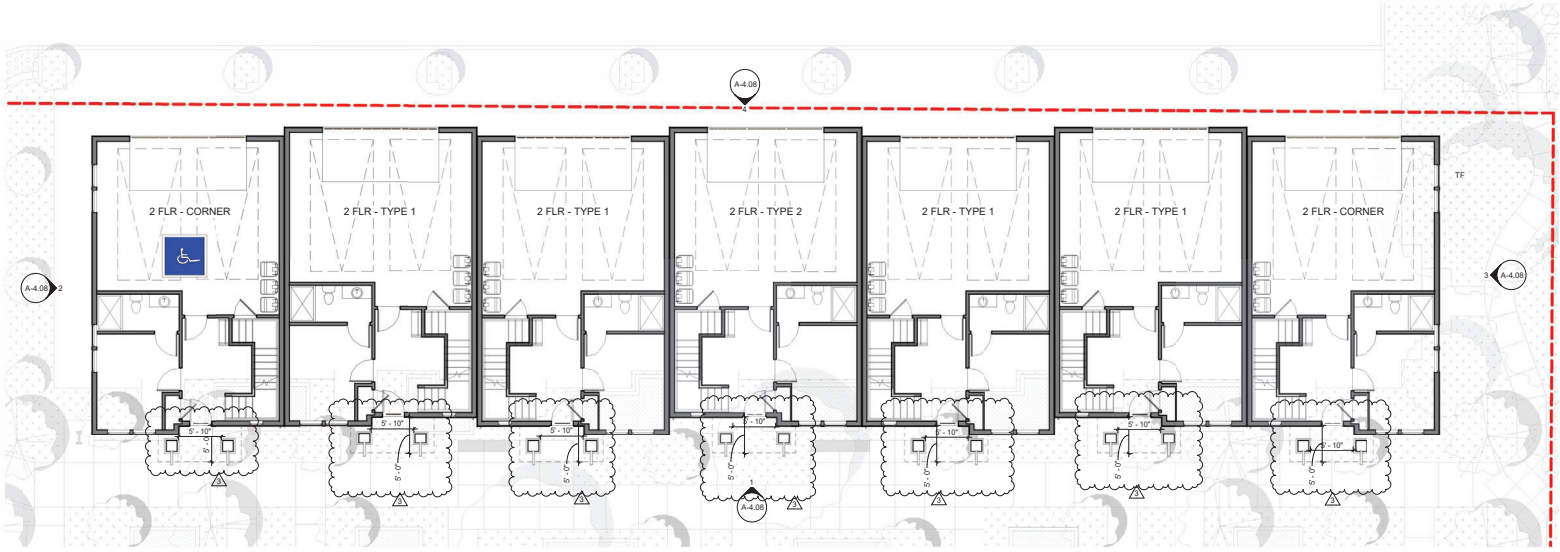
FLOOR PLANS - BLDG 7

Date: 7/21/2023
Scale: 1/8" = 1'-0"
Drawn By: DM, BN, EY, & IL
Job #: 17-9201

Sheet: A-2.07

FINAL PLANNING SET - DECEMBER 12, 2025

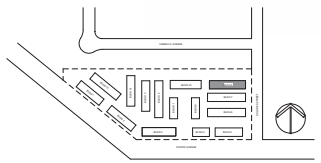
5/1/2025 12:31:26 PM



1 BLDG 8 - 1ST FLOOR
1/8" = 1'-0"



2 BLDG 8 - 2ND FLOOR
1/8" = 1'-0"



SWENSON ARCHITECTURE

Consultant:

Revisions:

Rev #	Description	Date
1	PLANNING RESUBMITTAL #1	11/22/23
3	PLANNING RESUBMITAL	3/28/2024

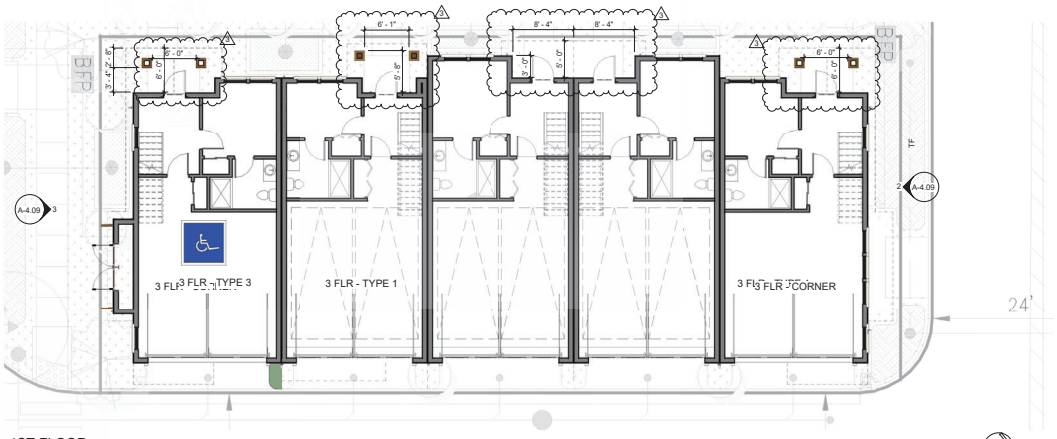
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PACIFIC AND LIVERMORE AVENUE TOWNHOMES
2930 PACIFIC AVE. LIVERMORE, CA. 94550
FLOOR PLANS - BLDG 8

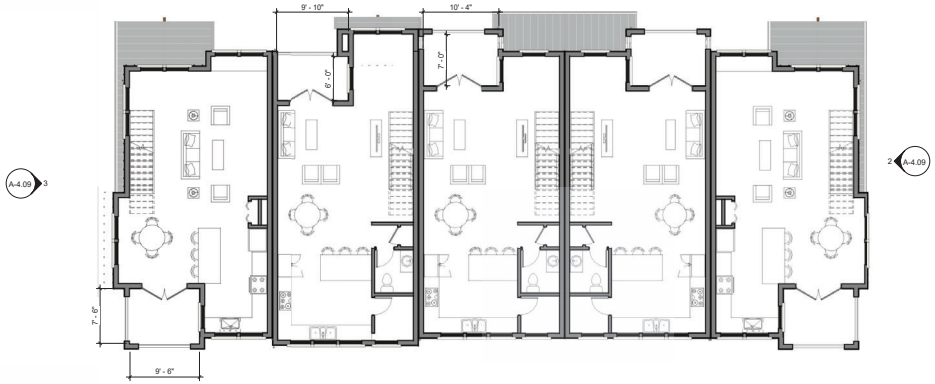
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Scale: 1/8" = 1'-0"
Drawn By: DM, BN, EY, & IL
Job #: 17-9201
Sheet: A-2.08

FINAL PLANNING SET - DECEMBER 12, 2025

5/1/2025 12:32:26 PM



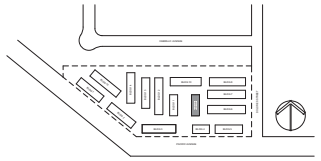
1 BLDG 9 - 1ST FLOOR
1/8" = 1'-0"



2 BLDG 9 - 2ND FLOOR
1/8" = 1'-0"



3 BLDG 9 - 3RD FLOOR
1/8" = 1'-0"



SWENSON ARCHITECTURE

Consultant:

Revisions:

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1	PLANNING RESUBMITTAL #1	11/22/23
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PACIFIC AND LIVERMORE AVENUE TOWNHOMES

2930 PACIFIC AVE. LIVERMORE, CA. 94550

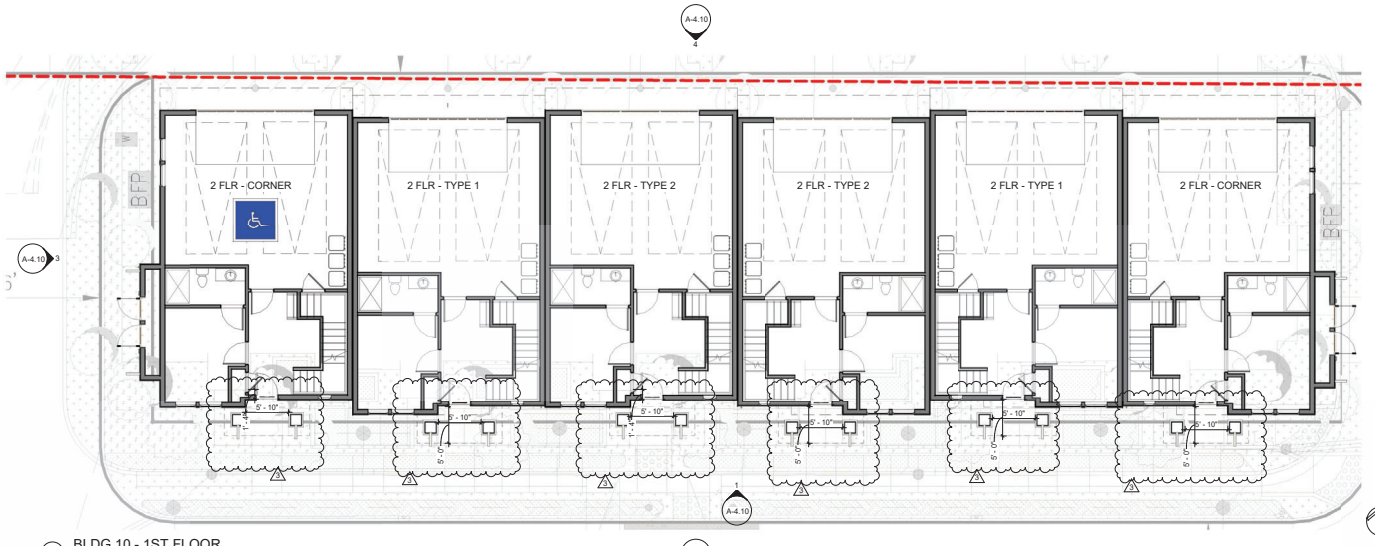
FLOOR PLANS - BLDG 9

Date: 7/21/2023
Scale: 1/8" = 1'-0"
Drawn By: DM, BN, EY, & IL
Job #: 17-9201

A-2.09

FINAL PLANNING SET - DECEMBER 12, 2025

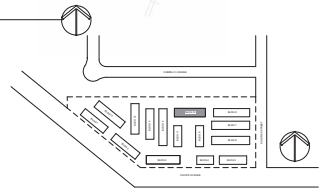
5/12/2025 12:33:42 PM



1 BLDG 10 - 1ST FLOOR
1/8" = 1'-0"



2 BLDG 10 - 2ND FLOOR
1/8" = 1'-0"



SWENSON ARCHITECTURE

Consultant:

Revisions:

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1	PLANNING RESUBMITTAL #1	11/22/23
3	PLANNING RESUBMITTAL	3/28/2024

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PACIFIC AND LIVERMORE AVENUE TOWNHOMES

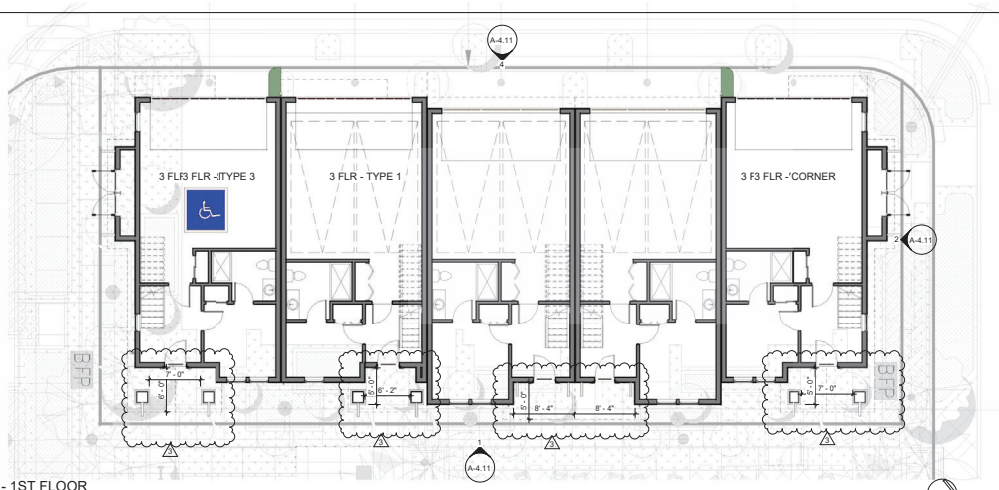
2930 PACIFIC AVE. LIVERMORE, CA. 94550

FLOOR PLANS - BLDG 10

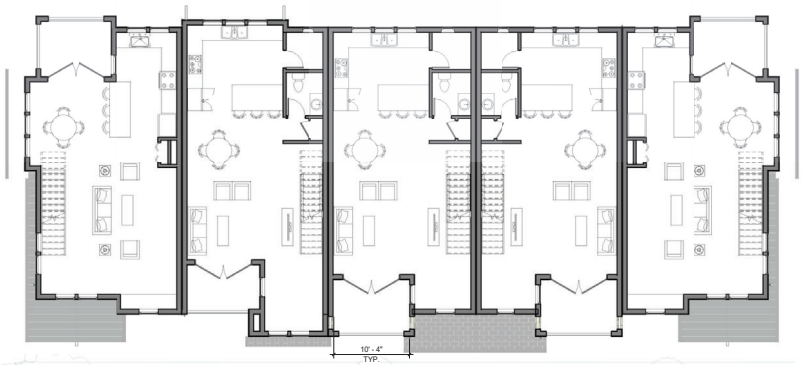
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Drawn By: DM, BN, EY, & IL
Job #: 17-9201

A-2.10

5/1/2025 12:34:55 PM



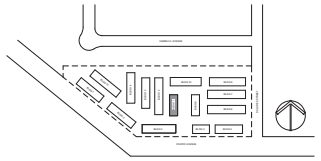
1 BLDG 11 - 1ST FLOOR
1/8" = 1'-0"



2 BLDG 11 - 2ND FLOOR
1/8" = 1'-0"



3 BLDG 11 - 3RD FLOOR
1/8" = 1'-0"



SWENSON ARCHITECTURE

Consultant:

Revisions:

Rev #	Description	Date
1	PLANNING RESUBMITTAL #1	11/22/23
3	PLANNING RESUBMITTAL	3/28/2024

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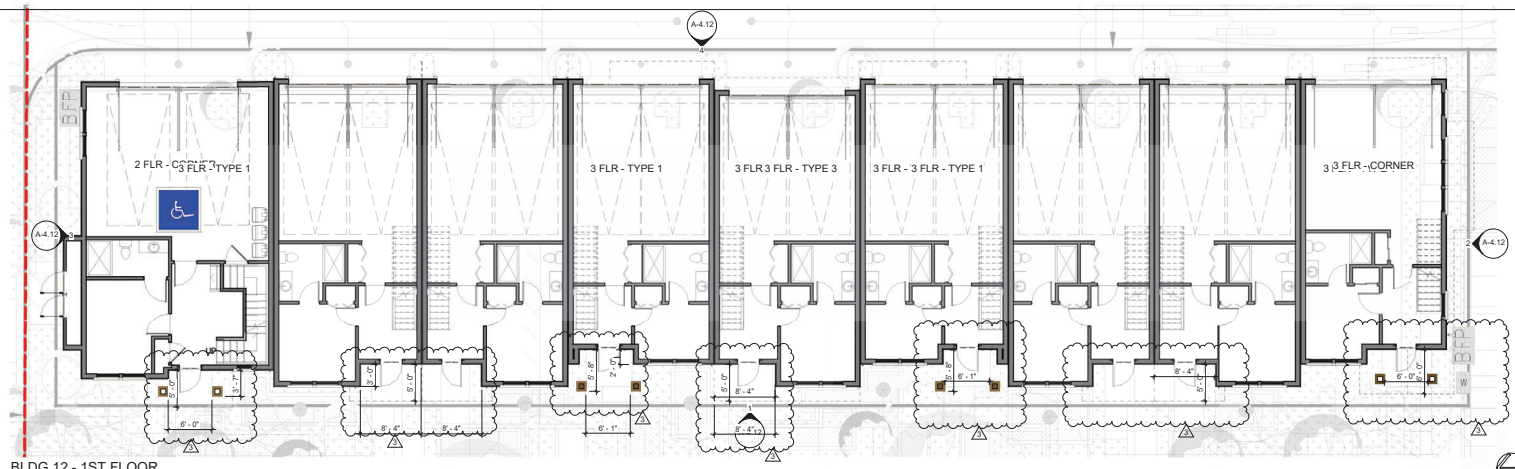
PACIFIC AND LIVERMORE AVENUE TOWNHOMES

2930 PACIFIC AVE. LIVERMORE, CA. 94550

FLOOR PLANS - BLDG 11

Date: 7/21/2023
Scale: 1/8" = 1'-0"
Drawn By: DM, BN, EY, & IL
Job #: 17-9201

A-2.11



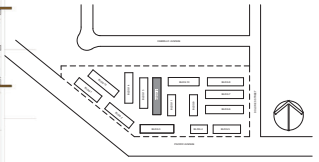
1 BLDG 12 - 1ST FLOOR
1/8" = 1'-0"



2 BLDG 12 - 2ND FLOOR
1/8" = 1'-0"



3 BLDG 12 - 3RD FLOOR
1/8" = 1'-0"



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Rev #	Description	Date
1	PLANNING RESUBMITTAL #1	11/22/23
3	PLANNING RESUBMITTAL	3/28/2024

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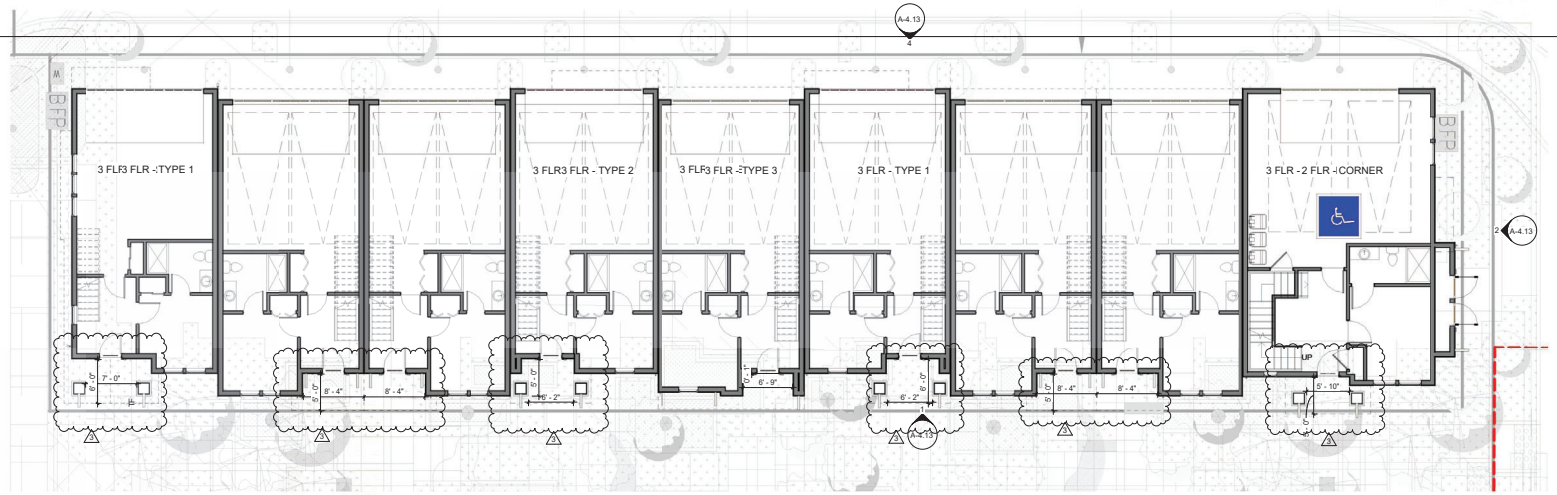
PACIFIC AND LIVERMORE AVENUE TOWNHOMES
2930 PACIFIC AVE. LIVERMORE, CA. 94550
FLOOR PLANS - BLDG 12

Date: 7/21/2023
Scale: 1/8" = 1'-0"
Drawn By: DM, BN, EY, & IL
Job #: 17-9201

A-2.12

FINAL PLANNING SET - DECEMBER 12, 2025

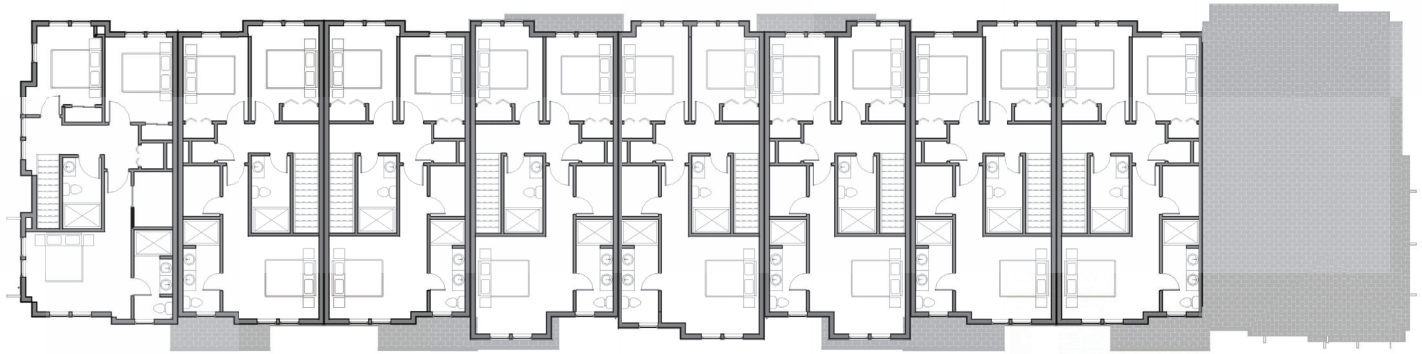
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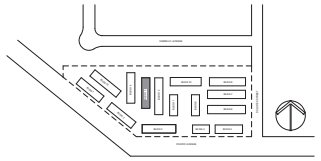


1 BLDG 13 - 1ST FLOOR
1/8" = 1'-0"



2 BLDG 13 - 2ND FLOOR
1/8" = 1'-0"





3 BLDG 13 - 3RD FLOOR
1/8" = 1'-0"

SWENSON ARCHITECTURE

Consultant:

Revisions:

Rev #	Description	Date
1	PLANNING RESUBMITTAL #1	11/22/23
3	PLANNING RESUBMITTAL	3/28/2024

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PACIFIC AND LIVERMORE AVENUE TOWNHOMES

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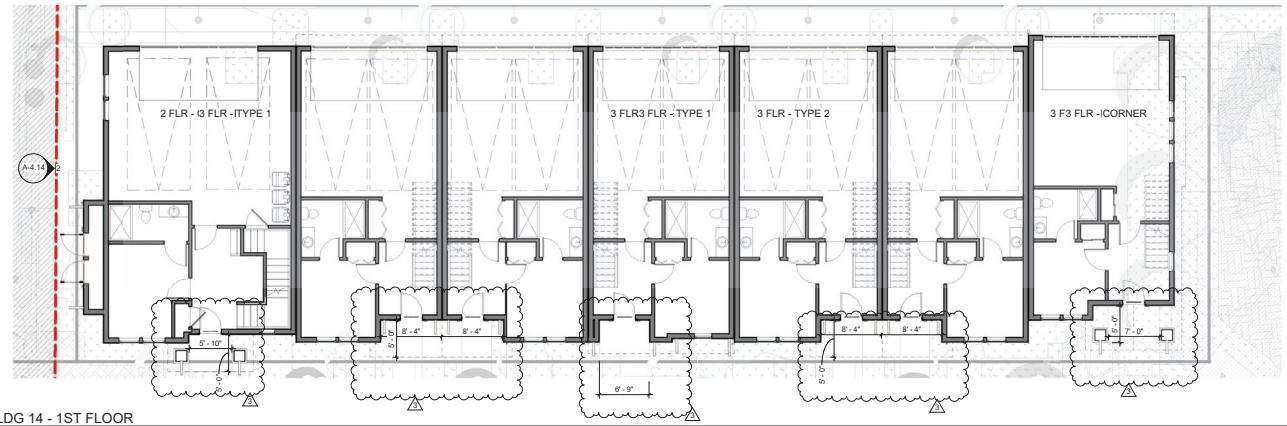
FLOOR PLANS - BLDG 13

Date: 7/21/2023
Scale: 1/8" = 1'-0"
Drawn By: DM, BN, EY, & IL
Job #: 17-9201

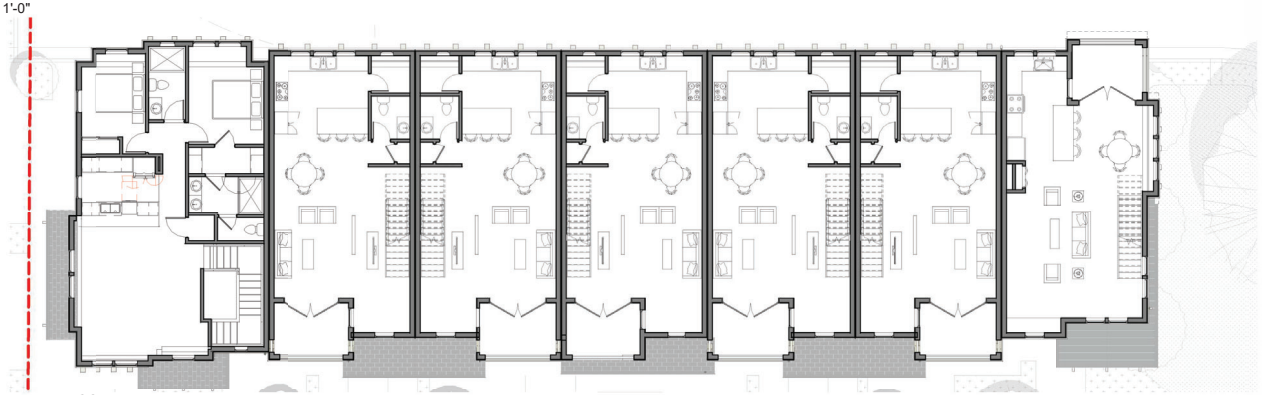
A-2.13

FINAL PLANNING SET - DECEMBER 12, 2025

5/12/2025 12:40:30 PM



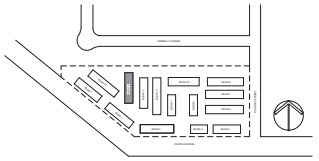
1 BLDG 14 - 1ST FLOOR
1/8" = 1'-0"



2 BLDG 14 - 2ND FLOOR
1/8" = 1'-0"



3 BLDG 14 - 3RD FLOOR
1/8" = 1'-0"



SWENSON ARCHITECTURE

Consultant:

Revisions:

Rev #	Description	Date
1	PLANNING RESUBMITTAL #1	11/22/23
3	PLANNING RESUBMITTAL	3/28/2024

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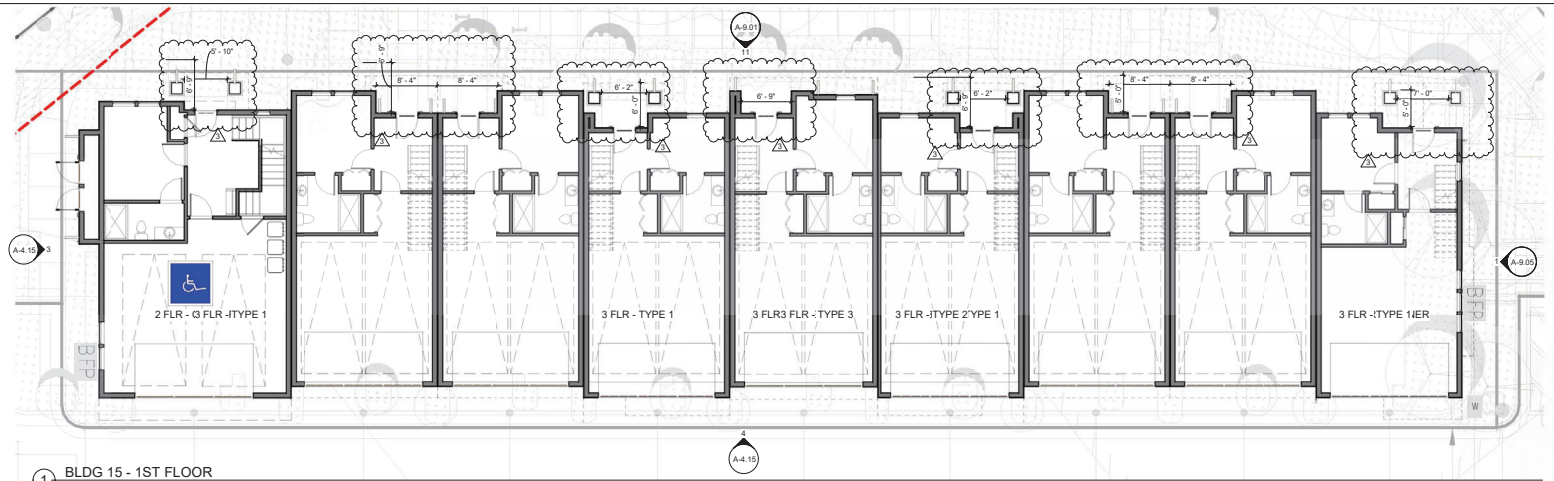
PACIFIC AND LIVERMORE AVENUE TOWNHOMES

2930 PACIFIC AVE. LIVERMORE, CA. 94550

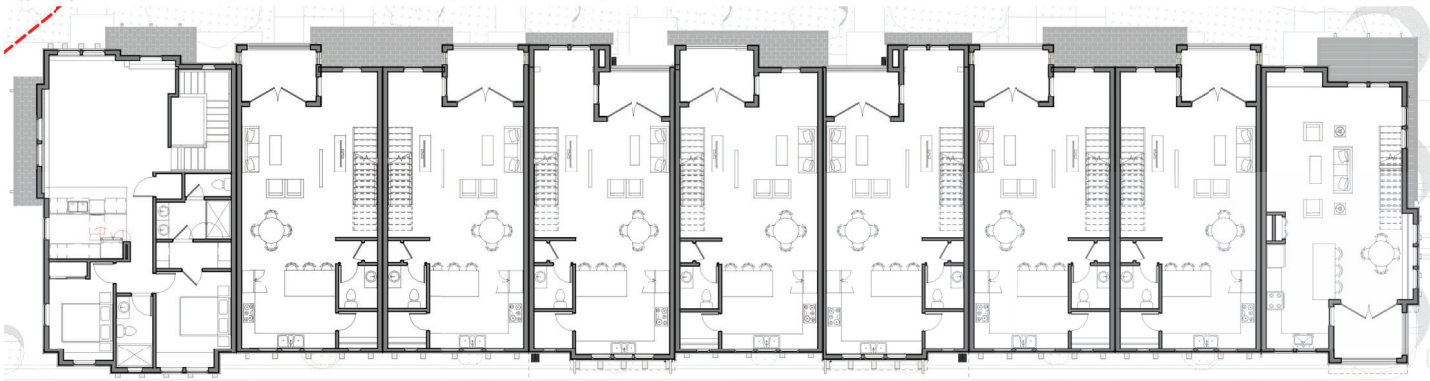
FLOOR PLANS - BLDG 14

Date: 7/21/2023
Scale: 1/8" = 1'-0"
Drawn By: DM, BN, EY, & IL
Job #: 17-9201

A-2.14



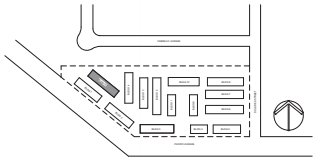
1 BLDG 15 - 1ST FLOOR
1/8" = 1'-0"



2 BLDG 15 - 2ND FLOOR
1/8" = 1'-0"



3 BLDG 15 - 3RD FLOOR
1/8" = 1'-0"



SWENSON ARCHITECTURE

Consultant:

Revisions:

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1	PLANNING RESUBMITTAL #1	11/22/23
3	PLANNING RESUBMITTAL	3/28/2024

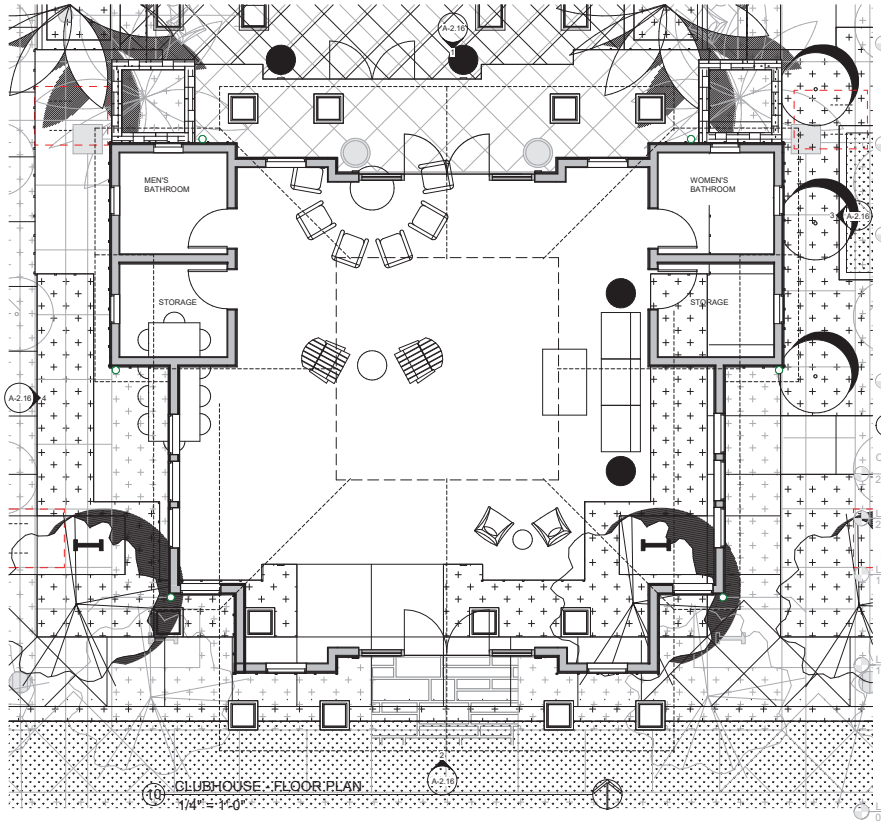
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PACIFIC AND LIVERMORE AVENUE TOWNHOMES
2930 PACIFIC AVE. LIVERMORE, CA. 94550
FLOOR PLANS - BLDG 15

Date: 7/21/2023
Scale: 1/8" = 1'-0"
Drawn By: DM, BN, EY, & IL
Job #: 17-9201

A-2.15

FINAL PLANNING SET - DECEMBER 12, 2025



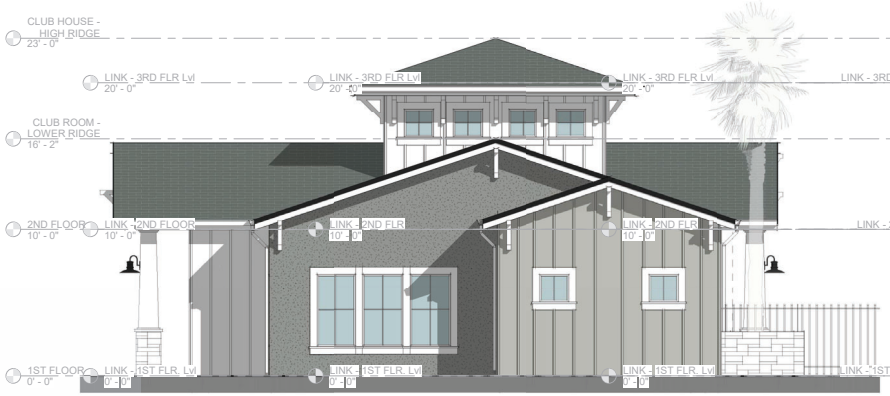
10 CLUBHOUSE - FLOOR PLAN
1/4" = 1'-0"



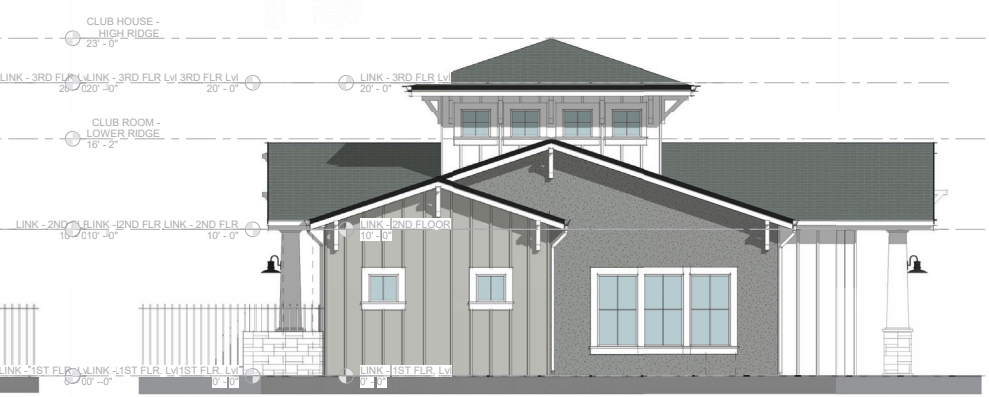
1 CLUBHOUSE - NORTH ELEVATION (POOLSIDE)
1/4" = 1'-0"



2 CLUBHOUSE - SOUTH ELEVATION (MAIN ENTRY)
1/4" = 1'-0"



3 CLUBHOUSE - EAST ELEVATION
1/4" = 1'-0"



4 CLUBHOUSE - WEST ELEVATION
1/4" = 1'-0"

SWENSON ARCHITECTURE

Consultant:

Revisions:

Rev #	Description	Date

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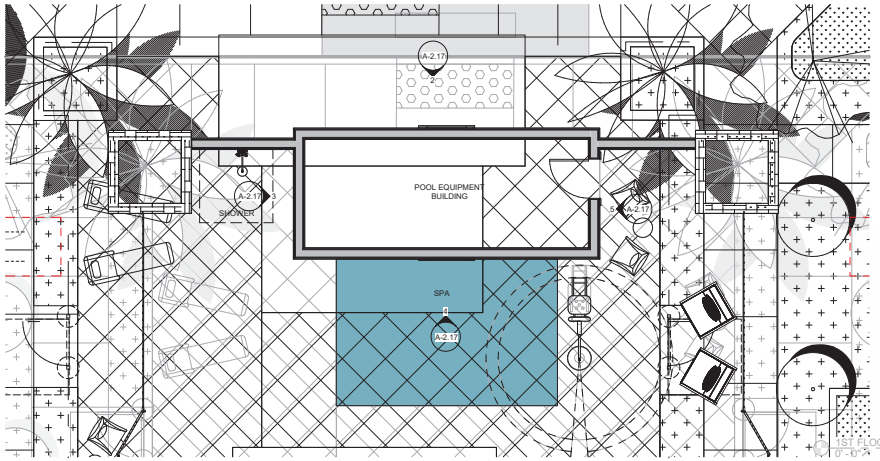
PACIFIC AND LIVERMORE AVENUE TOWNHOMES
2930 PACIFIC AVE. LIVERMORE, CA. 94550
CLUBHOUSE - FLOOR PLAN AND ELEVATIONS

Date: 7/21/2023
Scale: 1/4" = 1'-0"
Drawn By: DM, BN, EY, & IL
Job #: 17-9201

A-2.16

FINAL PLANNING SET - DECEMBER 12, 2025

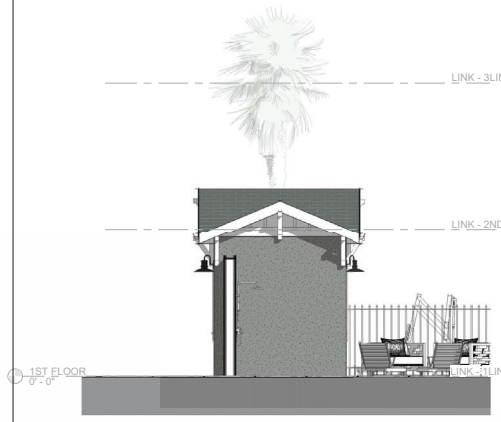
5/12/2025 12:44:00 PM



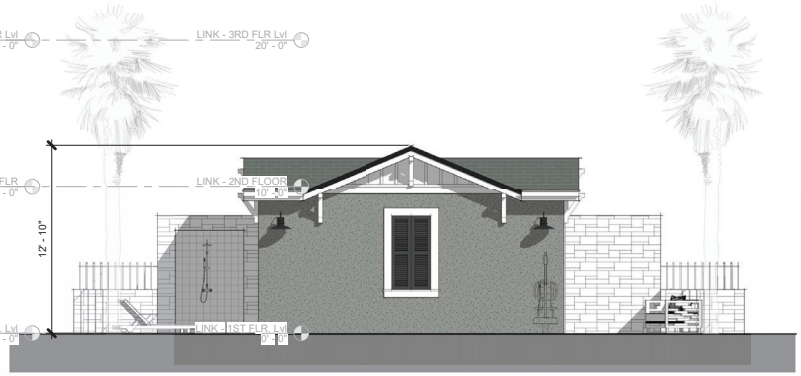
1 POOL EQUIPMENT BLDG
1/4" = 1'-0"



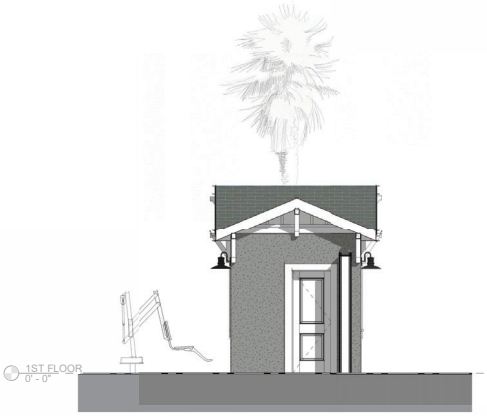
2 POOL EQUIPMENT BLDG - NORTH
1/4" = 1'-0"



3 POOL EQUIPMENT BLDG - WEST
1/4" = 1'-0"



4 POOL EQUIPMENT BLDG - SOUTH
1/4" = 1'-0"



5 POOL EQUIPMENT BLDG - EAST
1/4" = 1'-0"

SWENSON
ARCHITECTURE

Consultant:

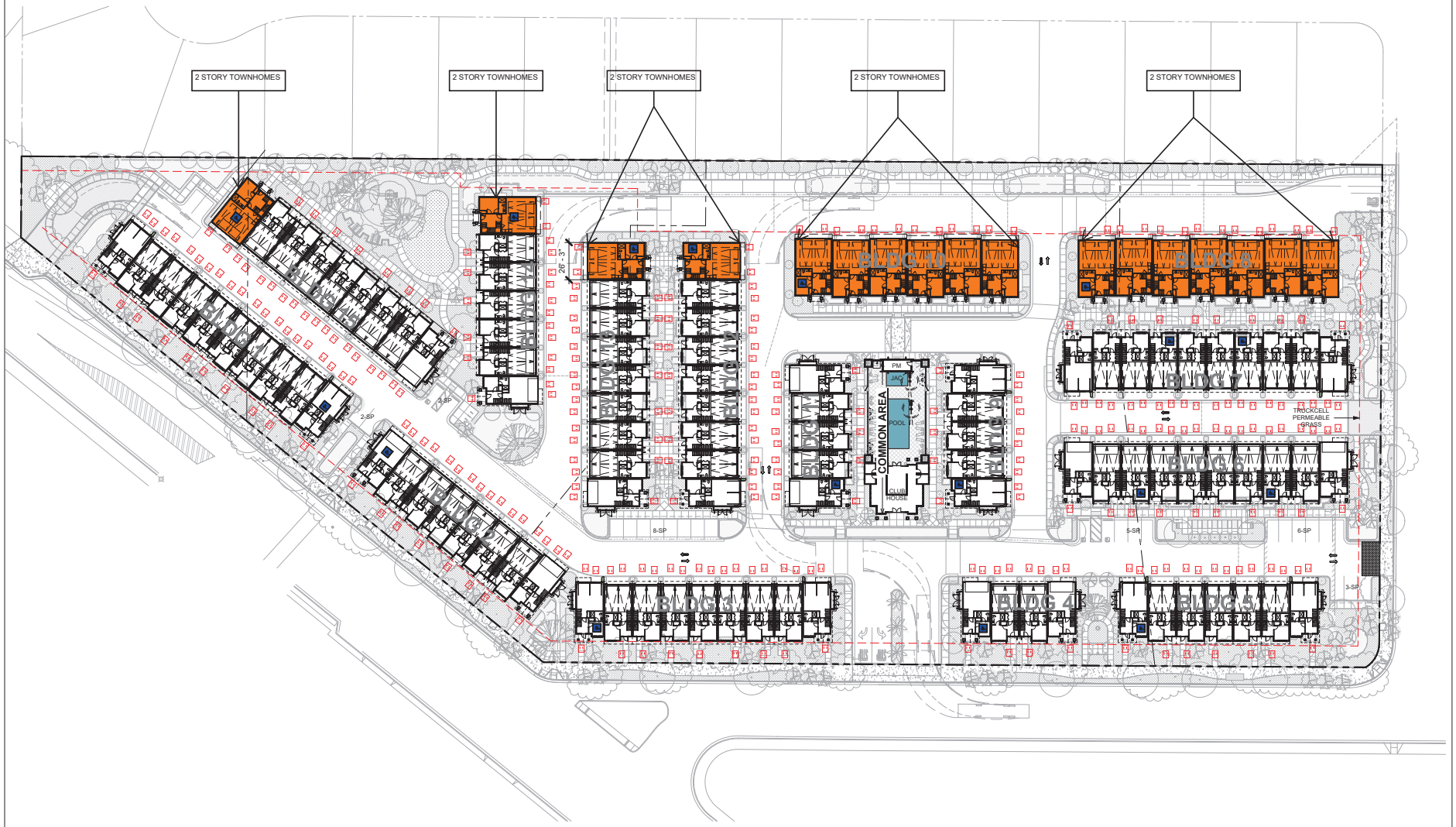
Revisions:

Rev #	Description	Date

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PACIFIC AND LIVERMORE AVENUE TOWNHOMES
2930 PACIFIC AVE. LIVERMORE, CA. 94550
POOL EQMT BLDG - FLOOR PLAN AND ELEVATIONS

Date: 7/21/2023
Scale: 1/4" = 1'-0"
Drawn By: DM, BN, EY, & IL
Job #: 17-9201
Sheet: A-2.17



1 OVERAL SITE PLAN - LADDER PAD EXHIBIT
1/32" = 1'-0"
0' 32' 64'

SWENSON ARCHITECTURE

Consultant:

Revisions:

Rev #	Description	Date
0	PLANNING SUBMITTAL	02/28/2023

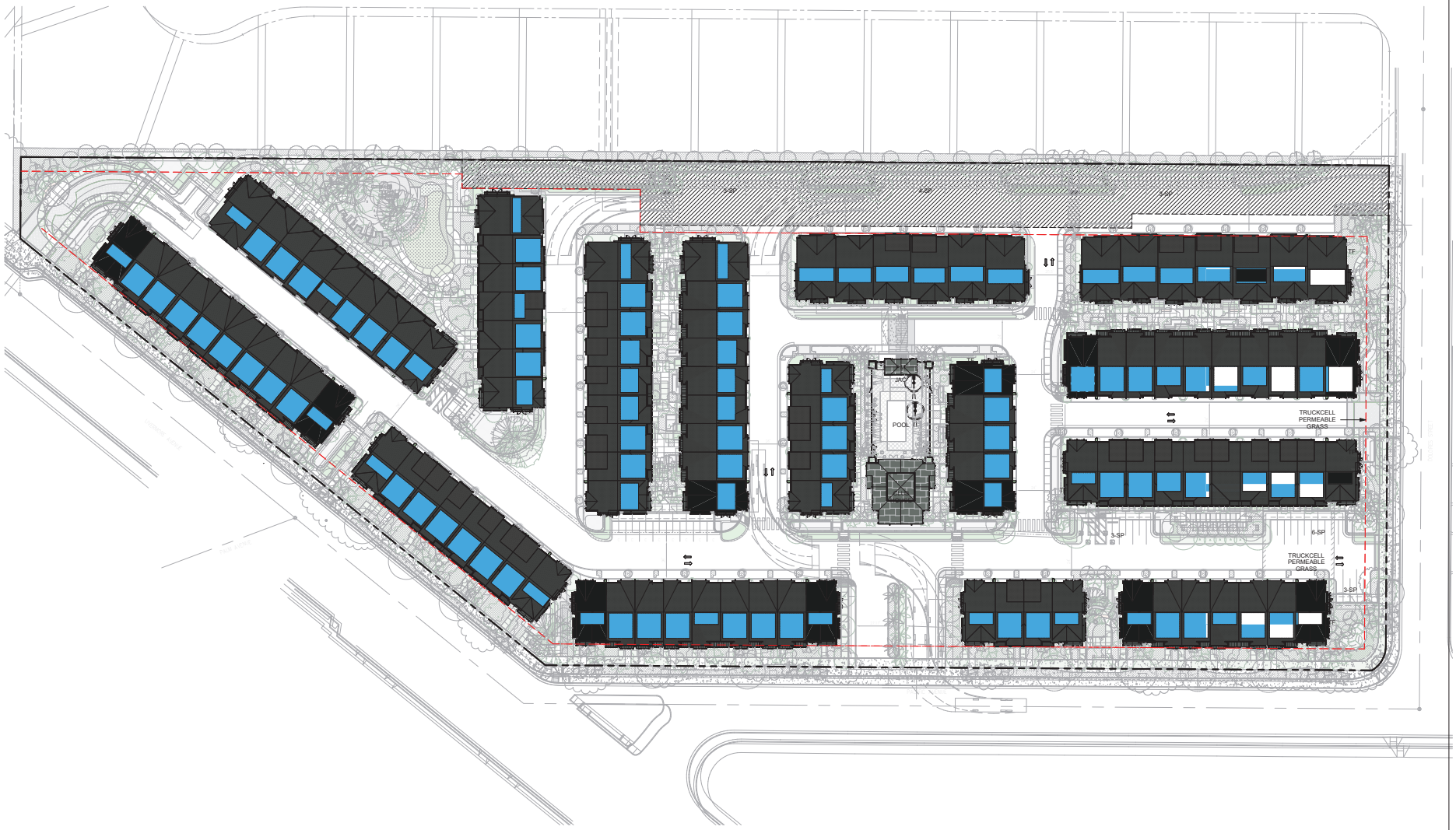
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PACIFIC AND LIVERMORE AVENUE TOWNHOMES
2930 PACIFIC AVE. LIVERMORE, CA. 94550
FIRE RESCUE LADDER PAD EXHIBIT

Date: 7/21/2023
Scale: 1/32" = 1'-0"
Drawn By: DM, BN, EY, & IL
Job #: 17-9201

A-2.30

5/12/2025 12:45:32 PM



1 PHOTOVOLTAIC RESIDENTIAL BUILDINGS
1/32" = 1'-0"

LEGEND:

FUTURE SOLAR PANEL

TOWNHOUSE PHOTOVOLTAIC REQUIREMENTS:

TOWNHOUSE PHOTOVOLTAIC REQUIRED:
ALL NEW LOW-RISE RESIDENTIAL BUILDINGS SHALL HAVE A PV SYSTEM WITH ANNUAL ELECTRICAL USAGE EQUAL TO OR GREATER THAN THE DWELLINGS ANNUAL ELECTRICAL USAGE.

TOWNHOUSE PHOTOVOLTAIC PROVIDED:
TOTAL: 30,000 S.F.

SWENSON ARCHITECTURE

Consultant:

Revisions:

Rev #	Description	Date

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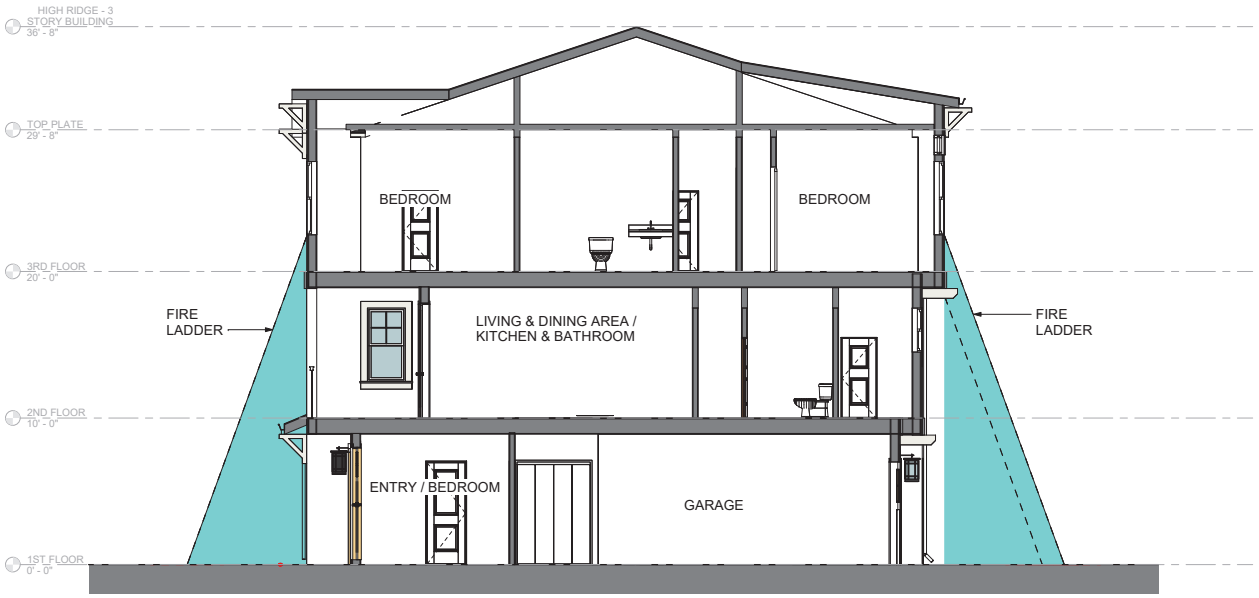
PACIFIC AND LIVERMORE AVENUE TOWNHOMES
2930 PACIFIC AVE. LIVERMORE, CA. 94550
PHOTOVOLTAIC- RESIDENTIAL

Date: 7/21/2023
Scale: As indicated
Drawn by: DM, BN, EY, & IL
Job #: 17-9201
Sheet:

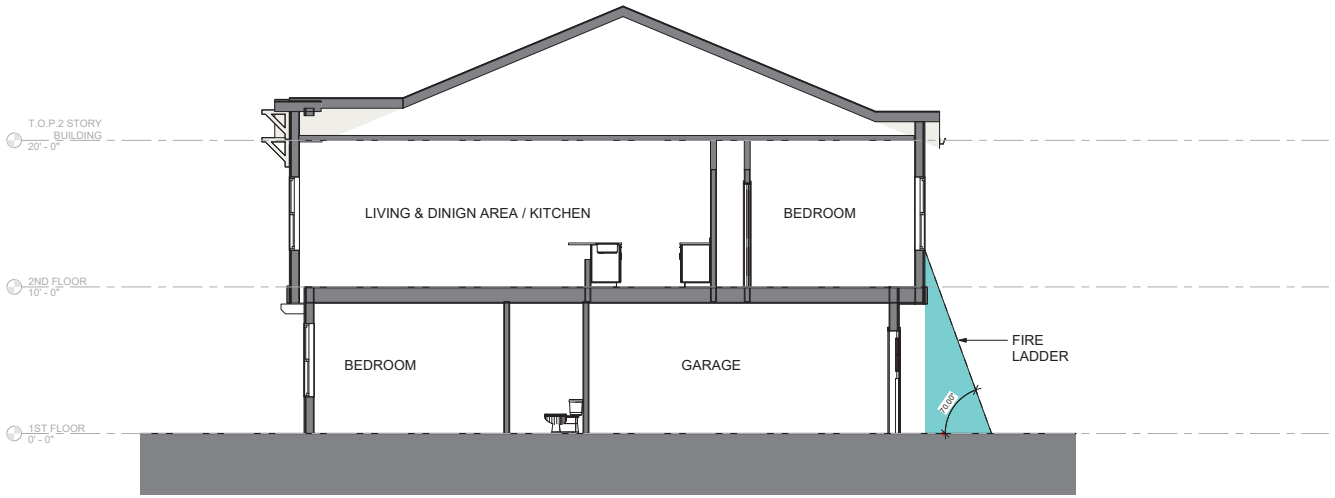
A-2.40

PLANNING RESUBMITTAL #3
FINAL PLANNING SET - DECEMBER 12, 2025

5/12/2025 12:45:44 PM



1 3 STORY TOWN HOUSE - FIRE LADDER DIAGRAM
1/4" = 1'-0"



2 2 STORY TOWN HOUSE - FIRE LADDER DIAGRAM
1/4" = 1'-0"

SWENSON ARCHITECTURE

Consultant:

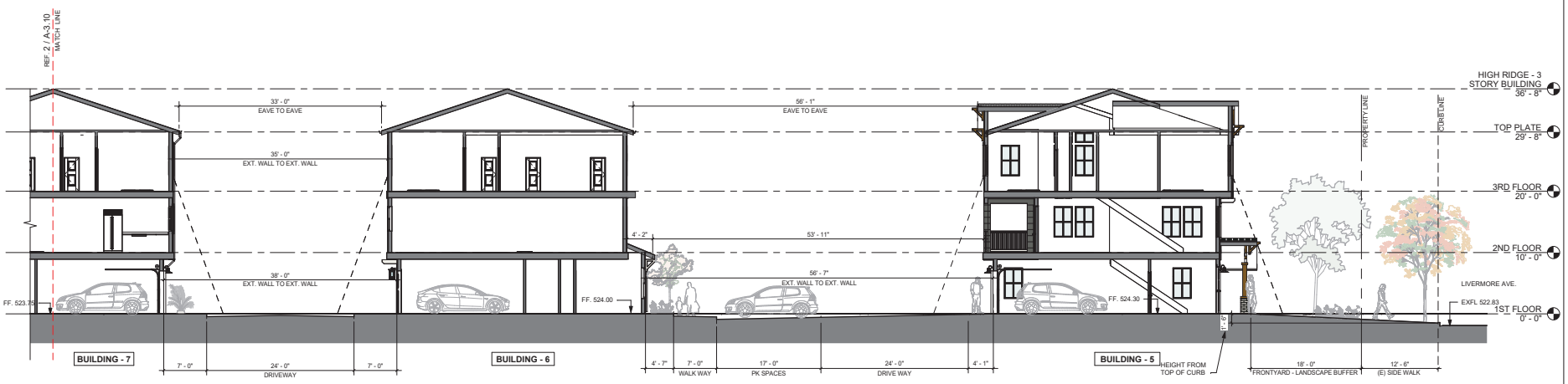
Revisions:

Rev #	Description	Date
0	PLANNING SUBMITTAL	02/28/2023

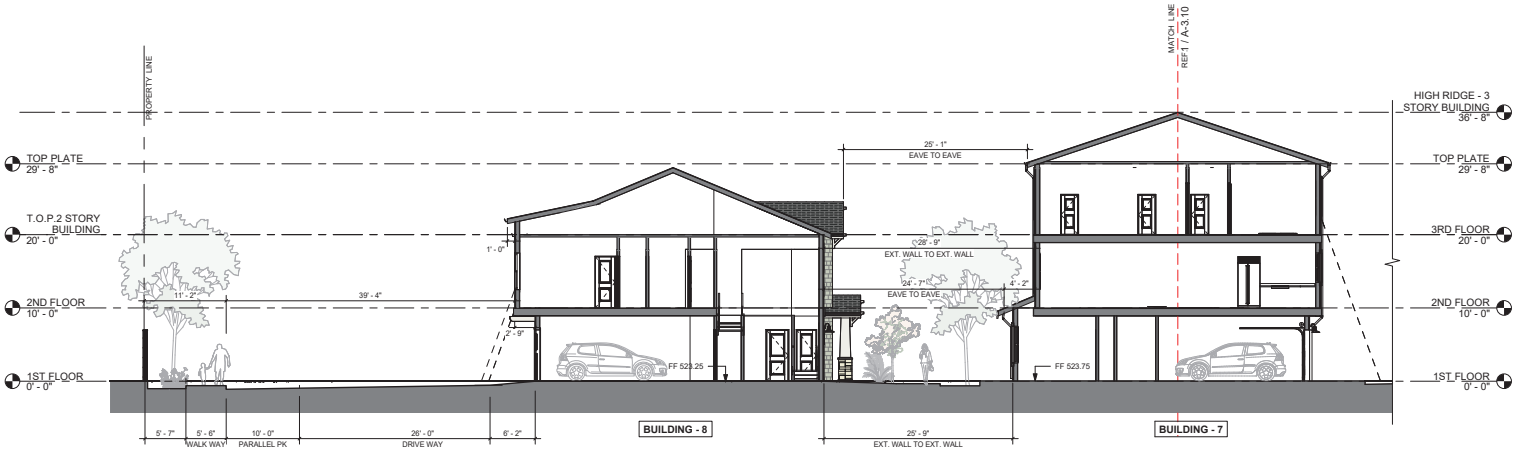
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PACIFIC AND LIVERMORE AVENUE TOWNHOMES
2930 PACIFIC AVE. LIVERMORE, CA. 94550
SECTION - GROUND LADDER ACCESS

Date: 7/21/2023
Scale: 1/4" = 1'-0"
Drawn By: DM, BN, EY, & IL
Job #: 17-9201
Sheet: A-3.01



1 TYPICAL SITE SECTION FROM LIVERMORE AVENUE - BLDG. 5, 6 & 7
1/8" = 1'-0"



2 TYPICAL SITE SECTION FROM S LIVERMORE AVENUE - BLDG. 7 & 8
1/8" = 1'-0"

SWENSON ARCHITECTURE

Consultant:

Revisions:

Rev #	Description	Date
1	PLANNING RESUBMITTAL #1	11/22/23

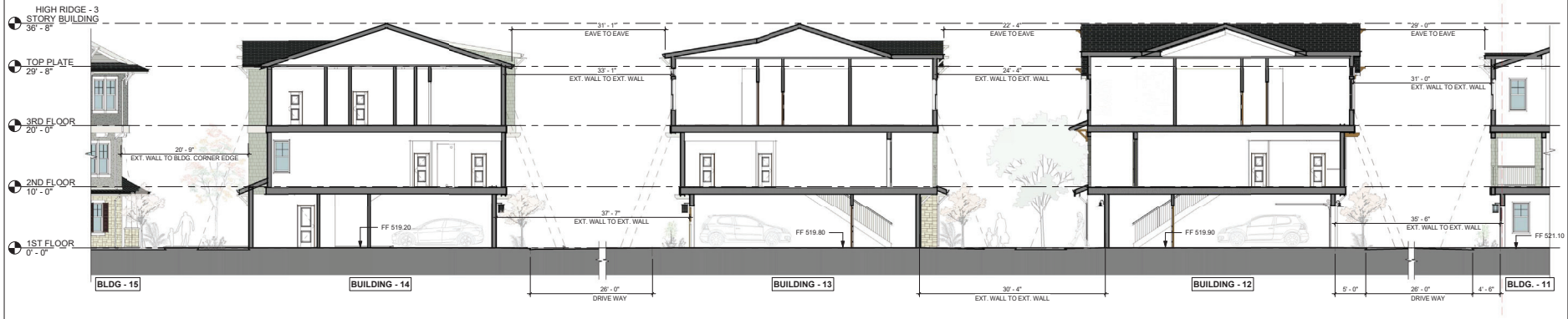
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PACIFIC AND LIVERMORE AVENUE TOWNHOMES
2930 PACIFIC AVE. LIVERMORE, CA. 94550
TYPICAL SITE SECTION - NORTH TO SOUTH

Date: 7/21/2023
Scale: 1/8" = 1'-0"
Drawn By: DM, BN, EY, & IL
Job #: 17-9201

A-3.10

5/1/2025 12:48:35 PM



1 TYPICAL SITE SECTION WEST TO EAST - BLDG. 11, 12, 13, 14, 15
1/8" = 1'-0"



2 TYPICAL SITE SECTION WEST TO EAST - BLDG. 7, 9, 11
1/8" = 1'-0"

SWENSON ARCHITECTURE

Consultant:

Revisions:

Rev #	Description	Date
1	PLANNING RESUBMITTAL #1	11/22/23

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PACIFIC AND LIVERMORE AVENUE TOWNHOMES

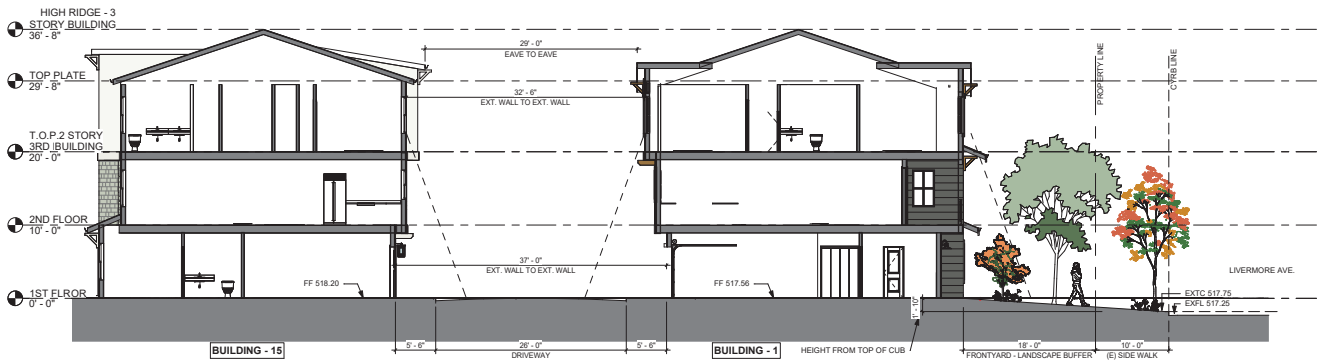
2930 PACIFIC AVE. LIVERMORE, CA. 94550

TYPICAL SITE SECTION - WEST TO EAST

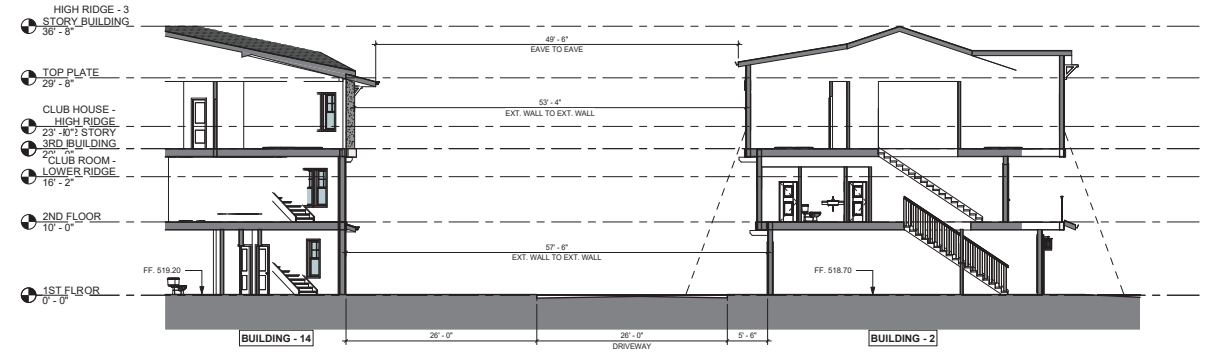
Date: 7/21/2023
Scale: 1/8" = 1'-0"
Drawn By: DM, BN, EY, & IL
Job #: 17-9201

Sheet: A-3.11

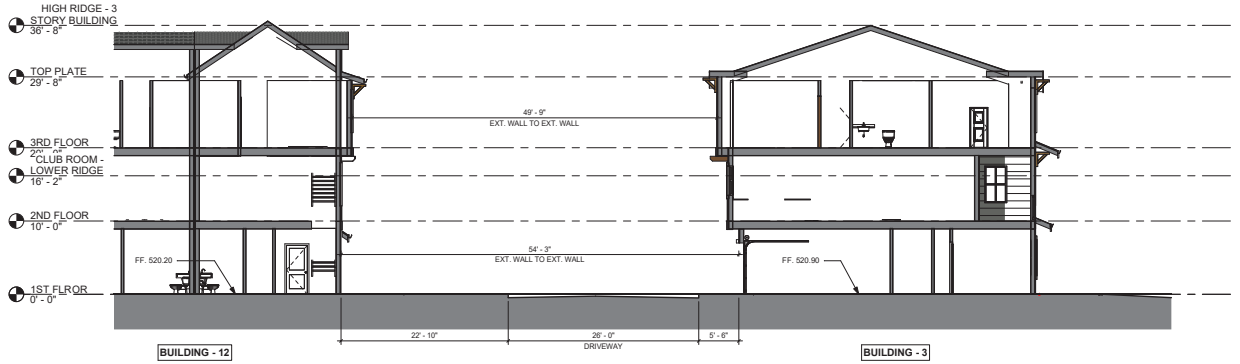
5/12/2025 12:47:03 PM



1 TYPICAL SECTION NORTH TO SOUTH - BLDG 1 & 15
1/8" = 1'-0"



2 TYPICAL SECTION NORTH TO SOUTH - BLDG 2 & 14
1/8" = 1'-0"



3 TYPICAL SECTION NORTH TO SOUTH - BLDG 3 & 12
1/8" = 1'-0"

SWENSON ARCHITECTURE

Consultant:

Revisions:

Rev #	Description	Date
1	PLANNING RESUBMITTAL #1	11/22/23
2	PLANNING RESUBMITTAL #2	01/31/24

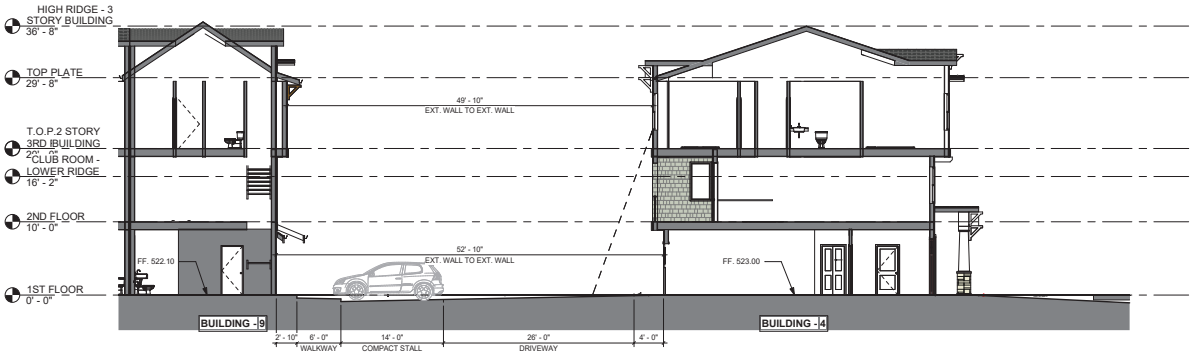
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PACIFIC AND LIVERMORE AVENUE TOWNHOMES
2930 PACIFIC AVE. LIVERMORE, CA. 94550
TYPICAL SITE SECTION - NORTH TO SOUTH

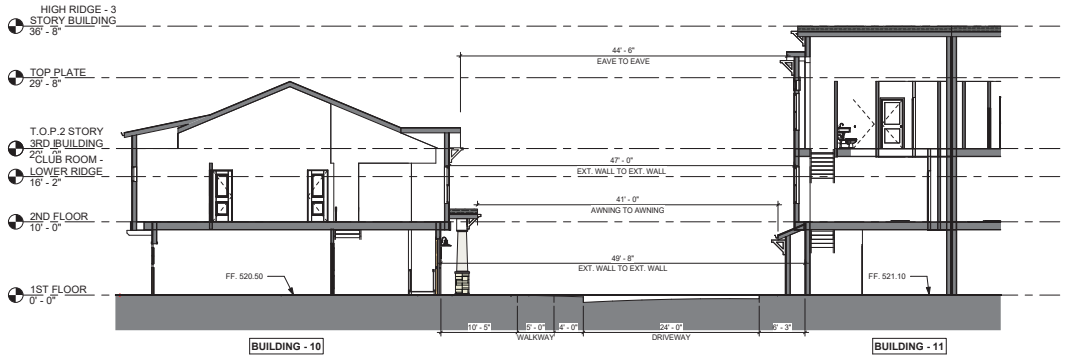
Date: 7/21/2023
Scale: 1/8" = 1'-0"
Drawn By: DM, BN, EY, & IL
Job #: 17-9201

A-3.12

5/1/2025 12:47:18 PM



1 TYPICAL SECTION NORTH TO SOUTH - BLDG 4 & 9
1/8" = 1'-0"



2 TYPICAL SECTION NORTH TO SOUTH - BLDG. 10 - 11
1/8" = 1'-0"

SWENSON ARCHITECTURE

Consultant:

Revisions:

Rev #	Description	Date
1	PLANNING RESUBMITTAL #1	11/22/23
2	PLANNING RESUBMITTAL #2	01/31/24

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PACIFIC AND LIVERMORE AVENUE TOWNHOMES

2930 PACIFIC AVE. LIVERMORE, CA. 94550

TYPICAL SITE SECTION - NORTH TO SOUTH

Date: 7/21/2023
Scale: 1/8" = 1'-0"
Drawn By: DM, BN, EY, & IL
Job #: 17-9201
Sheet: A-3.13

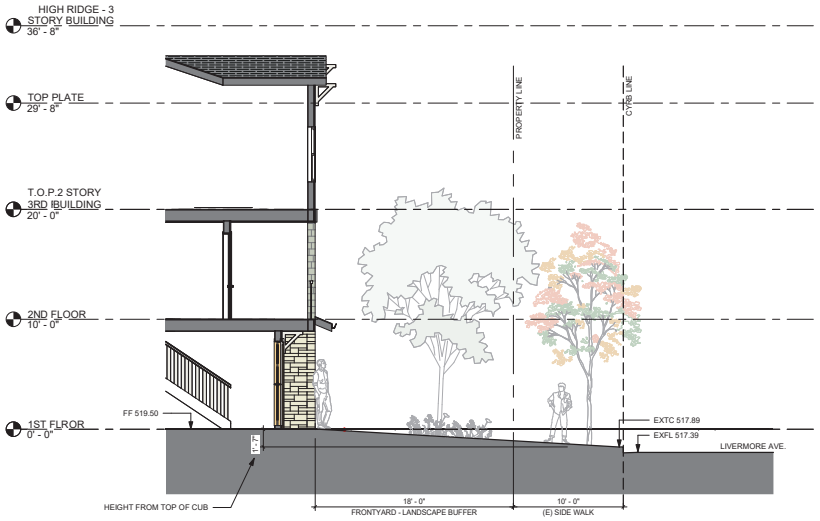
5/12/2025 12:47:45 PM



1 TYPICAL SECTION OF BLDG. 5 @ LIVERMORE AVENUE
3/16" = 1'-0"



2 TYPICAL SECTION OF BLDG. 3 @ LIVERMORE AVENUE
3/16" = 1'-0"



3 TYPICAL SECTION OF BLDG. 2 @ LIVERMORE AVENUE
3/16" = 1'-0"



4 TYPICAL SECTION OF BLDG. 1 @ LIVERMORE AVENUE
3/16" = 1'-0"

SWENSON ARCHITECTURE

Consultant:

Revisions:

Rev #	Description	Date
1	PLANNING RESUBMITTAL #1	11/22/23

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PACIFIC AND LIVERMORE AVENUE TOWNHOMES
2930 PACIFIC AVE. LIVERMORE, CA. 94550
FRONTAGE SECTIONS OF LIVERMORE AVE.

Date: 7/21/2023
Scale: 3/16" = 1'-0"
Drawn By: DM, BN, EY, & IL
Job #: 17-9201

A-3.20

FINAL PLANNING SET - DECEMBER 12, 2025



1 ELEV. BUILDING 01 - NORTH VIEW FRONT
1/8" = 1'-0"



2 ELEV. BUILDING 01 - SIDE VIEW WEST
1/8" = 1'-0"



3 ELEV. BUILDING 01 - SIDE VIEW EAST
1/8" = 1'-0"



4 ELEV. BUILDING 01 - SOUTH VEW REAR
1/8" = 1'-0"

GENERAL NOTES

KEYNOTE

01	STUCCO TEXTURE - 20 / 30 - SHERWIN-WILLIAMS EXTERIOR COLOR TIN LIZZIE SW 9163
02	STUCCO TEXTURE - 20 / 30 - SHERWIN-WILLIAMS EXTERIOR COLOR ARGOS -SW 7065
03	HARDIE OR EQUAL CEMENT SIDING - SHERWIN-WILLIAMS EXTERIOR COLOR GRIZZLE GRAY - SW 7068
04	FASCIA BOARD - SHERWIN-WILLIAMS EXTERIOR COLOR - PURE WHITE - SW 7005
05	ELDORADO STONE FACADE - CUT COARSE STONE - SEASHELL
06	CRAFTSMAN DESIGN STYLE COLUMN - WHITE SMOOTH FINISH AND ELDORADO STONE BASE
07	CRAFTSMAN DESIGN STYLE RAILING - PICKET PANELS
08	GARAGE DOOR - SHERWIN WILLIAMS COLOR - CLASSICAL YELLOW - SW 2865
09	GARAGE DOOR - SHERWIN WILLIAMS COLOR - ROYCROFT COPPER RED -SW 2839
10	CORBEL - WHITE SMOOTH FINISH
11	14" TRIM - WHITE SMOOTH FINISH
12	BOARD AND BATTEN SIDING - SHERWIN-WILLIAMS EXTERIOR COLOR PURE WHITE - SW 7005
13	WALL SCONCE - METALIC BLACK COLOR - MAX. 40W
14	BUILDING NUMBER - METALIC BLACK COLOR
15	ENTRY DOOR WITH TRIM - SHERWIN WILLIAMS COLOR CLASSICAL YELLOW - SW2865
16	ENTRY DOOR WITH TRIM - SHERWIN WILLIAMS COLOR ROYCROFT COPPER RED - SW 2839
17	ENTRY DOOR WITH TRIM - SHERWIN WILLIAMS COLOR CARNELIAN - SW 7580
18	ENTRY DOOR WITH TRIM - SHERWIN WILLIAMS COLOR EDAMAME - SW 7729
19	WINDOW SHUTTER - SHERWIN WILLIAMS COLOR CLASSICAL YELLOW - SW 2865
20	WINDOW SHUTTER - SHERWIN WILLIAMS COLOR ROYCROFT COPPER RED - SW 2839
21	WINDOW SHUTTER - SHERWIN WILLIAMS COLOR CARNELIAN - SW 7580
22	WINDOW SHUTTER - SHERWIN WILLIAMS COLOR EDAMAME - SW 7729
23	GUTTER - METAL BLACK COLOR
24	ASPHALT SHINGLE ROOF - CHARCOAL FINISH
25	KNEE BRACE - WHITE SMOOTH FINISH
26	SINGLE HUNG WINDOW WITH FULL TRADITIONAL TRIM
27	WALL MOUNTED TRELLIS - WHITE COLOR
28	GARAGE DOOR - SHERWIN WILLIAMS COLOR CARNELIAN - SW 2839
29	HARDIE OR EQUAL CEMENT SIDING - SHERWIN-WILLIAMS EXTERIOR COLOR OYSTER BAY - SW 6206
30	HARDIE OR EQUAL CEMENT SIDING - SHERWIN-WILLIAMS EXTERIOR COLOR ARGOS - SW 7065
31	THIN BRICK SIDING LIGHT GRAY OR LIGHTLY TANNED. SEE MCNEAR GREENCWICH OR LIMEHOUSE
32	WOOD FINISH - SHERWIN-WILLIAMS COLOR ANTIQUARIAN BROWN - SW 0045
33	METAL STANDING SEAM ROOF - GRIZZLE GRAY - SW 7068
34	FARMHOUSE STYLE RAILING - WOOD WITH WHITE PAINT
35	DOWNSPOUT - METAL BLACK COLOR

SWENSON ARCHITECTURE

Consultant:

Revisions:

Rev #	Description	Date
1	PLANNING RESUBMITTAL #1	11/22/23
2	PLANNING RESUBMITTAL #2	01/31/24

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PACIFIC AND LIVERMORE AVENUE TOWNHOMES
2930 PACIFIC AVE. LIVERMORE, CA. 94550
EXTERIOR ELEVATIONS - BLDG 1

Date: 7/21/2023
Scale: 1/8" = 1'-0"
Drawn By: DM, BN, EY, & IL
Job #: 17-9201

A-4.01

FINAL PLANNING SET - DECEMBER 12, 2025

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1 ELEV. BUILDING 02 - FRONT
1/8" = 1'-0"



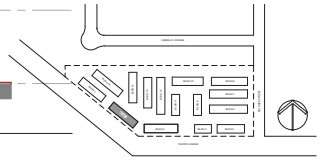
3 ELEV. BUILDING 02 - SIDE EAST
1/8" = 1'-0"



4 ELEV. BUILDING 02 - SIDE WEST
1/8" = 1'-0"



2 ELEV. BUILDING 02 - REAR SIDE
1/8" = 1'-0"



GENERAL NOTES

KEYNOTE

01	STUCCO TEXTURE - 20 / 30 - SHERWIN-WILLIAMS EXTERIOR COLOR TIN LIZZIE SW 9163
02	STUCCO TEXTURE - 20 / 30 - SHERWIN-WILLIAMS EXTERIOR COLOR ARGOS -SW 7065
03	HARDIE OR EQUAL CEMENT SIDING - SHERWIN-WILLIAMS EXTERIOR COLOR GRIZZLE GRAY - SW 7068
04	FASCIA BOARD - SHERWIN-WILLIAMS EXTERIOR COLOR - PURE WHITE - SW 7005
05	ELDORADO STONE FACADE - CUT COARSE STONE - SEASHELL
06	CRAFTSMAN DESIGN STYLE COLUMN - WHITE SMOOTH FINISH AND ELDORADO STONE BASE
07	CRAFTSMAN DESIGN STYLE RAILING - PICKET PANELS
08	GARAGE DOOR - SHERWIN WILLIAMS COLOR - CLASSICAL YELLOW - SW 2865
09	GARAGE DOOR - SHERWIN WILLIAMS COLOR - ROYCROFT COPPER RED -SW 2839
10	CORBEL - WHITE SMOOTH FINISH
11	14" TRIM - WHITE SMOOTH FINISH
12	BOARD AND BATTEN SIDING - SHERWIN-WILLIAMS EXTERIOR COLOR PURE WHITE - SW 7005
13	WALL SCONCE - METALIC BLACK COLOR - MAX. 40W
14	BUILDING NUMBER - METALIC BLACK COLOR
15	ENTRY DOOR WITH TRIM - SHERWIN WILLIAMS COLOR CLASSICAL YELLOW - SW2865
16	ENTRY DOOR WITH TRIM - SHERWIN WILLIAMS COLOR ROYCROFT COPPER RED - SW 2839
17	ENTRY DOOR WITH TRIM - SHERWIN WILLIAMS COLOR CARNELIAN - SW 7580
18	ENTRY DOOR WITH TRIM - SHERWIN WILLIAMS COLOR EDAMAME - SW 7729
19	WINDOW SHUTTER - SHERWIN WILLIAMS COLOR CLASSICAL YELLOW - SW 2865
20	WINDOW SHUTTER - SHERWIN WILLIAMS COLOR ROYCROFT COPPER RED - SW 2839
21	WINDOW SHUTTER - SHERWIN WILLIAMS COLOR CARNELIAN - SW 7580
22	WINDOW SHUTTER - SHERWIN WILLIAMS COLOR EDAMAME - SW 7729
23	GUTTER - METAL BLACK COLOR
24	ASPHALT SHINGLE ROOF - CHARCOAL FINISH
25	KNEE BRACE - WHITE SMOOTH FINISH
26	SINGLE HUNG WINDOW WITH FULL TRADITIONAL TRIM
27	WALL MOUNTED TRELLIS - WHITE COLOR
28	GARAGE DOOR - SHERWIN WILLIAMS COLOR CARNELIAN - SW 2839
29	HARDIE OR EQUAL CEMENT SIDING - SHERWIN-WILLIAMS EXTERIOR COLOR OYSTER BAY - SW 6206
30	HARDIE OR EQUAL CEMENT SIDING - SHERWIN-WILLIAMS EXTERIOR COLOR ARGOS - SW 7065
31	THIN BRICK SIDING LIGHT GRAY OR LIGHTLY TANNED. SEE MCNEAR GREENCWICH OR LIMEHOUSE.
32	WOOD FINISH - SHERWIN-WILLIAMS COLOR ANTIQUARIAN BROWN - SW 0045
33	METAL STANDING SEAM ROOF - GRIZZLE GRAY - SW 7068
34	FARMHOUSE STYLE RAILING - WOOD WITH WHITE PAINT
35	DOWNSPOUT - METAL BLACK COLOR

SWENSON ARCHITECTURE

Consultant:

Revisions:

Rev #	Description	Date
1	PLANNING RESUBMITTAL #1	11/22/23
2	PLANNING RESUBMITTAL #2	01/31/24

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PACIFIC AND LIVERMORE AVENUE TOWNHOMES
2930 PACIFIC AVE. LIVERMORE, CA. 94550
EXTERIOR ELEVATIONS - BLDG 2

Date: 7/21/2023
Scale: 1/8" = 1'-0"
Drawn By: DM, BN, EY, & IL
Job #: 17-9201

A-4.02

5/1/2025 12:53:54 PM



1 BLDG 3 - SOUTH ELEVATION
1/8" = 1'-0"



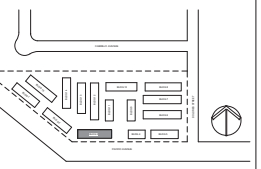
2 BLDG 3 - WEST ELEVATION
1/8" = 1'-0"



3 BLDG 3 - EAST ELEVATION
1/8" = 1'-0"



4 BLDG 3 - NORTH ELEVATION
1/8" = 1'-0"



GENERAL NOTES

KEYNOTE

01	STUCCO TEXTURE - 20 / 30 - SHERWIN-WILLIAMS EXTERIOR COLOR TIN LIZZIE SW 9163
02	STUCCO TEXTURE - 20 / 30 - SHERWIN-WILLIAMS EXTERIOR COLOR ARGOS -SW 7065
03	HARDIE OR EQUAL CEMENT SIDING - SHERWIN-WILLIAMS EXTERIOR COLOR GRIZZLE GRAY - SW 7068
04	FASCIA BOARD - SHERWIN-WILLIAMS EXTERIOR COLOR - PURE WHITE - SW 7005
05	ELDORADO STONE FACADE - CUT COARSE STONE - SEASHELL
06	CRAFTSMAN DESIGN STYLE COLUMN - WHITE SMOOTH FINISH AND ELDORADO STONE BASE
07	CRAFTSMAN DESIGN STYLE RAILING - PICKET PANELS
08	GARAGE DOOR - SHERWIN WILLIAMS COLOR - CLASSICAL YELLOW - SW 2865
09	GARAGE DOOR - SHERWIN WILLIAMS COLOR - ROYCROFT COPPER RED -SW 2839
10	CORBEL - WHITE SMOOTH FINISH
11	14" TRIM - WHITE SMOOTH FINISH
12	BOARD AND BATTEN SIDING - SHERWIN-WILLIAMS EXTERIOR COLOR PURE WHITE - SW 7005
13	WALL SCONCE - METALIC BLACK COLOR - MAX. 40W
14	BUILDING NUMBER - METALIC BLACK COLOR
15	ENTRY DOOR WITH TRIM - SHERWIN WILLIAMS COLOR CLASSICAL YELLOW - SW2865
16	ENTRY DOOR WITH TRIM - SHERWIN WILLIAMS COLOR ROYCROFT COPPER RED - SW 2839
17	ENTRY DOOR WITH TRIM - SHERWIN WILLIAMS COLOR CARNELIAN - SW 7580
18	ENTRY DOOR WITH TRIM - SHERWIN WILLIAMS COLOR EDAMAME - SW 7729
19	WINDOW SHUTTER - SHERWIN WILLIAMS COLOR CLASSICAL YELLOW - SW 2865
20	WINDOW SHUTTER - SHERWIN WILLIAMS COLOR ROYCROFT COPPER RED - SW 2839
21	WINDOW SHUTTER - SHERWIN WILLIAMS COLOR CARNELIAN - SW 7580
22	WINDOW SHUTTER - SHERWIN WILLIAMS COLOR EDAMAME - SW 7729
23	GUTTER - METAL BLACK COLOR
24	ASPHALT SHINGLE ROOF - CHARCOAL FINISH
25	KNEE BRACE - WHITE SMOOTH FINISH
26	SINGLE HUNG WINDOW WITH FULL TRADITIONAL TRIM
27	WALL MOUNTED TRELLIS - WHITE COLOR
28	GARAGE DOOR - SHERWIN WILLIAMS COLOR CARNELIAN - SW 2839
29	HARDIE OR EQUAL CEMENT SIDING - SHERWIN-WILLIAMS EXTERIOR COLOR OYSTER BAY - SW 6206
30	HARDIE OR EQUAL CEMENT SIDING - SHERWIN-WILLIAMS EXTERIOR COLOR ARGOS - SW 7065
31	THIN BRICK SIDING LIGHT GRAY OR LIGHTLY TANNED. SEE MCNEAR GREENCWICH OR LIMEHOUSE.
32	WOOD FINISH - SHERWIN-WILLIAMS COLOR ANTIQUARIAN BROWN - SW 0045
33	METAL STANDING SEAM ROOF - GRIZZLE GRAY - SW 7068
34	FARMHOUSE STYLE RAILING - WOOD WITH WHITE PAINT
35	DOWNSPOUT - METAL BLACK COLOR

SWENSON ARCHITECTURE

Consultant:

Revisions:

Rev #	Description	Date
1	PLANNING RESUBMITTAL #1	11/22/23
2	PLANNING RESUBMITTAL #2	01/31/24

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PACIFIC AND LIVERMORE AVENUE TOWNHOMES
2930 PACIFIC AVE. LIVERMORE, CA. 94550
EXTERIOR ELEVATIONS - BLDG 3

Date: 7/21/2023
Scale: 1/8" = 1'-0"
Drawn By: DM, BN, EY, & IL
Job #: 17-9201
Sheet: A-4.03

FINAL PLANNING SET - DECEMBER 12, 2025

5/1/2025 12:54:59 PM



1 BLDG 4 - SOUTH ELEVATION
1/8" = 1'-0"



2 BLDG 4 - WEST ELEVATION
1/8" = 1'-0"



3 BLDG 4 - EAST ELEVATION
1/8" = 1'-0"

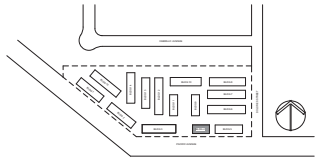


4 BLDG 4 - NORTH ELEVATION
1/8" = 1'-0"

GENERAL NOTES

KEYNOTE

01	STUCCO TEXTURE - 20 / 30 - SHERWIN-WILLIAMS EXTERIOR COLOR TIN LIZZIE SW 9163
02	STUCCO TEXTURE - 20 / 30 - SHERWIN-WILLIAMS EXTERIOR COLOR ARGOS -SW 7065
03	HARDIE OR EQUAL CEMENT SIDING - SHERWIN-WILLIAMS EXTERIOR COLOR GRIZZLE GRAY - SW 7068
04	FASCIA BOARD - SHERWIN-WILLIAMS EXTERIOR COLOR - PURE WHITE - SW 7005
05	ELDORADO STONE FACADE - CUT COARSE STONE - SEASHELL
06	CRAFTSMAN DESIGN STYLE COLUMN - WHITE SMOOTH FINISH AND ELDORADO STONE BASE
07	CRAFTSMAN DESIGN STYLE RAILING - PICKET PANELS
08	GARAGE DOOR - SHERWIN WILLIAMS COLOR - CLASSICAL YELLOW - SW 2865
09	GARAGE DOOR - SHERWIN WILLIAMS COLOR - ROYCROFT COPPER RED -SW 2839
10	CORBEL - WHITE SMOOTH FINISH
11	14" TRIM - WHITE SMOOTH FINISH
12	BOARD AND BATTEN SIDING - SHERWIN-WILLIAMS EXTERIOR COLOR PURE WHITE - SW 7005
13	WALL SCONCE - METALIC BLACK COLOR - MAX. 40W
14	BUILDING NUMBER - METALIC BLACK COLOR
15	ENTRY DOOR WITH TRIM - SHERWIN WILLIAMS COLOR CLASSICAL YELLOW - SW2865
16	ENTRY DOOR WITH TRIM - SHERWIN WILLIAMS COLOR ROYCROFT COPPER RED - SW 2839
17	ENTRY DOOR WITH TRIM - SHERWIN WILLIAMS COLOR CARNELIAN - SW 7580
18	ENTRY DOOR WITH TRIM - SHERWIN WILLIAMS COLOR EDAMAME - SW 7729
19	WINDOW SHUTTER - SHERWIN WILLIAMS COLOR CLASSICAL YELLOW - SW 2865
20	WINDOW SHUTTER - SHERWIN WILLIAMS COLOR ROYCROFT COPPER RED - SW 2839
21	WINDOW SHUTTER - SHERWIN WILLIAMS COLOR CARNELIAN - SW 7580
22	WINDOW SHUTTER - SHERWIN WILLIAMS COLOR EDAMAME - SW 7729
23	GUTTER - METAL BLACK COLOR
24	ASPHALT SHINGLE ROOF - CHARCOAL FINISH
25	KNEE BRACE - WHITE SMOOTH FINISH
26	SINGLE HUNG WINDOW WITH FULL TRADITIONAL TRIM
27	WALL MOUNTED TRELLIS - WHITE COLOR
28	GARAGE DOOR - SHERWIN WILLIAMS COLOR CARNELIAN - SW 2839
29	HARDIE OR EQUAL CEMENT SIDING - SHERWIN-WILLIAMS EXTERIOR COLOR OYSTER BAY - SW 6206
30	HARDIE OR EQUAL CEMENT SIDING - SHERWIN-WILLIAMS EXTERIOR COLOR ARGOS - SW 7065
31	THIN BRICK SIDING LIGHT GRAY OR LIGHTLY TANNED. SEE MCNEAR GREENCWICH OR LIMEHOUSE.
32	WOOD FINISH - SHERWIN-WILLIAMS COLOR ANTIQUARIAN BROWN - SW 0045
33	METAL STANDING SEAM ROOF - GRIZZLE GRAY - SW 7068
34	FARMHOUSE STYLE RAILING - WOOD WITH WHITE PAINT
35	DOWNSPOUT - METAL BLACK COLOR



SWENSON ARCHITECTURE

Consultant:

Revisions:

Rev #	Description	Date
2	PLANNING RESUBMITTAL #2	01/31/24

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PACIFIC AND LIVERMORE AVENUE TOWNHOMES
2930 PACIFIC AVE. LIVERMORE, CA. 94550
EXTERIOR ELEVATIONS - BLDG 4

Date: 7/21/2023
Scale: 1/8" = 1'-0"
Drawn By: DM, BN, EY, & IL
Job #: 17-9201

A-4.04

5/1/2025 12:56:17 PM



1 BLDG 5 - SOUTH ELEVATION
1/8" = 1'-0"



2 BLDG 5 - WEST ELEVATION
1/8" = 1'-0"



3 BLDG 5 - EAST ELEVATION
1/8" = 1'-0"

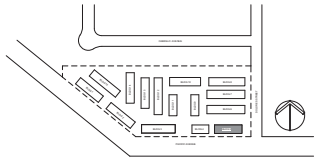


4 BLDG 5 - NORTH ELEVATION
1/8" = 1'-0"

GENERAL NOTES

KEYNOTE

01	STUCCO TEXTURE - 20 / 30 - SHERWIN-WILLIAMS EXTERIOR COLOR TIN LIZZIE SW 9163
02	STUCCO TEXTURE - 20 / 30 - SHERWIN-WILLIAMS EXTERIOR COLOR ARGOS -SW 7065
03	HARDIE OR EQUAL CEMENT SIDING - SHERWIN-WILLIAMS EXTERIOR COLOR GRIZZLE GRAY - SW 7068
04	FASCIA BOARD - SHERWIN-WILLIAMS EXTERIOR COLOR - PURE WHITE - SW 7005
05	ELDORADO STONE FACADE - CUT COARSE STONE - SEASHELL
06	CRAFTSMAN DESIGN STYLE COLUMN - WHITE SMOOTH FINISH AND ELDORADO STONE BASE
07	CRAFTSMAN DESIGN STYLE RAILING - PICKET PANELS
08	GARAGE DOOR - SHERWIN WILLIAMS COLOR - CLASSICAL YELLOW - SW 2865
09	GARAGE DOOR - SHERWIN WILLIAMS COLOR - ROYCROFT COPPER RED -SW 2839
10	CORBEL - WHITE SMOOTH FINISH
11	14" TRIM - WHITE SMOOTH FINISH
12	BOARD AND BATTEN SIDING - SHERWIN-WILLIAMS EXTERIOR COLOR PURE WHITE - SW 7005
13	WALL SCONCE - METALIC BLACK COLOR - MAX. 40W
14	BUILDING NUMBER - METALIC BLACK COLOR
15	ENTRY DOOR WITH TRIM - SHERWIN WILLIAMS COLOR CLASSICAL YELLOW - SW2865
16	ENTRY DOOR WITH TRIM - SHERWIN WILLIAMS COLOR ROYCROFT COPPER RED - SW 2839
17	ENTRY DOOR WITH TRIM - SHERWIN WILLIAMS COLOR CARNELIAN - SW 7580
18	ENTRY DOOR WITH TRIM - SHERWIN WILLIAMS COLOR EDAMAME - SW 7729
19	WINDOW SHUTTER - SHERWIN WILLIAMS COLOR CLASSICAL YELLOW - SW 2865
20	WINDOW SHUTTER - SHERWIN WILLIAMS COLOR ROYCROFT COPPER RED - SW 2839
21	WINDOW SHUTTER - SHERWIN WILLIAMS COLOR CARNELIAN - SW 7580
22	WINDOW SHUTTER - SHERWIN WILLIAMS COLOR EDAMAME - SW 7729
23	GUTTER - METAL BLACK COLOR
24	ASPHALT SHINGLE ROOF - CHARCOAL FINISH
25	KNEE BRACE - WHITE SMOOTH FINISH
26	SINGLE HUNG WINDOW WITH FULL TRADITIONAL TRIM
27	WALL MOUNTED TRELLIS - WHITE COLOR
28	GARAGE DOOR - SHERWIN WILLIAMS COLOR CARNELIAN - SW 2839
29	HARDIE OR EQUAL CEMENT SIDING - SHERWIN-WILLIAMS EXTERIOR COLOR OYSTER BAY - SW 6206
30	HARDIE OR EQUAL CEMENT SIDING - SHERWIN-WILLIAMS EXTERIOR COLOR ARGOS - SW 7065
31	THIN BRICK SIDING LIGHT GRAY OR LIGHTLY TANNED. SEE MCNEAR GREENCWICH OR LIMEHOUSE
32	WOOD FINISH - SHERWIN-WILLIAMS COLOR ANTIQUARIAN BROWN - SW 0045
33	METAL STANDING SEAM ROOF - GRIZZLE GRAY - SW 7068
34	FARMHOUSE STYLE RAILING - WOOD WITH WHITE PAINT
35	DOWNSPOUT - METAL BLACK COLOR



SWENSON ARCHITECTURE

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PACIFIC AND LIVERMORE AVENUE TOWNHOMES
2930 PACIFIC AVE. LIVERMORE, CA. 94550
EXTERIOR ELEVATIONS - BLDG 5

Date: 7/21/2023
Scale: 1/8" = 1'-0"
Drawn By: DM, BN, EY, & IL
Job #: 17-9201

A-4.05



1 BLDG 6 - SOUTH ELEVATION
1/8" = 1'-0"



2 BLDG 6 - WEST ELEVATION
1/8" = 1'-0"



3 BLDG 6 - EAST ELEVATION
1/8" = 1'-0"



4 BLDG 6 - NORTH ELEVATION
1/8" = 1'-0"

GENERAL NOTES

KEYNOTE

01 STUCCO TEXTURE - 20 / 30 - SHERWIN-WILLIAMS EXTERIOR COLOR TIN LIZZIE SW 9163
02 STUCCO TEXTURE - 20 / 30 - SHERWIN-WILLIAMS EXTERIOR COLOR ARGOS -SW 7065
03 HARDIE OR EQUAL CEMENT SIDING - SHERWIN-WILLIAMS EXTERIOR COLOR GRIZZLE GRAY - SW 7068
04 FASCIA BOARD - SHERWIN-WILLIAMS EXTERIOR COLOR - PURE WHITE - SW 7005
05 ELDORADO STONE FACADE - CUT COARSE STONE - SEASHELL
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07 CRAFTSMAN DESIGN STYLE RAILING - PICKET PANELS
08 GARAGE DOOR - SHERWIN WILLIAMS COLOR - CLASSICAL YELLOW - SW 2865
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22 WINDOW SHUTTER - SHERWIN WILLIAMS COLOR EDAMAME - SW 7729
23 GUTTER - METAL BLACK COLOR
24 ASPHALT SHINGLE ROOF - CHARCOAL FINISH
25 KNEE BRACE - WHITE SMOOTH FINISH
26 SINGLE HUNG WINDOW WITH FULL TRADITIONAL TRIM
27 WALL MOUNTED TRELLIS - WHITE COLOR
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32 WOOD FINISH - SHERWIN-WILLIAMS COLOR ANTIQUARIAN BROWN - SW 0045
33 METAL STANDING SEAM ROOF - GRIZZLE GRAY - SW 7068
34 FARMHOUSE STYLE RAILING - WOOD WITH WHITE PAINT
35 DOWNSPOUT - METAL BLACK COLOR

SWENSON ARCHITECTURE

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PACIFIC AND LIVERMORE AVENUE TOWNHOMES
2930 PACIFIC AVE. LIVERMORE, CA. 94550
EXTERIOR ELEVATIONS - BLDG 6

Date: 7/21/2023
Scale: 1/8" = 1'-0"
Drawn By: DM, BN, EY, & IL
Job #: 17-9201

A-4.06



1 BLDG 7 - NORTH ELEVATION
1/8" = 1'-0"



2 BLDG 7 - EAST ELEVATION
1/8" = 1'-0"



3 BLDG 7 - WST ELEVATION
1/8" = 1'-0"



4 BLDG 7 - SOUTHE ELEVATION
1/8" = 1'-0"

GENERAL NOTES

KEYNOTE

01	STUCCO TEXTURE - 20 / 30 - SHERWIN-WILLIAMS EXTERIOR COLOR TIN LIZZIE SW 9163
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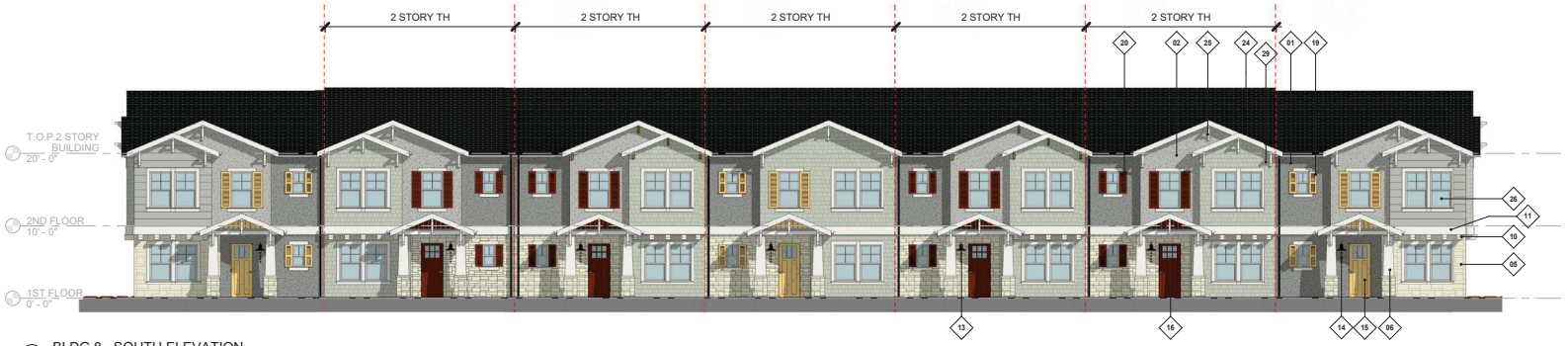
PACIFIC AND LIVERMORE AVENUE TOWNHOMES
2930 PACIFIC AVE. LIVERMORE, CA. 94550
EXTERIOR ELEVATIONS - BLDG 7

Date: 7/21/2023
Scale: 1/8" = 1'-0"
Drawn by: DM, BN, EY, & IL
Job #: 17-9201

A-4.07

FINAL PLANNING SET - DECEMBER 12, 2025

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1 BLDG 8 - SOUTH ELEVATION
1/8" = 1'-0"



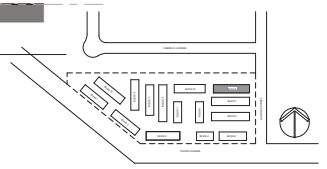
2 BLDG 8 - EAST ELEVATION
1/8" = 1'-0"



3 BLDG 8 - WEST ELEVATION
1/8" = 1'-0"



4 BLDG 8 - NORTH ELEVATION
1/8" = 1'-0"



GENERAL NOTES

KEYNOTE

01	STUCCO TEXTURE - 20 / 30 - SHERWIN-WILLIAMS EXTERIOR COLOR TIN LIZZIE SW 9163
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35	DOWNSPOUT - METAL BLACK COLOR

SWENSON ARCHITECTURE

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2930 PACIFIC AVE. LIVERMORE, CA. 94550
EXTERIOR ELEVATIONS - BLDG 8

Date: 7/21/2023
Scale: 1/8" = 1'-0"
Drawn By: DM, BN, EY, & IL
Job #: 17-9201

A-4.08

FINAL PLANNING SET - DECEMBER 12, 2025



1 BLDG 9 - WEST ELEVATION
1/8" = 1'-0"



2 BLDG 9 - NORTH ELEVATION
1/8" = 1'-0"



3 BLDG 9 - SOUTH ELEVATION
1/8" = 1'-0"

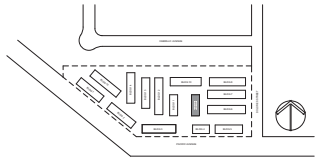


4 BLDG 9 - EAST ELEVATION
1/8" = 1'-0"

GENERAL NOTES

KEYNOTE

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PACIFIC AND LIVERMORE AVENUE TOWNHOMES
2930 PACIFIC AVE. LIVERMORE, CA. 94550
EXTERIOR ELEVATIONS - BLDG 9

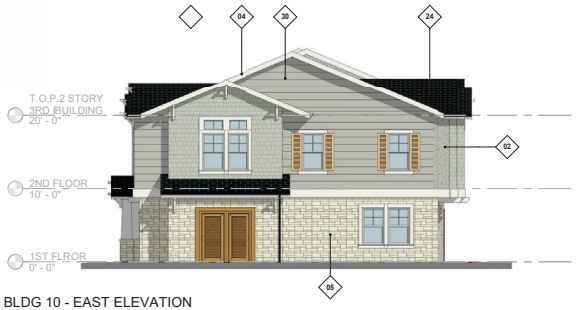
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Scale: 1/8" = 1'-0"
Drawn By: DM, BN, EY, & IL
Job #: 17-9201

A-4.09

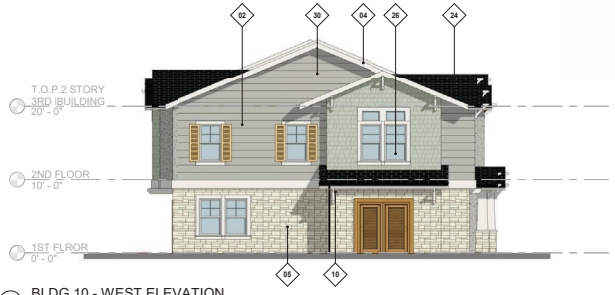
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1 BLDG 10 - SOUTH ELEVATION
1/8" = 1'-0"



2 BLDG 10 - EAST ELEVATION
1/8" = 1'-0"



3 BLDG 10 - WEST ELEVATION
1/8" = 1'-0"

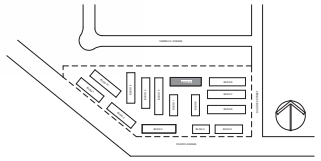


4 BLDG 10 - NORTH ELEVATION
1/8" = 1'-0"

GENERAL NOTES

KEYNOTE

01	STUCCO TEXTURE - 20 / 30 - SHERWIN-WILLIAMS EXTERIOR COLOR TIN LIZZIE SW 9163
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SWENSON ARCHITECTURE

Consultant:

Revisions:

Rev #	Description	Date
2	PLANNING RESUBMITTAL #2	01/31/24

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PACIFIC AND LIVERMORE AVENUE TOWNHOMES
2930 PACIFIC AVE. LIVERMORE, CA. 94550
EXTERIOR ELEVATIONS - BLDG 10

Date: 7/21/2023
Scale: 1/8" = 1'-0"
Drawn: DM, BN, EY, & IL
Job #: 17-9201

A-4.10

5/1/2025 1:00:09 PM



1 BLDG 11 - WEST ELEVATION
1/8" = 1'-0"



2 BLDG 11 - NORTH ELEVATION
1/8" = 1'-0"



3 BLDG 11 - SOUTH ELEVATION
1/8" = 1'-0"

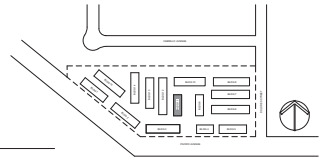


4 BLDG 11 - EAST ELEVATION
1/8" = 1'-0"

GENERAL NOTES

KEYNOTE

01	STUCCO TEXTURE - 20 / 30 - SHERWIN-WILLIAMS EXTERIOR COLOR TIN LIZZIE SW 9163
02	STUCCO TEXTURE - 20 / 30 - SHERWIN-WILLIAMS EXTERIOR COLOR ARGOS -SW 7065
03	HARDIE OR EQUAL CEMENT SIDING - SHERWIN-WILLIAMS EXTERIOR COLOR GRIZZLE GRAY - SW 7068
04	FASCIA BOARD - SHERWIN-WILLIAMS EXTERIOR COLOR - PURE WHITE - SW 7005
05	ELDORADO STONE FACADE - CUT COARSE STONE - SEASHELL
06	CRAFTSMAN DESIGN STYLE COLUMN - WHITE SMOOTH FINISH AND ELDORADO STONE BASE
07	CRAFTSMAN DESIGN STYLE RAILING - PICKET PANELS
08	GARAGE DOOR - SHERWIN WILLIAMS COLOR - CLASSICAL YELLOW - SW 2865
09	GARAGE DOOR - SHERWIN WILLIAMS COLOR - ROYCROFT COPPER RED -SW 2839
10	CORBEL - WHITE SMOOTH FINISH
11	14" TRIM - WHITE SMOOTH FINISH
12	BOARD AND BATTEN SIDING - SHERWIN-WILLIAMS EXTERIOR COLOR PURE WHITE - SW 7005
13	WALL SCONCE - METALIC BLACK COLOR - MAX. 40W
14	BUILDING NUMBER - METALIC BLACK COLOR
15	ENTRY DOOR WITH TRIM - SHERWIN WILLIAMS COLOR CLASSICAL YELLOW - SW2865
16	ENTRY DOOR WITH TRIM - SHERWIN WILLIAMS COLOR ROYCROFT COPPER RED - SW 2839
17	ENTRY DOOR WITH TRIM - SHERWIN WILLIAMS COLOR CARNELIAN - SW 7580
18	ENTRY DOOR WITH TRIM - SHERWIN WILLIAMS COLOR EDAMAME - SW 7729
19	WINDOW SHUTTER - SHERWIN WILLIAMS COLOR CLASSICAL YELLOW - SW 2865
20	WINDOW SHUTTER - SHERWIN WILLIAMS COLOR ROYCROFT COPPER RED - SW 2839
21	WINDOW SHUTTER - SHERWIN WILLIAMS COLOR CARNELIAN - SW 7580
22	WINDOW SHUTTER - SHERWIN WILLIAMS COLOR EDAMAME - SW 7729
23	GUTTER - METAL BLACK COLOR
24	ASPHALT SHINGLE ROOF - CHARCOAL FINISH
25	KNEE BRACE - WHITE SMOOTH FINISH
26	SINGLE HUNG WINDOW WITH FULL TRADITIONAL TRIM
27	WALL MOUNTED TRELLIS - WHITE COLOR
28	GARAGE DOOR - SHERWIN WILLIAMS COLOR CARNELIAN - SW 2839
29	HARDIE OR EQUAL CEMENT SIDING - SHERWIN-WILLIAMS EXTERIOR COLOR OYSTER BAY - SW 6206
30	HARDIE OR EQUAL CEMENT SIDING - SHERWIN-WILLIAMS EXTERIOR COLOR ARGOS - SW 7065
31	THIN BRICK SIDING LIGHT GRAY OR LIGHTLY TANNED. SEE MCNEAR GREENCWICH OR LIMEHOUSE.
32	WOOD FINISH - SHERWIN-WILLIAMS COLOR ANTIQUARIAN BROWN - SW 0045
33	METAL STANDING SEAM ROOF - GRIZZLE GRAY - SW 7068
34	FARMHOUSE STYLE RAILING - WOOD WITH WHITE PAINT
35	DOWNSPOUT - METAL BLACK COLOR



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PACIFIC AND LIVERMORE AVENUE TOWNHOMES
2930 PACIFIC AVE. LIVERMORE, CA. 94550
EXTERIOR ELEVATIONS - BLDG 11

Date: 7/21/2023
Scale: 1/8" = 1'-0"
Drawn By: DM, BN, EY, & IL
Job #: 17-9201

A-4.11

5/1/2025 1:11:57 PM



1 BLDG 12 - WEST ELEVATION
1/8" = 1'-0"



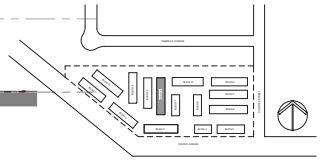
2 BLDG 12 - SOUTH ELEVATION
1/8" = 1'-0"



3 BLDG 12 - NORTH ELEVATION
1/8" = 1'-0"



4 BLDG 12 - EAST ELEVATION
1/8" = 1'-0"



GENERAL NOTES

KEYNOTE

01	STUCCO TEXTURE - 20 / 30 - SHERWIN-WILLIAMS EXTERIOR COLOR TIN LIZZIE SW 9163
02	STUCCO TEXTURE - 20 / 30 - SHERWIN-WILLIAMS EXTERIOR COLOR ARGOS -SW 7065
03	HARDIE OR EQUAL CEMENT SIDING - SHERWIN-WILLIAMS EXTERIOR COLOR GRIZZLE GRAY - SW 7068
04	FASCIA BOARD - SHERWIN-WILLIAMS EXTERIOR COLOR - PURE WHITE - SW 7005
05	ELDORADO STONE FACADE - CUT COARSE STONE - SEASHELL
06	CRAFTSMAN DESIGN STYLE COLUMN - WHITE SMOOTH FINISH AND ELDORADO STONE BASE
07	CRAFTSMAN DESIGN STYLE RAILING - PICKET PANELS
08	GARAGE DOOR - SHERWIN WILLIAMS COLOR - CLASSICAL YELLOW - SW 2865
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10	CORBEL - WHITE SMOOTH FINISH
11	14" TRIM - WHITE SMOOTH FINISH
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22	WINDOW SHUTTER - SHERWIN WILLIAMS COLOR EDAMAME - SW 7729
23	GUTTER - METAL BLACK COLOR
24	ASPHALT SHINGLE ROOF - CHARCOAL FINISH
25	KNEE BRACE - WHITE SMOOTH FINISH
26	SINGLE HUNG WINDOW WITH FULL TRADITIONAL TRIM
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33	METAL STANDING SEAM ROOF - GRIZZLE GRAY - SW 7068
34	FARMHOUSE STYLE RAILING - WOOD WITH WHITE PAINT
35	DOWNSPOUT - METAL BLACK COLOR

SWENSON ARCHITECTURE

Consultant:

Revisions:

Rev #	Description	Date
1	PLANNING RESUBMITTAL #1	11/22/23
2	PLANNING RESUBMITTAL #2	01/31/24

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PACIFIC AND LIVERMORE AVENUE TOWNHOMES
2930 PACIFIC AVE. LIVERMORE, CA. 94550
EXTERIOR ELEVATIONS - BLDG 12

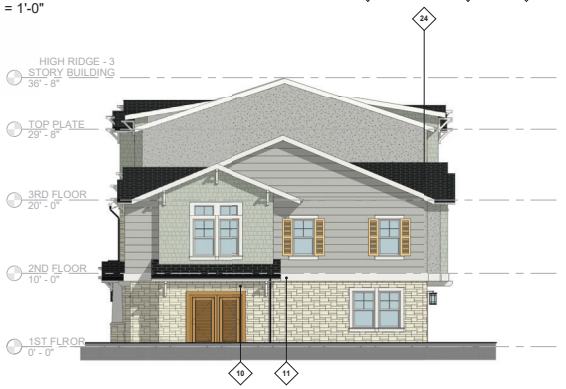
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Job #: 17-9201

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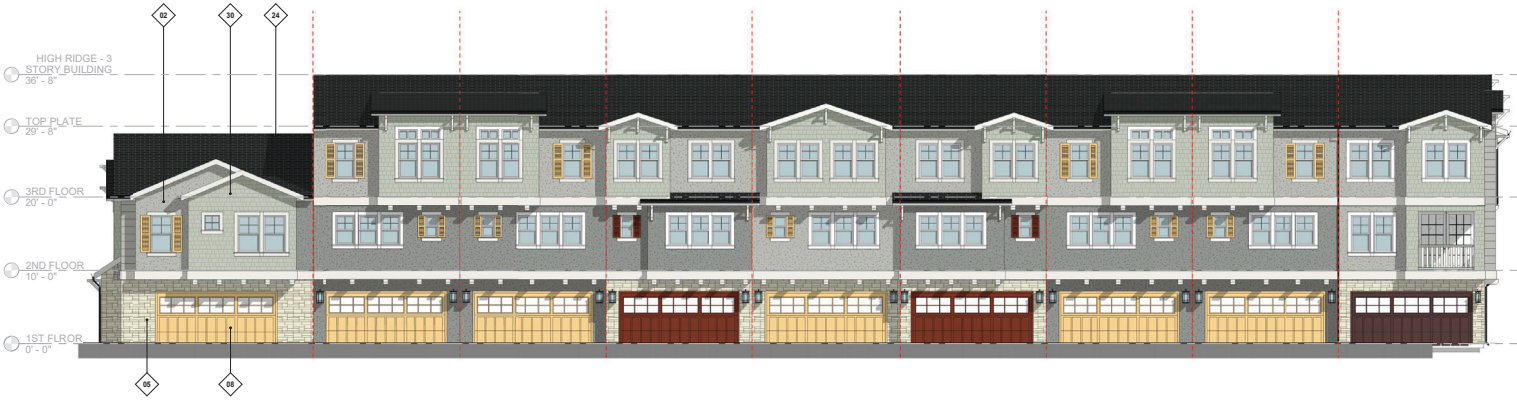
1 BLDG 13 - EAST ELEVATION
1/8" = 1'-0"



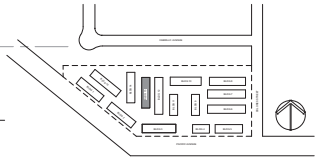
2 BLDG 13 - NORTH ELEVATION
1/8" = 1'-0"



3 BLDG 13 - SOUTH ELEVATION
1/8" = 1'-0"



4 BLDG 13 - WEST ELEVATION
1/8" = 1'-0"



GENERAL NOTES

KEYNOTE

01	STUCCO TEXTURE - 20 / 30 - SHERWIN-WILLIAMS EXTERIOR COLOR TIN LIZZIE SW 9163
02	STUCCO TEXTURE - 20 / 30 - SHERWIN-WILLIAMS EXTERIOR COLOR ARGOS -SW 7065
03	HARDIE OR EQUAL CEMENT SIDING - SHERWIN-WILLIAMS EXTERIOR COLOR GRIZZLE GRAY - SW 7068
04	FASCIA BOARD - SHERWIN-WILLIAMS EXTERIOR COLOR - PURE WHITE - SW 7005
05	ELDORADO STONE FACADE - CUT COARSE STONE - SEASHELL
06	CRAFTSMAN DESIGN STYLE COLUMN - WHITE SMOOTH FINISH AND ELDORADO STONE BASE
07	CRAFTSMAN DESIGN STYLE RAILING - PICKET PANELS
08	GARAGE DOOR - SHERWIN WILLIAMS COLOR - CLASSICAL YELLOW - SW 2865
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14	BUILDING NUMBER - METALIC BLACK COLOR
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34	FARMHOUSE STYLE RAILING - WOOD WITH WHITE PAINT
35	DOWNSPOUT - METAL BLACK COLOR

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Consultant:

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PACIFIC AND LIVERMORE AVENUE TOWNHOMES
2930 PACIFIC AVE. LIVERMORE, CA. 94550
EXTERIOR ELEVATIONS - BLDG 13

Date: 7/21/2023
Scale: 1/8" = 1'-0"
Drawn By: DM, BN, EY, & IL
Job #: 17-9201

A-4.13

5/1/2025 1:17:48 PM



1 BLDG 14 - FRONT ELEVATION
1/8" = 1'-0"



2 BLDG 14 - LEFT SIDE
1/8" = 1'-0"



3 BLDG 14 - RIGHT SIDE
1/8" = 1'-0"

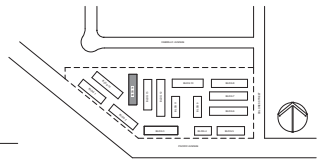


4 BLDG 14 - REAR ELEVATION
1/8" = 1'-0"

GENERAL NOTES

KEYNOTE

01	STUCCO TEXTURE - 20 / 30 - SHERWIN-WILLIAMS EXTERIOR COLOR TIN LIZZIE SW 9163
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35	DOWNSPOUT - METAL BLACK COLOR



SWENSON ARCHITECTURE

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PACIFIC AND LIVERMORE AVENUE TOWNHOMES
2930 PACIFIC AVE. LIVERMORE, CA. 94550
EXTERIOR ELEVATIONS - BLDG 14

Date: 7/21/2023
Scale: 1/8" = 1'-0"
Drawn By: DM, BN, EY, & IL
Job #: 17-9201

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5/1/2025 1:21:18 PM



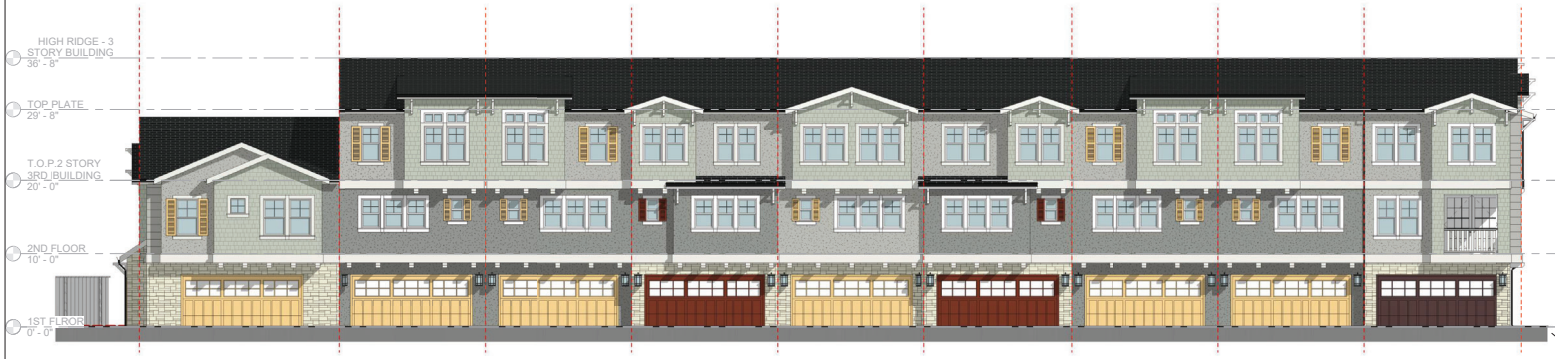
1 BLDG 15 - FRONT ELEVATION
1/8" = 1'-0"



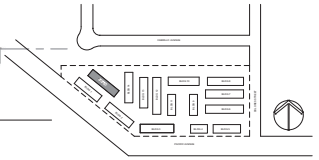
2 BLDG 15 - LEFT ELEVATION
1/8" = 1'-0"



3 BLDG 15 - RIGHT ELEVATION
1/8" = 1'-0"



4 BLDG 15 - REAR ELEVATION
1/8" = 1'-0"



GENERAL NOTES

KEYNOTE

01	STUCCO TEXTURE - 20 / 30 - SHERWIN-WILLIAMS EXTERIOR COLOR TIN LIZZIE SW 9163
02	STUCCO TEXTURE - 20 / 30 - SHERWIN-WILLIAMS EXTERIOR COLOR ARGOS -SW 7065
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34	FARMHOUSE STYLE RAILING - WOOD WITH WHITE PAINT
35	DOWNSPOUT - METAL BLACK COLOR

SWENSON ARCHITECTURE

Consultant:

Revisions:

Rev #	Description	Date
2	PLANNING RESUBMITTAL #2	01/31/24

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PACIFIC AND LIVERMORE AVENUE TOWNHOMES
2930 PACIFIC AVE. LIVERMORE, CA. 94550
EXTERIOR ELEVATIONS - BLDG 15

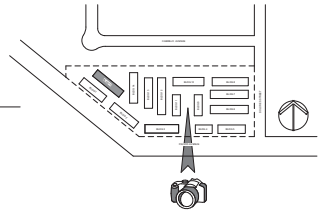
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Job #: 17-9201

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5/12/2025 1:21:20 PM



1 BIRD EYE VIEW - FROM PACIFIC AVENUE



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Consultant:

Revisions:

Rev #	Description	Date

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PACIFIC AND LIVERMORE AVENUE TOWNHOMES

2930 PACIFIC AVE. LIVERMORE, CA. 94550

3D VIEW

Date: 7/21/2023

Scale:

Drawn By: DM, BN, EY, & IL

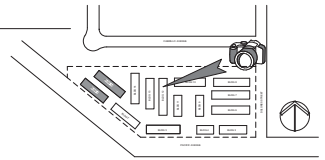
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1 AMENITY AREA



SWENSON ARCHITECTURE

Consultant:

Revisions:

Rev #	Description	Date

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PACIFIC AND LIVERMORE AVENUE TOWNHOMES

2930 PACIFIC AVE. LIVERMORE, CA. 94550

3D VIEW

Date: 7/21/2023

Scale:

Drawn By: DM, BN, EY, & IL

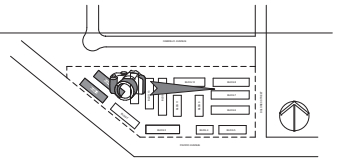
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1 TOWN HOUSE



SWENSON ARCHITECTURE

Consultant:

Revisions:

Rev #	Description	Date

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PACIFIC AND LIVERMORE AVENUE TOWNHOMES

2930 PACIFIC AVE. LIVERMORE, CA. 94550

3D VIEW

Date: 7/21/2023

Scale:

Drawn By: DM, BN, EY, & IL

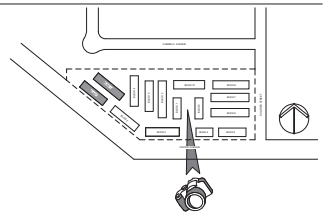
Job #: 17-9201

Sheet #: A-4.22

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1 MAIN ENTRY ACCESS FROM PACIFIC AVENUE



SWENSON ARCHITECTURE

Consultant:

Revisions:

Rev #	Description	Date

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PACIFIC AND LIVERMORE AVENUE TOWNHOMES

2930 PACIFIC AVE. LIVERMORE, CA. 94550

3D VIEW

Date: 7/21/2023

Scale:

Drawn By: DM, BN, EY, & IL

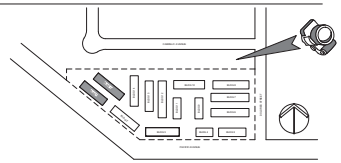
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1 VIEW FROM CABRILLO AVENUE



SWENSON ARCHITECTURE

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PACIFIC AND LIVERMORE AVENUE TOWNHOMES

2930 PACIFIC AVE. LIVERMORE, CA. 94550

3D VIEW

Date: 7/21/2023

Scale:

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Job #: 17-9201

Sheet: A-4.24



ASPHALT SHINGLE





LIGHT FIXTURE





TRUSS IN GABLE



COLUMN - FARMHOUSE



ENTRY DOOR - ALL UNITS



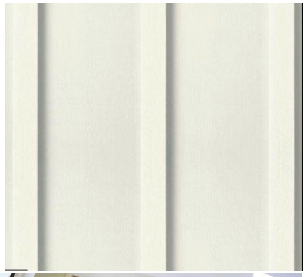
CORBEL



BRACKET



STANDING SEAM OVERHANG





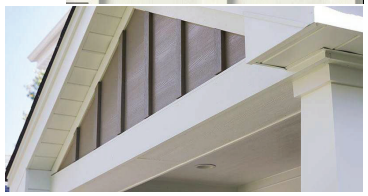
RAILING - WOOD WITH WHITE FINISH



SINGLE HUNG WINDOW



SHIPLAP



BOARD & BATTEN

COLOR PALLET SHERWIN-WILLIAMS EXTERIOR COLOR

EDAMAME

OYSTER BAY

ARGOS

GRIZZLE GRAY

ANTIQUARIAN BROWN

TIN LIZZIE

ROYCROFT COPPER RED

PURE WHITE



GREENWICH

LIMEHOUSE



BRICK - MCNEAR GREENWICH OR LIMEHOUSE

SWENSON ARCHITECTURE

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2	PLANNING RESUBMITTAL #2	01/31/24

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PACIFIC AND LIVERMORE AVENUE TOWNHOMES

2930 PACIFIC AVE. LIVERMORE, CA. 94550

MATERIAL BOARD - RESIDENTIAL FARMHOUSE

Date: 7/21/2023

Scale:

Drawn By: DM, BN, EY, & IL

Job #: 17-9201

Sheet: A-5.02

5/1/2025 1:21:33 PM

SITE



FENCE WITH PRIVACY FLAT TOP





FORM+SURFACES DISPATCH TRASH RECEPTACLES LOCATED AROUND SITE: SIZES: 36 OR 45 GALLON

POOL HOUSE

ASPHALT SHINGLE







COLUMN - CRAFTSMAN





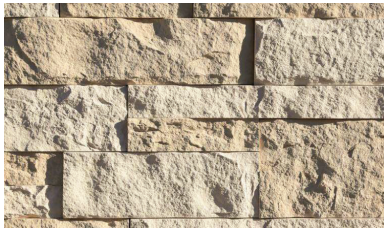
LIGHT FIXTURE



STUCCO FACADE



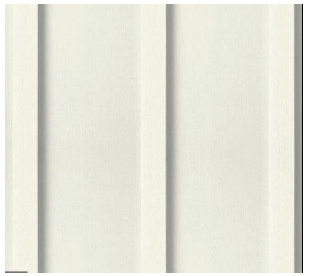
SINGLE HUNG WINDOW



COARSE STONE SEASHELL
EL DORADO STONE



BOARD & BATTEN



SWENSON ARCHITECTURE

Consultant:

Revisions:

Rev #	Description	Date
2	PLANNING RESUBMITTAL #2	01/31/24

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PACIFIC AND LIVERMORE AVENUE TOWNHOMES

2930 PACIFIC AVE. LIVERMORE, CA. 94550

MATERIAL BOARD - SITE ELEMENTS

Date: 7/21/2023

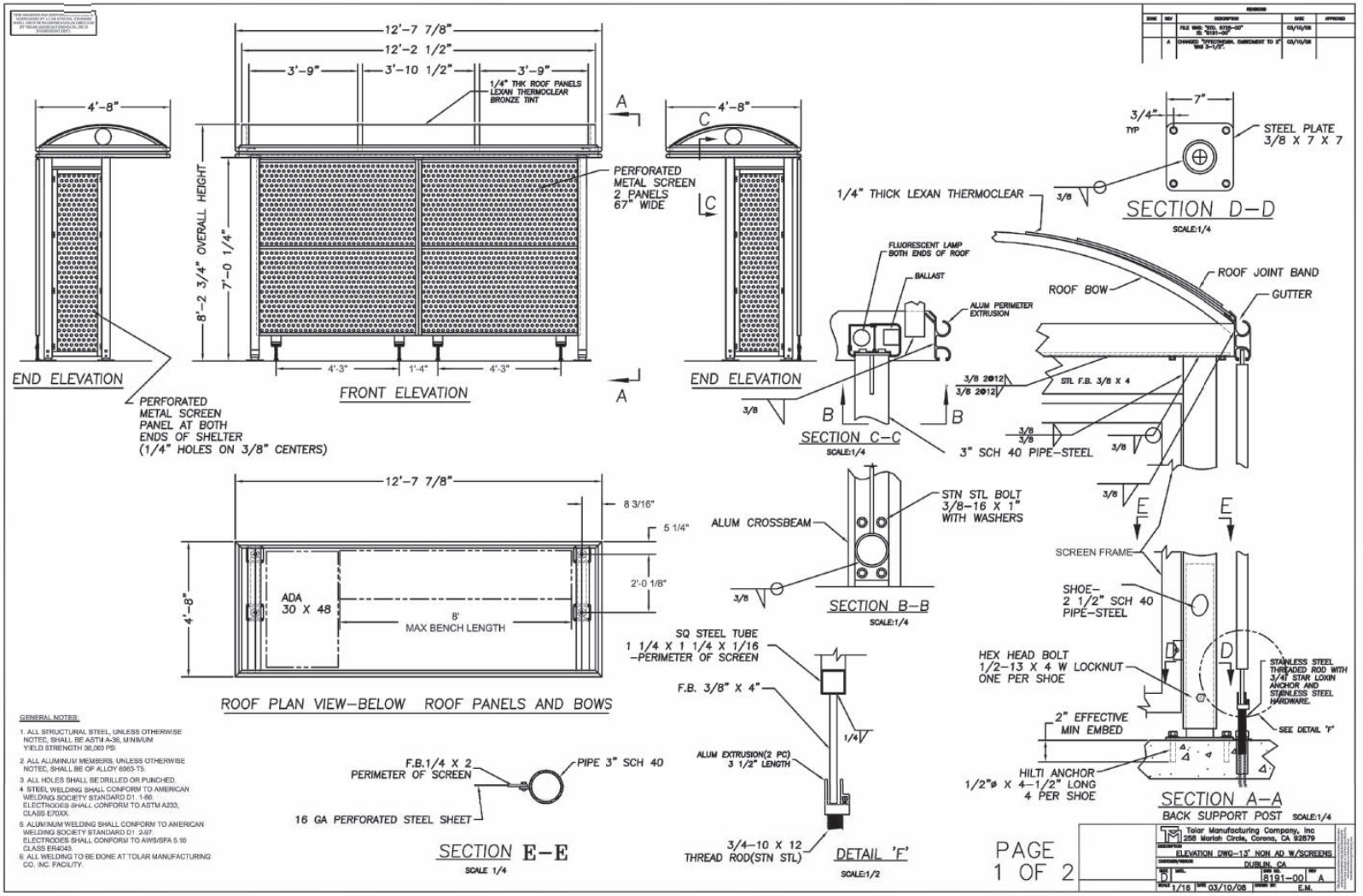
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Job #: 17-9201

Sheet: A-5.03

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ARCHITECTURE

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Revisions:

Rev #	Description	Date
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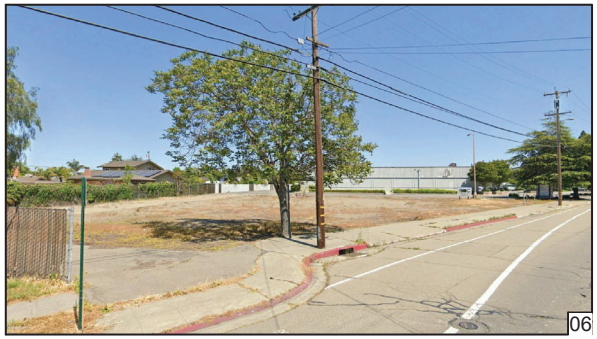
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PACIFIC AND LIVERMORE AVENUE TOWNHOMES
2930 PACIFIC AVE. LIVERMORE, CA. 94550
STANDARD BUS STOP SHELTER

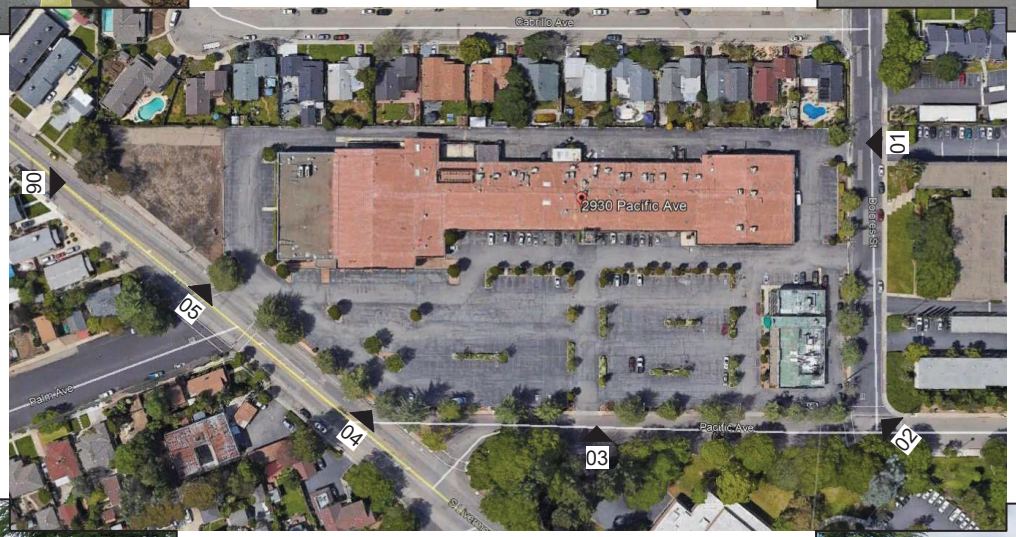
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Drawn / Chkd: DM, BN, EY, & IL
Job #: 17-9201
Sheet: A-5.04

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05


06


01




04


03


02

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PACIFIC AND LIVERMORE AVENUE TOWNHOMES

2930 PACIFIC AVE. LIVERMORE, CA. 94550

SITE PHOTOS

Date: 7/21/2023

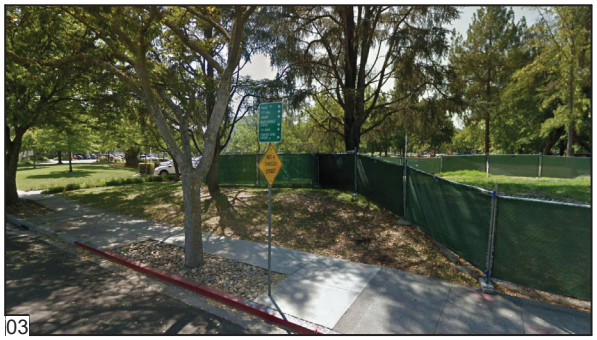
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Job #: 17-9201

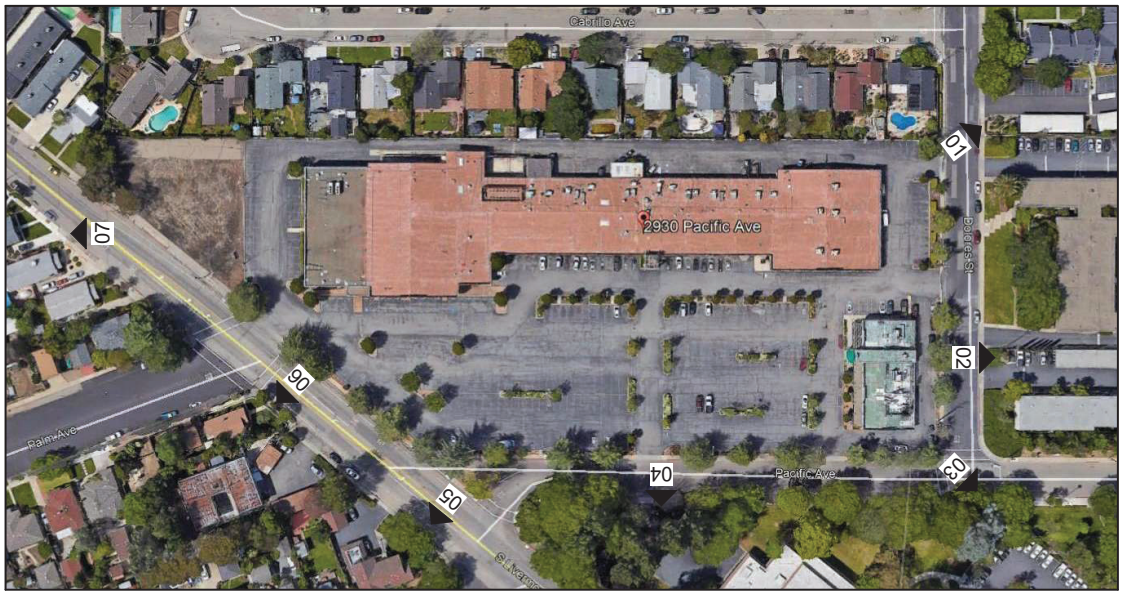
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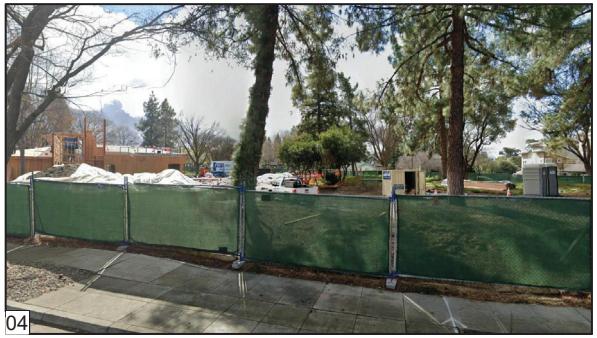
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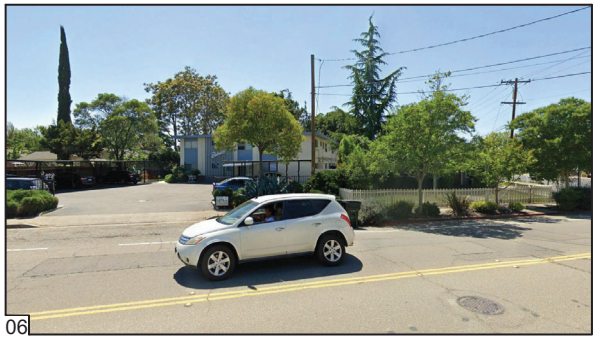

02


01




04


05


06


07

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Rev #	Description	Date

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PACIFIC AND LIVERMORE AVENUE TOWNHOMES

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ADJACENT SITE PHOTOS

Date: 7/21/2023

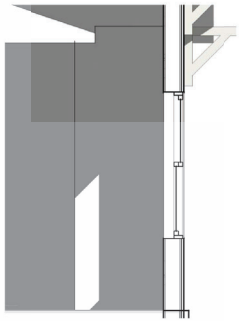
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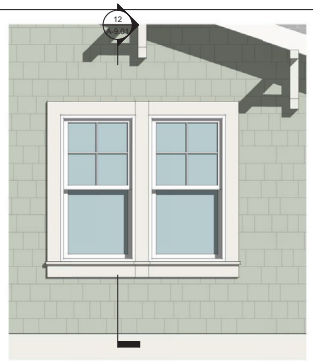
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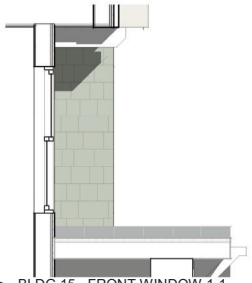
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12 BLDG 15 - FRONT WINDOW 2-2
1/2" = 1'-0"



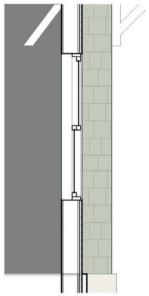
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1/2" = 1'-0"



5 BLDG 15 - FRONT WINDOW 1-1
1/2" = 1'-0"



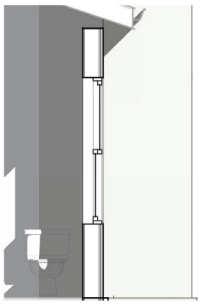
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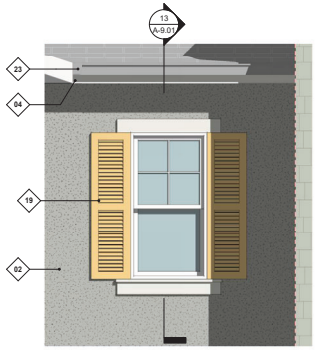
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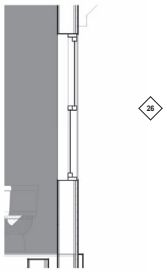
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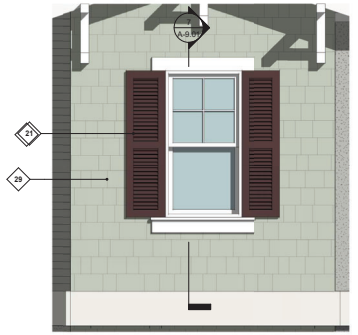
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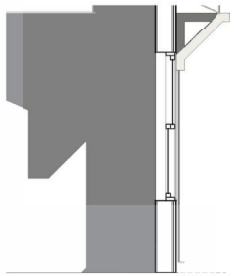
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1/2" = 1'-0"



7 BLDG 15 - FRONT WINDOW 1-3
1/2" = 1'-0"



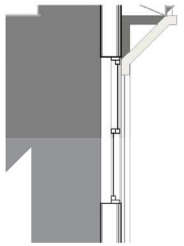
3 BLDG 15 - FRONT WINDOW 1-3
1/2" = 1'-0"



14 BLDG 15 - FRONT WINDOW 3-1
1/2" = 1'-0"



11 BLDG 15 - FRONT WINDOW 3-1
1/2" = 1'-0"



8 BLDG 15 - FRONT WINDOW 2-1
1/2" = 1'-0"



4 BLDG 15 - FRONT WINDOW 2-1
1/2" = 1'-0"

GENERAL NOTES

KEYNOTE

01	STUCCO TEXTURE - 20 / 30 - SHERWIN-WILLIAMS EXTERIOR COLOR TIN LIZZIE SW 9163
02	STUCCO TEXTURE - 20 / 30 - SHERWIN-WILLIAMS EXTERIOR COLOR ARGOS -SW 7065
03	HARDIE OR EQUAL CEMENT SIDING - SHERWIN-WILLIAMS EXTERIOR COLOR GRIZZLE GRAY - SW 7068
04	FASCIA BOARD - SHERWIN-WILLIAMS EXTERIOR COLOR - PURE WHITE - SW 7005
05	ELDORADO STONE FACADE - CUT COARSE STONE - SEASHELL
06	CRAFTSMAN DESIGN STYLE COLUMN - WHITE SMOOTH FINISH AND ELDORADO STONE BASE
07	CRAFTSMAN DESIGN STYLE RAILING - PICKET PANELS
08	GARAGE DOOR - SHERWIN WILLIAMS COLOR - CLASSICAL YELLOW - SW 2865
09	GARAGE DOOR - SHERWIN WILLIAMS COLOR - ROYCROFT COPPER RED -SW 2839
10	CORBEL - WHITE SMOOTH FINISH
11	14" TRIM - WHITE SMOOTH FINISH
12	BOARD AND BATTEN SIDING - SHERWIN-WILLIAMS EXTERIOR COLOR PURE WHITE - SW 7005
13	WALL SCONCE - METALIC BLACK COLOR - MAX. 40W
14	BUILDING NUMBER - METALIC BLACK COLOR
15	ENTRY DOOR WITH TRIM - SHERWIN WILLIAMS COLOR CLASSICAL YELLOW - SW2865
16	ENTRY DOOR WITH TRIM - SHERWIN WILLIAMS COLOR ROYCROFT COPPER RED - SW 2839
17	ENTRY DOOR WITH TRIM - SHERWIN WILLIAMS COLOR CARNELIAN - SW 7580
18	ENTRY DOOR WITH TRIM - SHERWIN WILLIAMS COLOR EDAMAME - SW 7729
19	WINDOW SHUTTER - SHERWIN WILLIAMS COLOR CLASSICAL YELLOW - SW 2865
20	WINDOW SHUTTER - SHERWIN WILLIAMS COLOR ROYCROFT COPPER RED - SW 2839
21	WINDOW SHUTTER - SHERWIN WILLIAMS COLOR CARNELIAN - SW 7580
22	WINDOW SHUTTER - SHERWIN WILLIAMS COLOR EDAMAME - SW 7729
23	GUTTER - METAL BLACK COLOR
24	ASPHALT SHINGLE ROOF - CHARCOAL FINISH
25	KNEE BRACE - WHITE SMOOTH FINISH
26	SINGLE HUNG WINDOW WITH FULL TRADITIONAL TRIM
27	WALL MOUNTED TRELLIS - WHITE COLOR
28	GARAGE DOOR - SHERWIN WILLIAMS COLOR CARNELIAN - SW 2839
29	HARDIE OR EQUAL CEMENT SIDING - SHERWIN-WILLIAMS EXTERIOR COLOR OYSTER BAY - SW 6206
30	HARDIE OR EQUAL CEMENT SIDING - SHERWIN-WILLIAMS EXTERIOR COLOR ARGOS - SW 7065
31	THIN BRICK SIDING LIGHT GRAY OR LIGHTLY TANNED. SEE MCNEAR GREENCWICH OR LIMEHOUSE.
32	WOOD FINISH - SHERWIN-WILLIAMS COLOR ANTIQUARIAN BROWN - SW 0045
33	METAL STANDING SEAM ROOF - GRIZZLE GRAY - SW 7068
34	FARMHOUSE STYLE RAILING - WOOD WITH WHITE PAINT
35	DOWNSPOUT - METAL BLACK COLOR

SWENSON ARCHITECTURE

Consultant:

Revisions:

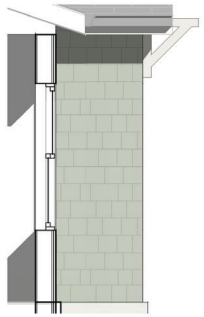
Rev #	Description	Date
1	PLANNING RESUBMITTAL #1	11/22/23

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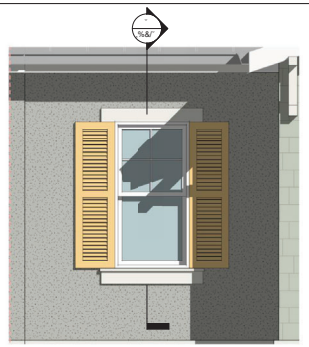
PACIFIC AND LIVERMORE AVENUE TOWNHOMES
2930 PACIFIC AVE. LIVERMORE, CA. 94550
EXTERIOR DETAILS - WINDOW EXHIBIT

Date: 7/21/2023
Scale: 1/2" = 1'-0"
Drawn by: DM, BN, EY, & IL
Job #: 17-9201

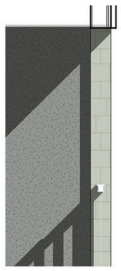
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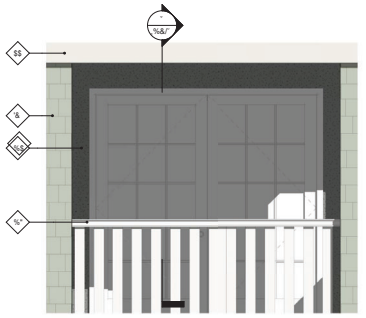
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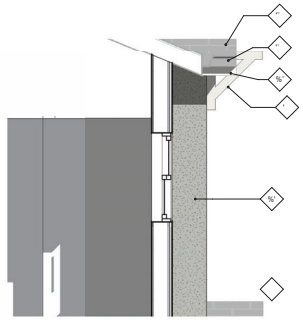
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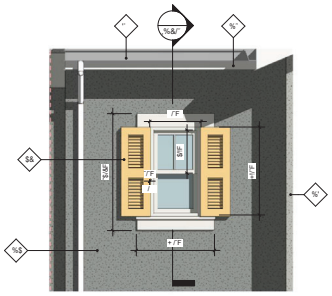
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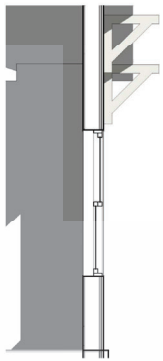
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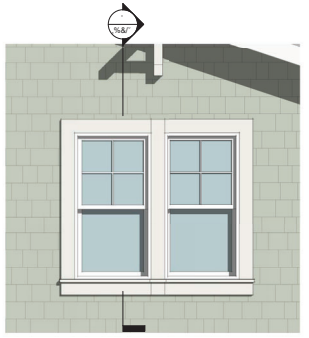
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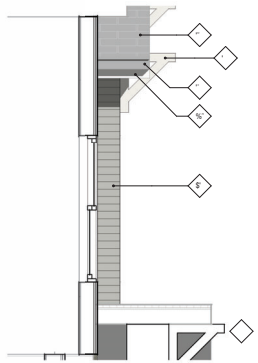
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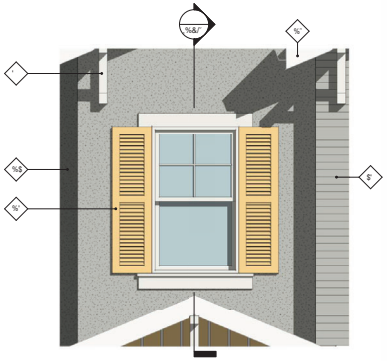
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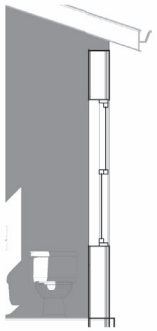
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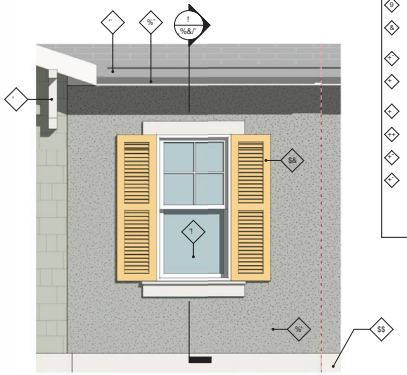
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˜F G H%˜F



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˜F G H%˜F



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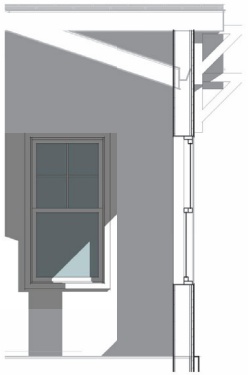
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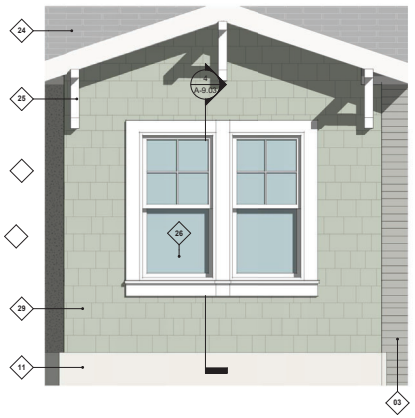
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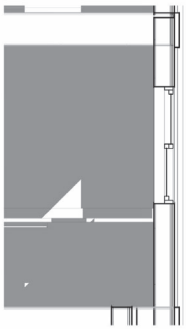
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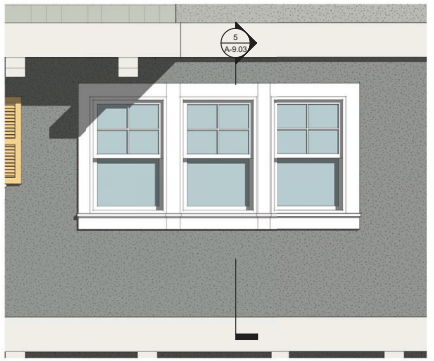
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1/2" = 1'-0"



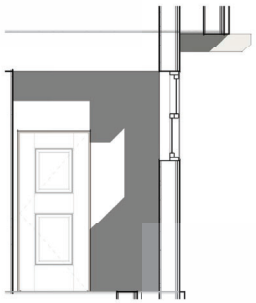
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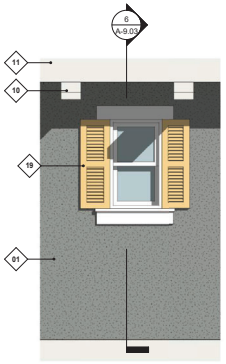
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1/2" = 1'-0"



6 BLDG 15 - REAR WINDOW 2-2
1/2" = 1'-0"



3 BLDG 15 - REAR WINDOW 2-2
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35	DOWNSPOUT - METAL BLACK COLOR

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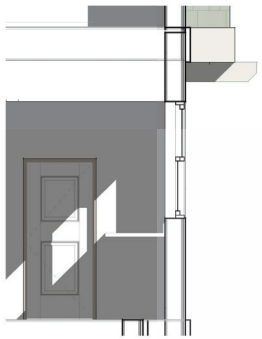
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2930 PACIFIC AVE. LIVERMORE, CA. 94550
EXTERIOR DETAILS - WINDOW EXHIBIT

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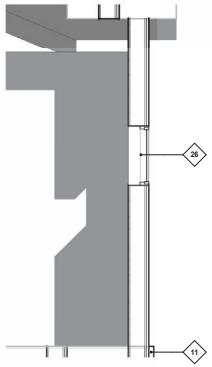
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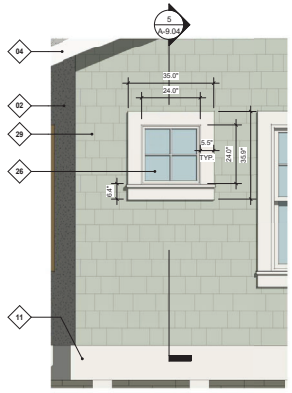
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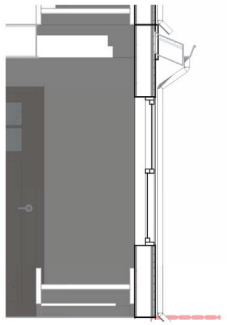
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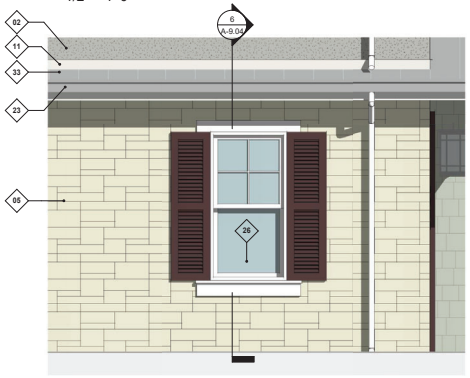
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2 BLDG 15 - REAR WINDOW 4-1
1/2" = 1'-0"



6 BLDG 15 - LEFT WINDOW 1-1
1/2" = 1'-0"



3 BLDG 15 - LEFT WINDOW 1-1
1/2" = 1'-0"

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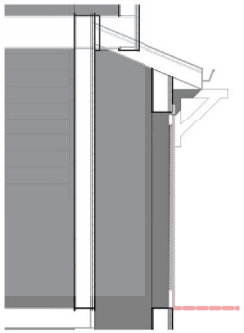
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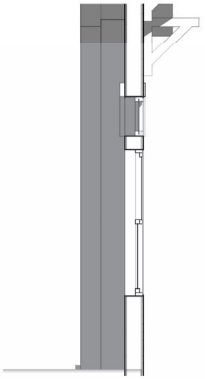
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4 BLDG 15 - LEFT WINDOW 1-2
1/2" = 1'-0"



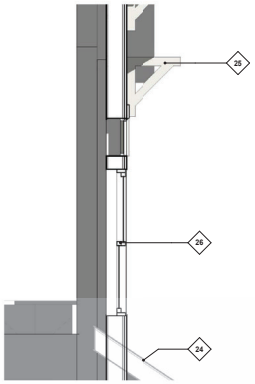
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5 BLDG 15 - LEFT WINDOW 1-3
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Job #: 17-9201

Sheet: A-9.05

HEXAGON TRANSPORTATION CONSULTANTS, INC.

2930 Pacific Avenue

Transportation Analysis

Prepared for:

SWENSON

January 11, 2024

Hexagon Transportation Consultants, Inc.
Hexagon Office: 100 Century Center Court, Suite 501
San Jose, CA 95112
Hexagon Job Number: 23TD01
Phone: 408.971.6100
Client Name: SWENSON

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Executive Summary

This report presents the results of the Transportation Analysis (TA) conducted for the proposed residential development at 2930 Pacific Avenue in Livermore, California. The project site is currently occupied by the Livermore Town Center, a shopping center that is surrounded by South Livermore Avenue on the west, Pacific Street on the south, Dolores Street on the east and existing residential development on the north. As proposed, the project would include demolishing the existing commercial buildings (totaling 66,617 sq. ft) and constructing a residential community with 115 townhouses. The main vehicular access will be provided via a full access unsignalized driveway on Pacific Avenue. Secondary access will be provided on the back side of the project on Dolores Street. The existing shopping center is served by five driveways and the proposed project would reduce the driveways to two main access driveways and three Emergency Vehicle Access (EVA) driveways.

The proposed uses are consistent with the land use designation for the project site parcel in the City of Livermore General Plan and would not require a general plan amendment. The project site is zoned as "Neighborhood Mixed Use (NMU)", which allows both housing and commercial/retail development. Thus, the proposed use is consistent with the general plan land use designation for the project site.

VMT Analysis

The Alameda County Transportation Commission (CTC) has developed maps and tables that display estimates of VMT per Capita and per Employee at the Traffic Analysis Zone (TAZ) level and planning area level in Alameda County. These TAZ estimates come from the Alameda Countywide Travel Demand Model that is consistent with Plan Bay Area 2040.

The Alameda County East Planning Area encompasses the cities of Livermore, Dublin, and Pleasanton. Using the Alameda County VMT Mapping Resources, the VMT per capita for the project TAZ is 24.43, which is less than the threshold of 25.93 VMT per capita for the Alameda County East Planning Area. Therefore, the proposed project would have a less than significant impact on VMT.

Project Trip Generation

Trip generation estimates for the proposed project were based on trip rates published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 11th Edition for "Single-Family Attached Housing" (Land Use 215) located in a general Urban/Suburban area. After applying the existing trip credits based on AM and PM peak hour driveway counts, the net new project trips would be 138 daily trips including 11 net trips during the AM peak hour and 28 fewer trips during the PM peak hour. The existing trip credits reflect more than 60% of the shopping center being vacant. Thus, compared to the

trips that could be generated by the shopping center at full occupancy, the proposed residential development would generate fewer daily, AM and PM peak hour trips.

Intersection Level of Service Analysis

The results of the intersection level of service analysis (see Table ES-1) show that all study intersections would operate at an acceptable level of service D or better with and without the project.

Roadway Segment Level of Service Analysis

The results of the roadway segment level of service analysis (see Table ES-2) show that all study segments would operate at an acceptable level of service A with and without the project.

Intersection Queuing Analysis

Vehicle queuing was evaluated using Synchro software for selected locations where the project would add 10 or more left-turning vehicles. The results of the intersection queuing analysis indicate that the project would not cause or exacerbate queuing deficiencies.

Other Transportation Issues

Generally, the preliminary site plan shows adequate site access, and the proposed project would not have an adverse effect on the existing transit services, pedestrian facilities, or bicycle facilities in the study area. Hexagon provides the following recommendations for the proposed project:

1. In order to provide adequate sight distance for vehicles exiting the project site, Hexagon recommends installing a minimum 25 feet of red curb to the east and west of the driveway on Pacific Avenue and 25 feet of red curb to the north and south of the driveway on Dolores Street based on the stopping sight distance standards in the California Manual on Uniform Traffic Control Devices (CA MUTCD).
2. Hexagon recommends including a turnaround space for residential guests at the end of the parking aisle in the southeast corner of the project site, adjacent to the EVA access on Dolores Street.
3. Prior to final design parking stall dimensions should be reviewed by City staff.

Table ES- 1
Intersection Level of Service Summary

ID	Intersection	Control[1]	Peak Hour	Count Date	Existing Avg. Delay	Existing Avg. Delay[2]	Existing LOS	Background Avg. Delay[2]	Background LOS	Background Plus Project Avg. Delay[2]	Background Plus Project LOS	Background Plus Project Incr. in delay	Cumulative Avg. Delay[2]	Cumulative LOS	Cumulative Plus Project Avg. Delay[2]	Cumulative Plus Project LOS	Cumulative Plus Project Incr. in delay
1	S. Livermore Ave and Fourth St	Signal	AM	01/26/23	24.3	24.3	C	24.9	C	24.9	C	0.0	32.4	C	32.5	C	0.1
			PM	01/26/23	31.5	31.5	C	31.9	C	31.9	C	0.0	42.0	D	42.7	D	0.7
2	S. Livermore Ave and East Ave	Signal	AM	01/26/23	23.9	23.9	C	24.7	C	24.7	C	0.0	36.0	D	36.3	D	0.3
			PM	01/26/23	25.1	25.1	C	26.0	C	26.0	C	0.0	35.6	D	35.6	D	0.0
3	S. Livermore Ave and Palm Ave	TWSC	AM	01/26/23	11.3	11.3	B	11.2	B	10.8	B	-0.4	13.3	B	12.5	B	-0.8
			PM	01/26/23	13.8	13.8	B	14.3	B	13.5	B	-0.8	17.8	C	16.6	C	-1.2
4	S. Livermore Ave and Pacific Ave	OWSC	AM	01/26/23	15.5	15.5	C	16.3	C	16.7	C	0.3	27.8	D	29.6	D	1.8
			PM	01/26/23	14.8	14.8	B	15.4	C	15.8	C	0.4	23.2	D	24.5	D	1.3
5	Dolores St and Pacific Ave	AWSC	AM	01/26/23	8.3	8.3	A	8.4	A	8.5	A	0.1	9.1	A	9.3	A	0.2
			PM	01/26/23	8.4	8.4	A	8.5	A	8.5	A	0.0	9.1	A	9.2	A	0.1
6	Dolores St and East Ave	Signal	AM	05/17/23	21.0	21.0	B	22.6	B	21.3	B	-1.3	25.3	B	24.6	B	-0.7
			PM	05/17/23	13.2	13.2	B	13.7	B	13.6	B	-0.1	19.8	B	19.4	B	-0.4
7	Project Dwy and Pacific Ave	OWSC	AM	01/26/23	#REF!	--	--	--	--	9.5	A	--	--	--	9.9	B	--
			PM	01/26/23	#REF!	--	--	--	--	9.8	A	--	--	--	10.3	B	--
8	Dolores St and Project Dwy	OWSC	AM	01/26/23	#REF!	--	--	--	--	9.3	A	--	--	--	9.7	A	--
			PM	01/26/23	#REF!	--	--	--	--	9.6	A	--	--	--	10.0	B	--

Notes:
1. Control Type Definitions: OWSC = One-Way Stop Control, TWSC = Two-Way Stop Control, AWSC = All-Way Stop Control.
2. Delay/LOS based on HCM 7th methodology. Intersections (1 and 2) that were not supported by HCM 7th methodology, HCM 2000 was used. Intersection level of service for OWSC and TWSC intersections is represented by the delay for the worst approach. Intersection level of service for all other control types is represented by average delay for all movements.

Table ES- 2
Roadway Segment Level of Service Summary

	Existing					Background			Background Plus Project			Cumulative			Cumulative Plus Project		
Roadway Segment	ADT	# of Lanes	Daily Capacity	V/C Ratio	LOS	ADT	V/C Ratio	LOS	ADT	V/C Ratio	LOS	ADT	V/C Ratio	LOS	ADT	V/C Ratio	LOS
Pacific Ave between S. Livermore Ave and Dolores St	3,157	2	10,000	0.3157	A	3,301	0.1651	A	3,381	0.1691	A	4,381	0.21903	A	4,461	0.2230	A
S. Livermore Ave between Palm Ave and 8th St	6,424	2	20,000	0.3212	A	6,717	0.3359	A	6,777	0.3389	A	8,914	0.4457	A	8,974	0.4487	A

1. Introduction

This report presents the results of the Transportation Analysis (TA) conducted for the proposed residential development at 2930 Pacific Avenue in Livermore, California. The project site is currently occupied by the Livermore Town Center, a shopping center that is surrounded by South Livermore Avenue on the west, Pacific Street on the south, Dolores Street on the east and existing residential development on the north. As proposed, the project would include demolishing the existing commercial buildings (totaling 66,617 sq. ft) and constructing a residential community with 115 townhouses. The main vehicular access will be provided via a full access unsignalized driveway on Pacific Avenue. Secondary access will be provided on the back side of the project on Dolores Street. The existing shopping center is served by five driveways and the proposed project would reduce the driveways to two main access driveways and three Emergency Vehicle Access (EVA) driveways (one driveway on Livermore Avenue and two driveways on Dolores Street).

The proposed uses are consistent with the land use designation for the project site parcel in the City of Livermore General Plan and would not require a general plan amendment. The project site is zoned as “Neighborhood Mixed Use (NMU)”, which allows both housing and commercial/retail development. Thus, the proposed use is consistent with the general plan land use designation for the project site.

The project site and the surrounding study area are shown on Figure 1. The proposed site plan is shown on Figure 2.

Scope of Study

The purpose of the transportation analysis is to identify any transportation impacts in accordance with the standards set forth by City of Livermore and Alameda County Transportation Commission (Alameda CTC). Alameda CTC administers the County’s Congestion Management Program (CMP). An Alameda County CMP analysis was not required because the net project trip generation would be fewer than 100 peak hour vehicle trips.

This report includes an evaluation of transportation impacts according to CEQA and a Local Transportation Analysis (LTA) per the City of Livermore Scope of Work for Traffic Impact Analysis requirements dated 02/25/2019.

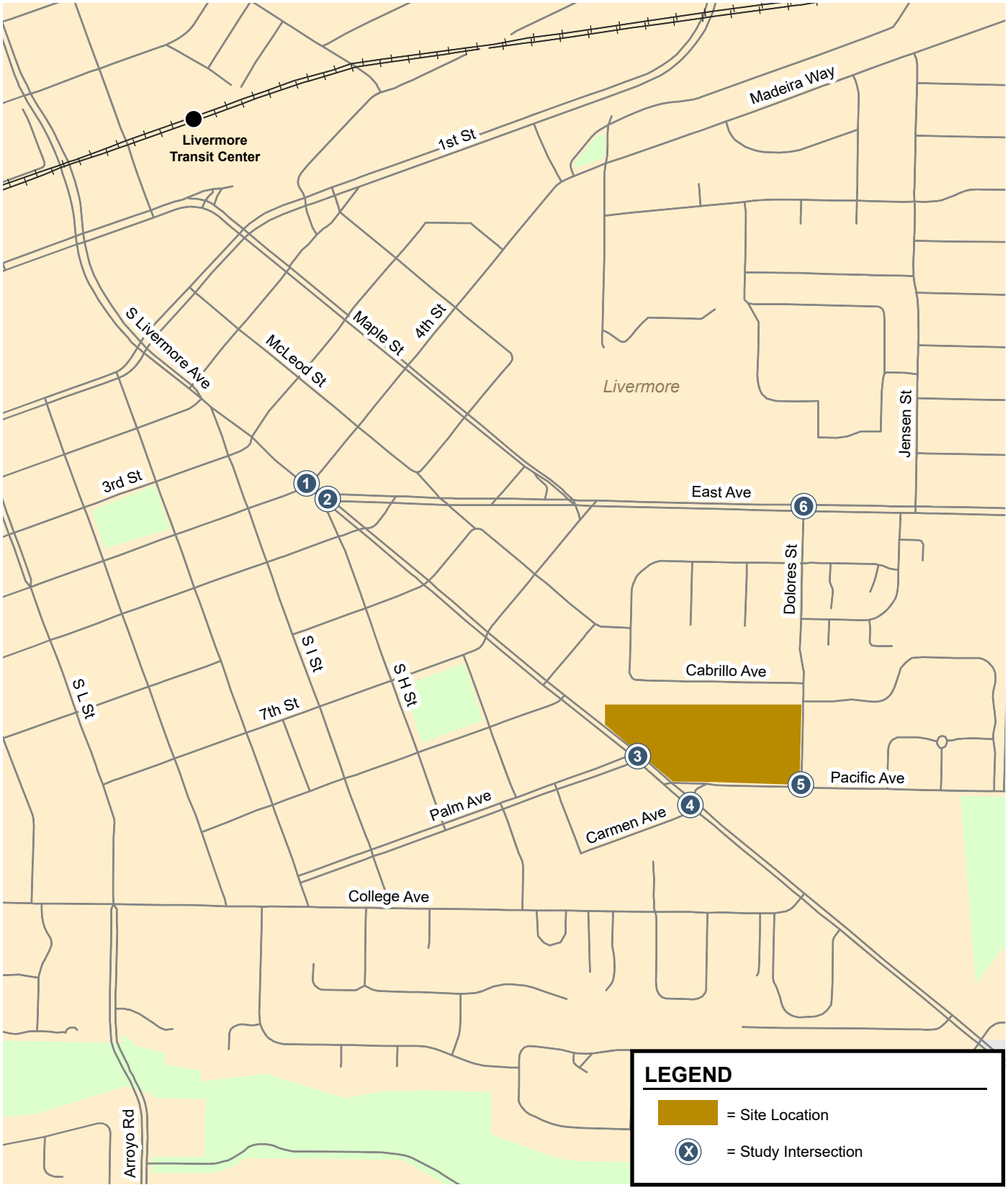


Figure 1
Site Location and Study Intersections

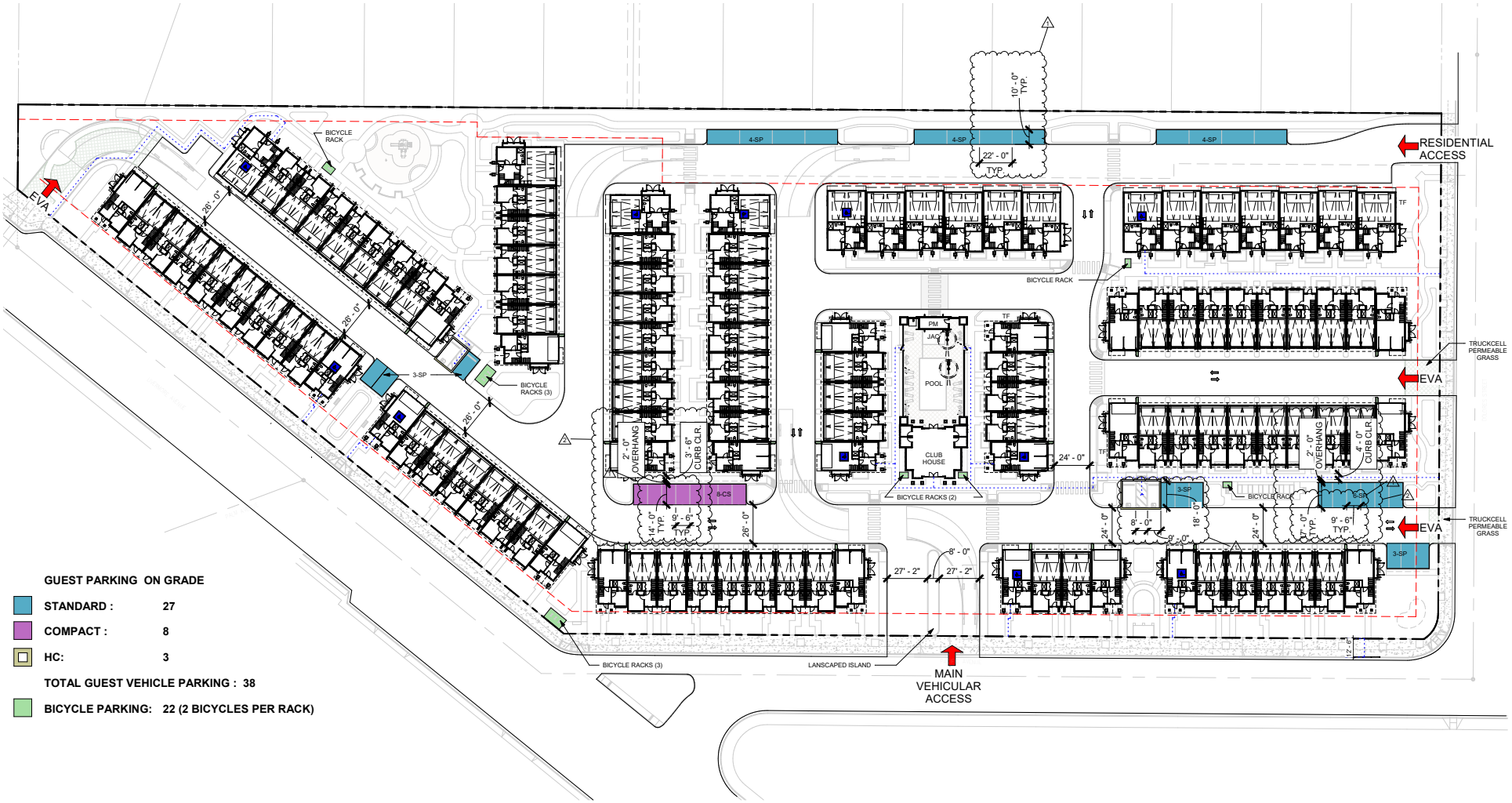


Figure 2
Project Site Plan

CEQA Analysis

Vehicle Miles Traveled Standards and Analysis Methodology

Senate Bill (SB) 743, signed into law in 2013, requires CEQA lead agencies to shift from using traditional Level of Service (LOS) standards and automobile delay to Vehicle Miles Traveled (VMT) in order to determine significant traffic impacts. SB 743 requires lead agencies to implement its guidelines, requiring them to select a VMT methodology, choose significance thresholds, and determine feasible mitigation measures. The goal of SB 743 is to encourage development that reduces VMT. Since the City of Livermore has not yet adopted a policy or established any thresholds based on VMT, the potential impacts of this project were determined based upon the Governor's Office of Planning & Research (OPR)'s recommendations in the December 2018 *Technical Advisory on Evaluation of Transportation Impacts in CEQ*A document.

Local Transportation Analysis

The potential adverse effects of the project were evaluated in accordance with the standards set forth by the City of Livermore. The traffic study includes an analysis of AM and PM peak-hour traffic conditions for six intersections and two roadway segments in the vicinity of the project site. The study also includes an analysis of transit, bicycle, and pedestrian access. The study intersections and roadway segments are identified below.

Study Intersections:

1. S. Livermore Avenue & Fourth Street (signal)
2. S. Livermore Avenue & East Avenue (signal)
3. S. Livermore Avenue & Palm Avenue (unsignalized)
4. S. Livermore Avenue & Pacific Avenue (unsignalized)
5. Dolores Street & Pacific Avenue (unsignalized)
6. East Avenue & Dolores Street (signal)

Roadway Segments:

1. S. Livermore Avenue – between Palm Avenue and Eighth Street
2. Pacific Avenue – between S. Livermore Avenue and Dolores Street

Traffic conditions at the study intersections were analyzed for both the weekday AM and PM peak hours of adjacent street traffic. The AM peak hour is expected to occur between 7:00 AM and 9:00 AM and the PM peak hour is expected to occur between 4:00 PM and 6:00 PM on a regular weekday. These are the peak commute hours during which most traffic congestion occurs on the roadways.

Traffic conditions were evaluated for the following scenarios:

Scenario 1: *Existing Conditions.* Existing conditions were represented by existing peak-hour traffic volumes on the existing roadway network. Existing traffic volumes were obtained from new traffic counts conducted in January 2023.

Scenario 2: *Background Conditions*. Background conditions are defined as conditions just prior to completion of the proposed development. Based on coordination with Livermore City staff, there are no approved projects in the study area. Therefore, annual growth factors based on the Alameda County Travel Demand Model were applied to the existing 2023 volumes for a period of three years to estimate the background traffic volumes.

Scenario 3: *Project Conditions*. Project-generated traffic volumes were added to background traffic volumes to estimate background plus project conditions (also referred to as Project Conditions). Project conditions were evaluated relative to background conditions in order to identify substantial adverse effects from the proposed project.

Scenario 4: *Cumulative Conditions*. Cumulative conditions represent the future conditions (year 2045) with expected growth in the area. Cumulative traffic volumes were estimated by applying a growth factor to existing volumes. The growth factor was estimated based on available year 2040 forecasts from the Alameda County travel demand forecast model. The annual growth factors were applied to the 2023 volumes over a period of 22 years to estimate Year 2045 volumes.

Scenario 5: *Cumulative plus Project Conditions*. Cumulative plus project conditions were estimated by adding to the cumulative traffic volumes the additional traffic estimated to be generated by the proposed project. Cumulative plus project conditions were evaluated relative to cumulative conditions to identify substantial adverse effects from the proposed project.

Methodology

This section presents the methods used to determine the traffic conditions at study intersections for each scenario described above. It includes descriptions of the data requirements, the analysis methodologies, and the applicable level of service standards.

Data Requirements

The data required for the analysis were obtained from new traffic counts, previous traffic studies, the City of Livermore, and field observations. The following data were collected from these sources:

- Existing traffic volumes
- Existing lane configurations
- Signal timing and phasing
- Previous traffic studies, and
- Year 2040 traffic volumes from the Alameda County travel demand forecast model

Level of Service Standards and Analysis Methodologies

Traffic conditions at the study intersections were evaluated using level of service (LOS). *Level of Service* is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays. The various analysis methods are described below.

City of Livermore Intersections

The City of Livermore evaluates level of service at signalized intersections based on the Highway Capacity Manual (HCM) level of service methodology using Synchro software. The HCM method evaluates signalized intersection operations based on average control delay time for all vehicles at the intersection.

This study uses the HCM 7th Edition for signalized and unsignalized intersections utilizing Synchro software to determine intersection level of service. The two signalized intersections on S. Livermore Avenue were observed to operate with one controller and thus were analyzed as clustered intersections

in Synchro. Since the HCM 7th edition does not support the analysis of clustered intersections, the HCM 2000 methodology was used.

The HCM method evaluates intersection operations on the basis of average control delay time for all vehicles at the intersection. This average delay can then be correlated to a level of service. Table 1 presents the level of service definitions for signalized intersections. The level of service definitions for unsignalized intersections are presented in Table 2. Note that for unsignalized intersections under two-way or side-street stop control, the level of service is reported for the worst approach.

City of Livermore Roadway Segments

Roadway segment levels of service were calculated by comparing the daily roadway volumes to the LOS thresholds used for other projects in Livermore and other communities within Alameda County, as shown in Table 3. For major streets a per-lane capacity of 800 vehicles per hour and 10,000 vehicles per day and for local streets, 400 vehicles per hour and 5,000 vehicles per day was used. The City of Livermore does not have a level of service policy for daily roadway segment operations.

Table 1
Signalized Intersection Level of Service Definitions Based on Control Delay

Level of Service	Description	Average Control Delay Per Vehicle (sec.)
A	Signal progression is extremely favorable. Most vehicles arrive during the green phase and do not stop at all. Short cycle lengths may also contribute to the very low vehicle delay.	10.0 or less
B	Operations characterized by good signal progression and/or short cycle lengths. More vehicles stop than with LOS A, causing higher levels of average vehicle delay.	10.1 to 20.0
C	Higher delays may result from fair signal progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, though some vehicles may still pass through the intersection without stopping.	20.1 to 35.0
D	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable signal progression, long cycle lengths, or high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	This is considered to be the limit of acceptable delay. These high delay values generally indicate poor signal progression, long cycle lengths, and high volume-to-capacity (V/C) ratios. Individual cycle failures occur frequently.	55.1 to 80.0
F	This level of delay is considered unacceptable by most drivers. This condition often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection. Poor progression and long cycle lengths may also be major contributing causes of such delay levels.	greater than 80.0

Source: Transportation Research Board, *Highway Capacity Manual 6th Edition* (Washington, D.C., 2016), p.16-19.

Table 2
Unsignalized Intersection Level of Service Definitions Based on Delay

Level of Service	Description	Average Delay Per Vehicle (Sec.)
A	Little or no traffic delay	10.0 or less
B	Short traffic delays	10.1 to 15.0
C	Average traffic delays	15.1 to 25.0
D	Long traffic delays	25.1 to 35.0
E	Very long traffic delays	35.1 to 50.0
F	Extreme traffic delays	greater than 50.0

Source: Transportation Research Board, *Highway Capacity Manual 6th Edition* (Washington D.C., 2016).

Table 3
Roadway Segment LOS Thresholds

LOS	Density
A	<0.6
B	0.61 to 0.70
C	0.71 to 0.80
D	0.81 to 0.90
E	0.91 to 1.00
F	>1.00

Source: Lassen Road Residential Project TIA by Fehr & Peers, 2018

Substantial Adverse Effect Criteria

The criteria used to establish what constitutes an adverse effect by the project is discussed below. Adverse effects on intersections are based on the level of service standards of the jurisdiction in which the intersection is located. For this analysis, criteria for adverse effects on signalized and unsignalized intersections are based on the City of Livermore level of service standards as described below. As the City of Livermore does not have a level of service policy for daily roadway segment operations, the adverse effect of the project on roadway segments are based on the criteria used in other transportation analysis studies in Livermore.

Signalized Intersections

The project may cause an adverse effect if one of the two following criteria are met:

- The addition of project traffic to an intersection, results in the degradation of intersection operations from acceptable operations (Mid-level LOS D or better) to unacceptable operations (Greater than Mid-level LOS D; LOS E or F).

- At an intersection projected to operate at unacceptable LOS prior to the addition of project traffic, the addition of project traffic increases the average control delay by five (5) seconds or more.

Unsignalized Intersections

The project may cause an adverse effect if one of the two following criteria are met:

- The addition of project traffic to an intersection, results in the degradation of intersection operations from acceptable operations (Mid-level LOS D or better) to unacceptable operations (Greater than Mid-level LOS D; LOS E or F).
- The Peak Hour Signal Warrant (Warrant 3) is met.

Roadway Segment

The project may cause an adverse effect if one of the two following criteria are met:

- The addition of project traffic to a roadway segment results in the degradation of the segment from acceptable operations (Mid-level LOS D or better) to unacceptable operations (Greater than Mid-level LOS D; LOS E or F).
- On a roadway segment that is projected to operate at unacceptable LOS prior to the addition of project traffic, the addition of project traffic to a roadway segment results in the exacerbation of unacceptable operations by increasing the average daily volume by more than 5 percent.

Report Organization

The remainder of this report is divided into four chapters. Chapter 2 presents the CEQA impact analysis. Chapter 3 presents the local transportation analysis including the description of the existing roadway network, transit service, bicycle and pedestrian facilities as well as traffic conditions in the study area under existing, background, background plus project, cumulative, cumulative plus project, and recommended improvements. Chapter 4 provides an evaluation of other transportation-related issues, such as site access, on-site circulation, parking, potential project adverse effects on bicycle, pedestrian, and transit facilities, roadway segment analysis, and an evaluation of vehicle queuing.

2. Vehicle Miles Traveled

Vehicle Miles Traveled (VMT)

Senate Bill (SB) 743 changed the way transportation impacts are identified under CEQA from vehicle level of service (LOS) to daily vehicle miles traveled (VMT). Since the City of Livermore has not yet adopted a policy or established any thresholds based on VMT, the potential impacts of this project were determined based upon the Governor's Office of Planning & Research (OPR)'s recommendations.

Residential VMT

The Alameda County Transportation Commission (CTC) has developed maps and tables that display estimates of VMT per Capita and per Employee at the Traffic Analysis Zone (TAZ) level and planning area level in Alameda County. These TAZ estimates come from the Alameda Countywide Travel Demand Model that is consistent with Plan Bay Area 2040. For the proposed residential use, the VMT per capita for the TAZ in which the project site is located is compared to the following threshold:

- 15 percent below the Alameda County East Planning Area Year 2020 average of 30.5 VMT per capita, which calculates to a VMT per capita of 25.9.

The Alameda County East Planning Area encompasses the cities of Livermore, Dublin, and Pleasanton. Using the Alameda County VMT Mapping Resources, the VMT per capita for the project TAZ is 24.43, which is less than the threshold of 25.93 VMT per capita. Therefore, the proposed project would have a less than significant impact on VMT.

3. Local Transportation Analysis

This chapter describes the local transportation analysis including existing transportation facilities near the project site and the intersection operations under existing conditions. The chapter also describes the intersection operations analysis under background conditions and cumulative conditions with and without the project. Improvements are recommended for any adverse intersection traffic effects caused by the project.

Existing Conditions

This section describes the existing conditions for all of the major transportation facilities near the site, including the roadway network, transit service, and bicycle and pedestrian facilities.

Roadway Network

Regional access to the project site is provided via I-580.

I-580 is an east-west freeway with four mixed-flow lanes and two express lanes in the eastbound direction, and four mixed-flow lanes and one express lane in the westbound direction within the project vicinity. I-580 provides regional access from Marin County and the east bay cities in Alameda County to San Joaquin County, where it merges with Interstate 5 (I-5). Access to the project study area is provided via its interchange with North Livermore Avenue.

Local access to the site is provided on South Livermore Avenue and Pacific Avenue. Other roadways in the study area include East Avenue, Fourth Street and Dolores Street. These roadways are described below.

South Livermore Avenue is primarily a two-lane, north-south arterial roadway that begins at Railroad Avenue and continues south past Concannon Boulevard, where it becomes Tesla Road. North of Railroad Avenue, it continues as North Livermore Avenue with four lanes and has a full interchange with I-580. North of I-580, it continues as a two-lane roadway up to Manning Road. South Livermore Avenue is located adjacent to the project site and provides direct access to the project site via an existing driveway that is located directly opposite Palm Avenue. The existing driveway on South Livermore Avenue would be converted to an EVA driveway with the redevelopment of the proposed project. Livermore Avenue south of I-580 has been designated as a major street and north of I-580 has been designated as an intercounty route per the City of Livermore General Plan. The speed limit on South Livermore Avenue, near the project site is 30 mph. On Street parking is generally permitted on both sides of the street along South Livermore Avenue except on the east side between Pacific Avenue and Palm Avenue.

Pacific Avenue is primarily a two-lane, east-west roadway that begins at South Livermore Avenue and continues east and ends in a cul-de-sac to the east of Fire Lane. Pacific Avenue is located adjacent to

the project site and would provide primary access to the proposed townhomes via a new driveway. There are no speed limit signs on Pacific Avenue. On-Street parking is generally permitted on both sides of the street except along the frontage of the project site.

East Avenue is primarily a four-lane, east-west arterial roadway that begins at South Livermore Avenue and continues east past Vasco Road to Greenville Road. East Avenue is designated as a major street between South Livermore Avenue and Vasco Road in the City of Livermore General Plan. The posted speed limit on East Avenue is 30 mph. Parking is generally permitted on both sides of East Avenue in the vicinity of the project.

Fourth Street is primarily a four-lane, east-west arterial roadway that begins at Holmes Street and continues east to Inman Road. Fourth Street is designated as a major street in the City of Livermore General Plan. The posted speed limit on Fourth Street is 30 mph. Parking is generally permitted on both sides of the street.

Dolores Street is primarily a two-lane, north-south roadway that begins at Pacific Avenue and extends north to East Avenue. A secondary access for the proposed project's residential townhouse neighborhood will be provided on Dolores Street. There are no speed limit signs on Dolores Street. On-Street parking is generally permitted on both sides of the street.

Existing Pedestrian and Bicycle Facilities

Pedestrian facilities consist of sidewalks, crosswalks, and pedestrian signals at signalized intersections. In the project vicinity, sidewalks are provided on both sides of South Livermore Avenue, Pacific Avenue, Dolores Street, and East Avenue. Crosswalks with pedestrian signal heads and push buttons are provided at the signalized intersections of South Livermore Avenue/Fourth Street and South Livermore Avenue/East Avenue. In the immediate vicinity of the project, crosswalks are provided on all approaches at the unsignalized intersection of South Livermore Avenue & Palm Avenue.

According to the Alameda CTC Bicycle Plan and the City of Livermore Active Transportation Plan, there are several designated bikeways within the vicinity of the project site. Bicycle facilities in the City of Livermore can be categorized into different classifications: Class I multi-use trail, Class II bike lane, Class III bike route and Class IV separated bikeway. Class I multi-use trails have a separate right of way exclusive for bicycles and pedestrians. Class II bike lanes are dedicated pavement within a roadway with striping and signage separating bicyclists from motorists. Class III bike routes are signed roadways where the travel lane is wide enough for both bicycles and vehicles and have low traffic volume. Class IV separated bikeways are on-street bicycle lanes that are physically separated from motor vehicle traffic by a vertical element or barrier. Designated bicycle facilities are provided along segments of the following roadways in the study area:

- The existing Class I Arroyo Mocho Trail is a part of a network of multi-use trails in Livermore and links with the city of Pleasanton. The trail provides access to neighborhoods, schools, parks, the business district and municipal facilities. Some sections are immediately adjacent to high-traffic streets, while other segments follow a paved route along the arroyo, removed from traffic. In the vicinity of the project, the Arroyo Trail can be accessed from the east end of Pacific Avenue, approximately 1,800 feet from the project site.
- South Livermore Avenue has Class II bicycle lanes in both directions south of Fifth Street.
- East Avenue is designated as a Class III bike route between South Livermore Avenue and the Livermore Community Center and has Class II bicycle lanes in both directions between the Livermore Community Center and Greenville Road.

The existing bicycle facilities within the study area are shown on Figure 3.

Existing Transit Service

Existing transit service to the study area is provided by the Livermore-Amador Valley Transit Authority (LAVTA). Bus stops within the vicinity of the project site are located along Pacific Avenue, Dolores Street, and East Avenue. LAVTA bus lines with stops within the study area include Route 14 (Local) and Route 30R (Rapid).

Local Route 14 provides service between E. Dublin/Pleasanton BART Station and Livermore Transit Center with 30- to 45-minute headways during peak hours. The bus stops closest to the project site are located along the project frontage on Pacific Avenue and Dolores Street.

The Rapid Route 30R provides service between West Dublin/Pleasanton BART and Sandia Laboratory between 5:07 AM and 10:51 PM with headways of 15-minutes during the peak hours. The bus stops closest to the project site are located on East Avenue near Dolores Street.

The LAVTA bus services and the closest bus stops in the vicinity of the project site are shown on Figure 4.

Existing Intersection Lane Configurations and Traffic Volumes

The existing lane configurations at the study intersections were obtained from previous studies and satellite imagery and are shown on Figure 5.

Existing weekday AM (7:00 AM – 9:00 AM) and PM (4:00 PM – 6:00 PM) peak hour traffic volumes were obtained from new intersection turning movement counts in January and May 2023 (see Figure 6). Traffic count data for intersections are included in Appendix A.

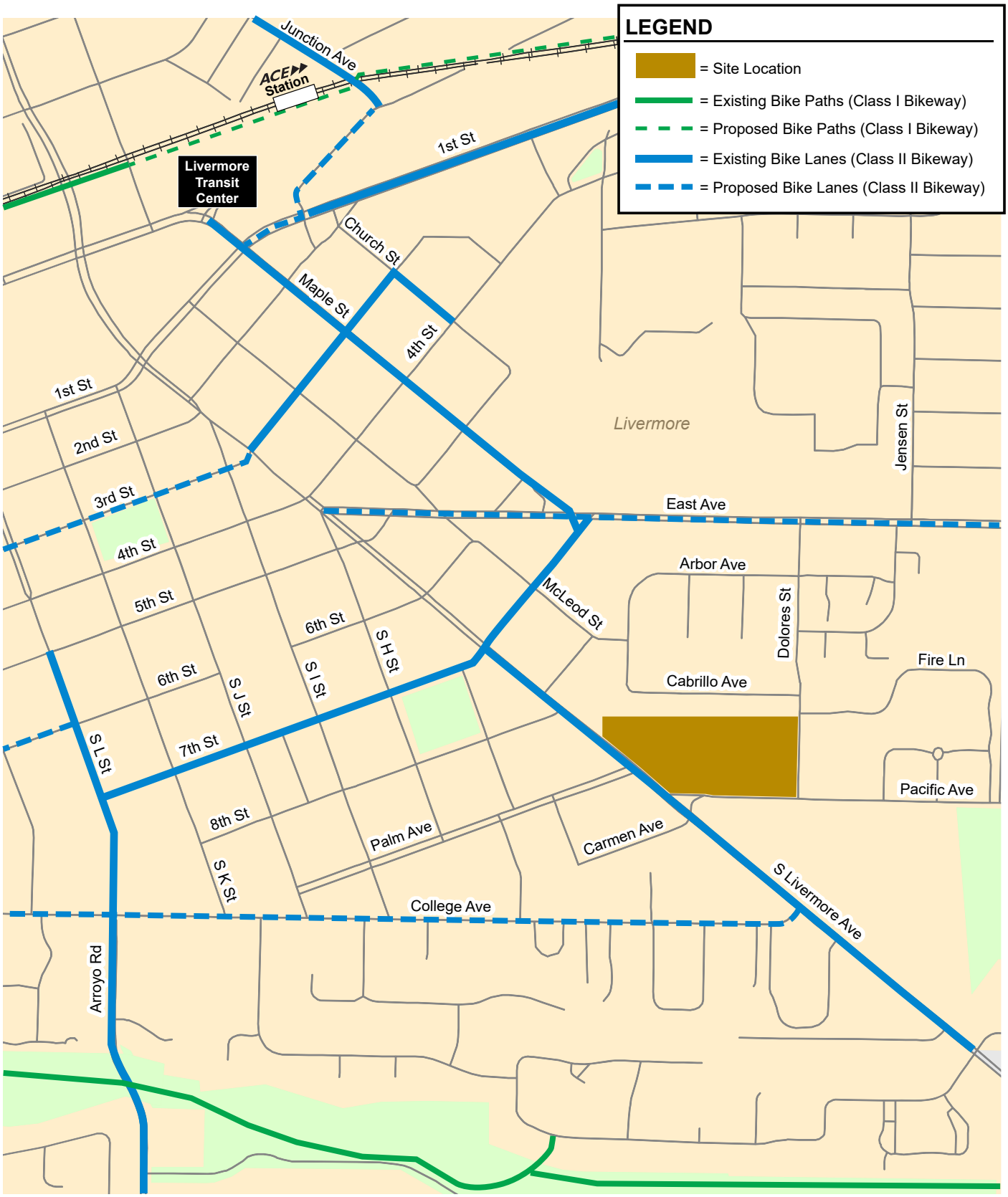


Figure 3
Existing Bicycle Facilities

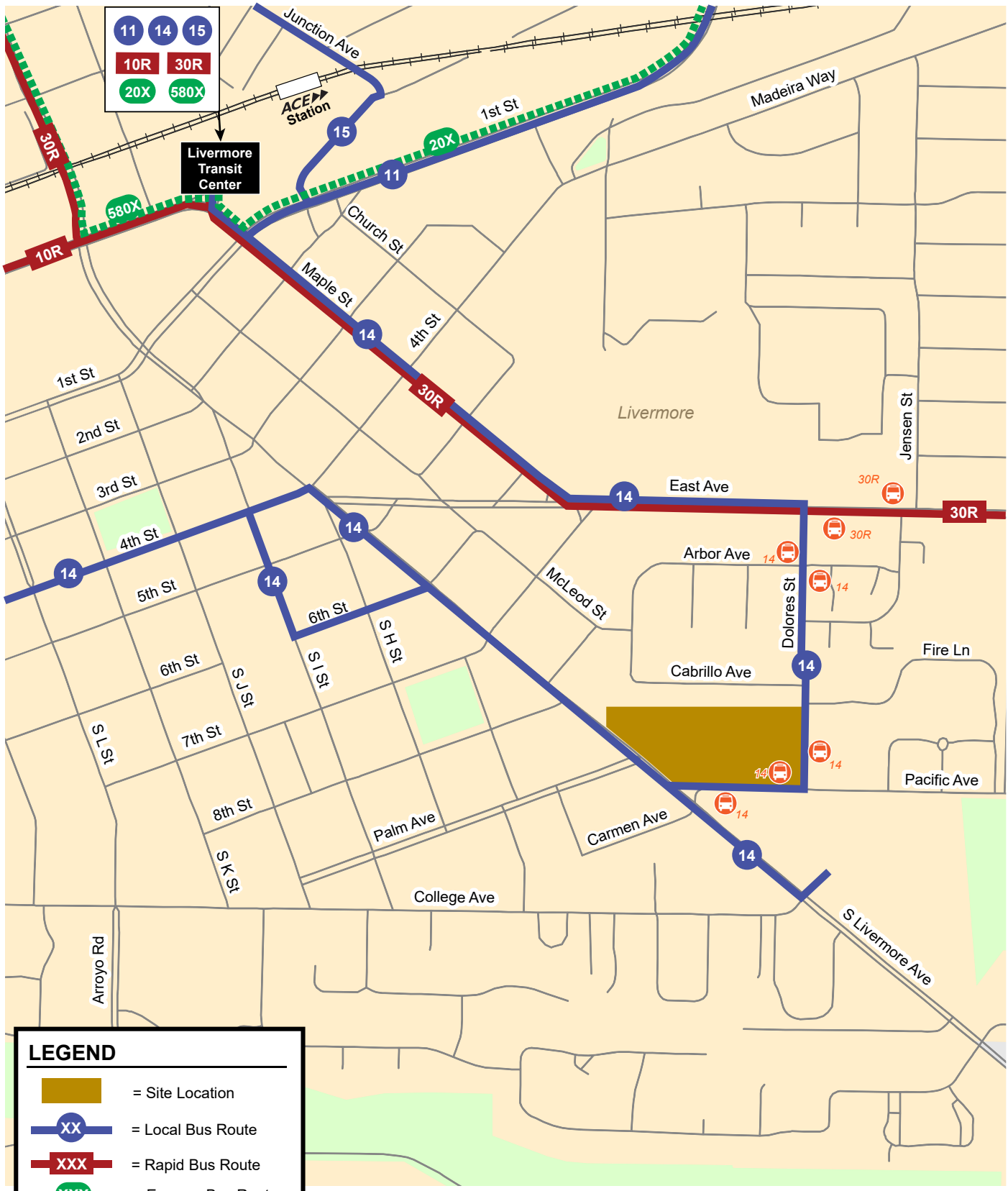


Figure 4
Existing Transit Services

2930 Pacific Avenue

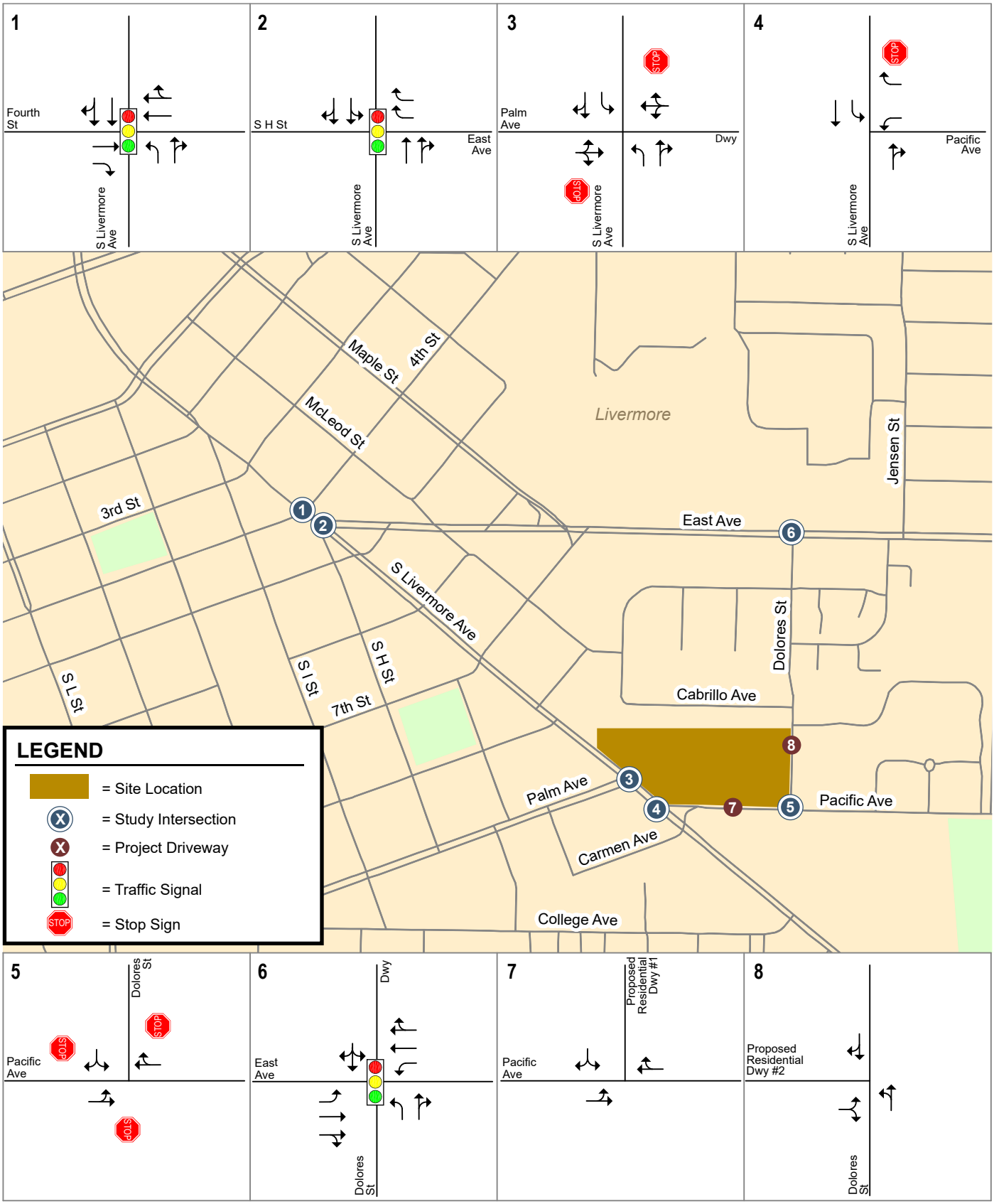


Figure 5
Existing Lane Configurations

2930 Pacific Avenue

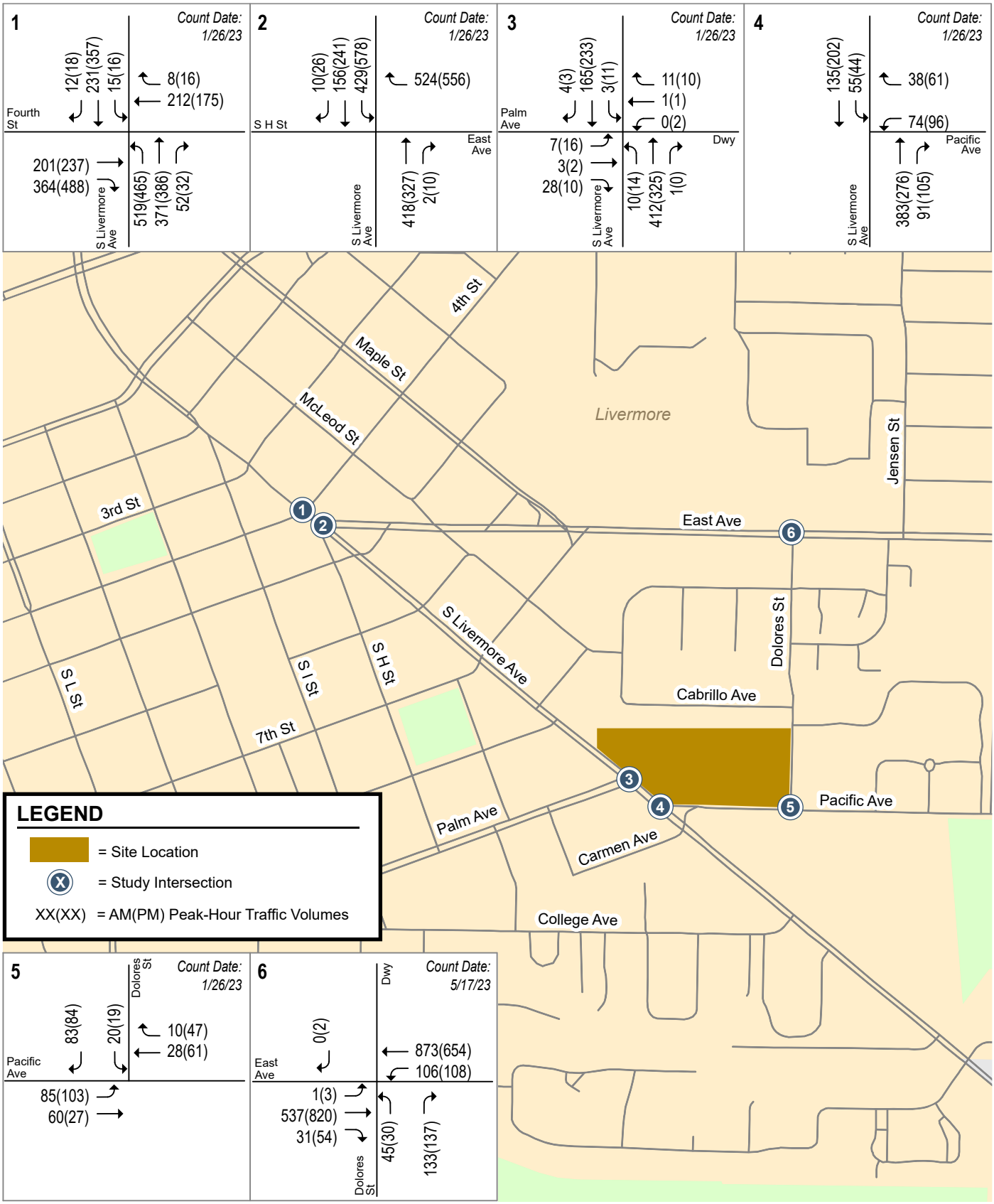


Figure 6
Existing Traffic Volumes

Existing Conditions Intersection Levels of Service

The results of the level of service analysis under existing conditions are summarized in Table 4. The results show that all six study intersections currently operate at an acceptable level of service during the AM and PM peak hours. The level of service calculation sheets are included in Appendix B.

Table 4
Existing Intersection Levels of Service

					Existing	
ID	Intersection	Control [1]	Peak Hour	Count Date	Avg. Delay[2]	LOS
1	S. Livermore Ave and Fourth St	Signal	AM	01/26/23	24.3	C
			PM	01/26/23	31.5	C
2	S. Livermore Ave and East Ave	Signal	AM	01/26/23	23.9	C
			PM	01/26/23	25.1	C
3	S. Livermore Ave and Palm Ave	TWSC	AM	01/26/23	11.3	B
			PM	01/26/23	13.8	B
4	S. Livermore Ave and Pacific Ave	OWSC	AM	01/26/23	15.5	C
			PM	01/26/23	14.8	B
5	Dolores St and Pacific Ave	AWSC	AM	01/26/23	8.3	A
			PM	01/26/23	8.4	A
6	Dolores St and East Ave	Signal	AM	05/17/23	21.0	B
			PM	05/17/23	13.2	B

Notes:
1. Control Type Definitions: OWSC = One-Way Stop Control, TWSC = Two-Way Stop Control, AWSC = All-Way Stop Control.
2. Delay/LOS based on HCM 7th methodology. Intersections (1 and 2) that were not supported by HCM 7th methodology, HCM 2000 was used. Intersection level of service for OWSC and TWSC intersections is represented by the delay for the worst approach. Intersection level of service for all other control types is represented by average delay for all movements.

Project Trip Estimates

The magnitude of traffic produced by a new development and the locations where that traffic would appear are estimated using a three-step process: 1) trip generation, 2) trip distribution, and 3) trip assignment. In determining project trip generation, the magnitude of traffic entering and exiting the project site is estimated for the AM and PM peak hours. As part of the project trip distribution, an estimate is made of the directions to and from which the project trips would travel. In the project trip assignment, the project trips are assigned to specific streets and intersections. These procedures are described below.

Trip Generation

Daily and peak hour trip generation estimates for the proposed project were based on trip rates published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition* (2021) for "Single-Family Attached Housing" (Land Use 215) located in a general Urban/Suburban area. Based on the ITE rates, the proposed project would generate 828 gross daily trips including 55 gross AM peak-hour trips and 66 gross PM peak-hour trips (see Table 5).

The project is eligible to receive credit for trips generated by the existing buildings on the site. The traffic generated by the existing shopping center was estimated based on AM and PM peak hour driveway counts conducted on Thursday, January 26, 2023. Based on the October 2022 rent roll provided by the applicant, the existing shopping plaza was more than 60% vacant. The daily trips for the shopping center were estimated by assuming five times the sum of AM and PM peak hour trips.

The number of trips generated by the existing shopping center was deducted from the number of trips that would be generated by the proposed project, which results in a net increase of 138 daily trips including 11 net trips during the AM peak hour and 28 fewer trips during the PM peak hour. The existing trip credits reflect more than 60% of the shopping center being vacant. Thus, compared to the trips that could be generated by the shopping center at full occupancy, the proposed residential development would generate fewer daily, AM and PM peak hour trips.

Table 5
Project Trip Generation Estimates

		Daily		AM Peak Hour				PM Peak Hour			
Land Use	**Size**	**Rate**	**Trips**	**Rate**	**In**	**Out**	**Total**	**Rate**	**In**	**Out**	**Total**
Proposed Uses											
Residential[1]	115 du	7.20	828	0.48	17	38	55	0.57	38	28	66
Gross Project Trips			**828**		**17**	**38**	**55**		**38**	**28**	**66**
Existing Uses											
Shopping Center[2]	66.6 ksf		*-690*		*-25*	*-19*	*-44*		*-51*	*-43*	*-94*
Total Net New Trips			**138**		**(8)**	**19**	**11**		**(13)**	**(15)**	**(28)**

Notes:

Trip rates are from the ITE Trip Generation Manual, 11th Edition, 2021.

[1] Single-Family Attached Housing (Land Use 215) average rates in a general urban/suburban setting expressed in trips per dwelling unit (du) are used.

[2] Based on AM and PM peak hour driveway counts conducted on Thursday, January 26, 2023. Daily volume is calculated assuming 5 x (AM peak hour plus PM peak hour volumes).

Trip Distribution and Assignment

The trip distribution patterns were estimated in discussion with City staff based on existing travel patterns on the surrounding roadway system and locations of complimentary land uses. The project trip distribution patterns are shown on Figure 7.

The estimated project generated traffic was added to the surrounding road network based on the distribution percentages shown on Figure 7. The project trip assignment is shown on Figure 8. The existing trip credit is shown on Figure 9.

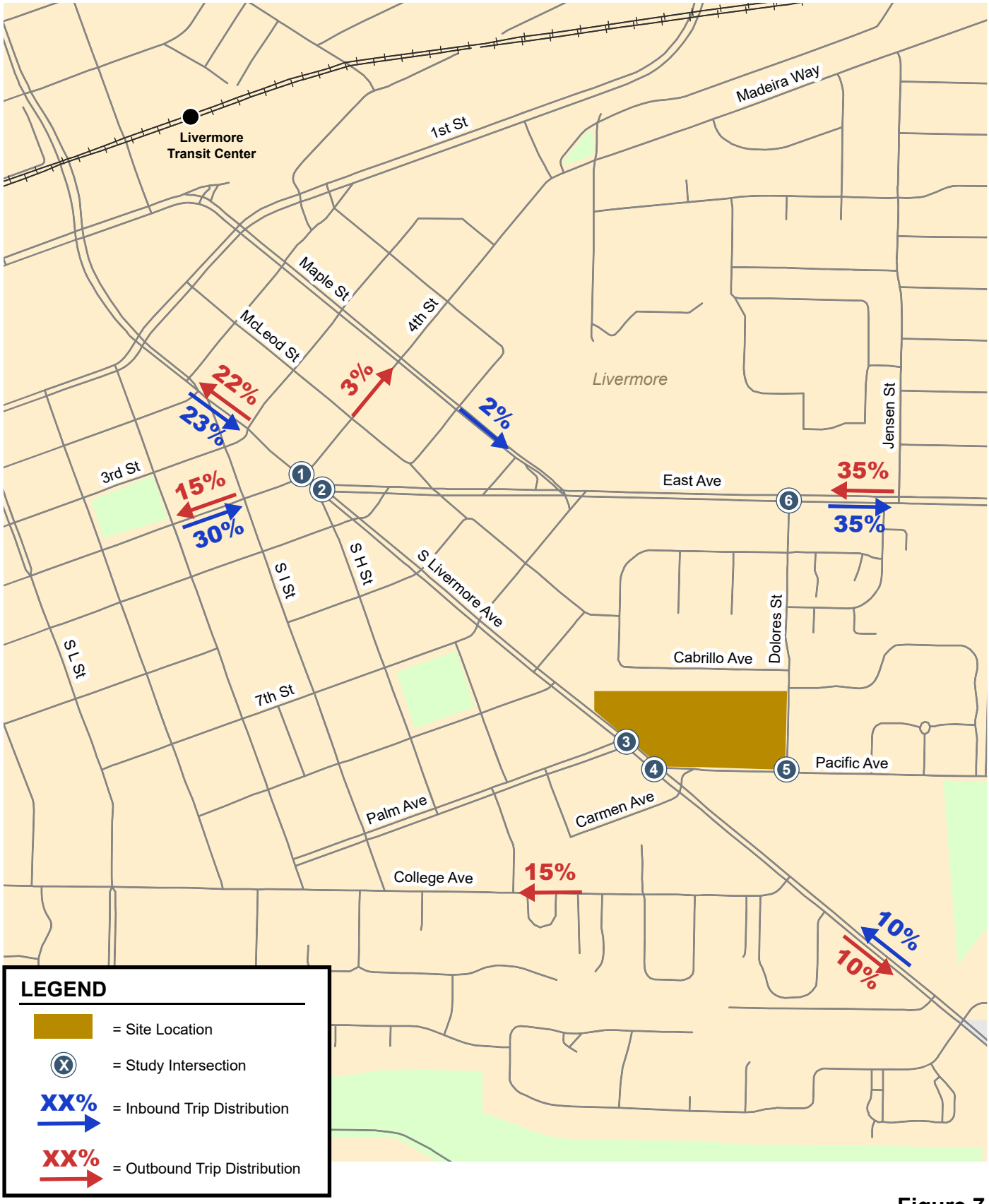


Figure 7
Project Trip Distribution

2930 Pacific Avenue

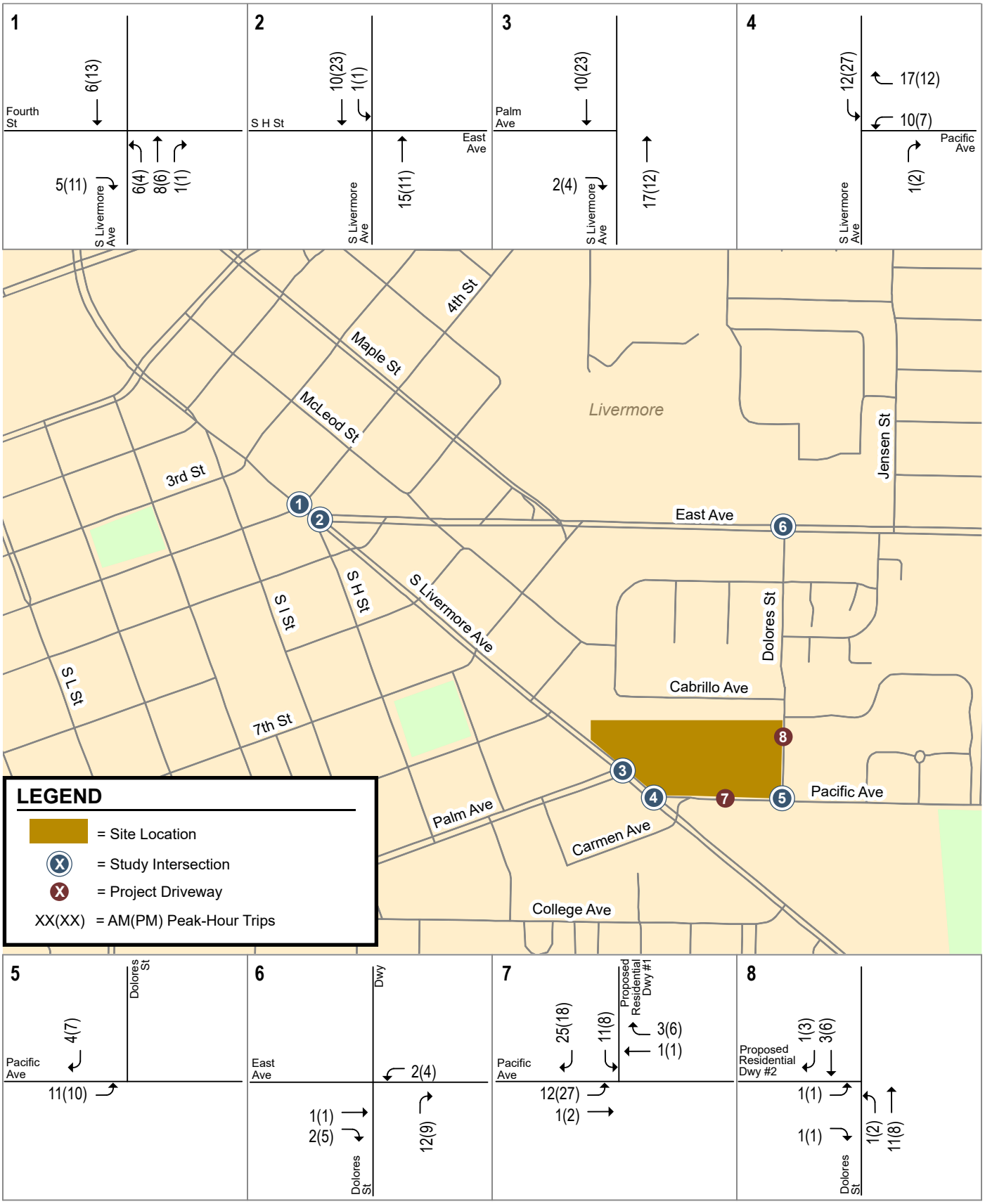


Figure 8
Gross Project Trip Assignment

2930 Pacific Avenue

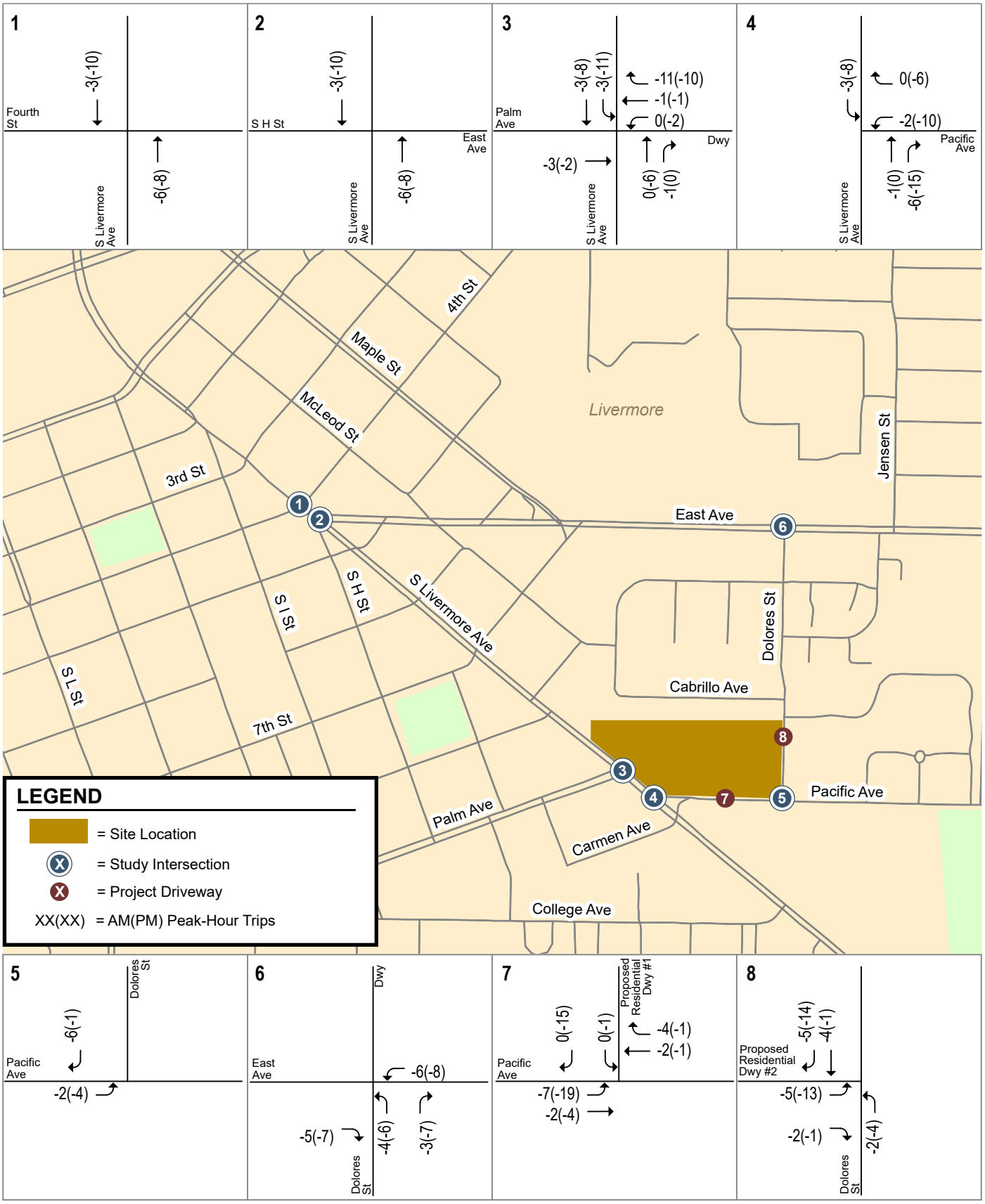


Figure 9
Existing Trip Credit

Roadway Network

The roadway network under background, cumulative, and project conditions would be the same as existing conditions because there are no planned and funded transportation improvements at the study intersections that would alter the existing intersection lane configurations, and the project would not alter the existing intersection lane configurations.

Traffic Volumes

Background Traffic Volumes

Background conditions are defined as conditions just prior to completion of the proposed development. Based on coordination with Livermore City staff, there are no approved projects in the study area. Therefore, annual growth rates of 1.6% for the AM peak hour and 1.38% for the PM peak hour were derived based on volume growth for roadways around the project site in the Alameda County Travel Demand Model. The growth rates were applied to the existing 2023 AM and PM peak hour volumes for a period of three years to estimate the background volumes. The annual growth factors account for general growth in the area. The background volumes are shown on Figure 10.

Background Plus Project Traffic Volumes

Project trips, as represented in the above project trip assignment, were added to background traffic volumes to obtain background plus project traffic volumes (see Figure 11).

Cumulative 2045 Traffic Volumes

Similar to the background traffic volumes, the cumulative no project traffic volumes were estimated by applying a 1.6 and 1.38 percent growth factor per year for 22 years to existing traffic volumes during the AM and PM peak hours, respectively. The cumulative traffic volumes are shown on Figure 12.

Cumulative 2045 Plus Project Traffic Volumes

Project trips, as represented in the above project trip assignment, were added to cumulative traffic volumes to obtain cumulative plus project traffic volumes (see Figure 13).

2930 Pacific Avenue

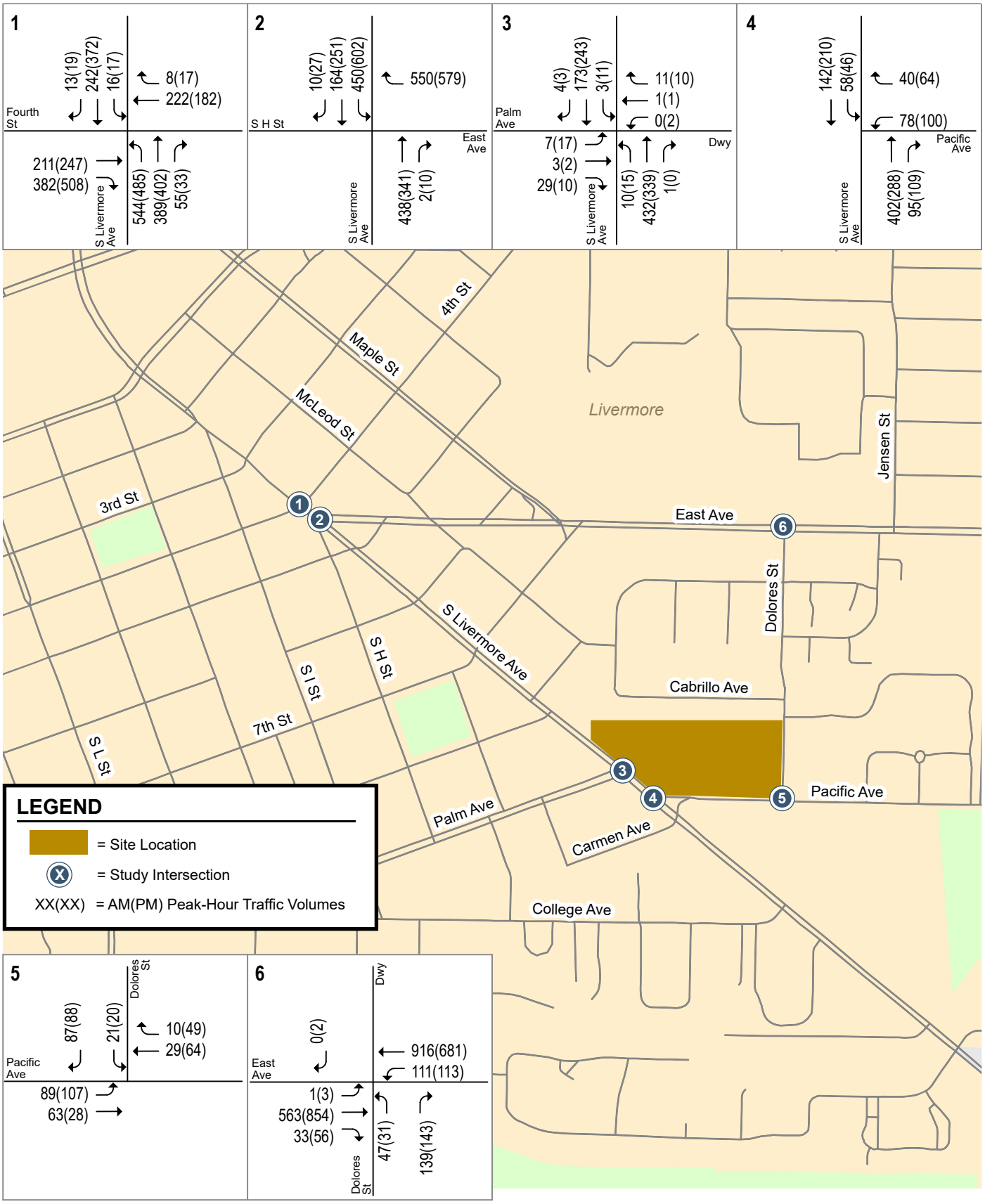
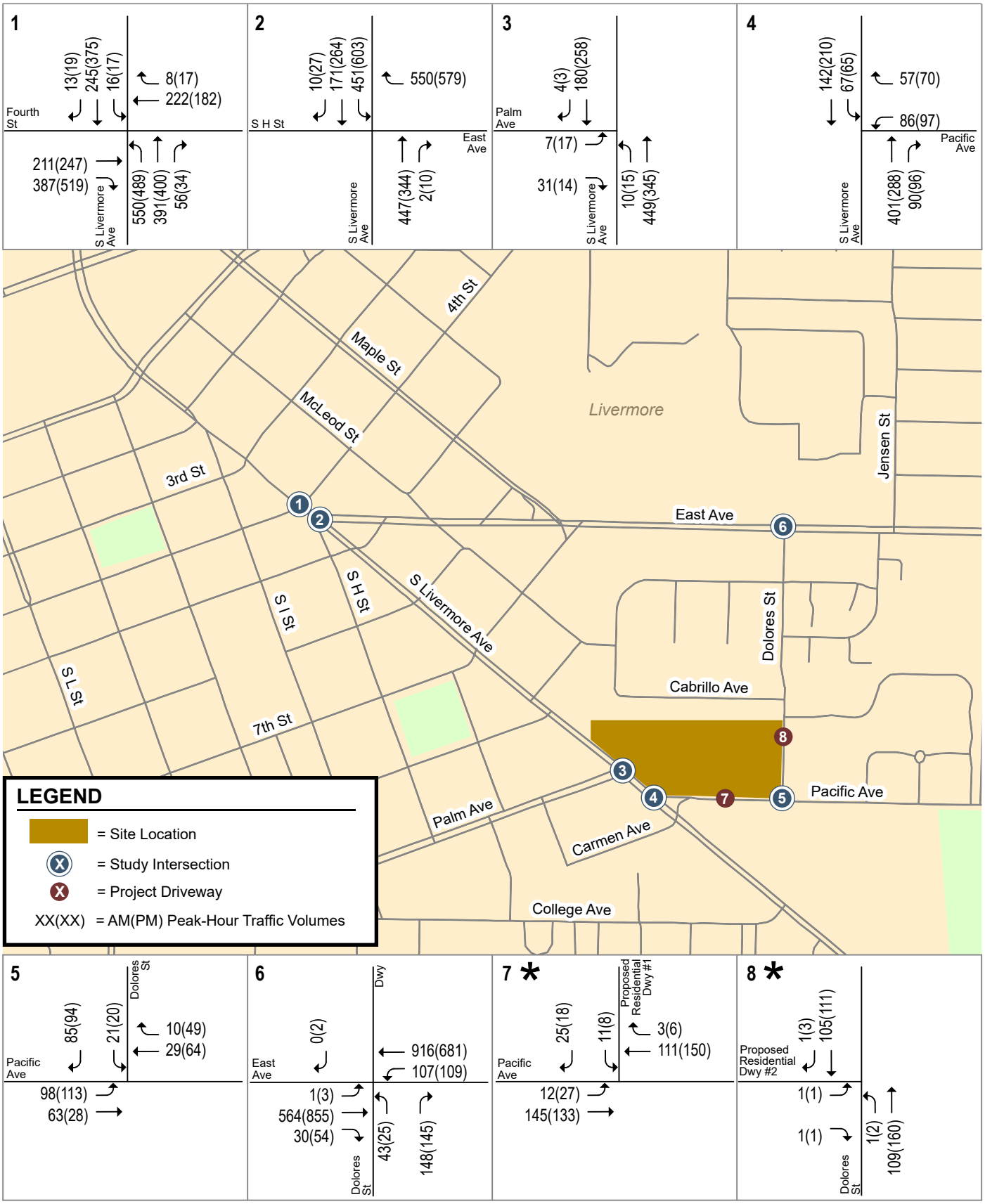


Figure 10
Background Traffic Volumes

2930 Pacific Avenue



* = Gross Project Trips are shown at project driveways.

Figure 11
Background Plus Project Traffic Volumes

2930 Pacific Avenue

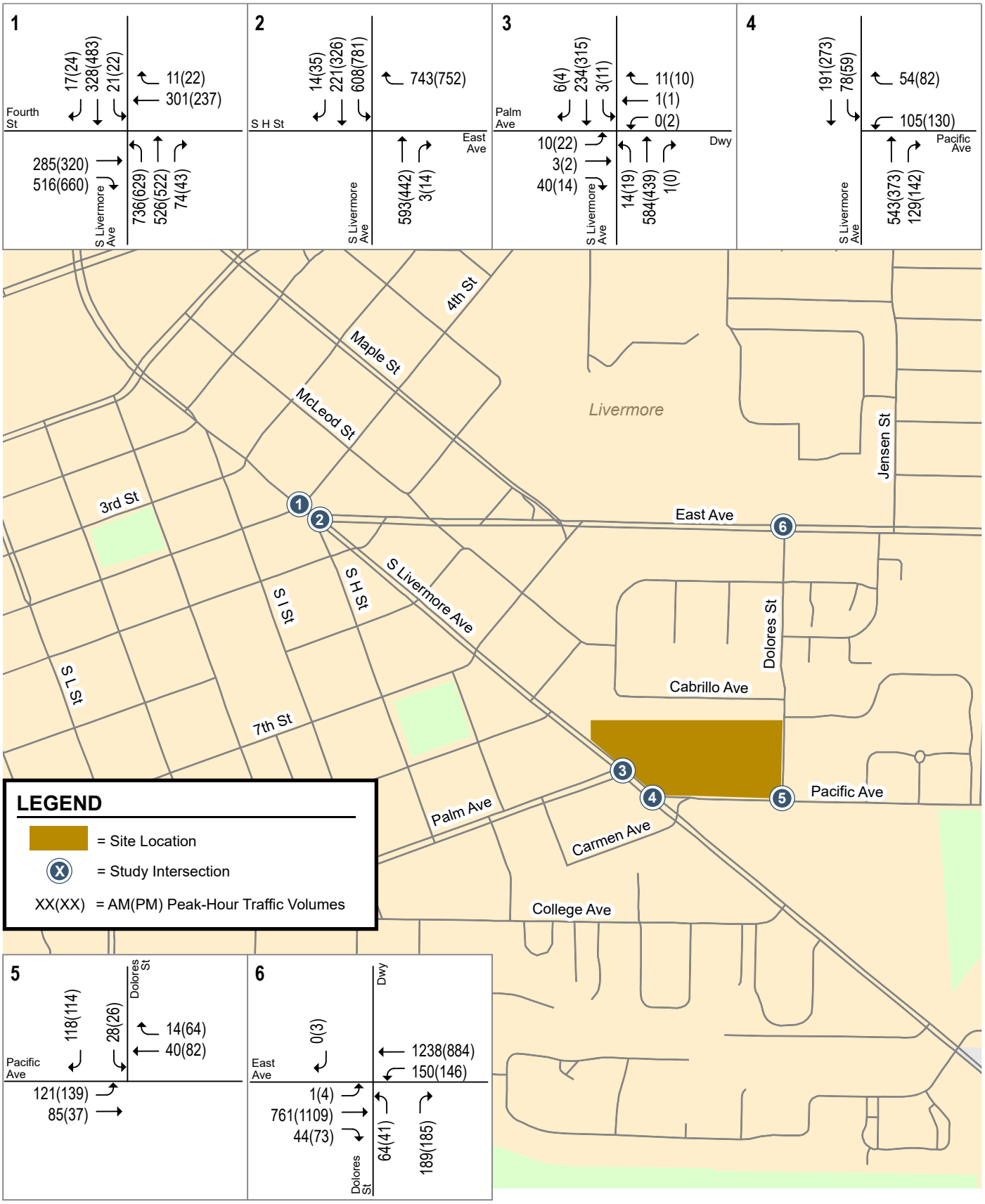
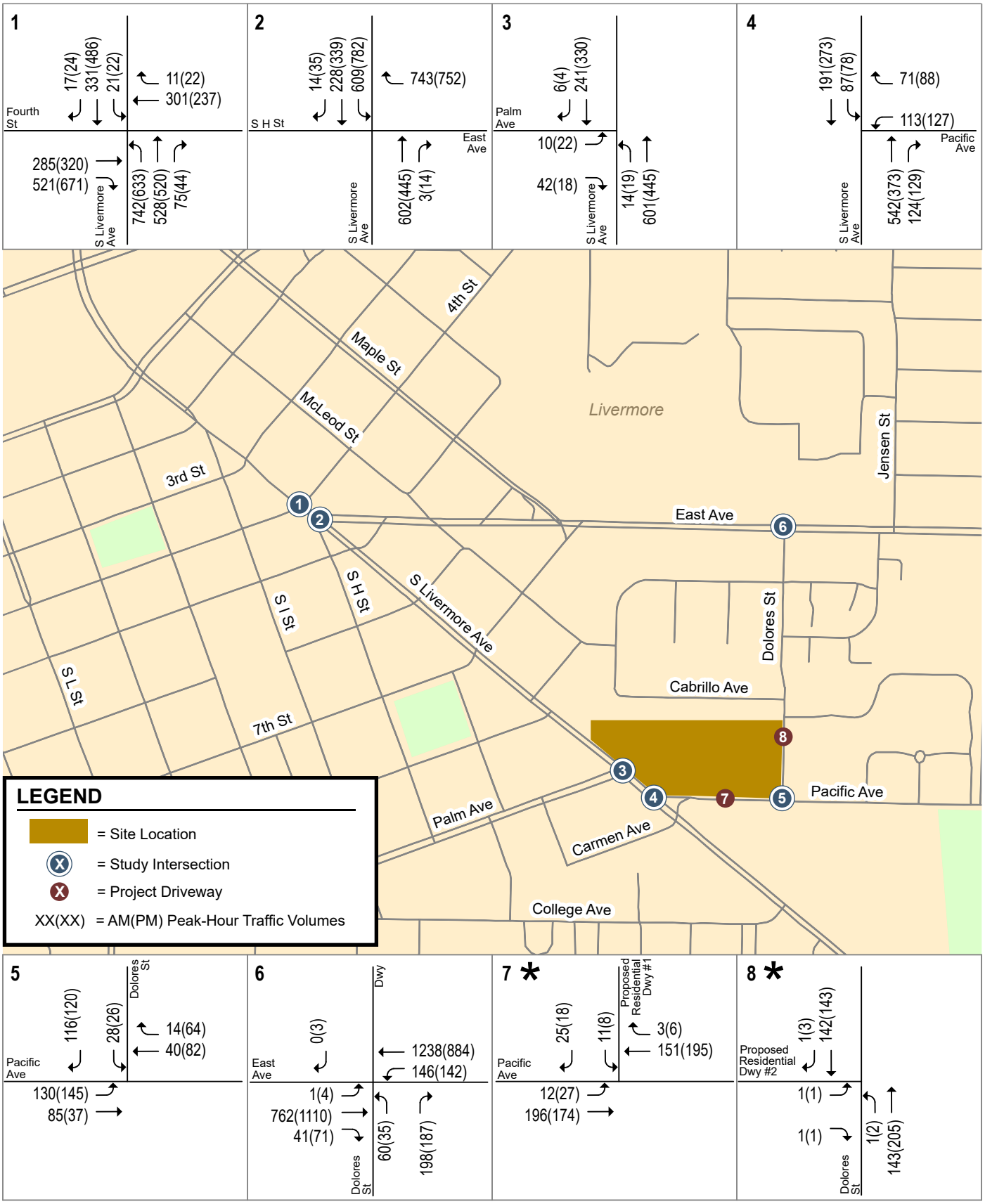


Figure 12
Cumulative 2045 Traffic Volumes

2930 Pacific Avenue



* = Gross Project Trips are shown at project driveways.

Figure 13
Cumulative 2045 Plus Project Traffic Volumes

Intersection Levels of Service

The results of the intersection level of service analysis (see Tables 6 and 7) show that all study intersections, would operate at acceptable levels during both the AM and PM peak hours of traffic under background and cumulative conditions, with and without the project. The level of service calculation sheets are included in Appendix B.

There is one signalized intersection (#6) for which the average delay under project conditions is shown to be less than under no project conditions during at least one peak hour. This is because the intersection delay is a weighted average of all intersection movements and the addition of project traffic to movements with delays lower than the average intersection delay can reduce the average delay for the entire intersection. Also, the project would generate fewer trips during the PM peak hour, compared to the existing shopping center at its current occupancy. The intersection of S. Livermore Avenue/Palm Avenue would operate as a three-legged intersection, as the existing driveway opposite Palm Avenue would be removed with the redevelopment of the project site.

Table 6
Background Intersection Levels of Service

					Background		Background Plus Project		
ID	Intersection	Control [1]	Peak Hour	Count Date	Avg. Delay[2]	LOS	Avg. Delay[2]	LOS	Incr. in delay
1	S. Livermore Ave and Fourth St	Signal	AM	01/26/23	24.9	C	24.9	C	0.000
			PM	01/26/23	31.9	C	31.9	C	0.000
2	S. Livermore Ave and East Ave	Signal	AM	01/26/23	24.7	C	24.7	C	0.000
			PM	01/26/23	26.0	C	26.0	C	0.000
3	S. Livermore Ave and Palm Ave	TWSC	AM	01/26/23	11.2	B	10.8	B	-0.430
			PM	01/26/23	14.3	B	13.5	B	-0.830
4	S. Livermore Ave and Pacific Ave	OWSC	AM	01/26/23	16.3	C	16.7	C	0.310
			PM	01/26/23	15.4	C	15.8	C	0.420
5	Dolores St and Pacific Ave	AWSC	AM	01/26/23	8.4	A	8.5	A	0.100
			PM	01/26/23	8.5	A	8.5	A	0.000
6	Dolores St and East Ave	Signal	AM	05/17/23	22.6	B	21.3	B	-1.300
			PM	05/17/23	13.7	B	13.6	B	-0.100
7	Project Dwy and Pacific Ave	OWSC	AM	01/26/23	--	--	9.5	A	--
			PM	01/26/23	--	--	9.8	A	--
8	Dolores St and Project Dwy	OWSC	AM	01/26/23	--	--	9.3	A	--
			PM	01/26/23	--	--	9.6	A	--

Notes:

1. Control Type Definitions: OWSC = One-Way Stop Control, TWSC = Two-Way Stop Control, AWSC = All-Way Stop Control.

2. Delay/LOS based on HCM 7th methodology. Intersections (1 and 2) that were not supported by HCM 7th methodology, HCM 2000 was used. Intersection level of service for OWSC and TWSC intersections is represented by the delay for the worst approach. Intersection level of service for all other control types is represented by average delay for all movements.

Table 7
Cumulative 2045 Intersection Levels of Service

ID	Intersection	Control [1]	Peak Hour	Count Date	Cumulative Avg. Delay[2]	Cumulative LOS	Cumulative Plus Project Avg. Delay[2]	Cumulative Plus Project LOS	Incr. in delay
1	S. Livermore Ave and Fourth St	Signal	AM	01/26/23	32.4	C	32.5	C	0.100
			PM	01/26/23	42.0	D	42.7	D	0.700
2	S. Livermore Ave and East Ave	Signal	AM	01/26/23	36.0	D	36.3	D	0.300
			PM	01/26/23	35.6	D	35.6	D	0.000
3	S. Livermore Ave and Palm Ave	TWSC	AM	01/26/23	13.3	B	12.5	B	-0.840
			PM	01/26/23	17.8	C	16.6	C	-1.150
4	S. Livermore Ave and Pacific Ave	OWSC	AM	01/26/23	27.8	D	29.6	D	1.800
			PM	01/26/23	23.2	D	24.5	D	1.300
5	Dolores St and Pacific Ave	AWSC	AM	01/26/23	9.1	A	9.3	A	0.200
			PM	01/26/23	9.1	A	9.2	A	0.100
6	Dolores St and East Ave	Signal	AM	05/17/23	25.3	B	24.6	B	-0.700
			PM	05/17/23	19.8	B	19.4	B	-0.400
7	Project Dwy and Pacific Ave	OWSC	AM	01/26/23	--	--	9.9	B	--
			PM	01/26/23	--	--	10.3	B	--
8	Dolores St and Project Dwy	OWSC	AM	01/26/23	--	--	9.7	A	--
			PM	01/26/23	--	--	10.0	B	--

Notes:
1. Control Type Definitions: OWSC = One-Way Stop Control, TWSC = Two-Way Stop Control, AWSC = All-Way Stop Control.
2. Delay/LOS based on HCM 7th methodology. Intersections (1 and 2) that were not supported by HCM 7th methodology, HCM 2000 was used. Intersection level of service for OWSC and TWSC intersections is represented by the delay for the worst approach. Intersection level of service for all other control types is represented by average delay for all movements.

Roadway Segment Analysis

An analysis of the potential daily traffic increase due to the proposed project was performed to identify the effect of the addition of project traffic on the volume-to-capacity ratio of select street segments. The City of Livermore *General Plan* identifies Livermore Avenue as a Major Street, which typically carries 20,000 to 50,000 vehicles per day. However, S. Livermore Avenue has approximately 6,000 vehicles per day, which classifies as a Collector. Pacific Avenue is considered a Local Street, which typically carries up to 5,000 vehicles per day. The analysis focused on the daily traffic volumes of the following two key segments along Pacific Avenue and S. Livermore Avenue:

- Pacific Avenue, between S. Livermore Avenue and Dolores Street
- S. Livermore Avenue, between Palm Avenue and 8th Street

Roadway segment levels of service were calculated by comparing the daily roadway volumes to the LOS thresholds used for other projects in Livermore and other communities within Alameda County. For major streets a per-lane capacity of 800 vehicles per hour and 10,000 vehicles per day was used. And for local streets, 400 vehicles per hour and 10,000 vehicles per day was used. The City of Livermore does not have a level of service policy for daily roadway segment operations.

Existing daily traffic counts on these roadway segments were collected over a one-day time period in January 2023 (see Appendix A). Background and cumulative daily traffic volumes without the proposed project were estimated using an annual growth rate of 1.5% based on volume growth for roadways around the project site in the County's travel demand forecast model (see Table 8). The analysis shows that both roadway segments would continue to operate at LOS A under project and cumulative plus project conditions.

Evaluation of Vehicle Queuing

Vehicle queuing was evaluated using Synchro software for selected locations where the project would add 10 or more left-turning vehicles. The basis of the analysis is as follows: (1) Synchro is used to estimate the 95th percentile maximum number of queued vehicles for a particular movement; (2) the estimated maximum number of vehicles in the queue is translated into a queue length, assuming 25 feet per vehicle; and (3) the estimated maximum queue length is compared to the existing or planned available storage capacity for the movement to determine if adequate storage is available to accommodate the 95th percentile queues. This analysis thus provides a basis for determining whether the addition of project trips would exacerbate peak hour queues and delays, as well as estimating future storage requirements at intersections.

Based on the selection criteria of 10 or more project trips per left-turn lane, the following lanes were analyzed during the AM and PM peak hours:

- S. Livermore Avenue and Pacific Avenue – southbound S. Livermore Avenue left-turn onto eastbound Pacific Avenue
- S. Livermore Avenue and Pacific Avenue – westbound Pacific Avenue left-turn onto southbound S. Livermore Avenue

The results of the queuing analysis show that the project would not cause extensive queuing issues. The vehicle queuing estimates are provided in Table 9.

Table 8
Roadway Segment Analysis

Roadway Segment	Existing					Background			Background Plus Project			Cumulative			Cumulative Plus Project		
	ADT	# of Lanes	Daily Capacity	V/C Ratio	LOS	ADT	V/C Ratio	LOS	ADT	V/C Ratio	LOS	ADT	V/C Ratio	LOS	ADT	V/C Ratio	LOS
Pacific Ave between S. Livermore Ave and Dolores St	3,157	2	10,000	0.3157	A	3,301	0.1651	A	3,381	0.1691	A	4,381	0.21903	A	4,461	0.2230	A
S. Livermore Ave between Palm Ave and 8th St	6,424	2	20,000	0.3212	A	6,717	0.3359	A	6,777	0.3389	A	8,914	0.4457	A	8,974	0.4487	A

Table 9
Queuing Analysis Summary

Analysis Scenario	S. Livermore Ave & Pacific Ave			
	SBL		WBL[1]	
	AM	PM	AM	PM
Existing				
Volume (vphpl)	55	44	74	96
95th %. Queue (ft/ln)	5	3	21	26
95th %. Queue[2] (veh/ln)	1	1	1	1
Storage (ft/ln)	100	100	175	175
Adequate (Y/N)	Y	Y	Y	Y
Background				
Volume (vphpl)	58	46	78	100
95th %. Queue (ft/ln)	5	4	24	29
95th %. Queue[2] (veh/ln)	1	1	1	1
Storage (ft./ ln.)	100	100	175	175
Adequate (Y/N)	Y	Y	Y	Y
Background Plus Project				
Volume (vphpl)	65	69	87	96
95th %. Queue (ft/ln)	6	6	29	30
95th %. Queue[2] (veh/ln)	1	1	1	1
Storage (ft/ln)	100	100	150	150
Adequate (Y/N)	Y	Y	Y	Y
Cumulative				
Volume (vphpl)	78	59	105	130
95th %. Queue (ft/ln)	8	5	62	65
95th %. Queue[2] (veh/ln)	1	1	3	3
Storage (ft/ln)	100	100	175	175
Adequate (Y/N)	Y	Y	Y	Y
Cumulative Plus Project				
Volume (vphpl)	85	82	114	126
95th %. Queue (ft/ln)	9	8	78	72
95th %. Queue[2] (veh/ln)	1	1	4	3
Storage (ft/ln)	100	100	150	150
Adequate (Y/N)	Y	Y	Y	Y

Notes:
SBL = southbound left-turn
[1] The existing, background, and cumulative storage lengths are measured from the intersection to the first existing driveway. Under project conditions, the storage lengths are measured from the intersection to the proposed driveway.
[2] Assumes 25 feet per vehicle queued.

4. Other Transportation Issues

This chapter presents other transportation issues associated with the proposed project. These include an analysis of:

- Site access and on-site circulation
- Parking
- Potential adverse effects to transit, bicycle, and pedestrian facilities

Unlike the level of service and VMT impact methodology, which is adopted by the City Council, the analyses in this chapter are based on professional judgment in accordance with the standards and methods employed by the traffic engineering community.

Site Access and On-Site Circulation

The site access and on-site circulation evaluation is based on the July 21, 2023 site plan prepared by Swenson (see Figure 2). Site access was evaluated to determine the adequacy of the site's driveways with regard to the following: traffic volume, delays, sight distance, vehicle queues, geometric design, and safety. On-site vehicular circulation was reviewed in accordance with generally accepted traffic engineering standards and transportation planning principles.

Vehicle Site Access

Vehicular access to the site would be provided via one full-access driveway on Pacific Avenue and one full-access driveway on Dolores Street. Parking would be provided within individual garages and surface level guest parking spaces. As shown on the site plan, the driveway on Pacific Avenue would be a total of 62 feet in width, including an 8-foot median between a 27-foot inbound lane and a 27-foot outbound lane. The driveway on Dolores Street would be approximately 26 feet in width. The driveway widths would meet the City's minimum requirement of 24 feet for a two-way driveway and will be able to accommodate vehicle turns to and from the site.

Project Driveway Operations

The project is estimated to generate 17 gross inbound trips and 38 gross outbound trips during the AM peak hour and 38 gross inbound trips and 28 gross outbound trips during the PM peak hour between the two driveways on Pacific Avenue and Dolores Street. Thus, one vehicle would enter either driveway approximately every 4 minutes and one vehicle would exit either driveway approximately every 90 seconds during the AM peak hour. During the PM peak hour, one vehicle would enter either driveway approximately every 90 seconds and one vehicle would exit either driveway approximately every two minutes.

Because of the low/moderate project trips at the driveways and low/moderate volumes on Dolores Street and Pacific Avenue, vehicles would easily be able to enter and exit the project driveways. Vehicles turning left into the project site on Dolores Street or Pacific Avenue could block the travel lane momentarily due to vehicles slowing down to turn into the driveway or yielding to oncoming traffic. This would not have a noticeable effect on traffic operations.

Sight Distance

The project driveways should be free and clear of any obstructions to optimize sight distance, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and other vehicles traveling on Pacific Avenue and Dolores Street. Based on City of Livermore Standard Detail L-17A, trees should be placed a minimum of 40 feet from the face-of-curb. Other landscaping and signage should not conflict with a driver's ability to locate a gap in traffic and see oncoming pedestrians and bicyclists. Adequate sight distance (sight distance triangles) should be provided at the driveways in accordance with Caltrans standards. Sight distance triangles should be measured approximately 10 feet back from the traveled way.

According to the Caltrans *Highway Design Manual*, the minimum stopping sight distance is the distance required by the user, traveling at a given speed, to bring the vehicle to a stop after an object 0.5-foot high on the road becomes visible. Stopping sight distance for motorists is measured from the driver's eyes, which are assumed to be 3.5 feet above the pavement surface, to an object 0.5 foot high on the road. The required stopping sight distances are based on the Caltrans *Highway Design Manual*, Table 201.1. The project driveways are located on Pacific Avenue and Dolores Street, which have an implied speed limit of 25 mph. Thus, the Caltrans stopping sight distance requirement is 150 feet on Pacific Avenue and Dolores Street.

The project driveway on Pacific Avenue would replace an existing driveway approximately 215 feet east of the S. Livermore/Pacific Avenue intersection (from the curb on the west side of the driveway to the nearest painted crosswalk line). Vehicles turning onto eastbound Pacific Avenue from S. Livermore Avenue are assumed to have a turning speed of 15 mph, which corresponds to a Caltrans stopping sight distance of 100 feet. There is a roadway curve to the west of the driveway, but vehicles at the driveway would be able to see vehicles 125 feet west on eastbound Pacific Avenue after they turn from S. Livermore Avenue. On-street parking is currently permitted for 45 feet west of the existing driveway and there is currently 25 feet of red curb to the east of the existing driveway.

Section 3B.19 of California Manual on Uniform Traffic Control Devices (CA MUTCD) states that "*At all intersections, one stall length on each side measured from the crosswalk or end of curb return should have parking prohibited.*" In order to prevent vehicles from parking and obstructing the vision of exiting drivers, Hexagon recommends including 25 feet of red curb to the west and 25 feet of red curb to the east of the project driveway on Pacific Avenue.

The project driveway on Dolores Street would replace an existing driveway. There are no roadway curves and on-street parking is permitted on both sides of the driveway. In order to prevent vehicles from parking and obstructing the vision of exiting drivers, Hexagon recommends including 25 feet of red curb to the north and south of the project driveway on Dolores Street.

> **Recommendation:** Hexagon recommends installing a minimum of 25 feet of red curb to the east and west of the driveway on Pacific Avenue and 25 feet of red curb to the north and south of the driveway on Dolores Street.

On-Site Circulation

On-site vehicular circulation was reviewed in accordance with the City of Livermore Development Code and generally accepted traffic engineering standards. Generally, the proposed site plan would provide vehicle traffic with adequate connectivity through the parking areas. The project would provide 90-

degree parking stalls throughout the parking areas, with some parallel parking spaces along the northern edge of the project site. Based on the Livermore Development Code Section 4.04.070, drive aisles with 90-degree parking spaces are required to be 24 feet wide. As measured on the site plan, the drive aisles would range between 24 and 26 feet wide, which would meet the requirement.

The site plan provides adequate pedestrian circulation throughout the sites and the surrounding pedestrian facilities. In addition to the sidewalks along S. Livermore Avenue, Pacific Avenue, and Dolores Street, the site plan shows continuous walkways within the site that would provide pedestrian access between the street frontages and all proposed buildings and shared outdoor spaces.

On-site vehicle circulation was also evaluated to identify whether there would be dead-end aisles on site. Dead-end aisles are undesirable because drivers can enter the aisle, and upon discovering that there is no available parking, must back out or conduct three-point turns. The residential parking area would have a dead-end aisle near the guest parking spaces in the southeast corner of the project site.

> **Recommendation:** Hexagon recommends including a turnaround space for residential guests at the end of the aisle in the southeast corner of the project site.

Emergency Vehicles, Truck Access and Circulation

Emergency response vehicles would be able to access the project site via the driveways on Pacific Avenue, and Dolores Street. Additionally, one EVA driveway is proposed on S. Livermore Avenue and two EVA driveways are proposed on Dolores Street.

Parking Analysis

The parking analysis for the proposed project is based on the City of Livermore's zoning code requirements.

Vehicle Parking

Section 4.04.020 of the Livermore Development Code states that townhouse/condominium projects are required to provide two spaces for each dwelling unit and one guest parking space per four dwelling units. Based on the proposed 115 townhouse units, the project would be required to provide 230 residential parking spaces and 29 guest parking spaces. The project proposes 230 residential parking spaces and 38 guest parking spaces (including 8 compact parking stalls and 3 ADA compliant stalls), which would exceed the requirement.

Based on the Livermore Development Code Section 4.04.070, all standard perpendicular parking spaces should be a minimum of 18 feet long by 9 feet wide and all compact spaces should be a minimum of 16 feet long by 8.5 feet wide. However, the paved parking space length may be decreased by up to two feet by providing an equivalent vehicle overhang into landscaped areas, or over paved walkways.

> **Recommendation:** Prior to final design, parking stall dimensions should be reviewed by City staff.

ADA Parking

The 2019 California Building Code Table 11B-208.2 states that parking facilities that would provide 26 to 50 parking spaces are required to provide two accessible parking spaces. The project should provide two ADA spaces within the guest parking spaces. Based on Section 11B-208.2.4, the project would be required to provide one van accessible space. The site plan shows 3ADA stalls with all of them being van accessible.

Based on the 2019 California Building Code Section 11B-502.2, car accessible parking spaces should be a minimum of 9 feet wide and 18 feet long and van accessible parking spaces should be a minimum of 12 feet wide and 18 feet long. Van parking spaces may be 9 feet wide where access aisles are at least 8 feet wide.

Bicycle Parking

The Livermore Development Code Section 4.04.030 states that residential projects should provide a minimum of one secure bicycle stall per four bedrooms. Based on the proposed 443 bedrooms, the project would be required to provide 111 bicycle parking spaces for the residents. The site plan shows that a total of 115 bicycle parking spaces would be provided by providing one secured bicycle parking space within individual garages. The site plan also shows that the project would provide a total of 22 short-term bicycle parking spaces for residential guests at various locations on the project site.

Potential Adverse Effects on Pedestrians, Bicycles, and Transit

Pedestrians and Bicycles

The proposed project would generate pedestrian trips from residents and resident guests who work within walking distance of the site or who are traveling to/from transit stops (see further discussion below). Overall, the volume of pedestrian trips generated by the project is expected to be relatively low and not exceed the carrying capacity of the sidewalks and crosswalks nearby. Existing pedestrian counts on South Livermore Avenue, Pacific Avenue, and Dolores Street show low pedestrian activity in the area (a total of 25 pedestrian trips during the AM peak hour and 43 pedestrian trips during the PM peak hour for all three intersections combined). In the project vicinity, sidewalks are provided on both sides of adjacent streets, and crosswalks are provided at most of the study intersections. At least one leg of crosswalks is missing along the intersections of S. Livermore Avenue/East Avenue, Livermore Avenue/Pacific Avenue, Dolores Avenue/Pacific Avenue, and Dolores Avenue/East Avenue. However, the project is well situated to take advantage of the existing pedestrian facilities in the immediate vicinity. The existing networks of sidewalks and crosswalks provide good connectivity and safe routes to transit services and other points of interest in the downtown area. The proposed project would provide pedestrian access paths and crosswalks throughout the site connecting all adjacent streets to the buildings and parks on site.

Existing bicycle access to the project vicinity is provided primarily via a network of nearby Class II bike lanes. Bike lanes near the project site are located on South Livermore Avenue and 7th Street. Overall, the volume of bicycle trips generated by the project is expected to be relatively low and not exceed the bicycle-carrying capacity of streets surrounding the site. Existing bicycle counts on South Livermore Avenue, Pacific Avenue, and Dolores Street show low bicycle activity in the area (a total of 5 bicycle trips during the AM peak hour and 12 bicycle trips during the PM peak hour for all three intersections combined. The project would provide bicycle parking facilities on site to meet the requirements of the Livermore Municipal Code. The project would not remove any bicycle facilities, nor would it conflict with any adopted plans or policies for new bicycle facilities.

According to the 2019 Alameda County Congestion Management Program (CMP) Transportation Impact Analysis Technical Guidelines, a project would create an adverse effect on pedestrian and bike circulation if: (1) its vehicle trips would present a barrier to bikes/pedestrians safely crossing roadways, or (2) it would reduce or sever existing or planned bike/pedestrian circulation in the area. Based on these criteria, the proposed project would not create an adverse effect to bike/pedestrian circulation in the area.

Transit

Transit service to the project vicinity is provided by the Livermore-Amador Valley Transit Authority (LAVTA) Local Route 14 and Rapid Route 30R. Local Route 14 provides service between the East Dublin/Pleasanton BART station and the Livermore Transit Center, with bus stops located along Pacific Avenue and Dolores Street. Rapid Route 30R provides service between the Dublin BART station and the Livermore Transit Center, with bus stops located along East Avenue (see Chapter 2 for detailed discussion). According to the U.S. Census Bureau, 2017-2021 American Community Survey 5-Year Estimates, public transportation trips comprise approximately 3.1% of the total commute mode share in the City of Livermore. For the proposed project, this would equate to one new transit trip during the peak commute hours. This volume of riders would not exceed the carrying capacity of the existing bus service near the project site.

According to the 2019 Alameda County Congestion Management Program (CMP) Transportation Impact Analysis Technical Guidelines, a project would create an adverse effect on transit service if it: (1) causes vehicular congestion that would significantly degrade transit operations, (2) cause a ridership increase that would exceed existing transit capacity, (3) lacks adequate pedestrian connections between the project site and transit stops, or (4) conflict with existing transit service plans or preclude future transit service to the project area. Based on these criteria, the proposed project would not cause an adverse effect to transit operations in the study area.

2930 Pacific Avenue Transportation Analysis

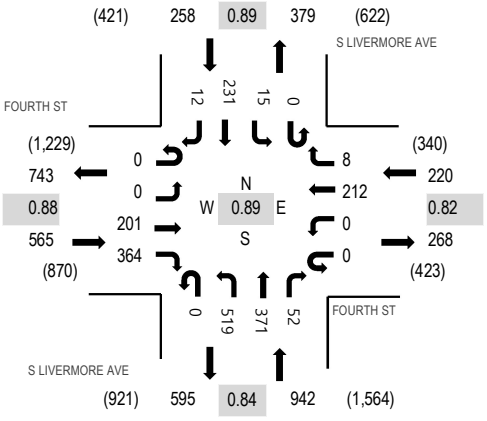
Technical Appendices

Appendix A
Traffic Counts

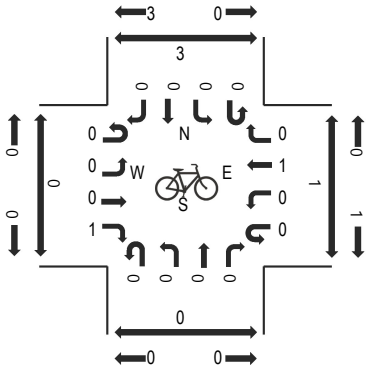
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 S LIVERMORE AVE & FOURTH ST AM
Date: Thursday, January 26, 2023
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

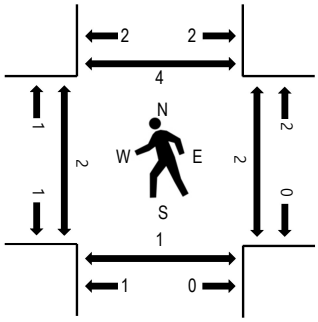
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	FOURTH ST Eastbound				FOURTH ST Westbound				S LIVERMORE AVE Northbound				S LIVERMORE AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	26	36	0	0	17	0	0	72	49	1	0	0	19	2	222	1,300	1	1	0	0
7:15 AM	0	0	22	41	0	0	22	5	0	100	57	2	0	2	34	1	286	1,598	1	0	0	0
7:30 AM	0	0	30	51	0	0	36	3	0	113	70	11	0	6	46	0	366	1,871	0	0	1	0
7:45 AM	0	0	48	83	0	0	54	1	0	109	70	12	0	4	44	1	426	1,985	0	1	0	2
8:00 AM	0	0	53	90	0	0	66	1	0	137	87	12	0	2	68	4	520	1,895	2	0	1	1
8:15 AM	0	0	62	98	0	0	50	5	0	136	122	23	0	4	54	5	559		0	1	0	1
8:30 AM	0	0	38	93	0	0	42	1	0	137	92	5	0	5	65	2	480		0	0	0	0
8:45 AM	0	0	45	54	0	0	36	1	0	83	58	6	0	4	45	4	336		0	0	1	0

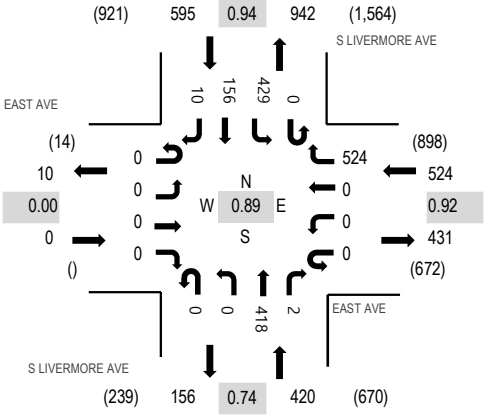
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3
Lights	0	0	201	355	0	0	212	8	0	515	365	51	0	15	226	12	1,960
Mediums	0	0	0	9	0	0	0	0	0	4	3	1	0	0	5	0	22
Total	0	0	201	364	0	0	212	8	0	519	371	52	0	15	231	12	1,985

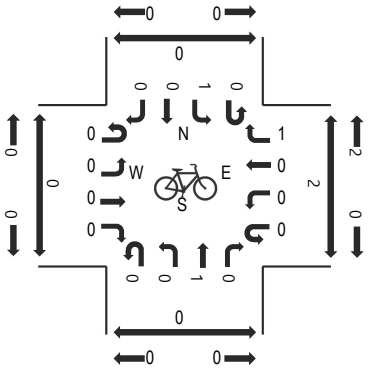
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 S LIVERMORE AVE & EAST AVE AM
Date: Thursday, January 26, 2023
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

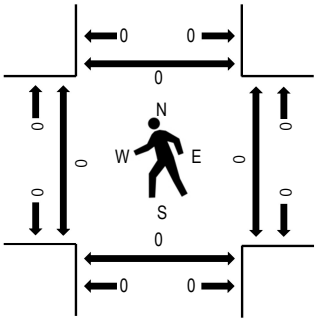
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	EAST AVE Eastbound				EAST AVE Westbound				S LIVERMORE AVE Northbound				S LIVERMORE AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	0	0	0	0	0	67	0	0	55	0	0	44	11	0	177	1,022	0	1	0	0
7:15 AM	0	0	0	0	0	0	0	107	0	0	52	1	0	55	20	0	235	1,239	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	112	0	0	82	0	0	68	26	3	291	1,438	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	106	0	0	85	1	0	92	34	1	319	1,539	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	142	0	0	94	0	0	108	46	4	394	1,467	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	140	0	0	141	1	0	116	34	2	434		0	0	0	0
8:30 AM	0	0	0	0	0	0	0	136	0	0	98	0	0	113	42	3	392		0	0	0	0
8:45 AM	0	0	0	0	0	0	0	88	0	0	59	1	0	72	26	1	247		0	0	0	0

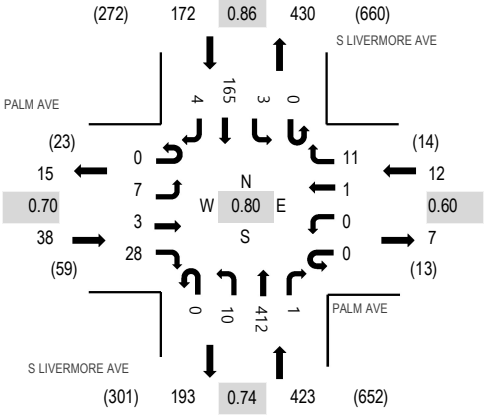
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	1	0	0	2	1	0	0	0	0	4
Lights	0	0	0	0	0	0	0	522	0	0	409	1	0	422	149	10	1,513
Mediums	0	0	0	0	0	0	0	1	0	0	7	0	0	7	7	0	22
Total	0	0	0	0	0	0	0	524	0	0	418	2	0	429	156	10	1,539

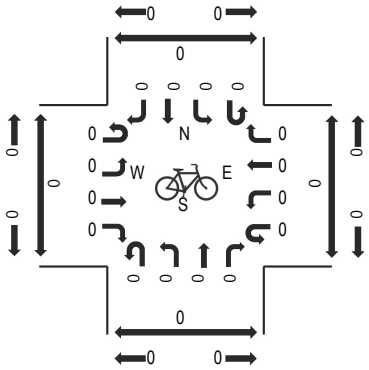
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 S LIVERMORE AVE & PALM AVE AM
Date: Thursday, January 26, 2023
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

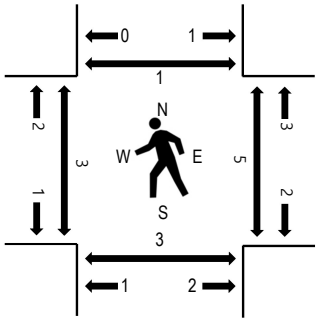
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PALM AVE Eastbound				PALM AVE Westbound				S LIVERMORE AVE Northbound				S LIVERMORE AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	0	5	0	0	0	0	0	0	56	0	0	0	13	0	74	399	0	0	0	0
7:15 AM	0	0	0	3	0	0	0	0	0	4	53	0	0	0	25	0	85	491	0	0	0	0
7:30 AM	0	3	0	5	0	0	0	1	0	1	70	0	0	2	26	2	110	607	1	1	0	0
7:45 AM	0	1	0	4	0	0	0	1	0	1	85	0	0	0	38	0	130	645	0	1	1	0
8:00 AM	0	2	2	8	0	0	0	3	0	5	95	1	0	1	47	2	166	598	1	2	0	1
8:15 AM	0	3	1	10	0	0	1	2	0	3	139	0	0	1	40	1	201		2	2	2	0
8:30 AM	0	1	0	6	0	0	0	5	0	1	93	0	0	1	40	1	148		0	0	0	0
8:45 AM	0	2	1	2	0	0	0	1	0	1	44	0	0	3	29	0	83		2	3	1	0

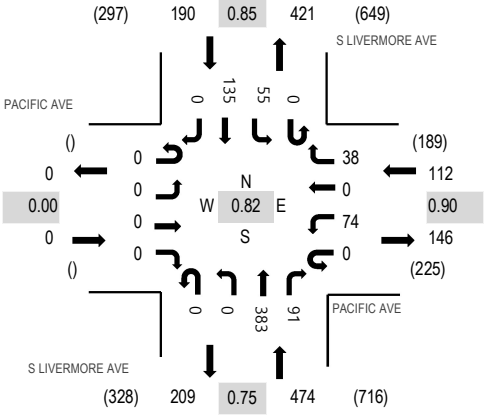
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	3
Lights	0	7	3	27	0	0	1	11	0	10	408	1	0	3	161	4	636
Mediums	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	6
Total	0	7	3	28	0	0	1	11	0	10	412	1	0	3	165	4	645

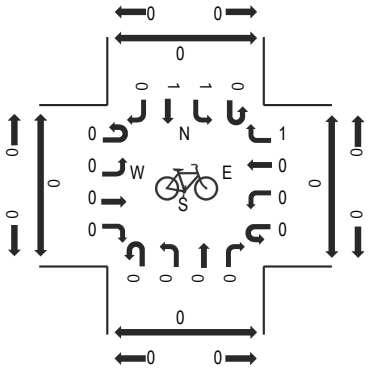
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 S LIVERMORE AVE & PACIFIC AVE AM
Date: Thursday, January 26, 2023
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

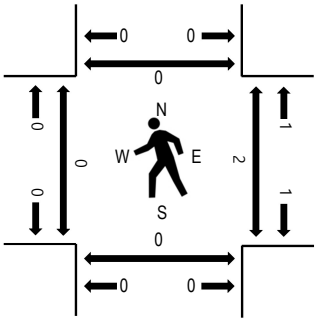
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PACIFIC AVE Eastbound				PACIFIC AVE Westbound				S LIVERMORE AVE Northbound				S LIVERMORE AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	0	0	0	5	0	11	0	0	45	3	0	5	13	0	82	465	0	0	0	0
7:15 AM	0	0	0	0	0	13	0	14	0	0	42	15	0	4	23	0	111	585	0	0	0	0
7:30 AM	0	0	0	0	0	3	0	10	0	0	62	11	0	7	23	0	116	712	0	1	0	0
7:45 AM	0	0	0	0	0	16	0	12	0	0	73	17	0	10	28	0	156	776	0	0	0	0
8:00 AM	0	0	0	0	0	21	0	10	0	0	91	24	0	11	45	0	202	737	0	1	0	0
8:15 AM	0	0	0	0	0	21	0	8	0	0	133	25	0	20	31	0	238		0	1	0	0
8:30 AM	0	0	0	0	0	16	0	8	0	0	86	25	0	14	31	0	180		0	0	0	0
8:45 AM	0	0	0	0	0	16	0	5	0	0	39	25	0	9	23	0	117		0	0	0	0

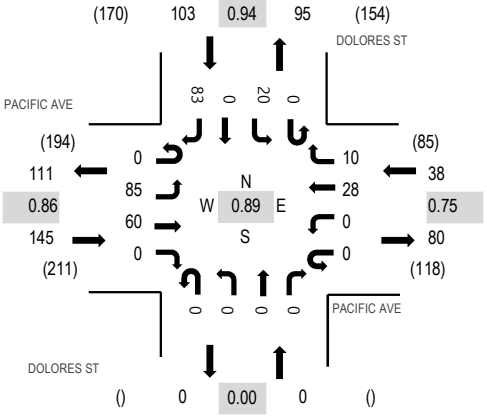
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3
Lights	0	0	0	0	0	72	0	37	0	0	377	90	0	53	132	0	761
Mediums	0	0	0	0	0	2	0	1	0	0	4	1	0	2	2	0	12
Total	0	0	0	0	0	74	0	38	0	0	383	91	0	55	135	0	776

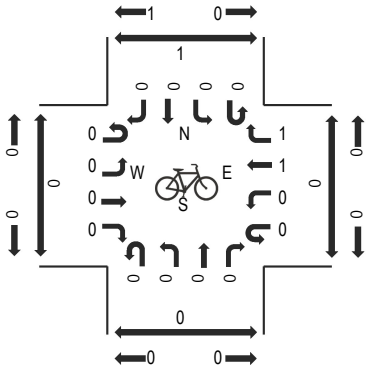
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 5 DOLORES ST & PACIFIC AVE AM
Date: Thursday, January 26, 2023
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

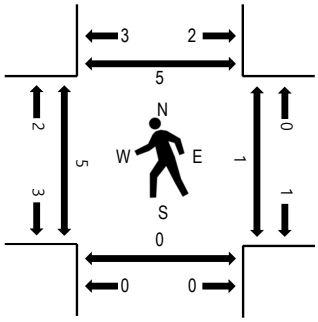
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PACIFIC AVE Eastbound				PACIFIC AVE Westbound				DOLORES ST Northbound				DOLORES ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	4	3	0	0	0	7	1	0	0	0	0	0	4	0	8	27	180	2	0	0	2
7:15 AM	0	14	4	0	0	0	12	4	0	0	0	0	0	2	0	15	51	224	3	0	0	3
7:30 AM	0	10	8	0	0	0	7	6	0	0	0	0	1	9	0	5	46	253	0	1	0	0
7:45 AM	0	17	6	0	0	0	8	2	0	0	0	0	0	2	0	21	56	277	0	0	0	1
8:00 AM	0	24	11	0	0	0	7	2	0	0	0	0	0	2	0	25	71	286	1	0	0	1
8:15 AM	0	31	11	0	0	0	7	3	0	0	0	0	0	6	0	22	80		1	1	0	0
8:30 AM	0	13	19	0	0	0	8	3	0	0	0	0	0	7	0	20	70		1	0	0	3
8:45 AM	0	17	19	0	0	0	6	2	0	0	0	0	0	5	0	16	65		2	0	0	1

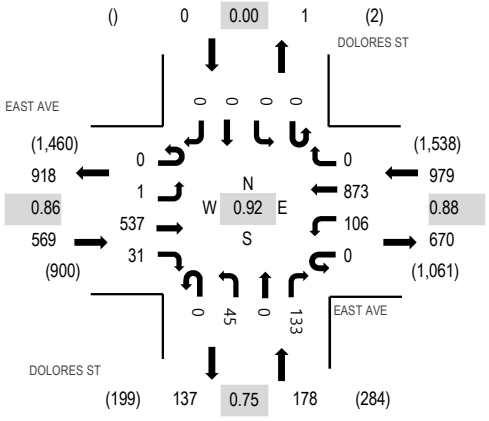
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	81	59	0	0	0	27	10	0	0	0	0	0	19	0	79	275
Mediums	0	4	1	0	0	0	1	0	0	0	0	0	0	1	0	4	11
Total	0	85	60	0	0	0	28	10	0	0	0	0	0	20	0	83	286

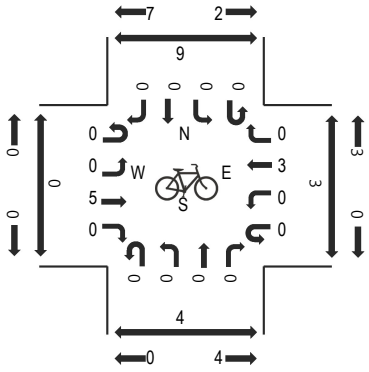
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 DOLORES ST & EAST AVE AM
Date: Wednesday, May 17, 2023
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

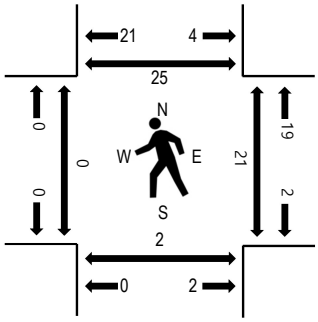
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	EAST AVE Eastbound				EAST AVE Westbound				DOLORES ST Northbound				DOLORES ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	72	4	0	11	96	0	0	14	0	12	0	0	0	0	209	996	0	0	1	1
7:15 AM	0	0	87	1	0	17	122	0	0	7	0	20	0	0	0	0	254	1,185	0	2	0	0
7:30 AM	0	1	69	2	0	10	147	0	0	6	0	16	0	0	0	0	251	1,401	0	1	0	0
7:45 AM	0	0	92	3	0	14	142	0	0	8	0	23	0	0	0	0	282	1,544	0	1	0	1
8:00 AM	0	1	142	7	0	29	172	0	0	14	0	33	0	0	0	0	398	1,726	0	4	1	4
8:15 AM	0	0	127	7	0	34	243	0	0	10	0	49	0	0	0	0	470		0	7	1	7
8:30 AM	0	0	112	7	0	22	215	0	0	10	0	28	0	0	0	0	394		0	2	0	4
8:45 AM	0	0	156	10	0	21	243	0	0	11	0	23	0	0	0	0	464		0	8	0	10

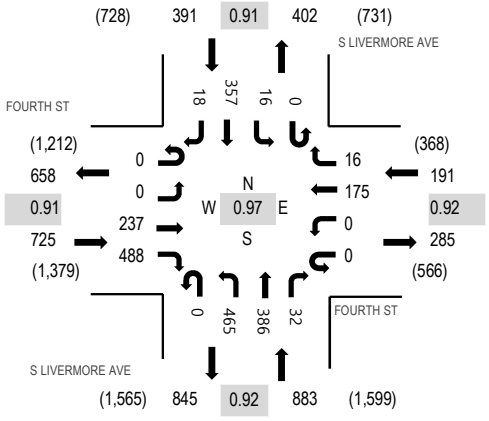
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
Lights	0	1	530	29	0	106	865	0	0	43	0	133	0	0	0	0	1,707
Mediums	0	0	7	2	0	0	6	0	0	2	0	0	0	0	0	0	17
Total	0	1	537	31	0	106	873	0	0	45	0	133	0	0	0	0	1,726

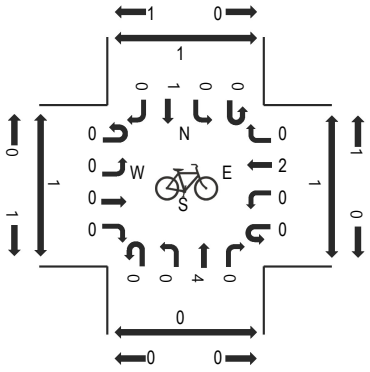
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 S LIVERMORE AVE & FOURTH ST PM
Date: Thursday, January 26, 2023
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

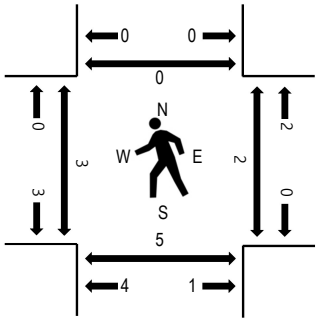
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	FOURTH ST Eastbound				FOURTH ST Westbound				S LIVERMORE AVE Northbound				S LIVERMORE AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	64	98	0	0	52	0	0	89	68	6	0	1	85	4	467	1,924	0	1	1	3
4:15 PM	0	0	51	78	0	0	39	3	0	93	77	5	0	3	62	4	415	2,009	1	0	0	2
4:30 PM	0	0	65	126	0	0	40	2	0	92	90	10	0	2	74	4	505	2,157	3	2	1	0
4:45 PM	0	0	50	123	0	0	45	6	0	111	94	4	0	6	97	1	537	2,190	2	1	1	0
5:00 PM	0	0	59	117	0	0	49	3	0	118	92	7	0	6	96	5	552	2,150	0	0	0	0
5:15 PM	0	0	70	135	0	0	39	1	0	112	112	16	0	2	70	6	563		0	1	3	0
5:30 PM	0	0	58	113	0	0	42	6	0	124	88	5	0	2	94	6	538		1	0	1	0
5:45 PM	0	0	66	106	0	0	39	2	0	93	87	6	0	2	91	5	497		1	2	2	1

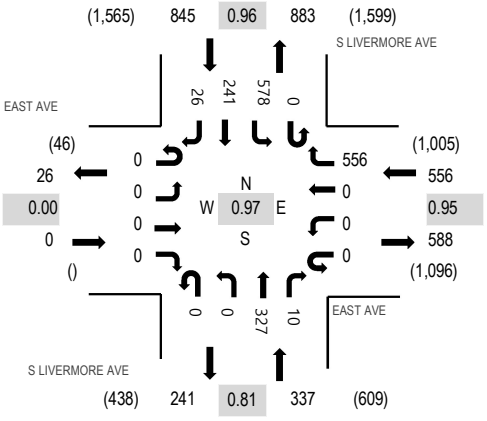
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Lights	0	0	234	483	0	0	174	15	0	462	383	31	0	16	356	17	2,171
Mediums	0	0	2	5	0	0	1	1	0	3	3	1	0	0	1	1	18
Total	0	0	237	488	0	0	175	16	0	465	386	32	0	16	357	18	2,190

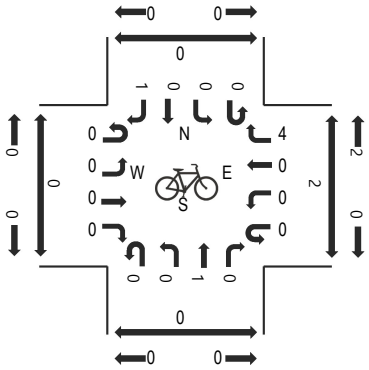
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 S LIVERMORE AVE & EAST AVE PM
Date: Thursday, January 26, 2023
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

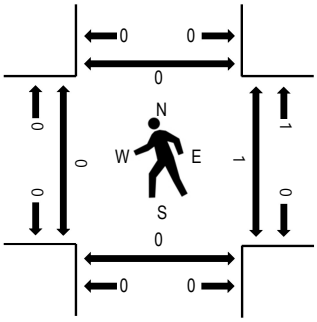
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	EAST AVE Eastbound				EAST AVE Westbound				S LIVERMORE AVE Northbound				S LIVERMORE AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	0	0	0	0	0	109	0	0	54	3	0	129	49	5	349	1,490	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	108	0	0	67	1	0	95	41	4	316	1,572	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	115	0	0	77	0	0	146	53	1	392	1,705	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	137	0	0	72	4	0	162	52	6	433	1,738	0	1	0	0
5:00 PM	0	0	0	0	0	0	0	135	0	0	82	1	0	138	67	8	431	1,689	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	138	0	0	102	4	0	154	47	4	449		0	0	0	0
5:30 PM	0	0	0	0	0	0	0	146	0	0	71	1	0	124	75	8	425		0	0	0	0
5:45 PM	0	0	0	0	0	0	0	117	0	0	69	1	0	133	54	10	384		0	2	0	0

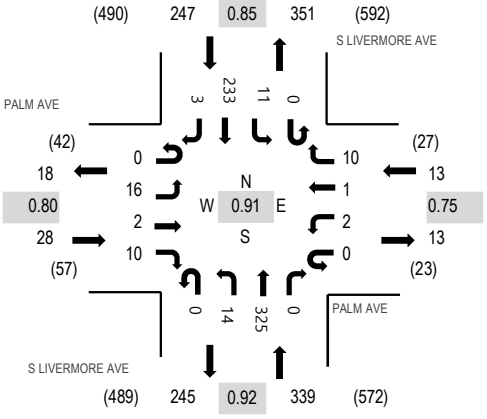
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	0	0	554	0	0	322	10	0	574	239	26	1,725
Mediums	0	0	0	0	0	0	0	2	0	0	5	0	0	4	2	0	13
Total	0	0	0	0	0	0	0	556	0	0	327	10	0	578	241	26	1,738

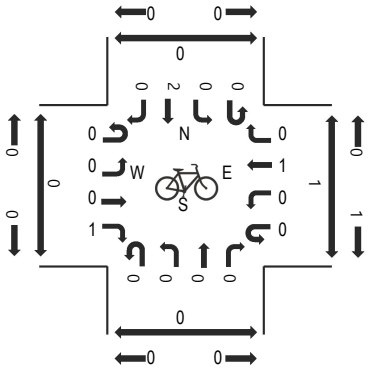
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 S LIVERMORE AVE & PALM AVE PM
Date: Thursday, January 26, 2023
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

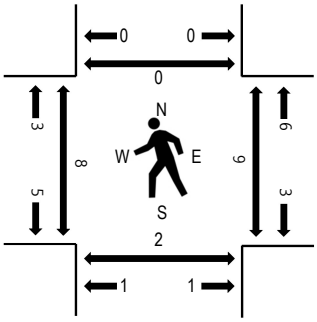
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PALM AVE Eastbound				PALM AVE Westbound				S LIVERMORE AVE Northbound				S LIVERMORE AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	4	2	4	0	0	2	3	0	5	54	0	0	4	58	3	139	547	0	2	0	0
4:15 PM	0	1	0	5	0	0	1	2	0	2	55	0	0	0	47	0	113	580	2	2	3	0
4:30 PM	0	8	1	1	0	0	0	0	0	5	73	0	0	4	54	1	147	627	0	1	0	0
4:45 PM	0	3	0	3	0	1	1	3	0	4	75	0	0	4	53	1	148	620	1	2	0	0
5:00 PM	0	2	0	5	0	1	0	3	0	2	90	0	0	1	68	0	172	599	4	6	1	0
5:15 PM	0	3	1	1	0	0	0	4	0	3	87	0	0	2	58	1	160		3	0	1	0
5:30 PM	0	5	0	1	0	0	0	2	0	4	50	0	0	3	74	1	140		1	3	1	0
5:45 PM	0	3	0	4	0	0	2	2	0	2	60	1	0	0	51	2	127		1	0	0	0

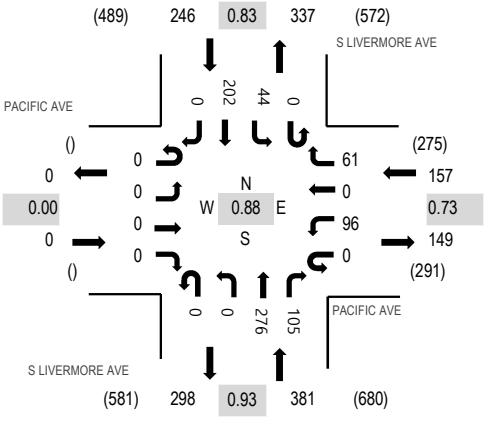
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2
Lights	0	15	2	10	0	2	1	10	0	14	321	0	0	11	228	3	617
Mediums	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	8
Total	0	16	2	10	0	2	1	10	0	14	325	0	0	11	233	3	627

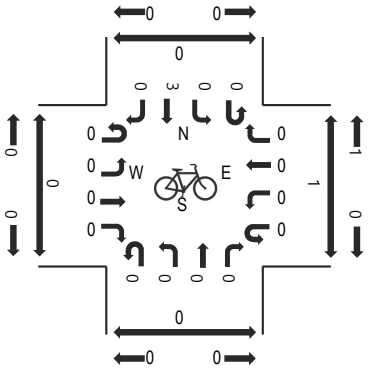
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 S LIVERMORE AVE & PACIFIC AVE PM
Date: Thursday, January 26, 2023
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

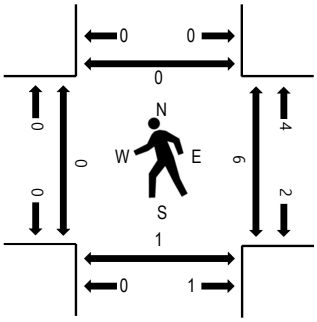
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PACIFIC AVE Eastbound				PACIFIC AVE Westbound				S LIVERMORE AVE Northbound				S LIVERMORE AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	0	0	0	22	0	12	0	0	47	19	0	8	54	0	162	670	0	2	0	0
4:15 PM	0	0	0	0	0	15	0	6	0	0	51	26	0	7	40	0	145	730	0	0	0	0
4:30 PM	0	0	0	0	0	18	0	10	0	0	67	23	0	14	47	0	179	784	0	1	0	0
4:45 PM	0	0	0	0	0	28	0	12	0	0	66	23	0	6	49	0	184	783	0	2	0	0
5:00 PM	0	0	0	0	0	28	0	26	0	0	67	33	0	15	53	0	222	774	0	1	1	0
5:15 PM	0	0	0	0	0	22	0	13	0	0	76	26	0	9	53	0	199		0	2	0	0
5:30 PM	0	0	0	0	0	20	0	7	0	0	49	22	0	17	63	0	178		0	0	0	0
5:45 PM	0	0	0	0	0	22	0	14	0	0	49	36	0	7	47	0	175		0	0	0	0

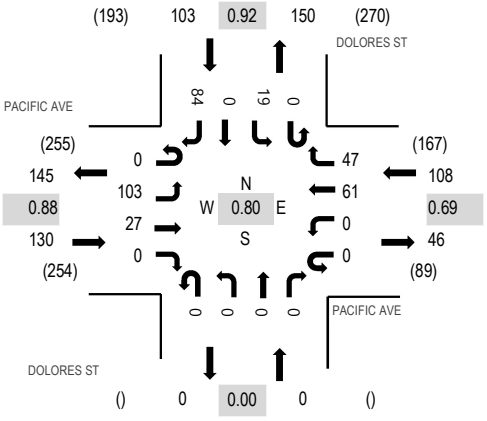
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	96	0	60	0	0	274	105	0	42	200	0	777
Mediums	0	0	0	0	0	0	0	1	0	0	2	0	0	2	2	0	7
Total	0	0	0	0	0	96	0	61	0	0	276	105	0	44	202	0	784

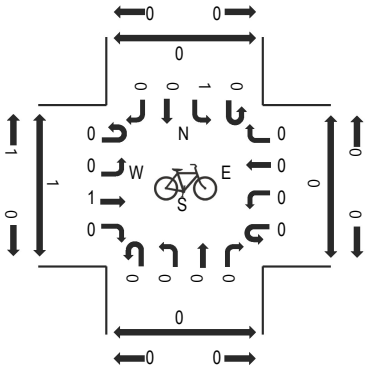
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 5 DOLORES ST & PACIFIC AVE PM
Date: Thursday, January 26, 2023
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

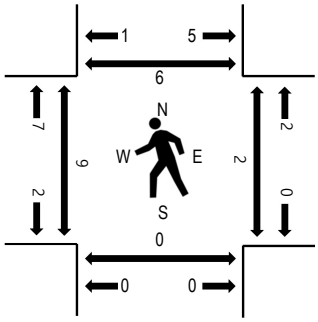
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PACIFIC AVE Eastbound				PACIFIC AVE Westbound				DOLORES ST Northbound				DOLORES ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	19	2	0	0	0	12	5	0	0	0	0	0	3	0	23	64	275	2	0	0	0
4:15 PM	0	22	10	0	0	0	6	3	0	0	0	0	0	4	0	10	55	318	2	1	0	3
4:30 PM	0	22	8	0	0	0	13	10	0	0	0	0	0	11	0	16	80	341	0	0	0	0
4:45 PM	0	24	3	0	0	0	9	12	0	0	0	0	0	3	0	25	76	335	3	0	0	0
5:00 PM	0	33	8	0	0	0	26	13	0	0	0	0	0	2	0	25	107	339	5	2	0	4
5:15 PM	0	24	8	0	0	0	13	12	0	0	0	0	0	3	0	18	78		1	0	0	2
5:30 PM	0	28	8	0	0	0	9	8	0	0	0	0	0	7	0	14	74		4	0	0	5
5:45 PM	0	30	5	0	0	0	11	5	0	0	0	0	0	4	0	25	80		5	0	0	3

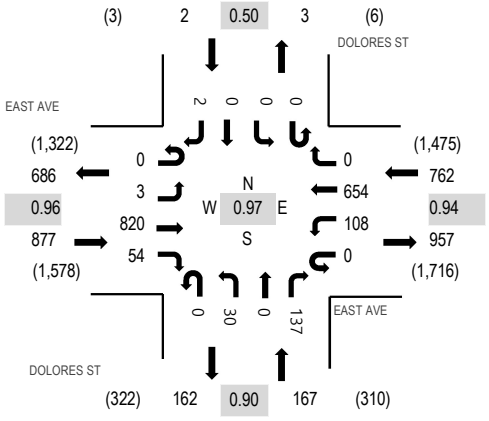
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	100	27	0	0	0	61	47	0	0	0	0	0	19	0	83	337
Mediums	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
Total	0	103	27	0	0	0	61	47	0	0	0	0	0	19	0	84	341

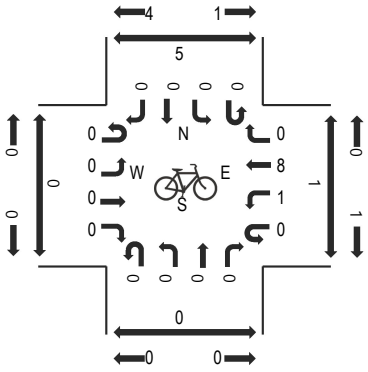
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 DOLORES ST & EAST AVE PM
Date: Wednesday, May 17, 2023
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

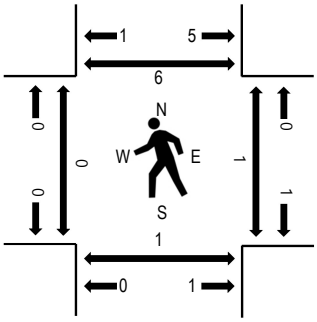
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	EAST AVE Eastbound				EAST AVE Westbound				DOLORES ST Northbound				DOLORES ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	159	13	0	24	136	0	0	8	0	23	0	0	0	0	363	1,595	0	1	2	4
4:15 PM	0	0	163	9	0	25	150	1	0	5	0	33	0	0	0	0	386	1,697	0	3	0	1
4:30 PM	0	1	152	16	0	22	164	1	0	10	0	37	0	0	0	1	404	1,778	0	0	0	0
4:45 PM	0	0	205	11	0	24	165	0	0	3	0	34	0	0	0	0	442	1,808	0	0	0	2
5:00 PM	0	0	201	15	0	29	177	0	0	11	0	31	0	0	0	1	465	1,771	0	0	1	1
5:15 PM	0	1	215	13	0	23	172	0	0	8	0	35	0	0	0	0	467		0	0	0	0
5:30 PM	0	2	199	15	0	32	140	0	0	8	0	37	0	0	0	1	434		0	1	0	3
5:45 PM	0	0	170	18	0	33	157	0	0	5	0	22	0	0	0	0	405		0	0	0	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	3	813	52	0	108	648	0	0	28	0	137	0	0	0	2	1,791
Mediums	0	0	7	2	0	0	6	0	0	2	0	0	0	0	0	0	17
Total	0	3	820	54	0	108	654	0	0	30	0	137	0	0	0	2	1,808

All Traffic Data Services, LLC
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Site Code: 10
PACIFIC AVE E.O S LIVERMORE AVE

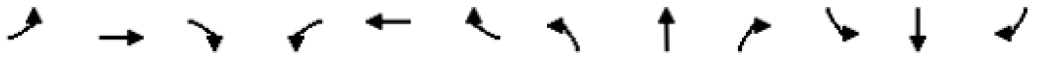
Start Time	26-Jan-23 Thu	EB	WB							Total
12:00 AM		7	5							12
01:00		4	4							8
02:00		2	1							3
03:00		3	6							9
04:00		3	11							14
05:00		14	15							29
06:00		34	29							63
07:00		72	85							157
08:00		**158**	**110**							**268**
09:00		81	88							169
10:00		68	68							136
11:00		91	99							190
12:00 PM		119	125							244
01:00		128	101							229
02:00		128	122							250
03:00		141	128							269
04:00		130	126							256
05:00		**169**	**151**							**320**
06:00		103	97							200
07:00		72	62							134
08:00		49	42							91
09:00		29	26							55
10:00		14	16							30
11:00		11	10							21
Total		1630	1527							3157
Percent		51.6%	48.4%							
AM Peak	-	08:00	08:00	-	-	-	-	-	-	08:00
Vol.	-	158	110	-	-	-	-	-	-	268
PM Peak	-	17:00	17:00	-	-	-	-	-	-	17:00
Vol.	-	169	151	-	-	-	-	-	-	320
Grand Total		1630	1527							3157
Percent		51.6%	48.4%							
ADT		ADT 3,157		AADT 3,157						

All Traffic Data Services, LLC
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Site Code: 11
S LIVERMORE AVE N.O PALM AVE

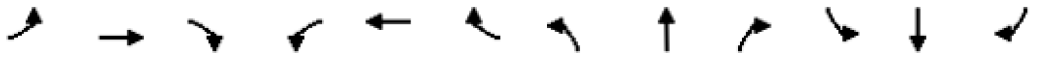
Start Time	26-Jan-23 Thu	NB	SB							Total
12:00 AM		6	12							18
01:00		5	2							7
02:00		4	4							8
03:00		11	4							15
04:00		24	12							36
05:00		70	27							97
06:00		167	40							207
07:00		272	105							377
08:00		**389**	**169**							**558**
09:00		198	153							351
10:00		164	161							325
11:00		234	163							397
12:00 PM		242	199							441
01:00		212	190							402
02:00		225	211							436
03:00		264	**288**							552
04:00		275	229							504
05:00		**308**	259							**567**
06:00		212	227							439
07:00		140	142							282
08:00		87	103							190
09:00		56	70							126
10:00		31	31							62
11:00		10	17							27
Total		3606	2818							6424
Percent		56.1%	43.9%							
AM Peak	-	08:00	08:00	-	-	-	-	-	-	08:00
Vol.	-	389	169	-	-	-	-	-	-	558
PM Peak	-	17:00	15:00	-	-	-	-	-	-	17:00
Vol.	-	308	288	-	-	-	-	-	-	567
Grand Total		3606	2818							6424
Percent		56.1%	43.9%							
ADT		ADT 6,424		AADT 6,424						

Appendix B
Level of Service Calculations



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	201	364	0	212	8	519	371	52	15	231	12
Future Volume (vph)	0	201	364	0	212	8	519	371	52	15	231	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5		4.5		4.5	4.5			4.5	
Lane Util. Factor		1.00	1.00		0.95		1.00	1.00			0.95	
Frpb, ped/bikes		1.00	1.00		0.99		1.00	0.99			0.99	
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00			1.00	
Frt		1.00	0.85		0.99		1.00	0.98			0.99	
Flt Protected		1.00	1.00		1.00		0.95	1.00			0.99	
Satd. Flow (prot)		1863	1583		3515		1770	1823			3502	
Flt Permitted		1.00	1.00		1.00		0.95	1.00			0.99	
Satd. Flow (perm)		1863	1583		3515		1770	1823			3502	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	218	396	0	230	9	564	403	57	16	251	13
RTOR Reduction (vph)	0	0	0	0	0	0	0	3	0	0	4	0
Lane Group Flow (vph)	0	218	396	0	239	0	564	457	0	0	276	0
Confl. Peds. (#/hr)			1			4			2			2
Turn Type		NA	custom		NA		Split	NA		Split	NA	
Protected Phases		8	8 3		8		5	5		6	6	
Permitted Phases												
Actuated Green, G (s)		17.1	55.7		17.1		74.6	74.6			14.8	
Effective Green, g (s)		17.1	55.7		17.1		74.6	74.6			14.8	
Actuated g/C Ratio		0.14	0.46		0.14		0.62	0.62			0.12	
Clearance Time (s)		4.5			4.5		4.5	4.5			4.5	
Vehicle Extension (s)		3.0			3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)		265	734		500		1100	1133			431	
v/s Ratio Prot		c0.12	0.25		0.07		c0.32	0.25			c0.08	
v/s Ratio Perm												
v/c Ratio		0.82	0.53		0.47		0.51	0.40			0.64	
Uniform Delay, d1		49.9	22.9		47.3		12.6	11.4			50.0	
Progression Factor		1.00	1.00		1.00		0.04	0.01			1.00	
Incremental Delay, d2		18.2	0.7		0.7		1.4	0.8			3.2	
Delay (s)		68.2	23.7		48.0		1.9	1.0			53.3	
Level of Service		E	C		D		A	A			D	
Approach Delay (s/veh)		39.5			48.0			1.5			53.3	
Approach LOS		D			D			A			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	24.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	58.9%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	524	0	418	2	429	156	10
Future Volume (vph)	0	0	0	0	0	524	0	418	2	429	156	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)						4.5		4.5			4.5	
Lane Util. Factor						0.88		0.95			0.95	
Frt						0.85		0.99			0.99	
Flt Protected						1.00		1.00			0.96	
Satd. Flow (prot)						2787		3537			3407	
Flt Permitted						1.00		1.00			0.96	
Satd. Flow (perm)						2787		3537			3407	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	570	0	454	2	466	170	11
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	0	0	0	0	570	0	456	0	0	646	0
Turn Type						Prot		NA		Split	NA	
Protected Phases						3		2		1 3	1 3	
Permitted Phases												
Actuated Green, G (s)						38.6		31.5			79.5	
Effective Green, g (s)						38.6		31.5			79.5	
Actuated g/C Ratio						0.32		0.26			0.66	
Clearance Time (s)						4.5		4.5				
Vehicle Extension (s)						3.0		3.0				
Lane Grp Cap (vph)						896		928			2257	
v/s Ratio Prot						c0.20		c0.13			c0.19	
v/s Ratio Perm												
v/c Ratio						0.63		0.49			0.28	
Uniform Delay, d1						34.7		37.4			8.4	
Progression Factor						1.00		1.00			0.05	
Incremental Delay, d2						3.4		1.8			0.0	
Delay (s)						38.1		39.3			0.5	
Level of Service						D		D			A	
Approach Delay (s/veh)		0.0			38.1			39.3			0.5	
Approach LOS		A			D			D			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	23.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	42.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	3	28	0	1	11	10	412	1	3	165	4
Future Vol, veh/h	7	3	28	0	1	11	10	412	1	3	165	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	3	30	0	1	12	11	448	1	3	179	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	658	659	182	658	660	448	184	0	0	449	0	0
Stage 1	188	188	-	470	470	-	-	-	-	-	-	-
Stage 2	470	471	-	187	190	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	377	384	861	378	383	610	1391	-	-	1111	-	-
Stage 1	814	744	-	574	560	-	-	-	-	-	-	-
Stage 2	574	560	-	814	743	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	365	380	861	357	379	610	1391	-	-	1111	-	-
Mov Cap-2 Maneuver	365	380	-	357	379	-	-	-	-	-	-	-
Stage 1	811	742	-	569	556	-	-	-	-	-	-	-
Stage 2	557	555	-	780	741	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	11.04	11.34	0.18	0.14
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1391	-	-	638	581	1111	-	-
HCM Lane V/C Ratio	0.008	-	-	0.065	0.022	0.003	-	-
HCM Control Delay (s/veh)	7.6	-	-	11	11.3	8.2	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0	-	-

Intersection	
Int Delay, s/veh	2.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	74	38	383	91	55	135
Future Vol, veh/h	74	38	383	91	55	135
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	50	0	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	80	41	416	99	60	147

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	732	466	0	0	515	0
Stage 1	466	-	-	-	-	-
Stage 2	266	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	388	597	-	-	1050	-
Stage 1	632	-	-	-	-	-
Stage 2	778	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	366	597	-	-	1050	-
Mov Cap-2 Maneuver	366	-	-	-	-	-
Stage 1	632	-	-	-	-	-
Stage 2	734	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	15.5	1	2.5
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	366	597	1050	-
HCM Lane V/C Ratio	-	-	0.22	0.069	0.057	-
HCM Control Delay (s/veh)	-	-	17.6	11.5	8.6	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	0.8	0.2	0.2	-

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	85	60	28	10	20	83
Future Vol, veh/h	85	60	28	10	20	83
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	92	65	30	11	22	90
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay, s/veh	8.3	7.4	7.5
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	59%	0%	19%
Vol Thru, %	41%	74%	0%
Vol Right, %	0%	26%	81%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	145	38	103
LT Vol	85	0	20
Through Vol	60	28	0
RT Vol	0	10	83
Lane Flow Rate	158	41	112
Geometry Grp	1	1	1
Degree of Util (X)	0.187	0.047	0.122
Departure Headway (Hd)	4.281	4.095	3.939
Convergence, Y/N	Yes	Yes	Yes
Cap	834	862	916
Service Time	2.334	2.182	1.939
HCM Lane V/C Ratio	0.189	0.048	0.122
HCM Control Delay, s/veh	8.3	7.4	7.5
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.7	0.1	0.4

HCM 7th Signalized Intersection Summary
6: Dolores Street & East Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	537	31	106	873	0	45	0	133	0	0	0
Future Volume (veh/h)	1	537	31	106	873	0	45	0	133	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.96	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	584	34	115	949	0	49	0	145	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	2	2141	125	99	2422	0	297	0	255	0	2	0
Arrive On Green	0.00	0.63	0.63	0.06	0.68	0.00	0.17	0.00	0.17	0.00	0.00	0.00
Sat Flow, veh/h	1781	3413	198	1781	3647	0	1781	0	1525	0	1870	0
Grp Volume(v), veh/h	1	304	314	115	949	0	49	0	145	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1834	1781	1777	0	1781	0	1525	0	1870	0
Q Serve(g_s), s	0.1	6.9	6.9	5.0	10.4	0.0	2.1	0.0	7.9	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	6.9	6.9	5.0	10.4	0.0	2.1	0.0	7.9	0.0	0.0	0.0
Prop In Lane	1.00		0.11	1.00		0.00	1.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	2	1115	1151	99	2422	0	297	0	255	0	2	0
V/C Ratio(X)	0.41	0.27	0.27	1.16	0.39	0.00	0.16	0.00	0.57	0.00	0.00	0.00
Avail Cap(c_a), veh/h	99	1115	1151	99	2422	0	584	0	500	0	52	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	44.9	7.5	7.5	42.5	6.2	0.0	32.1	0.0	34.5	0.0	0.0	0.0
Incr Delay (d2), s/veh	83.8	0.6	0.6	140.6	0.5	0.0	0.3	0.0	2.0	0.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	2.5	2.6	6.0	3.4	0.0	0.9	0.0	3.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	128.7	8.1	8.1	183.1	6.7	0.0	32.4	0.0	36.5	0.0	0.0	0.0
LnGrp LOS	F	A	A	F	A		C		D			
Approach Vol, veh/h		619			1064			194			0	
Approach Delay, s/veh		8.3			25.8			35.5			0.0	
Approach LOS		A			C			D				

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	19.5	9.5	61.0	0.0	4.6	65.8
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	29.5	5.0	35.0	2.5	5.0	35.0
Max Q Clear Time (g_c+I1), s	9.9	7.0	8.9	0.0	2.1	12.4
Green Ext Time (p_c), s	0.9	0.0	4.0	0.0	0.0	7.2

Intersection Summary	
HCM 7th Control Delay, s/veh	21.0
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	139	107	4	0	0
Future Vol, veh/h	7	139	107	4	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	151	116	4	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	121	0	-	0	285	118
Stage 1	-	-	-	-	118	-
Stage 2	-	-	-	-	166	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1467	-	-	-	705	933
Stage 1	-	-	-	-	907	-
Stage 2	-	-	-	-	863	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1467	-	-	-	701	933
Mov Cap-2 Maneuver	-	-	-	-	701	-
Stage 1	-	-	-	-	902	-
Stage 2	-	-	-	-	863	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.36	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	86	-	-	-	-
HCM Lane V/C Ratio	0.005	-	-	-	-
HCM Control Delay (s/veh)	7.5	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

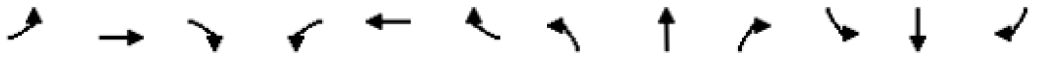
Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	2	2	93	101	5
Future Vol, veh/h	5	2	2	93	101	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	2	2	101	110	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	218	113	115	0	-	0
Stage 1	113	-	-	-	-	-
Stage 2	105	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	770	940	1474	-	-	-
Stage 1	912	-	-	-	-	-
Stage 2	919	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	769	940	1474	-	-	-
Mov Cap-2 Maneuver	769	-	-	-	-	-
Stage 1	911	-	-	-	-	-
Stage 2	919	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.48	0.16	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	38	-	811	-	-
HCM Lane V/C Ratio	0.001	-	0.009	-	-
HCM Control Delay (s/veh)	7.4	0	9.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	237	488	0	175	16	465	386	32	16	357	18
Future Volume (vph)	0	237	488	0	175	16	465	386	32	16	357	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5		4.5		4.5	4.5			4.5	
Lane Util. Factor		1.00	1.00		0.95		1.00	1.00			0.95	
Frpb, ped/bikes		1.00	1.00		1.00		1.00	0.99			0.99	
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00			1.00	
Frt		1.00	0.85		0.98		1.00	0.98			0.99	
Flt Protected		1.00	1.00		1.00		0.95	1.00			0.99	
Satd. Flow (prot)		1863	1583		3496		1770	1838			3504	
Flt Permitted		1.00	1.00		1.00		0.95	1.00			0.99	
Satd. Flow (perm)		1863	1583		3496		1770	1838			3504	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	258	530	0	190	17	505	420	35	17	388	20
RTOR Reduction (vph)	0	0	0	0	0	0	0	2	0	0	3	0
Lane Group Flow (vph)	0	258	530	0	207	0	505	453	0	0	422	0
Confl. Peds. (#/hr)			5						2			3
Turn Type		NA	custom		NA		Split	NA		Split	NA	
Protected Phases		8	8 3		8		5	5		6	6	
Permitted Phases												
Actuated Green, G (s)		26.4	77.9		26.4		87.0	87.0			23.1	
Effective Green, g (s)		26.4	77.9		26.4		87.0	87.0			23.1	
Actuated g/C Ratio		0.18	0.52		0.18		0.58	0.58			0.15	
Clearance Time (s)		4.5			4.5		4.5	4.5			4.5	
Vehicle Extension (s)		3.0			3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)		327	822		615		1026	1066			539	
v/s Ratio Prot		c0.14	c0.33		0.06		c0.29	0.25			c0.12	
v/s Ratio Perm												
v/c Ratio		0.78	0.64		0.33		0.49	0.42			0.78	
Uniform Delay, d1		59.1	26.0		54.1		18.5	17.5			61.0	
Progression Factor		1.00	1.00		1.00		0.02	0.01			1.00	
Incremental Delay, d2		11.9	1.7		0.3		1.3	1.0			7.3	
Delay (s)		71.0	27.7		54.4		1.7	1.2			68.3	
Level of Service		E	C		D		A	A			E	
Approach Delay (s/veh)		41.9			54.4			1.5			68.3	
Approach LOS		D			D			A			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	31.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	62.0%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	556	0	327	10	578	241	26
Future Volume (vph)	0	0	0	0	0	556	0	327	10	578	241	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)						4.5		4.5			4.5	
Lane Util. Factor						0.88		0.95			0.95	
Frpb, ped/bikes						1.00		0.99			1.00	
Flpb, ped/bikes						1.00		1.00			1.00	
Frt						0.85		0.99			0.99	
Flt Protected						1.00		1.00			0.96	
Satd. Flow (prot)						2787		3522			3407	
Flt Permitted						1.00		1.00			0.96	
Satd. Flow (perm)						2787		3522			3407	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	604	0	355	11	628	262	28
RTOR Reduction (vph)	0	0	0	0	0	0	0	2	0	0	2	0
Lane Group Flow (vph)	0	0	0	0	0	604	0	364	0	0	916	0
Confl. Peds. (#/hr)									1			
Turn Type						Prot		NA		Split	NA	
Protected Phases						3		2		1 3	1 3	
Permitted Phases												
Actuated Green, G (s)						51.5		31.0			110.0	
Effective Green, g (s)						51.5		31.0			110.0	
Actuated g/C Ratio						0.34		0.21			0.73	
Clearance Time (s)						4.5		4.5				
Vehicle Extension (s)						3.0		3.0				
Lane Grp Cap (vph)						956		727			2498	
v/s Ratio Prot						c0.22		c0.10			c0.27	
v/s Ratio Perm												
v/c Ratio						0.63		0.50			0.36	
Uniform Delay, d1						41.2		52.6			7.2	
Progression Factor						1.00		1.00			0.04	
Incremental Delay, d2						3.1		2.4			0.0	
Delay (s)						44.4		55.1			0.4	
Level of Service						D		E			A	
Approach Delay (s/veh)		0.0			44.4			55.1			0.4	
Approach LOS		A			D			E			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	25.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	65.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	2	10	2	1	10	14	325	0	11	233	3
Future Vol, veh/h	16	2	10	2	1	10	14	325	0	11	233	3
Conflicting Peds, #/hr	0	0	2	0	0	0	0	0	9	0	0	8
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	2	11	2	1	11	15	353	0	12	253	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	671	680	265	673	681	362	265	0	0	362	0	0
Stage 1	287	287	-	393	393	-	-	-	-	-	-	-
Stage 2	384	393	-	280	288	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	370	373	774	369	373	682	1299	-	-	1196	-	-
Stage 1	721	674	-	632	606	-	-	-	-	-	-	-
Stage 2	639	606	-	726	673	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	352	359	766	350	359	677	1290	-	-	1186	-	-
Mov Cap-2 Maneuver	352	359	-	350	359	-	-	-	-	-	-	-
Stage 1	708	663	-	619	594	-	-	-	-	-	-	-
Stage 2	620	594	-	705	661	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	13.84	11.61	0.32	0.36
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1290	-	-	437	558	1186	-	-
HCM Lane V/C Ratio	0.012	-	-	0.07	0.025	0.01	-	-
HCM Control Delay (s/veh)	7.8	-	-	13.8	11.6	8.1	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0	-	-

Intersection	
Int Delay, s/veh	3.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	96	61	276	105	44	202
Future Vol, veh/h	96	61	276	105	44	202
Conflicting Peds, #/hr	1	0	0	6	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	50	0	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	104	66	300	114	48	220

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	679	363	0	0	420	0
Stage 1	363	-	-	-	-	-
Stage 2	316	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	417	682	-	-	1139	-
Stage 1	704	-	-	-	-	-
Stage 2	739	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	397	678	-	-	1132	-
Mov Cap-2 Maneuver	397	-	-	-	-	-
Stage 1	700	-	-	-	-	-
Stage 2	707	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	14.8	0	1.49
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	397	678	1132	-
HCM Lane V/C Ratio	-	-	0.263	0.098	0.042	-
HCM Control Delay (s/veh)	-	-	17.3	10.9	8.3	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	1	0.3	0.1	-

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	103	27	61	47	19	84
Future Vol, veh/h	103	27	61	47	19	84
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	112	29	66	51	21	91
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay, s/veh	8.4	7.7	7.6
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	79%	0%	18%
Vol Thru, %	21%	56%	0%
Vol Right, %	0%	44%	82%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	130	108	103
LT Vol	103	0	19
Through Vol	27	61	0
RT Vol	0	47	84
Lane Flow Rate	141	117	112
Geometry Grp	1	1	1
Degree of Util (X)	0.172	0.13	0.126
Departure Headway (Hd)	4.381	3.98	4.054
Convergence, Y/N	Yes	Yes	Yes
Cap	810	885	890
Service Time	2.457	2.073	2.054
HCM Lane V/C Ratio	0.174	0.132	0.126
HCM Control Delay, s/veh	8.4	7.7	7.6
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.6	0.4	0.4

HCM 7th Signalized Intersection Summary
6: Dolores Street & East Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	820	54	108	654	0	30	0	137	0	0	2
Future Volume (veh/h)	3	820	54	108	654	0	30	0	137	0	0	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	891	59	117	711	0	33	0	149	0	0	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	7	1378	91	150	1733	0	250	0	222	0	0	3
Arrive On Green	0.00	0.41	0.41	0.08	0.49	0.00	0.14	0.00	0.14	0.00	0.00	0.00
Sat Flow, veh/h	1781	3383	224	1781	3647	0	1781	0	1582	0	0	1585
Grp Volume(v), veh/h	3	468	482	117	711	0	33	0	149	0	0	2
Grp Sat Flow(s),veh/h/ln	1781	1777	1830	1781	1777	0	1781	0	1582	0	0	1585
Q Serve(g_s), s	0.1	10.4	10.4	3.2	6.3	0.0	0.8	0.0	4.4	0.0	0.0	0.1
Cycle Q Clear(g_c), s	0.1	10.4	10.4	3.2	6.3	0.0	0.8	0.0	4.4	0.0	0.0	0.1
Prop In Lane	1.00		0.12	1.00		0.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	7	724	745	150	1733	0	250	0	222	0	0	3
V/C Ratio(X)	0.41	0.65	0.65	0.78	0.41	0.00	0.13	0.00	0.67	0.00	0.00	0.62
Avail Cap(c_a), veh/h	181	1212	1248	236	2533	0	1070	0	950	0	0	81
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	24.4	11.7	11.7	22.0	8.1	0.0	18.5	0.0	20.0	0.0	0.0	24.5
Incr Delay (d2), s/veh	33.3	1.0	0.9	8.4	0.2	0.0	0.2	0.0	3.5	0.0	0.0	116.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	3.5	3.6	1.6	1.9	0.0	0.3	0.0	1.7	0.0	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	57.7	12.7	12.7	30.4	8.2	0.0	18.7	0.0	23.5	0.0	0.0	141.1
LnGrp LOS	E	B	B	C	A		B		C			F
Approach Vol, veh/h		953			828			182			2	
Approach Delay, s/veh		12.8			11.4			22.7			141.1	
Approach LOS		B			B			C			F	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	11.4	8.6	24.5	4.6	4.7	28.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	29.5	6.5	33.5	2.5	5.0	35.0
Max Q Clear Time (g_c+I1), s	6.4	5.2	12.4	2.1	2.1	8.3
Green Ext Time (p_c), s	1.0	0.0	6.4	0.0	0.0	5.4

Intersection Summary	
HCM 7th Control Delay, s/veh	13.2
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	19	130	144	1	1	15
Future Vol, veh/h	19	130	144	1	1	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	141	157	1	1	16

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	158	0	-	0	340	157
Stage 1	-	-	-	-	157	-
Stage 2	-	-	-	-	183	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1422	-	-	-	656	888
Stage 1	-	-	-	-	871	-
Stage 2	-	-	-	-	849	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1422	-	-	-	646	888
Mov Cap-2 Maneuver	-	-	-	-	646	-
Stage 1	-	-	-	-	858	-
Stage 2	-	-	-	-	849	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.97	0	9.23
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	230	-	-	-	868
HCM Lane V/C Ratio	0.015	-	-	-	0.02
HCM Control Delay (s/veh)	7.6	0	-	-	9.2
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	1	4	146	102	14
Future Vol, veh/h	13	1	4	146	102	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	1	4	159	111	15

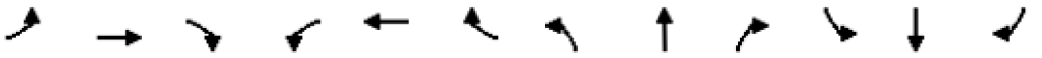
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	286	118	126	0	-	0
Stage 1	118	-	-	-	-	-
Stage 2	167	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	704	933	1460	-	-	-
Stage 1	907	-	-	-	-	-
Stage 2	862	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	702	933	1460	-	-	-
Mov Cap-2 Maneuver	702	-	-	-	-	-
Stage 1	904	-	-	-	-	-
Stage 2	862	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.15	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	48	-	715	-	-
HCM Lane V/C Ratio	0.003	-	0.021	-	-
HCM Control Delay (s/veh)	7.5	0	10.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	211	382	0	222	8	544	389	55	16	242	13
Future Volume (vph)	0	211	382	0	222	8	544	389	55	16	242	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5		4.5		4.5	4.5			4.5	
Lane Util. Factor		1.00	1.00		0.95		1.00	1.00			0.95	
Frpb, ped/bikes		1.00	1.00		0.99		1.00	0.99			0.99	
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00			1.00	
Frt		1.00	0.85		0.99		1.00	0.98			0.99	
Flt Protected		1.00	1.00		1.00		0.95	1.00			0.99	
Satd. Flow (prot)		1863	1583		3516		1770	1823			3501	
Flt Permitted		1.00	1.00		1.00		0.95	1.00			0.99	
Satd. Flow (perm)		1863	1583		3516		1770	1823			3501	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	229	415	0	241	9	591	423	60	17	263	14
RTOR Reduction (vph)	0	0	0	0	0	0	0	3	0	0	3	0
Lane Group Flow (vph)	0	229	415	0	250	0	591	480	0	0	291	0
Confl. Peds. (#/hr)			1			4			2			2
Turn Type		NA	custom		NA		Split	NA		Split	NA	
Protected Phases		8	8 3		8		5	5		6	6	
Permitted Phases												
Actuated Green, G (s)		17.3	55.2		17.3		73.9	73.9			15.3	
Effective Green, g (s)		17.3	55.2		17.3		73.9	73.9			15.3	
Actuated g/C Ratio		0.14	0.46		0.14		0.62	0.62			0.13	
Clearance Time (s)		4.5			4.5		4.5	4.5			4.5	
Vehicle Extension (s)		3.0			3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)		268	728		506		1090	1122			446	
v/s Ratio Prot		c0.12	0.26		0.07		c0.33	0.26			c0.08	
v/s Ratio Perm												
v/c Ratio		0.85	0.57		0.49		0.54	0.42			0.65	
Uniform Delay, d1		50.1	23.7		47.3		13.2	12.0			49.8	
Progression Factor		1.00	1.00		1.00		0.04	0.01			1.00	
Incremental Delay, d2		22.3	1.0		0.7		1.5	0.9			3.3	
Delay (s)		72.4	24.7		48.0		2.1	1.1			53.2	
Level of Service		E	C		D		A	A			D	
Approach Delay (s/veh)		41.7			48.0			1.6			53.2	
Approach LOS		D			D			A			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	24.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	61.2%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	550	0	438	2	450	164	10
Future Volume (vph)	0	0	0	0	0	550	0	438	2	450	164	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)						4.5		4.5			4.5	
Lane Util. Factor						0.88		0.95			0.95	
Frt						0.85		0.99			0.99	
Flt Protected						1.00		1.00			0.96	
Satd. Flow (prot)						2787		3537			3408	
Flt Permitted						1.00		1.00			0.96	
Satd. Flow (perm)						2787		3537			3408	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	598	0	476	2	489	178	11
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	0	0	0	0	598	0	478	0	0	677	0
Turn Type						Prot		NA		Split	NA	
Protected Phases						3		2		1 3	1 3	
Permitted Phases												
Actuated Green, G (s)						37.9		31.5			79.5	
Effective Green, g (s)						37.9		31.5			79.5	
Actuated g/C Ratio						0.32		0.26			0.66	
Clearance Time (s)						4.5		4.5				
Vehicle Extension (s)						3.0		3.0				
Lane Grp Cap (vph)						880		928			2257	
v/s Ratio Prot						c0.21		c0.14			c0.20	
v/s Ratio Perm												
v/c Ratio						0.67		0.51			0.29	
Uniform Delay, d1						35.7		37.7			8.5	
Progression Factor						1.00		1.00			0.05	
Incremental Delay, d2						4.2		2.0			0.0	
Delay (s)						39.9		39.7			0.5	
Level of Service						D		D			A	
Approach Delay (s/veh)		0.0			39.9			39.7			0.5	
Approach LOS		A			D			D			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	24.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	44.6%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	3	29	0	1	11	10	432	1	3	173	4
Future Vol, veh/h	7	3	29	0	1	11	10	432	1	3	173	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	3	32	0	1	12	11	470	1	3	188	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	689	689	190	688	691	470	192	0	0	471	0	0
Stage 1	197	197	-	492	492	-	-	-	-	-	-	-
Stage 2	492	492	-	196	199	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	360	369	852	360	368	593	1381	-	-	1091	-	-
Stage 1	805	738	-	559	548	-	-	-	-	-	-	-
Stage 2	559	547	-	806	736	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	348	365	852	340	364	593	1381	-	-	1091	-	-
Mov Cap-2 Maneuver	348	365	-	340	364	-	-	-	-	-	-	-
Stage 1	803	736	-	554	543	-	-	-	-	-	-	-
Stage 2	542	543	-	770	734	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	11.18	11.54	0.17	0.14
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1381	-	-	625	564	1091	-	-
HCM Lane V/C Ratio	0.008	-	-	0.068	0.023	0.003	-	-
HCM Control Delay (s/veh)	7.6	-	-	11.2	11.5	8.3	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0	-	-

Intersection	
Int Delay, s/veh	3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	78	40	402	95	58	142
Future Vol, veh/h	78	40	402	95	58	142
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	50	0	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	85	43	437	103	63	154

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	769	489	0	0	540	0
Stage 1	489	-	-	-	-	-
Stage 2	280	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	369	579	-	-	1028	-
Stage 1	617	-	-	-	-	-
Stage 2	767	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	347	579	-	-	1028	-
Mov Cap-2 Maneuver	347	-	-	-	-	-
Stage 1	617	-	-	-	-	-
Stage 2	720	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	16.34	0	2.53
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	347	579	1028	-
HCM Lane V/C Ratio	-	-	0.245	0.075	0.061	-
HCM Control Delay (s/veh)	-	-	18.7	11.7	8.7	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	0.9	0.2	0.2	-

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	89	63	29	10	21	87
Future Vol, veh/h	89	63	29	10	21	87
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	97	68	32	11	23	95
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay, s/veh	8.4	7.4	7.5
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	59%	0%	19%
Vol Thru, %	41%	74%	0%
Vol Right, %	0%	26%	81%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	152	39	108
LT Vol	89	0	21
Through Vol	63	29	0
RT Vol	0	10	87
Lane Flow Rate	165	42	117
Geometry Grp	1	1	1
Degree of Util (X)	0.197	0.048	0.129
Departure Headway (Hd)	4.29	4.114	3.96
Convergence, Y/N	Yes	Yes	Yes
Cap	831	856	911
Service Time	2.349	2.209	1.96
HCM Lane V/C Ratio	0.199	0.049	0.128
HCM Control Delay, s/veh	8.4	7.4	7.5
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.7	0.2	0.4

HCM 7th Signalized Intersection Summary
6: Dolores Street & East Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	563	33	111	916	0	47	0	139	0	0	0
Future Volume (veh/h)	1	563	33	111	916	0	47	0	139	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.96	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	612	36	121	996	0	51	0	151	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	2	2129	125	99	2411	0	303	0	260	0	2	0
Arrive On Green	0.00	0.62	0.62	0.06	0.68	0.00	0.17	0.00	0.17	0.00	0.00	0.00
Sat Flow, veh/h	1781	3410	200	1781	3647	0	1781	0	1526	0	1870	0
Grp Volume(v), veh/h	1	319	329	121	996	0	51	0	151	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1834	1781	1777	0	1781	0	1526	0	1870	0
Q Serve(g_s), s	0.1	7.4	7.4	5.0	11.3	0.0	2.2	0.0	8.2	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	7.4	7.4	5.0	11.3	0.0	2.2	0.0	8.2	0.0	0.0	0.0
Prop In Lane	1.00		0.11	1.00		0.00	1.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	2	1109	1145	99	2411	0	303	0	260	0	2	0
V/C Ratio(X)	0.41	0.29	0.29	1.22	0.41	0.00	0.17	0.00	0.58	0.00	0.00	0.00
Avail Cap(c_a), veh/h	99	1109	1145	99	2411	0	584	0	500	0	52	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	44.9	7.7	7.7	42.5	6.5	0.0	31.9	0.0	34.4	0.0	0.0	0.0
Incr Delay (d2), s/veh	83.8	0.7	0.6	162.0	0.5	0.0	0.3	0.0	2.1	0.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	2.7	2.8	6.6	3.7	0.0	1.0	0.0	3.1	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	128.7	8.4	8.4	204.5	7.0	0.0	32.2	0.0	36.4	0.0	0.0	0.0
LnGrp LOS	F	A	A	F	A		C		D			
Approach Vol, veh/h		649			1117			202			0	
Approach Delay, s/veh		8.6			28.4			35.4			0.0	
Approach LOS		A			C			D				

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	19.8	9.5	60.7	0.0	4.6	65.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	29.5	5.0	35.0	2.5	5.0	35.0
Max Q Clear Time (g_c+I1), s	10.2	7.0	9.4	0.0	2.1	13.3
Green Ext Time (p_c), s	1.0	0.0	4.2	0.0	0.0	7.5

Intersection Summary	
HCM 7th Control Delay, s/veh	22.6
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	146	112	4	0	0
Future Vol, veh/h	7	146	112	4	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	159	122	4	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	126	0	-	0	298	124
Stage 1	-	-	-	-	124	-
Stage 2	-	-	-	-	174	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1460	-	-	-	693	927
Stage 1	-	-	-	-	902	-
Stage 2	-	-	-	-	856	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1460	-	-	-	689	927
Mov Cap-2 Maneuver	-	-	-	-	689	-
Stage 1	-	-	-	-	896	-
Stage 2	-	-	-	-	856	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.34	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	82	-	-	-	-
HCM Lane V/C Ratio	0.005	-	-	-	-
HCM Control Delay (s/veh)	7.5	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

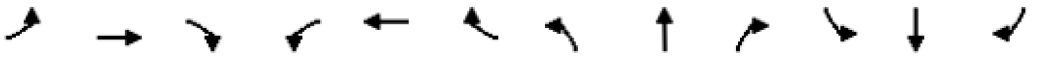
Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	2	2	98	106	5
Future Vol, veh/h	5	2	2	98	106	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	2	2	107	115	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	229	118	121	0	-	0
Stage 1	118	-	-	-	-	-
Stage 2	111	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	759	934	1467	-	-	-
Stage 1	907	-	-	-	-	-
Stage 2	914	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	758	934	1467	-	-	-
Mov Cap-2 Maneuver	758	-	-	-	-	-
Stage 1	906	-	-	-	-	-
Stage 2	914	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.54	0.15	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	36	-	801	-	-
HCM Lane V/C Ratio	0.001	-	0.009	-	-
HCM Control Delay (s/veh)	7.5	0	9.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	247	508	0	182	17	485	402	33	17	372	19
Future Volume (vph)	0	247	508	0	182	17	485	402	33	17	372	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5		4.5		4.5	4.5			4.5	
Lane Util. Factor		1.00	1.00		0.95		1.00	1.00			0.95	
Frpb, ped/bikes		1.00	1.00		1.00		1.00	0.99			0.99	
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00			1.00	
Frt		1.00	0.85		0.98		1.00	0.98			0.99	
Flt Protected		1.00	1.00		1.00		0.95	1.00			0.99	
Satd. Flow (prot)		1863	1583		3495		1770	1838			3504	
Flt Permitted		1.00	1.00		1.00		0.95	1.00			0.99	
Satd. Flow (perm)		1863	1583		3495		1770	1838			3504	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	268	552	0	198	18	527	437	36	18	404	21
RTOR Reduction (vph)	0	0	0	0	0	0	0	2	0	0	3	0
Lane Group Flow (vph)	0	268	552	0	216	0	527	471	0	0	440	0
Confl. Peds. (#/hr)			5						2			3
Turn Type		NA	custom		NA		Split	NA		Split	NA	
Protected Phases		8	8 3		8		5	5		6	6	
Permitted Phases												
Actuated Green, G (s)		27.1	77.3		27.1		85.7	85.7			23.7	
Effective Green, g (s)		27.1	77.3		27.1		85.7	85.7			23.7	
Actuated g/C Ratio		0.18	0.52		0.18		0.57	0.57			0.16	
Clearance Time (s)		4.5			4.5		4.5	4.5			4.5	
Vehicle Extension (s)		3.0			3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)		336	815		631		1011	1050			553	
v/s Ratio Prot		c0.14	c0.35		0.06		c0.30	0.26			c0.13	
v/s Ratio Perm												
v/c Ratio		0.79	0.67		0.34		0.52	0.44			0.79	
Uniform Delay, d1		58.8	27.0		53.6		19.6	18.5			60.8	
Progression Factor		1.00	1.00		1.00		0.02	0.01			1.00	
Incremental Delay, d2		12.3	2.2		0.3		1.5	1.0			7.8	
Delay (s)		71.2	29.3		53.9		1.9	1.3			68.6	
Level of Service		E	C		D		A	A			E	
Approach Delay (s/veh)		43.0			53.9			1.6			68.6	
Approach LOS		D			D			A			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	31.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	63.9%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	579	0	341	10	602	251	27
Future Volume (vph)	0	0	0	0	0	579	0	341	10	602	251	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)						4.5		4.5			4.5	
Lane Util. Factor						0.88		0.95			0.95	
Frpb, ped/bikes						1.00		0.99			1.00	
Flpb, ped/bikes						1.00		1.00			1.00	
Frt						0.85		0.99			0.99	
Flt Protected						1.00		1.00			0.96	
Satd. Flow (prot)						2787		3523			3407	
Flt Permitted						1.00		1.00			0.96	
Satd. Flow (perm)						2787		3523			3407	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	629	0	371	11	654	273	29
RTOR Reduction (vph)	0	0	0	0	0	0	0	2	0	0	2	0
Lane Group Flow (vph)	0	0	0	0	0	629	0	380	0	0	954	0
Confl. Peds. (#/hr)									1			
Turn Type						Prot		NA		Split	NA	
Protected Phases						3		2		1 3	1 3	
Permitted Phases												
Actuated Green, G (s)						50.2		31.0			110.0	
Effective Green, g (s)						50.2		31.0			110.0	
Actuated g/C Ratio						0.33		0.21			0.73	
Clearance Time (s)						4.5		4.5				
Vehicle Extension (s)						3.0		3.0				
Lane Grp Cap (vph)						932		728			2498	
v/s Ratio Prot						c0.23		c0.11			c0.28	
v/s Ratio Perm												
v/c Ratio						0.67		0.52			0.38	
Uniform Delay, d1						42.8		52.9			7.4	
Progression Factor						1.00		1.00			0.04	
Incremental Delay, d2						3.9		2.6			0.0	
Delay (s)						46.7		55.5			0.4	
Level of Service						D		E			A	
Approach Delay (s/veh)		0.0			46.7			55.5			0.4	
Approach LOS		A			D			E			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	26.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	66.7%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	2	10	2	1	10	15	339	0	11	243	3
Future Vol, veh/h	17	2	10	2	1	10	15	339	0	11	243	3
Conflicting Peds, #/hr	0	0	2	0	0	0	0	0	9	0	0	8
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	2	11	2	1	11	16	368	0	12	264	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	699	708	276	701	709	377	275	0	0	377	0	0
Stage 1	298	298	-	410	410	-	-	-	-	-	-	-
Stage 2	402	410	-	291	299	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	354	360	763	353	359	669	1288	-	-	1181	-	-
Stage 1	711	667	-	619	595	-	-	-	-	-	-	-
Stage 2	625	595	-	717	666	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	337	346	756	335	345	663	1278	-	-	1171	-	-
Mov Cap-2 Maneuver	337	346	-	335	345	-	-	-	-	-	-	-
Stage 1	698	655	-	605	583	-	-	-	-	-	-	-
Stage 2	606	583	-	696	654	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	14.33	11.81	0.33	0.35
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1278	-	-	417	543	1171	-	-
HCM Lane V/C Ratio	0.013	-	-	0.076	0.026	0.01	-	-
HCM Control Delay (s/veh)	7.9	-	-	14.3	11.8	8.1	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0	-	-

Intersection	
Int Delay, s/veh	3.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	100	64	288	109	46	210
Future Vol, veh/h	100	64	288	109	46	210
Conflicting Peds, #/hr	1	0	0	6	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	50	0	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	109	70	313	118	50	228

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	708	378	0	0	438	0
Stage 1	378	-	-	-	-	-
Stage 2	329	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	401	668	-	-	1122	-
Stage 1	693	-	-	-	-	-
Stage 2	729	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	381	665	-	-	1116	-
Mov Cap-2 Maneuver	381	-	-	-	-	-
Stage 1	689	-	-	-	-	-
Stage 2	696	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	15.4	0	1.51
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	381	665	1116	-
HCM Lane V/C Ratio	-	-	0.285	0.105	0.045	-
HCM Control Delay (s/veh)	-	-	18.2	11	8.4	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	1.2	0.3	0.1	-

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	107	28	64	49	20	88
Future Vol, veh/h	107	28	64	49	20	88
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	116	30	70	53	22	96
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay, s/veh	8.5	7.8	7.7
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	79%	0%	19%
Vol Thru, %	21%	57%	0%
Vol Right, %	0%	43%	81%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	135	113	108
LT Vol	107	0	20
Through Vol	28	64	0
RT Vol	0	49	88
Lane Flow Rate	147	123	117
Geometry Grp	1	1	1
Degree of Util (X)	0.179	0.14	0.133
Departure Headway (Hd)	4.394	4.094	4.079
Convergence, Y/N	Yes	Yes	Yes
Cap	806	881	883
Service Time	2.48	2.094	2.086
HCM Lane V/C Ratio	0.182	0.14	0.133
HCM Control Delay, s/veh	8.5	7.8	7.7
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.6	0.5	0.5

HCM 7th Signalized Intersection Summary
6: Dolores Street & East Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	854	56	113	681	0	31	0	143	0	0	2
Future Volume (veh/h)	3	854	56	113	681	0	31	0	143	0	0	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	928	61	123	740	0	34	0	155	0	0	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	7	1363	90	158	1731	0	258	0	230	0	0	3
Arrive On Green	0.00	0.40	0.40	0.09	0.49	0.00	0.15	0.00	0.15	0.00	0.00	0.00
Sat Flow, veh/h	1781	3384	222	1781	3647	0	1781	0	1582	0	0	1585
Grp Volume(v), veh/h	3	487	502	123	740	0	34	0	155	0	0	2
Grp Sat Flow(s),veh/h/ln	1781	1777	1830	1781	1777	0	1781	0	1582	0	0	1585
Q Serve(g_s), s	0.1	11.2	11.2	3.4	6.7	0.0	0.8	0.0	4.6	0.0	0.0	0.1
Cycle Q Clear(g_c), s	0.1	11.2	11.2	3.4	6.7	0.0	0.8	0.0	4.6	0.0	0.0	0.1
Prop In Lane	1.00		0.12	1.00		0.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	7	715	737	158	1731	0	258	0	230	0	0	3
V/C Ratio(X)	0.41	0.68	0.68	0.78	0.43	0.00	0.13	0.00	0.68	0.00	0.00	0.63
Avail Cap(c_a), veh/h	179	1198	1234	233	2504	0	1058	0	939	0	0	80
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	24.7	12.2	12.2	22.2	8.3	0.0	18.5	0.0	20.1	0.0	0.0	24.8
Incr Delay (d2), s/veh	33.4	1.2	1.1	9.5	0.2	0.0	0.2	0.0	3.4	0.0	0.0	119.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	3.8	3.9	1.7	2.0	0.0	0.3	0.0	1.7	0.0	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	58.0	13.4	13.3	31.7	8.4	0.0	18.7	0.0	23.6	0.0	0.0	144.4
LnGrp LOS	E	B	B	C	A		B		C			F
Approach Vol, veh/h		992			863			189			2	
Approach Delay, s/veh		13.5			11.7			22.7			144.4	
Approach LOS		B			B			C			F	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	11.7	8.9	24.5	4.6	4.7	28.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	29.5	6.5	33.5	2.5	5.0	35.0
Max Q Clear Time (g_c+I1), s	6.6	5.4	13.2	2.1	2.1	8.7
Green Ext Time (p_c), s	1.0	0.0	6.6	0.0	0.0	5.6

Intersection Summary	
HCM 7th Control Delay, s/veh	13.7
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	19	135	150	1	1	15
Future Vol, veh/h	19	135	150	1	1	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	147	163	1	1	16

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	164	0	-	0	352	164
Stage 1	-	-	-	-	164	-
Stage 2	-	-	-	-	188	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1414	-	-	-	646	881
Stage 1	-	-	-	-	866	-
Stage 2	-	-	-	-	844	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1414	-	-	-	636	881
Mov Cap-2 Maneuver	-	-	-	-	636	-
Stage 1	-	-	-	-	852	-
Stage 2	-	-	-	-	844	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.94	0	9.27
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	222	-	-	-	860
HCM Lane V/C Ratio	0.015	-	-	-	0.02
HCM Control Delay (s/veh)	7.6	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	1	4	152	106	14
Future Vol, veh/h	13	1	4	152	106	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	1	4	165	115	15

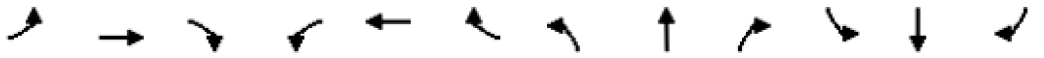
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	297	123	130	0	-	0
Stage 1	123	-	-	-	-	-
Stage 2	174	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	694	928	1455	-	-	-
Stage 1	903	-	-	-	-	-
Stage 2	856	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	692	928	1455	-	-	-
Mov Cap-2 Maneuver	692	-	-	-	-	-
Stage 1	900	-	-	-	-	-
Stage 2	856	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.22	0.19	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	46	-	705	-	-
HCM Lane V/C Ratio	0.003	-	0.022	-	-
HCM Control Delay (s/veh)	7.5	0	10.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	211	387	0	222	8	550	391	56	16	245	13
Future Volume (vph)	0	211	387	0	222	8	550	391	56	16	245	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5		4.5		4.5	4.5			4.5	
Lane Util. Factor		1.00	1.00		0.95		1.00	1.00			0.95	
Frpb, ped/bikes		1.00	1.00		1.00		1.00	1.00			1.00	
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00			1.00	
Frt		1.00	0.85		0.99		1.00	0.98			0.99	
Flt Protected		1.00	1.00		1.00		0.95	1.00			1.00	
Satd. Flow (prot)		1863	1583		3516		1770	1822			3502	
Flt Permitted		1.00	1.00		1.00		0.95	1.00			1.00	
Satd. Flow (perm)		1863	1583		3516		1770	1822			3502	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	229	421	0	241	9	598	425	61	17	266	14
RTOR Reduction (vph)	0	0	0	0	0	0	0	3	0	0	3	0
Lane Group Flow (vph)	0	229	421	0	250	0	598	483	0	0	294	0
Confl. Peds. (#/hr)			1			4			2			2
Turn Type		NA	custom		NA		Split	NA		Split	NA	
Protected Phases		8	8 3		8		5	5		6	6	
Permitted Phases												
Actuated Green, G (s)		17.3	55.1		17.3		73.8	73.8			15.4	
Effective Green, g (s)		17.3	55.1		17.3		73.8	73.8			15.4	
Actuated g/C Ratio		0.14	0.46		0.14		0.62	0.62			0.13	
Clearance Time (s)		4.5			4.5		4.5	4.5			4.5	
Vehicle Extension (s)		3.0			3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)		268	726		506		1088	1120			449	
v/s Ratio Prot		c0.12	c0.27		0.07		c0.34	0.26			c0.08	
v/s Ratio Perm												
v/c Ratio		0.85	0.58		0.49		0.55	0.43			0.65	
Uniform Delay, d1		50.1	23.9		47.3		13.4	12.1			49.8	
Progression Factor		1.00	1.00		1.00		0.05	0.02			1.00	
Incremental Delay, d2		22.3	1.1		0.8		1.6	1.0			3.4	
Delay (s)		72.5	25.0		48.1		2.2	1.2			53.2	
Level of Service		E	C		D		A	A			D	
Approach Delay (s/veh)		41.8			48.1			1.7			53.2	
Approach LOS		D			D			A			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	24.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	61.6%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	550	0	447	2	451	171	10
Future Volume (vph)	0	0	0	0	0	550	0	447	2	451	171	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)						4.5		4.5			4.5	
Lane Util. Factor						0.88		0.95			0.95	
Frt						0.85		1.00			1.00	
Flt Protected						1.00		1.00			0.97	
Satd. Flow (prot)						2787		3537			3409	
Flt Permitted						1.00		1.00			0.97	
Satd. Flow (perm)						2787		3537			3409	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	598	0	486	2	490	186	11
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	0	0	0	0	598	0	488	0	0	686	0
Turn Type						Prot		NA		Split	NA	
Protected Phases						3		2		1 3	1 3	
Permitted Phases												
Actuated Green, G (s)						37.8		31.5			79.5	
Effective Green, g (s)						37.8		31.5			79.5	
Actuated g/C Ratio						0.32		0.26			0.66	
Clearance Time (s)						4.5		4.5				
Vehicle Extension (s)						3.0		3.0				
Lane Grp Cap (vph)						877		928			2258	
v/s Ratio Prot						c0.21		c0.14			c0.20	
v/s Ratio Perm												
v/c Ratio						0.68		0.53			0.30	
Uniform Delay, d1						35.9		37.9			8.6	
Progression Factor						1.00		1.00			0.05	
Incremental Delay, d2						4.3		2.1			0.1	
Delay (s)						40.1		40.0			0.5	
Level of Service						D		D			A	
Approach Delay (s/veh)		0.0			40.1			40.0			0.5	
Approach LOS		A			D			D			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	24.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	44.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	0	31	0	0	0	10	449	0	0	180	4
Future Vol, veh/h	7	0	31	0	0	0	10	449	0	0	180	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	0	34	0	0	0	11	488	0	0	196	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	708	708	198	705	710	488	200	0	0	488	0	0
Stage 1	198	198	-	510	510	-	-	-	-	-	-	-
Stage 2	510	510	-	196	200	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	350	360	843	351	359	580	1372	-	-	1075	-	-
Stage 1	804	737	-	546	538	-	-	-	-	-	-	-
Stage 2	546	538	-	806	736	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	347	357	843	334	356	580	1372	-	-	1075	-	-
Mov Cap-2 Maneuver	347	357	-	334	356	-	-	-	-	-	-	-
Stage 1	804	737	-	542	533	-	-	-	-	-	-	-
Stage 2	542	533	-	774	736	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	10.75	0	0.17	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1372	-	-	667	-	1075	-	-
HCM Lane V/C Ratio	0.008	-	-	0.062	-	-	-	-
HCM Control Delay (s/veh)	7.6	-	-	10.7	0	0	-	-
HCM Lane LOS	A	-	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	-	0	-	-

Intersection	
Int Delay, s/veh	3.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	86	57	401	90	67	142
Future Vol, veh/h	86	57	401	90	67	142
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	50	0	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	93	62	436	98	73	154

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	785	485	0	0	534	0
Stage 1	485	-	-	-	-	-
Stage 2	300	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	362	582	-	-	1034	-
Stage 1	619	-	-	-	-	-
Stage 2	752	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	336	582	-	-	1034	-
Mov Cap-2 Maneuver	336	-	-	-	-	-
Stage 1	619	-	-	-	-	-
Stage 2	699	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	16.65	0	2.8
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	336	582	1034	-
HCM Lane V/C Ratio	-	-	0.278	0.106	0.07	-
HCM Control Delay (s/veh)	-	-	19.8	11.9	8.7	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	1.1	0.4	0.2	-

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	98	63	29	10	21	85
Future Vol, veh/h	98	63	29	10	21	85
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	107	68	32	11	23	92
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay, s/veh	8.5	7.4	7.6
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	61%	0%	20%
Vol Thru, %	39%	74%	0%
Vol Right, %	0%	26%	80%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	161	39	106
LT Vol	98	0	21
Through Vol	63	29	0
RT Vol	0	10	85
Lane Flow Rate	175	42	115
Geometry Grp	1	1	1
Degree of Util (X)	0.209	0.048	0.128
Departure Headway (Hd)	4.291	4.118	3.986
Convergence, Y/N	Yes	Yes	Yes
Cap	830	854	904
Service Time	2.351	2.217	1.986
HCM Lane V/C Ratio	0.211	0.049	0.127
HCM Control Delay, s/veh	8.5	7.4	7.6
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.8	0.2	0.4



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	564	30	107	916	0	43	0	148	0	0	0
Future Volume (veh/h)	1	564	30	107	916	0	43	0	148	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.96	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	613	33	116	996	0	47	0	161	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	2	2123	114	99	2393	0	312	0	268	0	2	0
Arrive On Green	0.00	0.62	0.62	0.06	0.67	0.00	0.18	0.00	0.18	0.00	0.00	0.00
Sat Flow, veh/h	1781	3429	184	1781	3647	0	1781	0	1528	0	1870	0
Grp Volume(v), veh/h	1	317	329	116	996	0	47	0	161	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1837	1781	1777	0	1781	0	1528	0	1870	0
Q Serve(g_s), s	0.1	7.5	7.5	5.0	11.4	0.0	2.0	0.0	8.7	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	7.5	7.5	5.0	11.4	0.0	2.0	0.0	8.7	0.0	0.0	0.0
Prop In Lane	1.00		0.10	1.00		0.00	1.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	2	1100	1137	99	2393	0	312	0	268	0	2	0
V/C Ratio(X)	0.41	0.29	0.29	1.17	0.42	0.00	0.15	0.00	0.60	0.00	0.00	0.00
Avail Cap(c_a), veh/h	99	1100	1137	99	2393	0	584	0	501	0	52	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	44.9	7.9	7.9	42.5	6.7	0.0	31.4	0.0	34.2	0.0	0.0	0.0
Incr Delay (d2), s/veh	83.8	0.7	0.6	144.1	0.5	0.0	0.2	0.0	2.2	0.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	2.8	2.9	6.1	3.8	0.0	0.9	0.0	3.4	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	128.7	8.6	8.6	186.6	7.2	0.0	31.7	0.0	36.4	0.0	0.0	0.0
LnGrp LOS	F	A	A	F	A		C		D			
Approach Vol, veh/h		647			1112			208			0	
Approach Delay, s/veh		8.8			25.9			35.3			0.0	
Approach LOS		A			C			D				

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	20.3	9.5	60.2	0.0	4.6	65.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	29.5	5.0	35.0	2.5	5.0	35.0
Max Q Clear Time (g_c+I1), s	10.7	7.0	9.5	0.0	2.1	13.4
Green Ext Time (p_c), s	1.0	0.0	4.2	0.0	0.0	7.5

Intersection Summary	
HCM 7th Control Delay, s/veh	21.3
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	145	111	3	11	25
Future Vol, veh/h	12	145	111	3	11	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	158	121	3	12	27

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	124	0	-	0	306	122
Stage 1	-	-	-	-	122	-
Stage 2	-	-	-	-	184	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1463	-	-	-	686	929
Stage 1	-	-	-	-	903	-
Stage 2	-	-	-	-	848	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1463	-	-	-	679	929
Mov Cap-2 Maneuver	-	-	-	-	679	-
Stage 1	-	-	-	-	894	-
Stage 2	-	-	-	-	848	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.57	0	9.52
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	138	-	-	-	835
HCM Lane V/C Ratio	0.009	-	-	-	0.047
HCM Control Delay (s/veh)	7.5	0	-	-	9.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	1	109	105	1
Future Vol, veh/h	1	1	1	109	105	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	1	1	118	114	1

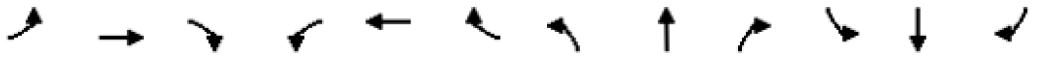
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	235	115	115	0	-	0
Stage 1	115	-	-	-	-	-
Stage 2	121	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	753	938	1474	-	-	-
Stage 1	910	-	-	-	-	-
Stage 2	905	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	752	938	1474	-	-	-
Mov Cap-2 Maneuver	752	-	-	-	-	-
Stage 1	909	-	-	-	-	-
Stage 2	905	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.32	0.07	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	16	-	835	-	-
HCM Lane V/C Ratio	0.001	-	0.003	-	-
HCM Control Delay (s/veh)	7.4	0	9.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	247	519	0	182	17	489	400	34	17	375	19
Future Volume (vph)	0	247	519	0	182	17	489	400	34	17	375	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5		4.5		4.5	4.5			4.5	
Lane Util. Factor		1.00	1.00		0.95		1.00	1.00			0.95	
Frpb, ped/bikes		1.00	1.00		1.00		1.00	1.00			1.00	
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00			1.00	
Frt		1.00	0.85		0.99		1.00	0.99			0.99	
Flt Protected		1.00	1.00		1.00		0.95	1.00			1.00	
Satd. Flow (prot)		1863	1583		3495		1770	1837			3504	
Flt Permitted		1.00	1.00		1.00		0.95	1.00			1.00	
Satd. Flow (perm)		1863	1583		3495		1770	1837			3504	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	268	564	0	198	18	532	435	37	18	408	21
RTOR Reduction (vph)	0	0	0	0	0	0	0	2	0	0	3	0
Lane Group Flow (vph)	0	268	564	0	216	0	532	470	0	0	444	0
Confl. Peds. (#/hr)			5						2			3
Turn Type		NA	custom		NA		Split	NA		Split	NA	
Protected Phases		8	8 3		8		5	5		6	6	
Permitted Phases												
Actuated Green, G (s)		27.5	77.3		27.5		85.3	85.3			23.7	
Effective Green, g (s)		27.5	77.3		27.5		85.3	85.3			23.7	
Actuated g/C Ratio		0.18	0.52		0.18		0.57	0.57			0.16	
Clearance Time (s)		4.5			4.5		4.5	4.5			4.5	
Vehicle Extension (s)		3.0			3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)		341	815		640		1006	1044			553	
v/s Ratio Prot		c0.14	c0.36		0.06		c0.30	0.26			c0.13	
v/s Ratio Perm												
v/c Ratio		0.79	0.69		0.34		0.53	0.45			0.80	
Uniform Delay, d1		58.4	27.4		53.3		20.0	18.8			60.9	
Progression Factor		1.00	1.00		1.00		0.02	0.01			1.00	
Incremental Delay, d2		11.3	2.6		0.3		1.6	1.1			8.3	
Delay (s)		69.7	29.9		53.6		2.0	1.4			69.2	
Level of Service		E	C		D		A	A			E	
Approach Delay (s/veh)		42.8			53.6			1.7			69.2	
Approach LOS		D			D			A			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	31.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	64.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	579	0	344	10	603	264	27
Future Volume (vph)	0	0	0	0	0	579	0	344	10	603	264	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)						4.5		4.5			4.5	
Lane Util. Factor						0.88		0.95			0.95	
Frpb, ped/bikes						1.00		1.00			1.00	
Flpb, ped/bikes						1.00		1.00			1.00	
Frt						0.85		1.00			1.00	
Flt Protected						1.00		1.00			0.97	
Satd. Flow (prot)						2787		3523			3408	
Flt Permitted						1.00		1.00			0.97	
Satd. Flow (perm)						2787		3523			3408	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	629	0	374	11	655	287	29
RTOR Reduction (vph)	0	0	0	0	0	0	0	2	0	0	1	0
Lane Group Flow (vph)	0	0	0	0	0	629	0	383	0	0	970	0
Confl. Peds. (#/hr)									1			
Turn Type						Prot		NA		Split	NA	
Protected Phases						3		2		1 3	1 3	
Permitted Phases												
Actuated Green, G (s)						49.8		31.0			110.0	
Effective Green, g (s)						49.8		31.0			110.0	
Actuated g/C Ratio						0.33		0.21			0.73	
Clearance Time (s)						4.5		4.5				
Vehicle Extension (s)						3.0		3.0				
Lane Grp Cap (vph)						925		728			2499	
v/s Ratio Prot						c0.23		c0.11			c0.28	
v/s Ratio Perm												
v/c Ratio						0.68		0.53			0.39	
Uniform Delay, d1						43.2		53.0			7.5	
Progression Factor						1.00		1.00			0.05	
Incremental Delay, d2						4.0		2.7			0.1	
Delay (s)						47.2		55.7			0.4	
Level of Service						D		E			A	
Approach Delay (s/veh)		0.0			47.2			55.7			0.4	
Approach LOS		A			D			E			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	26.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	66.7%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	0	14	0	0	0	15	345	0	0	258	3
Future Vol, veh/h	17	0	14	0	0	0	15	345	0	0	258	3
Conflicting Peds, #/hr	0	0	2	0	0	0	0	0	9	0	0	8
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	0	15	0	0	0	16	375	0	0	280	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	698	707	292	699	708	384	292	0	0	384	0	0
Stage 1	290	290	-	417	417	-	-	-	-	-	-	-
Stage 2	408	417	-	282	292	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	355	360	747	354	359	664	1270	-	-	1174	-	-
Stage 1	718	672	-	614	591	-	-	-	-	-	-	-
Stage 2	620	591	-	725	671	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	348	350	740	339	349	658	1260	-	-	1164	-	-
Mov Cap-2 Maneuver	348	350	-	339	349	-	-	-	-	-	-	-
Stage 1	712	667	-	600	579	-	-	-	-	-	-	-
Stage 2	612	579	-	708	666	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	13.5	0	0.33	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1260	-	-	457	-	1164	-	-
HCM Lane V/C Ratio	0.013	-	-	0.074	-	-	-	-
HCM Control Delay (s/veh)	7.9	-	-	13.5	0	0	-	-
HCM Lane LOS	A	-	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	-	0	-	-

Intersection	
Int Delay, s/veh	3.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	97	70	288	96	65	210
Future Vol, veh/h	97	70	288	96	65	210
Conflicting Peds, #/hr	1	0	0	6	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	50	0	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	105	76	313	104	71	228

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	742	371	0	0	423	0
Stage 1	371	-	-	-	-	-
Stage 2	371	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	383	675	-	-	1136	-
Stage 1	698	-	-	-	-	-
Stage 2	698	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	357	671	-	-	1129	-
Mov Cap-2 Maneuver	357	-	-	-	-	-
Stage 1	694	-	-	-	-	-
Stage 2	654	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	15.82	0	1.99
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	357	671	1129	-
HCM Lane V/C Ratio	-	-	0.295	0.113	0.063	-
HCM Control Delay (s/veh)	-	-	19.3	11.1	8.4	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	1.2	0.4	0.2	-

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	113	28	64	49	20	94
Future Vol, veh/h	113	28	64	49	20	94
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	123	30	70	53	22	102
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay, s/veh	8.5	7.8	7.8
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	80%	0%	18%
Vol Thru, %	20%	57%	0%
Vol Right, %	0%	43%	82%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	141	113	114
LT Vol	113	0	20
Through Vol	28	64	0
RT Vol	0	49	94
Lane Flow Rate	153	123	124
Geometry Grp	1	1	1
Degree of Util (X)	0.188	0.141	0.141
Departure Headway (Hd)	4.408	4.119	4.089
Convergence, Y/N	Yes	Yes	Yes
Cap	803	876	881
Service Time	2.499	2.119	2.097
HCM Lane V/C Ratio	0.191	0.14	0.141
HCM Control Delay, s/veh	8.5	7.8	7.8
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.7	0.5	0.5



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	855	54	109	681	0	25	0	145	0	0	2
Future Volume (veh/h)	3	855	54	109	681	0	25	0	145	0	0	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	929	59	118	740	0	27	0	158	0	0	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	7	1370	87	151	1723	0	260	0	231	0	0	3
Arrive On Green	0.00	0.40	0.40	0.09	0.48	0.00	0.15	0.00	0.15	0.00	0.00	0.00
Sat Flow, veh/h	1781	3393	215	1781	3647	0	1781	0	1582	0	0	1585
Grp Volume(v), veh/h	3	487	501	118	740	0	27	0	158	0	0	2
Grp Sat Flow(s),veh/h/ln	1781	1777	1831	1781	1777	0	1781	0	1582	0	0	1585
Q Serve(g_s), s	0.1	11.1	11.1	3.2	6.7	0.0	0.7	0.0	4.7	0.0	0.0	0.1
Cycle Q Clear(g_c), s	0.1	11.1	11.1	3.2	6.7	0.0	0.7	0.0	4.7	0.0	0.0	0.1
Prop In Lane	1.00		0.12	1.00		0.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	7	718	740	151	1723	0	260	0	231	0	0	3
V/C Ratio(X)	0.41	0.68	0.68	0.78	0.43	0.00	0.10	0.00	0.68	0.00	0.00	0.62
Avail Cap(c_a), veh/h	180	1202	1239	234	2512	0	1061	0	942	0	0	80
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	24.6	12.1	12.1	22.2	8.3	0.0	18.3	0.0	20.1	0.0	0.0	24.7
Incr Delay (d2), s/veh	33.4	1.1	1.1	8.6	0.2	0.0	0.2	0.0	3.5	0.0	0.0	118.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	3.8	3.9	1.6	2.0	0.0	0.3	0.0	1.8	0.0	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	58.0	13.2	13.2	30.8	8.5	0.0	18.5	0.0	23.6	0.0	0.0	143.5
LnGrp LOS	E	B	B	C	A		B		C			F
Approach Vol, veh/h		991			858			185			2	
Approach Delay, s/veh		13.4			11.5			22.8			143.5	
Approach LOS		B			B			C			F	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	11.7	8.7	24.5	4.6	4.7	28.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	29.5	6.5	33.5	2.5	5.0	35.0
Max Q Clear Time (g_c+I1), s	6.7	5.2	13.1	2.1	2.1	8.7
Green Ext Time (p_c), s	1.0	0.0	6.6	0.0	0.0	5.6

Intersection Summary	
HCM 7th Control Delay, s/veh	13.6
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	27	133	150	6	8	18
Future Vol, veh/h	27	133	150	6	8	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	145	163	7	9	20

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	170	0	-	0	370	166
Stage 1	-	-	-	-	166	-
Stage 2	-	-	-	-	203	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1408	-	-	-	631	878
Stage 1	-	-	-	-	863	-
Stage 2	-	-	-	-	831	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1408	-	-	-	616	878
Mov Cap-2 Maneuver	-	-	-	-	616	-
Stage 1	-	-	-	-	844	-
Stage 2	-	-	-	-	831	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.28	0	9.81
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	304	-	-	-	777
HCM Lane V/C Ratio	0.021	-	-	-	0.036
HCM Control Delay (s/veh)	7.6	0	-	-	9.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	2	160	111	3
Future Vol, veh/h	1	1	2	160	111	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	1	2	174	121	3

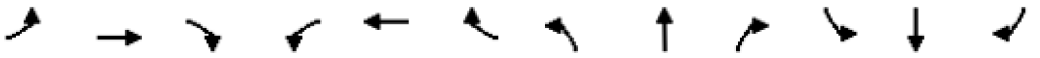
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	301	122	124	0	-	0
Stage 1	122	-	-	-	-	-
Stage 2	178	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	691	929	1463	-	-	-
Stage 1	903	-	-	-	-	-
Stage 2	853	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	690	929	1463	-	-	-
Mov Cap-2 Maneuver	690	-	-	-	-	-
Stage 1	902	-	-	-	-	-
Stage 2	853	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.56	0.09	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	22	-	792	-	-
HCM Lane V/C Ratio	0.001	-	0.003	-	-
HCM Control Delay (s/veh)	7.5	0	9.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	285	516	0	301	11	736	526	74	21	328	17
Future Volume (vph)	0	285	516	0	301	11	736	526	74	21	328	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5		4.5		4.5	4.5			4.5	
Lane Util. Factor		1.00	1.00		0.95		1.00	1.00			0.95	
Frpb, ped/bikes		1.00	1.00		0.99		1.00	0.99			0.99	
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00			1.00	
Frt		1.00	0.85		0.99		1.00	0.98			0.99	
Flt Protected		1.00	1.00		1.00		0.95	1.00			0.99	
Satd. Flow (prot)		1863	1583		3516		1770	1823			3503	
Flt Permitted		1.00	1.00		1.00		0.95	1.00			0.99	
Satd. Flow (perm)		1863	1583		3516		1770	1823			3503	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	310	561	0	327	12	800	572	80	23	357	18
RTOR Reduction (vph)	0	0	0	0	0	0	0	3	0	0	3	0
Lane Group Flow (vph)	0	310	561	0	339	0	800	649	0	0	395	0
Confl. Peds. (#/hr)			1			4			2			2
Turn Type		NA	custom		NA		Split	NA		Split	NA	
Protected Phases		8	8 3		8		5	5		6	6	
Permitted Phases												
Actuated Green, G (s)		23.5	69.8		23.5		81.8	81.8			21.2	
Effective Green, g (s)		23.5	69.8		23.5		81.8	81.8			21.2	
Actuated g/C Ratio		0.17	0.50		0.17		0.58	0.58			0.15	
Clearance Time (s)		4.5			4.5		4.5	4.5			4.5	
Vehicle Extension (s)		3.0			3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)		312	789		590		1034	1065			530	
v/s Ratio Prot		c0.17	0.35		0.10		c0.45	0.36			c0.11	
v/s Ratio Perm												
v/c Ratio		0.99	0.71		0.57		0.77	0.60			0.74	
Uniform Delay, d1		58.1	27.2		53.6		22.0	18.7			56.8	
Progression Factor		1.00	1.00		1.00		0.11	0.03			1.00	
Incremental Delay, d2		48.9	3.0		1.3		2.8	1.2			5.6	
Delay (s)		107.1	30.3		55.0		5.2	1.8			62.4	
Level of Service		F	C		E		A	A			E	
Approach Delay (s/veh)		57.6			55.0			3.7			62.4	
Approach LOS		E			E			A			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	32.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	78.0%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	743	0	593	3	608	221	14
Future Volume (vph)	0	0	0	0	0	743	0	593	3	608	221	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)						4.5		4.5			4.5	
Lane Util. Factor						0.88		0.95			0.95	
Frt						0.85		0.99			0.99	
Flt Protected						1.00		1.00			0.96	
Satd. Flow (prot)						2787		3537			3408	
Flt Permitted						1.00		1.00			0.96	
Satd. Flow (perm)						2787		3537			3408	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	808	0	645	3	661	240	15
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	0	0	0	0	808	0	648	0	0	915	0
Turn Type						Prot		NA		Split	NA	
Protected Phases						3		2		1 3	1 3	
Permitted Phases												
Actuated Green, G (s)						46.3		31.0			100.0	
Effective Green, g (s)						46.3		31.0			100.0	
Actuated g/C Ratio						0.33		0.22			0.71	
Clearance Time (s)						4.5		4.5				
Vehicle Extension (s)						3.0		3.0				
Lane Grp Cap (vph)						921		783			2434	
v/s Ratio Prot						c0.29		c0.18			c0.27	
v/s Ratio Perm												
v/c Ratio						0.87		0.82			0.37	
Uniform Delay, d1						44.1		51.9			7.8	
Progression Factor						1.00		1.00			0.05	
Incremental Delay, d2						11.5		9.7			0.0	
Delay (s)						55.7		61.7			0.4	
Level of Service						E		E			A	
Approach Delay (s/veh)		0.0			55.7			61.7			0.4	
Approach LOS		A			E			E			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	36.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	57.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	3	40	0	1	11	14	584	1	3	234	6
Future Vol, veh/h	10	3	40	0	1	11	14	584	1	3	234	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	3	43	0	1	12	15	635	1	3	254	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	930	930	258	928	933	635	261	0	0	636	0	0
Stage 1	264	264	-	666	666	-	-	-	-	-	-	-
Stage 2	666	666	-	263	267	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	248	267	781	248	266	478	1304	-	-	948	-	-
Stage 1	741	690	-	449	457	-	-	-	-	-	-	-
Stage 2	449	457	-	743	688	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	237	263	781	228	262	478	1304	-	-	948	-	-
Mov Cap-2 Maneuver	237	263	-	228	262	-	-	-	-	-	-	-
Stage 1	738	688	-	444	452	-	-	-	-	-	-	-
Stage 2	431	452	-	695	685	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	13.04	13.29	0.18	0.11
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1304	-	-	505	447	948	-	-
HCM Lane V/C Ratio	0.012	-	-	0.114	0.029	0.003	-	-
HCM Control Delay (s/veh)	7.8	-	-	13	13.3	8.8	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.1	0	-	-

Intersection	
Int Delay, s/veh	4.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	105	54	543	129	78	191
Future Vol, veh/h	105	54	543	129	78	191
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	50	0	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	114	59	590	140	85	208

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1038	660	0	0	730	0
Stage 1	660	-	-	-	-	-
Stage 2	377	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	256	463	-	-	874	-
Stage 1	514	-	-	-	-	-
Stage 2	693	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	231	463	-	-	874	-
Mov Cap-2 Maneuver	231	-	-	-	-	-
Stage 1	514	-	-	-	-	-
Stage 2	626	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	27.75	0	2.77
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	231	463	874	-
HCM Lane V/C Ratio	-	-	0.494	0.127	0.097	-
HCM Control Delay (s/veh)	-	-	34.9	13.9	9.6	-
HCM Lane LOS	-	-	D	B	A	-
HCM 95th %tile Q(veh)	-	-	2.5	0.4	0.3	-

Intersection	
Intersection Delay, s/veh	8.6
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	121	85	40	14	28	118
Future Vol, veh/h	121	85	40	14	28	118
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	132	92	43	15	30	128
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay, s/veh	9.1	7.7	8.1
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	59%	0%	19%
Vol Thru, %	41%	74%	0%
Vol Right, %	0%	26%	81%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	206	54	146
LT Vol	121	0	28
Through Vol	85	40	0
RT Vol	0	14	118
Lane Flow Rate	224	59	159
Geometry Grp	1	1	1
Degree of Util (X)	0.272	0.071	0.182
Departure Headway (Hd)	4.376	4.37	4.138
Convergence, Y/N	Yes	Yes	Yes
Cap	808	822	871
Service Time	2.476	2.384	2.142
HCM Lane V/C Ratio	0.277	0.072	0.183
HCM Control Delay, s/veh	9.1	7.7	8.1
HCM Lane LOS	A	A	A
HCM 95th-tile Q	1.1	0.2	0.7

HCM 7th Signalized Intersection Summary
6: Dolores Street & East Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	761	44	150	1238	0	64	0	189	0	0	0
Future Volume (veh/h)	1	761	44	150	1238	0	64	0	189	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	827	48	163	1346	0	70	0	205	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	2	1977	115	129	2311	0	353	0	305	0	2	0
Arrive On Green	0.00	0.58	0.58	0.07	0.65	0.00	0.20	0.00	0.20	0.00	0.00	0.00
Sat Flow, veh/h	1781	3413	198	1781	3647	0	1781	0	1535	0	1870	0
Grp Volume(v), veh/h	1	430	445	163	1346	0	70	0	205	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1834	1781	1777	0	1781	0	1535	0	1870	0
Q Serve(g_s), s	0.1	12.1	12.1	6.5	19.2	0.0	3.0	0.0	11.1	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	12.1	12.1	6.5	19.2	0.0	3.0	0.0	11.1	0.0	0.0	0.0
Prop In Lane	1.00		0.11	1.00		0.00	1.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	2	1029	1063	129	2311	0	353	0	305	0	2	0
V/C Ratio(X)	0.41	0.42	0.42	1.27	0.58	0.00	0.20	0.00	0.67	0.00	0.00	0.00
Avail Cap(c_a), veh/h	99	1029	1063	129	2311	0	584	0	503	0	52	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	44.9	10.5	10.5	41.7	8.9	0.0	30.1	0.0	33.4	0.0	0.0	0.0
Incr Delay (d2), s/veh	83.8	1.3	1.2	167.7	1.1	0.0	0.3	0.0	2.6	0.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	4.7	4.8	8.8	6.7	0.0	1.3	0.0	4.3	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	128.7	11.8	11.7	209.5	9.9	0.0	30.4	0.0	36.0	0.0	0.0	0.0
LnGrp LOS	F	B	B	F	A		C		D			
Approach Vol, veh/h		876			1509			275			0	
Approach Delay, s/veh		11.9			31.5			34.5			0.0	
Approach LOS		B			C			C				

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	22.4	11.0	56.6	0.0	4.6	63.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	29.5	6.5	33.5	2.5	5.0	35.0
Max Q Clear Time (g_c+I1), s	13.1	8.5	14.1	0.0	2.1	21.2
Green Ext Time (p_c), s	1.3	0.0	5.6	0.0	0.0	8.2

Intersection Summary	
HCM 7th Control Delay, s/veh	25.3
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	197	152	4	0	0
Future Vol, veh/h	7	197	152	4	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	214	165	4	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	170	0	-	0	397	167
Stage 1	-	-	-	-	167	-
Stage 2	-	-	-	-	229	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1408	-	-	-	608	877
Stage 1	-	-	-	-	862	-
Stage 2	-	-	-	-	809	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1408	-	-	-	605	877
Mov Cap-2 Maneuver	-	-	-	-	605	-
Stage 1	-	-	-	-	857	-
Stage 2	-	-	-	-	809	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.26	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	62	-	-	-	-
HCM Lane V/C Ratio	0.005	-	-	-	-
HCM Control Delay (s/veh)	7.6	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

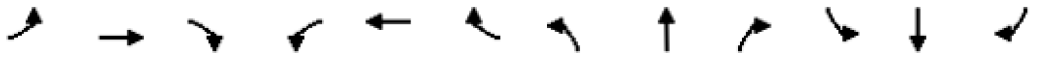
Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	2	2	132	143	5
Future Vol, veh/h	5	2	2	132	143	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	2	2	143	155	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	306	158	161	0	-	0
Stage 1	158	-	-	-	-	-
Stage 2	148	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	686	887	1418	-	-	-
Stage 1	870	-	-	-	-	-
Stage 2	880	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	685	887	1418	-	-	-
Mov Cap-2 Maneuver	685	-	-	-	-	-
Stage 1	869	-	-	-	-	-
Stage 2	880	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.97	0.11	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	27	-	733	-	-
HCM Lane V/C Ratio	0.002	-	0.01	-	-
HCM Control Delay (s/veh)	7.5	0	10	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	320	660	0	237	22	629	522	43	22	483	24
Future Volume (vph)	0	320	660	0	237	22	629	522	43	22	483	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5		4.5		4.5	4.5			4.5	
Lane Util. Factor		1.00	1.00		0.95		1.00	1.00			0.95	
Frpb, ped/bikes		1.00	1.00		1.00		1.00	0.99			0.99	
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00			1.00	
Frt		1.00	0.85		0.98		1.00	0.98			0.99	
Flt Protected		1.00	1.00		1.00		0.95	1.00			0.99	
Satd. Flow (prot)		1863	1583		3494		1770	1838			3505	
Flt Permitted		1.00	1.00		1.00		0.95	1.00			0.99	
Satd. Flow (perm)		1863	1583		3494		1770	1838			3505	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	348	717	0	258	24	684	567	47	24	525	26
RTOR Reduction (vph)	0	0	0	0	0	0	0	2	0	0	2	0
Lane Group Flow (vph)	0	348	717	0	282	0	684	612	0	0	573	0
Confl. Peds. (#/hr)			5						2			3
Turn Type		NA	custom		NA		Split	NA		Split	NA	
Protected Phases		8	8 3		8		5	5		6	6	
Permitted Phases												
Actuated Green, G (s)		28.7	74.5		28.7		81.3	81.3			26.5	
Effective Green, g (s)		28.7	74.5		28.7		81.3	81.3			26.5	
Actuated g/C Ratio		0.19	0.50		0.19		0.54	0.54			0.18	
Clearance Time (s)		4.5			4.5		4.5	4.5			4.5	
Vehicle Extension (s)		3.0			3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)		356	786		668		959	996			619	
v/s Ratio Prot		c0.19	c0.45		0.08		c0.39	0.33			c0.16	
v/s Ratio Perm												
v/c Ratio		0.97	0.91		0.42		0.71	0.61			0.92	
Uniform Delay, d1		60.3	34.7		53.3		25.6	23.5			60.7	
Progression Factor		1.00	1.00		1.00		0.01	0.01			1.00	
Incremental Delay, d2		41.2	14.8		0.4		2.2	1.3			19.7	
Delay (s)		101.5	49.5		53.7		2.7	1.6			80.4	
Level of Service		F	D		D		A	A			F	
Approach Delay (s/veh)		66.5			53.7			2.2			80.4	
Approach LOS		E			D			A			F	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	42.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	78.4%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	752	0	442	14	781	326	35
Future Volume (vph)	0	0	0	0	0	752	0	442	14	781	326	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)						4.5		4.5			4.5	
Lane Util. Factor						0.88		0.95			0.95	
Frpb, ped/bikes						1.00		0.99			1.00	
Flpb, ped/bikes						1.00		1.00			1.00	
Frt						0.85		0.99			0.99	
Flt Protected						1.00		1.00			0.96	
Satd. Flow (prot)						2787		3522			3406	
Flt Permitted						1.00		1.00			0.96	
Satd. Flow (perm)						2787		3522			3406	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	817	0	480	15	849	354	38
RTOR Reduction (vph)	0	0	0	0	0	0	0	2	0	0	2	0
Lane Group Flow (vph)	0	0	0	0	0	817	0	493	0	0	1239	0
Confl. Peds. (#/hr)									1			
Turn Type						Prot		NA		Split	NA	
Protected Phases						3		2		1 3	1 3	
Permitted Phases												
Actuated Green, G (s)						45.8		31.0			110.0	
Effective Green, g (s)						45.8		31.0			110.0	
Actuated g/C Ratio						0.31		0.21			0.73	
Clearance Time (s)						4.5		4.5				
Vehicle Extension (s)						3.0		3.0				
Lane Grp Cap (vph)						850		727			2497	
v/s Ratio Prot						c0.29		c0.14			c0.36	
v/s Ratio Perm												
v/c Ratio						0.96		0.67			0.49	
Uniform Delay, d1						51.2		54.9			8.3	
Progression Factor						1.00		1.00			0.06	
Incremental Delay, d2						22.7		5.0			0.0	
Delay (s)						73.9		59.9			0.5	
Level of Service						E		E			A	
Approach Delay (s/veh)		0.0			73.9			59.9			0.5	
Approach LOS		A			E			E			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	35.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	76.6%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	2	14	2	1	10	19	439	0	11	315	4
Future Vol, veh/h	22	2	14	2	1	10	19	439	0	11	315	4
Conflicting Peds, #/hr	0	0	2	0	0	0	0	0	9	0	0	8
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	2	15	2	1	11	21	477	0	12	342	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	896	904	355	897	906	486	355	0	0	486	0	0
Stage 1	376	376	-	527	527	-	-	-	-	-	-	-
Stage 2	519	527	-	369	379	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	261	277	689	261	276	581	1204	-	-	1077	-	-
Stage 1	645	616	-	534	528	-	-	-	-	-	-	-
Stage 2	540	528	-	651	615	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	246	265	683	243	264	576	1195	-	-	1068	-	-
Mov Cap-2 Maneuver	246	265	-	243	264	-	-	-	-	-	-	-
Stage 1	633	605	-	520	514	-	-	-	-	-	-	-
Stage 2	519	514	-	626	603	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	17.75	13.4	0.33	0.28
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1195	-	-	324	443	1068	-	-
HCM Lane V/C Ratio	0.017	-	-	0.128	0.032	0.011	-	-
HCM Control Delay (s/veh)	8.1	-	-	17.7	13.4	8.4	-	-
HCM Lane LOS	A	-	-	C	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.1	0	-	-

Intersection	
Int Delay, s/veh	5.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	130	82	373	142	59	273
Future Vol, veh/h	130	82	373	142	59	273
Conflicting Peds, #/hr	1	0	0	6	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	50	0	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	141	89	405	154	64	297

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	915	489	0	0	566	0
Stage 1	489	-	-	-	-	-
Stage 2	426	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	303	579	-	-	1006	-
Stage 1	617	-	-	-	-	-
Stage 2	659	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	282	576	-	-	1000	-
Mov Cap-2 Maneuver	282	-	-	-	-	-
Stage 1	613	-	-	-	-	-
Stage 2	616	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	23.18	0	1.57
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	282	576	1000	-
HCM Lane V/C Ratio	-	-	0.502	0.155	0.064	-
HCM Control Delay (s/veh)	-	-	30	12.4	8.8	-
HCM Lane LOS	-	-	D	B	A	-
HCM 95th %tile Q(veh)	-	-	2.6	0.5	0.2	-

Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	139	37	82	64	26	114
Future Vol, veh/h	139	37	82	64	26	114
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	151	40	89	70	28	124
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay, s/veh	9.1	8.2	8.2
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	79%	0%	19%
Vol Thru, %	21%	56%	0%
Vol Right, %	0%	44%	81%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	176	146	140
LT Vol	139	0	26
Through Vol	37	82	0
RT Vol	0	64	114
Lane Flow Rate	191	159	152
Geometry Grp	1	1	1
Degree of Util (X)	0.244	0.186	0.18
Departure Headway (Hd)	4.595	4.225	4.267
Convergence, Y/N	Yes	Yes	Yes
Cap	782	851	842
Service Time	2.617	2.247	2.289
HCM Lane V/C Ratio	0.244	0.187	0.181
HCM Control Delay, s/veh	9.1	8.2	8.2
HCM Lane LOS	A	A	A
HCM 95th-tile Q	1	0.7	0.7

HCM 7th Signalized Intersection Summary
6: Dolores Street & East Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	1109	73	146	884	0	41	0	185	0	0	3
Future Volume (veh/h)	4	1109	73	146	884	0	41	0	185	0	0	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	1205	79	159	961	0	45	0	201	0	0	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	10	1499	98	181	1916	0	307	0	273	0	0	3
Arrive On Green	0.01	0.44	0.44	0.10	0.54	0.00	0.17	0.00	0.17	0.00	0.00	0.00
Sat Flow, veh/h	1781	3385	222	1781	3647	0	1781	0	1582	0	0	1585
Grp Volume(v), veh/h	4	632	652	159	961	0	45	0	201	0	0	3
Grp Sat Flow(s),veh/h/ln	1781	1777	1830	1781	1777	0	1781	0	1582	0	0	1585
Q Serve(g_s), s	0.1	19.7	19.7	5.6	10.9	0.0	1.4	0.0	7.7	0.0	0.0	0.1
Cycle Q Clear(g_c), s	0.1	19.7	19.7	5.6	10.9	0.0	1.4	0.0	7.7	0.0	0.0	0.1
Prop In Lane	1.00		0.12	1.00		0.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	10	787	811	181	1916	0	307	0	273	0	0	3
V/C Ratio(X)	0.42	0.80	0.80	0.88	0.50	0.00	0.15	0.00	0.74	0.00	0.00	0.93
Avail Cap(c_a), veh/h	139	930	958	181	1943	0	821	0	729	0	0	62
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	31.7	15.4	15.4	28.4	9.3	0.0	22.5	0.0	25.1	0.0	0.0	31.9
Incr Delay (d2), s/veh	26.6	4.4	4.4	35.5	0.2	0.0	0.2	0.0	3.9	0.0	0.0	210.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	7.8	8.1	4.1	3.6	0.0	0.6	0.0	3.0	0.0	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	58.4	19.8	19.8	63.9	9.5	0.0	22.7	0.0	29.0	0.0	0.0	242.7
LnGrp LOS	E	B	B	E	A		C		C			F
Approach Vol, veh/h		1288			1120			246			3	
Approach Delay, s/veh		19.9			17.2			27.8			242.7	
Approach LOS		B			B			C			F	

Timer - Assigned Phs	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	15.5	11.0	32.9		4.6	4.8	39.0
Change Period (Y+Rc), s	4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s	29.5	6.5	33.5		2.5	5.0	35.0
Max Q Clear Time (g_c+I1), s	9.7	7.6	21.7		2.1	2.1	12.9
Green Ext Time (p_c), s	1.3	0.0	6.6		0.0	0.0	7.3

Intersection Summary	
HCM 7th Control Delay, s/veh	19.8
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	19	176	195	1	1	15
Future Vol, veh/h	19	176	195	1	1	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	191	212	1	1	16

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	213	0	-	0	445	213
Stage 1	-	-	-	-	213	-
Stage 2	-	-	-	-	233	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1357	-	-	-	571	828
Stage 1	-	-	-	-	823	-
Stage 2	-	-	-	-	806	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1357	-	-	-	561	828
Mov Cap-2 Maneuver	-	-	-	-	561	-
Stage 1	-	-	-	-	809	-
Stage 2	-	-	-	-	806	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.75	0	9.58
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	175	-	-	-	804
HCM Lane V/C Ratio	0.015	-	-	-	0.022
HCM Control Delay (s/veh)	7.7	0	-	-	9.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	1	4	197	138	14
Future Vol, veh/h	13	1	4	197	138	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	1	4	214	150	15

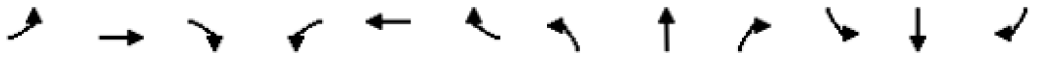
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	380	158	165	0	-	0
Stage 1	158	-	-	-	-	-
Stage 2	223	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	622	888	1413	-	-	-
Stage 1	871	-	-	-	-	-
Stage 2	814	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	620	888	1413	-	-	-
Mov Cap-2 Maneuver	620	-	-	-	-	-
Stage 1	868	-	-	-	-	-
Stage 2	814	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.83	0.15	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	36	-	633	-	-
HCM Lane V/C Ratio	0.003	-	0.024	-	-
HCM Control Delay (s/veh)	7.6	0	10.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	285	521	0	301	11	742	528	75	21	331	17
Future Volume (vph)	0	285	521	0	301	11	742	528	75	21	331	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5		4.5		4.5	4.5			4.5	
Lane Util. Factor		1.00	1.00		0.95		1.00	1.00			0.95	
Frpb, ped/bikes		1.00	1.00		0.99		1.00	0.99			0.99	
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00			1.00	
Frt		1.00	0.85		0.99		1.00	0.98			0.99	
Flt Protected		1.00	1.00		1.00		0.95	1.00			0.99	
Satd. Flow (prot)		1863	1583		3516		1770	1822			3503	
Flt Permitted		1.00	1.00		1.00		0.95	1.00			0.99	
Satd. Flow (perm)		1863	1583		3516		1770	1822			3503	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	310	566	0	327	12	807	574	82	23	360	18
RTOR Reduction (vph)	0	0	0	0	0	0	0	3	0	0	3	0
Lane Group Flow (vph)	0	310	566	0	339	0	807	653	0	0	398	0
Confl. Peds. (#/hr)			1			4			2			2
Turn Type		NA	custom		NA		Split	NA		Split	NA	
Protected Phases		8	8 3		8		5	5		6	6	
Permitted Phases												
Actuated Green, G (s)		23.5	69.7		23.5		81.7	81.7			21.3	
Effective Green, g (s)		23.5	69.7		23.5		81.7	81.7			21.3	
Actuated g/C Ratio		0.17	0.50		0.17		0.58	0.58			0.15	
Clearance Time (s)		4.5			4.5		4.5	4.5			4.5	
Vehicle Extension (s)		3.0			3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)		312	788		590		1032	1063			532	
v/s Ratio Prot		c0.17	0.36		0.10		c0.46	0.36			c0.11	
v/s Ratio Perm												
v/c Ratio		0.99	0.71		0.57		0.78	0.61			0.74	
Uniform Delay, d1		58.1	27.4		53.6		22.3	18.9			56.7	
Progression Factor		1.00	1.00		1.00		0.11	0.03			1.00	
Incremental Delay, d2		48.9	3.1		1.3		2.9	1.2			5.7	
Delay (s)		107.1	30.6		55.0		5.5	1.9			62.5	
Level of Service		F	C		E		A	A			E	
Approach Delay (s/veh)		57.6			55.0			3.9			62.5	
Approach LOS		E			E			A			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	32.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	78.5%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	743	0	602	3	609	228	14
Future Volume (vph)	0	0	0	0	0	743	0	602	3	609	228	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)						4.5		4.5			4.5	
Lane Util. Factor						0.88		0.95			0.95	
Frt						0.85		0.99			0.99	
Flt Protected						1.00		1.00			0.96	
Satd. Flow (prot)						2787		3537			3409	
Flt Permitted						1.00		1.00			0.96	
Satd. Flow (perm)						2787		3537			3409	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	808	0	654	3	662	248	15
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	0	0	0	0	808	0	657	0	0	924	0
Turn Type						Prot		NA		Split	NA	
Protected Phases						3		2		1 3	1 3	
Permitted Phases												
Actuated Green, G (s)						46.2		31.0			100.0	
Effective Green, g (s)						46.2		31.0			100.0	
Actuated g/C Ratio						0.33		0.22			0.71	
Clearance Time (s)						4.5		4.5				
Vehicle Extension (s)						3.0		3.0				
Lane Grp Cap (vph)						919		783			2435	
v/s Ratio Prot						c0.29		c0.19			c0.27	
v/s Ratio Perm												
v/c Ratio						0.87		0.83			0.37	
Uniform Delay, d1						44.2		52.1			7.8	
Progression Factor						1.00		1.00			0.06	
Incremental Delay, d2						11.7		10.4			0.0	
Delay (s)						55.9		62.5			0.5	
Level of Service						E		E			A	
Approach Delay (s/veh)		0.0			55.9			62.5			0.5	
Approach LOS		A			E			E			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	36.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	58.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	0	42	0	0	0	14	601	0	0	241	6
Future Vol, veh/h	10	0	42	0	0	0	14	601	0	0	241	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	0	46	0	0	0	15	653	0	0	262	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	949	949	265	946	952	653	268	0	0	653	0	0
Stage 1	265	265	-	684	684	-	-	-	-	-	-	-
Stage 2	684	684	-	262	268	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	240	260	773	242	259	467	1295	-	-	934	-	-
Stage 1	740	689	-	439	449	-	-	-	-	-	-	-
Stage 2	439	449	-	743	687	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	238	257	773	225	256	467	1295	-	-	934	-	-
Mov Cap-2 Maneuver	238	257	-	225	256	-	-	-	-	-	-	-
Stage 1	740	689	-	434	444	-	-	-	-	-	-	-
Stage 2	434	444	-	699	687	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	12.45	0	0.18	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1295	-	-	539	-	934	-	-
HCM Lane V/C Ratio	0.012	-	-	0.105	-	-	-	-
HCM Control Delay (s/veh)	7.8	-	-	12.5	0	0	-	-
HCM Lane LOS	A	-	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	-	0	-	-

Intersection	
Int Delay, s/veh	5.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	113	71	542	124	87	191
Future Vol, veh/h	113	71	542	124	87	191
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	50	0	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	123	77	589	135	95	208

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1053	657	0	0	724	0
Stage 1	657	-	-	-	-	-
Stage 2	397	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	250	465	-	-	879	-
Stage 1	516	-	-	-	-	-
Stage 2	679	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	224	465	-	-	879	-
Mov Cap-2 Maneuver	224	-	-	-	-	-
Stage 1	516	-	-	-	-	-
Stage 2	606	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	29.55	0	3
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	224	465	879	-
HCM Lane V/C Ratio	-	-	0.55	0.166	0.108	-
HCM Control Delay (s/veh)	-	-	39.1	14.3	9.6	-
HCM Lane LOS	-	-	E	B	A	-
HCM 95th %tile Q(veh)	-	-	3	0.6	0.4	-

Intersection	
Intersection Delay, s/veh	8.7
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	130	85	40	14	28	116
Future Vol, veh/h	130	85	40	14	28	116
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	141	92	43	15	30	126
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay, s/veh	9.3	7.7	8.1
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	60%	0%	19%
Vol Thru, %	40%	74%	0%
Vol Right, %	0%	26%	81%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	215	54	144
LT Vol	130	0	28
Through Vol	85	40	0
RT Vol	0	14	116
Lane Flow Rate	234	59	157
Geometry Grp	1	1	1
Degree of Util (X)	0.291	0.071	0.181
Departure Headway (Hd)	4.477	4.376	4.163
Convergence, Y/N	Yes	Yes	Yes
Cap	809	819	864
Service Time	2.477	2.399	2.18
HCM Lane V/C Ratio	0.289	0.072	0.182
HCM Control Delay, s/veh	9.3	7.7	8.1
HCM Lane LOS	A	A	A
HCM 95th-tile Q	1.2	0.2	0.7



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	762	41	146	1238	0	60	0	198	0	0	0
Future Volume (veh/h)	1	762	41	146	1238	0	60	0	198	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	828	45	159	1346	0	65	0	215	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	2	1969	107	129	2293	0	362	0	312	0	2	0
Arrive On Green	0.00	0.57	0.57	0.07	0.65	0.00	0.20	0.00	0.20	0.00	0.00	0.00
Sat Flow, veh/h	1781	3427	186	1781	3647	0	1781	0	1536	0	1870	0
Grp Volume(v), veh/h	1	429	444	159	1346	0	65	0	215	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1836	1781	1777	0	1781	0	1536	0	1870	0
Q Serve(g_s), s	0.1	12.2	12.2	6.5	19.5	0.0	2.7	0.0	11.7	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	12.2	12.2	6.5	19.5	0.0	2.7	0.0	11.7	0.0	0.0	0.0
Prop In Lane	1.00		0.10	1.00		0.00	1.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	2	1021	1055	129	2293	0	362	0	312	0	2	0
V/C Ratio(X)	0.41	0.42	0.42	1.24	0.59	0.00	0.18	0.00	0.69	0.00	0.00	0.00
Avail Cap(c_a), veh/h	99	1021	1055	129	2293	0	584	0	503	0	52	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	44.9	10.7	10.7	41.7	9.1	0.0	29.6	0.0	33.2	0.0	0.0	0.0
Incr Delay (d2), s/veh	83.8	1.3	1.2	156.0	1.1	0.0	0.2	0.0	2.7	0.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	4.8	4.9	8.4	6.8	0.0	1.2	0.0	4.5	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	128.7	12.0	12.0	197.8	10.2	0.0	29.9	0.0	35.9	0.0	0.0	0.0
LnGrp LOS	F	B	B	F	B		C		D			
Approach Vol, veh/h		874			1505			280			0	
Approach Delay, s/veh		12.1			30.0			34.5			0.0	
Approach LOS		B			C			C				

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	22.8	11.0	56.2	0.0	4.6	62.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	29.5	6.5	33.5	2.5	5.0	35.0
Max Q Clear Time (g_c+I1), s	13.7	8.5	14.2	0.0	2.1	21.5
Green Ext Time (p_c), s	1.4	0.0	5.6	0.0	0.0	8.0

Intersection Summary	
HCM 7th Control Delay, s/veh	24.6
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	196	151	3	11	25
Future Vol, veh/h	12	196	151	3	11	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	213	164	3	12	27

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	167	0	-	0	405	166
Stage 1	-	-	-	-	166	-
Stage 2	-	-	-	-	239	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1410	-	-	-	602	879
Stage 1	-	-	-	-	864	-
Stage 2	-	-	-	-	801	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1410	-	-	-	596	879
Mov Cap-2 Maneuver	-	-	-	-	596	-
Stage 1	-	-	-	-	855	-
Stage 2	-	-	-	-	801	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.44	0	9.94
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	104	-	-	-	767
HCM Lane V/C Ratio	0.009	-	-	-	0.051
HCM Control Delay (s/veh)	7.6	0	-	-	9.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	1	143	142	1
Future Vol, veh/h	1	1	1	143	142	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	1	1	155	154	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	313	155	155	0	-	0
Stage 1	155	-	-	-	-	-
Stage 2	158	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	680	891	1425	-	-	-
Stage 1	873	-	-	-	-	-
Stage 2	871	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	680	891	1425	-	-	-
Mov Cap-2 Maneuver	680	-	-	-	-	-
Stage 1	873	-	-	-	-	-
Stage 2	871	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.68	0.05	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	12	-	771	-	-
HCM Lane V/C Ratio	0.001	-	0.003	-	-
HCM Control Delay (s/veh)	7.5	0	9.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	320	671	0	237	22	633	520	44	22	486	24
Future Volume (vph)	0	320	671	0	237	22	633	520	44	22	486	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5		4.5		4.5	4.5			4.5	
Lane Util. Factor		1.00	1.00		0.95		1.00	1.00			0.95	
Frpb, ped/bikes		1.00	1.00		1.00		1.00	0.99			0.99	
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00			1.00	
Frt		1.00	0.85		0.98		1.00	0.98			0.99	
Flt Protected		1.00	1.00		1.00		0.95	1.00			0.99	
Satd. Flow (prot)		1863	1583		3494		1770	1837			3505	
Flt Permitted		1.00	1.00		1.00		0.95	1.00			0.99	
Satd. Flow (perm)		1863	1583		3494		1770	1837			3505	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	348	729	0	258	24	688	565	48	24	528	26
RTOR Reduction (vph)	0	0	0	0	0	0	0	2	0	0	2	0
Lane Group Flow (vph)	0	348	729	0	282	0	688	611	0	0	576	0
Confl. Peds. (#/hr)			5						2			3
Turn Type		NA	custom		NA		Split	NA		Split	NA	
Protected Phases		8	8 3		8		5	5		6	6	
Permitted Phases												
Actuated Green, G (s)		28.7	74.4		28.7		81.2	81.2			26.6	
Effective Green, g (s)		28.7	74.4		28.7		81.2	81.2			26.6	
Actuated g/C Ratio		0.19	0.50		0.19		0.54	0.54			0.18	
Clearance Time (s)		4.5			4.5		4.5	4.5			4.5	
Vehicle Extension (s)		3.0			3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)		356	785		668		958	994			621	
v/s Ratio Prot		c0.19	c0.46		0.08		c0.39	0.33			c0.16	
v/s Ratio Perm												
v/c Ratio		0.97	0.92		0.42		0.71	0.61			0.92	
Uniform Delay, d1		60.3	35.3		53.3		25.8	23.6			60.7	
Progression Factor		1.00	1.00		1.00		0.01	0.01			1.00	
Incremental Delay, d2		41.2	17.0		0.4		2.2	1.3			19.9	
Delay (s)		101.5	52.3		53.7		2.7	1.6			80.6	
Level of Service		F	D		D		A	A			F	
Approach Delay (s/veh)		68.2			53.7			2.2			80.6	
Approach LOS		E			D			A			F	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	42.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	78.7%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	752	0	445	14	782	339	35
Future Volume (vph)	0	0	0	0	0	752	0	445	14	782	339	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)						4.5		4.5			4.5	
Lane Util. Factor						0.88		0.95			0.95	
Frpb, ped/bikes						1.00		0.99			1.00	
Flpb, ped/bikes						1.00		1.00			1.00	
Frt						0.85		0.99			0.99	
Flt Protected						1.00		1.00			0.96	
Satd. Flow (prot)						2787		3522			3408	
Flt Permitted						1.00		1.00			0.96	
Satd. Flow (perm)						2787		3522			3408	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	817	0	484	15	850	368	38
RTOR Reduction (vph)	0	0	0	0	0	0	0	2	0	0	1	0
Lane Group Flow (vph)	0	0	0	0	0	817	0	497	0	0	1255	0
Confl. Peds. (#/hr)									1			
Turn Type						Prot		NA		Split	NA	
Protected Phases						3		2		1 3	1 3	
Permitted Phases												
Actuated Green, G (s)						45.7		31.0			110.0	
Effective Green, g (s)						45.7		31.0			110.0	
Actuated g/C Ratio						0.30		0.21			0.73	
Clearance Time (s)						4.5		4.5				
Vehicle Extension (s)						3.0		3.0				
Lane Grp Cap (vph)						849		727			2499	
v/s Ratio Prot						c0.29		c0.14			c0.37	
v/s Ratio Perm												
v/c Ratio						0.96		0.68			0.50	
Uniform Delay, d1						51.3		54.9			8.4	
Progression Factor						1.00		1.00			0.06	
Incremental Delay, d2						22.9		5.1			0.0	
Delay (s)						74.2		60.1			0.5	
Level of Service						E		E			A	
Approach Delay (s/veh)		0.0			74.2			60.1			0.5	
Approach LOS		A			E			E			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	35.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	76.7%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	0	18	0	0	0	19	445	0	0	330	4
Future Vol, veh/h	22	0	18	0	0	0	19	445	0	0	330	4
Conflicting Peds, #/hr	0	0	2	0	0	0	0	0	9	0	0	8
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	0	20	0	0	0	21	484	0	0	359	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	894	903	371	895	905	493	371	0	0	493	0	0
Stage 1	369	369	-	534	534	-	-	-	-	-	-	-
Stage 2	525	534	-	361	371	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	262	277	675	262	276	576	1187	-	-	1071	-	-
Stage 1	651	621	-	530	524	-	-	-	-	-	-	-
Stage 2	536	524	-	658	619	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	255	268	669	247	267	571	1178	-	-	1062	-	-
Mov Cap-2 Maneuver	255	268	-	247	267	-	-	-	-	-	-	-
Stage 1	646	616	-	516	511	-	-	-	-	-	-	-
Stage 2	526	511	-	637	615	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	16.6	0	0.33	0
HCM LOS	C	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1178	-	-	354	-	1062	-	-
HCM Lane V/C Ratio	0.018	-	-	0.123	-	-	-	-
HCM Control Delay (s/veh)	8.1	-	-	16.6	0	0	-	-
HCM Lane LOS	A	-	-	C	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	-	0	-	-

Intersection	
Int Delay, s/veh	5.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	127	88	373	129	78	273
Future Vol, veh/h	127	88	373	129	78	273
Conflicting Peds, #/hr	1	0	0	6	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	50	0	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	138	96	405	140	85	297

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	949	482	0	0	552	0
Stage 1	482	-	-	-	-	-
Stage 2	467	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	289	585	-	-	1018	-
Stage 1	621	-	-	-	-	-
Stage 2	631	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	263	581	-	-	1012	-
Mov Cap-2 Maneuver	263	-	-	-	-	-
Stage 1	618	-	-	-	-	-
Stage 2	577	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	24.48	0	1.97
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	263	581	1012	-
HCM Lane V/C Ratio	-	-	0.525	0.165	0.084	-
HCM Control Delay (s/veh)	-	-	32.8	12.4	8.9	-
HCM Lane LOS	-	-	D	B	A	-
HCM 95th %tile Q(veh)	-	-	2.8	0.6	0.3	-

Intersection	
Intersection Delay, s/veh	8.6
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	145	37	82	64	26	120
Future Vol, veh/h	145	37	82	64	26	120
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	158	40	89	70	28	130
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay, s/veh	9.2	8.3	8.3
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	80%	0%	18%
Vol Thru, %	20%	56%	0%
Vol Right, %	0%	44%	82%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	182	146	146
LT Vol	145	0	26
Through Vol	37	82	0
RT Vol	0	64	120
Lane Flow Rate	198	159	159
Geometry Grp	1	1	1
Degree of Util (X)	0.254	0.187	0.189
Departure Headway (Hd)	4.614	4.249	4.279
Convergence, Y/N	Yes	Yes	Yes
Cap	779	844	839
Service Time	2.638	2.274	2.302
HCM Lane V/C Ratio	0.254	0.188	0.19
HCM Control Delay, s/veh	9.2	8.3	8.3
HCM Lane LOS	A	A	A
HCM 95th-tile Q	1	0.7	0.7



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	1110	71	142	884	0	35	0	187	0	0	3
Future Volume (veh/h)	4	1110	71	142	884	0	35	0	187	0	0	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	1207	77	154	961	0	38	0	203	0	0	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	10	1501	96	181	1914	0	309	0	274	0	0	3
Arrive On Green	0.01	0.44	0.44	0.10	0.54	0.00	0.17	0.00	0.17	0.00	0.00	0.00
Sat Flow, veh/h	1781	3392	216	1781	3647	0	1781	0	1582	0	0	1585
Grp Volume(v), veh/h	4	632	652	154	961	0	38	0	203	0	0	3
Grp Sat Flow(s),veh/h/ln	1781	1777	1831	1781	1777	0	1781	0	1582	0	0	1585
Q Serve(g_s), s	0.1	19.7	19.8	5.5	11.0	0.0	1.2	0.0	7.8	0.0	0.0	0.1
Cycle Q Clear(g_c), s	0.1	19.7	19.8	5.5	11.0	0.0	1.2	0.0	7.8	0.0	0.0	0.1
Prop In Lane	1.00		0.12	1.00		0.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	10	786	810	181	1914	0	309	0	274	0	0	3
V/C Ratio(X)	0.42	0.80	0.80	0.85	0.50	0.00	0.12	0.00	0.74	0.00	0.00	0.93
Avail Cap(c_a), veh/h	139	929	957	181	1940	0	820	0	728	0	0	62
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	31.8	15.5	15.5	28.3	9.4	0.0	22.4	0.0	25.1	0.0	0.0	32.0
Incr Delay (d2), s/veh	26.6	4.4	4.4	30.4	0.2	0.0	0.2	0.0	3.9	0.0	0.0	210.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	7.9	8.1	3.7	3.6	0.0	0.5	0.0	3.1	0.0	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	58.4	19.9	19.8	58.7	9.6	0.0	22.6	0.0	29.1	0.0	0.0	242.7
LnGrp LOS	E	B	B	E	A		C		C			F
Approach Vol, veh/h		1288			1115			241			3	
Approach Delay, s/veh		20.0			16.3			28.0			242.7	
Approach LOS		B			B			C			F	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	15.6	11.0	32.9	4.6	4.8	39.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	29.5	6.5	33.5	2.5	5.0	35.0
Max Q Clear Time (g_c+I1), s	9.8	7.5	21.8	2.1	2.1	13.0
Green Ext Time (p_c), s	1.3	0.0	6.6	0.0	0.0	7.3

Intersection Summary	
HCM 7th Control Delay, s/veh	19.4
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	27	174	195	6	8	18
Future Vol, veh/h	27	174	195	6	8	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	189	212	7	9	20

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	218	0	-	0	463	215
Stage 1	-	-	-	-	215	-
Stage 2	-	-	-	-	248	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1351	-	-	-	557	825
Stage 1	-	-	-	-	821	-
Stage 2	-	-	-	-	793	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1351	-	-	-	544	825
Mov Cap-2 Maneuver	-	-	-	-	544	-
Stage 1	-	-	-	-	801	-
Stage 2	-	-	-	-	793	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.04	0	10.27
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	242	-	-	-	711
HCM Lane V/C Ratio	0.022	-	-	-	0.04
HCM Control Delay (s/veh)	7.7	0	-	-	10.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	2	205	143	3
Future Vol, veh/h	1	1	2	205	143	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	1	2	223	155	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	384	157	159	0	-	0
Stage 1	157	-	-	-	-	-
Stage 2	227	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	619	888	1421	-	-	-
Stage 1	871	-	-	-	-	-
Stage 2	811	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	618	888	1421	-	-	-
Mov Cap-2 Maneuver	618	-	-	-	-	-
Stage 1	870	-	-	-	-	-
Stage 2	811	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.96	0.07	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	17	-	729	-	-
HCM Lane V/C Ratio	0.002	-	0.003	-	-
HCM Control Delay (s/veh)	7.5	0	10	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

3.02.080 T4 Neighborhood (T4N) Standards



General Note: the illustration above is intended to provide a brief overview of the Transect Zone and are descriptive in nature.

A. Purpose

This Zone's primary purpose is to build upon the unique characteristics of Livermore's walkable Downtown neighborhoods, while allowing them to evolve. A mixture of different small-footprint, medium-density building types such as bungalow courts, duplexes, and courtyard apartments help reinforce the walkable nature of the neighborhood and support neighborhood-serving commercial uses adjacent to this zone.

This zone allows new additions and single-family houses to be built in scale and character with the existing neighborhood, subject to a Zoning Clearance.

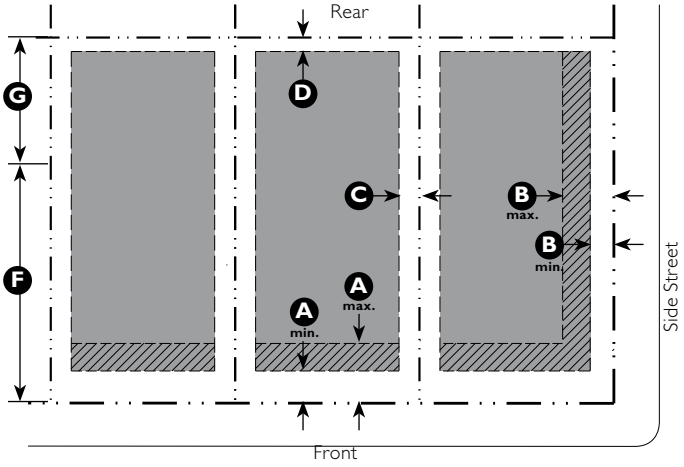
B. Allowed Building Types [1]

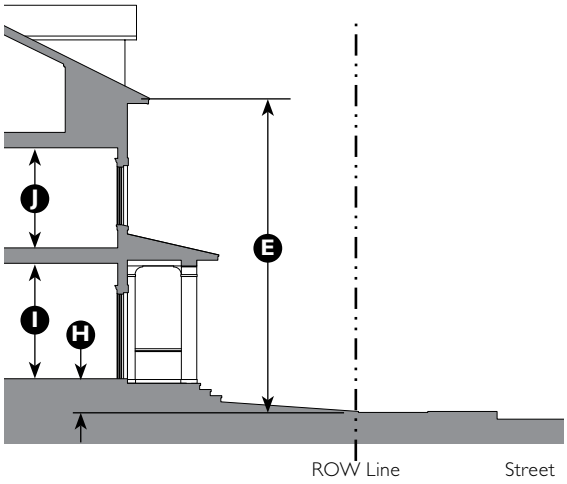
Carriage House	Single-Family House [2]
Duplex, Side by Side	Duplex, Stacked
Duplex, Front and Back	Bungalow Court
Townhouse	Fourplex and Sixplex
Courtyard Apartment	

[1] See Part 5 (Building Types) for descriptions and regulations.

[2] Permitted on parcels with an underlying General Plan land use designation of Urban High (UH).

T4 Neighborhood (T4N) Standards





Key

-···- ROW / Property Line
Building Area
––– Setback Line
Facade Zone

C. Building Placement		
Setback (Distance from ROW / Property Line)		
Front		A
Minimum [1,2]	Match adjacent property	
Maximum [3]	25'	
Front facade within facade zone	50% min.	
Side Street	10' min.; 15' max.	B
Side [4]		C
1 Story	5' min.	
2+ Stories	7.5' min.	
Rear	5' min.	D

[1] In developments on lots over 20,000 sf, the first building defines setback for block in new construction.

[2] 5' min.

[3] No maximum front setback for Carriage houses.

[4] No side setback required between Townhouse and/or Live/Work building types.

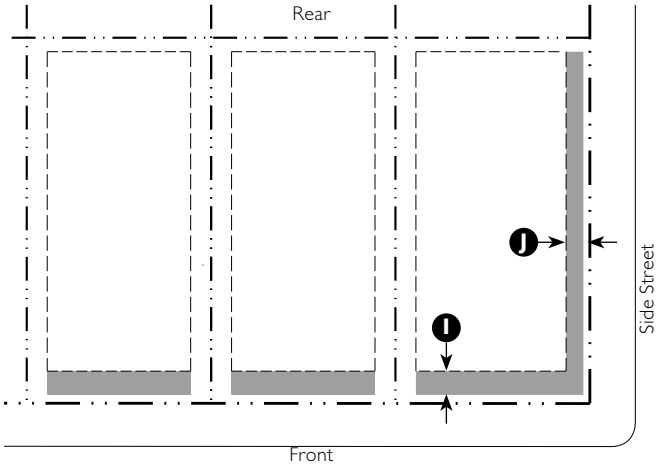
Miscellaneous	
Distance between Main Buildings	on Same Lot
1 Story	8' min.
2+ Stories	15' min.

D. Building Form		
Lot Size		
See Part 5 (Building Types).		
Building Height [5,6]		
Lot depth ≤ 100': Within 75' of street property line or Lot depth > 100': Within 90' of street property line		F
Stories	2-½ stories max	E
To Eave or Parapet	24' max.	
Overall	35' max.	
Other lot area		G
Stories	1-½ stories max	E
To Eave or Parapet	15' max.	
Overall	24' max.	
Ground Floor Finish Level	18" min. above sidewalk	H
Ground Floor Ceiling	9' min. clear	I
Upper Floor(s) Ceiling	8' min. clear	J

[5] Does not apply to accessory structures. See 4.02.030 (Accessory Structures)

[6] See Part 5 (Building Types) for additional height regulations.

Miscellaneous
Mansard roof forms are not allowed.
Upper-floor units must have a primary entrance along a street facade or to a courtyard.
Ground-floor residential units facing a street shall have individual entries.



Key

ROW / Property Line

Setback Line

Encroachment Area

E. Allowed Use Types	
Ground Floor [1]	Residential
Upper Floor [1]	Residential

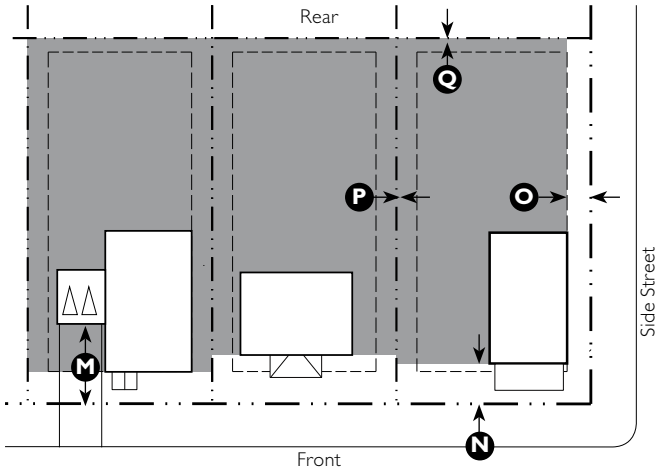
[1] See 3.02.080.H (T4N Use Table) for specific use

F. Frontage Types and Encroachments		
Encroachments into Setback [2]		
Front	5' max.	I
Side Street or Civic Space	3' max.	J
Side	0' max.	
Rear		
Property Line	0' max.	
Rear Lane	3' max.	

[2] Encroachments are not allowed within a Street ROW. See 4.02.020.B (Encroachments) for complete list of allowed encroachments.

Required Frontage Types [3]	
Porch	Forecourt
Stoop	

[3] See 4.03 (Frontage Standards) for descriptions and regulations.



Key

ROW / Property Line

Setback Line

Allowed Parking Area

G. Required Parking		
Spaces		
Residential Uses		
Studio or 1 Bedroom	1 space/unit min.	
2+ Bedrooms	2 spaces/unit min.	
Location (Setback from Property Line)		
Front		
Covered or Attached	Match front facade + width of garage min.	M
Uncovered	Match front facade min.	N
Side Street	5' min.	O
Side	0' min.	P
Rear	0' min.	Q
Miscellaneous		
Linear feet of front or side facade that may be garage	35% max.	

Tandem parking is allowed for off-street parking only if both spaces are behind the required setback and are for the same residential unit.

See Chapter 4.04 (Parking Standards) for additional general parking requirements.

H. T4N Use Table

Land Use Type [1, 2]	Specific Use Regulations	Permit Required
Agricultural		
Community Gardens		P
Recreation, Education, and Public Assembly		
Park, Playground		P
Public and Quasi-Public	6.02.090	CUP
School, Private		CUP
Residential [3]		
Dwelling: Single-family [4]		P
Dwelling: Duplex, Townhouse, Bungalow Court, Fourplex and Sixplex, Courtyard Apartment		P
Home Occupation	6.02.060	HOP
Residential Accessory Use or Structure		P
Health Facility:	6.02.050	
Residential care, 1 - 6 clients		P
Residential care, 7 or more clients		CUP

Land Use Type [1, 3]	Specific Use Regulations	Permit Required
Services: General		
Bed & Breakfast	6.02.010	ZUP
Child Day Care Facility	6.02.020	
Small family day care home		P
Large family day care home		ZUP
Family day care center		CUP

Key	
P	Permitted Use
CUP	Conditional Use Permit Required
HOP	Home Occupation Permit Required
ZUP	Zoning Use Permit Required
—	Use Not Allowed

End Notes

[1] A definition of each listed use type is in Part 11.

[2] Uses not listed are specifically prohibited, unless Director determines use is consistent pursuant to the Code.

[3] A Zoning Clearance is required for new units and additions.

[3] Permitted only if already legally existing at time of Code adoption, 05/01/10.

CITY OF LIVERMORE CALIFORNIA

November 24, 2025

Current Business Owner
Pacific and South Livermore Avenue Commercial Center

Subject: Livermore Business Concierge Program

Dear Business Owner,

As you may be aware, the property owner of the shopping center where your business is located has submitted a redevelopment application with the City (Application Number – SUB23-004). The owner's proposed project for the site includes housing but does not include any commercial retail spaces. The Planning Commission will consider the project on December 16th at 7:00pm at a public hearing at the Livermore City Council Chambers (1016 South Livermore Avenue). You may attend the public hearing if desired.

If the project is approved, and if you intend to move to another location within Livermore, the City offers Business Concierge services that may be able to assist you with the following:

- Guidance on identifying potential new commercial spaces
- Information on local permitting and licensing
- Referrals to small business support services

If you are interested in learning more about these potential services, please contact me at japotter@livermoreca.gov or (925) 960-4548.

We appreciate your contributions to the local business community and are committed to supporting local businesses.

Sincerely,

Jake Potter, MUP
Economic Development Manager | Innovation & Economic Development Department
(925) 960-4548
City of Livermore | www.LivermoreCA.gov

IN THE PLANNING COMMISSION OF THE CITY OF LIVERMORE, CALIFORNIA

A RESOLUTION CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE PACIFIC AND LIVERMORE AVENUE TOWNHOMES PROJECT AND ADOPTING CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDINGS, AND A MITIGATION MONITORING AND REPORTING PROGRAM

The City of Livermore is considering Vesting Tentative Tract Map (VTTM) 8701-Subdivision (SUB) 23-004 and Site Plan Design Review (SPDR) 23-006 to authorize a new residential development for the approximately 6.5-acre site currently occupied by two commercial buildings, which will be demolished. The proposed project would result in the construction of 115 for-sale three and four-bedroom townhomes in 15 two- and three-story buildings, a clubhouse, pool area, and landscaped open space that includes an approximately 8,870 square foot interior park. Fifteen percent (17 units) of the townhomes will be low- and moderate-income units. The proposed project would also include new pedestrian and vehicle access via existing streets, new internal roads, off-street parking spaces including guest, ADA, and EV spots, new flashing beacon at the north crosswalk at Palm and South Livermore Avenues, improved bicycle lane on South Livermore Avenue, striped parallel public parking, and a new bus shelter ("Project").

The City determined that the Project is subject to the California Environmental Quality Act ("CEQA") (Public Resources Code section 21000 et seq.), and the CEQA Guidelines (Title 14, sections 15000 et seq. of the California Code of Regulations) and that an Environmental Impact Report ("EIR") is required.

On March 3, 2025, pursuant to Public Resources Code section 21092 and CEQA Guidelines 15082, the City issued a Notice of Preparation ("NOP") pursuant to CEQA to obtain comments on the proposed scope of the EIR for the Project and provided for a 30-day review period through April 3, 2025. The City also submitted the NOP to the Office of Planning and Research State Clearinghouse and interested agencies and persons.

On March 18, 2025, the Planning Commission held a public hearing to allow members of the public and other interested parties to comment on environmental issues early in the process.

On September 16, 2025, prepared a Draft EIR for the project and issued a Notice of Availability for a Draft EIR, which was posted on the City's website, distributed to the Planning Commission, the City Council, State Clearinghouse (No. 2025021071), state, regional and local agencies and special districts, and interested groups and individuals for a 45-day public comment period from September 16, 2025, through October 31, 2025.

On October 7, 2025, the Planning Commission held a duly noticed public hearing to consider the adequacy of the Draft EIR at which time oral and written comments were presented to the Planning Commission. Members of the public and other interested parties were invited by formal public notice to testify on the adequacy of the Draft EIR at the public hearing.

On October 31, 2025, at 5:00 p.m. the public comment period on the Draft EIR was closed. The City received six written comments and four verbal comments. Following the completion of the public review period, the City reviewed the comments received on the Draft EIR and prepared a Final EIR, which incorporates the Draft EIR by reference, includes all comments received during the public review period and responses to those comments, and describes the changes to the Draft EIR that resulted from the comments received.

On December 5, 2025, the Final EIR was distributed to all persons who commented on the Draft EIR and XXX. A notice of the Final EIR availability and certification recommendation hearing date was published in a newspaper of general circulation.

Public Resources Code Section 21081.6 requires the City to adopt a Mitigation, Monitoring, and Reporting Program (MMRP) because mitigation is required and the MMRP for the Project has been made available ot the public with the Final EIR.

On December 16, 2025, the Planning Commission held a duly noticed public meeting to consider the Project and 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, the Final EIR (including all appendices), the Findings of Fact, and all other documents, reports, studies, memoranda, maps, oral and written testimony, and materials in the City's file for the Project; and all adopted City planning documents relating to the Project including the City's General Plan, Municipal Code, Zoning Ordinance, and other applicable City laws and regulations, and 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, having independently heard, considered, and weighed all of the Record Evidence and considerations, finds that this Record Evidence serves as an adequate and appropriate evidentiary basis for the findings and actions set forth in this Resolution and the Final EIR has been completed in compliance with the intent and requirements of the CEQA Guidelines, and the City's local CEQA requirements and has considered the information contained in the Final EIR and the record prior to taking any action on the Project, other related Project actions, or any of the project alternatives. The Planning Commission makes and adopts, based on its independent judgment and analysis, the Findings of Fact required by CEQA set forth in Exhibit B.

BE IT FURTHER RESOLVED that the Planning Commission finds, based on its independent judgement and analysis, that the Final EIR, which is attached hereto as Exhibit A, is hereby certified based on the Findings and Facts in Support of Findings Regarding the Environmental Impact Report, attached hereto as Exhibit B.

BE IT FURTHER RESOLVED that the Planning Commission of the City of Livermore hereby adopts the Mitigation Monitoring and Reporting Program, attached hereto as Exhibit C, which is incorporated into the conditions of approval for the project.

BE IT FURTHER RESOLVED, the Planning Commission of the City of Livermore directs the Planning Manager to file a Notice of Determination with the State Clearinghouse and the Alameda County Clerk, if the Project is approved.

BE IT FURTHER RESOLVED, that this Resolution shall go into effect immediately upon adoption.

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 December 16, 2025, by the following vote:

AYES:
NOES:
ABSENT:

Yolanda Fintschenko, Chairperson

by Stephen Riley, Planning Manager
Secretary to the Planning Commission

Exhibit A – Final Environmental Impact Report for the Pacific and Livermore Avenue Townhomes Project

Exhibit B – Findings and Facts in Support of Findings Regarding the Environmental Impact Report for the Pacific and Livermore Avenue Townhomes Project

Exhibit C – Mitigation Monitoring and Reporting Program for the Pacific and Livermore Avenue Townhomes Project

FINAL ENVIRONMENTAL IMPACT REPORT

PACIFIC AND LIVERMORE TOWNHOMES PROJECT LIVERMORE, CALIFORNIA

STATE CLEARINGHOUSE NO. 2025021071

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FINAL ENVIRONMENTAL IMPACT REPORT

PACIFIC AND LIVERMORE TOWNHOMES PROJECT EIR LIVERMORE, CALIFORNIA

STATE CLEARINGHOUSE NO. 2025021071

Submitted to:

Community Development Department
City of Livermore
1052 South Livermore Avenue
Livermore, California 94550

Prepared by:

LSA
2565 Alluvial Avenue, Suite 112
Clovis, California 93611
(559) 490-1210

Project No. CLV2201.01

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APPENDICES

K: PUBLIC COMMENT LETTERS ON THE DRAFT EIR

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1.0 INTRODUCTION

1.1 PURPOSE OF THE RESPONSE TO COMMENTS DOCUMENT

This document was prepared to respond to comments received on the Draft Environmental Impact Report (Draft EIR) prepared for the Pacific and Livermore Townhomes Project (project) for the City of Livermore (City). The Draft EIR identifies the likely environmental consequences associated with implementation of the proposed project and recommends mitigation measures to reduce potentially significant impacts. This Response to Comments (RTC) Document provides responses to comments on the Draft EIR. This document, together with the Draft EIR, constitutes the Final EIR for the proposed project.

1.2 ENVIRONMENTAL REVIEW PROCESS

According to the California Environmental Quality Act (CEQA), lead agencies are required to consult with public agencies having jurisdiction over a proposed project and to provide the general public with an opportunity to comment on the Draft EIR.

The City circulated a Notice of Preparation (NOP) to solicit input from responsible and trustee agencies regarding the scope and content of the Draft EIR, as well as to identify potential areas of controversy. The NOP was published on March 3, 2025, and was distributed to local, regional, and State agencies. A scoping session for the preparation of the Draft EIR was held at 7:00 p.m. on March 18, 2025. Comments received by the City on the NOP were taken into account during the preparation of the Draft EIR.

The Draft EIR was distributed to State responsible and trustee agencies for 45 days and made available for local public review for 45 days beginning on September 16, 2025, and ending on October 31, 2025. The Draft EIR and announcement of its availability were posted electronically on the City's website, and hard copies were available for public review at the Livermore City Hall and the Civic Center Library at 1052 South Livermore Avenue and 1188 South Livermore Avenue, respectively.

During the public review period for the Draft EIR, the City received seven written comment letters. In addition, four verbal comments were provided at the Planning Commission public hearing held on October 7, 2025, for the proposed project. Copies of all written comments received during the comment period are included in Appendix K, Public Comment Letters on the Draft EIR, of this document.

1.3 DOCUMENT ORGANIZATION

This RTC Document consists of the following chapters:

- **Chapter 1.0: Introduction**. This chapter discusses the purpose and organization of this RTC Document and summarizes the environmental review process for the project.

- **Chapter 2.0: Draft EIR Commenters**. This chapter contains a list of organizations and individuals who submitted written comments on the Draft EIR during the public review period.

- **Chapter 3.0: Comments and Responses**. This chapter contains a matrix that includes text of each CEQA related comment received on the Draft EIR during the public review period and a written response to each comment. Reproductions of all comment letters are included in Appendix K, Public Comment Letters, on the Draft EIR.

- **Chapter 4.0: Draft EIR Text Revisions**. This chapter contains corrections and edits to the Draft EIR that are necessary in light of the comments received and responses provided or are necessary to amplify or clarify material in the Draft EIR. Double underlined text represents language that has been added to the Draft EIR; text with ~~strikeout~~ has been deleted from the Draft EIR.

- **Appendices**. Appendix K includes all written comments submitted on the Draft EIR.

2.0 DRAFT EIR COMMENTERS

This chapter presents a list of comment letters received during the public review period and describes the organization of the letters and comments that are provided in Chapter 3.0, Comments and Responses, of this document.

2.1 ORGANIZATION OF COMMENT LETTERS AND RESPONSES

Chapter 3.0 includes a matrix of each CEQA related comment received on the Draft EIR during the public review period, including verbal comments provided at the Planning Commission public hearing held on October 7, 2025, and a written response to each comment. Reproductions of all comment letters are included in Appendix K, Public Comment Letters on the Draft EIR. The written comments are grouped by the affiliation of the commenter, as follows: Organizations (O) and Individuals (I).

2.2 LIST OF COMMENTERS ON THE DRAFT EIR

Table 2.A provides a list of the organizations and individuals that commented on the Draft EIR prior to the close of the public comment period. The comments received have been organized by date received and in a manner that facilitates finding a particular comment or set of comments. Each comment letter received is indexed with a number below.

Table 2.A: List of Comments Received

Letter Number	Name	Date	Type of Comment
Organizations			
O-1	East Bay For Everyone	September 16, 2025	Written
O-2	Lisjan Nation	October 3, 2025	Written
Individuals			
I-1	Travis Pullen	September 17, 2025	Written
I-2	Linda Eschen	September 18, 2025	Written
I-3	Jean Pullen	October 1, 2025	Written
I-4	Commissioner Anderson	October 7, 2025	Planning Commission Verbal Comment
I-5	Commissioner Kronzak	October 7, 2025	Planning Commission Verbal Comment
I-6	Jason Lowry	October 7, 2025	Planning Commission Verbal Comment
I-7	Adam Thompson	October 7, 2025	Planning Commission Verbal Comment
I-8	Janet Brandi	October 8, 2025	Written
I-9	Bill Noyes	October 31, 2025	Written

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3.0 COMMENTS AND RESPONSES

This chapter provides written responses to the comment letters received on the Draft Environmental Impact Report (Draft EIR) and verbal comments provided at the Planning Commission public hearing on October 7, 2025. The letters received during the public review period on the Draft EIR are provided in their entirety. The letters are immediately followed by responses keyed to the specific comments.

Please note that responses are not provided for comments that do not raise environmental issues or relate to the adequacy of the information or analysis within the Draft EIR, as no comment is enumerated or response required, per *State CEQA Guidelines* Section 15132. In addition, when general support or opposition is given for the project, that comment is noted but no further analysis is provided in the response, as the commenter is not questioning the adequacy of the information or analysis within the Draft EIR.

Where comments on the Draft EIR concern issues requiring technical expertise such as those related to transportation, the responses to comments, like the initial analysis in the Draft EIR, relies on the knowledge and professional analysis of qualified experts. The comments received on the proposed project did not require any revisions to the Draft EIR. Therefore, no significant changes have been made to the information contained in the Draft EIR as a result of the comments received, and no significant new information has been added that would require recirculation of the document pursuant to *State CEQA Guidelines* Section 15088.5.

3.1 COMMENTS AND RESPONSES MATRIX

Table 3.A includes all CEQA-related comments received on the Draft EIR and a response to each comment. The text of each comment has been included in the matrix and includes any grammatical errors included in the original comment letter. Each comment letter is included in its entirety in Appendix K, Public Comment Letters on the Draft EIR.

Table 3.A: Comments and Responses Matrix

Letter/ Comment Number	Comment	Response
Organizations		
O-1	**East Bay For Everyone (September 16, 2025)**	
O-1-1	Hi, We just got a notice of availability for CEQA review for this project. We thought that this type of project would be exempt from CEQA now because of state law. Can you describe why CEQA is still a requirement here? Thanks very much, Kevin Burke	This comment inquires about why the proposed project was not exempt from CEQA. While the proposed project would utilize "Builder's Remedy" rights pursuant to the Housing Accountability Act (Government Code Section 65589.5), the use of Builder's Remedy does not exempt a project from environmental review. Under the Housing Accountability Act jurisdictions without a compliant Housing Element must process qualifying housing developments even if the project does not fully conform to local zoning or general plan standards; however, the statute does not eliminate the need for CEQA compliance when a project still requires discretionary approvals. The Legislature expressly stated that Builder's Remedy projects are not exempt from CEQA under Government Code Section 65589.5(e). In this case, the City of Livermore must act on several remaining discretionary actions associated with the proposed project such as design review and approval of project-specific permits—and those actions trigger the need for environmental review under CEQA. Therefore, the City of Livermore as the lead agency determined that an Initial Study should be prepared. (Appendix J). The Initial Study determined that the project may result in potentially significant impacts to several resource areas, including air quality, biological resources, cultural resources, energy, greenhouse gas emissions hazards and hazardous materials, land use and planning, noise, and transportation, requiring further environmental and technical analyses. Results of the project-specific technical analyses prepared for the proposed project identified the need for mitigation measures to reduce potentially significant impacts associated with the proposed project. As described in Section 15300 and 15300.2(b) of the *CEQA Guidelines*, Categorical Exemptions can only apply to projects which do not have a significant effect on the environment and shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment. If a proposed project

Table 3.A: Comments and Responses Matrix

Letter/ Comment Number	Comment	Response
		would require mitigation, it would be reducing impacts from a potentially significant effect and therefore would not qualify for a Categorical Exemption. Therefore, the City of Livermore (City) determined that, based on several factors including location and project components, preparation of an EIR was appropriate for the proposed project. This comment does not address the adequacy or completeness of the Draft EIR, does not raise environmental issues, and does not request the incorporation of additional information relevant to environmental issues. Such comments do not require a response, pursuant to Section 15088(a) of the *State CEQA Guidelines*. No further response is necessary.
O-2	**Lisjan Nation (October 3, 2025)**	
O-2-1	Hi Michele and Jennifer, Here are the Tribe's comments on the Draft EIR for the Pacific and Livermore Avenue Townhomes Project. Thank you for the opportunity to comment. The Tribe is concerned that the Tribe's proposed mitigation measures, shared on September 5 were not taken into account for this project. As currently written, Mitigation Measure CUL-1 mitigates impacts to cultural resources, but not Tribal Cultural Resources. Archaeologists are qualified to evaluate cultural resources, but they are not qualified to evaluate potential Tribal Cultural Resources. As previously shared in the Tribe's proposed mitigation measures, the Tribe respectfully requests that another mitigation measure (Mitigation Measure TCR-1) be added to address the inadvertent discovery of Tribal Cultural Resources, which would involve contacting consulting Tribes. Inadvertent discovery of Tribal Cultural Resources (TCR-1): If cultural resources of potential Native American origin are identified during grading or excavation of the proposed project, all ground disturbing activities within 100 feet shall cease until a representative from the Confederated Villages of Lisjan Nation is consulted by the government agency. If the entity in consultation with the consulting Tribe(s), determines that the resource is a Tribal Cultural Resource and thus significant under CEQA, the entity shall retain a Tribal monitor, at the applicant's expense, to prepare a mitigation plan, which shall be implemented in consultation with the	This comment expresses concern regarding the Draft EIR's proposed cultural and tribal cultural mitigation measures, claiming that the Tribe's previously proposed mitigation language was not incorporated into the document. The comment requests the addition of a new mitigation measure addressing the inadvertent discovery of Tribal Cultural Resources and proposed revisions to Mitigation Measure CUL-2. The Draft EIR analyzes the potential for the proposed project to result in the inadvertent discovery of unknown archaeological resources and human remains in Section 4.3, Cultural Resources, and Section 4.10, Tribal Cultural Resources, respectively. Additionally, Section 4.10.3.2 of the Draft EIR summarizes the City's consultation efforts with the Confederate Villages of Lisjan Nation, including the Tribe's September 5 correspondence requesting notification procedures and treatment protocols should archaeological materials or human remains be inadvertently uncovered. The Draft EIR includes Mitigation Measures CUL-1 and CUL-2, which require immediate cessation of work within 50 feet of a discovery, evaluation of the find by a qualified archaeologist, and treatment of the resource in accordance with applicable sections of the California Public Resources Code and Health and Safety Code. These regulations

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	consulting Tribe. The mitigation plan shall include avoidance of the resource or, if avoidance of the resource is not feasible, the plan shall outline appropriate treatment of the resource in coordination with the consulting Tribe and, if applicable, a qualified archeologist. Examples of appropriate mitigation for Tribal Cultural Resources include, but are not limited to, protecting the cultural character and integrity of the resources, protecting traditional use of the resources, protecting the confidentiality of the resources, or heritage recovery. The Tribe is also concerned with the language in Mitigation Measure CUL-2, which directly contradicts the language previously shared with the City during consultation. Specifically, we respectfully request removal of the sentence: "The MLD may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials." From the Tribe's perspective, this is an inappropriate way to treat ancestral remains and should not be proposed in advance, before an MLD is designated. The Tribe also requests addition of the following language: "There shall be no pictures taken or testing done on the Native American human remains. All bone, if not identifiable as human or animal, shall be treated as human remains and the appropriate protocols followed. Tribal representatives will rebury the Native American human remains and associated funerary objects with the appropriate dignity either; in accordance with the recommendations of the MLD if available or in the project vicinity at a location agreed upon between the Tribe and the consultant, where the reburial would be accessible to Tribal members in perpetuity and would not be subject to further disturbance. The discovery and reburial is to be kept confidential and secure to prevent any further disturbance." We look forward to your response, and once again, we appreciate the opportunity to consult on this project in order to protect Tribal Cultural Resources.	establish the process for evaluating and treating inadvertently discovered archaeological resources, Tribal Cultural Resources, and Native American human remains, including coordination with the Native American Heritage Commission (NAHC) and the Most Likely Descendant (MLD), where applicable. The Tribe requests that work be halted within 100 feet of a potential Tribal Cultural Resource and that the Draft EIR adopt a separate TCR-specific mitigation measure naming the Lisjan Nation as a consulting entity. However, no substantial evidence has been provided demonstrating that a 100-foot buffer is required to avoid or reduce a significant environmental impact beyond the protections already afforded by state law and the performance standards contained in Mitigation Measures CUL-1 and CUL-2. The 50-foot buffer is established based on the archaeological field survey results and the site-specific likelihood of intact resources documented in the project's Draft EIR section and Appendix G. In addition, background research at the project site returned a negative result for the project site's potential to contain tribal cultural resources. The existing stop work measures meet state law standards and fully comply with the procedural requirements for the treatment of archaeological resources, Tribal Cultural Resources, and human remains under State law. If a consulting Tribe provides credible evidence that a larger buffer is warranted for a specific find, the City shall implement a larger buffer (up to 100 feet) pending evaluation and agreement with the consulting Tribe(s). However, the City acknowledges the need for a modified CUL-2 mitigation measure to establish procedures as requested by the Tribe for specific identification of tribal cultural resources, and as such Mitigation Measure TCR-1 shall apply to the proposed project as detailed herein: **Mitigation Measure TCR-1: Unknown Tribal Cultural Resources.** In the event that unknown tribal cultural resources are discovered during ground-disturbing activities, work shall cease within 50 feet of

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		the find until a qualified archaeologist has evaluated the find in accordance with federal, State, and local guidelines to determine whether the find constitutes a cultural resource of potential Native American origin. The contractor shall immediately notify the City, who shall then contact the Native American Heritage Commission (NAHC) and a qualified archaeologist (meeting the Secretary of the Interior's Professional Qualifications Standards). In coordination with NAHC and the archaeologist, the City shall determine the appropriate Tribe(s) with cultural affiliation to the project area at the time of the find. If the City and consulting Tribe(s) determine that the discovery is a Tribal Cultural Resource, the applicant shall retain a Tribal representative, at the applicant's expense, to work with the qualified archaeologist to prepare a Discovery Treatment Plan. The Plan shall be developed in consultation with the consulting Tribe(s) and shall identify avoidance as the preferred mitigation strategy. If the Discovery Treatment Plan requires monitoring, avoidance, recovery, or other on-site treatment, the applicant shall fund a qualified Tribal monitor and any Tribal experts requested by the consulting Tribe(s). The plan shall specify the monitor's duties, working hours, and protocols, including stoppage authority for the monitor if sensitive material is encountered. If avoidance is not feasible, the Plan shall include culturally appropriate treatment measures, which may include, but are not limited to: ● Establishing construction monitoring activities for the duration of ground-disturbing activities; ● Establishing protective buffers (consistent with the 50-foot halt distance) and any additional buffers recommended by the consulting Tribe(s) and archaeologist; ● Stabilization or in-situ preservation; ● Culturally appropriate documentation or heritage recovery;

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		• Confidentiality protection of TCR locations (sensitive location information shall be restricted to the City, the consulting Tribe(s), and qualified professionals with a demonstrated need to know); • Access for Tribal practitioners and/or traditional use; • Prohibition on photography, public dissemination, or testing of Native American human remains or associated funerary objects unless expressly authorized by the consulting Tribe(s) and consistent with applicable law. Work may resume in the halted area only after the City, in coordination with the consulting Tribe(s) and the qualified archaeologist, has reviewed and approved the Discovery Treatment Plan. The City shall complete its review within 7 calendar days of receipt of the Plan unless the City documents good cause for additional time and provides written notice to the consulting Tribe(s) and applicant. If the consulting Tribe(s) request additional measures, the City shall incorporate them unless the City documents why a requested measure is infeasible under applicable law. Additional procedural clarifications: If human remains are discovered and are determined to be Native American, all handling and disposition shall follow CCR Section 15064.5, PRC Section 5097.98, Health and Safety Code Section 7050.5, and the protocols set forth in the Discovery Treatment Plan developed in consultation with the consulting Tribe(s) and, where applicable, the Most Likely Descendant (MLD). If reburial is part of the agreed treatment, reburial shall be conducted with appropriate dignity in a location agreed upon by the consulting Tribe(s) and the City, and the location of such reburial shall be kept confidential and protected from further disturbance to the extent permitted by law. The applicant shall maintain a record of all notifications, consultations, monitoring reports, Discovery Treatment Plans, and treatment actions and shall provide copies to the City and the consulting Tribe(s) upon request. A final monitoring/treatment report shall be prepared by the qualified archaeologist and Tribal monitor

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		and submitted to the City and NAHC within 30 days of completion of mitigation activities. The addition of this mitigation measure does not meet the thresholds outlined in State CEQA Guidelines Section 15088.5 for recirculating a Draft EIR after the draft has been released for public review but before the final EIR is certified. Under that Section, recirculation of the Draft EIR is required only where substantial new information would result in new significant effects or a substantial increase in the severity of previously identified significant impacts. If changes—such as the presentation of a markedly different alternative or mitigation measure—alter the environmental analysis in a way that could affect public understanding and comment, the lead agency must recirculate the revised portions of the EIR. However, if the changes only clarify or make minor adjustments to the existing analysis, recirculation isn't required. As Mitigation Measure TCR-1 outlines the same stop work and notification requirements as Mitigation Measure CUL-1 that were presented in the Draft EIR while clarifying additional steps should finds be considered tribal cultural resources. Because the addition of TCR-1 refines notification and treatment protocols but does not alter the Draft EIR's environmental analysis or introduce new significant impacts; therefore recirculation is not required. The comment also requests revisions to CUL-2 regarding treatment practices, including prohibitions on photography or testing and specifying reburial procedures. These requests reflect Tribal cultural preferences but do not pertain to the adequacy of the CEQA analysis or the effectiveness of the mitigation in reducing environmental impacts to a less-than-significant level. CEQA does not require incorporation of Tribal preference-based protocols when the adopted mitigation already meets the legal standard of reducing impacts to less than significant. Mitigation measure CUL-2 establishes protocols consistent with the requirements of California Code of Regulations (CCR) Section 15064.5(e); State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County

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		Coroner has made a determination of origin and disposition pursuant to Public Resources Code (PRC) Section 5097.98. If the remains are determined to be Native American, the County Coroner shall notify the Native American Heritage Commission (NAHC), which shall determine and notify a Most Likely Descendant (MLD). As the Mitigation Measure states "The **MLD** may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials." Therefore, removal or analysis would not take place without MLD recommendations. While the City holds that Mitigation Measures CUL-2 meets the requirements of the original consultation request, the text requested by the Tribe was added as shown below: **Mitigation Measure CUL-2: Cultural Resources Monitoring and Accidental Discovery, Human Remains.** In the event that human remains are encountered on the project site, work within 50 feet of the discovery shall be redirected and the County Coroner notified immediately consistent with the requirements of California Code of Regulations (CCR) Section 15064.5(e). State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code (PRC) Section 5097.98. If the remains are determined to be Native American, the County Coroner shall notify the Native American Heritage Commission (NAHC), which shall determine and notify a Most Likely Descendant (MLD). With the permission of the property owner, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC. If human remains are determined to be Native American, the MLD, in coordination with consulting Tribal representative(s) identified by the NAHC, shall have lead authority to recommend treatment. Consistent with CCR Section 15064.5(d), if the remains are determined to be Native American and an MLD is notified, the City of Livermore shall consult with the MLD as

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		identified by the NAHC to develop an agreement for treatment and disposition of the remains. There shall be no scientific removal, pictures taken or invasive testing done on the Native American human remains or associated funerary objects without the express written consent of the MLD and the consulting Tribe(s). All bone, if not identifiable as human or animal, shall be treated as human remains and the appropriate protocols followed. Tribal representatives and the MLD, in consultation with the City and qualified archaeologist as necessary, shall determine reburial procedures for the Native American human remains and associated funerary objects with the appropriate dignity either. Reburial shall occur at a location agreed upon by the consulting Tribe(s) and the property owner that preserves access for descendant communities in perpetuity and avoids future disturbance. Records identifying TCR locations shall be kept confidential consistent with PRC § 5097.9 and other applicable law. Prior to the issuance of grading permits, the Director of the City of Livermore Community Development Department, or designee, shall verify that all grading plans specify the requirements of CCR Section 15064.5(e), State Health and Safety Code Section 7050.5, and PRC Section 5097.98, as stated above. No further response is necessary.
Individuals		
I-1	**Travis Pullen (September 17, 2025)**	
I-1-1	Dear Commissioners, I am writing to express my strong opposition to the proposed Pacific and Livermore Avenue Townhomes Project. After reviewing the Draft Environmental Impact Report (EIR), I believe the project poses significant and unmitigated impacts that threaten the character, livability, and sustainability of our community. I respectfully urge the Planning Commission to reject the project in its current form.	This comment expresses opposition to the proposed project, claiming that the project poses significant and unmitigated impacts to the character, livability, and sustainability of the community. Impacts related to community character, livability, and community sustainability are analyzed in Section 4.7, Land Use and Planning, of the Draft EIR. As described therein, the proposed project would use the builder's remedy. As such, although the height of some of the buildings and the absence of commercial use is inconsistent with the

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		project site's existing General Plan land use designation and zoning, the proposed project is allowed under the Housing Accountability Act. Additionally, the proposed project would be consistent with applicable Association of Bay Area Governments' Plan Bay Area strategies and although inconsistent with the current General Plan Land Use designation, the proposed project would still comply with all other applicable City of Livermore General Plan policies. As the proposed project is already located in an area surrounded by residential and commercial development, the proposed project would be compatible with surrounding land uses. *State CEQA Guidelines* Section 21082.2(c) limits evaluation of social or economic impacts that do not contribute to, or are not caused by, physical impacts on the environment. Therefore, impacts related to community character, livability, and community sustainability are not required to be analyzed under CEQA. This comment does not provide evidence that the analysis is inadequate, that there would be any new significant impacts not addressed in the Draft EIR, or that impacts would be substantially more severe than those identified in the Draft EIR. Additionally, this comment does not address the adequacy or completeness of the Draft EIR; does not raise environmental issues; and does not request the incorporation of additional information relevant to environmental issues. Such comments do not require a response, pursuant to Section 15088(a) of the *State CEQA Guidelines*. No further response is necessary.
I-1-2	1. Traffic and Safety Concerns The project will add 115 new residential units and 268 parking spaces in an already congested area. The Draft EIR acknowledges the need for additional traffic controls, including a Rectangular Rapid Flashing Beacon (RRFB), yet this measure is insufficient given the increased pedestrian, bicycle, and vehicle traffic at the intersection of Pacific Avenue and South Livermore Avenue. Congestion will worsen, and pedestrian safety— particularly for children, seniors, and people with disabilities—will be compromised.	This comment expresses general concerns related to parking, traffic congestion, and pedestrian safety from the proposed project, claiming that the proposed RRFB would be insufficient to mitigate potential traffic impacts. Impacts related to parking, traffic congestion, and pedestrian safety are analyzed in Section 4.9, Transportation, of the Draft EIR. As described therein, the proposed project would include a RRFB to help improve pedestrian safety at the project site and would be consistent with all programs, plans, ordinances, and policies related to the

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		circulation system, including the Alameda County Congestion Management Program (CMP) Transportation Impact Analysis Technical Guidelines, which are applicable to any projects which could potentially impact the Alameda County CMP roadway network, or those which generate more than a specified number of peak hour trips. As the proposed project would result in fewer than 100 peak-hour trips, impacts related to vehicle miles traveled (VMT) and congestion are considered less than significant, and no further analysis is required. Additionally, the proposed project would be consistent with all General Plan policies related to pedestrian access and would implement Mitigation Measure TRA-1 to ensure safety for vehicles, pedestrians and bicyclists on the project site. This comment does not provide evidence that the analysis is inadequate, that there would be any new significant impacts not addressed in the Draft EIR, or that impacts would be substantially more severe than those identified in the Draft EIR. Therefore, the analysis and mitigation presented in the Draft EIR is sufficient. This comment does not address the adequacy or completeness of the Draft EIR, does not raise environmental issues, and does not request the incorporation of additional information relevant to environmental issues. Such comments do not require a response, pursuant to Section 15088(a) of the *State CEQA Guidelines*. No further response is necessary.
I-1-3	2. Inadequate Transit and Infrastructure Planning While the Draft EIR notes that new bus stops and a shelter may be added, the proposed density is far greater than what the current public transit and roadway infrastructure can support. No clear plan has been presented for how additional transit service will be funded or implemented. Without substantial improvements, residents will remain car-dependent, further worsening traffic and greenhouse gas emissions.	This comment expresses general concerns related to transit and infrastructure planning, claiming that the City's current public transit and roadway infrastructure is inadequate to support the density of the proposed project, that the Draft EIR does not present a clear plan for funding transit service, and that without substantial improvements, the proposed project will worsen traffic and greenhouse gas (GHG) emissions. Impacts related to transit service and roadways are analyzed in Section 4.9, Transportation, of the Draft EIR, and impacts related to GHGs are analyzed in Section 4.5, Greenhouse Gas Emissions, of the

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		Draft EIR. As described in Section 4.9, the proposed project is expected to result in one new transit trip during peak commute hours, which would not cause a significant degradation in transit operations and the proposed project would not result in significant impacts related to transit service. Pursuant to Section 15021(a)(2) of the *CEQA Guidelines*, mitigation is only required for those effects which are significant. As such, mitigation would not be required for the proposed project's impact on transit services. To determine potential project impacts to existing transit routes in the project area, the City has engaged in coordination with the Livermore-Amador Valley Transit Authority (LAVTA), which provides transit service to the project area, and serves the existing bus stop adjacent to the project. LAVTA did not identify any potential impacts due to the proposed project. While LAVTA did not identify any impacts to transit services associated with the proposed project, the proposed project would include improvements to the bus stop located adjacent to the project site. As described in Section 4.5, the proposed project would be consistent with the City's 2022 Climate Action Plan and therefore would not result in significant impacts related to GHG emissions. This comment does not provide evidence that the analysis is inadequate, that there would be any new significant impacts not addressed in the Draft EIR, or that impacts would be substantially more severe than those identified in the Draft EIR. Therefore, the analysis and mitigation presented in the Draft EIR is sufficient. This comment does not address the adequacy or completeness of the Draft EIR; does not raise environmental issues; and does not request the incorporation of additional information relevant to environmental issues. Such comments do not require a response, pursuant to Section 15088(a) of the *State CEQA Guidelines*. No further response is necessary.

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I-1-4	3. Environmental Impacts and Loss of Open Space The project will replace more than 55,000 square feet of landscaped open space with hardscape and dense residential development. This not only eliminates valuable urban greenery that mitigates heat island effects but also reduces local biodiversity and stormwater absorption. The cumulative environmental impacts—particularly air quality, noise, and greenhouse gas emissions—are inadequately addressed in the Draft EIR.	This comment expresses general concerns related to loss of open space and the cumulative impact analysis for air quality, noise, and GHGs in the Draft EIR. As described in Chapter 3, Project Description, the project site is currently developed with two commercial buildings, surface parking, ornamental landscaping, and a vacant lot that was previously occupied by a gas station. The project site does not contain open space in its existing condition. In addition, the proposed project would include approximately 55,201 square feet of landscaped area, including 26,052 square feet of open space with an approximately 8,865-square-foot park and open to the public. Therefore, the proposed project would provide more open space and landscaping than under existing conditions. In addition, the project includes 47% native plants as part of the proposed landscaping plan. In addition, the existing project site includes approximately 255,432 square feet of impervious surfaces and approximately 29,530 square feet of pervious surfaces. The proposed project would result in a net decrease in impervious surface coverage of approximately 37,910 square feet (13.3 percent) compared to existing conditions for a total of 217,522 square feet of impervious surface and 67,440 square feet of pervious surface. The Draft EIR analyzes all proposed, recently approved, under construction, and reasonably foreseeable projects that could produce a related or cumulative impact on the local environment when considered in conjunction with the proposed project, as listed in Chapter 4, Evaluation of Environmental Impacts, Cumulative Analysis Context. As none of the reasonably foreseeable projects would result in impacts, the proposed project cannot result in cumulative impacts beyond the impacts already identified in the EIR. This comment does not provide evidence that the analysis is inadequate, that there would be any new significant impacts not addressed in the Draft EIR, or that impacts would be substantially

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		more severe than those identified in the Draft EIR. Therefore, the analysis and mitigation presented in the Draft EIR is sufficient. This comment does not address the adequacy or completeness of the Draft EIR, does not raise environmental issues, and does not request the incorporation of additional information relevant to environmental issues. Such comments do not require a response, pursuant to Section 15088(a) of the *State CEQA Guidelines*. No further response is necessary.
I-1-5	4. Parking and Neighborhood Spillover Although the Draft EIR proposes 268 parking spaces, history shows that high-density projects often underestimate real parking demand. Overflow parking will inevitably spill into adjacent residential streets, creating friction with existing residents and undermining neighborhood livability.	This comment expresses general concerns related to parking demand associated with the proposed project. For this qualifying infill project in a transit priority area, Public Resources Code Section 21099(d)(1) provides that parking impacts shall not be considered significant environmental impacts under CEQA. As a result, the availability, supply, or configuration of on-site or off-site parking does not constitute a CEQA issue and is not used to determine the significance of environmental impacts. The following discussion of parking is therefore provided for informational and disclosure purposes only. This information is included to support general understanding of project operations and site planning but does not form the basis for any impact determination under CEQA. The proposed project would provide 268 parking spaces, including 38 guest surface parking spaces, 27 standard (non compact) parking spaces, 8 compact parking spaces, 3 Americans with Disabilities Act parking spaces, and 230 townhouse vehicle parking spaces. While parking impacts, including social inconveniences related to parking shortages, are not required to be analyzed under CEQA, the proposed project's parking would be consistent with the City's parking requirements as stipulated in the Livermore Development Code Chapter 4.04, Parking, which requires townhouses to include one to two parking spaces for each dwelling unit and one guest

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		parking per 4 dwelling units. The proposed project provides more parking than City standards require. This comment does not provide evidence that the analysis is inadequate, that there would be any new significant impacts not addressed in the Draft EIR, or that impacts would be substantially more severe than those identified in the Draft EIR. Therefore, the analysis and mitigation presented in the Draft EIR is sufficient. This comment does not address the adequacy or completeness of the Draft EIR, does not raise environmental issues, and does not request the incorporation of additional information relevant to environmental issues. Such comments do not require a response, pursuant to Section 15088(a) of the *State CEQA Guidelines*. No further response is necessary.
I-1-6	5. Community Character and Scale The scale of this project is not consistent with the surrounding neighborhood. Central Livermore is characterized by a balance of small scale residential, commercial, and institutional uses. Inserting a 115-unit townhome development with a large pool and clubhouse will significantly alter the neighborhood's character and strain community resources.	This comment expresses general concerns related to land use incompatibility. As described in Response to Comments I-1-1 and I-1-2, the Draft EIR adequately analyzes land use compatibility and VMT impacts. This comment does not provide evidence that the analysis is inadequate, that there would be any new significant impacts not addressed in the Draft EIR, or that impacts would be substantially more severe than those identified in the Draft EIR. Therefore, the analysis and mitigation presented in the Draft EIR is sufficient. This comment does not address the adequacy or completeness of the Draft EIR, does not raise environmental issues, and does not request the incorporation of additional information relevant to environmental issues. Such comments do not require a response, pursuant to Section 15088(a) of the *State CEQA Guidelines*. No further response is necessary.

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I-1-7	Conclusion In light of these unresolved concerns—traffic congestion, insufficient infrastructure, loss of open space, parking impacts, and incompatibility with neighborhood character—I strongly urge the Planning Commission not to certify the Draft EIR or approve the Pacific and Livermore Avenue Townhomes Project as currently proposed.	This comment concludes the commenters' concerns and re-expresses opposition to the proposed project. This comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the Draft EIR. Specific concerns are described and addressed in further detail in the responses above. No further response is required.
I-2	**Linda Eschen (September 18, 2025)**	
I-2-1	Dear Ms. Ackerman, Good Morning Ms. Ackerman, I am a resident at [redacted] Across the street is the old Nob Hill Shopping Center. We do not need anymore housing in this area. What the people need is a shopping center that is useable. The Nob Hill closed approximately February 2016. This commercial building usage is needed in this community. We definitely do not need anymore townhouses. We need more local businesses to be in an updated shopping center. Livermore High School is just around the corner and does not need the traffic these 115 townhouses will cause to this community. We need a shopping center that is allowed to be remodeled and filled with new and existing businesses. Leave this property as a commercial building site. My vote is a resounding NO to the proposed 2930 Pacific Avenue, 6.54 acre project. Linda Eschen	This comment expresses opposition to the proposed project, expressing general concerns related to traffic and land use compatibility. Under the Housing Accountability Act (HAA; Government Code Section 65589.5) qualifying housing developments are entitled to proceed even if they do not comply with the jurisdiction's existing zoning standards or General Plan land use designations. Builder's Remedy effectively limits the City's ability to deny or require reductions in the density, use, or physical form of a qualifying housing project on the basis of inconsistency with local land use regulations. As such, while the proposed project may not conform to certain zoning district requirements, development standards, or General Plan land use designations, the HAA requires the City to process the application without enforcing those otherwise applicable local development controls. The project must still comply with objective standards and all applicable building, health, and safety codes; however, the City cannot deny or substantially modify the project solely due to a conflict with local land use designations. In addition, as described in response to Comment I-1-2 and I-1-3, the proposed project would not result in significant impacts related to traffic congestion. This comment does not provide evidence that the analysis is inadequate, that there would be any new significant impacts not

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		addressed in the Draft EIR, or that impacts would be substantially more severe than those identified in the Draft EIR. Therefore, the analysis and mitigation presented in the Draft EIR is sufficient. This comment does not address the adequacy or completeness of the Draft EIR, does not raise environmental issues, and does not request the incorporation of additional information relevant to environmental issues. Such comments do not require a response, pursuant to Section 15088(a) of the *State CEQA Guidelines*. No further response is necessary.
I-3	**Jean Pullen (October 1, 2025)**	
I-3-1	Dear Commissioners, I am deeply opposed to the proposed Pacific and Livermore Avenue Townhomes Project. Upon reviewing the Draft Environmental Impact Report (EIR), I conclude that this project, in its current form, negatively impacts the surrounding neighborhoods. This project, adding 115 residential units and 268 parking spaces, will have adverse effects on key traffic and safety in the area, worsening the already existing vehicle, pedestrian and bicycle traffic issues. With the added congestion, current traffic and safety problems will multiply, posing significant risks to children, seniors and those with disabilities. The proposed density of the project, despite some mitigation efforts to provide more bus stops, does not address the problem of providing additional transit service for the multitude of residents who will be residing in the complex. Without concrete commitments — and funding — to address public transit and road infrastructure needs, the residents may be forced to rely on private vehicles, further exacerbating traffic problems as well as air quality. Furthermore, spillover parking may become a problem for the surrounding neighborhoods if there is not enough parking available onsite.	This comment expresses opposition to the proposed project and general concerns related to traffic congestion, pedestrian and bicycle safety, parking, and transit use. Refer to responses to Comment I-1-2, Comment I-1-3, and Comment I-1-5 regarding impacts to traffic congestion, safety, transit use, and parking associated with the proposed project. In addition, the proposed project would include the implementation of mitigation measures AIR-1 and AIR-2 that would include emission minimization measures during construction. As discussed in Section 4.1 Air Quality the proposed project operational emissions would be below established thresholds. This comment does not provide evidence that the analysis is inadequate, that there would be any new significant impacts not addressed in the Draft EIR, or that impacts would be substantially more severe than those identified in the Draft EIR. Therefore, the analysis and mitigation presented in the Draft EIR is sufficient. This comment does not address the adequacy or completeness of the Draft EIR; does not raise environmental issues; and does not request the incorporation of additional information relevant to environmental issues. Such comments do not require a response, pursuant to Section 15088(a) of the *State CEQA Guidelines*. No further response is necessary.

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I-3-2	The environmental impacts of the project are also of concern. Replacing 55,000 square feet of open space with dense residential development and hardscape creates substantial issues such as the creation of heat islands, the depletion of local biodiversity and potential lack of adequate stormwater absorption.	This comment expresses concerns regarding the replacement of open space. As described in response to Comment I-1-4, the proposed project would create more open space than there currently is under existing conditions on the project site. Additionally, as described in Section 4.2, Biological Resources, of the Draft EIR, the proposed project would implement Mitigation Measures BIO-1 through BIO-3 to ensure that project activities, including landscaping and tree removal, would not result in adverse impacts to protected trees and nesting birds. No substantial impacts to special status plant or animal species were identified according to the Biological Resources Technical Memorandum (Appendix D) prepared for the proposed project. Potential impacts associated with stormwater absorption are analyzed in Section 4.6, Hazards and Hazardous Materials, Section 6.4.3, Hydrology and Water Quality, and Section 6.3.9, Utilities and Service Systems, of the Draft EIR. In addition, an in-depth analysis of impacts associated with stormwater are discussed in Section 3.10 of the Initial Study (Appendix J) prepared for the project. As stated therein, the proposed project would be required to comply with existing regulations including the Construction General Permit, the Municipal Regional Stormwater National Pollutant Discharge Elimination System Permit, and City of Livermore Municipal Code requirements, including those established under the Alameda County Clean Water Program. This would include preparation of a Stormwater Pollution Prevention Plan and compliance with construction- and operation-phase stormwater requirements (MM HYD-1 and MM HYD-2). As described in Chapter 3.0, Project Description, on-site stormwater would be collected and treated consistent with Alameda County National Pollutant Discharge Elimination System (NPDES) C.3 requirements for Low Impact Development (LID). Therefore, the proposed project would not result in impacts related to stormwater absorption.

Table 3.A: Comments and Responses Matrix

Letter/ Comment Number	Comment	Response
		This comment does not provide evidence that the analysis is inadequate, that there would be any new significant impacts not addressed in the Draft EIR, or that impacts would be substantially more severe than those identified in the Draft EIR. Therefore, the analysis and mitigation presented in the Draft EIR is sufficient. This comment does not address the adequacy or completeness of the Draft EIR, does not raise environmental issues, and does not request the incorporation of additional information relevant to environmental issues. Such comments do not require a response, pursuant to Section 15088(a) of the *State CEQA Guidelines*. No further response is necessary.
I-3-3	The shear scale of this development will impact the nearby neighborhoods, which are characterized by a combination of small scale homes, interspersed with some commercial and institutional uses. This project will definitely change the character of the surrounding areas and doesn't seem a good fit for this part of Livermore.	This comment expresses general concerns related to land use incompatibility. As discussed in Section 3.1 of the Initial Study (Appendix J) and Section 6.3.1 of the Draft EIR, the proposed project would not conflict with applicable zoning or other regulations governing scenic quality or substantially degrade the existing visual character of the project site or its surrounding area and is subject to design review approval as outlined in the City of Livermore Development Code Chapter 9.07, and be consistent with applicable land use regulations, as described in Response to Comment I-1-1. As part of final approvals, the proposed project underwent design review to ensure compatibility with the surrounding area. This process includes City staff and decision-maker review of building articulation, scale transitions, façade treatment, and streetscape improvements to confirm that the project integrates appropriately with adjacent development and maintains the visual quality of the area. The City's design review procedures function as an additional safeguard to ensure that, even under Builder's Remedy, the project respects the character of its context and does not result in adverse visual effects under CEQA. The proposed project would not be inconsistent with surrounding land uses. This comment does not provide evidence that the analysis

Table 3.A: Comments and Responses Matrix

Letter/ Comment Number	Comment	Response
		is inadequate, that there would be any new significant impacts not addressed in the Draft EIR, or that impacts would be substantially more severe than those identified in the Draft EIR. Therefore, the analysis and mitigation presented in the Draft EIR is sufficient. This comment does not address the adequacy or completeness of the Draft EIR, does not raise environmental issues, and does not request the incorporation of additional information relevant to environmental issues. Such comments do not require a response, pursuant to Section 15088(a) of the *State CEQA Guidelines*. No further response is necessary.
I-3-4	In summary, there are too many unknowns with issues regarding traffic and safety impacts, infrastructure requirements, the loss of open space, parking challenges, and the appropriateness of this site for the neighborhood. In light of these concerns, I implore the Planning Commission not to certify this Draft EIR or approve the townhome development as it currently stands. Thank you for your consideration.	This comment concludes the commenter's concerns and summarizes the commenter's opposition to the proposed project. This comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the Draft EIR. Specific concerns are described and addressed in further detail in the responses above. No further response is required.
I-4	**Commissioner Anderson (October 7, 2025)**	
I-4-1	At the public hearing on October 7, Commissioner Anderson inquired about the Draft EIR's methodology regarding bicycle counts.	Bicycle counts were conducted in accordance with the methodology outlined in the Institute of Transportation Engineers (ITE) Manual of Transportation Engineering Studies, which provides standardized procedures for collecting and interpreting bicycle volume data. Counts performed at key intersections, on South Livermore Avenue, Pacific Avenue, and Dolores Street show low bicycle activity in the area (a total of 5 bicycle trips during the AM peak hour and 12 bicycle trips during the PM peak hour for all three intersections). These intersections serve and will continue to serve as the primary access points to the project site, ensuring the data accurately represent existing bicycle activity in the area most likely affected by the project. In line with ITE guidance, bicycle counts were conducted during typical peak travel periods, with bicycle movements recorded by direction and maneuver (e.g., through, left, or right turns) at 15-minute intervals. Bicycle counts were validated to ensure data

Table 3.A: Comments and Responses Matrix

Letter/ Comment Number	Comment	Response
		accuracy, and short-term counts were adjusted using standard expansion factors to account for daily and seasonal variation. This approach ensures that the data provides a reliable snapshot of bicycle travel demand and inform the evaluation of multimodal access and potential project-related effects on bicycle circulation. In addition, the proposed project would provide 30 bicycle parking spaces for guests in well-lit, highly visible locations on site, as described in Mitigation Measure TRA-1. In addition, the proposed project would maintain bicycle access to and through the site, as none of the project's access points or circulation routes would be gated or otherwise restricted. All driveways, pathways, and on-site circulation areas would remain publicly accessible, ensuring that bicyclists can enter the site, access bicycle parking facilities, and travel between Bancroft Way and the adjacent alley without limitation. As a result, the project would not impede bicycle connectivity or circulation in the area. This comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the Draft EIR. Specific concerns are described and addressed in further detail in the responses above. No further response is required.
	At the public hearing on October 7, Commissioner Anderson inquired whether the VMT analysis accounted for loss of existing commercial uses.	Vehicle Miles Traveled (VMT) is calculated using regionally standardized models that estimate the total number of miles driven by residents or employees associated with a proposed development. These models rely on regional averages for trip generation, trip length, and mode share derived from travel behavior data collected through sources such as the California Household Travel Survey and regional travel demand models (e.g., SCAG, MTC, SACOG). As such, VMT estimates are not based on site-specific land use conditions—like the presence or absence of nearby commercial uses—but rather represent the average travel behavior of similar land use types within the broader region. This regionalized approach ensures consistency and comparability across projects, while local variations (such as a

Table 3.A: Comments and Responses Matrix

Letter/ Comment Number	Comment	Response
		lack of nearby services) are captured indirectly through broader land use and transportation patterns already reflected in the regional data. When evaluating a project, the project's location is matched to its corresponding VMT zone, and the zone's modeled VMT rates serve as the baseline for estimating project-generated VMT. Because the zone reflects all trip types—including residential, employment, visitor, and commercial trips—the zone-level VMT provides a reliable proxy for how much driving an average project in that area is expected to generate. The VMT Zone corresponding to the proposed project captures average distances that reflect travel by many households, jobs and trips. A single project typically would not materially change the VMT zone's average. This change is too small to meaningfully alter the zone-wide VMT averages, which are based on thousands of households, jobs, and trips. Instead, the project is evaluated within the context of the existing VMT zone to determine whether its residential or commercial trip patterns would be expected to result in higher or lower VMT relative to the zone average. This comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the Draft EIR. Specific concerns are described and addressed in further detail in the responses above. No further response is required.
	At the public hearing on October 7, Commissioner Anderson inquired if the Draft EIR should evaluate an alternative for added commercial uses and less housing.	Under CEQA, the analysis and selection of project alternatives are intended to identify feasible options that would attain most of the project's basic objectives while avoiding or substantially lessening one or more significant environmental impacts. The alternatives analysis focuses on reasonable and practicable options that could reduce impacts, rather than presenting an exhaustive list of every conceivable variation of the project. CEQA requires that alternatives be evaluated at a level of detail sufficient to provide meaningful comparison to the proposed project, enabling decision-makers and the public to understand the environmental trade-offs involved. An alternative that introduces commercial uses in combination with similar residential densities would generally not reduce

Table 3.A: Comments and Responses Matrix

Letter/ Comment Number	Comment	Response
		environmental impacts and could, in many cases, result in greater impacts due to increased traffic generation, higher utility demands, and greater overall site disturbance. The purpose of the alternatives analysis is therefore to focus on scenarios that could feasibly lessen significant impacts while still meeting most of the project's objectives. This comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the Draft EIR. Specific concerns are described and addressed in further detail in the responses above. No further response is required.
	At the public hearing on October 7, Commissioner Anderson inquired if comments received from the NOP would be addressed again.	Comments received during the Notice of Preparation (NOP) circulation and scoping process are used to refine the scope and focus of the Draft EIR by identifying key environmental issues, potential areas of concern, and the range of alternatives or mitigation measures to be considered. These comments are carefully reviewed and incorporated into the Draft EIR analysis as appropriate, ensuring that the document addresses the relevant environmental topics raised during early consultation. Because the issues identified during the NOP and scoping process are already evaluated in detail in the Draft EIR, they are not repeated in Response to Comments (RTC) Document. Instead, the RTC Document focuses on responding to comments received on the Draft EIR itself, providing clarifications, revisions, or additional analysis as necessary to ensure a comprehensive and legally adequate environmental review under CEQA. This comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the Draft EIR. Specific concerns are described and addressed in further detail in the responses above. No further response is required.

Table 3.A: Comments and Responses Matrix

Letter/ Comment Number	Comment	Response
I-5	**Commissioner Kronzak (October 7, 2025)**	
I-5-1	At the public hearing on October 7, Commissioner Kronzak inquired about Assembly Bill (AB) 52 associated with the proposed project.	In accordance with AB 52 and Public Resources Code (PRC) Sections 21080.3.1 and 21080.3.2, the City of Livermore initiated formal consultation with Native American tribes traditionally and culturally affiliated with the project area. On February 10, 2025, LSA requested a search of the Sacred Lands File (SLF) from the Native American Heritage Commission (NAHC). The NAHC responded on February 13, 2025, indicating that no tribal cultural resources were known within the project vicinity and provided a list of 26 Native American tribal contacts for additional consultation. On March 31, 2025, the City sent notification letters and a project description with a site map to each of these contacts, inviting their participation in consultation pursuant to AB 52. Responses were received from several tribes, including Wilton Rancheria, Muwekma Ohlone Tribe of the San Francisco Bay Area, Confederated Villages of Lisjan Nation, and Amah Mutsun Tribal Band, acknowledging the City's outreach and requesting further engagement Through this consultation process, tribes were provided with detailed project information, including the results of the NAHC SLF search and the archaeological record search. The Muwekma Ohlone Tribe and Confederated Villages of Lisjan Nation requested formal consultation and review of cultural resource materials. The City provided the requested information on August 19, 2025, and continued communication to incorporate tribal recommendations into project mitigation. Specifically, the Lisjan Nation requested inclusion of mitigation measures for the inadvertent discovery of tribal cultural resources and notification protocols if resources are uncovered. In response to the Lisjan Nation comments received on the Draft EIR the changes outlined in response to Comment O-2-1, inclusion of a Tribal Cultural Resources Mitigation Measure and inclusion of language requested regarding treatment of Native American human remains, were implemented in the Draft EIR and incorporated in Chapter 4, Draft EIR text revisions of this Final EIR.

Table 3.A: Comments and Responses Matrix

Letter/ Comment Number	Comment	Response
		This comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the Draft EIR. Specific concerns are described and addressed in further detail in the responses above. No further response is required.
I-5-2	At the public hearing on October 7, Commissioner Kronzak inquired about rodent issues associated with the proposed project demolition.	To address potential rodent and pest issues related to development, the City of Livermore includes typical conditions of approval that mirror Alameda County pest control requirements, which requires the preparation and implementation of a Pest Control Plan prior to demolition activities. It is important to note that the presence or management of rodents, in and of itself, is not considered a physical environmental impact under CEQA, as rodent activity does not constitute an environmental effect on humans or the environment in the manner defined by Public Resources Code Section 21060.5. Therefore, rodent-related issues are not used to determine environmental significance in this EIR. However, consistent with standard construction best practices and local public health procedures, the City includes such conditions to ensure safe and orderly site preparation, avoid nuisance conditions to nearby properties, and comply with applicable code requirements. The Pest Control Plan (PCP) is therefore provided for informational and regulatory compliance purposes, and not as a CEQA mitigation measure. This comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the Draft EIR. Specific concerns are described and addressed in further detail in the responses above. No further response is required.
I-5-3	At the public hearing on October 7, Commissioner Kronzak inquired about hazards and groundwater issues associated with the proposed project, as well as mitigation measures.	Impacts related to hazards, hazardous materials, and groundwater are analyzed in Section 4.6, Hazards, of the Draft EIR. Mitigation Measures HAZ-1 and HAZ-2 together establish an adaptive management framework to ensure hazardous materials are properly identified, managed, and remediated throughout project

Table 3.A: Comments and Responses Matrix

Letter/ Comment Number	Comment	Response
		implementation. Under HAZ-1, a qualified environmental professional must conduct a Hazardous Building Materials Survey (HBMS) prior to any demolition or renovation to identify potential contaminants such as Polychlorinated Biphenyls (PCBs) or other hazardous building materials. The HBMS must include abatement specifications consistent with all applicable regulations, and evidence of completed abatement must be submitted to the City before construction proceeds. Under HAZ-2, the project sponsor must coordinate with the appropriate oversight agency (e.g., Regional Water Quality Control Board [RWQCB] or Department of Toxic Substances Control [DTSC]) to conduct additional subsurface investigations and prepare a Soil and Groundwater Management Plan (SGMP) outlining procedures to protect workers, the public, and the environment during ground-disturbing activities. Importantly, this measure includes adaptive management provisions: if previously unknown contamination, underground storage tanks, or other environmental hazards are discovered during construction, work must be temporarily halted, and a qualified environmental professional must assess the new conditions. The SGMP would then be revised or expanded, in consultation with the oversight agency, to include additional sampling, remediation, or engineering controls as necessary. Construction can only resume once the appropriate corrective actions are approved and implemented. This adaptive process ensures that unexpected contamination is properly addressed, maintaining regulatory compliance and safeguarding health and environmental quality throughout project implementation. This comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the Draft EIR. Specific concerns are described and addressed in further detail in the responses above. No further response is required.

Table 3.A: Comments and Responses Matrix

Letter/ Comment Number	Comment	Response
I-6	**Jason Lawry (October 7, 2025)**	
I-6-1	At the public hearing on October 7, the commenter expressed general support for the project and noted that approximately 15 homes have an easement along the rear of the property and raised concerns regarding potential effects from vehicle headlights and the lack of a physical barrier or buffer between the project site and adjacent residences. He expressed the need to add necessary buffers.	Based on Figure 3-9 (Proposed Conceptual Landscape Plan) of the Draft EIR, the area between the driveway along Dolores Street and the adjacent residences to the north incorporates several buffering mechanisms designed to reduce potential effects such as car headlights and noise. The internal driveway is set back from the northern property line and is separated from the existing homes by a combination of landscaping and fencing. The plan shows an existing wall that will remain along the shared property boundary, supplemented by a new wood fence in select areas. In addition, evergreen screening trees and columnar shrubs are proposed along the driveway edge, creating year-round visual screening between vehicles and the residences. These are paired with shade trees planted at regular intervals and stormwater treatment planters, which provide both visual softening and additional vertical separation. Together, these elements form a layered buffer that mitigates direct headlight glare, reduces visual intrusion, and maintains privacy for the adjacent homes while preserving safe driveway access for project residents. This comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the Draft EIR. Specific concerns are described and addressed in further detail in the responses above. No further response is required.
I-6-2	At the public hearing on October 7, the commenter expressed concern regarding remediation of chemicals on-site but concluded by expressing enthusiasm for the revitalization of the area.	See Response I-5-1
I-7	**Adam Thompson (October 7, 2025)**	
I-7-1	At the public hearing on October 7, commenter expressed that they are representing a long-standing business that has operated in the vicinity for approximately 70 years, expressed concern about the potential for significant impacts related to soil contamination and the adequacy of planning for soil management during site remediation. He specifically questioned how contaminated soil would be handled and the disposal location.	See Response I-5-1

Table 3.A: Comments and Responses Matrix

Letter/ Comment Number	Comment	Response
I-8	**Janet Brandi (October 8, 2025)**	
I-8-1	I'd like to voice my position as against this project. The city does not need more high density housing. Just drive around. There are already numerous multi family dwellings under construction and/or recently finished. Does your report go over impact to schools, roads, water use, etc. the city would be better served remodeling or rebuilding the shopping center to house a Sprouts and leaving the current small business to operate. Does your impact study include what demolishing the property will do to those shop owners livelihood? I think not. Again, I oppose this development. Janet Brandi	This comment expresses opposition to the proposed project, claiming the City does not need more residential development, and that the Draft EIR does not take impacts to shop owners into consideration. As described in response to Comments I-1-1, the Draft EIR adequately analyzes land use compatibility impacts. The proposed project would not be inconsistent with surrounding land uses. In addition, as described in response to Comment I-1-2, above, the proposed project's impacts to local roadways would be less than significant. Impacts to schools are discussed in Section 3.15 of the Initial Study (Appendix J) and Section 6.3.7 of the Draft EIR prepared for the proposed project. The Initial Study determined that population growth associated with the proposed project would be consistent with planned growth for the region. In addition, although the proposed project would generate approximately 49 students, the Livermore Valley Joint Unified School District has sufficient capacity to accommodate these students, and the proposed project would be required to pay school developer fees when building permits are obtained. Therefore, impacts to schools are adequately analyzed in the Draft EIR, and no further analysis is required. Water use associated with the proposed project is discussed in Section 3.19 of the Initial Study and Section 6.3.9 of the Draft EIR prepared for the proposed project. As described therein, the Cal Water Livermore District provides water to the project site, and the City would have sufficient water supply to support the proposed project, implementation of the project would not require new or expanded entitlements for water supplies, and impacts related to water supply would be less than significant. Therefore, impacts associated with water use are adequately addressed in the Draft EIR, and no further analysis is required. Additionally, impacts to shop owners are not required to be analyzed under CEQA, as *State CEQA Guidelines* Section 21082.2(c) limits

Table 3.A: Comments and Responses Matrix

Letter/ Comment Number	Comment	Response
		evaluation of social or economic impacts that do not contribute to, or are not caused by, physical impacts on the environment. This comment does not provide evidence that the analysis is inadequate, that there would be any new significant impacts not addressed in the Draft EIR, or that impacts would be substantially more severe than those identified in the Draft EIR. Therefore, the analysis and mitigation presented in the Draft EIR is sufficient. This comment does not address the adequacy or completeness of the Draft EIR, does not raise environmental issues, and does not request the incorporation of additional information relevant to environmental issues. Such comments do not require a response, pursuant to Section 15088(a) of the *State CEQA Guidelines*. No further response is necessary.
I-9	**Bill Noyes (October 31, 2025)**	
I-9-1	Hi Jennifer, This is a followup to my previous email 3/4/25 concerning the Pacific and Livermore Townhouse Project. I am the owner of [redacted]. As mentioned, my backyard backs up to the project. For the record, my concerns still are:	This comment is introductory and describes the below as the commenter's formal comments on the Draft EIR. This comment does not address the adequacy or completeness of the Draft EIR, does not raise environmental issues, and does not request the incorporation of additional information relevant to environmental issues. Such comments do not require a response, pursuant to Section 15088(a) of the *State CEQA Guidelines*. No further response is necessary.
I-9-2	1) The new fence between the properties would limit sound transmission best if it were precast concrete and higher than 6 feet. There will be a considerable amount of traffic noise in the alleyway and garages.	This comment states that a precast concrete wall over 6 feet would limit sound transmission best and that there will be traffic noise in alleyways and garages. The proposed project's impacts associated with noise, including traffic noise, construction noise and operational noise impacts to sensitive receptors (including air conditioning units), are analyzed in Section 4.8, Noise, of the Draft EIR. As described therein, the traffic noise increase associated with the proposed project would be imperceptible to the human ear. In addition, while the Draft EIR found that construction noise associated with the proposed project

Table 3.A: Comments and Responses Matrix

Letter/ Comment Number	Comment	Response
		may be loud enough to impact nearby sensitive receptors, implementation of Mitigation measure NOI-1, which would require the City of Livermore to verify that grading and construction plans include noise-reduction practices including but not limited to maximizing distance from sensitive receptors, utilizing equipment mufflers, and strategically locating staging areas, would ensure that impacts related to construction noise would be reduced to the extend feasible. Operation of the project would generate limited new noise primarily from typical residential activities, vehicular circulation, and stationary mechanical equipment. As shown in the noise analysis, project-generated traffic would increase roadway noise by only 0.0 to 0.2 dBA, which is well below the 3 dBA threshold of perceptibility and would not constitute a substantial permanent noise increase at nearby sensitive receptors. Stationary on-site noise sources—including HVAC equipment and parking area activity—would be designed and located to comply with the City's exterior noise standards and Title 24 interior noise criteria. Noise-producing equipment would be screened, shielded, and sited away from residences, and all buildings would incorporate modern construction materials and code-compliant insulation, ensuring interior noise remains below the 45 dBA CNEL standard. With these project design features and compliance with the City's Noise Ordinance for ongoing operations, operational noise impacts would be less than significant. This comment does not provide evidence that the analysis is inadequate, that there would be any new significant impacts not addressed in the Draft EIR, or that impacts would be substantially more severe than those identified in the Draft EIR. Therefore, the analysis and mitigation presented in the Draft EIR is sufficient. This comment does not address the adequacy or completeness of the Draft EIR, does not raise environmental issues, and does not request the incorporation of additional information relevant to environmental issues. Such comments do not require a response, pursuant to

Table 3.A: Comments and Responses Matrix

Letter/ Comment Number	Comment	Response
		Section 15088(a) of the *State CEQA Guidelines*. No further response is necessary.
I-9-3	2) How will the soil contamination be monitored during construction and after? Who will see oversee the retention of the test wells in the alleyway?	This comment inquires about soil contamination monitoring. Refer to response to Comment I-5-3 regarding hazards and hazardous materials associated with the project, including oversight by appropriate regulatory bodies and procedures for potential soil contamination associated with the proposed project. This comment does not provide evidence that the analysis is inadequate, that there would be any new significant impacts not addressed in the Draft EIR, or that impacts would be substantially more severe than those identified in the Draft EIR. Therefore, the analysis and mitigation presented in the Draft EIR is sufficient. This comment does not address the adequacy or completeness of the Draft EIR, does not raise environmental issues, and does not request the incorporation of additional information relevant to environmental issues. Such comments do not require a response, pursuant to Section 15088(a) of the *State CEQA Guidelines*. No further response is necessary.
I-9-4	3) Location of the air conditioning units to minimize noise to the existing neighbors on Cabrillo. On a hot day and evening there could be multiple units going all at once.	This comment expresses concern regarding noise from air conditioning units associated with the proposed project. Refer to response to Comment I-9-2, above, regarding noise impacts to sensitive receptors associated with the proposed project. This comment does not provide evidence that the analysis is inadequate, that there would be any new significant impacts not addressed in the Draft EIR, or that impacts would be substantially more severe than those identified in the Draft EIR. Therefore, the analysis and mitigation presented in the Draft EIR is sufficient. This comment does not address the adequacy or completeness of the Draft EIR, does not raise environmental issues, and does not request the incorporation of additional information relevant to environmental issues. Such comments do not require a response, pursuant to

Table 3.A: Comments and Responses Matrix

Letter/ Comment Number	Comment	Response
		Section 15088(a) of the *State CEQA Guidelines*. No further response is necessary.
I-9-5	4) Exterior lighting for the units and alleyway should be of the type and locations as not to shine onto the Cabrillo neighbors homes and backyards. Thank you, Bill Noyes	This comment expresses concern regarding exterior lighting associated with the proposed project. Impacts associated with light and glare were analyzed in Section 3.1, Aesthetics, of the Initial Study prepared for the proposed project (Appendix J of the Draft EIR). As described therein, exterior lighting and glare associated with the proposed project would be comparable to the existing light and glare emitted by existing residential and commercial uses in the project vicinity. In addition, the proposed project would adhere to California Building Code (CBC) and California Code of Regulations (CCR) standards to reduce potential light and glare impacts, including light-shielding techniques. As such, the exterior lighting and glare from the Project were evaluated and found not to constitute a significant impact. This comment does not provide evidence that the analysis is inadequate, that there would be any new significant impacts not addressed in the Draft EIR, or that impacts would be substantially more severe than those identified in the Draft EIR. Therefore, the analysis and mitigation presented in the Draft EIR is sufficient. This comment does not address the adequacy or completeness of the Draft EIR, does not raise environmental issues, and does not request the incorporation of additional information relevant to environmental issues. Such comments do not require a response, pursuant to Section 15088(a) of the *State CEQA Guidelines*. No further response is necessary.

4.0 DRAFT EIR TEXT REVISIONS

This chapter presents specific changes to the text of the Draft Environmental Impact Report (EIR) in response to comments and staff initiated changes on the Draft EIR that are being made to clarify and supplement materials in the Draft EIR. The revised text does not provide new information that would result in any new significant impact not already identified in the Draft EIR or a substantial increase in the severity of an impact identified in the Draft EIR that cannot be mitigated to a less than significant level with implementation of mitigation measures agreed to by the project sponsor. Thus, none of the text revisions would require recirculation pursuant to *State CEQA Guidelines* Section 15088.5. The Draft EIR and this response to comments document together constitute the Final EIR for the Pacific and Livermore Townhomes Project. In the revisions shown below, added text is indicated with underlined text. Text deleted is shown in ~~strikeout~~.

4.1 REVISIONS TO CHAPTER 2.0, SUMMARY

The following text changes to the Draft EIR constitute changes which serve to clarify the existing Mitigation Measures. These changes do not change the intent of the Mitigation Measures and would not result in any additional environmental impacts. Therefore, recirculation of the Draft EIR is not necessary.

Table 2.A: Summary of Impacts and Mitigation Measures from the EIR, Page 2-4

Table 2.A: Summary of Impacts and Mitigation Measures from the EIR

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance after Mitigation
4.1: AIR QUALITY			
Impact AIR-1: The proposed project would result in a potentially significant impact related to fugitive dust in excess of applicable air quality thresholds.	S	**Mitigation Measure AIR-1: Basic Best Management Practices.** In order to meet the Bay Area Air District (Air District) fugitive dust threshold, the following Basic Best Management Practices shall be implemented by the project applicant during all phases of the project construction period, including site preparation, demolition, grading, and vertical construction of residences: • All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day with additional watering as needed to prevent visible dust emissions from leaving the site. • All haul trucks transporting soil, sand, or other loose material off-site shall be covered. • All visible mud or dirt trackout onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. • All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph). • All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading, unless seeding or soil binders are used. • All excavation, grading, and/or demolition activities shall be suspended when sustained wind speeds exceed 20 mph averaged over a 1-minute period using an on-site anemometer located in an open area of the project site. • All trucks and equipment, including their tires, shall be washed off prior to leaving the site at an established and maintained stabilized, designated wheel-wash station near a site exit • Unpaved roads providing access to sites located 100 feet or farther from a paved road shall be treated with a 6- to 12-	LTSM

Table 2.A: Summary of Impacts and Mitigation Measures from the EIR

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance after Mitigation
		inch layer of compacted layer of wood chips, mulch, or gravel. • Publicly visible signs with the telephone number and name of the person to contact at the City of Livermore regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's General Air Pollution Complaints number shall also be visible to ensure compliance with applicable regulations.	
Impact AIR-2: The proposed project would result in a potentially significant impact related to a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard.	S	**Mitigation Measure AIR-1** (see above)	LTSM
Impact AIR-3: The proposed project would result in a potentially significant impact related to the exposure of sensitive receptors to substantial pollutant concentrations.	S	**Mitigation Measure AIR-2: Level 3 Diesel Particulate Filters.** During construction of the proposed project, the project contractor shall ensure all off-road, diesel-powered construction equipment of 50 horsepower or more used for the project construction meets, at a minimum, the California Air Resources Board Tier 2 emissions standards equipped with Level 3 diesel particulate filters or the equivalent.	LTSM
Impact Air-4: Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.	LTS	**None Required**	LTS
4.2: BIOLOGICAL RESOURCES			
Impact BIO-1: The proposed project could potentially have a significant adverse impact on nesting birds.	S	**Mitigation Measure BIO-1:** If project activities including tree removal, demolition, or construction take place during nesting bird season (February 1 to September 15), a qualified biologist shall conduct focused surveys for active nests within 5 days prior to the initiation of project-related activities. Surveys shall be conducted in all potentially suitable habitat on site and within 300 feet of ~~adjacent to~~ the project site. If a lapse in project-related activities of 7 days or longer occurs, another focused survey will be required before project activities can resume. If an active nest is found, the biologist	LTSM

Table 2.A: Summary of Impacts and Mitigation Measures from the EIR

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance after Mitigation
		shall consult with the California Department of Fish and Wildlife (CDFW) regarding appropriate action to comply with the Fish and Game Code of California. The qualified biologist shall observe any identified active nests for at least 30 minutes prior to the start of any construction-related activities to establish a behavioral baseline of adults and any nestlings. Once work commences, all active nests shall be continuously monitored for a minimum of three consecutive workdays by the biologist to detect any signs of disturbance and behavioral changes as a result of project activities. Thereafter, monitoring may transition to once-daily checks if no signs of disturbance are detected. In addition to direct impacts, such as nest destruction, nesting birds might be affected by noise, vibration, odors and movement of workers or equipment. If signs of disturbance and behavioral changes are observed at any time, the biologist shall direct the construction contractor to immediately cease work causing that behavioral change within the established buffer (noted below) and notify the City. The qualified biologist and shall contact the CDFW for additional guidance. Work may only resume once the qualified biologist determines that the disturbance has ceased or the buffer has been expanded to eliminate the disturbance. Active nest sites and protective buffer zones shall be designated as "Environmentally Sensitive Areas" with orange ESA fencing at least 4 feet high around the buffer boundary, with signage every 50 feet indicating restricted access where no project-related activities or personnel may enter until the biologist determines that the young have fully fledged and will no longer be adversely affected by the project. These designated areas shall be protected during project activities by surrounding the nest site with a wildlife- safe fence or flagging barrier. The Qualified Biologist and/or Biological	

Table 2.A: Summary of Impacts and Mitigation Measures from the EIR

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance after Mitigation
		Monitor shall determine the necessary buffer distance to protect nesting birds based on existing site conditions (such as construction activity and line of sight). Buffer distance shall be increased to provide sufficient protection of nesting birds and their natural behaviors, as needed.	
Impact BIO-2: Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and **Wildlife or US Fish and Wildlife Service?**	NI	None Required	NI
Impact BIO-3: Would the project have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	NI	None Required	NI
Impact Bio-4: Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	NI	None Required	NI
Impact BIO-5: The proposed project would have a potential conflict with a local policy or ordinance protecting a biological resource.	S	**Mitigation Measure BIO-2:** Final landscape plans shall be submitted for approval and review by the City of Livermore Planning Division prior to issuance of any grading, trenching, encroachment, demolition, or building permit for development. Final landscape plans shall clearly identify all "protected trees," as defined in the Tree Protection Ordinance, and all trees to be removed from the project site and the size, location, type, value of trees and specify the species of all replacement trees and the required replacement ratio pursuant to the Tree Protection Ordinance. The final landscape plans shall also map all Tree Protection Zones and protective fencing.	LTSM

Table 2.A: Summary of Impacts and Mitigation Measures from the EIR

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance after Mitigation
		Mitigation Measure BIO-3: The project applicant shall implement all tree protection measures ~~recommended~~ listed in the Arborist Report (Appendix E) prepared for the project which are designed to help mitigate or avoid impacts to trees being retained. Tree protection measures shall be incorporated into project grading and construction plans prior to issuance of any permit. ~~A qualified arborist shall be consulted in the event that any recommendations cannot be feasibly implemented.~~ If the construction contractor believes a required tree protection measure cannot be implemented due to site constraints, the construction contractor shall submit a written request to the City explaining the constraint, including input from a Qualified Arborist. Any alternative tree protection measure must be reviewed and approved in writing by the City prior to implementation.	
Impact BIO-6: Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	NI	None Required	NI
4.3: CULTURAL RESOURCES			
Impact CUL-1: Would the project cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5.	NI	None Required	NI
Impact CUL-2: The project could result in a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.	S	**Mitigation Measure CUL-1: Unknown Archaeological Resources.** In the event that archaeological resources are discovered during excavation, grading, or construction activities, work shall cease within 50 feet of the find until a qualified archaeologist has evaluated the find in accordance with federal, State, and local guidelines to determine whether the find constitutes a "unique archaeological resource," as defined in Section 21083.2(g) of the California Public Resources Code (PRC). The Applicant and its construction contractor shall not collect or move any archaeological materials and associated materials. Construction activity may	LTSM

Table 2.A: Summary of Impacts and Mitigation Measures from the EIR

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance after Mitigation
		continue unimpeded on other portions of the project site. Any found deposits shall be treated in accordance with federal, State and local guidelines, including those set forth in PRC Section 21083.2, and shall be assessed, handled, and treated consistent with accepted standards, such as the Secretary of the Interior's standards and guidelines for archaeology and historic preservation. Prior to commencement of grading activities, the Director of the City of Livermore (City) Community Development Department, or designee, shall verify that all project grading and construction plans include specific requirements regarding California PRC (Section 21083.2[g]) and the treatment of archaeological resources as specified above. Prior to initiation of ground-disturbing activities, the applicant shall retain a Secretary of the Interior qualified archaeologist to prepare an Archaeological Alert Sheet summarizing the known or potential presence of archaeological resources in the project area. The Alert Sheet shall include an overview of the site, description and photographs of potential archaeological materials, instructions detailing the protocols to be followed upon discovery, and contact info for the qualified archaeologist and City staff. The Alert Sheet shall be distributed to all construction personnel prior to ground disturbance activities as part of the Worker Environmental Awareness Program (WEAP) training. A copy of the Alert Sheet shall remain on site for the duration of ground-disturbing work. Prior to commencing ground-disturbing activities, all construction personnel shall attend mandatory WEAP training to be conducted by the qualified archaeologist and, if required, a representative designated by the Tribe. WEAP training shall include review of the Alert Sheet, a discussion of resources that may be discovered, a discussion of procedures for unanticipated discovery of cultural resources, and an overview of the legal requirements.	

Table 2.A: Summary of Impacts and Mitigation Measures from the EIR

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance after Mitigation
Impact CUL-3: The project could disturb human remains, including those interred outside of formal cemeteries.	S	**Mitigation Measure CUL-2: ~~Cultural Resources Monitoring and~~ Accidental Discovery, Human Remains.** In the event that human remains are encountered on the project site, work within 50 feet of the discovery shall be redirected and the County Coroner notified immediately consistent with the requirements of California Code of Regulations (CCR) Section 15064.5(e). State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code (PRC) Section 5097.98. If the remains are determined to be Native American, the County Coroner shall notify the Native American Heritage Commission (NAHC), which shall determine and notify a Most Likely Descendant (MLD). With the permission of the property owner, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC. If human remains are determined to be Native American, the MLD, in coordination with consulting Tribal representative(s) identified by the NAHC, shall have lead authority to recommend treatment. Consistent with CCR Section 15064.5(d), if the remains are determined to be Native American and an MLD is notified, the City of Livermore shall consult with the MLD as identified by the NAHC to develop an agreement for treatment and disposition of the remains. There shall be no scientific removal, pictures taken or invasive testing done on the Native American human remains or associated funerary objects without the express written consent of the MLD and the consulting Tribe(s). All bone, if not identifiable as human or animal, shall be treated as human remains and the appropriate protocols followed. Tribal representatives and the MLD, in consultation with the City and qualified archaeologist as necessary, shall determine reburial procedures for the Native American human remains and associated funerary objects with the appropriate dignity	LTSM

Table 2.A: Summary of Impacts and Mitigation Measures from the EIR

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance after Mitigation
		either. Reburial shall occur at a location agreed upon by the consulting Tribe(s) and the property owner that preserves access for descendant communities in perpetuity and avoids future disturbance. Records identifying TCR locations shall be kept confidential consistent with PRC § 5097.9 and other applicable law. Prior to the issuance of grading permits, the Director of the City of Livermore Community Development Department, or designee, shall verify that all grading plans specify the requirements of CCR Section 15064.5(e), State Health and Safety Code Section 7050.5, and PRC Section 5097.98, as stated above. In the event that human remains are encountered on the project site, work within 50 feet of the discovery shall be redirected and the County Coroner notified immediately consistent with the requirements of California Code of Regulations (CCR) Section 15064.5(e). State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code (PRC) Section 5097.98. If the remains are determined to be Native American, the County Coroner shall notify the Native American Heritage Commission (NAHC), which shall determine and notify a Most Likely Descendant (MLD). With the permission of the property owner, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC. The MLD may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials. Consistent with CCR Section 15064.5(d), if the remains are determined to be Native American and an MLD is notified, the City of Livermore shall consult with the MLD as identified by the NAHC to develop an agreement for treatment and disposition of the remains.	

Table 2.A: Summary of Impacts and Mitigation Measures from the EIR

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance after Mitigation
		There shall be no photographs taken or testing done on the Native American human remains. All bone, if not identifiable as human or animal, shall be treated as human remains and the appropriate protocols followed. Tribal representatives will rebury the Native American human remains and associated funerary objects with the appropriate dignity either; in accordance with the recommendations of the MLD if available or in the project vicinity at a location agreed upon between the Tribe and the consultant, where the reburial would be accessible to Tribal members in perpetuity and would not be subject to further disturbance. The discovery and reburial is to be kept confidential and secure to prevent any further disturbance. Prior to the issuance of grading permits, the Director of the City of Livermore Community Development Department, or designee, shall verify that all grading plans specify the requirements of CCR Section 15064.5(e), State Health and Safety Code Section 7050.5, and PRC Section 5097.98, as stated above.	
4.4: Energy			
Impact EN-1: Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.	LTS	None Required	LTS
Impact EN-2: Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.	LTS	None Required	LTS
4.5: Greenhouse Gas Emissions			
Impact GHG-1: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.	LTS	None Required	LTS
Impact GHG-2: Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases.	LTS	None Required	LTS

Table 2.A: Summary of Impacts and Mitigation Measures from the EIR

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance after Mitigation
4.6: HAZARDS AND HAZARDOUS MATERIALS			
Impact HAZ-1: Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.	LTS	None Required	LTS
Impact HAZ-2a: Demolition or renovation activities may result in the release of PCBs into the environment.	S	**Mitigation Measure HAZ-1: Hazardous Building Materials Survey.** Prior to issuance of demolition or renovation permits for existing structures, the project sponsor shall retain an Qualified Environmental Professional (QEP) meeting the minimum qualifications in 40 CFR 312.1 to prepare and sign perform a comprehensive Hazardous Building Materials Survey (HBMS) for the structures to be affected. The HBMS which shall be prepared and signed by a qualified environmental professional, documenting include: (1) identification and mapping of all suspected the presence or lack thereof of polychlorinated biphenyls (PCBs) containing equipment and materials (including but not limited to caulks, sealants, paints, mastics, and ballasts); (2) sampling and analysis following EPA Method 8082A or other applicable methods; (3) identification of any all other hazardous building materials (e.g. ACM, LBP, mercury, universal wastes); and (4) regulatory triggers for local, State, and federal notification. The HBMS shall include detailed abatement specifications for the stabilization and/or removal of the identified hazardous building materials in accordance with all applicable laws and regulations, including: (1) required worker protection and containment measures, (2) abatement contractor certifications, (3) disposal requirements for PCB bulk product and remediation waste pursuant to CFR Part 761, and (4) transportation and disposal facility documentation. The abatement specifications shall be incorporated into the project's demolition plans. Prior to the start of demolition or renovation, the project sponsor shall implement the approved abatement specifications. Upon completion, the QEP shall prepare a **Final Abatement Completion Report** including: (1)	LTSM

Table 2.A: Summary of Impacts and Mitigation Measures from the EIR

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance after Mitigation
		waste disposal manifests, (2) air or wipe sampling results if required by Toxic Substances Control Act (TSCA), (3) photographs of completed abatement, and (4) certification that all identified hazardous materials were removed or managed according to applicable law. The City shall receive and approve this report prior to issuing any demolition or renovation permit.	
Impact HAZ-2b: Subsurface hazardous materials may be released into the environment during construction and operation of the project.	S	**Mitigation Measure HAZ-2: Soil and Groundwater Management Plan.** The project sponsor shall engage with the appropriate regulatory agency (e.g., the San Francisco Bay Regional Water Quality Control Board [RWQCB] or Department of Toxic Substances Control [DTSC]) to provide oversight of: additional subsurface investigation at the project site, preparation and implementation of a Soil and Groundwater Management Plan (SGMP), and the implementation of remedial actions, as necessary, at the project site. Copies of such correspondence shall be provided to the City. The additional subsurface investigation activities shall be conducted by a Qualified Environmental Professional (QEP) and shall include additional investigation of potential contamination source areas to define the extent of subsurface contamination at the project site. The SGMP shall be prepared by a QEP and shall be submitted to the oversight agency for approval. The SGMP shall outline soil and groundwater management protocols that would be implemented during redevelopment of the project site. The SGMP shall be incorporated into the project's construction documents and shall include mandatory procedures to prevent exposure of to ensure that construction workers, the public, future occupants, and the environment would not be exposed to hazardous materials that may be present in the to subsurface of the project site contamination.	LTSM

Table 2.A: Summary of Impacts and Mitigation Measures from the EIR

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance after Mitigation
		The SGMP shall include, at a minimum, the following procedures to be implemented during construction: ● Health and safety requirements for construction workers that may handle contaminated soil or groundwater ● Guidelines for controlling airborne dust, vapors, and odors ● Air monitoring requirements for volatile organic compounds (VOCs) during construction ● Regulatory notification requirements if undocumented contamination or features of environmental concern (e.g., underground storage tanks [USTs] or clarifiers/sumps/vaults and associated piping) are encountered ● Inspection and sampling protocols for contaminated soil or groundwater by a qualified environmental professional λ Guidelines for groundwater dewatering, treatment, and disposal to ensure compliance with applicable regulations/permit requirements ● Guidelines for the segregation of contaminated soil, stockpile management, characterization of soil for off-site disposal or on-site reuse, and importing of clean fill material ● Contractor training and documentation requirements The report(s) documenting additional investigation activities and the SGMP shall be submitted to the regulatory oversight agency for review and approval. The applicant shall provide the City with written confirmation of agency approval prior to the City issuing demolition or grading permits for the project. If required by the oversight agency, the project applicant shall prepare a Remedial Action Plan (RAP) identifying specific remedial measures, performance standards, cleanup levels, and verification sampling requirements. This may that may be required for the project could include, but would not necessarily be limited to, removal of hazardous materials containers/features (e.g., USTs, piping,	

Table 2.A: Summary of Impacts and Mitigation Measures from the EIR

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance after Mitigation
		clarifiers/sumps/vaults), removal and off-site disposal of contaminated soil or groundwater, in-situ treatment of contaminated soil or groundwater, or engineering/institutional controls (e.g., installation of vapor intrusion mitigation systems and establishing deed restrictions). The RAP must be approved in writing by the oversight agency, and a copy of the formal approval letters shall be provided to the City. If remedial actions are required for the project, the project sponsor shall submit to the City evidence of approval from the regulatory oversight agency for any proposed remedial action plans prior to the City issuing demolition, grading, or building permits that would be required for the remedial action. The project sponsor shall document the implementation of the SGMP during construction and the completion of remedial actions in an SGMP Implementation Log, including air monitoring records, soil/waste characterization data, stockpile logs, dewatering discharge documentation, and corrective actions taken. The project sponsor shall submit to the City a Final SGMP Implementation Report and Remedial Action Completion Report (if applicable) as evidence of approval from the regulatory oversight agency for the implementation of the SGMP and completion of any remedial actions prior to the City issuing a certificate of occupancy for the project site.	
Impact HAZ-3: Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.	LTS	None Required	LTS
Impact HAZ-4: The project could be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would	S	**Mitigation Measure HAZ-2.** (See Above)	LTSM

Table 2.A: Summary of Impacts and Mitigation Measures from the EIR

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance after Mitigation
create a significant hazard to the public or the environment.			
Impact HAZ-5: For a project located within an airport land use plan, or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	LTS	None Required	LTS
Impact HAZ-6: Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	LTS	None Required	LTS
Impact HAZ-7: Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	LTS	None Required	LTS
4.7: Land Use and Planning			
Impact LU-1: Eliminate or reduce existing levels of connectivity within Livermore or other community.	LTS	None Required	LTS
Impact LU-2: Result in a conflict between the proposed project and the provisions of the following planning and policy documents, due to any of the significant impacts identified in this EIR: Livermore General Plan, Livermore Zoning Ordinance, Plan Bay Area 2050	LTS	None Required	LTS
4.8: NOISE			
Impact NOI-1: The proposed project would result in potentially significant impacts related to construction noise levels in excess of existing ambient noise levels in the project vicinity.	S	**Mitigation Measure NOI-1: Construction Noise and Vibration.** Prior to issuance of grading permits, the City of Livermore (City) Director of Community Development Department, or designee, shall verify that grading and construction plans include the following requirements: • Construction equipment, fixed or mobile, shall be equipped with properly operating and maintained noise mufflers ~~consistent with manufacturers' standards~~. The construction contractor shall maintain all such equipment	LTSM

Table 2.A: Summary of Impacts and Mitigation Measures from the EIR

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance after Mitigation
		in good working order and shall keep a maintenance and inspection log available for City review during construction. ● Construction staging areas shall be located away from off-site sensitive uses, including residential uses located directly north of the project site, during the later phases of project development. ● The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from noise-sensitive receptors nearest the project site. Equipment shall be located as far as feasible from noise-sensitive receptors, but no closer than 100 feet to off-site residences. ● The construction contractor shall use on-site electrical power sources to power equipment rather than diesel generators ~~where feasible~~ whenever electrical power is available within 100 feet of the equipment location. Diesel generators may only be used if the construction contractor demonstrates in writing to the City that electrical power is not available. ● A sign, legible at a distance of 50 feet, shall also be posted at the construction site. All notices and the signs shall indicate the dates, and duration of construction activities, as well as provide a telephone number for the "noise disturbance coordinator." ● A "noise disturbance coordinator" shall be established. The disturbance coordinator shall be responsible for responding to any local complaints about construction noise within 24 hours, (2) documenting complaint details and corrective actions, and (3) providing a written summary. The disturbance coordinator shall determine the cause of the noise complaint (e.g., starting too early, bad muffler) and shall be required to implement reasonable measures to reduce noise levels. The City may halt work if repeated violations occur.	

Table 2.A: Summary of Impacts and Mitigation Measures from the EIR

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance after Mitigation
Impact NOI-2: Generation of excessive groundborne vibration or groundborne noise levels?	LTS	None Required	LTS
Impact NOI-3: For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	LTS	None Required	LTS
4.9: TRANSPORTATION			
Impact TRA-1: Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	LTS	None Required	LTS
Impact TRA-2: Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	LTS	None Required	LTS
Impact TRA-3: The proposed project could potentially increase hazards related to inadequate site access and circulation.	S	**Mitigation Measure TRA-1:** The proposed project would be required to adopt the recommendations outlined in the Transportation Analysis prepared for the proposed project including: • Include 25 feet of red curb to the west and 50 feet of red curb to the east of the driveway on Pacific Avenue and 20 feet of red curb to the south of the driveway on Dolores Street. • Include a turnaround space for residential guests at the end of the parking aisle in the southeast corner of the project site, adjacent to the EVA access on Dolores Street. • Provide a minimum of ~~eight~~ 29 short-term bicycle parking spaces for guest in well-lit, highly visible locations on site.	LTSM
Impact TRA-4: Result in inadequate emergency access**?**	LTS	None Required	LTS

Table 2.A: Summary of Impacts and Mitigation Measures from the EIR

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance after Mitigation
4.10: TRIBAL CULTURAL RESOURCES			
Impact TCR-1: The proposed project could potentially impact tribal cultural resources through unknown discovery of tribal cultural resources.	S	~~**Mitigation Measure CUL-1 Unknown Archaeological Resources.** In the event that archaeological resources are discovered during excavation, grading, or construction activities, work shall cease within 50 feet of the find until a qualified archaeologist has evaluated the find in accordance with federal, State, and local guidelines to determine whether the find constitutes a "unique archaeological resource," as defined in Section 21083.2(g) of the California Public Resources Code (PRC). The Applicant and its construction contractor shall not collect or move any archaeological materials and associated materials. Construction activity may continue unimpeded on other portions of the project site. Any found deposits shall be treated in accordance with federal, State and local guidelines, including those set forth in PRC Section 21083.2, and shall be assessed, handled, and treated consistent with accepted standards, such as the Secretary of the Interior's standards and guidelines for archaeology and historic preservation. Prior to commencement of grading activities, the Director of the City of Livermore (City) Community Development Department, or designee, shall verify that all project grading and construction plans include specific requirements regarding California PRC (Section 21083.2[g]) and the treatment of archaeological resources as specified above.~~ **Mitigation Measure TCR-1 Unknown Tribal Cultural Resources.** In the event that unknown tribal cultural resources are discovered during ground-disturbing activities, work shall cease within 50 feet of the find until a qualified archaeologist has evaluated the find in accordance with federal, State, and local guidelines to determine whether the find constitutes a cultural resource of potential Native American origin. The contractor shall immediately notify the City, who shall then contact the Native American Heritage Commission	LTSM

Table 2.A: Summary of Impacts and Mitigation Measures from the EIR

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance after Mitigation
		(NAHC) and a qualified archaeologist (meeting the Secretary of the Interior's Professional Qualifications Standards). In coordination with NAHC and the archaeologist, the City shall determine the appropriate Tribe(s) with cultural affiliation to the project area at the time of the find. If the City and consulting Tribe(s) determine that the discovery is a Tribal Cultural Resource, the applicant shall retain a Tribal representative, at the applicant's expense, to work with the qualified archaeologist to prepare a Discovery Treatment Plan. The Plan shall be developed in consultation with the consulting Tribe(s) and shall identify avoidance as the preferred mitigation strategy. If the Discovery Treatment Plan requires monitoring, avoidance, recovery, or other on-site treatment, the applicant shall fund a qualified Tribal monitor and any Tribal experts requested by the consulting Tribe(s). The plan shall specify the monitor's duties, working hours, and protocols, including stoppage authority for the monitor if sensitive material is encountered. If avoidance is not feasible, the Plan shall include culturally appropriate treatment measures, which may include, but are not limited to: • Establishing construction monitoring activities for the duration of ground disturbing activities; • Establishing protective buffers (consistent with the 50-foot halt distance) and any additional buffers recommended by the consulting Tribe(s) and archaeologist; • Stabilization or in-situ preservation; • Culturally appropriate documentation or heritage recovery; • Confidentiality protection of Tribal Cultural Resource locations (sensitive location information shall be restricted to the City, the consulting Tribe(s), and qualified professionals with a demonstrated need to know); • Access for Tribal practitioners and/or traditional use. • Prohibition on photography, public dissemination, or testing of Native American human remains or associated	

Table 2.A: Summary of Impacts and Mitigation Measures from the EIR

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance after Mitigation
		funerary objects unless expressly authorized by the consulting Tribe(s) and consistent with applicable law. Work may resume in the halted area only after the City, in coordination with the consulting Tribe(s) and the qualified archaeologist, has reviewed and approved the Discovery Treatment Plan. The City shall complete its review within 7 calendar days of receipt of the Plan unless the City documents good cause for additional time and provides written notice to the consulting Tribe(s) and applicant. If the consulting Tribe(s) request additional measures, the City shall incorporate them unless the City documents why a requested measure is infeasible under applicable law. Additional procedural clarifications: If human remains are discovered and are determined to be Native American, all handling and disposition shall follow CCR Section 15064.5, PRC Section 5097.98, Health and Safety Code Section 7050.5, and the protocols set forth in the Discovery Treatment Plan developed in consultation with the consulting Tribe(s) and, where applicable, the Most Likely Descendant (MLD). If reburial is part of the agreed treatment, reburial shall be conducted with appropriate dignity in a location agreed upon by the consulting Tribe(s) and the City, and the location of such reburial shall be kept confidential and protected from further disturbance to the extent permitted by law. The applicant shall maintain a record of all notifications, consultations, monitoring reports, Discovery Treatment Plans, and treatment actions and shall provide copies to the City and the consulting Tribe(s) upon request. A final monitoring/treatment report shall be prepared by the qualified archaeologist and Tribal monitor and submitted to the City and NAHC within 30 days of completion of mitigation activities. **Mitigation Measure CUL-2** (see above).	

4.2 REVISIONS TO SECTION 4.1, AIR QUALITY

The following text changes to the Draft EIR constitute changes which serve to clarify the existing Mitigation Measures. These changes do not change the intent of the Mitigation Measures and would not result in any additional environmental impacts. Therefore, recirculation of the Draft EIR is not necessary.

Section 4.1.3.2, Project Impacts, Page 4.1-20

Mitigation Measure AIR-1

Basic Best Management Practices. In order to meet the Bay Area Air District (Air District) fugitive dust threshold, the following Basic Best Management Practices shall be implemented by the project applicant during all phases of the project construction period, including site preparation, demolition, grading, and vertical construction of residences:

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day with additional watering as needed to prevent visible dust emissions from leaving the site.
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- All visible mud or dirt trackout onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph).
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading, unless seeding or soil binders are used.
- All excavation, grading, and/or demolition activities shall be suspended when sustained wind speeds exceed 20 mph averaged over a 1-minute period using an on-site anemometer located in an open area of the project site.
- All trucks and equipment, including their tires, shall be washed off prior to leaving the site at an established and maintained stabilized, designated wheel-wash station near a site exit

- Unpaved roads providing access to sites located 100 feet or farther from a paved road shall be treated with a 6- to 12- inch layer of compacted layer of wood chips, mulch, or gravel.

- Publicly visible signs with the telephone number and name of the person to contact at the City of Livermore regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's General Air Pollution Complaints number shall also be visible to ensure compliance with applicable regulations.

4.3 REVISIONS TO SECTION 4.2, BIOLOGICAL RESOURCES

The following text changes to the Draft EIR constitute changes which serve to clarify the existing Mitigation Measures. These changes do not change the intent of the Mitigation Measures and would not result in any additional environmental impacts. Therefore, recirculation of the Draft EIR is not necessary.

Section 4.2.3.2, Project Impacts, Page 4.2-18

Mitigation Measure BIO-1

If project activities including tree removal, demolition, or construction take place during nesting bird season (February 1 to September 15), a qualified biologist shall conduct focused surveys for active nests within 5 days prior to the initiation of project-related activities. Surveys shall be conducted in all potentially suitable habitat on site and within 300 feet of ~~adjacent to~~ the project site. If a lapse in project-related activities of 7 days or longer occurs, another focused survey will be required before project activities can resume. If an active nest is found, the biologist shall consult with the California Department of Fish and Wildlife (CDFW) regarding appropriate action to comply with the Fish and Game Code of California.

The qualified biologist shall observe any identified active nests for at least 30 minutes prior to the start of any construction-related activities to establish a behavioral baseline of adults and any nestlings. Once work commences, all active nests shall be continuously monitored for a minimum of three consecutive workdays by the biologist to detect any signs of disturbance and behavioral changes as a result of project activities. Thereafter, monitoring may transition to once-daily checks if no signs of disturbance are detected. In addition to direct impacts, such

as nest destruction, nesting birds might be affected by noise, vibration, odors and movement of workers or equipment. If signs of disturbance and behavioral changes are observed at any time, the biologist shall direct the construction contractor to immediately cease work causing that behavioral change within the established buffer (noted below) and notify the City. The qualified biologist ~~and~~ shall contact the CDFW for additional guidance. Work may only resume once the qualified biologist determines that the disturbance has ceased or the buffer has been expanded to eliminate the disturbance.

Active nest sites and protective buffer zones shall be designated as "Environmentally Sensitive Areas" with orange ESA fencing at least 4 feet high around the buffer boundary, with signage every 50 feet indicating restricted access where no project-related activities or personnel may enter until the biologist determines that the young have fully fledged and will no longer be adversely affected by the project. These designated areas shall be protected during project activities by surrounding the nest site with a wildlife-safe fence or flagging barrier. The Qualified Biologist and/or Biological Monitor shall determine the necessary buffer distance to protect nesting birds based on existing site conditions (such as construction activity and line of sight). Buffer distance shall be increased to provide sufficient protection of nesting birds and their natural behaviors, as needed.

Section 4.2.3.2, Project Impacts, Page 4.2-20

Mitigation Measure BIO-2

Final landscape plans shall be submitted for approval and review by the City of Livermore Planning Division prior to issuance of any grading, trenching, encroachment, demolition, or building permit for development. Final landscape plans shall clearly identify all "protected trees," as defined in the Tree Protection Ordinance, and all trees to be removed from the project site and the size, location, type, value of trees and specify the species of all replacement trees and the required replacement ratio pursuant to the Tree Protection Ordinance. The final landscape plans shall also map all Tree Protection Zones and protective fencing.

Mitigation Measure BIO-3

The project applicant shall implement all tree protection measures ~~recommended~~ listed in the Arborist Report (Appendix E) prepared for the project which are designed to

help mitigate or avoid impacts to trees being retained. Tree protection measures shall be incorporated into project grading and construction plans prior to issuance of any permit. ~~A qualified arborist shall be consulted in the event that any recommendations cannot be feasibly implemented.~~ If the construction contractor believes a required tree protection measure cannot be implemented due to site constraints, the construction contractor shall submit a written request to the City explaining the constraint, including input from a Qualified Arborist. Any alternative tree protection measure must be reviewed and approved in writing by the City prior to implementation.

4.4 REVISIONS TO SECTION 4.3, CULTURAL RESOURCES

The following text changes to the Draft EIR constitute changes which serve to clarify the existing Mitigation Measures. These changes do not change the intent of the Mitigation Measures and would not result in any additional environmental impacts. Therefore, recirculation of the Draft EIR is not necessary.

Section 4.3.3.2, Project Impacts, Page 4.3-10

Mitigation Measure CUL-1

Unknown Archaeological Resources. In the event that archaeological resources are discovered during excavation, grading, or construction activities, work shall cease within 50 feet of the find until a qualified archaeologist has evaluated the find in accordance with federal, State, and local guidelines to determine whether the find constitutes a "unique archaeological resource," as defined in Section 21083.2(g) of the California Public Resources Code (PRC). The Applicant and its construction contractor shall not collect or move any archaeological materials and associated materials. Construction activity may continue unimpeded on other portions of the project site. Any found deposits shall be treated in accordance with federal, State and local guidelines, including those set forth in PRC Section 21083.2, and shall be assessed, handled, and treated consistent with accepted standards, such as the Secretary of the Interior's standards and guidelines for archaeology and historic preservation. Prior to commencement of grading activities, the Director of the City of Livermore (City) Community Development Department, or designee, shall verify that all project grading and construction plans include specific requirements regarding California PRC (Section 21083.2[g]) and the treatment of archaeological resources as specified above.

Prior to initiation of ground-disturbing activities, the applicant shall retain a Secretary of the Interior qualified archaeologist to prepare an Archaeological Alert Sheet summarizing the known or potential presence of archaeological resources in the project area. The Alert Sheet shall include an overview of the site, description and photographs of potential archaeological materials, instructions detailing the protocols to be followed upon discovery, and contact info for the qualified archaeologist and City staff. The Alert Sheet shall be distributed to all construction personnel prior to ground disturbance activities as part of the Worker Environmental Awareness Program (WEAP) training. A copy of the Alert Sheet shall remain on site for the duration of ground-disturbing work.

Prior to commencing ground-disturbing activities, all construction personnel shall attend mandatory WEAP training to be conducted by the qualified archaeologist and, if required, a representative designated by the Tribe. WEAP training shall include review of the Alert Sheet, a discussion of resources that may be discovered, a discussion of procedures for unanticipated discovery of cultural resources, and an overview of the legal requirements.

Mitigation Measure CUL-2

~~**Cultural Resources Monitoring and**~~ **Accidental Discovery, Human Remains.** In the event that human remains are encountered on the project site, work within 50 feet of the discovery shall be redirected and the County Coroner notified immediately consistent with the requirements of California Code of Regulations (CCR) Section 15064.5(e). State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code (PRC) Section 5097.98. If the remains are determined to be Native American, the County Coroner shall notify the Native American Heritage Commission (NAHC), which shall determine and notify a Most Likely Descendant (MLD). With the permission of the property owner, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC. If human remains are determined to be Native American, the MLD, in coordination with consulting Tribal representative(s) identified by the NAHC, shall have lead authority to recommend treatment. Consistent with CCR Section 15064.5(d), if the remains are

determined to be Native American and an MLD is notified, the City of Livermore shall consult with the MLD as identified by the NAHC to develop an agreement for treatment and disposition of the remains.

There shall be no scientific removal, pictures taken or invasive testing done on the Native American human remains or associated funerary objects without the express written consent of the MLD and the consulting Tribe(s). All bone, if not identifiable as human or animal, shall be treated as human remains and the appropriate protocols followed. Tribal representatives and the MLD, in consultation with the City and qualified archaeologist as necessary, shall determine reburial procedures for the Native American human remains and associated funerary objects with the appropriate dignity either. Reburial shall occur at a location agreed upon by the consulting Tribe(s) and the property owner that preserves access for descendant communities in perpetuity and avoids future disturbance. Records identifying TCR locations shall be kept confidential consistent with PRC § 5097.9 and other applicable law.

Prior to the issuance of grading permits, the Director of the City of Livermore Community Development Department, or designee, shall verify that all grading plans specify the requirements of CCR Section 15064.5(e), State Health and Safety Code Section 7050.5, and PRC Section 5097.98, as stated above.

4.5 REVISIONS TO SECTION 4.6, HAZARDS AND HAZARDOUS MATERIALS

The following text changes to the Draft EIR constitute changes which serve to clarify the existing Mitigation Measures. These changes do not change the intent of the Mitigation Measures and would not result in any additional environmental impacts. Therefore, recirculation of the Draft EIR is not necessary.

Section 4.6.3.2, Project Impacts, Page 4.6-12

Mitigation Measure HAZ-1

Hazardous Building Materials Survey. Prior to issuance of demolition or renovation permits for existing structures, the project sponsor shall retain an Qualified Environmental Professional (QEP) meeting the minimum qualifications in 40 CFR 312.1 to prepare and sign ~~perform~~ a comprehensive Hazardous Building Materials Survey (HBMS) for the structures to be affected. The HBMS ~~which~~ shall ~~be~~

~~prepared and signed by a qualified environmental professional, documenting~~ include: (1) identification and mapping of all suspected ~~the presence or lack thereof of~~ polychlorinated biphenyls (PCBs) containing equipment and materials (including but not limited to caulks, sealants, paints, mastics, and ballasts); (2) sampling and analysis following EPA Method 8082A or other applicable methods; (3) identification of ~~any~~ all other hazardous building materials (e.g. ACM, LBP, mercury, universal wastes); and (4) regulatory triggers for local, State, and federal notification. The HBMS shall include detailed abatement specifications for the stabilization and/or removal of the identified hazardous building materials in accordance with all applicable laws and regulations, including: (1) required worker protection and containment measures, (2) abatement contractor certifications, (3) disposal requirements for PCB bulk product and remediation waste pursuant to CFR Part 761, and (4) transportation and disposal facility documentation. The abatement specifications shall be incorporated into the project's demolition plans. Prior to the start of demolition or renovation, the project sponsor shall implement the approved abatement specifications. Upon completion, the QEP shall prepare a Final Abatement Completion Report including: (1) waste disposal manifests, (2) air or wipe sampling results if required by Toxic Substances Control Act (TSCA), (3) photographs of completed abatement, and (4) certification that all identified hazardous materials were removed or managed according to applicable law. The City shall receive and approve this report prior to issuing any demolition or renovation permit.

Section 4.6.3.2, Project Impacts, Page 4.6-14

Mitigation Measure HAZ-2

Soil and Groundwater Management Plan. The project sponsor shall engage with the appropriate regulatory agency (e.g., the San Francisco Bay Regional Water Quality Control Board [RWQCB] or Department of Toxic Substances Control [DTSC]) to provide oversight of: additional subsurface investigation at the project site, preparation and implementation of a Soil and Groundwater Management Plan (SGMP), and the implementation of remedial actions, as necessary, at the project site. Copies of such correspondence shall be provided to the City.

The additional subsurface investigation activities shall be conducted by a Qualified Environmental Professional (QEP) and shall include additional investigation of potential contamination source areas to define the extent of subsurface contamination at the project site.

The SGMP shall be prepared by a QEP and shall be submitted to the oversight agency for approval. The SGMP shall outline soil and groundwater management protocols that would be implemented during redevelopment of the project site. The SGMP shall be incorporated into the project's construction documents and shall include mandatory procedures to prevent exposure of ~~to ensure that~~ construction workers, the public, future occupants, and the environment ~~would not be exposed to hazardous materials that may be present in the~~ to subsurface ~~of the project site~~ contamination.

The SGMP shall include, at a minimum, the following procedures to be implemented during construction:

- Health and safety requirements for construction workers that may handle contaminated soil or groundwater
- Guidelines for controlling airborne dust, vapors, and odors
- Air monitoring requirements for volatile organic compounds (VOCs) during construction
- Regulatory notification requirements if undocumented contamination or features of environmental concern (e.g., underground storage tanks [USTs] or clarifiers/sumps/vaults and associated piping) are encountered
- Inspection and sampling protocols for contaminated soil or groundwater by a qualified environmental professional λ Guidelines for groundwater dewatering, treatment, and disposal to ensure compliance with applicable regulations/permit requirements
- Guidelines for the segregation of contaminated soil, stockpile management, characterization of soil for off-

site disposal or on-site reuse, and importing of clean fill material

- Contractor training and documentation requirements

The report(s) documenting additional investigation activities and the SGMP shall be submitted to the regulatory oversight agency for review and approval. The applicant shall provide the City with written confirmation of agency approval prior to the City issuing demolition or grading permits for the project.

If required by the oversight agency, the project applicant shall prepare a Remedial Action Plan (RAP) identifying specific remedial measures, performance standards, cleanup levels, and verification sampling requirements. This may ~~that may be required for the project could~~ include, but would not necessarily be limited to, removal of hazardous materials containers/features (e.g., USTs, piping, clarifiers/sumps/vaults), removal and off-site disposal of contaminated soil or groundwater, in-situ treatment of contaminated soil or groundwater, or engineering/institutional controls (e.g., installation of vapor intrusion mitigation systems and establishing deed restrictions). The RAP must be approved in writing by the oversight agency, and a copy of the formal approval letters shall be provided to the City.

If remedial actions are required for the project, the project sponsor shall submit to the City evidence of approval from the regulatory oversight agency for any proposed remedial action plans prior to the City issuing demolition, grading, or building permits that would be required for the remedial action. The project sponsor shall document the implementation of the SGMP during construction and the completion of remedial actions in an SGMP Implementation Log, including air monitoring records, soil/waste characterization data, stockpile logs, dewatering discharge documentation, and corrective actions taken.

The project sponsor shall submit to the City a Final SGMP Implementation Report and Remedial Action Completion Report (if applicable) as evidence of approval from the regulatory oversight agency for the implementation of the SGMP and completion of any remedial actions prior to the City issuing a certificate of occupancy for the project site.

4.6 REVISIONS TO SECTION 4.7, LAND USE AND PLANNING

The following revisions to the Draft EIR provide additional detail regarding the proposed project's consistency with the site's existing General Plan land use designation and zoning. Because the project would be processed under "Builder's Remedy" provisions of the Housing Accountability Act, which allow the project to proceed despite inconsistencies with the current General Plan land use designation and zoning, the proposed setbacks identified below, although also inconsistent with existing designations, do not alter the Draft EIR's conclusions. Therefore, these text changes would not result in any additional environmental impacts, and recirculation of the Draft EIR is not necessary.

Section 4.7.3.2, Project Impacts, Page 4.7-9

The Project Applicant submitted a preliminary application pursuant to Senate Bill (SB) 330 to the City to redevelop the project site with residential townhomes exclusively. This application established the Project Applicant's "Builder's Remedy" rights pursuant to the Housing Accountability Act (Government Code Section 65589.5). If a local jurisdiction has not adopted a housing element in substantial compliance with State law, project applicants may propose eligible housing development projects that do not comply with either the zoning or general plan. Pursuant to the Housing Accountability Act, a local jurisdiction may be required to approve an eligible housing development project because it cannot make any of the five required findings contained in Government Code Section 65589.5. In July 2023, prior to the City having a certified Housing Element, the Project Applicant submitted a full application to develop the project site with 115 residential townhomes; as such, although the height of some of the buildings, the proposed side street setback, and the absence of commercial use is inconsistent with the project site's existing General Plan land use designation and zoning, the proposed project is allowed under the Housing Accountability Act.

4.7 REVISIONS TO SECTION 4.8, NOISE

The following text changes to the Draft EIR constitute changes which serve to clarify the existing Mitigation Measures. These changes do not change the intent of the Mitigation Measures and would not result in any additional environmental impacts. Therefore, recirculation of the Draft EIR is not necessary.

Section 4.8.3.2, Project Impacts, Page 4.8-16

Mitigation Measure NOI-1

Construction Noise and Vibration. Prior to issuance of grading permits, the City of Livermore (City) Director of Community Development Department, or designee, shall verify that grading and construction plans include the following requirements:

- Construction equipment, fixed or mobile, shall be equipped with properly operating and maintained noise mufflers ~~consistent with manufacturers' standards~~. The construction contractor shall maintain all such equipment in good working order and shall keep a

maintenance and inspection log available for City review during construction.

- Construction staging areas shall be located away from off-site sensitive uses, including residential uses located directly north of the project site, during the later phases of project development.

- The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from noise-sensitive receptors nearest the project site. Equipment shall be located as far as feasible from noise-sensitive receptors, but no closer than 100 feet to off-site residences.

- The construction contractor shall use on-site electrical power sources to power equipment rather than diesel generators ~~where feasible~~ whenever electrical power is available within 100 feet of the equipment location. Diesel generators may only be used if the construction contractor demonstrates in writing to the City that electrical power is not available.

- A sign, legible at a distance of 50 feet, shall also be posted at the construction site. All notices and the signs shall indicate the dates, and duration of construction activities, as well as provide a telephone number for the "noise disturbance coordinator."

- A "noise disturbance coordinator" shall be established. The disturbance coordinator shall be responsible for responding to any local complaints about construction noise within 24 hours, (2) documenting complaint details and corrective actions, and (3) providing a written summary. The disturbance coordinator shall determine the cause of the noise complaint (e.g., starting too early, bad muffler) and shall be required to implement reasonable measures to reduce noise levels. The City may halt work if repeated violations occur.

4.8 REVISIONS TO SECTION 4.9, TRANSPORTATION

The following text changes to the Draft EIR constitute changes which serve to clarify the accurate number of daily trips which would be generated from the proposed project. These changes do not change the findings of the Draft EIR as the actual number of daily trips is below what is stated in the

Draft EIR. Therefore, these text changes would not result in any additional environmental impacts, and recirculation of the Draft EIR is not necessary.

Section 4.9.4.2, Project Impacts, Page 4.9-13

The ACTC, as part of the Alameda County CMP, requires the assessment of development-driven impacts on Metropolitan Transportation System Roadways. The proposed project would generate approximately 138 daily trips, net new daily trips, including ~~1~~11 net ~~new~~ trips during the a.m. peak hour and ~~8~~28 fewer trips during the p.m. peak hour, compared to existing uses on the project site. As the proposed project would result in fewer than 100 peak -hour trips, an Alameda County CMP analysis was not required.

Section 4.9.4.2, Project Impacts, Page 4.9-14

Mitigation Measure TRA-1

The proposed project would be required to adopt the recommendations outlined in the Transportation Analysis prepared for the proposed project including:

- Include 25 feet of red curb to the west and 50 feet of red curb to the east of the driveway on Pacific Avenue and 20 feet of red curb to the south of the driveway on Dolores Street.
- Include a turnaround space for residential guests at the end of the parking aisle in the southeast corner of the project site, adjacent to the EVA access on Dolores Street.
- Provide a minimum of ~~eight~~ 29 short-term bicycle parking spaces for guest in well-lit, highly visible locations on site.

4.9 REVISIONS TO SECTION 4.10, TRIBAL CULTURAL RESOURCES

The addition of this mitigation measure does not meet the thresholds outlined in State CEQA Guidelines Section 15088.5, which sets forth the rules for recirculating a Draft EIR when "significant new information" is added after the draft has been released for public review but before the final EIR is certified. If changes—such as the presentation of a markedly different alternative or mitigation measure—alter the environmental analysis in a way that could affect public understanding and comment, the lead agency must recirculate the revised portions of the EIR. However, if the changes only clarify or make minor adjustments to the existing analysis, recirculation is not required. Mitigation Measure TCR-1 outlines the same stop work and notification requirements as Mitigation Measure CUL-1 that were presented in the Draft EIR while clarifying additional steps to be implemented should finds be considered tribal cultural resources. As such, there is no change in the information provided in the Draft EIR and this is not a substantially different mitigation measure then the one presented in the Draft EIR.

Section 4.10.3.2, Project Impacts, Page 4.10-7

The proposed project would be required to comply with **Mitigation Measure ~~CUL-1~~ TCR-1** and **Mitigation Measure CUL-2**, which would ensure that impacts to any archaeological resources or human remains discovered during project-related ground disturbing activities would be reduced to **a less than significant** level.

~~**Mitigation Measure CUL-1**~~ ~~Unknown Archaeological Resources. In the event that archaeological resources are discovered during excavation, grading, or construction activities, work shall cease within 50 feet of the find until a qualified archaeologist has evaluated the find in accordance with federal, State, and local guidelines to determine whether the find constitutes a "unique archaeological resource," as defined in Section 21083.2(g) of the California Public Resources Code (PRC). The Applicant and its construction contractor shall not collect or move any archaeological materials and associated materials. Construction activity may continue unimpeded on other portions of the project site. Any found deposits shall be treated in accordance with federal, State and local guidelines, including those set forth in PRC Section 21083.2, and shall be assessed, handled, and treated consistent with accepted standards, such as the Secretary of the Interior's standards and guidelines for archaeology and historic preservation. Prior to commencement of grading activities, the Director of the City of Livermore (City) Community Development Department, or designee, shall verify that all project grading and construction plans include specific requirements regarding California PRC (Section 21083.2[g]) and the treatment of archaeological resources as specified above.~~

Mitigation Measure TCR-1 **Unknown Tribal Cultural Resources.** In the event that unknown tribal cultural resources are discovered during ground-disturbing activities, work shall cease within 50 feet of the find until a qualified archaeologist has evaluated the find in accordance with federal, State, and local guidelines to determine whether the find constitutes a cultural resource of potential Native American origin.

The contractor shall immediately notify the City, who shall then contact the Native American Heritage Commission (NAHC) and a qualified archaeologist (meeting the Secretary of the Interior's Professional Qualifications Standards). In coordination with NAHC and the archaeologist, the City shall determine the appropriate Tribe(s) with cultural affiliation to

the project area at the time of the find. If the City and consulting Tribe(s) determine that the discovery is a Tribal Cultural Resource, the applicant shall retain a Tribal representative, at the applicant's expense, to work with the qualified archaeologist to prepare a Discovery Treatment Plan. The Plan shall be developed in consultation with the consulting Tribe(s) and shall identify avoidance as the preferred mitigation strategy. If the Discovery Treatment Plan requires monitoring, avoidance, recovery, or other on-site treatment, the applicant shall fund a qualified Tribal monitor and any Tribal experts requested by the consulting Tribe(s). The plan shall specify the monitor's duties, working hours, and protocols, including stoppage authority for the monitor if sensitive material is encountered.

If avoidance is not feasible, the Plan shall include culturally appropriate treatment measures, which may include, but are not limited to:

- Establishing construction monitoring activities for the duration of ground disturbing activities;
- Establishing protective buffers (consistent with the 50-foot halt distance) and any additional buffers recommended by the consulting Tribe(s) and archaeologist;
- Stabilization or in-situ preservation;
- Culturally appropriate documentation or heritage recovery;
- Confidentiality protection of Tribal Cultural Resource locations (sensitive location information shall be restricted to the City, the consulting Tribe(s), and qualified professionals with a demonstrated need to know);
- Access for Tribal practitioners and/or traditional use.
- Prohibition on photography, public dissemination, or testing of Native American human remains or associated funerary objects unless expressly authorized by the consulting Tribe(s) and consistent with applicable law.

Work may resume in the halted area only after the City, in coordination with the consulting Tribe(s) and the qualified archaeologist, has reviewed and approved the Discovery Treatment Plan. The City shall complete its review within 7

	calendar days of receipt of the Plan unless the City documents good cause for additional time and provides written notice to the consulting Tribe(s) and applicant. If the consulting Tribe(s) request additional measures, the City shall incorporate them unless the City documents why a requested measure is infeasible under applicable law. Additional procedural clarifications: If human remains are discovered and are determined to be Native American, all handling and disposition shall follow CCR Section 15064.5, PRC Section 5097.98, Health and Safety Code Section 7050.5, and the protocols set forth in the Discovery Treatment Plan developed in consultation with the consulting Tribe(s) and, where applicable, the Most Likely Descendant (MLD). If reburial is part of the agreed treatment, reburial shall be conducted with appropriate dignity in a location agreed upon by the consulting Tribe(s) and the City, and the location of such reburial shall be kept confidential and protected from further disturbance to the extent permitted by law. The applicant shall maintain a record of all notifications, consultations, monitoring reports, Discovery Treatment Plans, and treatment actions and shall provide copies to the City and the consulting Tribe(s) upon request. A final monitoring/treatment report shall be prepared by the qualified archaeologist and Tribal monitor and submitted to the City and NAHC within 30 days of completion of mitigation activities.
Mitigation Measure CUL-2	~~**Cultural Resources Monitoring and**~~ **Accidental Discovery, Human Remains.** In the event that human remains are encountered on the project site, work within 50 feet of the discovery shall be redirected and the County Coroner notified immediately consistent with the requirements of California Code of Regulations (CCR) Section 15064.5(e). State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code (PRC) Section 5097.98. If the remains are determined to be Native American, the County Coroner shall notify the Native American Heritage Commission (NAHC), which shall determine and notify a Most Likely Descendant (MLD). With the permission of the property

owner, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC. If human remains are determined to be Native American, the MLD, in coordination with consulting Tribal representative(s) identified by the NAHC, shall have lead authority to recommend treatment. Consistent with CCR Section 15064.5(d), if the remains are determined to be Native American and an MLD is notified, the City of Livermore shall consult with the MLD as identified by the NAHC to develop an agreement for treatment and disposition of the remains.

There shall be no scientific removal, pictures taken or invasive testing done on the Native American human remains or associated funerary objects without the express written consent of the MLD and the consulting Tribe(s). All bone, if not identifiable as human or animal, shall be treated as human remains and the appropriate protocols followed. Tribal representatives and the MLD, in consultation with the City and qualified archaeologist as necessary, shall determine reburial procedures for the Native American human remains and associated funerary objects with the appropriate dignity either. Reburial shall occur at a location agreed upon by the consulting Tribe(s) and the property owner that preserves access for descendant communities in perpetuity and avoids future disturbance. Records identifying TCR locations shall be kept confidential consistent with PRC § 5097.9 and other applicable law.

Prior to the issuance of grading permits, the Director of the City of Livermore Community Development Department, or designee, shall verify that all grading plans specify the requirements of CCR Section 15064.5(e), State Health and Safety Code Section 7050.5, and PRC Section 5097.98, as stated above.

In the event that human remains are encountered on the project site, work within 50 feet of the discovery shall be redirected and the County Coroner notified immediately consistent with the requirements of California Code of Regulations (CCR) Section 15064.5(e). State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public

Resources Code (PRC) Section 5097.98. If the remains are determined to be Native American, the County Coroner shall notify the Native American Heritage Commission (NAHC), which shall determine and notify a Most Likely Descendant (MLD). With the permission of the property owner, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC. The MLD may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials. Consistent with CCR Section 15064.5(d), if the remains are determined to be Native American and an MLD is notified, the City of Livermore shall consult with the MLD as identified by the NAHC to develop an agreement for treatment and disposition of the remains.

There shall be no photographs taken or testing done on the Native American human remains. All bone, if not identifiable as human or animal, shall be treated as human remains and the appropriate protocols followed. Tribal representatives will rebury the Native American human remains and associated funerary objects with the appropriate dignity either; in accordance with the recommendations of the MLD if available or in the project vicinity at a location agreed upon between the Tribe and the consultant, where the reburial would be accessible to Tribal members in perpetuity and would not be subject to further disturbance. The discovery and reburial is to be kept confidential and secure to prevent any further disturbance.

Prior to the issuance of grading permits, the Director of the City of Livermore Community Development Department, or designee, shall verify that all grading plans specify the requirements of CCR Section 15064.5(e), State Health and Safety Code Section 7050.5, and PRC Section 5097.98, as stated above.

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APPENDIX K

PUBLIC COMMENT LETTERS ON THE DRAFT EIR

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Comment Letter O-1

From: East Bay for Everyone
To: Jennifer Ackerman
Subject: Livermore Pacific Ave townhomes CEQA notice
Date: Tuesday, September 16, 2025 11:32:32 AM

You don't often get email from [redacted] Learn why this is important

Exercise Caution: This message is from outside the City email system. Do not open links or attachments from untrusted sources.

O-1-1

Hi,
We just got a notice of availability for CEQA review for this project. We thought that this type of project would be exempt from CEQA now because of state law. Can you describe why CEQA is still a requirement here?

Thanks very much,
Kevin Burke

From: Lisjan Nation
To: Michele Donley; Jennifer Ackerman
Subject: Re: Notice of Availability of a Draft Environmental Impact Report
Date: Friday, October 3, 2025 12:34:52 PM
Attachments: image001.png
image002.png

Exercise Caution: This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hi Michele and Jennifer,

Here are the Tribe's comments on the Draft EIR for the Pacific and Livermore Avenue Townhomes Project. Thank you for the opportunity to comment.

The Tribe is concerned that the Tribe's proposed mitigation measures, shared on September 5 were not taken into account for this project.

As currently written, Mitigation Measure CUL-1 mitigates impacts to cultural resources, but not Tribal Cultural Resources. Archaeologists are qualified to evaluate cultural resources, but they are not qualified to evaluate potential Tribal Cultural Resources. As previously shared in the Tribe's proposed mitigation measures, the Tribe respectfully requests that another mitigation measure (Mitigation Measure TCR-1) be added to address the inadvertent discovery of Tribal Cultural Resources, which would involve contacting consulting Tribes.

O-2-1

Inadvertent discovery of Tribal Cultural Resources (TCR-1): If cultural resources of potential Native American origin are identified during grading or excavation of the proposed project, all ground disturbing activities within 100 feet shall cease until a representative from the Confederated Villages of Lisjan Nation is consulted by the government agency. If the entity in consultation with the consulting Tribe(s), determines that the resource is a Tribal Cultural Resource and thus significant under CEQA, the entity shall retain a Tribal monitor, at the applicant's expense, to prepare a mitigation plan, which shall be implemented in consultation with the consulting Tribe. The mitigation plan shall include avoidance of the resource or, if avoidance of the resource is not feasible, the plan shall outline appropriate treatment of the resource in coordination with the consulting Tribe and, if applicable, a qualified archeologist. Examples of appropriate mitigation for Tribal Cultural Resources include, but are not limited to, protecting the cultural character and integrity of the resources, protecting traditional use of the resources, protecting the confidentiality of the resources, or heritage recovery.

The Tribe is also concerned with the language in Mitigation Measure CUL-2, which directly contradicts the language previously shared with the City during consultation. Specifically, we respectfully request removal of the sentence: "The MLD may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials." From the Tribe's perspective, this is an inappropriate way to treat ancestral remains and should not be proposed in advance, before an MLD is designated.

The Tribe also requests addition of the following language: "There shall be no pictures taken or testing done on the Native American human remains. All bone, if not identifiable as human or animal, shall be treated as human remains and the appropriate protocols followed. Tribal representatives will rebury the Native American human remains and associated funerary objects with the appropriate dignity either; in accordance with the recommendations of the

O-2-1 cont.

MLD if available or in the project vicinity at a location agreed upon between the Tribe and the consultant, where the reburial would be accessible to Tribal members in perpetuity and would not be subject to further disturbance. The discovery and reburial is to be kept confidential and secure to prevent any further disturbance."

We look forward to your response, and once again, we appreciate the opportunity to consult on this project in order to protect Tribal Cultural Resources.

'Uni (Respectfully),

Lucy Beyhan, Cultural Resource Manager II
Confederated Villages of Lisjan Nation

On Tue, Sep 16, 2025 at 10:59 AM Michele Donley <madonley@livermoreca.gov> wrote:

> Good Morning,
>
> Please see the attached Notice of Availability for the Pacific and Livermore Avenue Townhomes Project.
>
> Thanks,
>
> Michele Donley
>
> Division Clerk
>
> Planning Division
>
> City of Livermore
>
> (925) 960-4478

www.LivermoreCA.gov





Comment Letter I-1

From: Travis Pullen
To: Jennifer Ackerman
Subject: Draft EIR Pacific and Livermore Avenue townhomes project
Date: Wednesday, September 17, 2025 10:26:27 AM

You don't often get email from [redacted]. Learn why this is important

Exercise Caution: This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I-1-1 I am writing to express my strong opposition to the proposed Pacific and Livermore Avenue Townhomes Project. After reviewing the Draft Environmental Impact Report (EIR), I believe the project poses significant and unmitigated impacts that threaten the character, livability, and sustainability of our community. I respectfully urge the Planning Commission to reject the project in its current form.

1. Traffic and Safety Concerns

I-1-2 The project will add 115 new residential units and 268 parking spaces in an already congested area. The Draft EIR acknowledges the need for additional traffic controls, including a Rectangular Rapid Flashing Beacon (RRFB), yet this measure is insufficient given the increased pedestrian, bicycle, and vehicle traffic at the intersection of Pacific Avenue and South Livermore Avenue. Congestion will worsen, and pedestrian safety—particularly for children, seniors, and people with disabilities—will be compromised.

2. Inadequate Transit and Infrastructure Planning

I-1-3 While the Draft EIR notes that new bus stops and a shelter may be added, the proposed density is far greater than what the current public transit and roadway infrastructure can support. No clear plan has been presented for how additional transit service will be funded or implemented. Without substantial improvements, residents will remain car-dependent, further worsening traffic and greenhouse gas emissions.

3. Environmental Impacts and Loss of Open Space

I-1-4 The project will replace more than 55,000 square feet of landscaped open space with hardscape and dense residential development. This not only eliminates valuable urban greenery that mitigates heat island effects but also reduces local biodiversity and stormwater absorption. The cumulative environmental impacts—particularly air quality, noise, and greenhouse gas emissions—are inadequately addressed in the Draft EIR.

4. Parking and Neighborhood Spillover

I-1-5 Although the Draft EIR proposes 268 parking spaces, history shows that high-density projects often underestimate real parking demand. Overflow parking will inevitably spill into adjacent residential streets, creating friction with existing residents and undermining neighborhood livability.

5. Community Character and Scale

I-1-6 The scale of this project is not consistent with the surrounding neighborhood. Central Livermore is characterized by a balance of small-scale residential, commercial, and institutional uses. Inserting a 115-unit townhome development with a large pool and clubhouse will significantly alter the neighborhood's character and strain community resources.

Conclusion

I-1-7 In light of these unresolved concerns—traffic congestion, insufficient infrastructure, loss of open space, parking impacts, and incompatibility with neighborhood character—I strongly urge the Planning Commission not to certify the Draft EIR or approve the Pacific and Livermore Avenue Townhomes Project as currently proposed.

Travis Pullen
[redacted]

Comment Letter I-2

From: Linda Marie
To: Jennifer Ackerman
Subject: Pacific and Livermore Avenue Townhomes Project (Proposed project)
Date: Thursday, September 18, 2025 10:57:23 AM

You don't often get email from [redacted] Learn why this is important

Exercise Caution: This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Ms. Ackerman,

Good Morning Ms. Ackerman, I am a resident at [redacted]

Across the street is the old Nob Hill Shopping Center.

We do not need anymore housing in this area. What the people need is a shopping center that is useable. The Nob Hill closed approximately February 2016.

I-2-1

This commercial building usage is needed in this community. We definitely do not need anymore townhouses. We need more local businesses to be in an updated shopping center.

Livermore High School is just around the corner and does not need the traffic these 115 townhouses will cause to this community.

We need a shopping center that is allowed to be remodeled and filled with new and existing businesses.

Leave this property as a commercial building site.

My vote is a resounding NO to the proposed 2930 Pacific Avenue, 6.54 acre project.

Linda Eschen
[redacted]

Comment Letter I-3

From: Jean Pullen
To: Jennifer Ackerman
Subject: Proposed Development
Date: Wednesday, October 1, 2025 10:26:19 AM

You don't often get email from [redacted] Learn why this is important

Exercise Caution: This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am deeply opposed to the proposed Pacific and Livermore Avenue Townhomes Project. Upon reviewing the Draft Environmental Impact Report (EIR), I conclude that this project, in its current form, negatively impacts the surrounding neighborhoods.

I-3-1 This project, adding 115 residential units and 268 parking spaces, will have adverse effects on key traffic and safety in the area, worsening the already existing vehicle, pedestrian and bicycle traffic issues. With the added congestion, current traffic and safety problems will multiply, posing significant risks to children, seniors and those with disabilities.

The proposed density of the project, despite some mitigation efforts to provide more bus stops, does not address the problem of providing additional transit service for the multitude of residents who will be residing in the complex. Without concrete commitments — and funding — to address public transit and road infrastructure needs, the residents may be forced to rely on private vehicles, further exacerbating traffic problems as well as air quality. Furthermore, spillover parking may become a problem for the surrounding neighborhoods if there is not enough parking available onsite.

I-3-2 The environmental impacts of the project are also of concern. Replacing 55,000 square feet of open space with dense residential development and hardscape creates substantial issues such as the creation of heat islands, the depletion of local biodiversity and potential lack of adequate stormwater absorption.

I-3-3 The shear scale of this development will impact the nearby neighborhoods, which are characterized by a combination of small scale homes, interspersed with some commercial and institutional uses. This project will definitely change the character of the surrounding areas and doesn't seem a good fit for this part of Livermore.

I-3-4 In summary, there are too many unknowns with issues regarding traffic and safety impacts, infrastructure requirements, the loss of open space, parking challenges, and the appropriateness of this site for the neighborhood. In light of these concerns, I implore the Planning Commission not to certify this Draft EIR or approve the townhome development as it currently stands. Thank you for your consideration.

Sincerely,
Jean Pullen

[redacted]

Comment Letter I-6

From: Janet Brandi
To: Jennifer Ackerman
Subject: Pacific townhomes
Date: Wednesday, October 8, 2025 11:41:10 AM

You don't often get email from [redacted] Learn why this is important

Exercise Caution: This message is from outside the City email system. Do not open links or attachments from untrusted sources.

I-6-1 I'd like to voice my position as against this project. The city does not need more high density housing. Just drive around. There are already numerous multi family dwellings under construction and/or recently finished. Does your report go over impact to schools, roads, water use, etc. the city would be better served remodeling or rebuilding the shopping center to house a Sprouts and leaving the current small business to operate. Does your impact study include what demolishing the property will do to those shop owners livelihood? I think not. Again, I oppose this development

Janet Brandi

Comment Letter I-9

From: ALICE T NOYES
To: Jennifer Ackerman
Subject: Pacific Livermore Townhouse Project
Date: Friday, October 31, 2025 2:03:26 PM

You don't often get email from [redacted]. Learn why this is important

Exercise Caution: This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hi Jennifer,

I-9-1 This is a followup to my previous email 3/4/25 concerning the Pacific and Livermore Townhouse Project. I am the owner of [redacted]. As mentioned, my backyard backs up to the project. For the record, my concerns still are:

I-9-2 1) The new fence between the properties would limit sound transmission best if it were precast concrete and higher than 6 feet. There will be a considerable amount of traffic noise in the alleyway and garages.

I-9-3 2) How will the soil contamination be monitored during construction and after? Who will see oversee the retention of the test wells in the alleyway?

I-9-4 3) Location of the air conditioning units to minimize noise to the existing neighbors on Cabrillo. On a hot day and evening there could be multiple units going all at once.

I-9-5 4) Exterior lighting for the units and alleyway should be of the type and locations as not to shine onto the Cabrillo neighbors homes and backyards.

Thank you, Bill Noyes

CEQA FINDINGS

PACIFIC AND LIVERMORE AVENUE TOWNHOMES PROJECT
ENVIRONMENTAL IMPACT REPORT

LIVERMORE, CALIFORNIA

LSA

December 2025

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CEQA FINDINGS

PACIFIC AND LIVERMORE AVENUE TOWNHOMES PROJECT
ENVIRONMENTAL IMPACT REPORT

LIVERMORE, CALIFORNIA

Submitted to:

Community Development Department
City of Livermore
1052 South Livermore Avenue
Livermore, California 94550

Prepared by:

LSA
2565 Alluvial Avenue, Suite 112
Clovis, California 93611
559.490.1210

Project No. CLV2201.01

LSA

December 2025

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PACIFIC AND LIVERMORE TOWNHOMES PROJECT
CEQA FINDINGS

Pursuant to Sections 15091 of the CEQA Guidelines and Section 21081 of the Public Resources Code

The Final Environmental Impact Report (Final EIR) prepared by the City of Livermore (City) for the Pacific and Livermore Townhomes Project ("proposed project") consists of the September 2025 Draft EIR and November 2025 Response to Comments on the Draft EIR. As outlined in Chapter 3.0, Project Description, of the Draft EIR, the proposed project would result in demolition of two existing commercial buildings on the project site and construction of 15 residential buildings, totaling 115 units, and two recreational/support buildings (pool equipment and clubhouse buildings), landscaping, parking, paseos, and an interior park.

The Final EIR identifies significant environmental impacts that would result from implementation of the proposed project. The City finds that the adoption of mitigation measures identified in the Final EIR as part of the proposed project approval would reduce all identified significant impacts to less than significant levels.

As required by the California Environmental Quality Act, Public Resources Code (PRC) Section 21000 *et seq*. (CEQA) and the *CEQA Guidelines*, California Code of Regulations, Title 14, Section 15000 *et seq*. (*CEQA Guidelines*), the City, in addition to adopting these CEQA Findings, also adopts a Mitigation Monitoring and Reporting Program (MMRP) for the proposed project. In adopting the MMRP, the City finds that it meets the requirements of PRC Section 21081.6 by providing for the implementation and monitoring of measures intended to mitigate potentially significant environmental effects of the proposed project.

In accordance with CEQA and the *CEQA Guidelines*, the City adopts these findings as part of the project approval. Pursuant to PRC Section 21082.1(c)(3), the City also finds that the Final EIR reflects the City's independent judgment as the lead agency for the project.

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1.0 INTRODUCTION

The purpose of these findings is to satisfy the requirements of Sections 15091, 15092, and 15093 of the California Environmental Quality Act (CEQA) Guidelines, associated with approval of the Pacific and Livermore Avenue Townhomes Project (herein referred to as the proposed project).

The CEQA Statutes (California Public Resources Code [PRC] Sections 21000, et seq.) and Guidelines (California Code of Regulations [CCR] Sections 15000, et seq.) state that if it has been determined that a project may or will have significant impacts on the environment, then an environmental impact report (EIR) must be prepared. Prior to project approval, the EIR must be certified pursuant to CEQA Guidelines Section 15090. When an EIR has been certified that identifies one or more significant environmental impacts, the approving agency must make one or more of the following findings, accompanied by a brief explanation of the rationale, pursuant to CEQA Guidelines Section 15091, for each identified significant impact:

(1) Changes or alterations have been required in, or incorporated into, such project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

(2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency, or can and should be adopted by such other agency.

(3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

CEQA Guidelines Section 15092 states that after consideration of an EIR, and in conjunction with making the Section 15091 findings identified above, the lead agency may decide whether or how to approve or carry out the project. A project that would result in a significant environmental impact cannot be approved if feasible mitigation measures or feasible alternatives can avoid or substantially lessen the impact.

However, in the absence of feasible mitigation, an agency may approve a project with significant and unavoidable impacts, if there are specific economic, legal, social, technological, or other considerations that outweigh the unavoidable adverse environmental effects. CEQA Guidelines Section 15093 requires the lead agency to document and substantiate any such determination in a "statement of overriding considerations" as a part of the record.

The requirements of CEQA Guidelines Sections 15091, 15092, and 15093 (as summarized above) are all addressed herein. This document summarizes the findings of fact authorized by those provisions of the CEQA Guidelines and by the PRC for the project.

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2.0 PROJECT DESCRIPTION

The following provides a summary of the Project Description.

2.1 PROJECT LOCATION

The approximately 6.54-acre project site is located at 2930 Pacific Avenue in Livermore, Alameda County, California (Assessor's Parcel Numbers [APNs] 98A-412-106-5, -106-8, -106-3, and -106-6). The project site is located in central Livermore, in an area primarily consisting of residential, commercial, and institutional uses. The project site is bounded by single-family residential uses to the north, Dolores Street to the east, Pacific Avenue to the south, and South Livermore Avenue to the west.

Regional vehicular access to the project site is provided by Interstate 580 (I-580) on- and off-ramps that are located approximately 2 miles north of the project site, along North Livermore Avenue, and State Route 84 (SR-84) (also locally named Isabel Avenue in Livermore), which is accessed approximately 2.6 miles to the west of the project site from East Stanley Boulevard. Bus stops located along Pacific Avenue provide transit access to the project site.

2.2 PROPOSED PROJECT

The proposed project would result in the demolition of the existing commercial buildings on the project site, the construction of 15 residential buildings totaling 115 units, pool area and associated pool equipment, and clubhouse buildings totaling approximately 1,577 square feet, landscaping, paseos, guest parking, and an interior park. The proposed project would also include new frontage improvements such as curb, sidewalk, gutter, and streetlights.

The proposed pool equipment and clubhouse buildings would be located in the center of the project site, directly north of the entrance driveway on Pacific Avenue. The pool equipment building would be approximately 187 square feet in size, and the clubhouse building would be approximately 1,390 square feet in size. The pool equipment and clubhouse buildings would be single story and approximately 12 feet 10 inches in height and 23 feet in height, respectively.

Buildings 1 through 15 would be located throughout the project site and would consist of 98 townhouses in three-story buildings and 17 townhouses in two-story buildings. The two-story buildings would generally be located along the northern boundary of the project site, and the three-story buildings would be intermixed in the center and along the southern boundary. The proposed two-story townhouse units would include three bedrooms and would be an average of approximately 2,038 square feet in size. Meanwhile, the proposed three-story townhouse units would include four bedrooms and a balcony and would be an average of approximately 2,169 square feet in size. The two-story townhouses would be a maximum of approximately 29 feet 8 inches in height to the top of the roof, and the three-story townhouses would be approximately 36 feet 8 inches in height to the top of the roof.

2.2.1 Open Space and Landscaping

The total landscaped area provided for the project site would be approximately 55,201 square feet. Total open space provided would be approximately 26,052 square feet and would include an approximately 8,865-square-foot community park with a tot lot and picnic area; an approximately 4,770-square-foot pedestrian paseos between Buildings 7 and 8 and between Buildings 12 and 13; and an approximately 3,200-square-foot central pool area with a pool, spa area, and lounge seating.

The remaining 9,217 square feet of open space on the project site would consist of a perimeter walkway along the northern and eastern boundaries and other landscaped areas throughout the project site. Of the existing 71 trees on and around the perimeter of the project site, 70 would be removed. Approximately 405 new trees would be planted throughout the project site. Landscaping and other plantings would be provided throughout the project site as well.

2.2.2 Access, Circulation, and Parking

Pedestrian access to the project site would be provided by the existing sidewalks along South Livermore Avenue, Pacific Avenue, and Dolores Street. Pedestrian access to the residential buildings would be provided by the perimeter walkway (which would also connect to the interior park), the pedestrian paseos, and pedestrian paths and sidewalks along the internal roadways. Due to existing and projected traffic volumes, a Rectangular Rapid Flashing Beacon (RRFB) would be installed at the crosswalk on the north side of the intersection of Palm and South Livermore Avenues, and the southern crossing would be removed.

Vehicular access to the project site would be provided via one existing driveway along Pacific Avenue, and one driveway along Dolores Street. These driveways would provide access to internal roadways that would provide vehicular access to residential uses. The existing driveway on South Livermore Avenue would be converted to provide pedestrian access for residents of the project site, and an Emergency Vehicle Access (EVA) driveway would be constructed on Livermore Avenue at the northwest corner of the site. The existing left turn lane and parking spaces on Livermore Avenue would re-purposed to provide a buffer for the existing Class II bike lane. Additionally, two driveways on Dolores Street would be repurposed and solely provide pedestrian and emergency vehicle access. Approximately 38 guest surface parking spaces would be provided within the project site, which would include 27 standard parking spaces, 8 compact parking spaces, and 3 parking spaces that would be compliant with the Americans with Disabilities Act (ADA). Additionally, each proposed townhouse will be equipped with 2 vehicle parking spaces, totaling 230 parking spaces. Therefore, a total of 268 vehicle parking spaces would be provided with the project; 27 of the total parking spaces available will have electric vehicle (EV) charging capabilities.

Currently, bus stops along Pacific Avenue provide transit access to the project site. The Livermore Amador Valley Transit Authority (LAVTA) has determined that the project would be required to install an approved bus shelter at the Pacific Avenue transit stop. Additional transit stops are located eastbound across Pacific Avenue, and northbound on Dolores Street.

2.2.3 Lighting

The proposed project would introduce a total of 3 new exterior lights along the project frontage on South Livermore Avenue and Pacific Avenue. Additionally, the proposed project would include approximately 112 interior lights associated with private street lighting and private lighting systems.

2.2.4 Utilities and Infrastructure

The existing project site includes approximately 255,432 square feet of impervious surfaces and approximately 29,530 square feet of pervious surfaces. The proposed project would result in a net decrease in impervious surface coverage of approximately 37,910 square feet (13.3 percent) compared to existing conditions for a total of 217,522 square feet of impervious surface and 67,440 square feet of pervious surface.

As reflected on the plans dated July 21, 2023, the project would preserve an existing wall along the project site's northern boundary and would also install new 6-foot-high wooden fences along the project site's northern boundary. Additionally, 5-foot-high ornamental metal fencing would be installed along the proposed pool area.

2.2.5 Demolition, Grading, and Construction

The proposed project would include demolition of the existing buildings and surface parking lots on the project site. Construction debris, such as old foundations, pavements, and structures, would be collected and hauled off site for disposal. Approximately 1,400 tons of construction and demolition waste, 600 tons of trash, 100 tons of metal, 3,000 tons of asphalt, and 2,500 tons of concrete would be generated by the proposed project, and approximately 75-percent of those materials would be recycled. Approximately 5,624 cubic yards of soil would be imported to the project site in addition to 3,957 cubic yards of cut, for a total of 9,581 cubic yards of fill.

If approved, construction of the proposed project is anticipated to begin January 2026. Overall, construction of the proposed project is anticipated to last approximately 20 months and is anticipated to be fully operational and occupied by August 2027.

2.3 PROJECT OBJECTIVES

CEQA Guidelines Section 15124(b) states that an EIR project description must include "[a] statement of objectives sought by the proposed project. The statement of objectives should include the underlying purpose of the project." The proposed project objectives are outlined below.

- Provide a combination of residential units mix on a desirable stie compatible with surrounding residential development.
- Diversify the City's existing housing stock by providing various housing product types and densities to meet a range of housing needs for the City of Livermore residents.
- Provide more outdoor recreational opportunities in the City by providing new open spaces.

- Design the structures and site improvements to be sensitive to the surrounding neighborhoods.
- Better utilize an urban area in the City that is currently underutilized.

2.4 PROJECT ALTERNATIVES

The proposed project's objectives are described above in Section 2.3. In accordance with CEQA and the *CEQA Guidelines* (Section 15126.6), an EIR must describe a reasonable range of alternatives to the project, or to the project's location, that could attain most of the project's basic objectives while avoiding or substantially lessening any of the significantly adverse environmental effects of the project. The range of alternatives required in an EIR is governed by a "rule of reason" that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. CEQA states that an EIR should not consider alternatives "whose effect cannot be ascertained and whose implementation is remote and speculative."

The three alternatives to the proposed project discussed and analyzed in Chapter 5.0 of this EIR are:

- The **No Project Alternative** assumes that the project site would remain unchanged from existing conditions. The project site would continue to be used solely for commercial uses and the existing commercial buildings would not be modified or demolished. No modifications to existing site access or infrastructure would take place.
- The **General Plan Compliant Alternative** is a version of the "no project" alternative (*CEQA Guidelines* Section 15126.6(e)) that assumes the project site would be redeveloped pursuant to the current land use and zoning designations. Implementation of the General Plan Compliant Alternative assumes the project site would be built out pursuant to the current General Plan and Zoning designations. Implementation of the General Plan Compliant Alternative would require a commercial portion be added to development of the project site. This would reduce the area available for residential development and the number of available dwelling units.
- The **Reduced Development Alternative** assumes the project site would still be developed solely with residential uses but assumes a 20% reduction in the number of dwelling units, parking spaces, recreation areas, and open space. Under the Reduced Development Alternative, the number of residential development units would be reduced from 115 units to approximately 92 units, landscaped areas would be reduced from 55,201 square feet to approximately 44,161 square feet, the 8,865 square foot park would be reduced to approximately 7,092 square feet, and the total number of parking spaces would be reduced from 268 vehicle parking spaces would be reduced to approximately 214 parking spaces, including reducing the 27 electric vehicle (EV) charging spaces to 22 spaces.

3.0 PROCEDURAL FINDINGS

Based on the nature and scope of the project, the City determined, based on substantial evidence, that the project may have a significant effect on the environment and prepared an EIR. The Draft EIR (State Clearinghouse No. 2025021071) was prepared, noticed, published, circulated, reviewed, and completed in full compliance with CEQA, and additional noticing and opportunities for public comment were also provided, as follows:

- A Notice of Preparation (NOP) was prepared and circulated on March 3, 2025, for a 30-day public and agency comment period. The NOP was submitted to the State Clearinghouse, Alameda County Clerk-Recorder, and responsible and trustee agencies.

- A public scoping meeting to receive comments regarding the issues to be covered in the EIR was held on March 18, 2025.

- A Notice of Completion and copies of the Draft EIR were distributed to the Office of Land Use and Climate Innovation on September 16, 2025, to those public agencies that have jurisdiction by law with respect to the project, or which exercise authority over resources that may be affected by the project, and to other interested parties and agencies as required by law. The comments of such persons and agencies were sought.

- Pursuant to Assembly Bill (AB) 52, the City distributed letters dated March 31, 2025, to the list of 26 California tribes provided by the Native American Heritage Commission (NAHC) on February 13, 2025. The following responses were received:

    - On April 1, 2025, a response was received from the Cultural Preservation Department of Wilton Rancheria acknowledging receipt of the March 31 email.

    - On April 3, 2025, a response was received from Richard Massiatt, Councilmember and Most Likely Descendant Tribal Representative of the Muwekma Ohlone Tribe of the San Francisco Bay Area thanking the City for the notification and stating that the tribe was interested in conducting consultation on the proposed project. In response to the comments received the City included modifications in Mitigation Measure CUL-2, Accidental Discovery, Human Remains, and included Mitigation Measure TCR-1, Unknown Tribal Cultural Resources, as outlined in the Final EIR and MMRP, in the Final EIR and MMRP, and Section 5.1.2 below.

    - On April 9, 2025, the City received a response from Lucy Gill of the Confederated Villages of Lisjan Nation requesting consultation and asking for the NAHC SLF results, record search results, cultural resource reports, and information on project ground disturbance. The City provided this information on August 19, 2025. On September 5, 2025, Ms. Gill requested that the project include mitigation for inadvertent discovery of tribal cultural resources or human remains and that the Nation be notified if any resources are found. In response, the City incorporated the requested changes as reflected in Mitigation Measure CUL-2, Accidental Discovery, Human Remains, and added Mitigation Measure TCR-1, Unknown Tribal Cultural Resources, in the Final EIR and MMRP, and Section 5.1.2 below.

- On April 16, 2025, a response was received from Ed Ketchum of the Amah Mutsun Tribal Band, stating that the subject property was outside of their traditional territory and suggesting the City contact the Muwekma Ohlone Tribal Band's representatives.

On this basis, the consultation process under PRC Section 21080.3.1(b) was concluded.

- A 45-day public comment period for the Draft EIR began on September 16, 2025, and ended on October 31, 2025.
- The City provided written responses to all comments received during and after the public comment period referenced above for the Draft EIR and additional information to clarify such responses was added by the City to the Draft EIR to produce the Final EIR (FEIR).
- The FEIR was made available on December 5, 2025, and consists of the following items:
  - The Draft EIR released on September 16, 2025;
  - Responses to Comments;
  - Revisions to the Draft EIR; and
  - Mitigation Monitoring and Reporting Plan.
- As recommended by CEQA Guidelines Section 15088(b), public agencies that commented on the Draft EIR were provided at least 10 days to review the proposed responses contained in the FEIR prior to the date for consideration of the FEIR for certification.

4.0 RECORD OF PROCEEDINGS

In accordance with PRC Section 21167.6(e), the record of proceedings for the City's decision on the project includes the following documents, which are incorporated by reference and made part of the record supporting these findings:

- City staff reports and all attachments, documents, studies, memoranda, maps, testimony and other materials related;
- The Draft EIR and all appendices, reports, documents, studies, memoranda, maps, testimony and other materials related to the Draft EIR;
- The FEIR and all appendices, reports, documents, studies, memoranda, maps, testimony and other materials related to the FEIR;
- All public notices issued by the City and presentation materials related to the proposed project and the preparation of the Draft EIR and FEIR, including but not limited to public workshops and scoping sessions held to seek public comments and input on the proposed project;
- All written and oral communications submitted by agencies or members of the public during the comment period on the NOP, the Draft EIR and FEIR, including oral communications made at public hearings or meetings held for the proposed project;
- All other public reports, documents, studies, memoranda, maps, testimony and other materials reviewed and/or considered by the City related to the proposed project, the Draft EIR, FEIR, and the MMRP, whether prepared by the City, its consultants, or by third parties or for the City and other agencies;
- All other documents and materials related to the project as described in Public Resources Code Section 21167.6, as applicable;
- The mitigation monitoring and reporting program (MMRP) for the project; and
- All matters of common knowledge to the members of the City's Planning Commission, including but not limited to: (i) the City's General Plan, zoning ordinance, and other applicable policies and ordinances; (ii) information regarding the City's fiscal status and economic and development patterns and trends; (iii) federal, state and local laws, regulations, guidelines and publications applicable to or affecting the proposed project; and (iv) reports, projections, documents and other materials regarding statewide, regional, and local planning and development matters within and outside of the City; and
- Any additional items not included above if otherwise required by law.

The documents constituting the record of proceedings are available for review by responsible agencies and interested members of the public during normal business hours at the City offices at

1052 South Livermore Avenue, Livermore, CA. The custodian of these documents is the City Of Livermore's Planning Division.

The Draft EIR and FEIR are incorporated into these findings in their entirety, unless and only to the extent these findings expressly do not incorporate by reference the Draft EIR and FEIR. Without limitation, this incorporation is intended to elaborate on the scope and nature of mitigation measures, the basis for determining the significance of impacts, the comparative analysis of alternatives, and the reasons for approving the proposed project in spite of the potential for associated significant and unavoidable adverse physical environmental impacts.

5.0 FINDINGS REQUIRED UNDER CEQA

PRC Section 21002 provides that "public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects[.]" The same statute states that the procedures required by CEQA "are intended to assist public agencies in systematically identifying both the significant effects of projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects." Section 21002 of the PRC goes on to state that "in the event [that] specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects thereof."

The mandate and principles in PRC Section 21002 are implemented, in part, through the requirement that agencies must adopt findings before approving projects for which EIRs are required. For each significant environmental effect identified in an EIR for a project, the approving agency must issue a written finding reaching one or more of three permissible conclusions.

The first such finding is that changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the FEIR (CEQA Guidelines Section 15091[a][1]). For purposes of these findings, the term "avoid" refers to the effectiveness of one or more mitigation measures to reduce an otherwise significant effect to a less-than-significant level, or of the project's ability to avoid a potentially significant impact altogether. In contrast, the term "substantially lessen" refers to the effectiveness of such measure or measures to substantially reduce the severity of a significant effect, but not to reduce that effect to a less- than-significant level.

The second permissible finding is that such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding, and that such changes have been adopted by such other agency or can and should be adopted by such other agency (CEQA Guidelines Section 15091[a][2]).

The third potential conclusion is that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Draft EIR and FEIR (CEQA Guidelines Section 15091[a][(3]). "Feasible" means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, legal, and technological factors (CEQA Guidelines Section 15364).

The concept of "feasibility" also encompasses the question of whether a particular alternative or mitigation measure promotes the underlying goals and objectives of a project. Moreover, "feasibility" under CEQA encompasses "desirability" to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, legal, and technological factors" (City of Del Mar v. City of San Diego [1982] 133 Cal.App.3d 410, 417).

In the process of adopting mitigation measures, the City has made a determination regarding whether the mitigation proposed in the EIR is "feasible." In some cases, modifications may have been made to the mitigation measures proposed in the EIR to update, clarify, streamline, or revise those measures. None of these changes result in significant new information or impacts that would require recirculation of the EIR.

With respect to a project for which significant impacts are not avoided or substantially lessened, a lead agency, after adopting proper findings, may nevertheless approve the project if the agency first adopts a statement of overriding considerations setting forth the specific reasons in support of the finding that the project benefits outweigh its unavoidable adverse environmental effects. The Draft EIR does not identify any significant and unavoidable impacts after implementation of mitigation measures.

5.1 SUMMARY OF FINDINGS

The Draft EIR identified a number of less-than-significant impacts associated with the project that do not require mitigation. The Draft EIR also identified a number of potentially significant environmental effects (or impacts) that may be caused in whole or in part by the proposed project. Based on the analysis in the Draft EIR, all of these significant effects can be fully avoided or substantially lessened through the adoption of feasible mitigation measures.

The findings of the City with respect to the project's potentially significant effects and mitigation measures are set forth in the EIR and these Findings of Fact. The Summary of Findings does not attempt to replicate or restate the full analysis of each environmental impact contained in the EIR. Please refer to the Draft EIR and FEIR for more detail.

The following provides a summary description of each potentially significant impact, describes the applicable mitigation measures identified in the FEIR and adopted by the City, and states the findings of the City regarding the significance of each impact after imposition of the adopted mitigation measures. A full explanation of these environmental findings and conclusions can be found in the Draft EIR and FEIR and associated record (described herein), both of which are incorporated by reference. The City hereby ratifies, adopts, and incorporates the analysis and explanation in the record into these findings, and ratifies, adopts, and incorporates in these findings the determinations and conclusions of the EIR relating to environmental impacts and mitigation measures, except to the extent any such determinations and conclusions are specifically and expressly modified by these findings.

To the extent any of the mitigation measures are within the jurisdiction of other agencies, the City finds those agencies can and should implement those measures within their jurisdiction and control (CEQA Guidelines Section 15091[a][2]).

5.1.1 Findings Regarding Less Than Significant Impacts (No Mitigation Required)

The City agrees with the characterization in the Draft EIR and FEIR of all project-specific impacts identified as "less than significant" and finds that those impacts have been described accurately and

are either less than significant or have no impact, as described in the EIR. Section 15091 of the CEQA Guidelines does not require specific findings to address environmental effects that an EIR identifies as having no impact or a less-than-significant impact.

The impacts for which the project would result in either no impact or a less-than-significant impact, and which require no mitigation, are identified in the bulleted list below. Please refer to the Draft EIR and FEIR for more detail.

5.1.1.1 Air Quality

Impact AIR-4: The project would not result in other emissions (such as those leading to odors) that would adversely affect a substantial number of people. (Draft EIR page 4.1-31)

5.1.1.2 Biological Resources

Impact BIO-2: The project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. (Draft EIR page 4.2-19)

Impact BIO-3: The project would not have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. (Draft EIR page 4.2-19)

Impact BIO-4: The project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites. (Draft EIR page 4.2-19)

Impact BIO-6: The project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. (Draft EIR page 4.2-21)

5.1.1.3 Cultural Resources

Impact CUL-1: The project would not cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5. (Draft EIR pages 4.3-8 and 4.3-9)

5.1.1.4 Energy

Impact EN-1: The project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation. (Draft EIR pages 4.4-6 through 4.4-9)

Impact EN-2: The project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. (Draft EIR pages 4.4-10)

5.1.1.5 Greenhouse Gas Emissions

Impact GHG-1: The project would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. (Draft EIR pages 4.5-13 through 4.5-16)

Impact GHG-2: The proposed project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases. (Draft EIR pages 4.5-17 through 4.5-23)

5.1.1.6 Hazards and Hazardous Materials

Impact HAZ-1: The project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. (Draft EIR pages 4.6-9 and 4.6-10)

Impact HAZ-3: The project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. (Draft EIR pages 4.6-15 and 4.6-16)

Impact HAZ-5: The project would not be located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport and would not result in a safety hazard for people residing or working in the project area. (Draft EIR pages 4.6-16 and 4.6-17)

Impact HAZ-6: The project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. (Draft EIR pages 4.6-17 and 4.6-18)

Impact HAZ-7: The project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires. (Draft EIR page 4.6-18)

5.1.1.7 Land Use and Planning

Impact LU-1: The proposed project would not physically divide an established community. (Draft EIR pages 4.7-7 and 4.7-8)

Impact LU-2: The proposed project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. (Draft EIR pages 4.7-8 through 4.7-11)

5.1.1.8 Noise

Impact NOI-2: The project would not generate excessive groundborne vibration or groundborne noise levels. (Draft EIR pages 4.8-18 through 4.8-20)

Impact NOI-3: For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would not expose people residing or working in the project area to excessive noise levels. (Draft EIR page 4.8-21)

5.1.1.9 Transportation

Impact TRA-1: The project would not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. (Draft EIR pages 4.9-12 through 4.9-14)

Impact TRA-2: The project would not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b). (Draft EIR page 4.9-14)

Impact TRA-4: The project would not result in inadequate emergency access.

5.1.2 Findings Regarding Impacts Mitigated to a Level of Less than Significant

Based on the FEIR and the entire record before the City the City hereby finds that feasible mitigation measures have been identified in the EIR and that these mitigation measures will avoid or substantially lessen the following potentially significant and significant environmental impacts to a less-than-significant level. The potentially significant and significant impacts and the mitigation measures that will reduce them to a less-than-significant level are summarized below. Please refer to the DEIR for more detail.

5.1.2.1 Air Quality

Impact AIR-1: The proposed project would result in a potentially significant impact related to fugitive dust in excess of applicable air quality thresholds. (Draft EIR pages 4.1-19 through 4.1-23)

Mitigation Measure AIR-1

Basic Best Management Practices. In order to meet the Bay Area Air District (Air District) fugitive dust threshold, the following Basic Best Management Practices shall be implemented by the project applicant during all phases of the project construction period, including site preparation, demolition, grading, and vertical construction of residences:

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day with additional watering as needed to prevent visible dust emissions from leaving the site.
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- All visible mud or dirt trackout onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.

- All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph).
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading, unless seeding or soil binders are used.
- All excavation, grading, and/or demolition activities shall be suspended when sustained wind speeds exceed 20 mph averaged over a 1-minute period using an on-site anemometer located in an open area of the project site.
- All trucks and equipment, including their tires, shall be washed off prior to leaving the site at an established and maintained stabilized, designated wheel-wash station near a site exit
- Unpaved roads providing access to sites located 100 feet or farther from a paved road shall be treated with a 6- to 12- inch layer of compacted layer of wood chips, mulch, or gravel.
- Publicly visible signs with the telephone number and name of the person to contact at the City of Livermore regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's General Air Pollution Complaints number shall also be visible to ensure compliance with applicable regulations.

Finding: Based on the FEIR and the entire record before the City, the Planning Commission finds that implementation of **Mitigation Measure AIR-1**, set forth above, which is hereby adopted and incorporated into the proposed project, would avoid or substantially reduce the potentially significant environmental effects of the proposed project identified in the Final EIR to a less than significant level.

Facts in Support of Finding: Implementation of **Mitigation Measure AIR-1** would require the proposed project to implement basic best management practices, such as watering exposed surfaces and reducing vehicle speeds, to reduce fugitive dust during construction. As such, impacts related to fugitive dust would be less than significant with mitigation incorporated.

Impact AIR-2: The proposed project would result in a potentially significant impact related to a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard. (Draft EIR page 4.1-23 through 4.1-28)

Mitigation Measure AIR-1 **Basic Best Management Practices.** (See above) (Draft EIR pages 4.1-20 through 4.1-21)

Finding: Based on the FEIR and the entire record before the City, the Planning Commission finds that implementation of **Mitigation Measure AIR-1**, set forth above, which is hereby adopted and incorporated into the proposed project, would avoid or substantially reduce the potentially significant environmental effects of the proposed project identified in the Final EIR to a less than significant level.

Facts in Support of Finding: Implementation of **Mitigation Measure AIR-1** would require the proposed project to implement basic best management practices, such as watering exposed surfaces and reducing vehicle speeds, to reduce fugitive dust during construction. As such, impacts related to a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard would be less than significant with mitigation incorporated.

Impact AIR-3: The proposed project would result in a potentially significant impact related to the exposure of sensitive receptors to substantial pollutant concentrations. (Draft EIR pages 4.1-28 through 4.1-31)

Mitigation Measure AIR-2 — **Level 3 Diesel Particulate Filters.** During construction of the proposed project, the project contractor shall ensure all off-road, diesel-powered construction equipment of 50 horsepower or more used for the project construction meets, at a minimum, the California Air Resources Board Tier 2 emissions standards equipped with Level 3 diesel particulate filters or the equivalent. (Draft EIR page 4.1-30)

Finding: Based on the FEIR and the entire record before the City, the Planning Commission finds that implementation of **Mitigation Measure AIR-2**, set forth above, which is hereby adopted and incorporated into the proposed project, would avoid or substantially reduce the potentially significant environmental effects of the proposed project identified in the Final EIR to a less than significant level.

Facts in Support of Finding: Implementation of **Mitigation Measure AIR-2** would require the use of Level 3 diesel particulate filters or the equivalent during construction of the proposed project and reduce the potential for exposure of sensitive receptors to substantial pollutant concentrations. Therefore, the proposed project would not exceed Air District thresholds and would not expose nearby sensitive receptors to substantial pollutant concentrations.

5.1.2.2 Biological Resources

Impact BIO-1: The proposed project could potentially have a significant adverse impact on nesting birds. (Draft EIR pages 4.2-16 through 4.2-18)

Mitigation Measure BIO-1 — If project activities including tree removal, demolition, or construction take place during nesting bird season (February 1 to September 15), a qualified biologist shall conduct focused surveys for active nests within 5 days prior to the initiation of project-

related activities. Surveys shall be conducted in all potentially suitable habitat on site and within 300 feet of the project site If a lapse in project-related activities of 7 days or longer occurs, another focused survey will be required before project activities can resume. If an active nest is found, the biologist shall consult with CDFW regarding appropriate action to comply with the Fish and Game Code of California.

The qualified biologist shall observe any identified active nests for at least 30 minutes prior to the start of any construction-related activities to establish a behavioral baseline of adults and any nestlings. Once work commences, all active nests should be continuously monitored for a minimum of three consecutive workdays by the biologist to detect any signs of disturbance and behavioral changes as a result of project activities. Thereafter, monitoring may transition to once-daily checks if no signs of disturbance are detected. In addition to direct impacts, such as nest destruction, nesting birds might be affected by noise, vibration, odors and movement of workers or equipment. If signs of disturbance and behavioral changes are observed at any time, the biologist shall direct the contractor to immediately cease work causing that behavioral change within the established buffer (noted below) and notify the City. The biologist shall contact the CDFW for additional guidance. Work may only resume once the biologist determines that the disturbance has ceased or the buffer has been expanded to eliminate the disturbance.

Active nest sites and protective buffer zones shall be designated as "Environmentally Sensitive Areas" with orange ESA fencing at least 4 feet high around the buffer boundary, with signage every 50 feet indicating restricted access where no project-related activities or personnel may enter until the biologist determines that the young have fully fledged and will no longer be adversely affected by the project. These designated areas shall be protected during project activities by surrounding the nest site with a wildlife- safe fence or flagging barrier. The Qualified Biologist and/or Biological Monitor shall determine the necessary buffer distance to protect nesting birds based on existing site conditions (such as construction activity and line of sight). Buffer distance shall be increased to provide sufficient protection of nesting birds and their natural behaviors, as needed. (Draft EIR page 4.2-18)

Findings: Based on the FEIR and the entire record before the City, the Planning Commission finds that implementation of **Mitigation Measure BIO-1**, set forth above, which is hereby adopted and incorporated into the proposed project, would avoid or substantially reduce the potentially

significant environmental effects of the proposed project identified in the Final EIR to a less than significant level.

Facts in Support of Finding: Implementation of **Mitigation Measure BIO-1** would require a qualified biologist to survey for nesting birds prior to the commencement of construction activities and require a buffer zone around any active nest which would reduce potential impacts to nesting birds to a level that is less than significant with mitigation.

Impact BIO-5: The proposed project would have a potential conflict with a local policy or ordinance protecting a biological resource. (Draft EIR pages 4.2-19 and 4.2-20)

Mitigation Measure BIO-2 Final landscape plans shall be submitted for approval and review by the City of Livermore Planning Division prior to issuance of any grading, trenching, encroachment, demolition, or building permit for development. Final landscape plans shall clearly identify all "protected trees," as defined in the Tree Protection Ordinance, and all trees to be removed from the project site and the size, location, type, value of trees and specify the species of all replacement trees and the required replacement ratio pursuant to the Tree Protection Ordinance. The plans shall also map all Tree Protection Zones and protective fencing.

Mitigation Measure BIO-3 The project applicant shall implement all tree protection measures listed in the Arborist Report (Appendix E) prepared for the project which are designed to help mitigate or avoid impacts to trees being retained. Measures shall be incorporated into project grading and construction plans prior to issuance of any permit. If the contractor believes a required tree-protection measure cannot be implemented due to site constraints, the contractor shall submit a written request to the City explaining the constraint, including input from a Qualified Arborist. Any alternative measure must be reviewed and approved in writing by the City prior to implementation.

Findings: Based on the FEIR and the entire record before the City, the Planning Commission finds that implementation of **Mitigation Measure BIO-2 and Mitigation Measure BIO-3**, set forth above, which is hereby adopted and incorporated into the proposed project, would avoid or substantially reduce the potentially significant environmental effects of the proposed project identified in the Final EIR to a less than significant level.

Facts in Support of Finding: With implementation of **Mitigation Measures BIO-2** and **Mitigation Measure BIO-3**, which would require final landscape plans to be reviewed by the city to ensure compliance with all applicable local policies or ordinances protecting biological resources including the City's Tree Protection Ordinance, and requires the implementation of all protection measures recommended in the Arborist Report prepared for the proposed projects, impacts related to a

conflict with local policies or ordinances protecting biological resources would be less than significant with mitigation.

5.1.2.3 Cultural Resources

Impact CUL-2: The project could result in a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5. (Draft EIR pages 4.3-9 through 4.3-11)

Mitigation Measure CUL-1

Unknown Archaeological Resources. In the event that archaeological resources are discovered during excavation, grading, or construction activities, work shall cease within 50 feet of the find until a qualified archaeologist has evaluated the find in accordance with federal, State, and local guidelines to determine whether the find constitutes a "unique archaeological resource," as defined in Section 21083.2(g) of the California Public Resources Code (PRC). The Applicant and its construction contractor shall not collect or move any archaeological materials and associated materials. Construction activity may continue unimpeded on other portions of the project site. Any found deposits shall be treated in accordance with federal, State and local guidelines, including those set forth in PRC Section 21083.2, and shall be assessed, handled, and treated consistent with accepted standards, such as the Secretary of the Interior's standards and guidelines for archaeology and historic preservation. Prior to commencement of grading activities, the Director of the City of Livermore (City) Community Development Department, or designee, shall verify that all project grading and construction plans include specific requirements regarding California PRC (Section 21083.2[g]) and the treatment of archaeological resources as specified above.

Prior to initiation of ground-disturbing activities, the applicant shall retain a Secretary of the Interior qualified archaeologist to prepare an Archaeological ALERT Sheet summarizing the known or potential presence of archaeological resources in the project area. This shall include an overview of the site, description and photographs of potential archaeological materials, instructions detailing the protocols to be followed upon discovery, and contact info for the qualified archaeologist and City staff. The ALERT sheet shall be distributed to all construction personnel prior to ground disturbance activities as part of the Worker Environmental Awareness Program (WEAP) training. A copy of the ALERT sheet shall remain on site for the duration of ground-disturbing work.

Prior to commencing ground-disturbing activities, all construction personnel shall attend mandatory WEAP training to be conducted by the qualified archaeologist and, if required, a representative

designated by the Tribe. WEAP training shall include review of the ALERT Sheet, a discussion of resources that may be discovered, a discussion of procedures for unanticipated discovery of cultural resources, and an overview of the legal requirements. (Draft EIR pages 4.3-10 through 4.3-11)

Findings: Based on the FEIR and the entire record before the City, the Planning Commission finds that implementation of **Mitigation Measure CUL-1**, set forth above, which is hereby adopted and incorporated into the proposed project, would avoid or substantially reduce the potentially significant environmental effects of the proposed project identified in the Final EIR to a less than significant level.

Facts in Support of Finding: Implementation of **Mitigation Measure CUL-1** would require that a qualified professional archaeologist provide cultural resources awareness training prior to the commencement of ground disturbing activities, and that a qualified professional archaeologist be retained on-call in the event that construction personnel encounter any archaeological deposits and/or human remains during construction activities. If construction personnel encounter any archaeological deposits during construction activities, the on-call qualified professional archaeologist will be contacted to assess the nature of the find. When archaeological resources are assessed and/or protected as they are discovered, impacts on these resources are less than significant. As such, with implementation of Mitigation Measure CUL-1 this impact would be considered less than significant with mitigation incorporated.

Impact CUL-3: The project could disturb human remains, including those interred outside of formal cemeteries. (Draft EIR pages 4.3-11 and 4.3-12)

Mitigation Measure CUL-2

Cultural Resources Monitoring and Accidental Discovery, Human Remains. Accidental Discovery, Human Remains. In the event that human remains are encountered on the project site, work within 50 feet of the discovery shall be redirected and the County Coroner notified immediately consistent with the requirements of California Code of Regulations (CCR) Section 15064.5(e). State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code (PRC) Section 5097.98. If the remains are determined to be Native American, the County Coroner shall notify the Native American Heritage Commission (NAHC), which shall determine and notify a Most Likely Descendant (MLD). With the permission of the property owner, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC. If human remains are determined to be Native American, the MLD, in coordination with consulting Tribal representative(s) identified by the NAHC, shall have lead authority to recommend treatment. Consistent with CCR Section 15064.5(d), if the remains are determined to be Native American and an MLD is notified, the City

of Livermore shall consult with the MLD as identified by the NAHC to develop an agreement for treatment and disposition of the remains.

There shall be no scientific removal, pictures taken or invasive testing done on the Native American human remains or associated funerary objects without the express written consent of the MLD and the consulting Tribe(s). All bone, if not identifiable as human or animal, shall be treated as human remains and the appropriate protocols followed. Tribal representatives and the MLD, in consultation with the City and qualified archaeologist as necessary, shall determine reburial procedures for the Native American human remains and associated funerary objects with the appropriate dignity either. Reburial shall occur at a location agreed upon by the consulting Tribe(s) and the property owner that preserves access for descendant communities in perpetuity and avoids future disturbance. Records identifying TCR locations shall be kept confidential consistent with PRC § 5097.9 and other applicable law.

Prior to the issuance of grading permits, the Director of the City of Livermore Community Development Department, or designee, shall verify that all grading plans specify the requirements of CCR Section 15064.5(e), State Health and Safety Code Section 7050.5, and PRC Section 5097.98, as stated above. (Draft EIR pages 4.3-11 and 4.3-12)

Findings: Based on the FEIR and the entire record before the City, the Planning Commsission finds that implementation of **Mitigation Measure CUL-2**, set forth above, which is hereby adopted and incorporated into the proposed project, would avoid or substantially reduce the potentially significant environmental effects of the proposed project identified in the Final EIR to a less than significant level.

Facts in Support of Finding: Implementation of **Mitigation Measure CUL-2** would ensure that archaeological deposits and human remains would be treated in a culturally appropriate manner and in accordance with appropriate State codes and regulations, and that impacts to unknown archaeological resources, including human remains, that could be discovered during construction of the proposed project would be less than significant with mitigation.

5.1.2.4 Hazards and Hazardous Materials

Impact HAZ-2a: Demolition or renovation activities may result in the release of PCBs into the environment. (Draft EIR pages 4.6-10 through 4.6-14)

Mitigation Measure HAZ-1 **Hazardous Building Materials Survey.** Prior to issuance of demolition or renovation permits for existing structures, the project sponsor shall retain a Qualified Environmental Professional (QEP)

meeting the minimum qualifications in 40 CFR 312.1 to prepare and sign a comprehensive Hazardous Building Materials Survey (HBMS) for the structures to be affected. The HBMS shall include: (1) identification and mapping of all suspected polychlorinated biphenyls (PCBs) containing equipment and materials (including but not limited to caulks, sealants, paints, mastics, and ballasts); (2) sampling and analysis following EPA Method 8082A or other applicable methods; (3) identification of all other hazardous building materials (e.g. ACM, LBP, mercury, universal wastes); and (4) regulatory triggers for local, State, and federal notification. The HBMS shall include detailed abatement specifications for the stabilization and/or removal of the identified hazardous building materials in accordance with all applicable laws and regulations, including: (1) required worker protection and containment measures, (2) abatement contractor certifications, (3) disposal requirements for PCB bulk product and remediation waste pursuant to TSCA 40 CFR Part 761, and (4) transportation and disposal facility documentation. The abatement specifications shall be incorporated into the project's demolition plans. Prior to the start of demolition or renovation, the project sponsor shall implement the approved abatement specifications. Upon completion, the QEP shall prepare a Final Abatement Completion Report including: (1) waste disposal manifests, (2) air or wipe sampling results if required by TSCA, (3) photographs of completed abatement, and (4) certification that all identified hazardous materials were removed or managed according to applicable law. The City shall receive and approve this report prior to issuing any demolition or renovation permit. (Draft EIR page 4.6-12)

Findings: Based on the FEIR and the entire record before the City, the Planning Commsission finds that implementation of **Mitigation Measure HAZ-1**, set forth above, which is hereby adopted and incorporated into the proposed project, would avoid or substantially reduce the potentially significant environmental effects of the proposed project identified in the Final EIR to a less than significant level.

Facts in Support of Finding: Implementation of **Mitigation Measure HAZ-1** would ensure that any hazardous building materials are identified and removed in accordance with all applicable laws and regulations prior to demolition and construction activities. Prior to any demolition or renovation, the project sponsor would be required to complete a comprehensive Hazardous Building Materials Survey (HBMS) by a qualified environmental professional which documents any hazardous building materials which may be present. Necessary abatement procedures, if necessary, must be included as part of the HBMS and must be implemented by the project sponsor. Therefore, impacts related to the release of PCBs into the environment would be less than significant with mitigation incorporated.

Impact HAZ-2b: Subsurface hazardous materials may be released into the environment during construction and operation of the project. (Draft EIR pages 4.6-14 and 4.6-15)

Mitigation Measure HAZ-2

Soil and Groundwater Management Plan. The project sponsor shall engage with the appropriate regulatory agency (e.g., the San Francisco Bay Regional Water Quality Control Board [RWQCB] or Department of Toxic Substances Control [DTSC]) to provide oversight of: additional subsurface investigation at the project site, preparation and implementation of a Soil and Groundwater Management Plan (SGMP), and the implementation of remedial actions, as necessary, at the project site. Copies of such correspondence shall be provided to the City.

The additional subsurface investigation activities shall be conducted by a QEP and shall include additional investigation of potential contamination source areas to define the extent of subsurface contamination at the project site.

The SGMP shall be prepared by a QEP and shall be submitted to the oversight agency for approval. The SGMP shall outline soil and groundwater management protocols that would be implemented during redevelopment of the project site. The SGMP shall be incorporated into the project's construction documents and shall include mandatory procedures to prevent exposure of construction workers, the public, future occupants, and the environment to subsurface contamination.

The SGMP shall include, at a minimum, the following procedures to be implemented during construction:

- Health and safety requirements for construction workers that may handle contaminated soil or groundwater
- Guidelines for controlling airborne dust, vapors, and odors
- Air monitoring requirements for volatile organic compounds (VOCs) during construction
- Regulatory notification requirements if undocumented contamination or features of environmental concern (e.g., underground storage tanks [USTs] or clarifiers/sumps/vaults and associated piping) are encountered
- Inspection and sampling protocols for contaminated soil or groundwater by a qualified environmental professional Guidelines for groundwater dewatering, treatment, and

disposal to ensure compliance with applicable regulations/permit requirements

- Guidelines for the segregation of contaminated soil, stockpile management, characterization of soil for off-site disposal or on-site reuse, and importing of clean fill material

- Contractor training and documentation requirements

The report(s) documenting additional investigation activities and the SGMP shall be submitted to the regulatory oversight agency for review and approval. The applicant shall provide the City with written confirmation of agency approval prior to the City issuing demolition or grading permits for the project.

If required by the oversight agency, the project sponsor shall prepare a Remedial Action Plan (RAP) identifying specific remedial measures, performance standards, cleanup levels, and verification sampling requirements. This may include, but would not necessarily be limited to, removal of hazardous materials containers/features (e.g., USTs, piping, clarifiers/sumps/vaults), removal and off-site disposal of contaminated soil or groundwater, in-situ treatment of contaminated soil or groundwater, or engineering/institutional controls (e.g., installation of vapor intrusion mitigation systems and establishing deed restrictions). The RAP must be approved in writing by the oversight agency, and a copy of the formal approval letters shall be provided to the City.

If remedial actions are required for the project, the project sponsor shall submit to the City evidence of approval from the regulatory oversight agency for any proposed remedial action plans prior to the City issuing demolition, grading, or building permits that would be required for the remedial action. The project sponsor shall document the implementation of the SGMP during construction and the completion of remedial actions in an SGMP Implementation Log, including air monitoring records, soil/waste characterization data, stockpile logs, dewatering discharge documentation, and corrective actions taken.

The project sponsor shall submit to the City a Final SGMP Implementation Report and Remedial Action Completion Report (if applicable) as evidence of approval from the regulatory oversight agency for the implementation of the SGMP and completion of any remedial actions prior to the City issuing a certificate of occupancy for the project site. (Draft EIR pages 4.6-14 and 4.6-15)

Findings: Based on the FEIR and the entire record before the City, the Planning Commsission finds that implementation of **Mitigation Measure HAZ-2**, set forth above, which is hereby adopted and incorporated into the proposed project, would avoid or substantially reduce the potentially significant environmental effects of the proposed project identified in the Final EIR to a less than significant level.

Facts in Support of Finding: Implementation of **Mitigation Measure HAZ-2** would ensure that subsurface contamination on the project site would be properly investigated and remediated, and the risk of subsurface hazardous materials being released into the environment during construction and operation of the project would be less than significant with mitigation.

Impact HAZ-4: The project could be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment. (Draft EIR page 4.6-16)

Mitigation Measure HAZ-2 **Soil and Groundwater Management Plan.** (See above) (Draft EIR pages 4.6-14 and 4.6-15)

Findings: Based on the FEIR and the entire record before the City, the Planning Commsission finds that implementation of **Mitigation Measure HAZ-2**, set forth above, which is hereby adopted and incorporated into the proposed project, would avoid or substantially reduce the potentially significant environmental effects of the proposed project identified in the Final EIR to a less than significant level.

Facts in Support of Finding: Implementation of **Mitigation Measure HAZ-2** would ensure that subsurface contamination on the project site would be properly investigated and remediated, and impacts related to being located on a hazardous materials sites compiled pursuant to Government Code Section 65962.5 would be less than significant with mitigation.

5.1.2.5 Noise

Impact NOI-1: The proposed project would result in potentially significant impacts related to construction noise levels in excess of existing ambient noise levels in the project vicinity. (Draft EIR pages 4.8-14 through 4.8-18)

Mitigation Measure NOI-1 **Construction Noise and Vibration.** Prior to issuance of grading permits, the City of Livermore (City) Director of Community Development Department, or designee, shall verify that grading and construction plans include the following requirements:

- Construction equipment, fixed or mobile, shall be equipped with properly operating and maintained noise mufflers). The contractor shall maintain all such equipment in good working order and shall keep a maintenance and inspection log available for city review during construction.

- Construction staging areas shall be located away from off-site sensitive uses, including residential uses located directly north of the project site, during the later phases of project development.

- The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from noise-sensitive receptors nearest the project site. Equipment shall be located as far as feasible, but no closer than 100 feet to off-site residences.

- The construction contractor shall use on-site electrical power sources to power equipment rather than diesel generators whenever electrical power is available within 100 feet of the equipment location. Diesel generators may only be used if the contractor demonstrates in writing to the City that electrical power is not available.

- A sign, legible at a distance of 50 feet, shall also be posted at the construction site. All notices and the signs shall indicate the dates, and duration of construction activities, as well as provide a telephone number for the "noise disturbance coordinator."

- A "noise disturbance coordinator" shall be established. The disturbance coordinator shall be responsible for responding to any local complaints about construction noise within 24 hours, (2) documenting complaint details and corrective actions, and (3) providing a written summary. The disturbance coordinator shall determine the cause of the noise complaint (e.g., starting too early, bad muffler) and shall be required to implement reasonable measures to reduce noise levels. The City may halt work if repeated violations occur. (Draft EIR pages 4.8-16 and 4.8-17)

Findings: Based on the FEIR and the entire record before the City, the Planning Commsission finds that implementation of **Mitigation Measure NOI-1**, set forth above, which is hereby adopted and incorporated into the proposed project, would avoid or substantially reduce the potentially significant environmental effects of the proposed project identified in the Final EIR to a less than significant level.

Facts in Support of Finding: Implementation of **Mitigation Measure NOI-1**, as described above, would require the City of Livermore to verify that grading and construction plans include noise-reduction practices including but not limited to maximizing distance from sensitive receptors, utilizing equipment mufflers, and strategically locating staging areas, would ensure that impacts related to construction noise would be reduced to the extend feasible. Therefore, although construction noise would be higher than the ambient noise in the vicinity of the project site, it

would cease once project construction is completed, and impacts related to construction noise would be less than significant with mitigation incorporated.

5.1.2.6 Transportation

Impact TRA-3: The proposed project could potentially increase hazards related to inadequate site access and circulation. (Draft EIR pages 4.9-14 and 4.9-15)

Mitigation Measure TRA-1 The proposed project would be required to adopt the recommendations outlined in the Transportation Analysis prepared for the proposed project including:

- Include 25 feet of red curb to the west and 50 feet of red curb to the east of the driveway on Pacific Avenue and 20 feet of red curb to the south of the driveway on Dolores Street.
- Include a turnaround space for residential guests at the end of the parking aisle in the southeast corner of the project site, adjacent to the EVA access on Dolores Street.
- Provide a minimum of 29 short-term bicycle parking spaces for guests in well-lit, highly visible locations on site. (Draft EIR page 4.9-15)

Findings: Based on the FEIR and the entire record before the City, the Planning Commsission finds that implementation of **Mitigation Measure TRA-1**, set forth above, which is hereby adopted and incorporated into the proposed project, would avoid or substantially reduce the potentially significant environmental effects of the proposed project identified in the Final EIR to a less than significant level.

Facts in Support of Finding: Implementation of **Mitigation Measure TRA-1** would require the proposed project to incorporate the project-specific recommendations outlined in the *Transportation Analysis*, which would ensure that implementation of the proposed project would not substantially increase hazards due to design features or incompatible uses. Impacts related to increased hazards due to a geometric design feature or incompatible use would be less than significant with mitigation.

5.1.2.7 Tribal Cultural Resources

Impact TCR-1: The proposed project could potentially impact tribal cultural resources through unknown discovery of tribal cultural resources. (Draft EIR pages 4.10-6 through 4.10-8)

Mitigation Measure TCR--1 **Unknown Archaeological Resources.** In the event that unknown tribal cultural resources are discovered during ground disturbing activities, work shall cease within 50 feet of the find until a qualified archaeologist has evaluated the find in accordance with federal,

State, and local guidelines to determine whether the find constitutes a cultural resource of potential Native American origin.

The contractor shall immediately notify the City, who shall then contact the Native American Heritage Commission (NAHC) and a qualified archaeologist (meeting the Secretary of the Interior's Professional Qualifications Standards). In coordination with NAHC and the archaeologist, the City shall determine the appropriate Tribe(s) with cultural affiliation to the project area at the time of the find. If the City and consulting Tribe(s) determine that the discovery is a Tribal Cultural Resource, the applicant shall retain a Tribal representative, at the applicant's expense, to work with the qualified archaeologist to prepare a Discovery Treatment Plan. The Plan shall be developed in consultation with the consulting Tribe(s) and shall identify avoidance as the preferred mitigation strategy. If the Discovery Treatment Plan requires monitoring, avoidance, recovery, or other on site treatment, the applicant shall fund a qualified Tribal monitor and any Tribal experts requested by the consulting Tribe(s). The plan shall specify the monitor's duties, working hours, and protocols, including stoppage authority for the monitor if sensitive material is encountered.

If avoidance is not feasible, the Plan shall include culturally appropriate treatment measures, which may include, but are not limited to:

- Establishing construction monitoring activities for the duration of ground disturbing activities;
- Establishing protective buffers (consistent with the 50 foot halt distance) and any additional buffers recommended by the consulting Tribe(s) and archaeologist;
- Stabilization or in-situ preservation;
- Culturally appropriate documentation or heritage recovery;
- Confidentiality protection of Tribal Cultural Resource locations (sensitive location information shall be restricted to the City, the consulting Tribe(s), and qualified professionals with a demonstrated need to know);
- Access for Tribal practitioners and/or traditional use.
- Prohibition on photography, public dissemination, or testing of Native American human remains or associated funerary objects

unless expressly authorized by the consulting Tribe(s) and consistent with applicable law.

Work may resume in the halted area only after the City, in coordination with the consulting Tribe(s) and the qualified archaeologist, has reviewed and approved the Discovery Treatment Plan. The City shall complete its review within 7 calendar days of receipt of the Plan unless the City documents good cause for additional time and provides written notice to the consulting Tribe(s) and applicant. If the consulting Tribe(s) request additional measures, the City shall incorporate them unless the City documents why a requested measure is infeasible under applicable law.

Additional procedural clarifications:

- If human remains are discovered and are determined to be Native American, all handling and disposition shall follow CCR Section 15064.5, PRC Section 5097.98, Health and Safety Code Section 7050.5, and the protocols set forth in the Discovery Treatment Plan developed in consultation with the consulting Tribe(s) and, where applicable, the Most Likely Descendant (MLD). If reburial is part of the agreed treatment, reburial shall be conducted with appropriate dignity in a location agreed upon by the consulting Tribe(s) and the City, and the location of such reburial shall be kept confidential and protected from further disturbance to the extent permitted by law.

- The applicant shall maintain a record of all notifications, consultations, monitoring reports, Discovery Treatment Plans, and treatment actions and shall provide copies to the City and the consulting Tribe(s) upon request. A final monitoring/treatment report shall be prepared by the qualified archaeologist and Tribal monitor and submitted to the City and NAHC within 30 days of completion of mitigation activities. (Final EIR)

Mitigation Measure CUL-2 **Accidental Discovery, Human Remains.** (See above) (Draft EIR pages 4.3-11 and 4.3-12)

Findings: Based on the FEIR and the entire record before the City, the Planning Commsission finds that implementation of **Mitigation Measure TCR-1** and **Mitigation Measure CUL-2**, set forth above in Section 4.1.3, Cultural Resources, which is hereby adopted and incorporated into the proposed project, would avoid or substantially reduce the potentially significant environmental effects of the proposed project identified in the Final EIR to a less than significant level.

Facts in Support of Finding: Implementation of **Mitigation Measure TCR-1** and **Mitigation Measure CUL-2** would ensure that impacts to any archaeological resources or human remains discovered during project-related ground disturbing activities would be reduced to a less than significant level.

5.2 CUMULATIVE IMPACTS

An EIR is required to discuss the cumulative impacts of a project when the project's incremental effect is cumulatively considerable (*CEQA Guidelines* Section 15130[a]). "Cumulatively considerable" means that the incremental effects of the project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (*CEQA Guidelines* Section 15065[a][3]; PRC Section 21083[b][2]). Section 4.0, Setting, Impacts and Mitigation Measures, of the Draft EIR includes analyses of the cumulative impacts of the project in combination with those of reasonably foreseeable probable future projects. The cumulative impacts analysis in the Draft EIR is based on information provided by the City on currently planned, approved, or proposed projects and regional projections for the area. The findings in this section are based on the Draft EIR, the discussion and analysis in which is hereby incorporated in full by this reference. The City finds that the proposed project will not result in any cumulatively considerable impacts.

5.3 MITIGATION MONITORING

A Mitigation Monitoring and Reporting Program (MMRP) was prepared for the project and approved by the City (PRC, Section 21081.6, subd. [a][1]; CEQA Guidelines Section 15097). The City will use the MMRP to track compliance with project mitigation measures. The MMRP will remain available for public review during the compliance period.

5.4 SIGNIFICANT IRREVERSIBLE ENVIRONMENT EFFECTS

The CEQA Guidelines (Section 15126) require a discussion of the significant irreversible environmental changes that would be involved in a project should it be implemented. The irreversible and irretrievable commitment of resources is the permanent loss of resources for future or alternative purposes. Irreversible and irretrievable resources are those that cannot be recovered or recycled or those that are consumed or reduced to unrecoverable forms.

CEQA requires that EIRs assess whether the proposed project would result in significant irreversible changes to the physical environment. The CEQA Guidelines discuss three categories of significant irreversible changes that should be considered. Each is addressed below.

As mandated by the CEQA Guidelines, an EIR must address any significant irreversible environmental change that would result from project implementation. These may include current or future uses of non-renewable resources, and secondary growth-inducing impacts that commit future generations to similar uses. CEQA suggests that irretrievable commitments of resources should be evaluated to assure that such current consumption is justified. Each of these three categories is further detailed below.

The environmental effects of the proposed project are thoroughly discussed in the Draft EIR Section 4.0, Evaluation of Environmental Impacts, and summarized in the Executive Summary.

5.4.1 Changes in Land Use that Commit Future Generations

The approximately 6.54-acre project site consists of a total of 4 parcels and is currently developed with a commercial shopping center, much of which is currently underutilized. There are currently 9 operating businesses out of 17 spaces, including a bakery, a dog training business, a massage business, a hair salon, a pet shop, a nails and hair salon, a liquor store, a bingo business, and a bar. The project site is zoned as Neighborhood Mixed Low Density (NML) under the City's General Plan, which allows for both commercial and residential uses to be developed. However, the proposed project would use "Builder's Remedy" rights pursuant to the Housing Accountability Act (Government Code Section 65589.5) to develop eligible housing without a commercial component , rendering inapplicable the zoning and/or land use designation that would otherwise require a commercial component. In July 2023, prior to the City having a certified Housing Element, the Project Applicant submitted a full application to develop the project site with 115 residential townhomes. As discussed in Chapter 4.7 Land Use, the proposed project is otherwise generally consistent with the General Plan and is allowed under the Housing Accountability Act.

The developed project site and immediate area are surrounded by a mix of industrial, commercial, and residential development, and the site is designated as Neighborhood Mixed Low Density (NML), which is intended to help improve the pedestrian orientation of Livermore's neighborhoods by providing neighborhood commercial services within walking distance of existing residents and integrating housing with commercial development on a single site. Because the proposed project would be on an infill site in which a variety of land uses may be considered under the General Plan and Municipal Code, and because in the future, the project site could be rezoned and repurposed, in which case at the end of the useful life of the project the use could change, it would not commit future generations to similar uses. (Draft EIR page 6-2)

5.4.2 Irreversible Damage from Environmental Accidents

The project site was occupied by various commercial tenants, and a gasoline station which operated at the project site from approximately 1963 to 1988. Three underground storage tanks (two 10,000-gallon gasoline tanks and one 500-gallon waste oil tank) were removed from the project site by the early 1990s. The site underwent remediation, including soil excavations, and quarterly monitoring, and was granted a case closure in November 1994.[1] In addition, the project site is listed on the State Water Resources Control Board's GeoTracker database as a Cleanup Program Site related to a previous dry cleaner use that operated from approximately 1966 to 2010. The site is currently undergoing remediation in coordination with the State Water Board, which is described further in section 4.6, Hazards and Hazardous Materials, of this EIR. However, the project site is not included on the lists of hazardous material release sites compiled pursuant to Government Code Section 65962.5.[2]

As discussed in Section 4.6, Hazards and Hazardous Materials, the proposed project would be required to comply with identified City conditions of approval prior to the City's issuance of any building and safety permit (demolition or construction). Compliance with City conditions of approval

[1] AEI Consultants. 2012. Project No. 305144 Pages 17-18.

[2] California Environmental Protection Agency (CalEPA). 2024. Cortese List Data Resources. Website: https://calepa.ca.gov/sitecleanup/corteselist/ (accessed March 3, 2025).

and the regulations described in Section 4.6.2 of the Hazards and Hazardous Materials section, including OSHA and Cal/OSHA regulations, the California Fire Code, the California Health and Safety Code Division 20, Chapter 6.5, CCR, DOT, RCRA, and other federal, State, regional, and local regulations, are mandatory and would ensure that the proposed project would not create a significant hazard to the public or the environment associated with the routine transport, use, or disposal of hazardous materials by ensuring that these materials are properly handled during construction and operation of the proposed project. Compliance with City conditions of approval and the regulations described in Section 4.6.2 of the Hazards and Hazardous Materials section would also ensure that potential impacts related to spills, leaks, or improper disposal of hazardous materials that would be routinely handled during construction and operation of the project would be less than significant.

In addition, two mitigation measures, **Mitigation Measure HAZ-1** and **Mitigation Measure HAZ-2**, were identified to ensure potential impacts related to hazardous materials or contamination would be less than significant. To control the risk of releasing hazardous materials into the environment during demolition or renovation activities, Mitigation Measure HAZ-1 has been prescribed, which requires the hazardous building materials survey that is required by existing regulations and City conditions of approval prior to renovation or demolition activities include sampling and analysis for polychlorinated biphenyls. To reduce the potential impact and control the risk of releasing hazardous materials into the soils at the project site, a soil and groundwater management plan would be required under Mitigation Measure HAZ-2 prior to redevelopment of the project site to ensure that construction workers, the public, future occupants, and the environment would not be exposed to hazardous materials that may be present in the subsurface of the project site.

Overall, Section 4.6, Hazards and Hazardous Materials, concluded that impacts associated with hazards or hazardous materials would be less than significant with implementation of prescribed mitigation measures and compliance with identified conditions of approval. Therefore, implementation of the proposal project would not result in irreversible damage from environmental accidents. (Draft EIR pages 6-2 and 6-3)

5.4.3 Consumption of Non-Renewable Resources

Consumption of non-renewable resources includes increased energy consumption, conversion of agricultural lands, and lost access to mining reserves. As discussed in Section 3.2 of the Initial Study, Agricultural Resources, the State Department of Conservation designates the project site as “Urban and Built-Up Land”, and the project site is in an urbanized area of Livermore. Therefore, no existing agricultural lands would be converted to non-agricultural uses. In addition, as discussed in Section 3.12 of the Initial Study, Mineral Resources, the project site does not contain known mineral resources and does not serve as a mining reserve; thus, development of the proposed project would not result in the loss of access to mining reserves.

Construction of the proposed project would require the use of energy, including energy produced from nonrenewable resources. As discussed in Section 4.4, Energy, development envisioned under the proposed project would consume approximately 65,041 gallons of diesel fuel and approximately 20,738 gallons of gasoline during construction. Based on fuel consumption obtained from EMFAC2021, vehicle trips in Alameda County in 2026 will consume approximately 536 million

gallons of gasoline and approximately 156 million gallons of diesel. Therefore, construction of future development as envisioned under the proposed project would increase the annual construction -generated fuel use in Alameda County by approximately less than 0.1 percent for both diesel and gasoline fuel usage. As such, project construction would have a negligible effect on local and regional energy supplies. Furthermore, potential environmental impacts related to energy use during construction would be temporary and relatively small in comparison to Alameda County's overall use of the State's available energy resources. No unusual project characteristics would necessitate the use of construction equipment that would be less energy efficient than at comparable construction sites in the region or the State. In addition, construction activities are not anticipated to result in inefficient use of energy, as gasoline and diesel fuel would be supplied by construction contractors who would conserve the use of their supplies to minimize their costs on construction of the project. The proposed project would not cause or result in the need for additional energy facilities or an additional or expanded delivery system. For these reasons, fuel consumption during construction would not be inefficient, wasteful, or unnecessary and this impact would be less than significant.

Energy consumption would also take place during the operational period of the proposed project. As discussed in Section 4.4, Energy, the estimated potential increase in electricity demand associated with future development envisioned under the proposed project is 520,219 kWh per year. Total electricity consumption in Alameda County in 2022 was 10,395 GWh (10,395,384,395 kWh). Therefore, operation of the proposed project would increase the annual electricity consumption in Alameda County by less than 0.1 percent.

Electricity demand associated with future operations would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region. Furthermore, the proposed project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency. All future development would be required to adhere to all federal, State, and local requirements for energy efficiency, including the latest Title 24 and California Green Building Standards Code standards. Title 24 building energy efficiency standards establish minimum efficiency standards related to various building features, including appliances, water, and space heating and cooling equipment, building insulation and roofing, and lighting, which would reduce energy usage.

The increase in fuel use associated with the vehicle trips generated by the proposed project is estimated at 12,225 gallons of gasoline and 1,665 gallons of diesel fuel per year. Based on fuel consumption obtained EMFAC2021, vehicle trips in Alameda County in 2024 consumed approximately 536 million gallons of gasoline and approximately 156 million gallons of diesel. Therefore, vehicle trips associated with the proposed project would increase the annual fuel use in Alameda County by less than 0.1 percent for gasoline and diesel fuel usage.

Additionally, as discussed in Section 4.9, Transportation, the proposed project would not result in any significant impacts associated with vehicle miles traveled. Public transit facilities serve the project area, and bicycle and pedestrian facilities would be required to conform to City standards, which would also help to reduce the demand for travel by single -occupancy vehicles. As such, fuel consumption associated with vehicle trips generated by project operations would not be considered

inefficient, wasteful, or unnecessary in comparison to other similar developments in the region and this impact would be less than significant.

Further, the proposed project would not require the construction of major new pipelines to deliver energy or natural gas, as these services are already provided in the area. For all of these reasons, the proposed project would not result in a significant impact associated with the consumption of nonrenewable resources. (Draft EIR pages 6-3 through 6-5)

5.5 GROWTH INDUCEMENT

A project is typically considered growth inducing if it would foster economic or population growth or the construction of additional housing, if it would remove obstacles to population growth or tax community services to the extent that the construction of new facilities would be necessary, or if it would encourage or facilitate other activities that cause significant environmental effects.[3] Examples of projects likely to have significant growth-inducing impacts include extensions or expansions of infrastructure systems beyond what is needed to serve project-specific demand, and development of new residential subdivisions or industrial parks in areas that are currently only sparsely developed or are undeveloped.

As described in the Draft EIR, the proposed project would result in the demolition of the existing commercial buildings on the project site, the construction of 15 residential buildings totaling 115 units, pool area and associated pool equipment, and clubhouse buildings totaling approximately 1,577 square feet, landscaping, paseos, guest parking, and an interior park. The proposed project would also include new frontage improvements such as curb, sidewalk, gutter, and streetlights. Development of the proposed project is expected to result in an estimated population of 330 residents. However, as mentioned in Section 3.14, Population and Housing, of the Initial Study prepared for the proposed project, Livermore is expected to add 12,439 residents by 2040. Therefore, the proposed project would only represent 2.65 percent of Livermore's anticipated growth. Therefore, the proposed project would not directly or indirectly induce substantial population growth on the site or in the surrounding area through the increase in employment on the project site.

Additionally, the proposed project would consist of redevelopment of an existing urbanized site and would not require the extension of utilities or roads into undeveloped areas. Circulation improvements would be designed to City of Livermore (City) standards and would facilitate movement to and through the site, including access improvements to adjacent roadways and sidewalks. Due to the location of the project site and the presence of existing uses on and in the vicinity of the project site, construction of the proposed project would not induce unplanned growth in the area. Therefore, the growth that would take place as a result of the proposed project would not be substantial or adverse. (Draft EIR page 6-1)

[3] *CEQA Guidelines*. 2025. Section 15126.2(d).

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6.0 PROJECT ALTERNATIVES

Where a lead agency has determined that, even after the adoption of all feasible mitigation measures, a project as proposed will still cause one or more significant environmental effects that cannot be substantially lessened or avoided, the agency, prior to approving the project as mitigated, must first determine whether, with respect to such impacts, there remains any project alternatives that are both environmentally superior and feasible within the meaning of CEQA.

As noted under the heading "Findings Required under CEQA," an alternative may be "infeasible" if it fails to achieve the lead agency's underlying goals and objectives with respect to the project. Thus, "feasibility' under CEQA encompasses 'desirability' to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, and technological factors" of a project (City of Del Mar v. City of San Diego [1982] 133 Cal.App.3d 401, 417).

6.1 ALTERNATIVES CONSIDERED IN THE EIR

The CEQA Guidelines require that an EIR describe a reasonable range of alternatives that would feasibly attain most of the basic project objectives but would avoid or substantially lessen any of the significant environmental effects of the project, and then evaluate the comparative merits of such alternatives. (Guidelines §15126(a)).

6.2 FINDINGS REGARDING ALTERNATIVES

The No Project Alternative would have the least impact to the environment and would be the environmentally superior alternative. Under CEQA, if the No Project Alternative is the environmentally superior alternative, the EIR must identify an environmentally superior alternative from among the other alternatives (*CEQA Guidelines* Section 15126.6(e)(2)). While the No Project Alternative would be environmentally superior in the technical sense in that contribution to the aforementioned impacts would not occur, it would also fail to achieve any of the project's objectives. The No Project Alterative would not have any environmental impacts as the project site would not change. However, the No Project Alternative would allow the status quo to continue in which an underutilized commercial site would remain in place. This would not provide any residential units or diversify the City's housing stock. It would allow hardscape to remain in place, which would not create outdoor recreational opportunities in new open spaces. Allowing the existing development to remain would not better utilize an urban area in the City that is currently underutilized because it would not produce any housing that could address the housing shortage. Because it would not meet any of the City's objectives, the No Project Alternative is hereby rejected. The General Plan Compliant Alternative would result in similar environmental impacts as shown in Table 5.A of the Draft EIR. The General Plan Compliant Alternative, however, would have potentially greater impacts due to increased VMT and potential usage of natural gas. While this alternative has the potential to reduce some project-related environmental impacts, the proposed project itself does not have any significant and unavoidable impacts. The General Plan Compliant Alternative would achieve several, but not all, of the proposed project's objectives. It would provide housing on a desirable site and aid in diversifying the City's housing stock; however, it would deliver fewer units and could omit elements included in the proposed project, such as an open space component. Because this alternative would not achieve the City's housing and open space related objectives and

it would have similar environmental impacts but increased VMT, the General Plan Compliant Alternative is hereby rejected.

The Reduced Development Alternative would have lower environmental impacts as the proposed project and would meet most of the project objectives, just to a lesser degree given the smaller scale of the project since it would deliver fewer units. Because this alternative would not achieve the project objectives to the same degree as the proposed project, the Reduced Development Alternative is hereby rejected.

6.3 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Section 15126.6(e)(2) of the CEQA Guidelines requires that an environmentally superior alternative be identified from among the alternatives evaluated in the EIR. In accordance with CEQA Guidelines Section 15126.6(e)(2), if the environmentally superior alternative is the No Project alternative, the EIR shall also identify an environmentally superior alternative from among the other alternatives.

Among the development options, Alterative 3, the Reduced Development Alternative, is considered the environmentally superior alternative because it would reduce impacts to aesthetics, air quality, biological resources, cultural resources, energy, geology and soils, greenhouse gas emissions, hydrology and water quality, land use and planning, noise, population and housing, public services and recreation, utilities and service systems due to the reduced number of residential units developed compared to the proposed project.

7.0 INCORPORATION BY REFERENCE

These findings incorporate the text of the Final EIR for the Pacific and Livermore Townhomes Project by reference and in its entirety. Without limitation, this incorporation is intended to elaborate on the scope and nature of mitigation measures, the basis for determining the significance of impacts, the comparative analysis of alternatives, the determination of the environmentally superior alternative, and the reasons for approving the project in spite of the potential for associated significant impacts.

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8.0 RECIRCULATION NOT REQUIRED

No significant new information was added to the Draft EIR or the Final EIR as a result of the public comment process. The Final EIR responds to comments and clarifies, amplifies, and makes insignificant modifications to the Draft EIR. It does not identify any new significant effects on the environment or a substantial increase in the severity of an environmental impact requiring major revisions to the Draft EIR. Therefore, recirculation of the EIR is not required.

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9.0 RECORD OF PROCEEDINGS

Various documents and other materials related to the project constitute the record of proceedings upon which the City bases its findings and decisions contained herein. Those documents and materials are located in the offices of the custodian for the documents and materials, which is the City of Livermore Development Department, 1052 South Livermore Avenue, Livermore, California 94550.

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10.0 SUMMARY

A. Based on the foregoing Findings and the information contained in the record, the City has made one or more of the following Findings with respect to each of the significant effects of the project:

1. Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effects identified in the Final EIR.

2. Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other public agency.

3. Specific economic, legal, social, technological, or other considerations, make infeasible the mitigation measures or alternatives identified in the Final EIR that would otherwise avoid or substantially lessen the identified significant environmental effects of the project.

B. Based on the foregoing Findings and the information contained in the record, the City determines that:

1. All significant effects on the environment due to the approval of the project have been eliminated or substantially lessened where feasible.

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MITIGATION MONITORING AND REPORTING PROGRAM

This Mitigation Monitoring and Reporting Program (MMRP) was formulated based upon the conclusions of the Draft Environmental Impact Report (EIR) prepared for the Pacific and Livermore Townhomes Project (proposed project). The proposed project would result in demolition of two existing commercial buildings on the project site and construction of 15 residential buildings totaling 115 units and two recreational/support buildings (pool equipment and clubhouse buildings), landscaping, parking, paseos, and an interior park.

The MMRP presented in Table A is organized in a matrix format. The first column identifies the impact as outlined in the Draft EIR, and the second column identifies the mitigation measure that would be implemented for each project impact. The third column, titled "Implementation Responsibility," refers to the parties responsible for implementing the mitigation measures. The fourth column, "Timing," identifies when each mitigation measure must be implemented and when verification activities will occur. This may include specific project phases—such as prior to issuance of permits, before ground-disturbing activities begin, during active construction, or prior to the issuance of a certificate of occupancy. The fifth column, "Monitoring Responsibility," identifies the responsible party for overseeing implementation, which will ensure that the mitigation measure is implemented. The sixth column, entitled "Verification/Monitoring Action," describes the reporting or documentation required to demonstrate compliance, as well as the specific action that the responsible party must take to provide that documentation. The last column, entitled "Verification," provides space for the lead agency to confirm that each mitigation measure was fully implemented.

This MMRP has been prepared to comply with the requirements of State law (Public Resources Code Section 21081.6). State law requires the adoption of an MMRP when mitigation measures are required to avoid significant impacts. The MMRP is intended to ensure compliance during implementation of the proposed project. The MMRP must be adopted when the City Council makes a final decision on the project.

Table A: Mitigation Monitoring and Reporting Program

Impact Statement	Mitigation Measure	Monitoring and Reporting Program				Verification (Date and Initials)
		Implementation Responsibility	Timing	Monitoring Responsibility	Verification/ Monitoring Action	
4.1: AIR QUALITY						
Impact AIR-1: The proposed project would result in a potentially significant impact related to fugitive dust in excess of applicable air quality thresholds.	**Mitigation Measure AIR-1: Basic Best Management Practices.** In order to meet the Bay Area Air District (Air District) fugitive dust threshold, the following Basic Best Management Practices shall be implemented by the project applicant during all phases of the project construction period, including site preparation, demolition, grading, and vertical construction of residences: • All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day with additional watering as needed to prevent visible dust emissions from leaving the site. • All haul trucks transporting soil, sand, or other loose material off-site shall be covered. • All visible mud or dirt trackout onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. • All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph). • All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading, unless seeding or soil binders are used. • All excavation, grading, and/or demolition activities shall be suspended when sustained wind speeds exceed 20 mph	Project applicant and construction contractor	Prior to and during all phases of the construction period.	City of Livermore Planning Division	**Pre-construction:** Confirm construction plans include all required BMPs and signage. **During construction:** Conduct periodic field inspections to verify watering frequency, speed controls and posted speed signs, wind speed measurements, unpaved road stabilization, truck covering, wet vacuum street sweeping, trackout prevention, and suspension of work during high winds. • Verify complaint response actions within 48 hours. • Document compliance in inspection logs and final construction closeout records.	

Table A: Mitigation Monitoring and Reporting Program

Impact Statement	Mitigation Measure	Monitoring and Reporting Program				Verification (Date and Initials)
		Implementation Responsibility	Timing	Monitoring Responsibility	Verification/ Monitoring Action	
	averaged over a 1-minute period using an on-site anemometer located in an open area of the project site. • All trucks and equipment, including their tires, shall be washed off prior to leaving the site at an established and maintained stabilized, designated wheel-wash station near a site exit • Unpaved roads providing access to sites located 100 feet or farther from a paved road shall be treated with a 6- to 12- inch layer of compacted layer of wood chips, mulch, or gravel. Publicly visible signs with the telephone number and name of the person to contact at the City of Livermore regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's General Air Pollution Complaints number shall also be visible to ensure compliance with applicable regulations.					
Impact AIR-2: The proposed project would result in a potentially significant impact related to a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard.	**Mitigation Measure AIR-1** (see above)					

Table A: Mitigation Monitoring and Reporting Program

Impact Statement	Mitigation Measure	Monitoring and Reporting Program				Verification (Date and Initials)
		Implementation Responsibility	Timing	Monitoring Responsibility	Verification/ Monitoring Action	
Impact AIR-3: The proposed project would result in a potentially significant impact related to the exposure of sensitive receptors to substantial pollutant concentrations.	**Mitigation Measure AIR-2: Level 3 Diesel Particulate Filters.** During construction of the proposed project, the project contractor shall ensure all off-road, diesel-powered construction equipment of 50 horsepower or more used for the project construction meets, at a minimum, the California Air Resources Board Tier 2 emissions standards equipped with Level 3 diesel particulate filters or the equivalent.	Project applicant and construction contractor	Prior to and during Construction	City of Livermore Planning Division	**Prior to construction:** City shall review and approve a Construction Equipment Compliance Plan submitted by contractor that includes: a full inventory of all off-road diesel equipment less than 50 HP proposed for use on site; CARB-issued documentation confirming each unit meets Tier 2 standards and is equipped with VDECS or equivalent CARB-verified device; and identifying any backup or replacement equipment expected for use. Verify that the approved equipment list is incorporated into the contractor's construction schedule and site mobilization plans. Confirm that the contractor has established a record keeping system for daily, or at a frequency	

Table A: Mitigation Monitoring and Reporting Program

Impact Statement	Mitigation Measure	Monitoring and Reporting Program				Verification (Date and Initials)
		Implementation Responsibility	Timing	Monitoring Responsibility	Verification/ Monitoring Action	
					deemed necessary by the City, equipment use logs and verification certificates. **During construction:** Conduct periodic, unannounced field inspections to verify only equipment listed in the construction equipment compliance plan is operating on site, each equipment unit displays the required CARB verification levels or has documentation immediately available, and any replacement or newly mobilized equipment has received City approval with CARB documentation prior to operation. Review contractor's daily equipment logs documenting hours of use, equipment ID, engine tier, and VDECS type. Prohibit any non-compliant equipment until documentation is	

Table A: Mitigation Monitoring and Reporting Program

Impact Statement	Mitigation Measure	Monitoring and Reporting Program				Verification (Date and Initials)
		Implementation Responsibility	Timing	Monitoring Responsibility	Verification/ Monitoring Action	
					provided. Issue written correction notices for any violations and verify corrective action within 24 hours.	
4.2: BIOLOGICAL RESOURCES						
Impact BIO-1: The proposed project could potentially have a significant adverse impact on nesting birds	**Mitigation Measure BIO-1:** If project activities including tree removal, demolition, or construction take place during nesting bird season (February 1 to September 15), a qualified biologist shall conduct focused surveys for active nests within 5 days prior to the initiation of project-related activities. Surveys shall be conducted in all potentially suitable habitat on site and within 300 feet of the project site If a lapse in project-related activities of 7 days or longer occurs, another focused survey will be required before project activities can resume. If an active nest is found, the biologist shall consult with CDFW regarding appropriate action to comply with the Fish and Game Code of California. The qualified biologist shall observe any identified active nests for at least 30 minutes prior to the start of any construction-related activities to establish a behavioral baseline of adults and any nestlings. Once work commences, all active nests should be continuously monitored for a minimum of three consecutive workdays by the biologist to detect any signs of disturbance and behavioral changes as a result of project activities. Thereafter, monitoring may transition to once-daily checks if no signs of disturbance are	Project Qualified Biologist prior to ground disturbing activities.	5 days prior to ground disturbing activities if construction will take place during the nesting bird season (defined as February 1 through September 15). Continued monitoring if active nests are found.	City of Livermore Planning Division	**Prior to construction:** City to review biologist qualifications and confirm need for pre-construction surveys. **During construction if nests are found:** Qualified Biologist to conduct spot inspections; review daily monitoring logs, or at least a minimum of three consecutive days; confirm compliance with buffers and ESA fencing; verify any CDFW correspondence as needed. The biologist shall prepare a written survey memo documenting methods, species observed, and nest status, which shall be submitted to the City	

Table A: Mitigation Monitoring and Reporting Program

Impact Statement	Mitigation Measure	Monitoring and Reporting Program				Verification (Date and Initials)
		Implementation Responsibility	Timing	Monitoring Responsibility	Verification/ Monitoring Action	
	detected. In addition to direct impacts, such as nest destruction, nesting birds might be affected by noise, vibration, odors and movement of workers or equipment. If signs of disturbance and behavioral changes are observed at any time, the biologist shall direct the contractor to immediately cease work causing that behavioral change within the established buffer (noted below) and notify the City. The biologist shall contact the CDFW for additional guidance. Work may only resume once the biologist determines that the disturbance has ceased or the buffer has been expanded to eliminate the disturbance. Active nest sites and protective buffer zones shall be designated as "Environmentally Sensitive Areas" with orange ESA fencing at least 4 feet high around the buffer boundary, with signage every 50 feet indicating restricted access where no project-related activities or personnel may enter until the biologist determines that the young have fully fledged and will no longer be adversely affected by the project. These designated areas shall be protected during project activities by surrounding the nest site with a wildlife- safe fence or flagging barrier. The Qualified Biologist and/or Biological Monitor shall determine the necessary buffer distance to protect nesting birds based on existing site conditions (such as construction activity and line of sight). Buffer distance shall be increased to provide sufficient protection of nesting birds and their natural behaviors, as needed.				prior to the initiation of work. **Post-construction:** Biologist to determine that nests have fledged; verify removal of ESA fencing after authorization	

Table A: Mitigation Monitoring and Reporting Program

Impact Statement	Mitigation Measure	Monitoring and Reporting Program				Verification (Date and Initials)
		Implementation Responsibility	Timing	Monitoring Responsibility	Verification/ Monitoring Action	
Impact BIO-5: The proposed project would have a potential conflict with a local policy or ordinance protecting a biological resource.	**Mitigation Measure BIO-2:** Final landscape plans shall be submitted for approval and review by the City of Livermore Planning Division prior to issuance of any grading, trenching, encroachment, demolition, or building permit for development. Final landscape plans shall clearly identify all "protected trees," as defined in the Tree Protection Ordinance, and all trees to be removed from the project site and the size, location, type, value of trees and specify the species of all replacement trees and the required replacement ratio pursuant to the Tree Protection Ordinance. The plans shall also map all Tree Protection Zones and protective fencing.	Project applicant	Once, prior to issuance of grading, trenching, encroachment, demolition, or building permits.	City of Livermore Planning Division	**Plan Review:** Confirm submittal of final landscape plans prior to issuance of any ground-disturbing activities. **Verification:** Check plan details for accurate identification of protected trees (species, size, condition rating, and Tree Protection Zones), proposed removals (with justification and linkage to Tree Protection Ordinance), and required replacement plantings (including species, caliper size, and applicable replacement ratios). **Permit Clearance:** Approve plans before issuing permits allowing site disturbance. Review the final tree compliance letter prepared by the Qualified Arborist, confirming all required	

Table A: Mitigation Monitoring and Reporting Program

Impact Statement	Mitigation Measure	Monitoring and Reporting Program				Verification (Date and Initials)
		Implementation Responsibility	Timing	Monitoring Responsibility	Verification/ Monitoring Action	
					tree-protection measures were implemented, all allowed tree removals match the approved plans, all required tree replacements were installed as specified, and any mitigation fees or off-site plantings have been completed. Conduct final site inspection, if needed, to confirm same. Issue final clearance only after all tree-related mitigation and monitoring obligations have been satisfied.	
	Mitigation Measure BIO-3: The project applicant shall implement all tree protection measures listed in the Arborist Report (Appendix E) prepared for the project which are designed to help mitigate or avoid impacts to trees being retained. Measures shall be incorporated into project grading and construction plans prior to issuance of any permit. If the contractor believes a required tree-protection measure cannot be implemented due to site constraints, the contractor shall submit a written request to the City explaining the constraint, including input from a Qualified Arborist. Any alternative	Project Applicant/ Qualified Arborist/ Construction Contractor	Prior to and during all construction activities.	City of Livermore Community Development Department	**Prior to construction:** City and/or Qualified Arborist shall review and confirm in writing that all required TPZs, fencing details, and tree-protection measures are incorporated into approved construction documents. **During construction:** City and/or Qualified Arborist Conduct shall	

Table A: Mitigation Monitoring and Reporting Program

Impact Statement	Mitigation Measure	Monitoring and Reporting Program				Verification (Date and Initials)
		Implementation Responsibility	Timing	Monitoring Responsibility	Verification/ Monitoring Action	
	measure must be reviewed and approved in writing by the City prior to implementation.				conduct periodic field inspections at least once every 2 weeks and after any major grading or trenching activity within 25 feet of a protected tree to verify fencing, TPZ maintenance, avoidance of root disturbance, and implementation of any approved alternative measures. **Post-construction:** Within 10 days following completion of construction activities, the qualified arborist shall submit a final compliance memo to the City confirming that all tree protection measures were implemented and identifying any corrective actions taken.	

Table A: Mitigation Monitoring and Reporting Program

Impact Statement	Mitigation Measure	Monitoring and Reporting Program				Verification (Date and Initials)
		Implementation Responsibility	Timing	Monitoring Responsibility	Verification/ Monitoring Action	
4.3: CULTURAL RESOURCES						
Impact CUL-2: The project could result in a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.	**Mitigation Measure CUL-1: Unknown Archaeological Resources.** In the event that archaeological resources are discovered during excavation, grading, or construction activities, work shall cease within 50 feet of the find until a qualified archaeologist has evaluated the find in accordance with federal, State, and local guidelines to determine whether the find constitutes a "unique archaeological resource," as defined in Section 21083.2(g) of the California Public Resources Code (PRC). The Applicant and its construction contractor shall not collect or move any archaeological materials and associated materials. Construction activity may continue unimpeded on other portions of the project site. Any found deposits shall be treated in accordance with federal, State and local guidelines, including those set forth in PRC Section 21083.2, and shall be assessed, handled, and treated consistent with accepted standards, such as the Secretary of the Interior's standards and guidelines for archaeology and historic preservation. Prior to commencement of grading activities, the Director of the City of Livermore (City) Community Development Department, or designee, shall verify that all project grading and construction plans include specific requirements regarding California PRC (Section 21083.2[g]) and the treatment of archaeological resources as specified above.	Construction Contractor/Qualified Archaeologist	During all ground-disturbing activities if unknown archeological resources are found.	City of Livermore Community Development Department	**Prior to construction:** City to confirm grading/construction plans include work stop procedures for unknown archaeological find. Contractor shall maintain a log documenting attendance of all personnel at WEAP training and receipt and posting of ALERT sheet.	

Table A: Mitigation Monitoring and Reporting Program

Impact Statement	Mitigation Measure	Monitoring and Reporting Program				Verification (Date and Initials)
		Implementation Responsibility	Timing	Monitoring Responsibility	Verification/ Monitoring Action	
	Prior to initiation of ground-disturbing activities, the applicant shall retain a Secretary of the Interior qualified archaeologist to prepare an Archaeological ALERT Sheet summarizing the known or potential presence of archaeological resources in the project area. This shall include an overview of the site, description and photographs of potential archaeological materials, instructions detailing the protocols to be followed upon discovery, and contact info for the qualified archaeologist and City staff. The ALERT sheet shall be distributed to all construction personnel prior to ground disturbance activities as part of the Worker Environmental Awareness Program (WEAP) training. A copy of the ALERT sheet shall remain on site for the duration of ground-disturbing work. Prior to commencing ground-disturbing activities, all construction personnel shall attend mandatory WEAP training to be conducted by the qualified archaeologist and, if required, a representative designated by the Tribe. WEAP training shall include review of the ALERT Sheet, a discussion of resources that may be discovered, a discussion of procedures for unanticipated discovery of cultural resources, and an overview of the legal requirements.				**During construction if unknown discovery is made:** The contractor shall notify the City immediately. The Qualified Archeologist shall verify implementation of the work stoppage procedures and secure the area. The archaeologist shall prepare an evaluation report within 48 hours that summarizes findings, significance determination, and recommended treatment. The City shall maintain the report in the project record.	

Table A: Mitigation Monitoring and Reporting Program

Impact Statement	Mitigation Measure	Monitoring and Reporting Program				Verification (Date and Initials)
		Implementation Responsibility	Timing	Monitoring Responsibility	Verification/ Monitoring Action	
					Post-discovery: Within 5 business days of completion of treatment activities, the Qualified Archaeologist shall submit a final report to the City documenting the evaluation, treatment methods, recovered artifacts, and curation location. The City shall review for completeness and maintain the report pursuant to PRC §21083.2.	
Impact CUL-3: The project could disturb human remains, including those interred outside of formal cemeteries.	**Mitigation Measure CUL-2: Accidental Discovery, Human Remains.** In the event that human remains are encountered on the project site, work within 50 feet of the discovery shall be redirected and the County Coroner notified immediately consistent with the requirements of California Code of Regulations (CCR) Section 15064.5(e). State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code (PRC) Section 5097.98. If the remains are determined to be Native American, the County Coroner shall notify the Native American Heritage Commission (NAHC), which shall determine and notify a Most Likely Descendant	Construction Contractor/ Qualified Archaeologist/ County Coroner/ Tribal Representative	If remains are discovered monitoring would occur during ground disturbing activities.	City of Livermore Community Development Department	**Prior to construction:** City to confirm grading/construction plans include work stop procedures for unknown human remains. Contractor shall maintain a log documenting attendance of all personnel at WEAP training and receipt and posting of ALERT sheet. **During construction if unknown discovery is made:** The contractor	

Table A: Mitigation Monitoring and Reporting Program

Impact Statement	Mitigation Measure	Monitoring and Reporting Program				Verification (Date and Initials)
		Implementation Responsibility	Timing	Monitoring Responsibility	Verification/ Monitoring Action	
	(MLD). With the permission of the property owner, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC. If human remains are determined to be Native American, the MLD, in coordination with consulting Tribal representative(s) identified by the NAHC, shall have lead authority to recommend treatment. Consistent with CCR Section 15064.5(d), if the remains are determined to be Native American and an MLD is notified, the City of Livermore shall consult with the MLD as identified by the NAHC to develop an agreement for treatment and disposition of the remains. There shall be no scientific removal, pictures taken or invasive testing done on the Native American human remains or associated funerary objects without the express written consent of the MLD and the consulting Tribe(s). All bone, if not identifiable as human or animal, shall be treated as human remains and the appropriate protocols followed. Tribal representatives and the MLD, in consultation with the City and qualified archaeologist as necessary, shall determine reburial procedures for the Native American human remains and associated funerary objects with the appropriate dignity either. Reburial shall occur at a location agreed upon by the consulting Tribe(s) and the property owner that preserves access for descendant communities in perpetuity and avoids future disturbance.				shall notify the City immediately. The Qualified Archeologist shall verify implementation of the work stoppage procedures and secure the area. The archaeologist shall prepare an evaluation report within 48 hours that summarizes findings, significance determination, and recommended treatment. The City shall maintain the report in the project record. **Post-discovery:** Within 5 business days of completion of treatment activities, the Qualified Archaeologist shall submit a final report to the City documenting the evaluation, treatment methods, recovered artifacts, and curation location. The City shall review for completeness and maintain the report	

Table A: Mitigation Monitoring and Reporting Program

Impact Statement	Mitigation Measure	Monitoring and Reporting Program				Verification (Date and Initials)
		Implementation Responsibility	Timing	Monitoring Responsibility	Verification/ Monitoring Action	
	Records identifying TCR locations shall be kept confidential consistent with PRC § 5097.9 and other applicable law. Prior to the issuance of grading permits, the Director of the City of Livermore Community Development Department, or designee, shall verify that all grading plans specify the requirements of CCR Section 15064.5(e), State Health and Safety Code Section 7050.5, and PRC Section 5097.98, as stated above.				pursuant to PRC Section 5097.98.	
4.6: HAZARDS AND HAZARDOUS MATERIALS						
Impact HAZ-2a: Demolition or renovation activities may result in the release of PCBs into the environment	**Mitigation Measure HAZ-1: Hazardous Building Materials Survey.** Prior to issuance of demolition or renovation permits for existing structures, the project sponsor shall retain an Qualified Environmental Professional (QEP) meeting the minimum qualifications in 40 CFR 312.1 to prepare and sign a comprehensive Hazardous Building Materials Survey (HBMS) for the structures to be affected. The HBMS shall include: (1) identification and mapping of all suspected polychlorinated biphenyls (PCBs) containing equipment and materials (including but not limited to caulks, sealants, paints, mastics, and ballasts); (2) sampling and analysis following EPA Method 8082A or other applicable methods; (3) identification of all other hazardous building materials (e.g. ACM, LBP, mercury, universal wastes); and (4) regulatory triggers for local, State, and federal notification. The HBMS shall include detailed abatement specifications for the stabilization and/or removal of the identified	Project Applicant/ Qualified Environmental Professional	Prior to issuance of demolition or renovation permits for existing structures.	City of Livermore Community Development Department	The City shall: (1) review and approve the HBMS and abatement specifications for completeness prior to permit issuance; (2) conduct a site inspection, if necessary, to verify compliance; (3) confirm receipt and adequacy of the Final Abatement Completion Report; and (4) maintain all documentation in the project's environmental record. The City shall not issue demolition or renovation permits	

Table A: Mitigation Monitoring and Reporting Program

Impact Statement	Mitigation Measure	Monitoring and Reporting Program				Verification (Date and Initials)
		Implementation Responsibility	Timing	Monitoring Responsibility	Verification/ Monitoring Action	
	hazardous building materials in accordance with all applicable laws and regulations, including: (1) required worker protection and containment measures, (2) abatement contractor certifications, (3) disposal requirements for PCB bulk product and remediation waste pursuant to TSCA 40 CFR Part 761, and (4) transportation and disposal facility documentation. The abatement specifications shall be incorporated into the project's demolition plans. Prior to the start of demolition or renovation, the project sponsor shall implement the approved abatement specifications. Upon completion, the QEP shall prepare a Final Abatement Completion Report including: (1) waste disposal manifests, (2) air or wipe sampling results if required by TSCA, (3) photographs of completed abatement, and (4) certification that all identified hazardous materials were removed or managed according to applicable law. The City shall receive and approve this report prior to issuing any demolition or renovation permit.				until all requirements are met.	
Impact HAZ-2b: Subsurface hazardous materials may be released into the environment during construction and operation of the project.	**Mitigation Measure HAZ-2: Soil and Groundwater Management Plan.** The project sponsor shall engage with the appropriate regulatory agency (e.g., the San Francisco Bay Regional Water Quality Control Board [RWQCB] or Department of Toxic Substances Control [DTSC]) to provide oversight of: additional subsurface investigation at the project site, preparation and implementation of a Soil and Groundwater Management Plan (SGMP), and the implementation of remedial	Project Applicant/ Qualified Environmental Professional	Prior to issuance of demolition/ grading permits; during construction; and prior to approval of certificate of occupancy.	RWQCB or DTSC oversight in collaboration with City of Livermore Community Development Department	The City, in collaboration with regulatory agencies, shall: (1) review and confirm investigation reports, SGMP, and regulatory agency approvals; (2) confirm remedial action plan approval was received if required; (3) verify	

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Impact Statement	Mitigation Measure	Monitoring and Reporting Program				Verification (Date and Initials)
		Implementation Responsibility	Timing	Monitoring Responsibility	Verification/ Monitoring Action	
	actions, as necessary, at the project site. Copies of such correspondence shall be provided to the City. The additional subsurface investigation activities shall be conducted by a QEP and shall include additional investigation of potential contamination source areas to define the extent of subsurface contamination at the project site. The SGMP shall be prepared by a QEP and shall be submitted to the oversight agency for approval. The SGMP shall outline soil and groundwater management protocols that would be implemented during redevelopment of the project site. The SGMP shall be incorporated into the project's construction documents and shall include mandatory procedures to prevent exposure of construction workers, the public, future occupants, and the environment to subsurface contamination. The SGMP shall include, at a minimum, the following procedures to be implemented during construction: • Health and safety requirements for construction workers that may handle contaminated soil or groundwater • Guidelines for controlling airborne dust, vapors, and odors • Air monitoring requirements for volatile organic compounds (VOCs) during construction				receipt and adequacy of documentation of SGMP and RAP implementation; and (4) confirm completion of all required remedial actions before issuing certificate of occupancy.	

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Impact Statement	Mitigation Measure	Monitoring and Reporting Program				Verification (Date and Initials)
		Implementation Responsibility	Timing	Monitoring Responsibility	Verification/ Monitoring Action	
	• Regulatory notification requirements if undocumented contamination or features of environmental concern (e.g., underground storage tanks [USTs] or clarifiers/sumps/vaults and associated piping) are encountered • Inspection and sampling protocols for contaminated soil or groundwater by a qualified environmental professional λ Guidelines for groundwater dewatering, treatment, and disposal to ensure compliance with applicable regulations/permit requirements • Guidelines for the segregation of contaminated soil, stockpile management, characterization of soil for off-site disposal or on-site reuse, and importing of clean fill material • Contractor training and documentation requirements The report(s) documenting additional investigation activities and the SGMP shall be submitted to the regulatory oversight agency for review and approval. The applicant shall provide the City with written confirmation of agency approval prior to the City issuing demolition or grading permits for the project. If required by the oversight agency, the project sponsor shall prepare a Remedial Action Plan (RAP) identifying specific remedial measures, performance standards, cleanup levels, and verification sampling requirements. This may include, but would not necessarily be limited to, removal of hazardous materials					

Table A: Mitigation Monitoring and Reporting Program

Impact Statement	Mitigation Measure	Monitoring and Reporting Program				Verification (Date and Initials)
		Implementation Responsibility	Timing	Monitoring Responsibility	Verification/ Monitoring Action	
	containers/features (e.g., USTs, piping, clarifiers/sumps/vaults), removal and off-site disposal of contaminated soil or groundwater, in-situ treatment of contaminated soil or groundwater, or engineering/institutional controls (e.g., installation of vapor intrusion mitigation systems and establishing deed restrictions). The RAP must be approved in writing by the oversight agency, and a copy of the formal approval letters shall be provided to the City. If remedial actions are required for the project, the project sponsor shall submit to the City evidence of approval from the regulatory oversight agency for any proposed remedial action plans prior to the City issuing demolition, grading, or building permits that would be required for the remedial action. The project sponsor shall document the implementation of the SGMP during construction and the completion of remedial actions in an SGMP Implementation Log, including air monitoring records, soil/waste characterization data, stockpile logs, dewatering discharge documentation, and corrective actions taken. The project sponsor shall submit to the City a Final SGMP Implementation Report and Remedial Action Completion Report (if applicable) as evidence of approval from the regulatory oversight agency for the implementation of the SGMP and completion of any remedial actions prior to the City issuing a certificate of occupancy for the project site.					

Table A: Mitigation Monitoring and Reporting Program

Impact Statement	Mitigation Measure	Monitoring and Reporting Program				Verification (Date and Initials)
		Implementation Responsibility	Timing	Monitoring Responsibility	Verification/ Monitoring Action	
4.8: NOISE						
Impact NOI-1: The proposed project would result in potentially significant impacts related to construction noise levels in excess of existing ambient noise levels in the project vicinity.	**Mitigation Measure NOI-1: Construction Noise and Vibration.** Prior to issuance of grading permits, the City of Livermore (City) Director of Community Development Department, or designee, shall verify that grading and construction plans include the following requirements: • Construction equipment, fixed or mobile, shall be equipped with properly operating and maintained noise mufflers). The contractor shall maintain all such equipment in good working order and shall keep a maintenance and inspection log available for city review during construction. • Construction staging areas shall be located away from off-site sensitive uses, including residential uses located directly north of the project site, during the later phases of project development. • The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from noise-sensitive receptors nearest the project site. Equipment shall be located as far as feasible, but no closer than 100 feet to off-site residences. • The construction contractor shall use on-site electrical power sources to power equipment rather than diesel generators whenever electrical power is available within 100 feet of the equipment location. Diesel generators may only be used if the	Project Applicant and construction contractor	Prior to issuance of grading permits; during all construction activities.	City of Livermore Director of Community Development Department	The City shall review and approve construction plans to verify inclusion of all noise mitigation requirements prior to approval of grading permits. The City shall conduct periodic unannounced site inspections during construction to verify compliance with signage, equipment placement, mufflers, and generator restrictions; The City shall maintain a log of resolutions to noise complaints.	

Table A: Mitigation Monitoring and Reporting Program

Impact Statement	Mitigation Measure	Monitoring and Reporting Program				Verification (Date and Initials)
		Implementation Responsibility	Timing	Monitoring Responsibility	Verification/ Monitoring Action	
	contractor demonstrates in writing to the City that electrical power is not available. • A sign, legible at a distance of 50 feet, shall also be posted at the construction site. All notices and the signs shall indicate the dates, and duration of construction activities, as well as provide a telephone number for the "noise disturbance coordinator." • A "noise disturbance coordinator" shall be established. The disturbance coordinator shall be responsible for responding to any local complaints about construction noise within 24 hours, (2) documenting complaint details and corrective actions, and (3) providing a written summary. The disturbance coordinator shall determine the cause of the noise complaint (e.g., starting too early, bad muffler) and shall be required to implement reasonable measures to reduce noise levels. The City may halt work if repeated violations occur.					

Table A: Mitigation Monitoring and Reporting Program

Impact Statement	Mitigation Measure	Monitoring and Reporting Program				Verification (Date and Initials)
		Implementation Responsibility	Timing	Monitoring Responsibility	Verification/ Monitoring Action	
4.9: TRANSPORTATION						
Impact TRA-3: The proposed project could potentially increase hazards related to inadequate site access and circulation.	**Mitigation Measure TRA-1**: The proposed project would be required to adopt the recommendations outlined in the Transportation Analysis prepared for the proposed project including: • Include 25 feet of red curb to the west and 50 feet of red curb to the east of the driveway on Pacific Avenue and 20 feet of red curb to the south of the driveway on Dolores Street. • Include a turnaround space for residential guests at the end of the parking aisle in the southeast corner of the project site, adjacent to the EVA access on Dolores Street. • Provide a minimum of 29 short-term bicycle parking spaces for guest in well-lit, highly visible locations on site.	Project Applicant	Prior to issuance of grading permits; with inspection prior to issuance of certificate of occupancy	City of Livermore Director of Community Development Department	City to review final plans to ensure they include the recommended measures. City to inspect improvements prior to certificate of occupancy; verify red curb lengths, turnaround configuration, and bicycle parking installation.	
4.10: TRIBAL CULTURAL RESOURCES						
Impact TCR-1: The proposed project could potentially impact tribal cultural resources through unknown discovery of tribal cultural resources	**Mitigation Measure TCR-1 Unknown Tribal Cultural Resources.** In the event that unknown tribal cultural resources are discovered during ground-disturbing activities, work shall cease within 50 feet of the find until a qualified archaeologist has evaluated the find in accordance with federal, State, and local guidelines to determine whether the find constitutes a cultural resource of potential Native American origin. The contractor shall immediately notify the City, who shall then contact the Native American Heritage Commission (NAHC) and a	Construction Contractor/Qualified Archaeologist/Tribal Representative	During all ground-disturbing activities if unknown tribal cultural resources are found.	City of Livermore Community Development Department	**Prior to construction:** City to confirm grading/construction plans include work stop procedures for unknown Tribal Cultural Resources find. Contractor shall maintain a log documenting attendance of all personnel at WEAP training and receipt	

Table A: Mitigation Monitoring and Reporting Program

Impact Statement	Mitigation Measure	Monitoring and Reporting Program				Verification (Date and Initials)
		Implementation Responsibility	Timing	Monitoring Responsibility	Verification/ Monitoring Action	
	qualified archaeologist (meeting the Secretary of the Interior's Professional Qualifications Standards). In coordination with NAHC and the archaeologist, the City shall determine the appropriate Tribe(s) with cultural affiliation to the project area at the time of the find. If the City and consulting Tribe(s) determine that the discovery is a Tribal Cultural Resource, the applicant shall retain a Tribal representative, at the applicant's expense, to work with the qualified archaeologist to prepare a Discovery Treatment Plan. The Plan shall be developed in consultation with the consulting Tribe(s) and shall identify avoidance as the preferred mitigation strategy. If the Discovery Treatment Plan requires monitoring, avoidance, recovery, or other on-site treatment, the applicant shall fund a qualified Tribal monitor and any Tribal experts requested by the consulting Tribe(s). The plan shall specify the monitor's duties, working hours, and protocols, including stoppage authority for the monitor if sensitive material is encountered. If avoidance is not feasible, the Plan shall include culturally appropriate treatment measures, which may include, but are not limited to: • Establishing construction monitoring activities for the duration of ground disturbing activities; • Establishing protective buffers (consistent with the 50-foot halt distance) and any additional buffers recommended by the consulting Tribe(s) and archaeologist;				and posting of ALERT sheet. **During construction if unknown discovery is made:** The contractor shall notify the City immediately. The Qualified Archeologist shall verify implementation of the work stoppage procedures and secure the area. The archaeologist shall prepare an evaluation report within 48 hours that summarizes findings, significance determination, and recommended treatment. The City shall maintain the report in the project record. **Post-discovery:** Within 5 business days of completion of treatment activities, the Qualified Archaeologist shall submit a final report to the City documenting the evaluation, treatment methods,	

Table A: Mitigation Monitoring and Reporting Program

Impact Statement	Mitigation Measure	Monitoring and Reporting Program				Verification (Date and Initials)
		Implementation Responsibility	Timing	Monitoring Responsibility	Verification/ Monitoring Action	
	• Stabilization or in-situ preservation; • Culturally appropriate documentation or heritage recovery; • Confidentiality protection of Tribal Cultural Resource locations (sensitive location information shall be restricted to the City, the consulting Tribe(s), and qualified professionals with a demonstrated need to know); • Access for Tribal practitioners and/or traditional use. • Prohibition on photography, public dissemination, or testing of Native American human remains or associated funerary objects unless expressly authorized by the consulting Tribe(s) and consistent with applicable law. Work may resume in the halted area only after the City, in coordination with the consulting Tribe(s) and the qualified archaeologist, has reviewed and approved the Discovery Treatment Plan. The City shall complete its review within 7 calendar days of receipt of the Plan unless the City documents good cause for additional time and provides written notice to the consulting Tribe(s) and applicant. If the consulting Tribe(s) request additional measures, the City shall incorporate them unless the City documents why a requested measure is infeasible under applicable law. Additional procedural clarifications: If human remains are discovered and are determined to be Native American, all handling and disposition shall follow CCR Section				recovered artifacts, and curation location. The City shall review for completeness and maintain the report pursuant to PRC §21083.2.	

Table A: Mitigation Monitoring and Reporting Program

Impact Statement	Mitigation Measure	Monitoring and Reporting Program				Verification (Date and Initials)
		Implementation Responsibility	Timing	Monitoring Responsibility	Verification/ Monitoring Action	
	15064.5, PRC Section 5097.98, Health and Safety Code Section 7050.5, and the protocols set forth in the Discovery Treatment Plan developed in consultation with the consulting Tribe(s) and, where applicable, the Most Likely Descendant (MLD). If reburial is part of the agreed treatment, reburial shall be conducted with appropriate dignity in a location agreed upon by the consulting Tribe(s) and the City, and the location of such reburial shall be kept confidential and protected from further disturbance to the extent permitted by law. The applicant shall maintain a record of all notifications, consultations, monitoring reports, Discovery Treatment Plans, and treatment actions and shall provide copies to the City and the consulting Tribe(s) upon request. A final monitoring/treatment report shall be prepared by the qualified archaeologist and Tribal monitor and submitted to the City and NAHC within 30 days of completion of mitigation activities. **Mitigation Measure CUL-2 (see above).**					

IN THE PLANNING COMMISSION OF THE CITY OF LIVERMORE, CALIFORNIA

A RESOLUTION APPROVING VESTING TENTATIVE TRACT MAP (VTTM) 8701 - SUBDIVISION (SUB) 23-004 AND SITE PLAN DESIGN REVIEW (SPDR) 23-006 FOR THE PACIFIC AND LIVERMORE AVENUE TOWNHOMES PROJECT

The City received an application for a new residential development for the approximately 6.5-acre site currently occupied by two commercial buildings, which will be demolished. The proposed Project would result in the construction of 115 for-sale three and four-bedroom townhomes in 15 two- and three-story buildings, a clubhouse, pool area, and landscaped open space that includes an approximately 8,870 square foot interior park. Fifteen percent (17 units) of the townhomes will be low- and moderate-income units. The proposed Project would also include new pedestrian and vehicle access via existing streets, new internal roads, off-street parking spaces including guest, ADA, and EV spots, new flashing beacon at the north crosswalk at Palm and South Livermore Avenues, improved bicycle lane on South Livermore Avenue, striped parallel public parking, and a new bus shelter ("Project").

On December 16, 2025, the Planning Commission held a duly noticed public hearing to consider the Project and 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 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 with respect to Vesting Tentative Tract Map (VTTM 8701 - Subdivision (SUB) 23-004, the Planning Commission of the City of Livermore finds based on the information presented:

Findings for Vesting Tentative Map (VTTM) 8701 – Subdivision (SUB) 23-004:

1. The proposed map is consistent with the General Plan and any applicable specific plan, any policy or guideline implementing the General Plan (including the City's Design Standards and Guidelines), or other applicable provisions of this Development Code;

   Response: The Project is not consistent with the General Plan designation of Neighborhood Mixed-Use which requires that redevelopment of this site would require a mix of commercial use and residential use, with a density of 12-15 dwelling units per acre. The Project proposes only residential use with a density of 17.6 dwelling units per acre, and no commercial use. However, the Project's variations

from the applicable General Plan and Development Code standards are allowable under the Housing Accountability Act because this is a Builder's Remedy project. The City may not deny the Project due to this lack of consistency with the General Plan unless there are specific, adverse impacts to health or safety, of which there are none.

The Project is consistent with the City's Design Standards and Guidelines, however the height of some portions of the buildings exceeds the building height limit of the T4N zone by one-foot-eight inches, and the side street setback is greater than the max. Again, the City may not deny the Project due to this lack of consistency with the Zoning Code unless there are specific, adverse impacts to health and safety, of which there are none.

2. The site is physically suitable for the proposed type of development;

   Response: The 6.5-acre site is in central Livermore, in an area primarily consisting of residential, commercial, and institutional uses. The subject site is of adequate size, shape, and topography to accommodate the proposed development, including all required access, parking, landscaping, and utility infrastructure. The site is relatively flat and free of significant environmental constraints such as steep slopes, flood hazards, or unstable soils. Existing public services and infrastructure—including water, sewer, storm drainage, and roadways—are available and adequate to serve the proposed use without requiring significant off-site improvements.

3. The site is physically suitable for the proposed density of development;

   Response: The Project proposes 115 townhome units on a 6.54-acre site, resulting in a residential density of approximately 17.6 dwelling units per acre. The site is generally level, previously developed, and free of significant geologic, hydrologic, or topographic constraints that would preclude development at the proposed density. The site can accommodate the proposed number of units along with required infrastructure, including internal circulation, parking (268 spaces), open space (over 26,000 square feet), and stormwater management features. The Project includes adequate setbacks, landscaping, and emergency vehicle access, demonstrating that the proposed density can be physically supported on the site. The Project includes utility upgrades and connections to existing water, wastewater, and storm drainage systems, all of which have sufficient capacity to serve the proposed density without requiring substantial off-site improvements

4. The design of the subdivision or the proposed improvements will not cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat. Notwithstanding the foregoing, the Commission or Council may approve a tentative map if an Environmental Impact Report was prepared with respect to the Project and a statement of overriding considerations was made to the effect that specific economic, social, or other considerations make infeasible the mitigation measures or Project alternatives identified in the EIR

Response: The Final Environmental Impact Report (FEIR) prepared for the Pacific and Livermore Townhomes Project evaluated potential impacts to biological resources, including special-status species, nesting birds, and sensitive habitats. The Project site is in an urbanized area and is currently occupied by commercial buildings and surface parking. The site does not contain riparian habitat, wetlands, or other sensitive natural communities. No state or federally protected wetlands or waters were identified on the site. The FEIR identifies mitigation measures which require pre-construction nesting bird surveys and protective buffers if active nests are found. The Project would also remove existing trees, some of which are protected under the City's Tree Protection Ordinance, however replacement trees that are 47% native species will be planted in accordance with the required replacement ratios.

5. The design of the subdivision or the type of improvements will not cause serious public health problems;

   Response: The design of the subdivision and the types of proposed improvements of the Project would not cause serious public health problems. The current conditions, demolition phase, construction phase, and operational phase have been evaluated for their impacts. The Project site contains potential hazardous building materials (e.g., PCBs) and subsurface contamination from former uses. However, mitigation measures required by the FEIR require a Hazardous Building Materials Survey and a Soil and Groundwater Management Plan to ensure safe handling, removal, and disposal of any hazardous substances prior to and during construction. As conditioned, consistent with the FEIR, the Project would not result in serious public health problems to construction workers, future residents, or the surrounding community. Best management practices for dust control, noise from construction, pest control, and requirements for cleaner construction equipment are outlined in the Conditions of Approval, attached hereto as Exhibit A to this Resolution.

   The Project site is served by the Livermore-Pleasanton Fire Department, which will provide fire protection and emergency response services. The Project includes installation of 10 new fire hydrants, 4-inch fire service connections, and fire rescue ladder pads. Adequate turning radii and emergency vehicle access (EVA) routes are incorporated into the site design to ensure compliance with fire safety standards. Police protection services will continue to be provided by the City of Livermore Police Department. The Project will not trigger the need for new or expanded police facilities. The Project is in an urbanized area already served by existing patrol routes and emergency response infrastructure. The proposed Project includes adequate lighting, internal circulation, and visibility to support public safety.

6. The design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of property within the proposed subdivision. (The Commission or Council may approve a tentative map if it finds that alternative easements for access will be provided, and that these will be substantially equivalent to ones previously acquired by the public. This Subparagraph shall apply only to easements of record or to easements

established by judgment of a court of competent jurisdiction, and no authority is hereby granted to the Commission to determine that the public at large has acquired easements for access through or use of property within the proposed subdivision.); and

Response: The design of the subdivision and the type of improvements will not conflict with any easements acquired by the public at large for access through or use of the property within the proposed subdivision. All proposed improvements will occur within the boundaries of the Project site and will not interfere with any existing public easements or access rights. The Project will comply with all applicable City of Livermore requirements related to right-of-way dedication, utility easements, and frontage improvements

7. Any proposed phases and their proposed sequence of construction are identified on the submitted tentative map. The City may impose reasonable conditions relating to the filing of multiple final maps in conjunction with the approval of the tentative map (California Government Code Section 66456.1).

   Response: No specific phased development plan has been submitted with this tentative tract application. Therefore, all required improvements for this tentative map shall be constructed as one phase.

BE IT FURTHER RESOLVED with respect to Site Plan Design Review (SPDR) 23-006, the Planning Commission of the City of Livermore finds based on the information presented:

1. The proposed development will be permitted within the subject zone.

   Response: The proposed Project is not consistent with the existing zoning or General Plan land use designation, which require a mix of residential and commercial land uses. However, it cannot be denied on this basis under State law due to special provisions. The Project site is designated Neighborhood Mixed Low Density (NML) in the General Plan and zoned Neighborhood Mixed-Use (NMU), which typically requires a mix of residential and commercial uses. The proposed Project includes only residential townhomes and does not include a commercial component, making it inconsistent with the NMU zoning standards under normal circumstances. However, the applicant has invoked the "Builder's Remedy" provision of the Housing Accountability Act (Government Code Section 65589.5) because the City of Livermore did not have a certified Housing Element between January 31, 2023, to March 24, 2023, which is the period of time the applicant submitted their preliminary application. Therefore, the Project is allowed to proceed even though it does not conform to the zoning or General Plan, so long as it meets objective standards (to the extent they do not reduce or render infeasible the density that the project proposes) and qualifies as a housing development Project.

2. The proposed development will be designed such that:

a. The Project will not be detrimental to the public health, safety, or general welfare, and not detrimental to adjacent property;
b. Architectural design and functional plan of the structure(s) and related improvements are of reasonable aesthetic quality and compatible with adjacent developments;
c. Structure(s) and related improvements are suitable for the proposed use of the property and provide adequate consideration of the existing and contemplated uses of land and orderly development in the general area of the subject site; and
d. The Project's site plan and design is consistent with the City's Design Standards and Guidelines.

Response: The Project will be designed such that it will include improvements to public infrastructure, including sidewalks, stormwater systems, and emergency vehicle access routes. Fire protection will be provided by the Livermore-Pleasanton Fire Department, and police services will continue to be provided by the Livermore Police Department. The Project includes adequate access to emergency vehicles. The Project will comply with applicable building, fire, and health codes, and will be subject to review and approval by the City's Building Division, Fire Department, and Public Works Department. The Project site is surrounded by residential and civic uses. The proposed townhomes are compatible in scale and character with surrounding development and include appropriate setbacks, landscaping, and screening to buffer adjacent uses. The Project includes new fencing, lighting, and landscaping to ensure privacy and minimize potential nuisances to neighboring properties.

The architectural design and layout of the buildings and related improvements are of a high aesthetic quality and are compatible with adjacent developments, consistent with the City of Livermore's Design Standards and Guidelines. The Project includes a mix of two- and three-story townhome buildings with articulated façades, varied rooflines, and high-quality exterior materials that reflect the architectural character of some parts of the surrounding neighborhood. The two-story buildings are strategically located along the northern edge of the site to provide a compatible transition to adjacent single-family homes. In addition, a 50-foot setback is established throughout much of the northern boundary to provide a buffer between the Project and the existing residents to the north. The site plan incorporates pedestrian-friendly design features, including paseos, perimeter walkways, and a central open space area, consistent with the City's goals for walkable neighborhoods. The Project's landscape plan includes over 400 new trees, drought-tolerant plantings, and stormwater treatment areas that enhance the visual quality of the site and provide a buffer to adjacent uses. Lighting, fencing, and signage are designed to be unobtrusive and consistent with the residential character of the area. The Project avoids blank walls and includes human-scale design elements that contribute to a cohesive streetscape. The architectural plans have been reviewed by the Planning Commission and found them to be consistent with the City's adopted design principles, including those related to neighborhood compatibility, visual interest, and quality of materials.

The proposed Project includes the construction of 115 townhomes within 15

residential buildings, along with two recreational/support buildings, open space, landscaping, and internal circulation improvements. The structures and related improvements will have adequate infrastructure and access to support the proposed use. The Project includes connections to existing water, wastewater, storm drainage, and electrical systems, and incorporates new fire hydrants, emergency vehicle access, and pedestrian pathways.

The proposed Project has been reviewed for consistency with the City of Livermore's Development Code and Design Standards and Guidelines. Although the height is exceeded by anywhere between 1' 8" to 12' 8" in some parts of the site plan, and the side street setback exceeds the maximum, the Project is otherwise consistent with the building placement. The design of the Project is consistent with the Design Standards and Guidelines, which emphasize compatibility in building form, massing, materials, and articulation with surrounding development.

3. The proposed development is designed to include the following criteria, as applicable:

a. Compliance with Chapter 9.07 of the Development Code (Site Plan and Design Review), Municipal Code Title 15 (Buildings and Construction), and any other applicable City regulations and policies;
b. Efficient site layout and design;
c. Compatible and appropriate in scale to neighboring properties and developments.
d. Efficient and safe public access (both pedestrian and vehicular) and parking;
e. Appropriate and harmonious arrangement and relationship of proposed structures and signs to one another and to other development in the vicinity, based on good standards of design;
f. Appropriate relationship to land use and development of adjacent properties, including topographic and other physical characteristics of the land;
g. Proper site utilization and the establishment of a physical and architectural relationship to existing and proposed structures on the site;
h. Compatible architectural style with the character of the surrounding area, both to avoid repetition of identical design where not desired, and to ensure compatibility in design where desired;
i. Harmonious relationship with existing and proposed developments and the avoidance of both excessive variety and monotonous repetition;
j. Compatible in color, material, and composition of the exterior elevations to neighboring visible structures;
k. Appropriate exterior lighting which provides for public safety and is not of a nature that will constitute a hazard or nuisance to adjacent properties;
l. Compatible in scale and aesthetic treatment of proposed structures with public areas;
m. Appropriate open space and use of water efficient landscaping; and
n. Consistent with the General Plan and any applicable Specific Plan.

Response: The proposed Project complies with the Site Plan and Design Review and Buildings and Construction regulations, with exception to the previously

mentioned elements that make the Project inconsistent with height, side street setback, density, and absence of commercial use. However, the Housing Accountability Act allows for deviations from those regulations.

The Project's efficient site layout and design allow for appropriate circulation, parking, building placement, and open space. The Project is compatible with and appropriate in scale to neighboring properties and developments in that there are other two-and three-story multi-family type developments adjacent to and near the Project site. The Project design is in character with the surrounding area and incorporates colors, materials, and massing that are compatible with neighboring structures. The site design distributes buildings, parking, and open space appropriately and establishes setbacks to maintain a harmonious arrangement and relationship of proposed structures and public areas. The Project is mindful of the neighborhood character and utilizes designs that are not garish, too modern, or otherwise incompatible with the surrounding neighborhood. The proposed exterior lighting will be designed to avoid glare to neighboring residential developments while providing public safety. The proposed landscaping complies with the City's water efficient landscape ordinance and contains approximately 400 new trees, 47 percent of which are natives.

The proposed residential use is appropriate to the land uses and development of adjacent properties and appropriate to the relatively flat site. The Project is not fully consistent with the General Plan for the reasons stated above, however, due to provisions in the Housing Accountability Act, the Project must be approved unless the Project would cause a specific, adverse impact to public health or safety.

BE IT FURTHER RESOLVED that the Planning Commission of the City of Livermore has considered the Record Evidence and adopted a resolution certifying an Environmental Impact Report (State Clearinghouse No. 2025021071)..

BE IT FURTHER RESOLVED that the Planning Commission of the City of Livermore has considered the findings set forth above and adopts these findings as part of this resolution. Based upon the Planning Commission's independent review of the Record Evidence and considerations in accordance with the Housing Accountability Act, the Planning Commission approves Vesting Tentative Tract Map (VTTM) 8701 - Subdivision (SUB) 23-004 and Site Plan Design Review (SPDR) 23-006, subject to the Conditions of Approval attached hereto as Exhibit A for the Pacific and Livermore Avenue Townhomes Project, which is incorporated herein as though set forth in full.

BE IT FURTHER RESOLVED, that this Resolution shall go into effect immediately upon adoption.

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.

The Planning Commission's decision is subject to a 15-day appeal period in accordance with Livermore Development Code Chapter 9.15.

On the motion by Commissioner _____, seconded by Commissioner _____, the foregoing Resolution was passed and adopted at the Planning Commission meeting of December 16, 2025, by the following vote:

AYES:
NOES:
ABSENT:

Yolanda Fintschenko, Chairperson

by Stephen Riley, Planning Manager
Secretary to the Planning Commission

EXHIBIT A – Conditions of Approval

CONDITIONS OF APPROVAL

Vesting Tentative Tract Map (VTTM) 8701, Subdivision (SUB) 23-004
Site Plan Design Review (SPDR) 23-006

Pacific and Livermore Avenue Townhomes
Approved by Planning Commission December 16, 2025

Hearing to consider a new residential development for the approximately 6.5-acre site currently occupied by two commercial buildings, which will be demolished. The proposed project would result in the construction of 115 for-sale three and four-bedroom townhomes in 15 two- and three-story buildings, a clubhouse, pool area, and landscaped open space that includes an approximately 8,870 square foot interior park. Fifteen percent (17 units) of the townhomes will be low- and moderate-income units. The proposed project would also include new pedestrian and vehicle access via existing streets, new internal roads, off-street parking spaces including guest, ADA, and EV spots, new flashing beacon at the north crosswalk at Palm and South Livermore Avenues, improved bicycle lane on South Livermore Avenue, striped parallel public parking, and a new bus shelter.

Location: Northeast corner of Pacific Avenue and South Livermore Avenue
(APNs 98A-412-106-3, 98A-412-106-5, 98A-412-106-6, and 98A-412-106-8)

PROJECT AUTHORIZATION

1. This project shall be in conformance with all City Ordinances, rules, regulations, and policies. The conditions listed below are particularly pertinent to this permit and shall not be construed to permit violation of other laws and policies not so listed.
2. Approval is limited to the conformance of the land uses allowed in the Neighborhood Mixed Use zoning district of the Livermore Development Code and conformance with submitted development plans as conditioned herein. Use of the property shall be limited to those permitted by the Livermore General Plan
3. Tentative Tract Map 8791, Subdivision (SUB) 23-004 shall expire unless a final map is filed within two (2) years of City approval date, or an extension is submitted and approved by the City prior to the expiration of the vesting tentative tract map.
4. Site Plan Design Review (SPDR) 23-006 shall expire unless all necessary building and grading permits are acquired within two (2) years of City approval date, or an extension is submitted and approved prior to expiration of the site plan design review permit.

5. If entitlements expire, the redevelopment of the site shall be in conformity with the Neighborhood Mixed-Use zoning and the Livermore General Plan as it exists now or is amended in the future.
6. This Project has been submitted as an SB 330 Builder's Remedy application will be subject to any requirements under the Builder's Remedy provision.

PROJECT SPECIFIC CONDITIONS

Prior to approval of a Final Map, the applicant shall demonstrate conformance of the following conditions to the satisfaction of the Community Development Director:

1. The applicant shall respond in writing to all applicable conditions contained in this document and its attachments. Responses shall describe how the condition has been met and shall, where applicable, direct the plan checker to the page and/or drawing detail that demonstrates compliance with the condition. A copy of these responses shall be provided with each set of improvement plans.
2. The applicant shall print the Mitigation Monitoring and Reporting Program (MMRP) from the Environmental Impact Report for this project, attached hereto as exhibit B, on the Improvement Plans and Construction Drawings.
3. Subdivision improvement plans shall include irrigation and utility plans that indicate locations of above ground utilities, including street, pedestrian pathways, lights, backflow prevention devices, and irrigation control cabinets. Plans shall include screening measures such as landscaping, berms, and/or low walls.
4. The applicant shall submit a photometric plan that demonstrates project entryways meet the minimum one foot-candle light level requirement and 0.5 foot-candle light level requirement along pedestrian paths.
5. Area lighting shall be directed downward or employ control features to avoid light being directed offsite to adjacent neighbors along the northern boundary of the site, as well as avoid lighting the night sky.
6. Post-top light poles may not exceed 18 feet in height.
7. The landscape island north of building 10 shall be shifted approximately 50 feet to the west to help provide extra screening from vehicle headlights shining into the neighbors to the north.
8. The applicant shall provide the Covenants, Conditions and Restrictions (CC&Rs). Included in the CC&Rs shall be a statement that residents shall use the garages for parking their personal vehicles and not for storage of personal items that would preclude the parking of vehicles in the spaces.
9. The project shall provide 15% of the 115 units as affordable units (17 units total, of which 15 units shall be deed restricted to 80% of Area Median Income (AMI) (low income) and 2 units shall be deed restricted to 120% of AMI (moderate income) as shown on the Approved Plans.

10. The existing bus stop on the north side of Pacific Avenue shall be upgraded to include a shelter. The shelter shall be installed at the expense of the applicant and dedicated to the Livermore-Amador Valley Transportation Authority (LAVTA) for future maintenance. Improvement Plans shall show the existing location and include the LAVTA-provided bus shelter specifications.
11. A new rectangular rapid flashing beacon shall be installed at the applicant's expense at each end of the northern crosswalk across South Livermore Avenue at Palm Avenue.
12. The applicant shall re-stripe the project frontage according to the attached Exhibit C at the applicant's expense.
13. The applicant shall stripe parallel parking on the project frontages in accordance with Livermore Development Code parking dimensions in section 4.04.070 on South Livermore Avenue, Pacific Avenue, and Dolores Street in appropriate sections (where red curb is not required by the Engineering Division).
14. The applicant shall provide the proposed interior street names consistent with the City's street naming conventions (Resolution No. 372-91).
15. All trees adjacent to public infrastructure shall use control features such as root barriers and engineered soils to prevent infrastructure damage, as approved by the Community Development Department Director
16. The applicant shall demonstrate compliance with the City's Water Efficient Landscape Ordinance.
17. The applicant shall provide details of all site furnishings and shade structures on the landscape plans. Amenities shall include at least those identified in the entitlement plans but could include additional amenities, to the satisfaction of the Community Development Director.

<u>Prior to issuance of a Demolition permit, the applicant shall demonstrate conformance to the following requirements to the satisfaction of the Community Development Director:</u>

1. Developer shall contact Alameda County Vector Control (510-567-6800) to visit the site and provide recommendations. Based on the County's recommendations, the Developer shall hire a licensed pest control company to implement the pest/rodent control measures.
2. A pest/rodent clearance letter from a licensed pest control company shall be submitted to the Planning Division prior to issuance of a demolition permit.
3. The site shall be monitored for signs of rodent/pest activity for a minimum of 30 days following demolition. If pest/rodent activity is observed, additional treatment shall be conducted by a licensed pest control operator, and subsequent clearance letters shall be submitted to the Planning Division.

Prior to issuance of a Building Permit, the applicant shall demonstrate conformance to the following conditions to the satisfaction of the Community Development Director:

1. The applicant shall respond in writing to all conditions contained herein and in attachments to this document. Responses shall clearly describe how each condition has been met. When the response references construction drawings, the page number and detail reference, if applicable, shall be noted.
2. The applicant shall print the Mitigation Monitoring and Reporting Program MMRPs attached hereto as exhibit B on the Building Permit Plans.
3. The applicant shall obtain City of Livermore Commission for the Arts approval for all proposed public art and shall provide proof of approval to the satisfaction of the Community Development Department Director. The art shall be installed prior to occupancy of buildings four and five, of as shown on the approved plans.
4. Transferable Development Credit (TDC) regulations and TDC fees shall be applied to the project and paid by the applicant, consistent with Livermore Development Code Sect4 and 5.060.
5. Proposed trees shall be comprised of 47% or more native species.
6. All project appliances shall be electric (no gas connections allowed), as set forth in the Green Building Standards Code, Section 15.26.190 of the Livermore Municipal Code.
7. The applicant shall show how guest bicycle parking spaces meet the Livermore Development Code section 4.04.030 with a minimum of one space per four units. Bicycle racks shall be “staple” style and provide required clearances.
8. The applicant shall show a wood fence with lattice over solid board on both sides of the fence, along the inbound northern boundary of the site and directly abutting the existing masonry wall. The fence shall be six feet tall including the lattice top.

GENERAL CONDITIONS OF APPROVAL

1. Development shall conform to the plans designated by the City as “Approved Plans”. Approved plans shall include but are not limited to subdivision, landscape, and architectural plans reviewed and approved by the Planning Commission and amended by the applicant to reflect any changes indicated above in the Project Specific Conditions or required by the City in the approval process. The applicant shall submit any required amended plans to the Community Development Department within 90 days of project approval.
2. The Developer shall pay the processing and development impact fees applicable City-wide that are in effect at the time of Building Permit submittal. Payment for said fees shall be made prior to issuance of any building permits. The Developer shall pay the processing and development impact fees applicable City-wide that are in effect at the time of preliminary application in March of 2023, including any

built-in escalators, if those escalators are applicable. Payment for said fees shall be made prior to issuance of any building permits.

3. The Community Development Department may approve minor amendments to the permit, provided that the permit is still in substantial conformance with the original approval.
4. Approval of Subdivision 23-004 and Site Plan Design Review 23-006 entitlements is not an authorization to commence construction. Building construction, alterations, repairs, sign erection, or occupancy shall not be permitted without prior approval of the Building Division through issuance of any required permits.
5. The project shall be subject to the Mitigation Monitoring and Reporting Program of the Environmental Impact Report attached hereto as Exhibit B.
6. All construction activities shall be subject to the Livermore Municipal Code Section 9.36.080 requirements related to construction noise. The applicant shall provide notice of these requirements on all construction plan sets.
7. The project applicant and/or contractor shall treat any human remains encountered during ground-disturbing activities in accordance with California Health and Safety Code Section 7050.5.
8. To the extent permitted by law, the project applicant shall defend, indemnify and hold harmless the City, its City Council, its officers, boards, commissions, employees and agents from and against any claim, action, or proceeding brought by a third party against the indemnified parties and the applicant to attack, set aside, or void the approval of the project or any permit authorized hereby for the project, including (without limitation) reimbursing the City its attorney's fees and costs incurred in defense of the litigation. The City may, in its sole discretion, elect to defend any such action with attorneys of its choice.

ENGINEERING DIVISION

1. Development shall conform to the attached Engineering Considerations, dated December 1, 2025 (Exhibit A).

BUILDING DIVISION

1. Project shall conform to California Codes adopted at time of Building Permit submittal.
2. Fees will be calculated using the fee schedule in effect at the time of preliminary application; the Developer shall pay the processing and development impact fees applicable City-wide that are in effect at the time of preliminary application in March of 2023, including any built-in escalators, if those escalators are applicable.

FIRE DEPARTMENT (925) 454-2361

The Fire Prevention Bureau reviews building/civil drawings for conceptual on-site fire mains and fire hydrant locations only. Plan check comments and approval DO NOT include: 1) Installation of the on-site fire mains and fire hydrants. Specific installation drawings submitted by the licensed underground fire protection contractor shall be submitted to the Fire Prevention Bureau for approval; and 2) Backflow prevention or connections to the public water mains.

1. FIRE HAZARDS: The project developer shall keep the site free of fire hazards from the start of lumber construction until the final inspection.
2. FIRE CODE: All construction shall conform to the requirements of the Livermore Fire Code and local ordinances adopted at time of Building Permit submittal. All required permits shall be obtained prior to work commencement.
3. SITE SAFETY: Site safety during construction shall be in accordance with Fire Code chapter 33.
4. FIRE CODE: All construction shall conform to the requirements of the Livermore Fire Code and local ordinances adopted at time of Building Permit submittal. All required permits shall be obtained prior to work commencement.
5. EMERGENCY RESPONDER RADIO: Emergency responder radio coverage shall be provided in accordance with section 510 of the Fire Code.
6. FIRE PROTECTION FACILITIES: Prior to any construction framing, the applicant shall provide adequate fire protection facilities, including, but not limited to a water supply and water flow in conformance to the City's Fire Department Standards able to suppress a major fire.
7. WATER FLOW AND CONTROL VALVES: All fire sprinkler system water flow and control valves shall be complete and serviceable prior to final inspection. Prior to the occupancy of a building having a fire alarm system, the Fire Department shall test and witness the operation of the fire alarm system.
8. ELECTRICAL CONDUIT: Electrical conduit shall be provided to each fire protection system control valve including all valve(s) at the water connections. The Livermore-Pleasanton Fire Department requires electronic supervision of all valves for automatic sprinkler systems and fire protection systems.
9. LISTED: All commercial, industrial, and multi-family residential occupancies shall have valve tamper and water flow connected to a listed Central Station Service in accordance with NFPA 72. Fire Department plan check includes specifications, monitoring, installation, and alarm company certificates. Fire alarm control panel

and remote annunciation shall be at location(s) approved by the Fire Prevention Bureau. All systems shall be point identified by individual device and annunciated by device type and point.

10. HAZARDOUS MATERIALS: Should any operation or business activity involve the use, storage or handling of hazardous materials, the firm shall be responsible for contacting the Livermore-Pleasanton Fire Department prior to commencing operations. Please contact the Hazardous Materials Coordinator at 925/454-2361.

11. FIRE HYDRANTS: Fire hydrants shall be installed at spacing not greater than 300 feet in industrial and commercial developments.

12. FIRE LANE MARKING: On-site access ways, turn arounds, and internal drives shall be designated as fire lanes and identified as such by red curb striping and posted with signs at locations approve by the Fire Department. Signs shall be according to State standards and read “No Parking – Fire Lane” and must be shown on the plans. The red curb striping, sign location(s), and sign language shall be included in the building permit submittal for review and approval by the Livermore-Pleasanton Fire Department prior to building permit issuance.

    a. The following schedule for NO PARKING signs shall apply:

Width	*Requirements*
36 feet or greater	No requirements
Between 28 and 36 feet	Post one side
Between 20 and 28 feet	Post both sides
Less than 20 feet	Not permitted
Cul-de-Sac	Not permitted

13. EMERGENCY VEHICLE ACCESS ROADS: Access roads shall have 13 feet, 6 inches unobstructed vertical clearance, 20 feet of unobstructed width (26 feet where occupied building floors exceed 30 feet height), and inside turning radius of 31 feet and outside turning radius of 51 feet. Unobstructed shall mean a clear travel way, excluding parking width, and designed for an emergency vehicle weight of 70,000 pounds under all weather conditions. Unobstructed width shall not include the width of rolled curbs, sidewalks, or non-drivable surfaces. All exterior portions of buildings must be within 200 feet of an access road. Yard and parking area may be able to be located farther than 200 feet from access roads, depending on the specific use.

14. FIRE VEHICLE TURNAROUNDS: Where Fire Department vehicle access through or around a site involves changes in direction or curves, inside radius of 45 feet and outside radius of 55 feet shall be provided to facilitate fire truck turning radius for entry and exit from the site. Dead-end access ways and internal drives shall not exceed 300 feet in length and shall terminate in cul-de-sacs no less than 96 feet in diameter or hammer-head (tee). Standards and options are available through the Livermore-Pleasanton Fire Department, Fire Prevention Bureau.
15. PREMISES IDENTIFICATION: Address numbers shall be installed on the front or primary entrance for all buildings. Minimum building address character size shall be 12-inch high by 1-inch stroke. In all cases address numerals shall be of contrasting background and clearly visible in accordance with the Livermore-Pleasanton Fire Department Premises Identification Standards. This may warrant field verification and adjustments based upon topography, landscaping or other obstructions.
16. RESIDENTIAL – NEW CONSTRUCTION: The following items shall be provided prior to any construction above the foundation or slab.
    a. Emergency vehicle access shall be provided to the site (tract), including areas where construction is occurring.
    b. Designated construction material storage and construction worker parking shall not obstruct the emergency vehicle access route(s).
    c. On-site fire hydrants shall be in service. Fire hydrants shall be flushed and all valves open.
17. FINAL INSPECTION: Prior to request for final inspection, all access roads, on-site access and fire hydrants shall be provided. All fire hydrants shall be accepted, inspected and tested to applicable City Standards.

PACIFIC GAS AND ELECTRIC

1. Development shall conform to the attached letter dated July 31, 2023.

Attachments:

1. Pacific Gas and Electric letter dated July 31, 2023

Exhibits:

A. Engineering Considerations, Dated December 10, 2025

B. MMRP from the Environmental Impact Report

C. Street improvements on South Livermore Avenue

DATE: December 10, 2025

ENGINEERING CONSIDERATIONS - EXHIBIT "A"

(Subject to revision prior to final approval by Planning Commission)

TENTATIVE TRACT: 8701 (SUB23-004) (SPDR23-006)

LOCATION: 2390 Pacific Avenue

APPLICANT: Swensen Builders

Note: Special conditions are shown in standard type. Standard conditions that apply to this project are shown in italics. In addition, standard conditions of approval for this project are listed in Section II of the Development Plan Check and Procedures Manual.

1. DEFINITIONS

For the purpose of this agreement, the following words shall have the meanings respectively ascribed to them by this section:

Developer :	*Person(s) or Corporation(s) signing final map(s) and subdivision agreement(s)*
Improvement Plans:	*Construction drawings for required public and private improvements*
Services:	*Utility lateral, or any portions of a conduit cable or duct, between a utility distribution line and the site it serves*
Project:	*The work to be performed by Developer*

2. VESTING TENTATIVE MAP

Approval or conditional approval of this vesting tentative map shall not limit the City Engineer's ability to require workable designs on future grading and improvement plans based upon these Engineering Considerations and the City's standard engineering specifications and details

3. GENERAL

The project shall be in conformance with all City Ordinances, rules, regulations, and policies. The conditions listed below are particularly pertinent to this permit and shall not be construed to permit violation of other laws and policies not so listed.

All required improvements shall be constructed prior to occupancy of the new residential units on this site.

A. IMPROVEMENT PLANS - Exhibit A-1

An engineered improvement plan shall be prepared by the Developer for approval by the City's Departments (including the Community Development, Public Works, Fire, and Police Department), which shall include, but not necessarily be limited to, existing site conditions, dedications, grading plans, street design and grades, curb, gutter, sidewalk and driveway grades, and type, size and location of all public works improvements as herein required. Approval of this tentative map does not constitute approval of the details shown thereon. If there is any conflict between the tentative map and these Engineering Considerations, the Engineering Considerations shall govern.

No specific phased development plan has been submitted with this tentative tract application. Therefore, all required improvements for this tentative map shall be constructed as one phase. A phased map could only be considered if a specific phasing plan is submitted for consideration as a tentative map amendment.

B. STANDARDS FOR IMPROVEMENT PLANS AND MAPS

All improvement plans and maps shall conform to the following City of Livermore documents except as modified by these engineering considerations:

1. *City of Livermore Standard Specifications and Details – Current edition*
2. *Development Plan Check and Procedures Manual – Current edition*

Completed final map and improvement plan checklists from the manual entitled "City of Livermore, Development Plan Check and Procedures Manual" shall be submitted with the first plan check submittal for each phase.

C. STANDARD CONDITIONS OF APPROVAL IN THE DEVELOPMENT PLAN CHECK AND PROCEDURES MANUAL

All of the standard conditions of approval for subdivisions and major projects as listed in Part II of the City of Livermore Development Plan Check and Procedures Manual apply except for the following: B-7, B-9, B-12, B-13, B-14, C-8, C-9, C-11, C-12, C-13, C-14, C-16, C-17, C-18, C-23, J-1, J-2, L-1, L-2, L-3.

D. WORK IN OTHER JURISDICTIONS

The Developer is responsible for obtaining permits and approvals for construction work and property acquisition that are required by agencies other than the City of Livermore.

4. STREETS

A. SPECIFIC REQUIREMENTS:

The Developer shall offer easements and dedications for, and shall improve his share of the ultimate street widths for the following named streets in accordance with the City's General Plan:

South Livermore Avenue

South Livermore Avenue is a major street in the General Plan. Along the project frontage the street is at its ultimate width. Because the driveway to the property is being eliminated on South Livermore Avenue, the Developer shall reconstruct the curb, gutter and sidewalk at this location. Class 2B bike lane striping shall be added to continue the existing bike lane through the eliminated driveway. Bike lane buffer shall be added to the north of Palm Avenue along the project frontage. The left turn lane into the site shall be restriped to eliminate turning movements into the site at this location.

In order to enhance pedestrian safety at the intersection with Palm Avenue, the Developer shall reconfigure the signing and striping at this intersection to include a high visibility crosswalk, yield lines with advanced warning signs and rectangular rapid flashing beacons. Final design of the intersection improvements shall be subject to approval by the City's Transportation Engineer.

The Developer shall also remove existing red curb and modify striping along South Livermore Avenue to add parallel parking along the project frontage.

South Livermore Avenue along the tract boundary shall be given a 1-1/2" A.C. overlay across the full width. At minimum, overlay limits shall begin at 8th Street and terminate at the most southern curb return at Carmen Avenue. Key cutting will be required at the conform points and along the gutter. The Developer shall also upgrade any curb ramps within and adjacent to the overlay limits to meet current ADA compliance.

Pacific Avenue

Pacific Avenue is a local street that is fully built out along the project frontage. The Developer shall also modify striping along Pacific Avenue to add parallel parking along this frontage. Pacific Avenue along the tract boundary shall be given a 1-1/2" A.C. overlay across the full width. At minimum, overlay limits shall begin at South Livermore Avenue and terminate at the eastern curb return at Dolores Street. Key cutting will be required at the conform points and along the gutter. The Developer shall also upgrade any curb ramps within and adjacent to the overlay limits to meet current ADA compliance.

To provide a covered shelter for public transit users the Developer shall install a bus shelter in the vicinity of the current bus stop on Pacific Avenue subject to the review and approval of the Livermore Amador Valley Transit Agency (LAVTA).

Dolores Street

Dolores Street is a local street that is fully built out along the project frontage. The Developer shall also modify striping along Dolores Street to add parallel parking along this frontage. Dolores Street along the project boundary shall be given a 1-1/2" A.C. overlay across the full width. At minimum, overlay limits shall begin at Pacific Avenue and terminate at the northern project boundary. Key cutting will be required at the conform points and along the gutter. The Developer shall also upgrade any curb ramps within and adjacent to the overlay limits to meet current ADA compliance.

Interior Streets

The interior streets shall be a private streets comprised of a varying widths with no on-street parking except where guest parking stalls are located per the tentative map. This private street shall be maintained by the Homeowners Association for the project.

Interior Streets A and B shall have a curb to curb width of 26' with no parking on either side.

Interior Street C shall have a curb to curb width of 26' with no parking on either side and a 5.5' sidewalk along one side.

Interior Street D shall have a curb to curb width of 26' with an additional 17' of perpendicular parking on one side.

Interior Street E shall have a curb to curb width of 24' with no on-street parking.

Emergency Vehicle Access

To provide access to the site for emergency vehicles, the Developer shall install modified curbs and gutters on South Livermore Avenue and Dolores Street as shown on the tentative map. The Developer shall design and construct these emergency vehicle access points to withstand a vehicle loading of 75,000 lbs. The Developer shall also design and construct a portion of the interior streets as an emergency vehicle access to withstand the same vehicle loading. An Emergency Vehicle Access Easement (EVAE) shall be dedicated to the City on the final map over these access driveways and interior streets where the EVAE will be located.

Additionally, prior to the start of framing for any buildings, full street sections shall be installed to provide access for emergency vehicles during construction of the buildings. Full street sections shall include installation of fire hydrants, utilities and curb and gutters, unless otherwise approved by the City Engineer and Fire Marshall.

5. TRAFFIC SIGNALS – Not Used

6. TRAFFIC IMPACT FEE CREDITS AND REIMBURSEMENTS: - Not Used

7. SANITARY SEWERS

Sewer shall be extended across all frontages of each phase.

Sewer laterals with cleanouts behind the curb shall be installed to each lot or site before the streets are surfaced.

8. STORM WATER DRAINAGE AND TREATMENT REQUIREMENTS

A. General

1. This site is subject to the National Pollutant Discharge Elimination System (NPDES) Program. Prior to the issuance of the initial grading or building permit, the Developer shall provide evidence that the site is covered by the statewide General Permit to Discharge Storm Water associated with construction activity. This requires confirmation that a Notice of Intent (NOI) and the applicable fee was sent to the State Water Resources Control Board. In addition, the grading plans need to state: "All grading shall be in accordance with the Storm Water Pollution Prevention Plan prepared by the Developer per the Notice of Intent on file with the State Water Resources Control Board".

2. Necessary interceptor ditches shall be concrete. Field inlets and storm drainage pipe may be necessary in conjunction with concrete interceptor ditches as secondary drainage releases. All interceptor ditches shall be privately maintained.

Per the City's Facilities Planning Guidelines (dated June 2005), the flows must have the following characteristics:

> *For a 10-year design discharge: a hydraulic grade line (HGL) is no higher than 1.25 feet below the top of curb elevation at any manhole or inlet.*
>
> *For a 100-year design discharge: a HGL does not exceed the top of curb elevation.*

For additional detail on these guidelines, the applicant should refer to the following resources: City of Livermore Storm Drain Master Plan & City of Livermore Facilities Planning Guidelines (both available at the Engineering counter at City Hall).

Since the Developer has chosen to build private streets, the storm drain system will be privately owned and maintained by a homeowner's association and maintained to the property line. In order to differentiate the ownership of public and private facilities, the Developer shall provide the additional structures (manholes and or catchbasins) to be installed at the property line.

C. Stormwater Infrastructure Maintenance Funding

The cost to maintain all private storm water infrastructure installed with this project shall be funded by the Developer.

D. Channels – Not Used

E. Storm Water Treatment, Detention and Low Impact Development Requirements

1. *The Developer shall treat the storm water runoff from this site prior to having the storm water enter the City's storm water distribution system. Stormwater Treatment, Low Impact Development, and Trash Capture is required by the Regional Water Quality Control Board. The Developer shall complete and or update the Stormwater Requirements Checklist. The Developer shall provide a storm water treatment plan with calculations indicating treatment that meets the latest requirements described in Section C.3 of the City's NPDES Permit with*

the Regional Water Quality Control Board. City approval of this plan and calculations is required prior to the approval of the improvement plans.

2. *If this project is greater than one acre, the Developer shall provide a Hydrograph Modification Plan (HMP) with calculations in accordance with the Alameda Countywide Cleanwater Program (ACCWP) Bay Area Hydrology Model (BAHM) guidelines. The software for the design of control measures to meet the Flow Duration Control is available to download from* www.bayareamodel.org. *For additional information you may contact Jarrett Rasmussen in the City's Engineering Department at (925-960-4519)*

3. *Prior to final map approval, the applicant shall enter into a maintenance agreement with the City of Livermore for all storm water treatment devices deemed necessary on this site. If the stormwater treatment devices will be maintained by the individual homeowners a cleanout will be necessary at the property lines to allow the residents to maintain their portion of the private stormdrain underdrain. If the stormwater treatment device will be maintained by a Homeowners Association then the cleanouts at each of the property lines may not be needed. The stormdrain treatment devices shall be shown on the plat plans and included in the Operations and Maintenance Agreement. The Operations and Maintenance Agreement(s) shall be recorded prior to recordation of the Final Map.*

F. Stormwater Treatment Infrastructure Maintenance Funding

The cost to maintain all storm water treatment, detention and low impact development infrastructure installed with this project shall be funded by the Developer.

9. REQUIRED SOURCE CONTROL STORMWATER MEASURES

See Section Y of the Development Plan Check & Procedure Manual for requirements.

10. WATER SUPPLY (CAL WATER)

Water mains shall be extended across all frontages of each phase. Any water service that is to be abandoned or that was previously stubbed out to the site but will not be used by the development, shall be removed by the Developer.

All water system designs, including water service laterals, shall be approved by Cal Water prior to final map approval.

The fire service backflow preventer(s) shall be effectively screened from the public right-of-way while at the same time preserving ease of maintenance access to the backflow preventer(s). Screening shall be as specified on City Standard Detail W-10A, B and C. The fire service backflow preventer(s) shall meet the performance standards of the backflow preventer shown in City Standard Detail W-10A, B and C.

11. UNDERGROUNDING OF UTILITIES:

All existing and new electric (with the exception of any 60 KV and higher voltage wires) and communication lines along the project frontage and within the project shall be placed underground. Electric, gas, Comcast and SBC utilities are required and shall be placed in a common trench. All electric transformers shall be placed underground.

12. TRAILWAY/BIKEWAY REQUIREMENTS

Active Transportation Plan

Certain portions of this development are within the City of Livermore Active Transportation Plan (ATP) established and adopted as part of the General Plan. Certain portions of this development are within the Active Transportation Plan established and adopted by City Council. The Developer will be required to dedicate and develop that certain land within and adjacent to this development for implementation of the City's Active Transportation Plan.

13. MEDIANS AND OTHER LANDSCAPED AREAS – Not Used

14. HORTICULTURIST'S REPORT -Not Used

15. SPECIAL DISTRICTS – Not Used

16. AIRPORT LOCATION – Not Used

17. SUBDIVISION AGREEMENT AND SECURITY

Following tentative map approval, the Subdivision Improvement Agreement will not be submitted to the City Council until the Developer has submitted all of the documents indicated in the "Final Approval of Tract Map Checklist" in the Development Plan Check and Procedures Manual (28) days prior to the city council meeting at which the final map will be considered for final approval by the City Council.

18. FEE AMOUNTS

The Developer shall pay the processing and development impact fees applicable City-wide based on the rates that were in effect at the time of preliminary application, including any built-in escalators, if those escalators are applicable. Except as otherwise required by law, payment for said fees shall be made prior to issuance of any building permits.

19. VEHICLE ACCESS

Prior to or with the submittal for the first plan check of the tract improvement plans and final map, the Developer shall submit for review and approval a traffic control plan for providing safe entry to and exit from the site. The purpose of the plan is to insure that there will be safe entry and exit by construction and other vehicles prior to the installation of the required permanent improvements on South Livermore Avenue.

South Livermore Avenue improvements shall be constructed prior to the beginning of any on-site work.

Access to the development by construction equipment, material delivery and other heavy loads shall be limited by the Developer to the following route:

North Livermore Avenue, South Livermore Avenue, Pacific Avenue

Such heavy loads will not be allowed on existing residential streets in the vicinity of the development.

The wheel-loading on the above routes shall not exceed State load limits.

20. DEVELOPMENTS WITH PRIVATE ROADWAYS AND UTILITIES (Condominiums, Row Houses, Cluster, etc.)

The private improvements of the private street system are part of the improvements required of this subdivision. For this reason, the Developer shall pay Engineering Division plan check and construction inspection fees and the City Engineering Division will provide these services. The Developer will also provide subdivision security for the required public and private improvements.

Developer shall also provide proof of PG&E final approval of the project plans prior to Final Map approval, including approved PG&E plans to be submitted to the City.

FL:DES

VTTM 8701 Pacific Avenue Residential 12-10-25 final for PC des

MITIGATION MONITORING AND REPORTING PROGRAM

This Mitigation Monitoring and Reporting Program (MMRP) was formulated based upon the conclusions of the Draft Environmental Impact Report (EIR) prepared for the Pacific and Livermore Townhomes Project (proposed project). The proposed project would result in demolition of two existing commercial buildings on the project site and construction of 15 residential buildings totaling 115 units and two recreational/support buildings (pool equipment and clubhouse buildings), landscaping, parking, paseos, and an interior park.

The MMRP presented in Table A is organized in a matrix format. The first column identifies the impact as outlined in the Draft EIR, and the second column identifies the mitigation measure that would be implemented for each project impact. The third column, titled "Implementation Responsibility," refers to the parties responsible for implementing the mitigation measures. The fourth column, "Timing," identifies when each mitigation measure must be implemented and when verification activities will occur. This may include specific project phases—such as prior to issuance of permits, before ground-disturbing activities begin, during active construction, or prior to the issuance of a certificate of occupancy. The fifth column, "Monitoring Responsibility," identifies the responsible party for overseeing implementation, which will ensure that the mitigation measure is implemented. The sixth column, entitled "Verification/Monitoring Action," describes the reporting or documentation required to demonstrate compliance, as well as the specific action that the responsible party must take to provide that documentation. The last column, entitled "Verification," provides space for the lead agency to confirm that each mitigation measure was fully implemented.

This MMRP has been prepared to comply with the requirements of State law (Public Resources Code Section 21081.6). State law requires the adoption of an MMRP when mitigation measures are required to avoid significant impacts. The MMRP is intended to ensure compliance during implementation of the proposed project. The MMRP must be adopted when the City Council makes a final decision on the project.

Table A: Mitigation Monitoring and Reporting Program

Impact Statement	Mitigation Measure	Monitoring and Reporting Program				Verification (Date and Initials)
		Implementation Responsibility	Timing	Monitoring Responsibility	Verification/ Monitoring Action	
4.1: AIR QUALITY						
Impact AIR-1: The proposed project would result in a potentially significant impact related to fugitive dust in excess of applicable air quality thresholds.	**Mitigation Measure AIR-1: Basic Best Management Practices.** In order to meet the Bay Area Air District (Air District) fugitive dust threshold, the following Basic Best Management Practices shall be implemented by the project applicant during all phases of the project construction period, including site preparation, demolition, grading, and vertical construction of residences: • All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day with additional watering as needed to prevent visible dust emissions from leaving the site. • All haul trucks transporting soil, sand, or other loose material off-site shall be covered. • All visible mud or dirt trackout onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. • All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph). • All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading, unless seeding or soil binders are used. • All excavation, grading, and/or demolition activities shall be suspended when sustained wind speeds exceed 20 mph	Project applicant and construction contractor	Prior to and during all phases of the construction period.	City of Livermore Planning Division	**Pre-construction:** Confirm construction plans include all required BMPs and signage. **During construction:** Conduct periodic field inspections to verify watering frequency, speed controls and posted speed signs, wind speed measurements, unpaved road stabilization, truck covering, wet vacuum street sweeping, trackout prevention, and suspension of work during high winds. • Verify complaint response actions within 48 hours. • Document compliance in inspection logs and final construction closeout records.	

Table A: Mitigation Monitoring and Reporting Program

Impact Statement	Mitigation Measure	Monitoring and Reporting Program				Verification (Date and Initials)
		Implementation Responsibility	Timing	Monitoring Responsibility	Verification/ Monitoring Action	
	averaged over a 1-minute period using an on-site anemometer located in an open area of the project site. • All trucks and equipment, including their tires, shall be washed off prior to leaving the site at an established and maintained stabilized, designated wheel-wash station near a site exit • Unpaved roads providing access to sites located 100 feet or farther from a paved road shall be treated with a 6- to 12- inch layer of compacted layer of wood chips, mulch, or gravel. Publicly visible signs with the telephone number and name of the person to contact at the City of Livermore regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's General Air Pollution Complaints number shall also be visible to ensure compliance with applicable regulations.					
Impact AIR-2: The proposed project would result in a potentially significant impact related to a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard.	**Mitigation Measure AIR-1** (see above)					

Table A: Mitigation Monitoring and Reporting Program

Impact Statement	Mitigation Measure	Monitoring and Reporting Program				Verification (Date and Initials)
		Implementation Responsibility	Timing	Monitoring Responsibility	Verification/ Monitoring Action	
Impact AIR-3: The proposed project would result in a potentially significant impact related to the exposure of sensitive receptors to substantial pollutant concentrations.	**Mitigation Measure AIR-2: Level 3 Diesel Particulate Filters.** During construction of the proposed project, the project contractor shall ensure all off-road, diesel-powered construction equipment of 50 horsepower or more used for the project construction meets, at a minimum, the California Air Resources Board Tier 2 emissions standards equipped with Level 3 diesel particulate filters or the equivalent.	Project applicant and construction contractor	Prior to and during Construction	City of Livermore Planning Division	**Prior to construction:** City shall review and approve a Construction Equipment Compliance Plan submitted by contractor that includes: a full inventory of all off-road diesel equipment less than 50 HP proposed for use on site; CARB-issued documentation confirming each unit meets Tier 2 standards and is equipped with VDECS or equivalent CARB-verified device; and identifying any backup or replacement equipment expected for use. Verify that the approved equipment list is incorporated into the contractor's construction schedule and site mobilization plans. Confirm that the contractor has established a record keeping system for daily, or at a frequency	

Table A: Mitigation Monitoring and Reporting Program

Impact Statement	Mitigation Measure	Monitoring and Reporting Program				Verification (Date and Initials)
		Implementation Responsibility	Timing	Monitoring Responsibility	Verification/ Monitoring Action	
					deemed necessary by the City, equipment use logs and verification certificates. **During construction:** Conduct periodic, unannounced field inspections to verify only equipment listed in the construction equipment compliance plan is operating on site, each equipment unit displays the required CARB verification levels or has documentation immediately available, and any replacement or newly mobilized equipment has received City approval with CARB documentation prior to operation. Review contractor's daily equipment logs documenting hours of use, equipment ID, engine tier, and VDECS type. Prohibit any non-compliant equipment until documentation is	

Table A: Mitigation Monitoring and Reporting Program

Impact Statement	Mitigation Measure	Monitoring and Reporting Program				Verification (Date and Initials)
		Implementation Responsibility	Timing	Monitoring Responsibility	Verification/ Monitoring Action	
					provided. Issue written correction notices for any violations and verify corrective action within 24 hours.	
4.2: BIOLOGICAL RESOURCES						
Impact BIO-1: The proposed project could potentially have a significant adverse impact on nesting birds	**Mitigation Measure BIO-1:** If project activities including tree removal, demolition, or construction take place during nesting bird season (February 1 to September 15), a qualified biologist shall conduct focused surveys for active nests within 5 days prior to the initiation of project-related activities. Surveys shall be conducted in all potentially suitable habitat on site and within 300 feet of the project site If a lapse in project-related activities of 7 days or longer occurs, another focused survey will be required before project activities can resume. If an active nest is found, the biologist shall consult with CDFW regarding appropriate action to comply with the Fish and Game Code of California. The qualified biologist shall observe any identified active nests for at least 30 minutes prior to the start of any construction-related activities to establish a behavioral baseline of adults and any nestlings. Once work commences, all active nests should be continuously monitored for a minimum of three consecutive workdays by the biologist to detect any signs of disturbance and behavioral changes as a result of project activities. Thereafter, monitoring may transition to once-daily checks if no signs of disturbance are	Project Qualified Biologist prior to ground disturbing activities.	5 days prior to ground disturbing activities if construction will take place during the nesting bird season (defined as February 1 through September 15). Continued monitoring if active nests are found.	City of Livermore Planning Division	**Prior to construction:** City to review biologist qualifications and confirm need for pre-construction surveys. **During construction if nests are found:** Qualified Biologist to conduct spot inspections; review daily monitoring logs, or at least a minimum of three consecutive days; confirm compliance with buffers and ESA fencing; verify any CDFW correspondence as needed. The biologist shall prepare a written survey memo documenting methods, species observed, and nest status, which shall be submitted to the City	

Table A: Mitigation Monitoring and Reporting Program

Impact Statement	Mitigation Measure	Monitoring and Reporting Program				Verification (Date and Initials)
		Implementation Responsibility	Timing	Monitoring Responsibility	Verification/ Monitoring Action	
	detected. In addition to direct impacts, such as nest destruction, nesting birds might be affected by noise, vibration, odors and movement of workers or equipment. If signs of disturbance and behavioral changes are observed at any time, the biologist shall direct the contractor to immediately cease work causing that behavioral change within the established buffer (noted below) and notify the City. The biologist shall contact the CDFW for additional guidance. Work may only resume once the biologist determines that the disturbance has ceased or the buffer has been expanded to eliminate the disturbance. Active nest sites and protective buffer zones shall be designated as "Environmentally Sensitive Areas" with orange ESA fencing at least 4 feet high around the buffer boundary, with signage every 50 feet indicating restricted access where no project-related activities or personnel may enter until the biologist determines that the young have fully fledged and will no longer be adversely affected by the project. These designated areas shall be protected during project activities by surrounding the nest site with a wildlife- safe fence or flagging barrier. The Qualified Biologist and/or Biological Monitor shall determine the necessary buffer distance to protect nesting birds based on existing site conditions (such as construction activity and line of sight). Buffer distance shall be increased to provide sufficient protection of nesting birds and their natural behaviors, as needed.				prior to the initiation of work. **Post-construction:** Biologist to determine that nests have fledged; verify removal of ESA fencing after authorization	

Table A: Mitigation Monitoring and Reporting Program

Impact Statement	Mitigation Measure	Monitoring and Reporting Program				Verification (Date and Initials)
		Implementation Responsibility	Timing	Monitoring Responsibility	Verification/ Monitoring Action	
Impact BIO-5: The proposed project would have a potential conflict with a local policy or ordinance protecting a biological resource.	**Mitigation Measure BIO-2:** Final landscape plans shall be submitted for approval and review by the City of Livermore Planning Division prior to issuance of any grading, trenching, encroachment, demolition, or building permit for development. Final landscape plans shall clearly identify all "protected trees," as defined in the Tree Protection Ordinance, and all trees to be removed from the project site and the size, location, type, value of trees and specify the species of all replacement trees and the required replacement ratio pursuant to the Tree Protection Ordinance. The plans shall also map all Tree Protection Zones and protective fencing.	Project applicant	Once, prior to issuance of grading, trenching, encroachment, demolition, or building permits.	City of Livermore Planning Division	**Plan Review:** Confirm submittal of final landscape plans prior to issuance of any ground-disturbing activities. **Verification:** Check plan details for accurate identification of protected trees (species, size, condition rating, and Tree Protection Zones), proposed removals (with justification and linkage to Tree Protection Ordinance), and required replacement plantings (including species, caliper size, and applicable replacement ratios). **Permit Clearance:** Approve plans before issuing permits allowing site disturbance. Review the final tree compliance letter prepared by the Qualified Arborist, confirming all required	

Table A: Mitigation Monitoring and Reporting Program

Impact Statement	Mitigation Measure	Monitoring and Reporting Program				Verification (Date and Initials)
		Implementation Responsibility	Timing	Monitoring Responsibility	Verification/ Monitoring Action	
					tree-protection measures were implemented, all allowed tree removals match the approved plans, all required tree replacements were installed as specified, and any mitigation fees or off-site plantings have been completed. Conduct final site inspection, if needed, to confirm same. Issue final clearance only after all tree-related mitigation and monitoring obligations have been satisfied.	
	Mitigation Measure BIO-3: The project applicant shall implement all tree protection measures listed in the Arborist Report (Appendix E) prepared for the project which are designed to help mitigate or avoid impacts to trees being retained. Measures shall be incorporated into project grading and construction plans prior to issuance of any permit. If the contractor believes a required tree-protection measure cannot be implemented due to site constraints, the contractor shall submit a written request to the City explaining the constraint, including input from a Qualified Arborist. Any alternative	Project Applicant/ Qualified Arborist/ Construction Contractor	Prior to and during all construction activities.	City of Livermore Community Development Department	**Prior to construction:** City and/or Qualified Arborist shall review and confirm in writing that all required TPZs, fencing details, and tree-protection measures are incorporated into approved construction documents. **During construction:** City and/or Qualified Arborist Conduct shall	

Table A: Mitigation Monitoring and Reporting Program

Impact Statement	Mitigation Measure	Monitoring and Reporting Program				Verification (Date and Initials)
		Implementation Responsibility	Timing	Monitoring Responsibility	Verification/ Monitoring Action	
	measure must be reviewed and approved in writing by the City prior to implementation.				conduct periodic field inspections at least once every 2 weeks and after any major grading or trenching activity within 25 feet of a protected tree to verify fencing, TPZ maintenance, avoidance of root disturbance, and implementation of any approved alternative measures. **Post-construction:** Within 10 days following completion of construction activities, the qualified arborist shall submit a final compliance memo to the City confirming that all tree protection measures were implemented and identifying any corrective actions taken.	

Table A: Mitigation Monitoring and Reporting Program

Impact Statement	Mitigation Measure	Monitoring and Reporting Program				Verification (Date and Initials)
		Implementation Responsibility	Timing	Monitoring Responsibility	Verification/ Monitoring Action	
4.3: CULTURAL RESOURCES						
Impact CUL-2: The project could result in a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.	**Mitigation Measure CUL-1: Unknown Archaeological Resources.** In the event that archaeological resources are discovered during excavation, grading, or construction activities, work shall cease within 50 feet of the find until a qualified archaeologist has evaluated the find in accordance with federal, State, and local guidelines to determine whether the find constitutes a "unique archaeological resource," as defined in Section 21083.2(g) of the California Public Resources Code (PRC). The Applicant and its construction contractor shall not collect or move any archaeological materials and associated materials. Construction activity may continue unimpeded on other portions of the project site. Any found deposits shall be treated in accordance with federal, State and local guidelines, including those set forth in PRC Section 21083.2, and shall be assessed, handled, and treated consistent with accepted standards, such as the Secretary of the Interior's standards and guidelines for archaeology and historic preservation. Prior to commencement of grading activities, the Director of the City of Livermore (City) Community Development Department, or designee, shall verify that all project grading and construction plans include specific requirements regarding California PRC (Section 21083.2[g]) and the treatment of archaeological resources as specified above.	Construction Contractor/Qualified Archaeologist	During all ground-disturbing activities if unknown archeological resources are found.	City of Livermore Community Development Department	**Prior to construction:** City to confirm grading/construction plans include work stop procedures for unknown archaeological find. Contractor shall maintain a log documenting attendance of all personnel at WEAP training and receipt and posting of ALERT sheet.	

Table A: Mitigation Monitoring and Reporting Program

Impact Statement	Mitigation Measure	Monitoring and Reporting Program				Verification (Date and Initials)
		Implementation Responsibility	Timing	Monitoring Responsibility	Verification/ Monitoring Action	
	Prior to initiation of ground-disturbing activities, the applicant shall retain a Secretary of the Interior qualified archaeologist to prepare an Archaeological ALERT Sheet summarizing the known or potential presence of archaeological resources in the project area. This shall include an overview of the site, description and photographs of potential archaeological materials, instructions detailing the protocols to be followed upon discovery, and contact info for the qualified archaeologist and City staff. The ALERT sheet shall be distributed to all construction personnel prior to ground disturbance activities as part of the Worker Environmental Awareness Program (WEAP) training. A copy of the ALERT sheet shall remain on site for the duration of ground-disturbing work. Prior to commencing ground-disturbing activities, all construction personnel shall attend mandatory WEAP training to be conducted by the qualified archaeologist and, if required, a representative designated by the Tribe. WEAP training shall include review of the ALERT Sheet, a discussion of resources that may be discovered, a discussion of procedures for unanticipated discovery of cultural resources, and an overview of the legal requirements.				**During construction if unknown discovery is made:** The contractor shall notify the City immediately. The Qualified Archeologist shall verify implementation of the work stoppage procedures and secure the area. The archaeologist shall prepare an evaluation report within 48 hours that summarizes findings, significance determination, and recommended treatment. The City shall maintain the report in the project record.	

Table A: Mitigation Monitoring and Reporting Program

Impact Statement	Mitigation Measure	Monitoring and Reporting Program				Verification (Date and Initials)
		Implementation Responsibility	Timing	Monitoring Responsibility	Verification/ Monitoring Action	
					Post-discovery: Within 5 business days of completion of treatment activities, the Qualified Archaeologist shall submit a final report to the City documenting the evaluation, treatment methods, recovered artifacts, and curation location. The City shall review for completeness and maintain the report pursuant to PRC §21083.2.	
Impact CUL-3: The project could disturb human remains, including those interred outside of formal cemeteries.	**Mitigation Measure CUL-2: Accidental Discovery, Human Remains.** In the event that human remains are encountered on the project site, work within 50 feet of the discovery shall be redirected and the County Coroner notified immediately consistent with the requirements of California Code of Regulations (CCR) Section 15064.5(e). State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code (PRC) Section 5097.98. If the remains are determined to be Native American, the County Coroner shall notify the Native American Heritage Commission (NAHC), which shall determine and notify a Most Likely Descendant	Construction Contractor/ Qualified Archaeologist/ County Coroner/ Tribal Representative	If remains are discovered monitoring would occur during ground disturbing activities.	City of Livermore Community Development Department	**Prior to construction:** City to confirm grading/construction plans include work stop procedures for unknown human remains. Contractor shall maintain a log documenting attendance of all personnel at WEAP training and receipt and posting of ALERT sheet. **During construction if unknown discovery is made:** The contractor	

Table A: Mitigation Monitoring and Reporting Program

Impact Statement	Mitigation Measure	Monitoring and Reporting Program				Verification (Date and Initials)
		Implementation Responsibility	Timing	Monitoring Responsibility	Verification/ Monitoring Action	
	(MLD). With the permission of the property owner, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC. If human remains are determined to be Native American, the MLD, in coordination with consulting Tribal representative(s) identified by the NAHC, shall have lead authority to recommend treatment. Consistent with CCR Section 15064.5(d), if the remains are determined to be Native American and an MLD is notified, the City of Livermore shall consult with the MLD as identified by the NAHC to develop an agreement for treatment and disposition of the remains. There shall be no scientific removal, pictures taken or invasive testing done on the Native American human remains or associated funerary objects without the express written consent of the MLD and the consulting Tribe(s). All bone, if not identifiable as human or animal, shall be treated as human remains and the appropriate protocols followed. Tribal representatives and the MLD, in consultation with the City and qualified archaeologist as necessary, shall determine reburial procedures for the Native American human remains and associated funerary objects with the appropriate dignity either. Reburial shall occur at a location agreed upon by the consulting Tribe(s) and the property owner that preserves access for descendant communities in perpetuity and avoids future disturbance.				shall notify the City immediately. The Qualified Archeologist shall verify implementation of the work stoppage procedures and secure the area. The archaeologist shall prepare an evaluation report within 48 hours that summarizes findings, significance determination, and recommended treatment. The City shall maintain the report in the project record. **Post-discovery:** Within 5 business days of completion of treatment activities, the Qualified Archaeologist shall submit a final report to the City documenting the evaluation, treatment methods, recovered artifacts, and curation location. The City shall review for completeness and maintain the report	

Table A: Mitigation Monitoring and Reporting Program

Impact Statement	Mitigation Measure	Monitoring and Reporting Program				Verification (Date and Initials)
		Implementation Responsibility	Timing	Monitoring Responsibility	Verification/ Monitoring Action	
	Records identifying TCR locations shall be kept confidential consistent with PRC § 5097.9 and other applicable law. Prior to the issuance of grading permits, the Director of the City of Livermore Community Development Department, or designee, shall verify that all grading plans specify the requirements of CCR Section 15064.5(e), State Health and Safety Code Section 7050.5, and PRC Section 5097.98, as stated above.				pursuant to PRC Section 5097.98.	
4.6: HAZARDS AND HAZARDOUS MATERIALS						
Impact HAZ-2a: Demolition or renovation activities may result in the release of PCBs into the environment	**Mitigation Measure HAZ-1: Hazardous Building Materials Survey.** Prior to issuance of demolition or renovation permits for existing structures, the project sponsor shall retain an Qualified Environmental Professional (QEP) meeting the minimum qualifications in 40 CFR 312.1 to prepare and sign a comprehensive Hazardous Building Materials Survey (HBMS) for the structures to be affected. The HBMS shall include: (1) identification and mapping of all suspected polychlorinated biphenyls (PCBs) containing equipment and materials (including but not limited to caulks, sealants, paints, mastics, and ballasts); (2) sampling and analysis following EPA Method 8082A or other applicable methods; (3) identification of all other hazardous building materials (e.g. ACM, LBP, mercury, universal wastes); and (4) regulatory triggers for local, State, and federal notification. The HBMS shall include detailed abatement specifications for the stabilization and/or removal of the identified	Project Applicant/ Qualified Environmental Professional	Prior to issuance of demolition or renovation permits for existing structures.	City of Livermore Community Development Department	The City shall: (1) review and approve the HBMS and abatement specifications for completeness prior to permit issuance; (2) conduct a site inspection, if necessary, to verify compliance; (3) confirm receipt and adequacy of the Final Abatement Completion Report; and (4) maintain all documentation in the project's environmental record. The City shall not issue demolition or renovation permits	

Table A: Mitigation Monitoring and Reporting Program

Impact Statement	Mitigation Measure	Monitoring and Reporting Program				Verification (Date and Initials)
		Implementation Responsibility	Timing	Monitoring Responsibility	Verification/ Monitoring Action	
	hazardous building materials in accordance with all applicable laws and regulations, including: (1) required worker protection and containment measures, (2) abatement contractor certifications, (3) disposal requirements for PCB bulk product and remediation waste pursuant to TSCA 40 CFR Part 761, and (4) transportation and disposal facility documentation. The abatement specifications shall be incorporated into the project's demolition plans. Prior to the start of demolition or renovation, the project sponsor shall implement the approved abatement specifications. Upon completion, the QEP shall prepare a Final Abatement Completion Report including: (1) waste disposal manifests, (2) air or wipe sampling results if required by TSCA, (3) photographs of completed abatement, and (4) certification that all identified hazardous materials were removed or managed according to applicable law. The City shall receive and approve this report prior to issuing any demolition or renovation permit.				until all requirements are met.	
Impact HAZ-2b: Subsurface hazardous materials may be released into the environment during construction and operation of the project.	**Mitigation Measure HAZ-2: Soil and Groundwater Management Plan.** The project sponsor shall engage with the appropriate regulatory agency (e.g., the San Francisco Bay Regional Water Quality Control Board [RWQCB] or Department of Toxic Substances Control [DTSC]) to provide oversight of: additional subsurface investigation at the project site, preparation and implementation of a Soil and Groundwater Management Plan (SGMP), and the implementation of remedial	Project Applicant/ Qualified Environmental Professional	Prior to issuance of demolition/ grading permits; during construction; and prior to approval of certificate of occupancy.	RWQCB or DTSC oversight in collaboration with City of Livermore Community Development Department	The City, in collaboration with regulatory agencies, shall: (1) review and confirm investigation reports, SGMP, and regulatory agency approvals; (2) confirm remedial action plan approval was received if required; (3) verify	

Table A: Mitigation Monitoring and Reporting Program

Impact Statement	Mitigation Measure	Monitoring and Reporting Program				Verification (Date and Initials)
		Implementation Responsibility	Timing	Monitoring Responsibility	Verification/ Monitoring Action	
	actions, as necessary, at the project site. Copies of such correspondence shall be provided to the City. The additional subsurface investigation activities shall be conducted by a QEP and shall include additional investigation of potential contamination source areas to define the extent of subsurface contamination at the project site. The SGMP shall be prepared by a QEP and shall be submitted to the oversight agency for approval. The SGMP shall outline soil and groundwater management protocols that would be implemented during redevelopment of the project site. The SGMP shall be incorporated into the project's construction documents and shall include mandatory procedures to prevent exposure of construction workers, the public, future occupants, and the environment to subsurface contamination. The SGMP shall include, at a minimum, the following procedures to be implemented during construction: • Health and safety requirements for construction workers that may handle contaminated soil or groundwater • Guidelines for controlling airborne dust, vapors, and odors • Air monitoring requirements for volatile organic compounds (VOCs) during construction				receipt and adequacy of documentation of SGMP and RAP implementation; and (4) confirm completion of all required remedial actions before issuing certificate of occupancy.	

Table A: Mitigation Monitoring and Reporting Program

Impact Statement	Mitigation Measure	Monitoring and Reporting Program				Verification (Date and Initials)
		Implementation Responsibility	Timing	Monitoring Responsibility	Verification/ Monitoring Action	
	• Regulatory notification requirements if undocumented contamination or features of environmental concern (e.g., underground storage tanks [USTs] or clarifiers/sumps/vaults and associated piping) are encountered • Inspection and sampling protocols for contaminated soil or groundwater by a qualified environmental professional λ Guidelines for groundwater dewatering, treatment, and disposal to ensure compliance with applicable regulations/permit requirements • Guidelines for the segregation of contaminated soil, stockpile management, characterization of soil for off-site disposal or on-site reuse, and importing of clean fill material • Contractor training and documentation requirements The report(s) documenting additional investigation activities and the SGMP shall be submitted to the regulatory oversight agency for review and approval. The applicant shall provide the City with written confirmation of agency approval prior to the City issuing demolition or grading permits for the project. If required by the oversight agency, the project sponsor shall prepare a Remedial Action Plan (RAP) identifying specific remedial measures, performance standards, cleanup levels, and verification sampling requirements. This may include, but would not necessarily be limited to, removal of hazardous materials					

Table A: Mitigation Monitoring and Reporting Program

Impact Statement	Mitigation Measure	Monitoring and Reporting Program				Verification (Date and Initials)
		Implementation Responsibility	Timing	Monitoring Responsibility	Verification/ Monitoring Action	
	containers/features (e.g., USTs, piping, clarifiers/sumps/vaults), removal and off-site disposal of contaminated soil or groundwater, in-situ treatment of contaminated soil or groundwater, or engineering/institutional controls (e.g., installation of vapor intrusion mitigation systems and establishing deed restrictions). The RAP must be approved in writing by the oversight agency, and a copy of the formal approval letters shall be provided to the City. If remedial actions are required for the project, the project sponsor shall submit to the City evidence of approval from the regulatory oversight agency for any proposed remedial action plans prior to the City issuing demolition, grading, or building permits that would be required for the remedial action. The project sponsor shall document the implementation of the SGMP during construction and the completion of remedial actions in an SGMP Implementation Log, including air monitoring records, soil/waste characterization data, stockpile logs, dewatering discharge documentation, and corrective actions taken. The project sponsor shall submit to the City a Final SGMP Implementation Report and Remedial Action Completion Report (if applicable) as evidence of approval from the regulatory oversight agency for the implementation of the SGMP and completion of any remedial actions prior to the City issuing a certificate of occupancy for the project site.					

Table A: Mitigation Monitoring and Reporting Program

Impact Statement	Mitigation Measure	Monitoring and Reporting Program				Verification (Date and Initials)
		Implementation Responsibility	Timing	Monitoring Responsibility	Verification/ Monitoring Action	
4.8: NOISE						
Impact NOI-1: The proposed project would result in potentially significant impacts related to construction noise levels in excess of existing ambient noise levels in the project vicinity.	**Mitigation Measure NOI-1: Construction Noise and Vibration.** Prior to issuance of grading permits, the City of Livermore (City) Director of Community Development Department, or designee, shall verify that grading and construction plans include the following requirements: • Construction equipment, fixed or mobile, shall be equipped with properly operating and maintained noise mufflers). The contractor shall maintain all such equipment in good working order and shall keep a maintenance and inspection log available for city review during construction. • Construction staging areas shall be located away from off-site sensitive uses, including residential uses located directly north of the project site, during the later phases of project development. • The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from noise-sensitive receptors nearest the project site. Equipment shall be located as far as feasible, but no closer than 100 feet to off-site residences. • The construction contractor shall use on-site electrical power sources to power equipment rather than diesel generators whenever electrical power is available within 100 feet of the equipment location. Diesel generators may only be used if the	Project Applicant and construction contractor	Prior to issuance of grading permits; during all construction activities.	City of Livermore Director of Community Development Department	The City shall review and approve construction plans to verify inclusion of all noise mitigation requirements prior to approval of grading permits. The City shall conduct periodic unannounced site inspections during construction to verify compliance with signage, equipment placement, mufflers, and generator restrictions; The City shall maintain a log of resolutions to noise complaints.	

Table A: Mitigation Monitoring and Reporting Program

Impact Statement	Mitigation Measure	Monitoring and Reporting Program				Verification (Date and Initials)
		Implementation Responsibility	Timing	Monitoring Responsibility	Verification/ Monitoring Action	
	contractor demonstrates in writing to the City that electrical power is not available. • A sign, legible at a distance of 50 feet, shall also be posted at the construction site. All notices and the signs shall indicate the dates, and duration of construction activities, as well as provide a telephone number for the "noise disturbance coordinator." • A "noise disturbance coordinator" shall be established. The disturbance coordinator shall be responsible for responding to any local complaints about construction noise within 24 hours, (2) documenting complaint details and corrective actions, and (3) providing a written summary. The disturbance coordinator shall determine the cause of the noise complaint (e.g., starting too early, bad muffler) and shall be required to implement reasonable measures to reduce noise levels. The City may halt work if repeated violations occur.					

Table A: Mitigation Monitoring and Reporting Program

Impact Statement	Mitigation Measure	Monitoring and Reporting Program				Verification (Date and Initials)
		Implementation Responsibility	Timing	Monitoring Responsibility	Verification/ Monitoring Action	
4.9: TRANSPORTATION						
Impact TRA-3: The proposed project could potentially increase hazards related to inadequate site access and circulation.	**Mitigation Measure TRA-1**: The proposed project would be required to adopt the recommendations outlined in the Transportation Analysis prepared for the proposed project including: • Include 25 feet of red curb to the west and 50 feet of red curb to the east of the driveway on Pacific Avenue and 20 feet of red curb to the south of the driveway on Dolores Street. • Include a turnaround space for residential guests at the end of the parking aisle in the southeast corner of the project site, adjacent to the EVA access on Dolores Street. • Provide a minimum of 29 short-term bicycle parking spaces for guest in well-lit, highly visible locations on site.	Project Applicant	Prior to issuance of grading permits; with inspection prior to issuance of certificate of occupancy	City of Livermore Director of Community Development Department	City to review final plans to ensure they include the recommended measures. City to inspect improvements prior to certificate of occupancy; verify red curb lengths, turnaround configuration, and bicycle parking installation.	
4.10: TRIBAL CULTURAL RESOURCES						
Impact TCR-1: The proposed project could potentially impact tribal cultural resources through unknown discovery of tribal cultural resources	**Mitigation Measure TCR-1 Unknown Tribal Cultural Resources.** In the event that unknown tribal cultural resources are discovered during ground-disturbing activities, work shall cease within 50 feet of the find until a qualified archaeologist has evaluated the find in accordance with federal, State, and local guidelines to determine whether the find constitutes a cultural resource of potential Native American origin. The contractor shall immediately notify the City, who shall then contact the Native American Heritage Commission (NAHC) and a	Construction Contractor/Qualified Archaeologist/Tribal Representative	During all ground-disturbing activities if unknown tribal cultural resources are found.	City of Livermore Community Development Department	**Prior to construction:** City to confirm grading/construction plans include work stop procedures for unknown Tribal Cultural Resources find. Contractor shall maintain a log documenting attendance of all personnel at WEAP training and receipt	

Table A: Mitigation Monitoring and Reporting Program

Impact Statement	Mitigation Measure	Monitoring and Reporting Program				Verification (Date and Initials)
		Implementation Responsibility	Timing	Monitoring Responsibility	Verification/ Monitoring Action	
	qualified archaeologist (meeting the Secretary of the Interior's Professional Qualifications Standards). In coordination with NAHC and the archaeologist, the City shall determine the appropriate Tribe(s) with cultural affiliation to the project area at the time of the find. If the City and consulting Tribe(s) determine that the discovery is a Tribal Cultural Resource, the applicant shall retain a Tribal representative, at the applicant's expense, to work with the qualified archaeologist to prepare a Discovery Treatment Plan. The Plan shall be developed in consultation with the consulting Tribe(s) and shall identify avoidance as the preferred mitigation strategy. If the Discovery Treatment Plan requires monitoring, avoidance, recovery, or other on-site treatment, the applicant shall fund a qualified Tribal monitor and any Tribal experts requested by the consulting Tribe(s). The plan shall specify the monitor's duties, working hours, and protocols, including stoppage authority for the monitor if sensitive material is encountered. If avoidance is not feasible, the Plan shall include culturally appropriate treatment measures, which may include, but are not limited to: • Establishing construction monitoring activities for the duration of ground disturbing activities; • Establishing protective buffers (consistent with the 50-foot halt distance) and any additional buffers recommended by the consulting Tribe(s) and archaeologist;				and posting of ALERT sheet. **During construction if unknown discovery is made:** The contractor shall notify the City immediately. The Qualified Archeologist shall verify implementation of the work stoppage procedures and secure the area. The archaeologist shall prepare an evaluation report within 48 hours that summarizes findings, significance determination, and recommended treatment. The City shall maintain the report in the project record. **Post-discovery:** Within 5 business days of completion of treatment activities, the Qualified Archaeologist shall submit a final report to the City documenting the evaluation, treatment methods,	

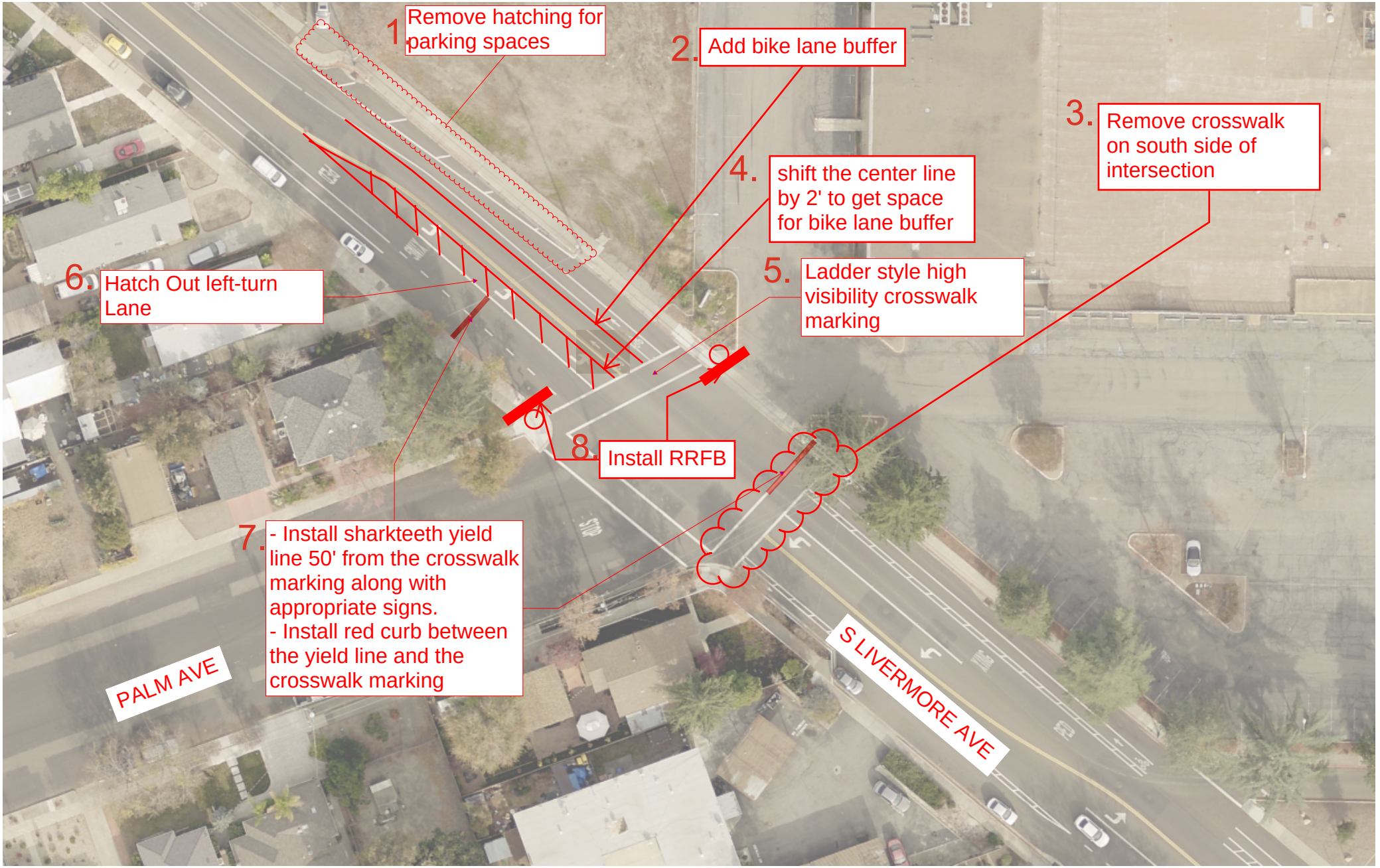
Table A: Mitigation Monitoring and Reporting Program

Impact Statement	Mitigation Measure	Monitoring and Reporting Program				Verification (Date and Initials)
		Implementation Responsibility	Timing	Monitoring Responsibility	Verification/ Monitoring Action	
	• Stabilization or in-situ preservation; • Culturally appropriate documentation or heritage recovery; • Confidentiality protection of Tribal Cultural Resource locations (sensitive location information shall be restricted to the City, the consulting Tribe(s), and qualified professionals with a demonstrated need to know); • Access for Tribal practitioners and/or traditional use. • Prohibition on photography, public dissemination, or testing of Native American human remains or associated funerary objects unless expressly authorized by the consulting Tribe(s) and consistent with applicable law. Work may resume in the halted area only after the City, in coordination with the consulting Tribe(s) and the qualified archaeologist, has reviewed and approved the Discovery Treatment Plan. The City shall complete its review within 7 calendar days of receipt of the Plan unless the City documents good cause for additional time and provides written notice to the consulting Tribe(s) and applicant. If the consulting Tribe(s) request additional measures, the City shall incorporate them unless the City documents why a requested measure is infeasible under applicable law. Additional procedural clarifications: If human remains are discovered and are determined to be Native American, all handling and disposition shall follow CCR Section				recovered artifacts, and curation location. The City shall review for completeness and maintain the report pursuant to PRC §21083.2.	

Table A: Mitigation Monitoring and Reporting Program

Impact Statement	Mitigation Measure	Monitoring and Reporting Program				Verification (Date and Initials)
		Implementation Responsibility	Timing	Monitoring Responsibility	Verification/ Monitoring Action	
	15064.5, PRC Section 5097.98, Health and Safety Code Section 7050.5, and the protocols set forth in the Discovery Treatment Plan developed in consultation with the consulting Tribe(s) and, where applicable, the Most Likely Descendant (MLD). If reburial is part of the agreed treatment, reburial shall be conducted with appropriate dignity in a location agreed upon by the consulting Tribe(s) and the City, and the location of such reburial shall be kept confidential and protected from further disturbance to the extent permitted by law. The applicant shall maintain a record of all notifications, consultations, monitoring reports, Discovery Treatment Plans, and treatment actions and shall provide copies to the City and the consulting Tribe(s) upon request. A final monitoring/treatment report shall be prepared by the qualified archaeologist and Tribal monitor and submitted to the City and NAHC within 30 days of completion of mitigation activities. **Mitigation Measure CUL-2 (see above).**					

EXHIBIT C **EXHIBIT A** 508



LIVERMORE
CALIFORNIA

PLANNING COMMISSION STAFF REPORT **ITEM NO. 8.1**

DATE: December 16, 2025

TO: Chairperson and Members of the Planning Commission

FROM: Steve Riley, Planning Manager

SUBJECT: Supplemental materials received prior to the meeting.

RECOMMENDED ACTION

DECISION TYPE

Quasi-judicial

SUMMARY

These materials were posted online and made available to the public at the same time that they were distributed to the Planning Commission.

5.1 - Hearing to consider a request for Vesting Tentative Tract Map, Site Plan Design Review, and certification of an Environmental Impact Report for the Pacific and Livermore Avenue Townhomes Project, a for-sale 115-unit residential condominium project located at the northeast corner of South Livermore Avenue and Pacific Avenue. Materials Received: Updated CEQA Resolution; Updated MMRP; Public Comments

DISCUSSION

ATTACHMENTS

1. Supplemental Materials

Prepared by: Michele Donley
Division Clerk

IN THE PLANNING COMMISSION OF THE CITY OF LIVERMORE, CALIFORNIA

A RESOLUTION CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE PACIFIC AND LIVERMORE AVENUE TOWNHOMES PROJECT AND ADOPTING CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDINGS, AND A MITIGATION MONITORING AND REPORTING PROGRAM

The City of Livermore is considering Vesting Tentative Tract Map (VTTM) 8701-Subdivision (SUB) 23-004 and Site Plan Design Review (SPDR) 23-006 to authorize a new residential development for the approximately 6.5-acre site currently occupied by two commercial buildings, which will be demolished. The proposed project would result in the construction of 115 for-sale three and four-bedroom townhomes in 15 two- and three-story buildings, a clubhouse, pool area, and landscaped open space that includes an approximately 8,870 square foot interior park. Fifteen percent (17 units) of the townhomes will be low- and moderate-income units. The proposed project would also include new pedestrian and vehicle access via existing streets, new internal roads, off-street parking spaces including guest, ADA, and EV spots, new flashing beacon at the north crosswalk at Palm and South Livermore Avenues, improved bicycle lane on South Livermore Avenue, striped parallel public parking, and a new bus shelter (“Project”).

The City determined that the Project is subject to the California Environmental Quality Act (“CEQA”) (Public Resources Code section 21000 et seq.), and the CEQA Guidelines (Title 14, sections 15000 et seq. of the California Code of Regulations) and that an Environmental Impact Report (“EIR”) is required.

On March 3, 2025, pursuant to Public Resources Code section 21092 and CEQA Guidelines 15082, the City issued a Notice of Preparation (“NOP”) pursuant to CEQA to obtain comments on the proposed scope of the EIR for the Project and provided for a 30-day review period through April 3, 2025. The City also submitted the NOP to the Office of Planning and Research State Clearinghouse and interested agencies and persons.

On March 18, 2025, the Planning Commission held a public hearing to allow members of the public and other interested parties to comment on environmental issues early in the process.

On September 16, 2025, prepared a Draft EIR for the project and issued a Notice of Availability for a Draft EIR, which was posted on the City’s website, distributed to the Planning Commission, the City Council, State Clearinghouse (No. 2025021071), state, regional and local agencies and special districts, and interested groups and individuals for a 45-day public comment period from September 16, 2025, through October 31, 2025.

On October 7, 2025, the Planning Commission held a duly noticed public hearing to consider the adequacy of the Draft EIR at which time oral and written comments were presented to the Planning Commission. Members of the public and other interested parties were invited by formal public notice to testify on the adequacy of the Draft EIR at the public hearing.

On October 31, 2025, at 5:00 p.m. the public comment period on the Draft EIR was closed. The City received six written comments and four verbal comments. Following the completion of the public review period, the City reviewed the comments received on the Draft EIR and prepared a Final EIR, which incorporates the Draft EIR by reference, includes all comments received during the public review period and responses to those comments, and describes the changes to the Draft EIR that resulted from the comments received.

On December 5, 2025, the Final EIR was distributed to all persons who commented on the Draft EIR. A notice of the Final EIR availability and certification recommendation hearing date was published in a newspaper of general circulation.

Public Resources Code Section 21081.6 requires the City to adopt a Mitigation, Monitoring, and Reporting Program (MMRP) because mitigation is required and the MMRP for the Project has been made available to the public with the Final EIR.

On December 16, 2025, the Planning Commission held a duly noticed public meeting to consider the Project and 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, the Final EIR (including all appendices), the Findings of Fact, and all other documents, reports, studies, memoranda, maps, oral and written testimony, and materials in the City's file for the Project; and all adopted City planning documents relating to the Project including the City's General Plan, Municipal Code, Zoning Ordinance, and other applicable City laws and regulations, and 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, having independently heard, considered, and weighed all of the Record Evidence and considerations, finds that this Record Evidence serves as an adequate and appropriate evidentiary basis for the findings and actions set forth in this Resolution and the Final EIR has been completed in compliance with the intent and requirements of the CEQA Guidelines, and the City's local CEQA requirements and has considered the information contained in the Final EIR and the record prior to taking any action on the Project, other related Project actions, or any of the project alternatives. The Planning Commission makes and adopts, based on its independent judgment and analysis, the Findings of Fact required by CEQA set forth in Exhibit B.

BE IT FURTHER RESOLVED that the Planning Commission finds, based on its independent judgement and analysis, that the Final EIR, which is attached hereto as Exhibit A, is hereby certified based on the Findings and Facts in Support of Findings Regarding the Environmental Impact Report, attached hereto as Exhibit B.

BE IT FURTHER RESOLVED that the Planning Commission of the City of Livermore hereby adopts the Mitigation Monitoring and Reporting Program, attached hereto as Exhibit C, which is incorporated into the conditions of approval for the project.

BE IT FURTHER RESOLVED, the Planning Commission of the City of Livermore directs the Planning Manager to file a Notice of Determination with the State Clearinghouse and the Alameda County Clerk, if the Project is approved.

BE IT FURTHER RESOLVED, that this Resolution shall go into effect immediately upon adoption.

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 December 16, 2025, by the following vote:

AYES:
NOES:
ABSENT:

Yolanda Fintschenko, Chairperson

by Stephen Riley, Planning Manager
Secretary to the Planning Commission

Exhibit A – Final Environmental Impact Report for the Pacific and Livermore Avenue Townhomes Project

Exhibit B – Findings and Facts in Support of Findings Regarding the Environmental Impact Report for the Pacific and Livermore Avenue Townhomes Project

Exhibit C – Mitigation Monitoring and Reporting Program for the Pacific and Livermore Avenue Townhomes Project

MITIGATION MONITORING AND REPORTING PROGRAM

This Mitigation Monitoring and Reporting Program (MMRP) was formulated based upon the conclusions of the Draft Environmental Impact Report (EIR) prepared for the Pacific and Livermore Townhomes Project (proposed project). The proposed project would result in demolition of two existing commercial buildings on the project site and construction of 15 residential buildings totaling 115 units and two recreational/support buildings (pool equipment and clubhouse buildings), landscaping, parking, paseos, and an interior park.

The MMRP presented in Table A is organized in a matrix format. The first column identifies the impact as outlined in the Draft EIR, and the second column identifies the mitigation measure that would be implemented for each project impact. The third column, titled "Implementation Responsibility," refers to the parties responsible for implementing the mitigation measures. The fourth column, "Timing," identifies when each mitigation measure must be implemented and when verification activities will occur. This may include specific project phases—such as prior to issuance of permits, before ground-disturbing activities begin, during active construction, or prior to the issuance of a certificate of occupancy. The fifth column, "Monitoring Responsibility," identifies the responsible party for overseeing implementation, which will ensure that the mitigation measure is implemented. The sixth column, entitled "Verification/Monitoring Action," describes the reporting or documentation required to demonstrate compliance, as well as the specific action that the responsible party must take to provide that documentation. The last column, entitled "Verification," provides space for the lead agency to confirm that each mitigation measure was fully implemented.

This MMRP has been prepared to comply with the requirements of State law (Public Resources Code Section 21081.6). State law requires the adoption of an MMRP when mitigation measures are required to avoid significant impacts. The MMRP is intended to ensure compliance during implementation of the proposed project. The MMRP must be adopted when the Planning Comission makes a final decision on the project.

Table A: Mitigation Monitoring and Reporting Program

Impact Statement	Mitigation Measure	Monitoring and Reporting Program				Verification (Date and Initials)
		Implementation Responsibility	Timing	Monitoring Responsibility	Verification/ Monitoring Action	
4.1: AIR QUALITY						
Impact AIR-1: The proposed project would result in a potentially significant impact related to fugitive dust in excess of applicable air quality thresholds.	**Mitigation Measure AIR-1: Basic Best Management Practices.** In order to meet the Bay Area Air District (Air District) fugitive dust threshold, the following Basic Best Management Practices shall be implemented by the project applicant during all phases of the project construction period, including site preparation, demolition, grading, and vertical construction of residences: • All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day with additional watering as needed to prevent visible dust emissions from leaving the site. • All haul trucks transporting soil, sand, or other loose material off-site shall be covered. • All visible mud or dirt trackout onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. • All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph). • All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading, unless seeding or soil binders are used. • All excavation, grading, and/or demolition activities shall be suspended when sustained wind speeds exceed 20 mph	Project applicant and construction contractor	Prior to and during all phases of the construction period.	City of Livermore Planning Division	**Pre-construction:** Confirm construction plans include all required BMPs and signage. **During construction:** Conduct periodic field inspections to verify watering frequency, speed controls and posted speed signs, wind speed measurements, unpaved road stabilization, truck covering, wet vacuum street sweeping, trackout prevention, and suspension of work during high winds. • Verify complaint response actions within 48 hours. • Document compliance in inspection logs and final construction closeout records.	

Table A: Mitigation Monitoring and Reporting Program

Impact Statement	Mitigation Measure	Monitoring and Reporting Program				Verification (Date and Initials)
		Implementation Responsibility	Timing	Monitoring Responsibility	Verification/ Monitoring Action	
	averaged over a 1-minute period using an on-site anemometer located in an open area of the project site. • All trucks and equipment, including their tires, shall be washed off prior to leaving the site at an established and maintained stabilized, designated wheel-wash station near a site exit • Unpaved roads providing access to sites located 100 feet or farther from a paved road shall be treated with a 6- to 12- inch layer of compacted layer of wood chips, mulch, or gravel. Publicly visible signs with the telephone number and name of the person to contact at the City of Livermore regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's General Air Pollution Complaints number shall also be visible to ensure compliance with applicable regulations.					
Impact AIR-2: The proposed project would result in a potentially significant impact related to a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard.	**Mitigation Measure AIR-1** (see above)					

Table A: Mitigation Monitoring and Reporting Program

Impact Statement	Mitigation Measure	Monitoring and Reporting Program				Verification (Date and Initials)
		Implementation Responsibility	Timing	Monitoring Responsibility	Verification/ Monitoring Action	
Impact AIR-3: The proposed project would result in a potentially significant impact related to the exposure of sensitive receptors to substantial pollutant concentrations.	**Mitigation Measure AIR-2: Level 3 Diesel Particulate Filters.** During construction of the proposed project, the project contractor shall ensure all off-road, diesel-powered construction equipment of 50 horsepower or more used for the project construction meets, at a minimum, the California Air Resources Board Tier 2 emissions standards equipped with Level 3 diesel particulate filters or the equivalent.	Project applicant and construction contractor	Prior to and during Construction	City of Livermore Planning Division	**Prior to construction:** City shall review and approve a Construction Equipment Compliance Plan submitted by contractor that includes: a full inventory of all off-road diesel equipment less than 50 HP proposed for use on site; CARB-issued documentation confirming each unit meets Tier 2 standards and is equipped with VDECS or equivalent CARB-verified device; and identifying any backup or replacement equipment expected for use. Verify that the approved equipment list is incorporated into the contractor's construction schedule and site mobilization plans. Confirm that the contractor has established a record keeping system for daily, or at a frequency	

Table A: Mitigation Monitoring and Reporting Program

Impact Statement	Mitigation Measure	Monitoring and Reporting Program				Verification (Date and Initials)
		Implementation Responsibility	Timing	Monitoring Responsibility	Verification/ Monitoring Action	
					deemed necessary by the City, equipment use logs and verification certificates. **During construction:** Conduct periodic, unannounced field inspections to verify only equipment listed in the construction equipment compliance plan is operating on site, each equipment unit displays the required CARB verification levels or has documentation immediately available, and any replacement or newly mobilized equipment has received City approval with CARB documentation prior to operation. Review contractor's daily equipment logs documenting hours of use, equipment ID, engine tier, and VDECS type. Prohibit any non-compliant equipment until documentation is	

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Impact Statement	Mitigation Measure	Monitoring and Reporting Program				Verification (Date and Initials)
		Implementation Responsibility	Timing	Monitoring Responsibility	Verification/ Monitoring Action	
					provided. Issue written correction notices for any violations and verify corrective action within 24 hours.	
4.2: BIOLOGICAL RESOURCES						
Impact BIO-1: The proposed project could potentially have a significant adverse impact on nesting birds	**Mitigation Measure BIO-1:** If project activities including tree removal, demolition, or construction take place during nesting bird season (February 1 to September 15), a qualified biologist shall conduct focused surveys for active nests within 5 days prior to the initiation of project-related activities. Surveys shall be conducted in all potentially suitable habitat on site and within 300 feet of the project site If a lapse in project-related activities of 7 days or longer occurs, another focused survey will be required before project activities can resume. If an active nest is found, the biologist shall consult with CDFW regarding appropriate action to comply with the Fish and Game Code of California. The qualified biologist shall observe any identified active nests for at least 30 minutes prior to the start of any construction-related activities to establish a behavioral baseline of adults and any nestlings. Once work commences, all active nests should be continuously monitored for a minimum of three consecutive workdays by the biologist to detect any signs of disturbance and behavioral changes as a result of project activities. Thereafter, monitoring may transition to once-daily checks if no signs of disturbance are	Project Qualified Biologist prior to ground disturbing activities.	5 days prior to ground disturbing activities if construction will take place during the nesting bird season (defined as February 1 through September 15). Continued monitoring if active nests are found.	City of Livermore Planning Division	**Prior to construction:** City to review biologist qualifications and confirm need for pre-construction surveys. **During construction if nests are found:** Qualified Biologist to conduct spot inspections; review daily monitoring logs, or at least a minimum of three consecutive days; confirm compliance with buffers and ESA fencing; verify any CDFW correspondence as needed. The biologist shall prepare a written survey memo documenting methods, species observed, and nest status, which shall be submitted to the City	

Table A: Mitigation Monitoring and Reporting Program

Impact Statement	Mitigation Measure	Monitoring and Reporting Program				Verification (Date and Initials)
		Implementation Responsibility	Timing	Monitoring Responsibility	Verification/ Monitoring Action	
	detected. In addition to direct impacts, such as nest destruction, nesting birds might be affected by noise, vibration, odors and movement of workers or equipment. If signs of disturbance and behavioral changes are observed at any time, the biologist shall direct the contractor to immediately cease work causing that behavioral change within the established buffer (noted below) and notify the City. The biologist shall contact the CDFW for additional guidance. Work may only resume once the biologist determines that the disturbance has ceased or the buffer has been expanded to eliminate the disturbance. Active nest sites and protective buffer zones shall be designated as "Environmentally Sensitive Areas" with orange ESA fencing at least 4 feet high around the buffer boundary, with signage every 50 feet indicating restricted access where no project-related activities or personnel may enter until the biologist determines that the young have fully fledged and will no longer be adversely affected by the project. These designated areas shall be protected during project activities by surrounding the nest site with a wildlife- safe fence or flagging barrier. The Qualified Biologist and/or Biological Monitor shall determine the necessary buffer distance to protect nesting birds based on existing site conditions (such as construction activity and line of sight). Buffer distance shall be increased to provide sufficient protection of nesting birds and their natural behaviors, as needed.				prior to the initiation of work. **Post-construction:** Biologist to determine that nests have fledged; verify removal of ESA fencing after authorization	

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Impact Statement	Mitigation Measure	Monitoring and Reporting Program				Verification (Date and Initials)
		Implementation Responsibility	Timing	Monitoring Responsibility	Verification/ Monitoring Action	
Impact BIO-5: The proposed project would have a potential conflict with a local policy or ordinance protecting a biological resource.	**Mitigation Measure BIO-2:** Final landscape plans shall be submitted for approval and review by the City of Livermore Planning Division prior to issuance of any grading, trenching, encroachment, demolition, or building permit for development. Final landscape plans shall clearly identify all "protected trees," as defined in the Tree Protection Ordinance, and all trees to be removed from the project site and the size, location, type, value of trees and specify the species of all replacement trees and the required replacement ratio pursuant to the Tree Protection Ordinance. The plans shall also map all Tree Protection Zones and protective fencing.	Project applicant	Once, prior to issuance of grading, trenching, encroachment, demolition, or building permits.	City of Livermore Planning Division	**Plan Review:** Confirm submittal of final landscape plans prior to issuance of any ground-disturbing activities. **Verification:** Check plan details for accurate identification of protected trees (species, size, condition rating, and Tree Protection Zones), proposed removals (with justification and linkage to Tree Protection Ordinance), and required replacement plantings (including species, caliper size, and applicable replacement ratios). **Permit Clearance:** Approve plans before issuing permits allowing site disturbance. Review the final tree compliance letter prepared by the Qualified Arborist, confirming all required	

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Impact Statement	Mitigation Measure	Monitoring and Reporting Program				Verification (Date and Initials)
		Implementation Responsibility	Timing	Monitoring Responsibility	Verification/ Monitoring Action	
					tree-protection measures were implemented, all allowed tree removals match the approved plans, all required tree replacements were installed as specified, and any mitigation fees or off-site plantings have been completed. Conduct final site inspection, if needed, to confirm same. Issue final clearance only after all tree-related mitigation and monitoring obligations have been satisfied.	
	Mitigation Measure BIO-3: The project applicant shall implement all tree protection measures listed in the Arborist Report (Appendix E) prepared for the project which are designed to help mitigate or avoid impacts to trees being retained. Measures shall be incorporated into project grading and construction plans prior to issuance of any permit. If the contractor believes a required tree-protection measure cannot be implemented due to site constraints, the contractor shall submit a written request to the City explaining the constraint, including input from a Qualified Arborist. Any alternative	Project Applicant/ Qualified Arborist/ Construction Contractor	Prior to and during all construction activities.	City of Livermore Community Development Department	**Prior to construction:** City and/or Qualified Arborist shall review and confirm in writing that all required TPZs, fencing details, and tree-protection measures are incorporated into approved construction documents. **During construction:** City and/or Qualified Arborist Conduct shall	

Table A: Mitigation Monitoring and Reporting Program

Impact Statement	Mitigation Measure	Monitoring and Reporting Program				Verification (Date and Initials)
		Implementation Responsibility	Timing	Monitoring Responsibility	Verification/ Monitoring Action	
	measure must be reviewed and approved in writing by the City prior to implementation.				conduct periodic field inspections at least once every 2 weeks and after any major grading or trenching activity within 25 feet of a protected tree to verify fencing, TPZ maintenance, avoidance of root disturbance, and implementation of any approved alternative measures. **Post-construction:** Within 10 days following completion of construction activities, the qualified arborist shall submit a final compliance memo to the City confirming that all tree protection measures were implemented and identifying any corrective actions taken.	

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Impact Statement	Mitigation Measure	Monitoring and Reporting Program				Verification (Date and Initials)
		Implementation Responsibility	Timing	Monitoring Responsibility	Verification/ Monitoring Action	
4.3: CULTURAL RESOURCES						
Impact CUL-2: The project could result in a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.	**Mitigation Measure CUL-1: Unknown Archaeological Resources.** In the event that archaeological resources are discovered during excavation, grading, or construction activities, work shall cease within 50 feet of the find until a qualified archaeologist has evaluated the find in accordance with federal, State, and local guidelines to determine whether the find constitutes a "unique archaeological resource," as defined in Section 21083.2(g) of the California Public Resources Code (PRC). The Applicant and its construction contractor shall not collect or move any archaeological materials and associated materials. Construction activity may continue unimpeded on other portions of the project site. Any found deposits shall be treated in accordance with federal, State and local guidelines, including those set forth in PRC Section 21083.2, and shall be assessed, handled, and treated consistent with accepted standards, such as the Secretary of the Interior's standards and guidelines for archaeology and historic preservation. Prior to commencement of grading activities, the Director of the City of Livermore (City) Community Development Department, or designee, shall verify that all project grading and construction plans include specific requirements regarding California PRC (Section 21083.2[g]) and the treatment of archaeological resources as specified above.	Construction Contractor/Qualified Archaeologist	During all ground-disturbing activities if unknown archeological resources are found.	City of Livermore Community Development Department	**Prior to construction:** City to confirm grading/construction plans include work stop procedures for unknown archaeological find. Contractor shall maintain a log documenting attendance of all personnel at WEAP training and receipt and posting of ALERT sheet.	

Table A: Mitigation Monitoring and Reporting Program

Impact Statement	Mitigation Measure	Monitoring and Reporting Program				Verification (Date and Initials)
		Implementation Responsibility	Timing	Monitoring Responsibility	Verification/ Monitoring Action	
	Prior to initiation of ground-disturbing activities, the applicant shall retain a Secretary of the Interior qualified archaeologist to prepare an Archaeological ALERT Sheet summarizing the known or potential presence of archaeological resources in the project area. This shall include an overview of the site, description and photographs of potential archaeological materials, instructions detailing the protocols to be followed upon discovery, and contact info for the qualified archaeologist and City staff. The ALERT sheet shall be distributed to all construction personnel prior to ground disturbance activities as part of the Worker Environmental Awareness Program (WEAP) training. A copy of the ALERT sheet shall remain on site for the duration of ground-disturbing work. Prior to commencing ground-disturbing activities, all construction personnel shall attend mandatory WEAP training to be conducted by the qualified archaeologist and, if required, a representative designated by the Tribe. WEAP training shall include review of the ALERT Sheet, a discussion of resources that may be discovered, a discussion of procedures for unanticipated discovery of cultural resources, and an overview of the legal requirements.				**During construction if unknown discovery is made:** The contractor shall notify the City immediately. The Qualified Archeologist shall verify implementation of the work stoppage procedures and secure the area. The archaeologist shall prepare an evaluation report within 48 hours that summarizes findings, significance determination, and recommended treatment. The City shall maintain the report in the project record.	

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Impact Statement	Mitigation Measure	Monitoring and Reporting Program				Verification (Date and Initials)
		Implementation Responsibility	Timing	Monitoring Responsibility	Verification/ Monitoring Action	
					Post-discovery: Within 5 business days of completion of treatment activities, the Qualified Archaeologist shall submit a final report to the City documenting the evaluation, treatment methods, recovered artifacts, and curation location. The City shall review for completeness and maintain the report pursuant to PRC §21083.2.	
Impact CUL-3: The project could disturb human remains, including those interred outside of formal cemeteries.	**Mitigation Measure CUL-2: Accidental Discovery, Human Remains.** In the event that human remains are encountered on the project site, work within 50 feet of the discovery shall be redirected and the County Coroner notified immediately consistent with the requirements of California Code of Regulations (CCR) Section 15064.5(e). State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code (PRC) Section 5097.98. If the remains are determined to be Native American, the County Coroner shall notify the Native American Heritage Commission (NAHC), which shall determine and notify a Most Likely Descendant	Construction Contractor/ Qualified Archaeologist/ County Coroner/ Tribal Representative	If remains are discovered monitoring would occur during ground disturbing activities.	City of Livermore Community Development Department	**Prior to construction:** City to confirm grading/construction plans include work stop procedures for unknown human remains. Contractor shall maintain a log documenting attendance of all personnel at WEAP training and receipt and posting of ALERT sheet. **During construction if unknown discovery is made:** The contractor	

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Impact Statement	Mitigation Measure	Monitoring and Reporting Program				Verification (Date and Initials)
		Implementation Responsibility	Timing	Monitoring Responsibility	Verification/ Monitoring Action	
	(MLD). With the permission of the property owner, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC. If human remains are determined to be Native American, the MLD, in coordination with consulting Tribal representative(s) identified by the NAHC, shall have lead authority to recommend treatment. Consistent with CCR Section 15064.5(d), if the remains are determined to be Native American and an MLD is notified, the City of Livermore shall consult with the MLD as identified by the NAHC to develop an agreement for treatment and disposition of the remains. There shall be no scientific removal, pictures taken or invasive testing done on the Native American human remains or associated funerary objects without the express written consent of the MLD and the consulting Tribe(s). All bone, if not identifiable as human or animal, shall be treated as human remains and the appropriate protocols followed. Tribal representatives and the MLD, in consultation with the City and qualified archaeologist as necessary, shall determine reburial procedures for the Native American human remains and associated funerary objects with the appropriate dignity either. Reburial shall occur at a location agreed upon by the consulting Tribe(s) and the property owner that preserves access for descendant communities in perpetuity and avoids future disturbance.				shall notify the City immediately. The Qualified Archeologist shall verify implementation of the work stoppage procedures and secure the area. The archaeologist shall prepare an evaluation report within 48 hours that summarizes findings, significance determination, and recommended treatment. The City shall maintain the report in the project record. **Post-discovery:** Within 5 business days of completion of treatment activities, the Qualified Archaeologist shall submit a final report to the City documenting the evaluation, treatment methods, recovered artifacts, and curation location. The City shall review for completeness and maintain the report	

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Impact Statement	Mitigation Measure	Monitoring and Reporting Program				Verification (Date and Initials)
		Implementation Responsibility	Timing	Monitoring Responsibility	Verification/ Monitoring Action	
	Records identifying TCR locations shall be kept confidential consistent with PRC § 5097.9 and other applicable law. Prior to the issuance of grading permits, the Director of the City of Livermore Community Development Department, or designee, shall verify that all grading plans specify the requirements of CCR Section 15064.5(e), State Health and Safety Code Section 7050.5, and PRC Section 5097.98, as stated above.				pursuant to PRC Section 5097.98.	
4.6: HAZARDS AND HAZARDOUS MATERIALS						
Impact HAZ-2a: Demolition or renovation activities may result in the release of PCBs into the environment	**Mitigation Measure HAZ-1: Hazardous Building Materials Survey.** Prior to issuance of demolition or renovation permits for existing structures, the project sponsor shall retain an Qualified Environmental Professional (QEP) meeting the minimum qualifications in 40 CFR 312.1 to prepare and sign a comprehensive Hazardous Building Materials Survey (HBMS) for the structures to be affected. The HBMS shall include: (1) identification and mapping of all suspected polychlorinated biphenyls (PCBs) containing equipment and materials (including but not limited to caulks, sealants, paints, mastics, and ballasts); (2) sampling and analysis following EPA Method 8082A or other applicable methods; (3) identification of all other hazardous building materials (e.g. ACM, LBP, mercury, universal wastes); and (4) regulatory triggers for local, State, and federal notification. The HBMS shall include detailed abatement specifications for the stabilization and/or removal of the identified	Project Applicant/ Qualified Environmental Professional	Prior to issuance of demolition or renovation permits for existing structures.	City of Livermore Community Development Department	The City shall: (1) review and approve the HBMS and abatement specifications for completeness prior to permit issuance; (2) conduct a site inspection, if necessary, to verify compliance; (3) confirm receipt and adequacy of the Final Abatement Completion Report; and (4) maintain all documentation in the project's environmental record. The City shall not issue demolition or renovation permits	

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Impact Statement	Mitigation Measure	Monitoring and Reporting Program				Verification (Date and Initials)
		Implementation Responsibility	Timing	Monitoring Responsibility	Verification/ Monitoring Action	
	hazardous building materials in accordance with all applicable laws and regulations, including: (1) required worker protection and containment measures, (2) abatement contractor certifications, (3) disposal requirements for PCB bulk product and remediation waste pursuant to TSCA 40 CFR Part 761, and (4) transportation and disposal facility documentation. The abatement specifications shall be incorporated into the project's demolition plans. Prior to the start of demolition or renovation, the project sponsor shall implement the approved abatement specifications. Upon completion, the QEP shall prepare a Final Abatement Completion Report including: (1) waste disposal manifests, (2) air or wipe sampling results if required by TSCA, (3) photographs of completed abatement, and (4) certification that all identified hazardous materials were removed or managed according to applicable law. The City shall receive and approve this report prior to issuing any demolition or renovation permit.				until all requirements are met.	
Impact HAZ-2b: Subsurface hazardous materials may be released into the environment during construction and operation of the project.	**Mitigation Measure HAZ-2: Soil and Groundwater Management Plan.** The project sponsor shall engage with the appropriate regulatory agency (e.g., the San Francisco Bay Regional Water Quality Control Board [RWQCB] or Department of Toxic Substances Control [DTSC]) to provide oversight of: additional subsurface investigation at the project site, preparation and implementation of a Soil and Groundwater Management Plan (SGMP), and the implementation of remedial	Project Applicant/ Qualified Environmental Professional	Prior to issuance of demolition/ grading permits; during construction; and prior to approval of certificate of occupancy.	RWQCB or DTSC oversight in collaboration with City of Livermore Community Development Department	The City, in collaboration with regulatory agencies, shall: (1) review and confirm investigation reports, SGMP, and regulatory agency approvals; (2) confirm remedial action plan approval was received if required; (3) verify	

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Impact Statement	Mitigation Measure	Monitoring and Reporting Program				Verification (Date and Initials)
		Implementation Responsibility	Timing	Monitoring Responsibility	Verification/ Monitoring Action	
	actions, as necessary, at the project site. Copies of such correspondence shall be provided to the City. The additional subsurface investigation activities shall be conducted by a QEP and shall include additional investigation of potential contamination source areas to define the extent of subsurface contamination at the project site. The SGMP shall be prepared by a QEP and shall be submitted to the oversight agency for approval. The SGMP shall outline soil and groundwater management protocols that would be implemented during redevelopment of the project site. The SGMP shall be incorporated into the project's construction documents and shall include mandatory procedures to prevent exposure of construction workers, the public, future occupants, and the environment to subsurface contamination. The SGMP shall include, at a minimum, the following procedures to be implemented during construction: • Health and safety requirements for construction workers that may handle contaminated soil or groundwater • Guidelines for controlling airborne dust, vapors, and odors • Air monitoring requirements for volatile organic compounds (VOCs) during construction				receipt and adequacy of documentation of SGMP and RAP implementation; and (4) confirm completion of all required remedial actions before issuing certificate of occupancy.	

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Impact Statement	Mitigation Measure	Monitoring and Reporting Program				Verification (Date and Initials)
		Implementation Responsibility	Timing	Monitoring Responsibility	Verification/ Monitoring Action	
	• Regulatory notification requirements if undocumented contamination or features of environmental concern (e.g., underground storage tanks [USTs] or clarifiers/sumps/vaults and associated piping) are encountered • Inspection and sampling protocols for contaminated soil or groundwater by a qualified environmental professional λ Guidelines for groundwater dewatering, treatment, and disposal to ensure compliance with applicable regulations/permit requirements • Guidelines for the segregation of contaminated soil, stockpile management, characterization of soil for off-site disposal or on-site reuse, and importing of clean fill material • Contractor training and documentation requirements The report(s) documenting additional investigation activities and the SGMP shall be submitted to the regulatory oversight agency for review and approval. The applicant shall provide the City with written confirmation of agency approval prior to the City issuing demolition or grading permits for the project. If required by the oversight agency, the project sponsor shall prepare a Remedial Action Plan (RAP) identifying specific remedial measures, performance standards, cleanup levels, and verification sampling requirements. This may include, but would not necessarily be limited to, removal of hazardous materials					

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Impact Statement	Mitigation Measure	Monitoring and Reporting Program				Verification (Date and Initials)
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	containers/features (e.g., USTs, piping, clarifiers/sumps/vaults), removal and off-site disposal of contaminated soil or groundwater, in-situ treatment of contaminated soil or groundwater, or engineering/institutional controls (e.g., installation of vapor intrusion mitigation systems and establishing deed restrictions). The RAP must be approved in writing by the oversight agency, and a copy of the formal approval letters shall be provided to the City. If remedial actions are required for the project, the project sponsor shall submit to the City evidence of approval from the regulatory oversight agency for any proposed remedial action plans prior to the City issuing demolition, grading, or building permits that would be required for the remedial action. The project sponsor shall document the implementation of the SGMP during construction and the completion of remedial actions in an SGMP Implementation Log, including air monitoring records, soil/waste characterization data, stockpile logs, dewatering discharge documentation, and corrective actions taken. The project sponsor shall submit to the City a Final SGMP Implementation Report and Remedial Action Completion Report (if applicable) as evidence of approval from the regulatory oversight agency for the implementation of the SGMP and completion of any remedial actions prior to the City issuing a certificate of occupancy for the project site.					

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Impact Statement	Mitigation Measure	Monitoring and Reporting Program				Verification (Date and Initials)
		Implementation Responsibility	Timing	Monitoring Responsibility	Verification/ Monitoring Action	
4.8: NOISE						
Impact NOI-1: The proposed project would result in potentially significant impacts related to construction noise levels in excess of existing ambient noise levels in the project vicinity.	**Mitigation Measure NOI-1: Construction Noise and Vibration.** Prior to issuance of grading permits, the City of Livermore (City) Director of Community Development Department, or designee, shall verify that grading and construction plans include the following requirements: • Construction equipment, fixed or mobile, shall be equipped with properly operating and maintained noise mufflers). The contractor shall maintain all such equipment in good working order and shall keep a maintenance and inspection log available for city review during construction. • Construction staging areas shall be located away from off-site sensitive uses, including residential uses located directly north of the project site, during the later phases of project development. • The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from noise-sensitive receptors nearest the project site. Equipment shall be located as far as feasible, but no closer than 100 feet to off-site residences. • The construction contractor shall use on-site electrical power sources to power equipment rather than diesel generators whenever electrical power is available within 100 feet of the equipment location. Diesel generators may only be used if the	Project Applicant and construction contractor	Prior to issuance of grading permits; during all construction activities.	City of Livermore Director of Community Development Department	The City shall review and approve construction plans to verify inclusion of all noise mitigation requirements prior to approval of grading permits. The City shall conduct periodic unannounced site inspections during construction to verify compliance with signage, equipment placement, mufflers, and generator restrictions; The City shall maintain a log of resolutions to noise complaints.	

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Impact Statement	Mitigation Measure	Monitoring and Reporting Program				Verification (Date and Initials)
		Implementation Responsibility	Timing	Monitoring Responsibility	Verification/ Monitoring Action	
	contractor demonstrates in writing to the City that electrical power is not available. • A sign, legible at a distance of 50 feet, shall also be posted at the construction site. All notices and the signs shall indicate the dates, and duration of construction activities, as well as provide a telephone number for the "noise disturbance coordinator." • A "noise disturbance coordinator" shall be established. The disturbance coordinator shall be responsible for responding to any local complaints about construction noise within 24 hours, (2) documenting complaint details and corrective actions, and (3) providing a written summary. The disturbance coordinator shall determine the cause of the noise complaint (e.g., starting too early, bad muffler) and shall be required to implement reasonable measures to reduce noise levels. The City may halt work if repeated violations occur.					

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Impact Statement	Mitigation Measure	Monitoring and Reporting Program				Verification (Date and Initials)
		Implementation Responsibility	Timing	Monitoring Responsibility	Verification/ Monitoring Action	
4.9: TRANSPORTATION						
Impact TRA-3: The proposed project could potentially increase hazards related to inadequate site access and circulation.	**Mitigation Measure TRA-1**: The proposed project would be required to adopt the recommendations outlined in the Transportation Analysis prepared for the proposed project including: • Include 25 feet of red curb to the west and 50 feet of red curb to the east of the driveway on Pacific Avenue and 20 feet of red curb to the south of the driveway on Dolores Street. • Include a turnaround space for residential guests at the end of the parking aisle in the southeast corner of the project site, adjacent to the EVA access on Dolores Street. • Provide a minimum of 29 short-term bicycle parking spaces for guest in well-lit, highly visible locations on site.	Project Applicant	Prior to issuance of grading permits; with inspection prior to issuance of certificate of occupancy	City of Livermore Director of Community Development Department	City to review final plans to ensure they include the recommended measures. City to inspect improvements prior to certificate of occupancy; verify red curb lengths, turnaround configuration, and bicycle parking installation.	
4.10: TRIBAL CULTURAL RESOURCES						
Impact TCR-1: The proposed project could potentially impact tribal cultural resources through unknown discovery of tribal cultural resources	**Mitigation Measure TCR-1 Unknown Tribal Cultural Resources.** In the event that unknown tribal cultural resources are discovered during ground-disturbing activities, work shall cease within 50 feet of the find until a qualified archaeologist has evaluated the find in accordance with federal, State, and local guidelines to determine whether the find constitutes a cultural resource of potential Native American origin. The contractor shall immediately notify the City, who shall then contact the Native American Heritage Commission (NAHC) and a	Construction Contractor/Qualified Archaeologist/Tribal Representative	During all ground-disturbing activities if unknown tribal cultural resources are found.	City of Livermore Community Development Department	**Prior to construction:** City to confirm grading/construction plans include work stop procedures for unknown Tribal Cultural Resources find. Contractor shall maintain a log documenting attendance of all personnel at WEAP training and receipt	

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Impact Statement	Mitigation Measure	Monitoring and Reporting Program				Verification (Date and Initials)
		Implementation Responsibility	Timing	Monitoring Responsibility	Verification/ Monitoring Action	
	qualified archaeologist (meeting the Secretary of the Interior's Professional Qualifications Standards). In coordination with NAHC and the archaeologist, the City shall determine the appropriate Tribe(s) with cultural affiliation to the project area at the time of the find. If the City and consulting Tribe(s) determine that the discovery is a Tribal Cultural Resource, the applicant shall retain a Tribal representative, at the applicant's expense, to work with the qualified archaeologist to prepare a Discovery Treatment Plan. The Plan shall be developed in consultation with the consulting Tribe(s) and shall identify avoidance as the preferred mitigation strategy. If the Discovery Treatment Plan requires monitoring, avoidance, recovery, or other on-site treatment, the applicant shall fund a qualified Tribal monitor and any Tribal experts requested by the consulting Tribe(s). The plan shall specify the monitor's duties, working hours, and protocols, including stoppage authority for the monitor if sensitive material is encountered. If avoidance is not feasible, the Plan shall include culturally appropriate treatment measures, which may include, but are not limited to: • Establishing construction monitoring activities for the duration of ground disturbing activities; • Establishing protective buffers (consistent with the 50-foot halt distance) and any additional buffers recommended by the consulting Tribe(s) and archaeologist;				and posting of ALERT sheet. **During construction if unknown discovery is made:** The contractor shall notify the City immediately. The Qualified Archeologist shall verify implementation of the work stoppage procedures and secure the area. The archaeologist shall prepare an evaluation report within 48 hours that summarizes findings, significance determination, and recommended treatment. The City shall maintain the report in the project record. **Post-discovery:** Within 5 business days of completion of treatment activities, the Qualified Archaeologist shall submit a final report to the City documenting the evaluation, treatment methods,	

Table A: Mitigation Monitoring and Reporting Program

Impact Statement	Mitigation Measure	Monitoring and Reporting Program				Verification (Date and Initials)
		Implementation Responsibility	Timing	Monitoring Responsibility	Verification/ Monitoring Action	
	• Stabilization or in-situ preservation; • Culturally appropriate documentation or heritage recovery; • Confidentiality protection of Tribal Cultural Resource locations (sensitive location information shall be restricted to the City, the consulting Tribe(s), and qualified professionals with a demonstrated need to know); • Access for Tribal practitioners and/or traditional use. • Prohibition on photography, public dissemination, or testing of Native American human remains or associated funerary objects unless expressly authorized by the consulting Tribe(s) and consistent with applicable law. Work may resume in the halted area only after the City, in coordination with the consulting Tribe(s) and the qualified archaeologist, has reviewed and approved the Discovery Treatment Plan. The City shall complete its review within 7 calendar days of receipt of the Plan unless the City documents good cause for additional time and provides written notice to the consulting Tribe(s) and applicant. If the consulting Tribe(s) request additional measures, the City shall incorporate them unless the City documents why a requested measure is infeasible under applicable law. Additional procedural clarifications: If human remains are discovered and are determined to be Native American, all handling and disposition shall follow CCR Section				recovered artifacts, and curation location. The City shall review for completeness and maintain the report pursuant to PRC §21083.2.	

Table A: Mitigation Monitoring and Reporting Program

Impact Statement	Mitigation Measure	Monitoring and Reporting Program				Verification (Date and Initials)
		Implementation Responsibility	Timing	Monitoring Responsibility	Verification/ Monitoring Action	
	15064.5, PRC Section 5097.98, Health and Safety Code Section 7050.5, and the protocols set forth in the Discovery Treatment Plan developed in consultation with the consulting Tribe(s) and, where applicable, the Most Likely Descendant (MLD). If reburial is part of the agreed treatment, reburial shall be conducted with appropriate dignity in a location agreed upon by the consulting Tribe(s) and the City, and the location of such reburial shall be kept confidential and protected from further disturbance to the extent permitted by law. The applicant shall maintain a record of all notifications, consultations, monitoring reports, Discovery Treatment Plans, and treatment actions and shall provide copies to the City and the consulting Tribe(s) upon request. A final monitoring/treatment report shall be prepared by the qualified archaeologist and Tribal monitor and submitted to the City and NAHC within 30 days of completion of mitigation activities. **Mitigation Measure CUL-2 (see above).**					

From: Travis Pullen [redacted]
Sent: Monday, December 15, 2025 4:05 PM
To: Jennifer Ackerman <jjackerman@livermoreca.gov>
Subject: Re: Pacific Livermore (STATE CLEARINGHOUSE NO. 2025021071)- Final EIR Availability

Exercise Caution: This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Opposition to Proceeding with the Pacific and Livermore Townhomes Project

Livermore Planning Commission

City of Livermore

1052 South Livermore Avenue

Livermore, CA 94550

Re: Pacific and Livermore Townhomes Project – Request to Not Proceed

Dear Chair and Members of the Planning Commission,

I am writing to formally urge the Planning Commission not to proceed with approval of the Pacific and Livermore Townhomes Project as currently proposed.

While I recognize Livermore's responsibility to plan for housing, that responsibility does not override the Commission's duty to ensure that development is consistent with the Livermore General Plan, compatible with established neighborhoods, and demonstrably in the best interests of

Livermore residents. The current proposal fails to meet these fundamental standards.

1. Fundamental Incompatibility with the Livermore General Plan

The Livermore General Plan places strong emphasis on neighborhood compatibility, appropriate transitions in scale, and preservation of community character. These principles are especially important when discretionary approvals are requested in established residential areas.

The proposed project introduces three-story residential buildings into a neighborhood that is predominantly one story in scale. This represents an abrupt and disproportionate increase in height and massing that cannot reasonably be described as a transition.

No amount of landscaping, setbacks, or architectural detailing can mitigate the reality that three-story buildings will visually and physically dominate adjacent properties, permanently altering the character of the area. Approval would effectively signal that existing neighborhood context no longer matters and would set a damaging precedent for future development.

For these reasons, the inclusion of three-story buildings should be considered a non-starter under sound planning principles and General Plan policy.

2. CEQA Compliance Requires Substantive, Not Merely Procedural, Analysis

Although a Final Environmental Impact Report has been prepared, CEQA is not satisfied by the mere existence of an EIR. The law requires full disclosure of impacts, meaningful mitigation, and good-faith consideration of alternatives that would reduce environmental and community harm.

The Final EIR acknowledges impacts related to aesthetics, neighborhood character, traffic, and cumulative development, yet relies on mitigation measures that do not meaningfully address the lived experience of residents. Height-related impacts such as loss of privacy, shadowing, and visual dominance are characterized as mitigable when, in reality, they are permanent and unavoidable once constructed.

Alternatives that would genuinely reduce these impacts — including reduced building height, lower density, or retention of community-serving uses — are not pursued in a manner that reflects sincere consideration. CEQA exists to inform decision-makers, not to justify predetermined outcomes.

3. Loss of Community-Serving Commercial Uses

The project would eliminate long-standing commercial uses that have historically served as neighborhood amenities. These businesses contribute to walkability, reduce vehicle miles traveled, and support local

employment.

Replacing them with a purely residential project removes public-serving land uses without providing meaningful alternatives. This outcome directly conflicts with long-range planning goals that encourage balanced, mixed-use communities rather than single-purpose developments that force residents to drive elsewhere for basic needs.

4. Developer Interests Appear Misaligned with Livermore Residents' Interests

A significant concern is that the project appears driven primarily by developer entitlement and financial optimization, rather than by a genuine effort to align with Livermore's community values and long-term planning goals.

The proposal prioritizes maximum height and unit count while offering minimal accommodation to neighborhood scale, character, or resident concerns. While housing production is important, not all housing is appropriate in all locations, and compliance with minimum legal standards does not equate to good planning.

Approval of a project that so clearly prioritizes developer convenience over neighborhood compatibility would send a troubling message: that Livermore's planning framework and community input carry little weight when confronted with aggressive development proposals.

5. Real and Lasting Impacts on Residents

Beyond policies and legal standards, this project would have real, lasting consequences for people who live nearby.

Residents chose this neighborhood based on its existing scale, openness, and character. Introducing three-story buildings fundamentally alters those expectations, replacing light, privacy, and human-scale development with visual dominance and enclosure.

This is not opposition to housing. It is a request for appropriate housing, built at an appropriate scale, in appropriate locations. Livability should not be treated as an acceptable casualty of expediency.

6. The Planning Commission Has Both Discretion and Responsibility

Even within the constraints of state housing law, the Planning Commission retains discretion to:

- Enforce consistency with the General Plan
- Require genuine neighborhood compatibility
- Decline to approve projects that cause unavoidable, long-term harm

Exercising that discretion is not obstructionist; it is responsible stewardship of Livermore's future.

Conclusion

For all of the reasons outlined above, I respectfully urge the Planning Commission to not proceed with approval of the Pacific and Livermore Townhomes Project as proposed.

At a minimum, the project should be substantially redesigned to:

1. Eliminate three-story buildings in favor of scale-appropriate development
2. Clearly and demonstrably comply with Livermore General Plan policies
3. Reflect genuine consideration of resident impacts and community benefit

Livermore deserves development that enhances neighborhoods rather than undermines the qualities that make them livable.

Thank you for your time and thoughtful consideration.

Travis Pullen

On Dec 15, 2025, at 13:41, Jennifer Ackerman <jjackerman@livermoreca.gov> wrote:

Good afternoon, Mr. Pullen

Thank you for the question. You are welcome to email your comments to me. Please label the subject line “Comments on Pacific and Livermore Ave. Townhomes Project”.

The hearing tomorrow is for the approvals of the Project entitlements and certification of the Final EIR.

This will be the final decision on the project.

Please let me know if you have any questions.

Thank you,

Jennifer Ackerman

Jennifer Ackerman, MA
Associate Planner
Planning Division | Community Development Department
Office 925-960-4473
City of Livermore | www.LivermoreCA.gov

<image001.png>

From: Travis Pullen [redacted]
Sent: Saturday, December 13, 2025 11:53 AM
To: Jennifer Ackerman <jjackerman@livermoreca.gov>
Subject: Re: Pacific Livermore (STATE CLEARINGHOUSE NO. 2025021071)- Final EIR Availability

Jennifer,
Thank you for reaching out. If I am unable to make the hearing, can I submit

comments that I want put into the record as a response to the EIR?

Furthermore, could you clarify what the end result of the planning commission meeting on the 16th will be? Is the meeting just to review the EIR and hear comments? Well, the planning commission be making any decisions related to the project?

Thanks for your time,

Travis Pullen

On Dec 10, 2025, at 16:29, Jennifer Ackerman <jjackerman@livermoreca.gov> wrote:

Good afternoon, Mr. Pullen

In case you did not see this in your inbox on Friday, I am resending the email below as a courtesy. You can click the link to find the response to your comment at **https://www.livermoreca.gov/departments/community-development/planning/environmental-documents**.

As a reminder, the hearing will be on December 16, 2025. You can access the staff report on the Planning Commission webpage at the end of the day on Friday 12/12

Thank you,

Jennifer Ackeman

Jennifer Ackerman, MA
Associate Planner
Planning Division | Community Development Department
Office 925-960-4473
City of Livermore | www.LivermoreCA.gov

<image001.png>

From: Florentina Craciun <Florentina.Craciun@lsa.net>
Sent: Friday, December 5, 2025 7:15 PM
To: Jennifer Ackerman <jjackerman@livermoreca.gov>
Subject: Pacific Livermore (STATE CLEARINGHOUSE NO. 2025021071)-Final EIR Availability

Dear Commenter,

You are receiving this courtesy notice as you submitted a comment on on the Draft Environmental Impact Report (EIR) for the Pacific Livermore Project (SCH NO. 2025021071). In accordance with the California Environmental Quality Act (CEQA), the **Final EIR**, including written responses to all comments received during the public review period, is now available for public access at the following link:

https://www.livermoreca.gov/departments/community-development/planning/environmental-documents

The City appreciates your participation in the environmental review process. Should you have any questions regarding the Final EIR, please contact Jennifer Ackerman: jjackerman@livermoreca.gov or by simply replying to this email.

Thank you,

Florentina Craciun | Associate/Environmental Planner (she/her)
LSA | 157 Park Place, Point Richmond, CA 94801
510-236-6810 Main
510-462-1308 Direct
Website

<Outlook-nrqbfcke.png>

CAL HDF

Dec 16, 2025

City of Livermore
1052 S. Livermore Ave
Livermore, CA 94550

Re: Proposed Housing Development Project at Pacific Avenue and South Livermore Avenue

By email: planning@LivermoreCA.gov

Cc: cityclerk@LivermoreCA.gov; cityattorney@livermoreca.gov; info@livermoreCA.gov

Dear Livermore Planning Commission,

The California Housing Defense Fund ("CalHDF") submits this letter to remind the City of its obligation to abide by all relevant state laws when evaluating the proposed 115-unit housing development project located at Pacific Avenue and South Livermore Avenue, which includes 15 low-income units and two moderate-income units. These laws include the Housing Accountability Act ("HAA") and California Environmental Quality Act ("CEQA") guidelines.

Under the HAA,[1] a city may not disapprove a qualifying affordable housing project (i.e., a housing development project that provides at least a certain percent of the total units to lower income households, as defined by Health and Safety Code Section 50079.5) on the grounds it does not comply with the city's zoning and general plan if the developer submitted either a statutorily defined "preliminary application" or a "complete development application" while the city's housing element was not in substantial compliance with state law. (See Gov. Code, § 65589.5, subds. (d)(5), (h)(5), (o)(1)[2].) This statutory provision temporarily suspends the power of non-compliant municipalities to enforce their zoning rules against qualifying affordable housing projects. (See, e.g., *California Housing Defense Fund v. City of La Cañada Flintridge*, Case Number: 23STCP02614 (attached), for a recent court decision affirming the plain language of the statute in this regard.)

[1] AB 1893, effective January 1, 2025, has amended the "Builder's Remedy" provisions of the HAA. However, the AB 1893 allows for vested Builder's Remedy applications to proceed under the previous version of the law.
[2] These code section numbers correspond to the HAA as it existed when the preliminary application for the project at issue was submitted (i.e. before AB 1893 went into effect).

The City's Housing Element was not in substantial compliance with state law when the preliminary application under SB 330 was submitted. The City must therefore allow the project to be developed as proposed.

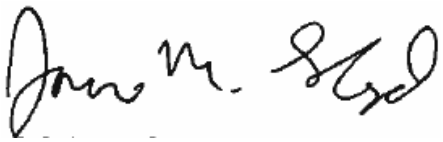
As you are well aware, California remains in the throes of a statewide crisis-level housing shortage. New housing such as this is a public benefit: it will provide badly-needed affordable housing; it will bring new customers to local businesses; and it will reduce displacement of existing residents by reducing competition for existing housing. While no one project will solve the statewide housing crisis, the proposed development is a step in the right direction. CalHDF urges the City to approve it, consistent with its obligations under state law.

CalHDF is a 501(c)(3) non-profit corporation whose mission includes advocating for increased access to housing for Californians at all income levels, including low-income households. You may learn more about CalHDF at www.calhdf.org.

Sincerely,



Dylan Casey
CalHDF Executive Director



James M. Lloyd
CalHDF Director of Planning and Investigations

[redacted]

FILED
Superior Court of California
County of Los Angeles
MAR 04 2024
David W. Slayton, Executive Officer/Clerk of Court
By: F. Becerra, Deputy

CALIFORNIA HOUSING DEFENSE FUND v. CITY OF LA CAÑADA FLINTRIDGE
Case Number: 23STCP02614 [Related to Case No. 23STPC02575]

Hearing Date: March 1, 2024

ORDER ON PETITIONS FOR WRIT OF MANDATE AND COMPLAINTS FOR DECLARATORY RELIEF

Under the Housing Accountability Act (HAA), Government Code[1] section 65589.5, a municipality may not "disapprove" a qualifying affordable housing project on the grounds it does not comply with the municipality's zoning and general plan if the developer submitted either a statutorily defined "preliminary application" or a "complete development application" while the city's housing element was not in substantial compliance with state law. (See § 65589.5, subds. (d)(5), (h)(5), (o)(1).) This statutory provision, colloquially known as the "Builder's Remedy," incentivizes compliance with the Housing Element Law by temporarily suspending the power of non-compliant municipalities to enforce their zoning rules against qualifying affordable housing projects.

Respondents, the City of La Cañada Flintridge, the City of La Cañada Flintridge Community Development Department, and the City of La Cañada Flintridge City Council (collectively, Respondents or the City) determined Petitioner 600 Foothill Owner, L.P.'s (600 Foothill) proposed mixed-use development did not qualify for the Builder's Remedy. Petitioner 600 Foothill, Petitioner California Housing Defense Fund (CHDF), and Petitioners-Intervenors the People of the State of California, Ex. Rel. Rob Bonta and the California Department of Housing and Community Development (HCD)(collectively, Intervenors), challenge Respondents' decision.

The petitions are granted. The court orders a writ shall issue directing Respondents to set aside their May 1, 2023 decision finding 600 Foothill's application does not qualify as a Builder's Remedy project and to process the application in accordance with the HAA.

JUDICIAL NOTICE

600 Foothill's Request for Judicial Notice (RJN) filed November 8, 2023 is denied as to Exhibit A and granted as to Exhibits B through F. Respondents' objections to Exhibits B through F are overruled. Respondents' objections 1 and 4 are sustained to the extent they pertain to Exhibit A.

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[1] All further undesignated statutory references are to this code.

Respondents' RJN in support of its opposition to the 600 Foothill petition is granted as to all referenced exhibits except as to Exhibits D-3, V and BB.[2]

600 Foothill's Reply RJN of Exhibit AA is granted.

CHDF's RJN of Exhibits A through D is granted.

Respondents' RJN in support of its opposition to the CHDF petition is granted as to all referenced exhibits except as to Exhibit D-3 and V. Except as to Exhibits D-3 and V, the objections of Intervenors and CHDF are overruled.

For all RJNs, the court does not judicially notice any particular interpretation of the records. Nor does the court judicially notice the truth of hearsay statements within the judicially noticed records.

EVIDENTIARY OBJECTIONS, MOTION *IN LIMINE* AND CODE OF CIVIL PROCEDURE SECTION 1094.5, SUBDIVISION (E)

Preliminarily, the court finds none of the parties' evidentiary objections are material to the disposition of any cause of action or issue. The court nonetheless rules on the objections for completeness. The court notes it is not required to parse through long narratives with generalized objections. The court may overrule an objection if the material objected to contains unobjectionable material. The parties make many objections to multiple sentences where much or some of the material is not objectionable. (See Fibreboard Paper Products Corp. v. East Bay Union of Machinists, Local 1304, United Steelworkers . . . (1964) 227 Cal.App.2d 675, 712.)

600 Foothill's Objections

Declaration of Lynda-Jo Hernandez: All objections are overruled.
Declaration of Kim Bowan: All objections are overruled except 3, 12 and 17.
Declaration of Peter Sheridan: All objections are overruled.
Declaration of Keith Eich: All objections are overruled.
Declaration of Susan Koleda: All objections are overruled.
Declaration of Teresa Walker: All objections are overruled except 3, 11, 17, 26 and 29.
Declaration of Richard Gunter III: All objections are overruled except 5-8 and 14-20.

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[2] Contrary to 600 Foothill's assertion, Respondents did not request judicial notice of Exhibit A to the Koleda declaration. 600 Foothill and Intervenors appear correct—Respondents did not submit Exhibits D-3 or V with the Koleda declaration. Accordingly, the court cannot judicially notice Exhibits D-3 or V.

Respondents' Objections to 600 Foothill's Evidence

Declaration of Melinda Coy: All objections are overruled.
Reply Declaration of Garret Weyand: All objections are overruled except 3, 4, 7 and 8.[3]

Intervenors' Objections

Declaration of Susan Koleda: All objections are overruled.

CHDF's Objections

Declaration of Teresa Walker: All objections are overruled except 2, 4 and 6.
Declaration of Susan Koleda: All objections are overruled.
Declarations of Eich, Bowman, Gunter III and Hernandez are all overruled as discussed *infra*.

Motion *In Limine*

Respondents' Motion *In Limine* to Exclude Issues or Evidence (filed February 5, 2024) is denied. Respondents do not demonstrate 600 Foothill has submitted any evidence concerning "infeasibility" of the project that is *outside* of the administrative record. Respondents do not require discovery to respond to 600 Foothill's infeasibility arguments given such arguments are based entirely on the administrative record. (See § 65589.5, subd. (m)(1); Code Civ. Proc., § 1094.5, subd. (e).)

Code of Civil Procedure section 1094.5, Subdivision (e)

Section 65589.5, subdivision (m)(1) in the HAA specifies "[a]ny action brought to enforce the provisions of this section shall be brought pursuant to Section 1094.5 of the Code of Civil Procedure. . . ." Accordingly, the HAA causes of action are subject to the limitations on extra-record evidence in Code of Civil Procedure section 1094.5, subd. (e). Nonetheless, the HAA causes of action involve questions of substantial compliance with the Housing Element Law, governed, at least in part, by Code of Civil Procedure section 1085. (See e.g., § 65587, subd. (d)(2).) Code of Civil Procedure section 1094.5, subdivision (e) does not apply to a cause of action governed by Code of Civil Procedure section 1085.

The parties have neglected to suggest which parts of their declarations are subject to Code of Civil Procedure sections 1094.5, 1085 or both. The parties also have not moved to augment the administrative record pursuant to Code of Civil Procedure section 1094.5, subdivision (e). Under the circumstances, the court will admit and consider the parties' declarations despite the court

[3] The declaration is properly submitted to respond to the defense of unclean hands and allegations of "manipulation of the HCD approval process" discussed in Respondents' opposition brief.

having made no order to augment the record.[4] The court notes, however, even if the court excluded all the extra-record evidence submitted, including the lengthy Koleda declarations, the result here would not change.

BACKGROUND

The Housing Element Law[5]

"In 1980, the Legislature enacted the Housing Element Law, 'a separate, comprehensive statutory scheme that substantially strengthened the requirements of the housing element component of local general plans.' " (*Martinez v. City of Clovis* (2023) 90 Cal.App.5th 193, 221-222 [*Martinez*].)

A housing element within a general plan must include certain components, including, but not limited to: an assessment of housing needs and the resources available and constraints to meeting those needs; an inventory of sites available to meet the locality's housing needs at different income levels, including the Regional Housing Needs Allocation (RHNA); a statement of goals, quantified objectives, and policies to affirmatively further fair housing; and a schedule of actions to address the housing element's goals and objectives. (§ 65583, subds. (a), (b), (c).)

"A municipality must review its housing element for the appropriateness of its housing goals, objectives, and policies and must revise the housing element in accordance with a statutory schedule. (§ 65588, subds. (a), (b).) The interval between the due dates for the revised housing element is referred to as a planning period or cycle, which usually is eight years." (*Martinez, supra,* 90 Cal.App.5th at 221-222.)

"Before revising its housing element, a local government must make a draft available for public comment and, after comments are received, submit the draft, as revised to address the comments, to the Department of Housing and Community Development (HCD). (§ 65585, subd. (b)(1); see § 65588 [review and revision of housing element by local government].) After a draft is submitted, the HCD must review it, consider any written comments from any public agency, group, or person, and make written findings as to whether the draft substantially complies with the Housing Element Law. (§ 65585, subds. (b)(3), (c), (d); . . . .) [¶] If the HCD finds the draft does not substantially comply with the Housing Element Law, the local government must either (1) change the draft to substantially comply or (2) adopt the draft without changes along with a resolution containing findings that explain its belief that the draft substantially complies with the law. (§ 65585, subd. (f).)" (*Martinez, supra,* 90 Cal.App.5th at 221-222.)

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[4] At the conclusion of the hearing, the parties agreed the court could consider all of the evidence before it without regard to Code of Civil Procedure section 1094.5, subdivision (e).
[5] See section 65580, *et seq.*

The City's October 2021 and October 2022 Draft Housing Elements, and HCD's Findings the City Had Not Attained Substantial Compliance with the Housing Element Law

Under the Housing Element Law, the City had a statutory deadl ne of October 15, 2021 to adopt a substantially compliant 6th cycle housing element. (AR 443.) The City submitted its draft housing element to HCD on that day. (AR 443.)

On December 3, 2021, HCD informed the City while the draft "addresses many statutory requirements," to comply with the Housing Element Law, signif cant revisions were required. (AR 443, 445-453.) HCD identified fourteen areas within the first version of the City's draft housing element that required specific programmatic revisions, organized into three broad categories—housing needs, resources, and constraints; housing programs; and public participation. (AR 445-453.) As examples, HCD found the draft housing element lacked a sufficient site inventory analysis identifying potential sites for housing development distributed in a manner to affirmatively further fair housing, or an inadequate site inventory of the City's vacant and underutilized sites to meet the City's RHNA determination. (AR 445-447.)

Ten months later, on October 4, 2022, the City adopted its 2021-2029 housing element (October 2022 Housing Element). (AR 4504-4508, 4509 [Housing Element].) The City thereafter submitted its adopted Housing Element to HCD for review. (AR 5263.)

On December 6, 2022, HCD informed the City "[t]he adopted housing element addresses most statutory requirements described in HCD's [prior] review; however, additional revisions are necessary to fully comply with State Housing Element Law." (AR 5263 [referencing a May 26, 2021 review].) HCD's findings of non-compliance for the October 2022 Housing Element are discussed further in the Analysis section *infra*.

600 Foothill's Preliminary Application

On November 10, 2022—after the City's adoption of the October 2022 Housing Element but before HCD's December 6, 2022 review—600 Foothill submitted the Preliminary Application seeking the City's approval to construct a mixed-used project on a site located at 600 Foothill Boulevard, which is currently occupied by two vacant church buildings and a surface parking lot. (AR 5241.) 600 Foothill proposed to build 80 apartments on the site, 16 of which (or 20 percent) would be reserved for persons earning less than sixty percent of the area median income (the Project). (AR 5243.) 600 Foothill's Preliminary Application explained "given that the City continues to have a Housing Element that is out of compliance with state law," 600 Foothill proposed the Project as a Builder's Remedy project pursuant to section 65589.5, subdivision (d)(5) meaning the Project was not required to account for the City's zoning ordinance or general plan land use designation. (AR 5235.)

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The City Staff Acknowledge Changes to the October 2022 Housing Element Are Necessary to Comply with HCD's Findings

The City's Director of Community Development, Susan Koleda, acknowledged on January 11, 2023 in an email communication that "[a]ll additional changes to the Housing Element have yet to be determined but will likely require additional [Planning Commission/City Council] approval." (AR 12894.) At the City's January 12, 2023 Planning Commission meeting, City staff acknowledged revisions were required for "the Housing Element to be in conformance" with applicable law. (AR 5274-5275.) Director Koleda also stated in a February 9, 2023 email communication that "additional clarifications were required" to the October 2022 Housing Element, and "[t]he additional information will be incorporated into a revised Housing Element, scheduled to be adopted by the City Council on February 21, 2023. It will then be submitted to HCD for review as a third submittal." (AR 13011.)

The City Adopts a February 2023 Housing Element, Fails to Rezone, and "Certifies" Its Substantial Compliance with the Housing Element Law

On February 21, 2023, the City adopted its third revised housing element which addressed the deficiencies to the October 2022 Housing Element identified by HCD. (AR 6274-6279.) In its resolution adopting the revised housing element, the City Council stated it "certifies that the City's Housing Element was in substantial compliance with State Housing Element law as of the October 4, 2022 Housing Element adopted by the City Council. . . ." (AR 6274.) Despite use of the word "certifies" in the City's resolution, Director Koleda opined at the February 21, 2023 council meeting that the "consensus" from the City Attorney, the City's consultants, and HCD was that "self-certification" of the City's housing element "is not an option." (AR 6207-6208; see also Opposition to Intervenors 19:18-21:7 ["wrongly accuse . . . of 'back-dating' and 'self-certifying' "].)

At the time the City adopted its third revised housing element on February 21, 2023, it had not completed the rezoning required by the Housing Element Law. Accordingly, on April 24, 2023, HCD found, although the February 2023 housing element addressed the previously identified deficiencies in the October 2022 Housing Element, and met "most of the statutory requirements of State Housing Law," the City was not in substantial compliance with the Housing Element Law because the City adopted the February 2023 housing element more than one year past the statutory due date of October 15, 2021 and the City had not completed its statutorily required rezoning. (AR 6297-6300; see also AR 7170-7171.) As a result, HCD found the City could not be deemed in substantial compliance with state law *until* it completed all required rezones. (AR 6297-6300; see § 65588, subd. (e)(4)(C)(iii). ["A jurisdiction that adopts a housing element more than one year after the statutory deadline . . . shall not be found in substantial compliance with this article until it has completed the rezoning required by" the Housing Element Law].)

In its April 24, 2023 letter, HCD also opined that "a local jurisdiction cannot 'backdate' compliance to the date of adoption of a housing element," and the City was not in substantial

compliance with the Housing Element Law as of October 4, 2022, notwithstanding its "certification" in the City's February 21, 2023 resolution. (AR 6297-6298.)

The City Determines 600 Foothill's Preliminary Application Could Not Rely on the Builder's Remedy and the City Council Affirms the Decision

On February 10, 2023, in response to 600 Foothill's Preliminary Application, the City issued an incompleteness determination (the First Incompleteness Determination) requesting additional detail on several issues. The First Incompleteness Determination did not allege any inconsistencies between the Project and the City's zoning ordinance and general plan. (AR 5276-5279.) Petitioner supplemented its application materials in response to the First Incompleteness Determination on April 28, 2023. (See AR 6305, 7095-7096, 7152-7153, 7169, 7166, 8050-8060.)

On March 1, 2023, the City issued a second incompleteness determination (the Second Incompleteness Determination). The Second Incompleteness Determination advised 600 Foothill the Builder's Remedy did not apply to the Project making the Preliminary Application incomplete for its failure to comply with the City's general plan zoning laws and residential density limitations. (AR 6280-6281; see AR 7176.)

On March 9, 2023, 600 Foothill appealed the Second Incompleteness Determination. (See § 65943, subd. (c); AR 6282-6287, AR 12926.) In support of its appeal, 600 Foothill provided a letter from its attorney explaining 600 Foothill's position the City Council's failure to grant the appeal would constitute a violation of the HAA. (AR 6304-6462, 6317 ["flouts the law"].)

The City Council heard 600 Foothill's appeal on May 1, 2023. The City Council voted unanimously to adopt Resolution No. 23-14, denying the appeal and upholding the Second Incompleteness Determination (the May 1, 2023 Decision). (AR 7151-7160, AR 7161-7168.)

On June 8, 2023, HCD sent the City a Notice of Violation advising the City it violated the HAA and Housing Element Law by denying 600 Foothill's appeal. (AR 7170-7175.) HCD summarized the alleged violations:

> The City cannot 'backdate' its housing element compliance date to an earlier date so as to avoid approving a Builder's Remedy application. In short, the October 4, 2022 Adopted Housing Element did not substantially comply with State Housing Element Law, regardless of any declaration by the City. Therefore, the Builder's Remedy applies, and the City's denial of the Project application based on inconsistency with zoning and land use designation is a violation of the HAA. (AR 7170.)

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The City Determines the Application is Complete and the Project is Inconsistent with City's Zoning Code and General Plan

On May 26, 2023, the City informed 600 Foothill that its Project application was complete. (AR 7169.) On June 24, 2023, the City advised 600 Foothill:

> [I]t remains the City's position (as affirmed by City Council on May 1, 2023) that the 2021-2029 Housing Element was in substantial compliance with state law as of October 4, 2022. Based on that, staff reviewed the project for consistency with the General Plan, applicable provisions of the Downtown Village Specific Plan (DVSP), the Zoning Code, and the density proposed within the 2021-2029 Housing Element. In accordance with [] § 65589.5(j)(2)(A), this letter serves as an explanation of the reasons that the City considers the proposed project to be inconsistent, not in compliance, or not in conformity with these aforementioned guiding documents. (AR 7176.)

The City Completes Rezoning and HCD Certifies the City's Substantial Compliance with the Housing Element Law

On September 12, 2023, the City adopted a resolution completing its rezoning commitments set forth in its housing element. HCD reviewed the materials and, on November 17, 2023, sent a letter to the City finding the City had "completed actions to address requirements described in HCD's April 24, 2023 review letter." (Coy Decl. ¶ 12, Exh. D.)

Writ Proceedings

On July 21, 2023, 600 Foothill filed its verified petition for writ of mandate and complaint for declaratory and injunctive relief against Respondents. On July 25, 2023, CHDF filed its verified petition for writ of mandate and complaint for declaratory relief. The court has related the two actions and coordinated them for trial and legal briefing. The court denied Respondents' motion to consolidate the two actions.

On December 20, 2023, pursuant to a stipulation, Intervenors filed their petition for writ of mandate and complaint for declaratory relief in the CHDF proceeding.

For this proceeding, the court has considered 600 Foothill's Opening Brief, CHDF's Opening Brief, Intervenors' Opening Brief, Respondents' three opposition briefs, 600 Foothill's Reply Brief, CHDF's Reply Brief, Intervenors' Reply Brief, the administrative record, the joint appendix, all requests for judicial notice, and all declarations (including exhibits).[6]

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[6] The court accounted for its evidentiary rulings as to the evidence.

STANDARD OF REVIEW

Pursuant to the Los Angeles County Court Rules (Local Rules), "[t]he opening and opposition briefs must state the parties' respective positions on whether the petitioner is seeking traditional or administrative mandamus, or both." (Local Rules, Rule 3.231, subd. (i)(1).) The parties must also provide their position on the standard of review in their briefing. (See Local Rule, Rule 3.231, subd. (i)(3).)

600 Foothill, CHDF and Respondents do not suggest the standard of review that applies to the causes of action. Intervenors argue Code of Civil Procedure section 1085, not Code of Civil Procedure section 1094.5, applies to their petition.

Under Code of Civil Procedure section 1094.5, subdivision (b), the relevant issues are whether (1) the respondent has proceeded without jurisdiction, (2) there was a fair trial, and (3) there was a prejudicial abuse of discretion. An abuse of discretion is established if the agency has not proceeded in the manner required by law, the decision is not supported by the findings, or the findings are not supported by the evidence. (Code Civ. Proc., § 1094.5, subd. (b).)

In administrative mandate proceedings not affecting a fundamental vested right, the trial court reviews administrative findings for substantial evidence. Substantial evidence is relevant evidence that a reasonable mind might accept as adequate to support a conclusion (*California Youth Authority v. State Personnel Board* (2002) 104 Cal.App.4th 575, 584-85), or evidence of ponderable legal significance which is reasonable in nature, credible and of solid value. (*Mohilef v. Janovici* (1996) 51 Cal.App.4th 267, 305 n. 28.) Under the substantial evidence test, "[c]ourts may reverse an [administrative] decision only if, based on the evidence . . ., a reasonable person could not reach the conclusion reached by the agency." (*Sierra Club v. California Coastal Com.* (1993) 12 Cal.App.4th 602, 610.) The court does "not weigh the evidence, consider the credibility of witnesses, or resolve conflicts in the evidence or in the reasonable inferences that may be drawn from it." (*Doe v. Regents of University of California* (2016) 5 Cal.App.5th 1055, 1073.)

To obtain a traditional writ of mandate under Code of Civil Procedure section 1085, there are two essential findings. First, there must be a clear, present, and ministerial duty on the part of the respondent. Second, a petitioner must have a clear, present, and beneficial right to the performance of that duty. (*California Ass'n for Health Services at Home v. Department of Health Services* (2007) 148 Cal.App.4th 696, 704.) "Generally, mandamus is available to compel a public agency's performance or to correct an agency's abuse of discretion when the action being compelled or corrected is ministerial." (*AIDS Healthcare Foundation v. Los Angeles County Dept. of Public Health* (2011) 197 Cal.App.4th 693, 700.)

An agency is presumed to have regularly performed its official duties. (Evid. Code, § 664.) Under Code of Civil Procedure section 1094.5, the "trial court must afford a strong presumption of correctness concerning the administrative findings." (*Fukuda v. City of Angels* (1999) 20 Cal.4th 805, 817.) A petitioner seeking administrative mandamus has the burden of proof and must cite

the administrative record to support its contentions. (See *Alford v. Pierno* (1972) 27 Cal.App.3d 682, 691.) Similarly, a petitioner "bears the burden of proof in a mandate proceeding brought under Code of Civil Procedure section 1085." (*California Correctional Peace Officers Assn. v. State Personnel Bd.* (1995) 10 Cal.4th 1133, 1154.) A reviewing court "will not act as counsel for either party to a [challenge to an administrative decision] and will not assume the task of initiating and prosecuting a search of the record for any purpose of discovering errors not pointed out in the briefs." (*Fox v. Erickson* (1950) 99 Cal.App.2d 740, 742 [context of civil appeal.)

" 'On questions of law arising in mandate proceedings, [the court] exercise[s] independent judgment.' . . . . Interpretation of a statute or regulation is a question of law subject to independent review." (*Christensen v. Lightbourne* (2017) 15 Cal.App.5th 1239, 1251.)

ANALYSIS

Petition for Writ of Mandate – Violations of the HAA

600 Foothill, CHDF, and Intervenors seek a writ of mandate to enforce the requirements of the HAA against the City. Among other relief, they seek a writ directing Respondents to set aside the City Council's "decision, on May 1, 2023, to disapprove an application for a housing development project at 600 Foothill Boulevard, and compelling Respondent to approve the application or, in the alternative, to process it in accordance with the law." (CHDF Pet. Prayer ¶ 1; see also 600 Foothill Pet. Prayer ¶¶ 3-5 and Intervenors Pet. Prayer ¶¶ 1-3.)[7]

Standard of Review

As noted, the HAA at section 65589.5, subdivision (m)(1) specifies "[a]ny action brought to enforce the provisions of this section shall be brought pursuant to Section 1094.5 of the Code of Civil Procedure. . . ." Nonetheless, Intervenors argue Code of Civil Procedure section 1085, not Code of Civil Procedure section 1094.5, applies because Respondents have a "ministerial duty under the HAA to process the Foothill Owner's Builder's Remedy application." (Intervenors' Opening Brief 10:27; see *Sunset Drive Corp. v. City of Redlands* (1999) 73 Cal.App.4th 215, 221-222. ["A writ of mandate may be issued by a court to compel the performance of a duty imposed by law."])

While there is a colorable argument Code of Civil Procedure section 1085 applies to parts of the HAA claims involving the Housing Element Law, given the Legislature's clear instructions in section 65589.5, subdivision (m)(1), the court concludes Petitioners' writ petitions to enforce the HAA are all governed by Code of Civil Procedure section 1094.5.

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[7] 600 Foothill's writ claims under the HAA are alleged in its third through fifth causes of action while CHDF's and Intervenors' are alleged in their first causes of action.

The court's task "is therefore to determine whether the City 'proceeded in the manner required by law,' with a decision supported by the findings, and findings supported by the evidence; if not, the City abused its discretion." (*California Renters Legal Advocacy and Education Fund v. City of San Mateo* (2021) 68 Cal.App.5th 820, 837.) The City "bear[s] the burden of proof that its decision has conformed to all of the conditions specified in Section 65589.5." (§ 65589.6.)

As noted, based on the circumstances, the court reaches the same result in its analysis even if the petitions, or parts thereof, are governed by Code of Civil Procedure section 1085. (See e.g., § 65587, subd. (d)(2) [action to compel compliance with Housing Element Law "shall" be brought pursuant to Code of Civil Procedure section 1085].) The HAA claims raise legal questions of statutory construction and concerns about Respondents' substantial compliance with the Housing Element Law. The court decides such issues independently, regardless of whether Code of Civil Procedure section 1094.5 or 1085 governs. (See e.g. *Martinez, supra,* 90 Cal.App.5th at 237.)

The City "Disapproved" the Builder's Remedy Project

600 Foothill contends the City "disapproved" the Project, as the term is defined in the HAA, because the City "determined that the Project could not proceed because it believed the Builder's Remedy was inapplicable." (600 Foothill Opening Brief 7:11-12.) CHDF and Intervenors make the same argument. (CHDF Opening Brief 21:25-28; Intervenors' Opening Brief 15:27-16:3.)

The Builder's Remedy, at section 65589.5, subdivision (d)(5) provides in pertinent part:

> (d) A local agency **shall not disapprove** a housing development project . . . for very low, low-, or moderate-income households . . . unless it makes written findings, based upon a preponderance of the evidence in the record, as to one of the following:
>
> . . . .
>
> (5) The housing development project . . . is inconsistent with both the jurisdiction's zoning ordinance and general plan land use designation as specified in any element of the general plan as it existed on the date the application was deemed complete, **and** the jurisdiction has adopted a revised housing element in accordance with Section 65588 that is in substantial compliance with this article. (Emphasis added.)

Thus, to prove their claim under the HAA and to proceed with the Project as a Builder's Remedy, Petitioners must show the City "disapprove[d] a housing development project."

(§ 65589.5, subd. (d).)[8] Section 65589.5, subdivision (h)(6) provides to " 'disapprove the housing development project' **includes** any instance in which a local agency does any of the following: (A) Votes on a proposed housing development project application and the application is disapproved, **including any required land use approvals or entitlements necessary for the issuance of a building permit** . . . ." (Emphasis added.)

Here, on May 1, 2023, the City Council denied Petitioner's appeal of the Second Incompleteness Determination stating:

> [T]he City Council of the City of La Cañada Flintridge hereby denies the appeal and upholds the Planning Division's March 1, 2023, incompleteness determination for the mixed use project at 600 Foothill Boulevard, on the basis that the 'builder's remedy' under the Housing Accountability Act does not apply and is not available for the project, and that the project did not 'vest' as a 'builder's remedy' project as alleged in the project's SB 330 Preliminary Application submission dated November 14, 2022, because the City's Housing Element was, as of October 4, 2022, in substantial compliance with the Housing Element law. (AR 7167.)

Notably, Director Koleda informed the City Council, prior to its vote on the appeal, that "if the appeal is denied, the project will be processed accordingly as a standard, nonbuilder's remedy project." (AR 7103.) Thus, the City Council "voted" on a proposed housing development project application and determined the Project could not proceed as a Builder's Remedy project—that is, the Project would be subject to the City's discretionary approvals.

The Legislature has expressed its intent that the HAA "be interpreted and implemented in a manner to afford the fullest possible weight to the interest of, and the approval and provision of, housing." (§ 65589.5, subd. (a)(2)(L); *California Renters Legal Advocacy & Education Fund. v. City of San Mateo*, *supra*, 68 Cal.App.5th at 854.) In addition, "[a]s a basic principle of statutory construction, 'include' is generally used as a word of enlargement and not of limitation. . . . Thus, where the word 'include' is used to refer to specified items, it may be expanded to cover other items." (*Rea v. Blue Shield of California* (2014) 226 Cal.App.4th 1209, 1227.) Applying these canons of statutory construction, the court finds section 65589.5, subdivision (h)(6) should be given a broad construction. Because the City Council made clear any required land use approvals or entitlements would not be issued for the Project, **as a Builder's Remedy project**, the City Council's May 1, 2023 decision falls within the HAA's broad definition of "disapprove."

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[8] It is undisputed the Project constitutes a "housing development project . . . for very low, low-, or moderate-income households" within the meaning of the HAA. HCD advised the City on June 8, 2023: "The Project is proposed as an 80-unit mixed-use project where 20 percent of the units (16 units) will be affordable to lower-income households. The residential portion equates to approximately 89 percent of the Project; therefore, the Project qualifies as a 'housing development project' under the HAA (Gov. Code, § 65589.5, subd. (h)(2)(B))." (AR 7171.) Respondents develop no argument to the contrary.

Respondents contend:

> 600 Foothill defined the "approvals" and "entitlements" it sought in its application – namely, a Conditional Use Permit (USE-2023-0016), Tentative Tract Map 83375 (LAND-2023-0001), and Tree Removal Permit (DEV-2023-0003). (AR 5285.) There was no vote on May 1, 2023, on any of these "required land use approvals" or "entitlements" and, thus, . . . the "vote" needed under the HAA has not occurred. (Opposition to 600 Foothill 19:22-26 [emphasis in original].)

Respondents' narrow interpretation of the statute is unpersuasive. (See § 65589.5, subd. (a)(2)(L).) While the City Council may not have voted to deny the conditional use permit, tentative tract map, and tree removal permit, the City Council voted on May 1, 2023 and determined the Project could not proceed as the project proposed—a Builder's Remedy project. Because the Project was proposed as a Builder's Remedy, the City Council's May 1, 2023 vote on the project application was a "disapproval" within the meaning of the HAA.

Respondents also contend "[t]he City cannot as a matter of law approve or disapprove a development project, including a project under the Builder's Remedy, prior to conducting environmental review under CEQA . . . ."[9] (Opposition to 600 Foothill 16:15-16.) Respondents argue the HAA does not authorize the court "to order the City to accommodate CEQA review after a possible finding by the Court of a violation of the HAA." (Opposition to 600 Foothill 16:25-26 [emphasis in original].)

Again, Respondents' arguments are unpersuasive—a city can disapprove a project without having undertaken CEQA review. Nothing requires a city to undertake CEQA review *before deciding to disapprove a project*. CEQA does not apply to "[p]rojects which a public agency rejects or disapproves." (Pub. Res. Code, § 21080, subd. (b)(5).) "[I]f an agency at any time decides not to proceed with a project, CEQA is inapplicable from that time forward." (*Las Lomas Land Co., LLC v. City of Los Angeles* (2009) 177 Cal.App.4th 837, 850.) Respondents do not cite any language from the HAA that supports their position.[10]

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[9] CEQA refers to the California Environmental Quality Act at Public Resources Code section 21000, *et seq.*

[10] During argument, the City emphasized its reliance on section 65589.5, subdivision (m)(1) its language concerning finality—an action cannot be brought to enforce the HAA's provisions until there is a "final action on a housing development project" and the City did not take final action on the Project—it merely determined the Project could not be built as a Builder's Remedy project and would be subject to discretionary approvals. As noted by 600 Foothill, an action to enforce the HAA may be initiated after a municipality imposes conditions upon, disapproves **or** takes final action on a housing project. The City made clear in its May 1, 2023 Decision that the Project could not proceed as proposed as a Builder's Remedy project.

While CEQA review is preserved by the HAA[11] nothing suggests a disapproval under the HAA can occur only after CEQA review or that a court lacks authority to issue a writ to *compel compliance with the HAA*, even if a Builder's Remedy project is subject to CEQA compliance. Notably, a suit to enforce the HAA must be filed "no later than 90 days from" project disapproval. (§ 65589.5, subd. (m)(1).) Further, the HAA must "be interpreted and implemented in a manner to afford the fullest possible weight to the interest of, and the approval and provision of, housing." (§ 65589.5, subd. (a)(2)(L).) Respondents' interpretation of the HAA, under which a disapproval cannot occur prior to CEQA review, would hinder the approval and provision of housing. Accordingly, an agency may "disapprove" a project under the HAA before conducting any environmental review under CEQA, and a petitioner's claim to enforce the HAA may be ripe for consideration even if CEQA review has not been performed or completed.

Respondents' reliance on *Schellinger Brothers v. City of Sebastopol* (2009) 179 Cal.App.4th 1245, 1262 [*Schellinger*] is misplaced. *Schellenger* involved a request **to compel** the certification of an environmental impact report. *Schellinger* did not hold that all claims under the HAA or other housing laws are unripe or cannot be filed until CEQA review is completed. The case did not address CEQA in the context of a claim to enforce the Builder's Remedy provision in the HAA. The case also did not suggest a trial court lacks discretion to structure a writ issued pursuant to the HAA in a manner that allows for CEQA review to be completed. "An opinion is not authority for propositions not considered." (*People v. Knoller* (2007) 41 Cal.4th 139, 154-55.)

The court acknowledges *Schellinger* advised the HAA "specifically pegs its applicability to the approval, denial or conditional approval of a 'housing development project' . . . which, as previously noted, can occur *only after the EIR is certified.* (CEQA Guidelines, § 15090(a).)" (*Schellinger, supra,* 179 Cal.App.4th at 1262.) Nonetheless, the court's statement must be interpreted in the context of the issues before that Court. Because the agency there had not disapproved the project at issue, the Court's reference to the "denial" of a housing development project was a dictum. In any event, as discussed, *Schellinger* did not decide the legal question presented here—whether the City "disapproved" a Project when it determined, through a vote of its City Council, the Builder's Remedy Project did not qualify for the Builder's Remedy under the HAA.[12]

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[11] See section 65589.5, subdivisions (e) and (o)(6).

[12] Respondents indicate the City took action to pay for CEQA review of the Project starting in September 2023. (Opposition to 600 Foothill 18:11-14 [citing Sheridan Decl. Exh. JJ].) By that time, however, the City Council had already determined the Project could not proceed as proposed pursuant to the Builder's Remedy. (AR 7167; see also AR 7176.) Respondents do not explain the purpose of CEQA review for a project the City Council has determined could not be approved consistent with the law. This evidence does not support Respondents' position the City Council's May 1, 2023 Decision did not constitute a "disapproval" under the HAA.

Based on the foregoing, Petitioners have demonstrated the City Council "disapproved" the Project with its May 1, 2023 Decision within the meaning of the HAA. Respondents do not show the petitions are "unripe" because CEQA review has not been completed, or that CEQA review is a prerequisite to the "disapproval" of a Project under the HAA. In light of the court's conclusion, the court need not reach the parties' contentions regarding *California Renters v. City San Mateo* (2021) 60 Cal.App.5th 820 and appellate briefing from that case. (See Opposition to 600 Foothill 17:10-28 [citing Sheridan Decl. Exh. EE and FF].)

"Vesting" of the Builder's Remedy and the Date the Pro ect Application was Deemed Complete

Respondents assert the filing of a SB 330 preliminary application does not "vest" the Builder's Remedy because "when a city is determining whether it can make the finding in subsection (d)(5), it considers the status of its Housing Element *as of the date the finding is made*." (Opposition to 600 Foothill 23:11-13 [emphasis in original].)

The HAA defines "deemed complete" to mean that "the applicant has submitted a *preliminary application* pursuant to Section 65941.1." (§ 65589.5, subd. (h)(5) [emphasis added].) Section 65589.5, subdivision (o)(1) states "a housing development project shall be subject only to the ordinances, policies, and standards adopted and in effect when a preliminary application including all of the information required by subdivision (a) of Section 65941.1 was submitted." Construing these statutory provisions, along with section 65589.5, subdivision (d), the court concludes a Builder's Remedy "vests" if the local agency does not have a substantially compliant housing element at the time a complete preliminary application pursuant to section 65941.1 is submitted and "deemed complete."

Respondents have not developed any argument the Preliminary Application, submitted in November 2022, lacked the information required by section 65941.1 or was otherwise incomplete within the meaning of the HAA. (See AR 5234-5246.)[13] Thus, if the City's housing element did not substantially comply with the Housing Element Law at that time (see analysis *infra*), the Builder's Remedy "vested" when 600 Foothill submitted its Preliminary Application in November 2022.[14]

Respondents' reliance on subdivision (o) of the HAA is misplaced. Section 65589.5, subdivision (o)(4) provides " 'ordinances, policies, and standards' includes **general plan**, community plan, specific plan, zoning, design review standards and criteria, subdivision standards and criteria, and any other rules, regulations, requirements, and policies of a local agency." (Empasis added.)

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[13] 600 Foothill's Preliminary Application used the form generated by the City. 600 Foothill completed the form and included necessary attachments.

[14] 600 Foothill's Preliminary Application was "deemed complete," within the meaning of the HAA, when 600 Foothill submitted its application in November 2022. (See AR 5241-5246, 7171; see also Gov. Code §§ 65589.5, subdivision (h)(5) and 65941.1.) During argument, Respondents appeared to conflate the Preliminary Application with a formal project application.

The housing element is a mandatory element of the general plan. (§ 65582, subd. (f).) Section 65589.5, subdivision (o)(1) precludes Respondents from retroactively applying a housing element to a Builder's Remedy project that "vested" before certification of the housing element.

Respondents' vesting argument is also inconsistent with the HAA's policy of promoting housing. (§ 65589.5, subd. (a)(2)(L).) If Respondents' position was correct, as a practical matter "no housing developer would ever submit a builder's remedy application because of the uncertainty about whether the project would remain eligible long enough to be approved." (CHDF Reply 19:8-9.)

600 Foothill's Preliminary Application was "deemed complete," for purposes of the HAA, in November 2022 when 600 Foothill submitted its Preliminary Application. If the Builder's Remedy applies (see *infra*), it therefore "vested" in November 2022.[15]

The City Could Not Be in Substantial Compliance with the Housing Element Law until it Completed Rezoning

Petitioners contend the City's housing element was not in substantial compliance with the Housing Element Law when 600 Foothill filed its Preliminary Application because the City had not completed the rezoning required by sections 65583, subdivision (c)(1)(A) and section 65583.2, subdivision (c). (See 600 Foothill Opening Brief 12:21-23.) Petitioners are correct.

Section 65588, subdivision (e)(4)(C)(i) states:

> For the adoption of the sixth revision and each subsequent revision, a local government that does not adopt a housing element that the department has found to be in substantial compliance with this article within 120 days of the applicable deadline described in subparagraph (A) or (C) of paragraph (3) shall comply with subparagraph (A) of paragraph (1) of subdivision (c) of Section 65583 and subdivision (c) of Section 65583.2 within one year of the statutory deadline to revise the housing element.

Section 65588, subdivision (e)(4)(C)(iii) states:

> A jurisdiction that adopts a housing element more than one year after the statutory deadline described in subparagraph (A) or (C) of paragraph (3) **shall not be found in substantial compliance with this article until it has completed the**

[15] However, the court reaches the same result in its analysis below even if the application was deemed complete or "vested" anytime up to May 1, 2023, the date of City Council's decision. The City did not complete its required rezoning until September 12, 2023. (See § 65588, subd. (e)(4)(C)(iii).)

> **rezoning required by subparagraph (A) of paragraph (1) of subdivision (c) of Section 65583 and subdivision (c) of Section 65583.2**. (Emphasis added.)[16]

Thus, the statute mandates the jurisdiction "shall not be found in substantial compliance" until completing the rezoning. (*Ibid.*)[17] The plain language of the statutory prohibition is not limited to HCD; the prohibition therefore applies to the courts.

As applied here, the City's statutory deadline to adopt a substantially compliant 6th cycle housing element was October 15, 2021. (AR 443.) The City submitted its draft housing element to HCD on October 15, 2021. (AR 443.) Because the City failed to secure certification of its 6th cycle housing element within 120 days of its statutory deadline of October 15, 2021 (see AR 443-447), October 15, 2022 served as the City's deadline to complete its required rezoning. (§ 65583, subd. (c)(1)(A).) It is undisputed the City did not complete the required rezoning until September through November 2023.

Pursuant to the plain language of section 65588, subdivision (e)(4)(C)(iii), the City "shall not be found" in substantial compliance with the Housing Element Law until the City completed its rezoning in September through November 2023. As a result, the City did not have a substantially compliant housing element when 600 Foothill submitted its Preliminary Application to the City in November 2022; the Builder's Remedy therefore applies to the Project.

Respondents do not challenge the plain language interpretation of section 65588, subdivision (e)(4)(C)(iii).[18] Thus, they concede where an agency has failed to adopt a substantially compliant housing element by more than a year after the statutory deadline to do so, the agency cannot be found in substantial compliance with the Housing Element Law by HCD or a court until it

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[16] During argument, Respondents objected to the court's consideration of legislative history referenced in the court's tentative order distributed prior to the hearing. The court relied 600 Foothill's RJN, Exh. D at 82 and Exh. E at 149. Respondents correctly argued resort to legislative history here is inappropriate given the plain language of the statute and lack of ambiguity. (See *River Garden Retirement Home v. Franchise Tax Bd.* (2010) 186 Cal.App.4th 922, 942.) While the parties later agreed the court could rely on all of the evidence that had been submitted by the parties, the court nonetheless revised its decision to eliminate the discussion of legislative history. Given Respondents' argument, there can be no claim the statute is unclear. "If there is no ambiguity, we presume the Legislature meant what is said and the plain meaning of the language controls." (*Ibid.*)

[17] In any event, as discussed *infra*, the court concludes the City did not adopt a substantially compliant housing element until after 600 Foothill submitted its complete Preliminary Application. Accordingly, even if the statutory bar of section 65588, subdivision (e)(4)(C)(iii) does not apply to the courts, the court still concludes the Builder's Remedy applies to the Project.

[18] As noted *supra* in footnote 16, Respondents agree there is no ambiguity in the statute.

completes its required rezoning. (*Sehulster Tunnels/Pre-Con v. Traylor Brothers, Inc.* (2003) 111 Cal.App.4th 1328, 1345, fn. 16 [failure to address point is "equivalent to a concession"].)

Respondents contend the "City could not rezone until it had a General Plan Housing Element under Section 65860(c), HCD did not promulgate draft [Affirmatively Further Fair Housing] requirements for the 6th Cycle housing element until April 23, 2020, and did not promulgate the final version until April 2021, only six months before the then-existing deadline (within SCAG) for submitting a 6th RHNA Cycle Housing Element." (Opposition to CHDF 8: 11-15.)

Respondents' evidence does not demonstrate actions or omissions of HCD or the Southern California Association of Governments (SCAG) precluded the City from adopting a substantially compliant housing element or the required rezoning. Director Koleda advises the final affirmatively further fair housing requirements were available by April 2021, and the City's RHNA increased by only two dwelling units between March 22, 2021 and July 1, 2021. (Koleda Decl. ¶¶ 20, 36.) As persuasively argued by Intervenors, the City "had sufficient time to accommodate its RHNA allocation, or at the very least, the two additional dwelling units added between March and July 2021." (Intervenors' Reply 16, fn. 8.) Respondents also do not show, with persuasive evidence, the timing of HCD's promulgation of affirmatively further fair housing requirements prevented the City from adopting a substantially compliant housing element.

Respondents also argue section 65588, subdivision (e)(4)(C)(iii)'s rezoning requirement "is illegal, unconstitutional, and unenforceable" because "[t]he Government Code specifically contemplates that rezoning will occur after adoption of an amendment to a General Plan, including Housing Elements, ..." (Opposition to Intervenors 12:19, 14:26-27.) Respondents' statutory argument is not fully developed, lacks sufficient analysis of governing legal principles, and is unpersuasive.

Respondents wholly fail to explain how section 65588, subdivision (e)(4)(C)(iii) is "illegal" or "unconstitutional." At most, Respondents assert section 65588, subdivision (e)(4)(C)(iii) conflicts with other statutes requiring consistency between the zoning ordinances of a general law city and its general plan, and the requirement such zoning ordinances be amended "within a reasonable time" to be consistent with a general plan that is amended. (Opposition to Intervenors 13:13-16 [citing § 65860].)

Respondents do not show a conflict between section 65588, subdivision (e)(4)(C)(iii) and section 65860 or any other statute. Contrary to Respondents' assertion, a city could comply with both statutes. Thus, as argued by 600 Foothill, a city could update its zoning simultaneously with the adoption of its housing element. A city could also adopt a housing element that is provisionally certified by HCD and then subsequently complete the rezoning, which is what occurred here. While section 65588, subdivision (e)(4)(C)(iii) may subject a city to the Builder's Remedy it if does not complete its rezoning at the same time adopts its housing element, Respondents do not show such possibility conflicts with section 65860 or that the

Legislature lacked the authority to impose such measures to encourage the development of housing.[19]

Because the City had not completed its required rezoning, the City's housing element was not in substantial compliance with the Housing Element Law when 600 Foothill filed the Preliminary Application in November 2022. As a result, the City Council prejudicially abused its discretion when it found the Builder's Remedy did not apply to the Project in its May 1, 2023 Decision.

Did the City's October 2022 Housing Element Substantially Comply with the Housing Element Law Without Consideration of Rezoning?

In its May 1, 2023 Decision, the City Council found "the 'builder's remedy' under the Housing Accountability Act does not apply and is not available for the project . . . because the City's Housing Element was, as of October 4, 2022, in substantial compliance with the Housing Element law." (AR 7167.) Petitioners contend the City Council's finding was a prejudicial abuse of discretion. The court agrees. The October 4, 2022 Housing Element was not in substantial compliance with the Housing Element Law.

Standard of Review—Substantial Compliance with Housing Element Law

"In an action to determine whether a housing element complied with the requirements of the Housing Element Law, the court's review 'shall extend to whether the housing element . . . *substantially complies* with the requirements' of the law. (§ 65587, subd. (b), italics added.) Courts have defined substantial compliance as '*actual* compliance in respect to the substance essential to every reasonable objective of the statute,' as distinguished from 'mere technical imperfections of form.' [Citations.] Such a review is limited to whether the housing element satisfies the statutory requirements, 'not to reach the merits of the element or to interfere with the exercise of the locality's discretion in making substantive determinations and conclusions about local housing issues, needs, and concerns.' " (*Martinez, supra,* 90 Cal.App.5th at 237.)

HCD is mandated by statute to determine whether a housing element substantially complies with the Housing Element Law. (See e.g., § 65585, subds. (i)-(j); Health & Saf. Code § 50459, subds. (a), (b).) Given HCD's statutory mandate and its expertise, HCD's determination of substantial compliance with the Housing Element Law, or lack thereof, is entitled to deference from the courts. (See *Hoffmaster v. City of San Diego* (1997) 55 Cal.App.4th 1098, 1113, fn. 13

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[19] Further, even assuming a conflict existed, Respondents do not explain why section 65860 would take precedence over section 65588, subdivision (e)(4)(C)(iii) under the specific circumstances presented here (i.e., a statutory bar to attaining substantial compliance with the Housing Element Law until rezoning is complete). (See *State Dept. of Public Health v. Superior Court* (2015) 60 Cal.4th 940, 960-961. ["If conflicting statutes cannot be reconciled, later enactments supersede earlier ones [citation], and more specific provisions take precedence over more general ones."])

["We substantially rely on the Department of Housing and Community Development's interpretation [. . .] regarding compliance with the housing element law . . . ."]; accord *Martinez, supra,* 90 Cal.App.5th at 243 ["courts generally will not depart from the HCD's determination unless 'it is clearly erroneous or unauthorized' "].)

However, "HCD's housing element compliance determinations are not binding on courts." (See Intervenor Reply 10:2; see also 600 Foothill Opening Brief 15:8-9.) The trial and appellate courts "'independently ascertain as a question of law whether the housing element at issue substantially complies with the requirements of the Housing Element Law.' . . ." (*Martinez, supra,* 90 Cal.App.5th at 237.)[20] Thus, to be clear (and as noted during the hearing) the court has not deferred to HCD concerning substantial compliance—the issue is properly subject to the court's independent review as a question of law.

Affirmatively Further Fair Housing

As background, HCD found the City's October 2022 Housing Element did not substantially comply with the City's duties under the Housing Element Law to analyze how the housing element will affirmatively further fair housing. Specifically, HCD wrote:

> While the element now analyzes census tracts and sites with a concentration of affordable units (p. D71-73), it should still discuss whether the distribution of sites improves or exacerbates conditions. This is critical as the sites to accommodate the lower-income households are only located along Foothill Boulevard near the 210 Freeway. If sites exacerbate conditions, the element should include programs to mitigate conditions (e.g., anti-displacement strategies) and promote inclusive communities. (AR 5263-5264.)

HCD also found "the element must include a complete assessment of fair housing. Based on the outcomes of that analysis, the element must add or modify programs." (AR 5264.)

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[20] While *Martinez* advises " '[t]he burden is on the challenger to demonstrate that the housing element . . . is inadequate" (*ibid.*), the HAA provides the City "bear[s] the burden of proof that its decision has conformed to all of the conditions specified in Section 65589.5." (§ 65589.6; see also § 65587, subd. (d)(2) [city has burden of proof in action to compel compliance with requirements of section 65583, subd. (c)(1)-(3)].) The parties do not address the language in *Martinez* or how it should be applied, if at all, in this proceeding. The court concludes based on sections 65589.6 and 65587, subdivision (d)(2) the burden is on Respondents to show the City Council's May 1, 2023 Decision complied with the HAA. Such a showing requires the City to demonstrate it attained substantial compliance with the Housing Element Law before 600 Foothill's submitted its Preliminary Application and it was "deemed complete." The court notes and clarifies, however, it would reach the same result herein even if the initial burden of proof is with Petitioners.

Housing elements must contain "an inventory of land suitable and available for residential development, including vacant sites and sites having realistic and demonstrated potential for redevelopment during the planning period to meet the locality's housing need for a designated income level"—the "sites inventory." (§ 65583, subd. (a)(3).) The sites inventory must be accompanied by "an analysis of the relationship of the sites identified in the land inventory to the jurisdiction's duty to affirmatively further fair housing." (*Ibid.*) In addition, each updated housing element must include "a statement of the community's goals, quantified objectives, and policies relative to affirmatively furthering fair housing" (§ 65583(b)(1)), and must commit to programs that will, among other things, "Affirmatively further fair housing in accordance with [Section 8899.50]." (§ 65583, subd. (c)(10).)[21]

Here, the October 2022 Housing Element discloses the sites identified by the City to accommodate affordable housing are all located near the Foothill Freeway. (AR 5130.) In this context, HCD found the October 2022 Housing Element lacked sufficient analysis of the relationship of the sites identified in the land inventory to the City's duty to affirmatively further fair housing, i.e. whether the site inventory would improve or exacerbate fair housing conditions. (AR 5263-5264.)

Respondents do not cite to any specific analysis in the October 2022 Housing Element addressing the concern raised by HCD. (See Opposition to 600 Foothill 9:14 [citing AR 1741, 5203].) In fact, neither AR 1741 nor 5203 demonstrate the October 2022 Housing Element analyzed how the clustering of affordable housing near the Foothill Freeway would promote or exacerbate fair housing. While Respondents now explain in the context of *this proceeding* why the City clustered all affordable housing near the freeway (See Koleda Decl. ¶¶ 9-16),

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[21] Section 8899.50, subd. (b)(1) provides: "A public agency shall administer its programs and activities relating to housing and community development in a manner to affirmatively further fair housing, and take no action that is materially inconsistent with its obligation to affirmatively further fair housing." Compliance with the obligation is mandatory. (*Id.* at subd. (b)(2).) The statute defines "affirmatively further fair housing" as:

> taking meaningful actions, in addition to combating discrimination, that overcome patterns of segregation and foster inclusive communities free from barriers that restrict access to opportunity based on protected characteristics. Specifically, affirmatively furthering fair housing means taking meaningful actions that, taken together, address significant disparities in housing needs and in access to opportunity, replacing segregated living patterns with truly integrated and balanced living patterns, transforming racially and ethnically concentrated areas of poverty into areas of opportunity, and fostering and maintaining compliance with civil rights and fair housing laws. The duty to affirmatively further fair housing extends to all of a public agency's activities and programs relating to housing and community development. (*Id.* at subd. (a)(1).)

Respondents were required to include that analysis in the October 2022 Housing Element. (See § 65583, subds. (a)(3), (b)(1), and (c)(10).)[22]

Respondents contend the "City undertook numerous outreach efforts to reach a variety of economic groups, including via two housing workshops with 18 different stakeholder organizations." (Opposition to 600 Foothill 9:10-12 [citing Koleda Decl. ¶¶ 38-50 and AR 3896-3900, 4651].) Respondents do not cite any authority that outreach alone satisfies the City's statutory obligations to include in its housing element "an **analysis** of the relationship of the sites identified in the land inventory to the jurisdiction's duty to affirmatively further fair housing." (§ 65583, subd. (a)(3) [emphasis added].) Exercising its independent judgment on the statutory question, the court concludes outreach alone does not substantially comply with the requirement—outreach does not constitute analysis.

The deficiencies in the October 2022 Housing Element as to the affirmatively further fair housing analysis are demonstrated by changes made by the City in the February 2023 Housing Element.[23] Specifically, the February 2023 Housing Element added analysis—"the sites to accommodate the lower and moderate-income households are concentrated primarily in the western end of the City along the Foothill Boulevard Corridor, and near the 210 Freeway." (AR 6090.) The analysis recognized "adverse air quality conditions have the potential to be exacerbated" based on "close proximity to the freeway[.]" (AR 6090.) In addition, the revised February 2023 Housing Element committed to Program 24 to mitigate these impacts. (AR 6091; See also AR 5577-5578 [adding Program 24, "Mitigation for Housing in Proximity to Freeways" committing to building design measures for new residential development near the freeway].)

Respondents contend "those air quality mitigation measures were adopted in 2013 and the 2023 Housing Element merely added a heading regarding these existing measures." (Opposition to 600 Foothill 9:7-8 [citing Koleda Decl. ¶ 33 and AR 4515].) Respondents cite AQ Policy 1.1.6 from its General Plan Air Quality Element, which states the policy to "Ensure that new developments implement air quality mitigation measures, such as ventilation systems, adequate buffers, and other pollution reduction measures and carbon sequestration sinks, especially those that are located near existing sensitive receptors." (Koleda Decl. ¶ 33.)

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[22] During argument, Respondents suggested the material included in the February 23, 2023 housing element had previously been provided in the October 2022 Housing Element. While it is true Table D-12 can be found in both versions of the housing element (compare AR 6090 p. D22 with AR 5158 p. D22), the February 23, 2023 revisions to the October 2022 Housing Element (AR 6090-6092) included additional narrative material beyond repeating information from Los Angeles County's Department of Public Health. Further, AR 5193-5204, identified by Respondents during the hearing as an analysis of how the clustering of affordable housing near the Foothill Freeway would promote or exacerbate fair housing within the October 2022 Housing Element, does not appear to address the issue. Finally, it does not appear Respondents cited any of this material in their briefs before the court in response to the claims raised by Petitioners. 600 Foothill objected to the argument as new during the hearing.

[23] See *supra* footnote 22.

While Program 24 and AQ Policy 1.1.6 have similarities, they are not the same. Program 24 identifies specific mitigation measures that apply to receptors near the freeways and is enforceable by HCD. (See § 65585, subd. (i) [requiring HCD to investigate a "failure to implement any program actions included in the housing element."].) In contrast, AQ Policy 1.1.6 is a shorter and more general policy that is *not enforceable by HCD* as a housing element program. Contrary to Respondents' assertion, the inclusion of Program 24 in the February 2023 Housing Element supports HCD's findings that the October 2022 Housing Element lacked sufficient analysis of the City's affirmatively further fair housing obligations.

Exercising its independent judgment on the issue, the court concludes the City's October 2022 Housing Element did not substantially comply with the affirmatively further fair housing requirements in section 65583, subdivisions (a)(3), (b)(1), and (c)(10).[24]

Nonvacant Sites Analysis

HCD found the October 2022 Housing Element's analysis of nonvacant sites did not sufficiently analyze "redevelopment potential and evaluate the extent existing uses impede additional development." (AR 5264.) HCD also found "as the element relies on nonvacant sites to accommodate 50 percent or more of the housing needs for lower-income households, the adoption resolution must make findings based on substantial evidence in a complete analysis that existing uses are not an impediment and will likely discontinue in the planning period." (AR 5264.)

For nonvacant sites, the Housing Element Law provides "the city or county shall specify the additional development potential for each site within the planning period and shall provide an explanation of the methodology used to determine the development potential." (§ 65583.2, subd. (g)(1).) In addition, "when a city or county is relying on nonvacant sites . . . to accommodate 50 percent or more of its housing need for lower income households, the methodology used to determine additional development potential shall demonstrate that the existing use . . . does not constitute an impediment to additional residential development during the period covered by the housing element. An existing use shall be presumed to impede additional residential development, absent findings based on substantial evidence that the use is likely to be discontinued during the planning period." (§ 65583.2, subd. (g)(2).)

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[24] In reaching this conclusion, the court has considered Respondents' assertion the City undertook outreach efforts "in the face of 'changing goal posts' and what appeared to be intentional obstructive behavior by HCD." (Opposition to 600 Foothill 9:16-21.) The court finds Respondents' evidence does not prove substantial compliance with the affirmatively further fair housing requirements in section 65583 or an excuse from substantial compliance. (See e.g. Koleda Decl. ¶¶ 49-50.) The court has also considered CHDF's arguments and evidence that the City discriminated on the basis of race and income when it selected sites for rezoning. The court further discusses CHDF's claims of discrimination and bad faith *infra*.

The Court of Appeal explains "there are many types of sites the Legislature has either deemed infeasible to support lower income housing or that require additional evidence of their feasibility or by-right development approvals before being deemed adequate to accommodate such housing [including] . . . when a city relies on over 50 percent of the inventory to be accommodated on nonvacant sites . . . . The goal is not just to identify land, *but to pinpoint sites that are adequate and realistically available* for residential development targets for each income level." (*Martinez, supra,* 90 Cal.App.5th at 244 [emphasis added].)

Here, more than 50 percent of the parcels included in the City's site inventory to accommodate the lower income RHNA are nonvacant. (AR 4506.) Accordingly, the City is required to comply with section 65583.2, subdivision (g)(2). The site inventory in the October 2022 Housing Element does not show substantial compliance with section 65583.2, subdivision (g)(2). (See AR 5124-5129.) The criteria used to describe nearly all of the lower income nonvacant sites are some combination of "underutilized site," "buildings that are older than 30 years," "vacant lot or parking lot with minimal existing site improvements," "property has not been reassessed" in some time, "antiquated commercial uses," or "existing use retained and institution would add residential units." (AR 5124-5129; see also AR 4601-4603 [discussing methodology].) While these factors may be relevant to and inform on the analysis of "additional development potential" required by section 65583.2, subdivision (g)(1), they do not sufficiently address in any substantive way whether the sites are "likely to be discontinued during the planning period," as required by section 65583.2, subdivision (g)(2).

In the resolution adopting the October 2022 Housing Element, the City Council made the following finding:

> Based on general development trends resulting from continuously rising land values, changes in desired land uses, the financial pressures placed on religious institutions that have been impacted by falling congregation numbers, aging structures, and underutilized properties, rising demand for housing, adjacency to public transportation and commercial services, and other factors/analysis as identified in the Section 9.4.1.3 Future Residential Development Potential and Section 9.4.1.4 Overview of Residential Development Potential and Realistic Capacity Assumptions by Zone of the Housing Element, the existing uses on the sites identified in the site inventory to accommodate the lower income RHNA are likely to be discontinued during the planning period, and therefore do not constitute an impediment to additional residential development during the period covered by the housing element. (AR 4506.)

The City Council's generalized statement does not reference any specific evidence to support a finding the existing uses of nonvacant sites, which were identified to accommodate housing need for lower income households, are "likely to be discontinued during the planning period." (§ 65583.2, subd. (g)(2).)

Further, Petitioners cite record evidence that the owners of several of the nonvacant sites included in the October 2022 site inventory, including certain sites identified for lower income households, informed the City they did not intend to redevelop the site or discontinue the existing use during the planning period. (See AR 5114-5116, 2222, 2238, 2206, 5126, 12812, 5233, 5123-5129, 6054-6061.)[25] Significantly, the City subsequently amended the housing element to disclose that some of the identified lower income category sites are "not currently available" and were included in the site inventory "as a buffer site because it may become available further along in the 6th cycle HE planning period." (AR 6054-6061, 6098.) Such a change in characterization is a major substantive change in the site inventory and demonstrates the October 2022 Housing Element did not substantially comply with the Housing Element Law.

The court has also reviewed Director Koleda's summary of changes to the October 2022 Housing Element. The court concludes, on the whole, Director Koleda's summary is consistent with Petitioners' arguments the October 2022 Housing Element was not substantially compliant and required significant changes. (See Koleda Decl. ¶ 56 and Exh. A.) As Intervenors argue, the substantial changes to the October 2022 Housing Element show the City did not substantially comply with section 65583.2, subdivision (g)(2) until *after* it adopted the October 2022 Housing Element.

Respondents assert the City "adopted a Site Inventory using both a data-driven model endorsed by HCD . . . and along with that gathered 'substantial evidence' by sending TWO mailings to each commercial and religious property owner in the City to determine potential inclusion on the Site Inventory." (Opposition to 600 Foothill 11:9-12 [citing Koleda Decl. ¶¶ 29, 54-56].) However, Respondents do not dispute it included multiple nonvacant sites in the October 2022 Site Inventory for which the City lacked substantial evidence, *in October 2022*, that the existing uses were "likely to be discontinued during the planning period." (§ 65583.2, subd. (g)(2).) Notably, Respondents do not cite any written communications with the nonvacant site owners, prior to the adoption of the October 2022 Housing Element, as evidence the uses were "likely to be discontinued during the planning period." (§ 65583.2, subd. (g)(2).)

Respondents assert their methodology should be sufficient. During the hearing, they followed HCD guidance and should not be penalized for doing so. Respondents also argue for purposes of section 65583.2, subdivision (g)(2), they should not be required to knock on owners' doors and undertake an active investigation for its sites inventory.

The court cannot find on this record the City followed HCD guidance on the section 65583.2, subdivision (g)(2) issue. While the City's reliance on methodology alone may be consistent with

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[25] For example, a representative of a restaurant (Panda Express) wrote "we have NO intention of discontinuing the current use of this property during the next eight-year housing planning period." (AR 5115.) The owner of sites 86-89 on the October 2022 site inventory (identified in the lower income category) similarly informed the City that the premises are leased to retail store (Big Lots) under a 20-year lease with two 10-year extension options, and it had no intention of discontinuing the current use during the planning period. (AR 5116.)

HCD's section 65583.2, subdivision (g)(1) compliance guidance, that is not the case for section 65583.2, subdivision (g)(2).

As discussed during the hearing, HCD guidance specifies at Step 3 how to prepare a nonvacant sites inventory when a municipality has relied on "nonvacant sites to accommodate more than 50 percent of the RHNA for lower income households." (Koleda Decl., Exh. Q p. 26.) Consistent with section 65583.2, subdivision (g)(2), the guidance makes clear:

> If a housing element relies on nonvacant sites to accommodate 50 percent or more of its RHNA for lower income households, the nonvacant site's existing use is presumed to impede additional residential development, unless the housing element describes findings based on substantial evidence that the use will likely be discontinued during the planning period. (*Id.* at 27.)

"The goal is not just to identify land, *but to pinpoint sites that are adequate and realistically available* for residential development targets . . . ." (*Martinez, supra,* 90 Cal.App.5th at 244 [emphasis added].) Accordingly, HCD guidance also explains the "housing element should describe the findings and include a description of the substantial evidence they are based on," and a housing element "should describe the findings and include a description of the substantial evidence they are based on." (Koleda Decl., Exh. Q at 27.)
(*Ibid.*)

HCD further advised substantial evidence "includes facts, reasonable assumptions predicated upon facts, and expert opinion supported by facts." (*Ibid.*) HCD provides specific examples of what constitutes substantial evidence "that an existing use will likely be discontinued in the current planning period . . . ." (*Ibid.*) Those examples include:

> [1] The lease for the existing use expires early within the planning period,
> [2] The building is dilapidated, and the structure is likely to be removed, or a demolition permit has been issued for the existing uses,
> [3] There is a development agreement that exists to develop the site within the planning period,
> [4] The entity operating the existing use has agreed to move to another location early enough within the planning period to allow residential development within the planning period.
> [5] The property owner provides a letter stating its intention to develop the property with residences during the planning period. (*Ibid.*)

Of the 21 nonvacant sites identified by the City as "sites that are adequate and realistically available for residential development targets" for lower income persons (*Martinez, supra,* 90 Cal.App.5th at 244), 19 percent or only four (sites 74, 91, 95 and 96) provide any site-specific evidence to support the City's inclusion of the site in its sites inventory. (AR 5124-5128.) For the four sites, the owner indicated some interest in redevelopment. (AR 5126, 5128.) The

remaining sites rely on the City's generalized methodology to meet their obligations under section 65583.2, subdivision (g)(2).

Respondents argue 600 Foothill's principal "actively manipulated" certain sites that were later deemed "buffer sites." (Opposition to 600 Foothill 10:22.) Respondents also blame deficiencies in their October 2022 site inventory on "dilatory guidance" of HCD and dilatory actions of SCAG. (Opposition to 600 Foothill 12:9-10.) Having considered the evidence cited by Respondents, the court finds Respondents' arguments unpersuasive. As discussed *infra* with Respondents' unclean hands defense, Respondents do not demonstrate 600 Foothill or its principals have engaged in any inequitable or wrongful conduct related to these proceedings, including the City's adoption of its housing element. Respondents also do not prove deficiencies in the site inventory of the October 2022 Housing Element resulted from actions or omissions of 600 Foothill, SCAG or HCD. Nor do Respondents cite any authority suggesting a city or county may be excused from substantial compliance with the Housing Element Law based on actions or omissions of SCAG, HCD or a project applicant.

Respondents contend the City was permitted "to rely upon letters with site owners and between itself and HCD not included specifically in its Housing Element" and the City "made reasonable inferences" from the information it received from site owners. (Opposition to 600 Foothill 12:15-19.) Respondents rely on *Martinez* to support their claims. (See *Martinez, supra,* 90 Cal.App.5th at 248.)

Martinez addressed the City of Clovis' nonvacant site analysis under section 65583.2, subdivision (g)(1); the Court did not analyze the heightened requirements of section 65583.2, subdivision (g)(2). (See *Martinez, supra,* 90 Cal.App.5th at 248-250.) While *Martinez* held the substantive material required by section 65583.2, subdivision (g)(1), need not appear in the Housing Element itself, the Court did not suggest nonvacant sites may be included in a site inventory if the agency lacks substantial evidence, or has not sufficiently investigated or analyzed, whether the sites are "likely to be discontinued during the planning period." (§ 65583.2, subdivision (g)(2).)

Here, Respondents have not cited substantial evidence to support the City's position multiple nonvacant sites listed in the October 2022 inventory could realistically be developed in a manner to satisfy the City's RHNA obligations. In addition, that Respondents made substantive revisions to the site inventory **after** October 2022 also supports a reasonable inference the City did not complete the analysis and attain the evidence required by section 65583.2, subdivision (g)(2), for many of the sites on its site inventory, **before** it adopted the October 2022 Housing Element. (Compare AR 5124-5129 with 6054-6061.)

Exercising its independent judgment, the court concludes the City's October 2022 Housing Element did not include a nonvacant site analysis that substantially complied with the Housing Element Law, including section 65583.2, subdivision (g)(2).

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Realistic Assessment of Development Capacity

The Housing Element Law requires that municipalities "specify for each site [in its inventory] the number of units that can realistically be accommodated on that site." (§ 65583.2, subd. (c).) The law provides "the number of units calculated" for each site "shall be adjusted" to account for "the land use controls and site improvements requirement identified in paragraph (5) of subdivision (a) of Section 65583, the realistic development capacity for the site, typical densities of existing or approved residential developments at a similar affordability level in that jurisdiction, and on the current or planned availability and accessibility of sufficient water, sewer, and dry utilities." (*Id.* at subd. (c)(2).)

CHDF contends the October 2022 Housing Element did not substantially comply with these statutory provisions because it failed to apply a "downward adjustment on the number of units projected on each site to account for, among other constraints, the City's maximum floor-area ratio of 1.5 (AR 4607), its 80-percent maximum lot-coverage requirement (AR 4566), its 35-foot height limit (AR 4567), and significant parking requirements (AR 4572) for sites in mixed-use zones." (CHDF Opening Brief 20:4-7.)

Respondents did not address or rebut CHDF's argument. (*Sehulster Tunnels/Pre-Con v. Traylor Brothers, Inc., supra,* 111 Cal.App.4th at 1345, fn. 16 [failure to address point is "equivalent to a concession"].) The court concludes the City's October 2022 Housing Element did not substantially comply with Housing Element Law because the City failed to adjust the development capacity for each site based on the factors set forth in section 65583.2, subdivision (c)(2).[26]

Government Code Section 65583.2, Subdivision (h)

CHDF argues fewer than 50 percent of the October 2022 Housing Element's low-income sites were zoned exclusively for residential use, and the City did not include analysis showing it would "accommodate all of the very low and low-income housing need on sites designated for mixed use [and] allow 100 percent residential use and require that residential use occupy 50 percent of the total floor area of a mixed-use project." (CHDF Opening Brief 20:21-23 [citing § 65583.2, subd. (h)].) CHDF supports its assertion with citations to the administrative record. (CHDF Opening Brief 21:1-4 [citing AR 5124-5129, 4607-4610]; see also AR 4612.) Based on the

[26] During argument, the court engaged CHDF and Respondents at length on this issue. While Respondents provide an explanation that their rezoning included the required adjustments, the court finds Respondents conceded the issue by not addressing it in their brief. (Compare CHDF Opening Brief 19:20-20:15 with Opposition to CHDF 10:10-11:20.) Respondents' analysis of development constraints is not entirely clear and undeveloped in their brief. (See AR 4565-4570.)

evidence, CHDF argues the October 2022 Housing Element did not substantially comply with section 65583.2, subdivision (h).[27]

Respondents do not squarely address CHDF's position, and they do not show, with citation to the administrative record, the October 2022 Housing Element substantially complied with section 65583.2, subdivision (h). (Opposition to CHDF 12:4-9.) Accordingly, the court concludes the October 2022 Housing Element did not substantially comply with the Housing Element Law for this reason as well.

Based on the foregoing, the court concludes the October 2022 Housing Element did not substantially comply with the Housing Element Law. Accordingly, the City Council prejudicially abused its discretion when it found in its May 1, 2023 Decision the Builder's Remedy did not apply to the Project.

Respondents' Defenses to the HAA Causes of Action

Respondents raise a defense of unclean hands to the HAA causes of action asserted by 600 Foothill. Respondents also raise defenses of ripeness, exhaustion of administrative remedies, and claim the petitions violate rules designed to prevent piecemeal litigation.

Unclean Hands

A party seeking equitable relief must have "clean hands" and inequitable conduct by the party seeking relief is a complete defense. (*Dickson, Carlson & Campillo v. Pole* (2000) 83 Cal.App.4th 436, 446; *Salas v. Sierra Chem. Co.* (2014) 59 Cal.4th 407, 432.) The plaintiff must "come into court with clean hands, and keep them clean," or the plaintiff "will be denied relief, regardless of the merits of his claim." (*Kendall-Jackson Winery, Ltd. v. Superior Court* (1999) 76 Cal.App.4th 970, 978.) For the doctrine to apply, "there must be a direct relationship between the misconduct and the claimed injuries." (*Mattco Forge, Inc. v. Arthur Young & Co.* (1997) 52 Cal.App.4th 820, 846, citation omitted.)

Respondents contend "the only reasonable inference to draw [from the opposition evidence] is that on the eve of final review and approval of the Housing Element containing the Site Inventory, 600 Foothill's principal was running around town attempting to manipulate owners to 'decline' inclusion on the inventory and derail the process." (Opposition to 600 Foothill 14:2-5.) The court has reviewed all of the evidence cited by Respondents. (Koleda Decl. ¶¶ 46-51; Hernandez Decl. ¶¶ 4, 5; AR 7081-7085, 5233; Sheridan Decl. Exh. DD.) Respondents' assertion

[27] Section 65583.2, subdivision (h) provides in pertinent part: "At least 50 percent of the very low and low-income housing need shall be accommodated on sites designated for residential use and for which nonresidential uses or mixed uses are not permitted, except that a city or county may accommodate all of the very low and low-income housing need on sites designated for mixed use if those sites allow 100 percent residential use and require that residential use occupy 50 percent of the total floor area of a mixed-use project."

that Garret Weyand, one of 600 Foothill's principals, engaged in "deliberate attempts to manipulate the Site Inventory" is speculative and not supported by the evidence. (Opposition to 600 Foothill 10:22.) To the contrary, the court finds Weyand's public advocacy in support of the Project is not evidence of inequitable conduct. (See Reply Weyand Decl.) Respondents have not demonstrated, by a preponderance of the evidence, 600 Foothill or any of its principals, including Weyand and Jon Curtis, engaged in inequitable conduct that has a direct relationship to any cause of action in 600 Foothill's petition. Respondents failed to meet their burden of demonstrating unclean hands and their entitlement to the defense.[28]

Ripeness, Exhaustion, and Piecemeal Litigation

" 'A decision attains the requisite administrative finality when the agency has exhausted its jurisdiction and possesses 'no further power to reconsider or rehear the claim.' . . . Until a public agency makes a 'final' decision, the matter is not ripe for judicial review." (*California Water Impact Network v. Newhall County Water Dist.* (2008) 161 Cal.App.4th 1464, 1485.) Relatedly, "[t]he exhaustion doctrine precludes review of an intermediate or interlocutory action of an administrative agency. A party must proceed through the full administrative process 'to a final decision on the merits.' " (*Id.* at 1489.) There are exceptions to the exhaustion requirement, including "when the aggrieved party can positively state what the administrative agency's decision in his particular case would be." (*Edgren v. Regents of University of California* (1984) 158 Cal.App.3d 515, 520.)

Respondents do not show any lack of finality or any further administrative remedy to exhaust as to the May 1, 2023 Decision. The May 1, 2023 Decision of the City Council is final because there is no further avenue for administrative appeal. As discussed, the City disapproved (within the meaning of the HAA) the Project. Nothing in the HAA requires Petitioners to complete CEQA review before suing to enforce the HAA.

Respondents argue 600 Foothill did not sufficiently raise issues pursued in this proceeding, including that the City failed to rezone, the housing element does not meet its affirmatively further fair housing obligation, as well as the site inventory issues. The court concludes Petitioners sufficiently raised and preserved their contentions during the administrative proceedings. (See AR 6284-6286, 6307-6317.) Many of the issues in these petitions were also raised by HCD in letters to the City at the administrative level, including a notice of violation. (AR 7170-7175.)

Respondents argue "[n]o express 'disapproval' of the entire project occurred here . . . ." (Opposition to CHDF 16:25.) While not entirely clear, Respondents seemingly suggest 600 Foothill should *redesign the Project* to avoid reliance on the Builder's Remedy. Respondents do not develop an argument 600 Foothill has any legal obligation, under the circumstances here, to redesign the Project "as a standard, nonbuilder's remedy project." (AR 7103.). Respondents

[28] This defense only applies to 600 Foothill. Respondents do not develop any argument the HAA claims of CHDF or Intervenors are subject to the defense.

also do not show that any further administrative action, including appeal of the City's June 24, 2023 letter describing inconsistency between the Project and the City's general plan and zoning ordinances (see AR 7176), could remedy the harm suffered by 600 Foothill when the City Council determined the Builder's Remedy does not apply to the Project.

Moreover, Petitioners can positively state what the City's decision is with respect to 600 Foothill's application to develop the Builder's Remedy Project. In its May 1, 2023 Decision, the City Council made clear any required land use approvals or entitlements would not be issued for the Project as a Builder's Remedy project. Based on its review of the administrative record and the parties' declarations, the court finds no reasonable possibility Respondents, including the City Council, will change their position and process 600 Foothill's Project as a Builder's Remedy under the HAA. Accordingly, even if some additional appeal or administrative process were available, the futility exception to exhaustion applies under these facts. (See, e.g., *Felkay v. City of Santa Barbara* (2021) 62 Cal.App.5th 30, 40-41 [futility exception, which is a question of fact, applied where city "made plain" it would not permit the proposed development]; *Ogo Associates v. City of Torrance* (1974) 37 Cal.App.3d 830, 832-34 [futility exception applied where it was "inconceivable the city council would grant a variance for the very project whose prospective existence brought about the enactment of the rezoning" that necessitated the variance in the first place].)

Respondents do not demonstrate (1) the HAA claims in the petitions are unripe, (2) Petitioners failed to exhaust their administrative remedies, or (3) Petitioners have violated rules designed to prevent piecemeal litigation. Further, even if Petitioners have additional administrative remedies (such as an appeal of the June 24, 2023 inconsistency letter), the court finds exhaustion of such remedies is futile under the circumstances presented here.

CHDF's Claims of Bad Faith and Discrimination Based on Race and Income

CHDF contends:

> La Cañada Flintridge officials *clearly* acquiesced to the biases and prejudices of city residents when they revised the draft Housing Element's sites inventory and rezoning program to eliminate multiple 'low-income' sites south of Foothill Boulevard. This was a blatant violation of California and Federal fair housing laws alike. (See Gov. Code, § 65008, subd. (b)(1)(C) . . . ; Cal. Code Regs, tit. 2, § 12161, subd. (c) . . . ; *Mhany Management, Inc., supra*, 819 F.3d 581 . . . .) (CHDF Opening Brief 17:13-21.)

As acknowledged in reply, CHDF did not plead a cause of action in its petition alleging the City violated the Fair Housing Act or state or federal discrimination laws. (CHDF Reply 10:15-20.) CHDF also did not move to amend its petition or request leave to amend its petition. (See *Simmons v. Ware* (2013) 213 Cal.App.4th 1035, 1048. ["The pleadings are supposed to define the issues to be tried."])

In reply, CHDF argues the "City's discriminatory site-selection practices demonstrates the City did not substantially comply with the Housing Element Law's requirements to affirmatively further fair housing." (CHDF Reply 10:18-19.) However, CHDF failed to plead that claim in its petition. (See CHDF Reply 10:20-21 [citing CHDF Pet. ¶¶ 22, 26, 29-30 (generalized allegations the City "did not affirmatively further fair housing or provide an assessment of fair housing")].)

On the merits of CHDF's claim, even if the affirmatively further fair housing allegations in the petition are interpreted to encompass CHDF's arguments about race and income discrimination (a difficult task), the court finds Respondents' opposition persuasive. (Opposition to CHDF 13:5-15:21.) There is insufficient evidence the City Council "acquiesced" to or acted based on public comments at the August and September 2022 public hearings highlighted in CHDF's briefs. (See e.g., AR 2602-2603 ["different value system and much more high crime . . . the value system is different than people that move here"], 3491-3494 [similar comments from same individual at AR 2602-2603], 3539-3541, 3543-3545 ["dust off my shotgun" "likelihood of being some bad apples"], 3493 [additional similar comments from commenter at AR 2602-2603 and AR 3491-3494], 5107-5110 [crime and will become dangerous community], 5112 ["fear poor or homeless people will move into La Canada and bring crime"].)

While some of the public comments were quite unfortunate, CHDF cites statements of councilmembers out of context and does not show those councilmembers "agreed" with the public comments highlighted by Petitioners. (CHDF Opening Brief 10:13-11:6.) Even if the councilmembers could have stated their disagreement with certain public comments, but did not, there is insufficient evidence to support an inference the City Council took any action on the housing element based on the unfortunate public comments and discrimination.[29]

Other Contentions Related to the HAA Causes of Action

Several other contentions are not necessary to the court's ruling on the HAA claims. For completeness, the court briefly addresses them.

The court agrees with Intervenors that the City did not have authority under the HAA or Housing Element Law to backdate its housing element and "self-certify" or declare its housing element to be in substantial compliance with state law as of October 2022. (Intervenors Opening Brief 14:3-15:24.) Respondents appear to concede the point. (See Opposition to Intervenors 19:18-21:7 [asserting City did not back date or self-certify].)

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[29] During argument, 600 Foothill provided a series of acts undertaken by Respondents that it believed demonstrated bad faith. Many of those acts, however, flowed from the City's belief it properly adopted the October 2022 Housing Element or the City's violation of the Permit Streamlining Act (PSA) discussed *infra*. Based on all of the evidence before the court, the evidence is insufficient to establish the City acted with bad faith and "will continue to use all means to obstruct" as suggested by CDHF during argument.

As argued by 600 Foothill, when HCD found the October 2022 Housing Element did not substantially comply with the law, section 65585, subdivision (f) required City to take "one" of the following actions: "(1) Change the draft element or draft amendment to substantially comply with this article; [or] (2) Adopt the draft element or draft amendment without changes [, but with] written findings which explain the reasons the legislative body believes that the draft . . . substantially complies with this article despite the findings of the department." (600 Foothill Opening Brief 14:16-19.) The court agrees the "City unlawfully blended these approaches by making some changes in response to HCD's comments, adopting the February 2023 Housing Element with written findings explaining why the October 2022 Housing Element was sufficient, and then resubmitting its revised draft to HCD." (600 Foothill Opening Brief 14:19-22.)

If the City believed its October 2022 Housing Element substantially complied with the Housing Element Law, it should have taken the action set forth in section 65585, subdivision (f)(2). Thereafter, the City could have sued for a judicial declaration that its October 2022 Housing Element substantially complied with state law. The City did not do so here.

The court finds 600 Foothill's arguments based on section 65589.5, subdivisions (j) and (o) are not ripe at this time. Once ripe, the claims are subject to exhaustion. (See 600 Foothill Opening Brief 9:12-10:21; Pet. ¶¶ 134-162.) Upon the remand ordered here, the City is required to process the application as a Builder's Remedy project and in accordance with the HAA, including sections 65589.5, subdivisions (j) and (o). Thus, it is premature to adjudicate today whether the City has complied with those provisions of the HAA.

Relatedly, since the court concludes the City is required by law to process the application pursuant to the Builder's Remedy provision of the HAA, the court need not address the financial infeasibility of a redesigned project. (600 Foothill Opening Brief 8:21-9:3 and 10, fn. 6.)

Summary of HAA Causes of Action and Scope of Writ Relief

The court finds the City Council prejudicially abused its discretion with its finding in its May 1, 2023 Decision that the Builder's Remedy does not apply to the Project. As a remedy, the court grants 600 Foothill's petition and will issue a writ directing Respondents to set aside the May 1, 2023 City Council decision finding 600 Foothill's Project does not qualify as Builder's Remedy and compelling the City to process the application in accordance with the HAA and state law. That remedy is consistent with section 65589.5, subdivision (k)(1)(A)(ii) of the HAA (compliance required in 60 days) and Code of Civil Procedure section 1094.5, subdivision (f).

CHDF argues the court should order the Project "approved" due to the City's alleged bad faith and unlawful discrimination. (CHDF Opening Brief 23:18-24:24.) For the reasons discussed, the court finds evidence the City Council "acquiesced" to or acted based on the public comments from the August and September 2022 public hearings highlighted in CHDF's briefs insufficient. (See e.g., AR 2602-2603, 3491-3494, 3539-3541, 3543-3545, 3493, 5107-5110, 5112.) CHDF has

not met its burden of demonstrating Respondents acted in bad faith in connection with those public comments.

CHDF also argues "[w]hen 600 Foothill subsequently proposed a project under the HAA's builder's remedy, the City Council concocted a bizarre scheme to evade judicial review of their decision to disapprove that project, ..." (CHDF Opening Brief 24:15-18.) 600 Foothill contends the court should order Respondents to approve the Project on similar grounds. (600 Foothill Reply 18:13-19:8.) While the court finds the City prejudicially abused its discretion with its May 1, 2023 Decision finding the Builder's Remedy inapplicable to the Project, the court does not find sufficient evidence to conclude the City Council acted in bad faith when it made its legally incorrect decision.

Further, even if it could be argued the City Council lacked a good faith reason to find the Project did not qualify as a Builder's Remedy, Petitioners do not show it would be equitable for the court to compel the City to approve the Project. Among other reasons, CEQA review is specifically preserved by the HAA. (See § 65589.5, subds. (e) and (o)(6); *Schellinger, supra,* 179 Cal.App.4th at 1245.) In the exercise of the court's discretion, the court finds a writ compelling Respondents to approve the Project, without CEQA review, would not be an equitable or proportionate remedy for the violations of the HAA at issue. Respondents should be permitted on remand to process 600 Foothill's application, as a Builder's Remedy, in conformance with state law, including the HAA and CEQA.

Based on the foregoing, the HAA causes of action are GRANTED IN PART.

<u>600 Foothill's First Cause of Action – Violation of Housing Element Law</u>

600 Foothill prays for a writ of mandate "compelling Respondents to adopt a revised housing element pursuant to Government Code Section 65754. 2" and "to complete the required rezoning consistent with an HCD-approved housing element." (Pet. Prayer ¶¶ 1-2.) 600 Foothill filed its petition on July 21, 2023. The petition alleged the City had not substantially complied with the Housing Element Law at that time. (Pet. ¶ 91.)

As discussed, the City completed the required rezoning in September through November 2023, after 600 Foothill filed its petition. On November 17, 2023, HCD sent a letter to the City finding the City had "completed actions to address requirements described in HCD's April 24, 2023 review letter" and was in substantial compliance with the Housing Element Law. (See Coy Decl. ¶ 12, Exh. D.)

600 Foothill has not pleaded in the petition, or argued in its briefing, there is any deficiency in the February 2023 Housing Element that HCD found to be substantially compliant with the Housing Element Law in November 2023, after the City completed its rezoning. Accordingly, the first cause of action is moot. (*Wilson & Wilson v. City Council of Redwood City* (2011) 191 Cal.App.4th 1559, 1573 ["A case is considered moot when 'the question addressed was at one time a live issue in the case,' but has been deprived of life 'because of events occurring after

the judicial process was initiated.' . . . . 'The pivotal question in determining if a case is moot is therefore whether the court can grant the plaintiff any effectual relief.'"])

600 Foothill's first cause of action is DENIED as moot.

600 Foothill's Second Cause of Action – Affirmatively Furthering Fair Housing

600 Foothill prays for a writ "compelling Respondents to comply with their statutory obligation to Affirmatively Further Fair Housing." (Pet. Prayer ¶ 9.) 600 Foothill's writ briefing, however, only challenges the City's compliance with affirmatively further fair housing obligations as to the October 2022 Housing Element and required rezoning. (See 600 Foothill Opening Brief 21:10-12; Pet. ¶¶ 106-108.) 600 Foothill does not develop any argument the City's February 2023 housing element, after completion of the required rezoning, does not comply with the City's affirmatively further fair housing obligations. Accordingly, the second cause of action is moot. (*Wilson & Wilson, supra,* 191 Cal.App.4th at 1573.) Alternatively, to the extent 600 Foothill contends in the petition the City remains out of compliance with its affirmatively further fair housing obligations (see Pet. ¶ 105), 600 Foothill has not sufficiently supported its position with evidence and legal analysis.

600 Foothill's second cause of action is DENIED as moot.

600 Foothill's Sixth Cause of Action – Violation of the PSA

600 Foothill contends the City violated the PSA in several ways with its incompleteness determinations and the City Council's May 1, 2023 Decision. (600 Foothill Opening Brief 19:14-20-25; Pet. ¶¶ 163-175.) 600 Foothill prays for a writ "compelling Respondents review and process applications pursuant to the Permit Streamlining Act's provisions, including refraining from refusing to process development applications based on erroneous assertions of incompleteness." (Pet. Prayer ¶ 4.)

600 Foothill has demonstrated Respondents violated the PSA in at least two respects. Specifically, section 65943, subdivision (a) provides "[i]f the application is determined to be incomplete, the lead agency shall provide the applicant with **an exhaustive list** of items that were not complete." (Emphasis added.) In addition, the list "**shall** be limited to those items actually required on the lead agency's submittal requirement checklist." (*Ibid.* [Emphasis added].) "**In any subsequent review** of the application determined to be incomplete, the local agency shall not request the applicant to provide any new information **that was not stated in the initial list of items that were not complete**." (*Ibid.* [Emphasis added].)

While neither party has cited any published authority interpreting these provisions, the plain language of section 65943, subdivision (a) is clear. The PSA required the City to provide 600 Foothill with an "exhaustive list" of incomplete items in its First Incompleteness Determination; incomplete items are limited to items on the City's "submittal requirement checklist"; and the City could not later request new information it omitted from the initial list. Respondents

provide no alternative interpretation of the statutory language. (Opposition to 600 Foothill 20:5-21:8.) Director Koleda reports "it is **a common practice** for the City to provide information to a developer in the early stages of the application review regarding ways that the development does not meet applicable development standards." (Koleda Decl. ¶ 42 [emphasis added].) Even if true, the City's common practice does not supersede the statutory requirements of the PSA.

In violation of these provisions of the PSA, the Second Incompleteness Determination found the Project was inconsistent with City's zoning and general plan standards because the Project did not qualify as a Builder's Remedy. (AR 6280-6281.) However, that issue was not raised in the First Incomplete Determination and was also not included on the City's submittal requirement checklist. (See AR 5276-5279, 6280-6281; see also Koleda Decl. ¶ 42.) Accordingly, the City violated section 65943, subdivision (a).[30]

Respondents suggest 600 Foothill was not prejudiced by the violations of the PSA because the application was deemed complete on May 26, 2023. (Oppo. to 600 Foothill 22:19-21 [citing AR 7169].) Respondents do not cite any authority for the proposition that PSA violations are excused by a purported lack of prejudice. Moreover, 600 Foothill was prejudiced when Respondents made a legally unauthorized incompleteness determination.

600 Foothill does not cite a statute or published authority suggesting the appropriate remedy for these types of violations of the PSA is an order compelling the City to approve the project. As discussed for the HAA causes of action, the court will grant a writ directing Respondents to set aside the City Council's May 1, 2023 Decision and process 600 Foothill's application in accordance with the HAA. The violations of the PSA proven by 600 Foothill provide additional support for that remedy. 600 Foothill does not demonstrate any additional relief is justified under the PSA.

To the extent 600 Foothill prays for a writ directing the City to comply with the PSA in the future or with respect to development applications of non-parties (see Prayer ¶ 4), 600 Foothill

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[30] 600 Foothill also contends "Respondents' Second Incompleteness Determination was issued on March 1, 2023 (AR 6280-81) more than 30 days after Petitioner submitted the Project application on January 13, 2023." (600 Foothill Opening Brief 20:22-24.) 600 Foothill did not pay the fees for the application until January 31, 2023, which was less 30 days before March 1, 2023. (AR 7161-7162.) When submitting its application, the City advised 600 Foothill "the 30-day time limit to determine completeness of a development application per Government Code Section 65943 does not begin until all invoiced fees have been paid." (AR 7161-7162) Section 65943 is ambiguous as to whether the 30-day period begins running when the application is submitted/received or when the fees are paid. While 600 Foothill has a colorable argument the 30-day period began when City "received" the application on January 13, 2023, Respondents' alternative interpretation is also reasonable. 600 Foothill has not submitted any legislative history to support its interpretation. Accordingly, the court is not persuaded 600 Foothill met its burden as to it complaint about timeliness under the PSA.

does not sufficiently support such a prayer in its briefing. Specifically, 600 Foothill does not explain how it has standing to enforce the PSA on behalf of non-parties, or how any claim with respect to the City's future compliance with the PSA is ripe for judicial review.

600 Foothill's sixth cause of action is GRANTED IN PART. The court finds the City violated the PSA in the manner it processed 600 Foothill's application. As a remedy, the May 1, 2023 Decision finding that the application was incomplete because the Project does not qualify as a Builder's Remedy must be set aside. In all others respect, the sixth cause of action is DENIED.

600 Foothill's Seventh and Eighth Causes of Action – State Density Bonus Law and Subdivision Map Act

600 Foothill argues the City Council's May 1, 2023 Decision effectively denied 600 Foothill's requests for a density bonus and concessions or incentives under the State Density Bonus Law, and "necessarily constituted a disapproval" under the Subdivision Map Act. (600 Foothill Opening Brief 21:25-22:12; see Pet. ¶¶ 176-197.)

The court's analysis of the seventh and eighth causes of action is similar to that set forth earlier with 600 Foothill's claims under section 65589.5, subdivisions (j) and (o). Upon remand, the City will be required to process 600 Foothill's application as a Builder's Remedy and in accordance with the HAA and other state housing laws, including the State Density Bonus Law and the Subdivision Map Act. It is premature at this time to adjudicate whether the City has complied with those statutes. 600 Foothill has been informed that the City's review process under the State Density Bonus Law and the Subdivision Map Act is ongoing. (See AR 7176-7178, 7169.) Accordingly, 600 Foothill does not prove its seventh and eighth causes of action are ripe for judicial review or that the issues have been exhausted. Further, to the extent 600 Foothill seeks a writ directing the City to "approve" the Project in full, it does not demonstrate it is entitled to that remedy, as discussed earlier.

600 Foothill's seventh and eighth causes of action are DENIED.

600 Foothill's Ninth Cause of Action is Stayed

Respondents specially moved to strike 600 Foothill's ninth cause of action (right to fair hearing) pursuant to Code of Civil Procedure section 425.16. The court denied the motion, and Respondents appealed. Given the appeal, the ninth cause of action is stayed. (See Code Civ. Proc., §§ 425.16, subd. (i), 916, subd. (a); *Varian Medical Systems, Inc. v. Delfino* (2005) 35 Cal.4th 180, 195.)[31]

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[31] Respondents conceded at the time the court heard the special motion to strike that an appeal would stay only the ninth cause of action.

Causes of Action for Declaratory Relief by All Petitioners

Issuance of a declaratory judgment is discretionary. (Code Civ. Proc., § 1060.) Further, "it is settled that declaratory relief is not an appropriate method for judicial review of administrative decisions." (*Selby Realty Co. v. City of San Buenaventura* (1973) 10 Cal.3d 110, 127; accord *Sheetz v. County of El Dorado* (2022) 84 Cal.App.5th 394, 414 ["administrative mandamus is 'the proper and sole remedy' to challenge a local agency's application of the law (e.g., application of a zoning ordinance to a particular property)"].)

Although the petitions include various requests for declaratory relief, all such requests pertain to the validity of City Council's May 1, 2023 Decision, including the City Council's determination the October 2022 Housing Element substantially complied with state law and the Project did not qualify as a Builder's Remedy. None of the Petitioners have developed a legal argument that declaratory relief is an appropriate, *or necessary*, form of judicial review of the administrative decisions at issue. Accordingly, Petitioners have not demonstrated they are entitled to declaratory relief.

600 Foothill's eleventh cause of action for declaratory relief, CHDF's second cause of action for declaratory relief, and Intervenors' second cause of action for declaratory relief are DENIED as unnecessary given the court's decision on the HAA causes of action.

Retention of Jurisdiction

The court found Respondents, "in violation of subdivision (d), disapproved a housing development project . . . without making findings supported by a preponderance of the evidence."[32] (§ 65589.5, subd. (k)(1)(A)(i).) Accordingly, the court is required to "retain jurisdiction to ensure that its . . . judgment is carried out . . . ." (*Id.* at subd. (k)(1)(A)(ii).)

CONCLUSION

The petitions of 600 Foothill, CHDF, and Intervenors to enforce the HAA are GRANTED IN PART. The court finds the City Council prejudicially abused its discretion when it found in its May 1, 2023 Decision that the Builder's Remedy does not apply to the Project. The court will grant a writ directing Respondents to set aside the City Council's decision, dated May 1, 2023, finding 600 Foothill's application does not qualify as a Builder's Remedy and to process the application in accordance with the HAA and state law. The HAA claims are denied in all other respects. 600 Foothill's first, second, seventh, and eighth causes of action are DENIED.

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[32] The City's finding its October 2022 Housing Element was in substantial compliance with the Housing Element Law was not supported by substantial evidence. As discussed *supra*, HCD had advised the City why the October 2022 Housing Element was not in substantial compliance. Moreover, Director Koleda on January 11, 12 and February 9, 2023 appeared to accept HCD's evaluation that the City could not achieve substantial compliance with the Housing Element Law without "additional changes" and "clarifications." (AR 12894, 13011.)

600 Foothill's sixth cause of action is GRANTED IN PART. The court finds the City violated the PSA in the manner it processed 600 Foothill's application and, as a remedy, the May 1, 2023 Decision finding the application was incomplete because the Project does not qualify as a Builder's Remedy must be set aside. In all others respect, the sixth cause of action is DENIED.

600 Foothill's ninth cause of action is stayed pending Respondents' appeal of denial of its anti-SLAPP motion. (See Code Civ. Proc. §§ 425.16, subd. (i), 916, subd. (a).)

600 Foothill's eleventh cause of action for declaratory relief, CHDF's second cause of action for declaratory relief, and Intervenors' second cause of action for declaratory relief are DENIED.

As to Case No. 23STCP02614 brought by CDHF, the court will enter judgment on the first cause of action in favor of CDHF and Intervenors on the first cause of action.

As to Case No. 23STPC02575 brought by 600 Foothill, the court does not enter judgment at this time given the pending appeal on 600 Foothill's ninth cause of action and Respondents' special motion to strike. The matter is continued to December 4, 2024 at 9:30 a.m. for a hearing on the status of Respondents' appeal.

The court will retain jurisdiction over this matter (in both cases) as required by section 65589.5, subd. (k)(1)(A)(ii).

IT IS SO ORDERED.

March 4, 2024

Hon. Mitchell Beckloff
Judge of the Superior Court