LIVERMORE
CALIFORNIA

GENERAL PLAN ADVISORY COMMITTEE

AGENDA
WEDNESDAY, APRIL 1, 2026

GENERAL PLAN ADVISORY COMMITTEE SPECIAL MEETING – 7:00 PM

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

CIVIC CENTER MEETING HALL
WILLIAM M. MENDENHALL COMMUNITY ROOM
1016 S. LIVERMORE AVENUE

Stephanie Shang, Chair
Jeremy Troupe-Masi, Vice Chair
Krista M Alexy, Committee Member
Arun Bhatia, Committee Member
Alan K Burnham, Committee Member
Carmelita (Mel) Chiong, Committee Member
Paul Halvorsen, Committee Member
David B Kent, Committee Member
Alana Laudone, Committee Member
Ellen C Peete, Committee Member
Heriberto Revuelta, Committee Member
Asa Strout, Committee Member

1. CALL TO ORDER

2. ROLL CALL

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

3. REGULAR SPECIAL MEETING

AN OPPORTUNITY FOR THE PUBLIC TO ADDRESS THE GENERAL PLAN ADVISORY COMMITTEE REGARDING THE SPECIAL MEETING ITEM WILL BE PROVIDED BY THE CHAIR.

3.1 Approval of draft minutes - March 4, 2026, General Plan Advisory Committee Special Meeting

Recommendation:
Staff recommends the Committee approve the draft minutes.
Staff Report
Attachments:
1. GPAC Minutes 03 11 26

3.2 Draft Livermore General Plan 2045

Recommendation:
Staff recommends that the General Plan Advisory Committee:

- Provide Committee feedback on Draft Livermore General Plan 2045 for Planning Commission and City Council consideration.
- Recommend City Council adopt the Draft Livermore General Plan 2045.

Staff Report
Attachments:
1. Staff Report
2. Draft General Plan 2045 Topics by Element
3. GP Summary and Comments

4. ADJOURNMENT

5. HOW TO PARTICIPATE IN THE GENERAL PLAN UPDATE COMMITTEE

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

Submission of Comments Prior to the Meeting:

Email Comments may be submitted by the public to the Committee Liaison (gpupdate@LivermoreCA.gov). Items received no later than 12:00 pm on the day of the meeting will be provided to the Committee 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 Committee 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, 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 liaison prior to the start of the item. You should be aware that the General Plan Advisory Committee is prohibited by State law from taking action on any items that are not listed on the agenda. However, if your item requires action, the Committee may place it on a future agenda or direct staff to work with you and/or report to the Committee on the issue.

If you would like to deliver written materials to the General Plan Advisory Committee as part of your public comments, please provide 22 copies to the liaison with your speaker card.

The Committee Agenda and Agenda Reports are prepared by City staff and are available for public review on Friday evening, three days prior to the General Plan Advisory Committee meeting at 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 General Plan Advisory Committee after the posting of this agenda will be available for public review at City Hall, 1052 South Livermore Avenue, Livermore, and included in the agenda packet available on the City's web site at http://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

GENERAL PLAN ADVISORY COMMITTEE STAFF REPORT **ITEM NO. 3.1**

DATE: April 1, 2026

TO: Chairperson and Members of the General Plan Advisory Committee

FROM: Andy Ross, Economic Development Manager

SUBJECT: Approval of draft minutes - March 4, 2026, General Plan Advisory Committee Special Meeting

RECOMMENDED ACTION

Staff recommends the Committee approve the draft minutes.

DECISION TYPE

Administrative

SUMMARY

DISCUSSION

ATTACHMENTS

1. GPAC Minutes 03 11 26

Prepared by: Deborah Davis
Executive Assistant

GENERAL PLAN ADVISORY COMMITTE SPECIAL MEETING

MINUTES WEDNESDAY, MARCH 4, 2026, 7:00 PM

1. CALL TO ORDER

The March 4, 2026, meeting of the General Plan Advisory Committee was called to order by Chair Shang at 7:01pm.

2. ROLL CALL – Present:

1. Committee Member Krista Alexy
2. Committee Member Alan K Burnham
3. Committee Member Paul Halvorsen
4. Committee Member David B Kent
5. Committee Member, Alana Laudone
6. Committee Member Ellen C Peete
7. Committee Member, Heriberto Revuelta
8. Committee Member Asa Strout
9. Vice Chair Jeremy Troupe-Masi
10. Chair Stephanie Shang

Absent: Committee members Bhatia and Chiong

Also present were Principal Planner Andy Ross, Planning Manager Steve Riley, Economic and Development Director Brandon Cardwell, Assistant City Attorney Katherine Mirassou, Executive Assistant Debbie Davis, Joanna Jansen of PlaceWorks, and Carey Stone of PlaceWorks.

3. Special Meeting Workshop Item

1. Draft Livermore General Plan 2045

Recommendation: Staff recommend the General Plan Advisory Committee review the Draft Livermore General Plan 2045, review a presentation from staff, ask questions, and provide feedback.

Joanna Jansen of PlaceWorks provided a presentation to review the Draft Livermore Plan 2045.

Chair Shang opened the public comment period after the presentation.

There were no public comments on this item.

Chair Shang closed the public comment period on this item.

The General Plan Advisory Committee asked questions and provided feedback on the Draft General Plan 2045 to staff.

4. ADJOURNMENT

Chair Shang adjourned the meeting at 8:18pm to the next regularly scheduled meeting of the General Plan Advisory Committee on Wednesday, April 11, 2026, at 7:00pm

LIVERMORE
CALIFORNIA

GENERAL PLAN ADVISORY COMMITTEE STAFF REPORT ITEM NO. 3.2

DATE: April 1, 2026

TO: Chairperson and Members of the General Plan Advisory Committee

FROM: Andy Ross, Economic Development Manager

SUBJECT: Draft Livermore General Plan 2045

RECOMMENDED ACTION

Staff recommends that the General Plan Advisory Committee:

- Provide Committee feedback on Draft Livermore General Plan 2045 for Planning Commission and City Council consideration.
- Recommend City Council adopt the Draft Livermore General Plan 2045.

DECISION TYPE

Not Applicable

SUMMARY

DISCUSSION

ATTACHMENTS

1. Staff Report
2. Draft General Plan 2045 Topics by Element
3. GP Summary and Comments

Prepared by: Andy Ross
Principal Planner

PLACEWORKS

MEMORANDUM

DATE April 1, 2026

TO Livermore General Plan Advisory Committee

FROM Andy Ross, Principal Planner and Joanna Jansen, PlaceWorks

SUBJECT April 1, 2026, GPAC Meeting

STAFF RECOMMENDATION

Staff recommend that the General Plan Advisory Committee:

- Provide Committee feedback on Draft Livermore General Plan 2045 for Planning Commission and City Council consideration.

- Recommend City Council adopt the Draft Livermore General Plan 2045.

DRAFT GENERAL PLAN 2045 PROCESS

Draft General Plan 2045 is based on the existing General Plan, and updated to reflect the community's policy priorities, address the key issues the City is facing today, support future success, and improve organization and clarity. To reach this milestone, the project team has hosted 50+ events, a combination of workshops, staff presentations, property owner meetings, and pop-up events, a communitywide survey, 36 General Plan Advisory Committee meetings, seven Planning Commission meetings, and eight City Council meetings from 2021 through 2026. In addition, the Imaginelivermore2045.org website shared information about upcoming meetings and draft documents throughout the process and hosted four online activities to offer convenient opportunities for input. These events and meetings shaped the development of Draft General Plan 2045 at every step of the project. Draft General Plan 2045 is a culmination of community, GPAC, and Planning Commission feedback and ultimately City Council direction.

DRAFT GENERAL PLAN 2045 OVERVIEW

Draft General Plan 2045 can be found on ImagineLivermore2045.org. The Introduction includes an index that describes each topic covered by Draft General Plan 2045 (included as Attachment 2).

Draft General Plan 2045 is made up of a Vision Statement and Guiding Principles, text describing key issues of community interest, and goals and policies that outline how the City will address those issues into the future, supported by maps and diagrams. Draft General Plan 2045 covers all State - required topics and additional locally important topics identified by the community as being fundamental to the quality of life. Once adopted, All Draft Elements, both mandatory and optional, carry equal legal weight and are internally consistent.

Draft General Plan 2045 Elements include: Land Use, Community Identity, Mobility (Circulation), Housing (adopted separately), Infrastructure, Community Services, Open Space and Conservation, Noise, Safety, and Economic Development. Each Draft Element includes a set of goals and policies that guide how the City will address these issues. The Draft Plan includes an Implementation Plan which establishes actions to help the City prioritize work programs, allocate resources, and ensure that decisions are aligned with the community's long-term vision. These goals, policies, and actions provide guidance to the City on how to direct change and manage resources over the next 20 years.

Draft General Plan 2045 goes beyond the minimum State requirements and embodies the key themes of environmental justice and climate adaptation and sustainability. These themes are woven throughout Draft General Plan 2045, with policies and actions identified by icons.

Draft General Plan 2045 carries forward some of the most important ideas in Livermore's current General Plan and other long-standing planning efforts by:

- Maintaining and strengthening Downtown as the heart of the community.
- Focusing on Infill Development and maintaining the Urban Growth Boundary.
- Protecting open space and the natural environment.
- Promoting agriculture, conservation, and the visitor serving economy of South Livermore.
- Supporting bicycling, walking, and transit.

Draft General Plan 2045 also introduces new approaches to address current challenges and new opportunities:

- *Climate Resilience and Sustainability*. Integrates policies throughout the plan to address climate change adaptation, greenhouse gas reduction, water conservation, and sustainable development.
- *Environmental Justice*. Ensures all residents have equitable access to services and safe and healthy places to live and play.
- *Economic Development*. Advances and diversifies Livermore's economy by strengthening existing businesses and facilitating the growth of an innovation and craft economy.
- *Community Identity*. Celebrates and protects Livermore's uniqueness shaped by science, agriculture, and arts.
- *Healthy Communities*. Addresses access to healthcare, healthy food, childcare, and services for aging adults.

COMMUNITY OUTREACH ON DRAFT GENERAL PLAN 2045

Since the Draft General Plan 2045 was published on February 20, City staff have been spreading the word about the draft plan and collecting community feedback as summarized in Table 1. Attachment 3 provides a summary of community input received as of March 25, 2026.

Based on the open house, online tool, and written comments, some of the emerging themes from the community feedback on Draft General Plan 2045 include:

- Maintain and protect retail and industrial uses.
- Do not study East of Greenville as a future study area; it conflicts with policy to maintain the Urban Growth Boundary.
- Provide a variety of housing types affordable to different incomes.
- Plan for a multi-modal transportation system.

Table 1 Draft General Plan 2045 Outreach Activities

Outreach Activity	Date
Draft General Plan 2045 Online Commenting Tool at ImagineLivermore2045.org	Published February 20, 2026
Open House at Robert Livermore Community Center	March 18, 2026
Draft General Plan 2045 Informational Video	Published March 18, 2026
Draft General Plan 2045 Executive Summary	Published March 19, 2026
Pop-up Events at Farmers' Market	April 2026 (dates TBD)
Self-Guided Open House at Library	March and April 2026
Bilingual Intercept Outreach by La Familia (local CBO)	March and April 2026

GPAC DISCUSSION

The project team recommends the GPAC review the Draft General Plan 2045 and recommend City Council adopt the Draft Livermore General Plan 2045. At this phase of the project, the project team recommends GPAC concentrate feedback on whether community themes are reflected in Draft General Plan 2045 policy language. (If a GPAC member has suggested grammatical or typographical edits, please provide them to staff separately for consideration and editing of the final document).

NEXT STEPS TO ADOPTION

Following this GPAC meeting, the next steps to finalizing Draft General Plan 2045 include:

- April 2026 - Planning Commission will review Draft General Plan 2045 and provide feedback for Council consideration.
- May 2026. City Council review of community, GPAC, and Planning Commission input, and provide direction to staff on Draft General Plan 2045.
- July 2026. Planning Commission and City Council hearings to adopt General Plan 2045 and Certify the EIR.
- August 2026. Finalize and publish adopted General Plan 2045 per Council direction.

Draft General Plan 2045 Topics by Element

Element	Element topics	
3. Land Use	• General Plan Land Use Designations • Balanced and Efficient Land Use • Urban Growth Boundary • Residential Land Uses • Mixed-Uses • Commercial Land Uses • Industrial Land Uses • Agricultural and Rural Land Uses • Public and Quasi-Public Land Uses • Airport Compatible Land Uses	• Climate Action and Sustainable Development • Special Planning Areas: Downtown, South Livermore, Isabel Neighborhood Specific Plan, El Charro Specific Plan, and Midtown Specific Plan • Transitional Areas: Vasco Row, Las Colinas Neighborhood Plan, Brisa Neighborhood Plan, First Street • East of Greenville • Regional Coordination
4. Community Identity	• Civic Life and Governance • Arts and Culture • Cultural and Paleontological Resources • Historic Resources • Natural Setting • Scenic Resources • Lighting and Glare • Gateways • Urban Design	
5. Mobility	• Complete Streets • Reducing Vehicle Miles Traveled (VMT) • Active Transportation (Biking and Walking) • Transit • Safe and Efficient Circulation System • A Walkable Downtown • Parking and Curbside Management • Air Transportation • Goods Movement • Transportation Technology • Regional Transportation	
6. Housing	*Under separate cover*	

Element	Element topics
7. Infrastructure	• Asset Management • Water Distribution • Wastewater • Stormwater • Solid Waste • Private Utilities
8. Community Services	• Schools • Childcare • Healthcare and Healthy Food Access • Libraries • Seniors and Aging Adults
9. Open Space and Conservation	• Open Space and Natural Ecosystems • Biological Resources • Water Quality and Water Resources Management • Agricultural Resources • Parks and Recreation • Air Quality • Climate Change, Energy Conservation, and Efficiency • Mineral Resources
10. Noise	• Sensitive Receptors • Noise Sources • Noise Mitigation
11. Safety	• Emergency Management • Emergency Response (including Police and Fire Services) • Disaster Preparedness • Wildfires • Seismic and Geologic Hazards • Flooding and Inundation • Drought • Severe Weather • Extreme Temperatures • Hazardous Materials • Airport Safety
12. Economic Development	• Culture and Place as Economic Drivers • Economic Diversification and Emerging Sectors • Innovation Economy and Talent Ecosystem • Strategic Land Use Planning and Real Estate Investment for Economic Growth • Fiscal Sustainability

Community Feedback on Draft General Plan 2045 Summary

Introduction

This document provides a high-level summary of community input received on Draft General Plan 2045. Feedback was provided via these channels:

- **Draft General Plan 2045 Online Commenting Tool**. The online commenting tool is available at www.ImagineLivermore2045.org. The tool allows users to comment on background text, images, tables, maps, policies, or actions. As of March 20, 2026, three participants added comments.
- **Draft General Plan 2045 Open House**. The City of Livermore held an Open House at the Robert Livermore Community Center on Wednesday, March 18, 2026 from 5:30 to 7:30 pm. Approximately 30 people attended the open house.
- **Email comments**. As of March 25, 2026, the City has received five written comments submitted via email.

The City will continue to collect feedback on Draft General Plan 2045 throughout the remainder of the public review period.

Summary of Feedback on Draft General Plan 2045

This section provides a summary of community input on Draft General Plan 2045. Feedback submitted via the Online Commenting Tool, emailed to the City, and submitted at the Open House are included as attachments to this memorandum.

General Comments/Questions

- General Plan is well organized and written, but there are a few opportunities to clarify word choice/meaning.
- This General Plan should not contribute to climate change.
- The population projections included in the EIR plan for an unrealistic amount of growth.
- What are the most important things to pay attention to as someone who is not familiar with the content?

Land Use Element

- Comments:
    - Plan for more housing, including affordable housing.
    - Only plan for the amount of housing needed.
    - Missing middle housing is vital to solving the housing crisis.
    - Continue to preserve the Urban Growth Boundary.

    - Support for allowing limited residential in commercial districts.
    - Support for allowing retail in office areas to serve worker needs.
    - Support for transit-oriented development.
    - If the City supports maintaining the Urban Growth Boundary, there should not be a policy about studying the East of Greenville area.
    - Expanding into the East of Greenville area would open up important economic opportunities.
    - Protect small businesses and light industrial uses.
- Questions:
    - Are changes to the airport included in the Draft General Plan?
    - When will the commercial core arrive in Isabel Neighborhood Specific Plan area?
    - What changes are proposed to industrially zoned land?
    - What is the timing of the specific/neighborhood plans that will follow from general plan adoption?

Draft General Plan Land Use Map

- Concern about including the commercial area west of Las Positas Road in the Midtown Specific Plan area as this is a viable shopping area.
- Concern that a Midtown Specific Plan designation will make existing industrial uses incompatible with future uses.
- Do not plan for high density residential housing in the Laughlin Road focus area.

Community Identity Element

- Clarify Policy CI-12.1, Focused Commercial Development, to specify which freeway interchange areas should have focused commercial development.
- Clarify what “out of scale” means in Policy CI-13.7, Single Family Housing Scale Consistency. Is this policy based on building mass or design?

Mobility Element

- Comments:
    - Plan for a variety of transportation modes; make transportation as safe for cyclists as possible.
    - Expand signal prioritization and consider bus lanes in high traffic corridors to reduce VMT.
    - Support for future Valley Link service.
    - Increase funding for transit. Prioritize funding for fixed-route transit and other multi-modal projects over autonomous technologies.
    - Reduce off-street parking mandates.
    - Plan for sufficient parking.

    - Use statistics to support safety improvement measures.
    - Residential speed limits are not the problem; managing speeding on residential streets is the issue (comment regarding Policy MO-5.11 Speed Management).
    - Figure MO-6 Goods Movements appears to not accurately capture goods movement in the city.
    - Requiring Level 3 chargers at gas stations seems unnecessary (comment regarding Policy MO-11.4).
- Questions:
    - In Policy MO-1.1 Complete Streets Approach, is the term "underserved communities" the right word choice? Are there areas of the city that are currently underserved?

Infrastructure Element

- Comments:
    - Request for clear direction about what can be recycled and where. In an ideal world, there would be one general location you could take recycled material (or that it would be picked up directly from your house). Make recycling as easy as possible.
    - Request that all new development use recycled water for irrigation.
    - Add a policy to encourage collaboration with the state and service providers to come up with more effective and efficient recycling rules.
- Questions:
    - Is there sufficient wastewater treatment plant capacity to serve future development?
    - What is the current status of the South Livermore sewer extension project?
    - What is the status of Zone 7 purchasing attentional water ponds?

Community Services Element

- City should support/fund childcare services.

Open Space and Conservation Element

- Comments:
    - Have a plan in place to make connections to the Iron Horse Trail.
    - Plan for energy production through agrivoltaics/solar farms.
    - Do not impact agricultural land.
    - Encourage the incorporation of regenerative farming techniques such as biochar and other nutrient-recycling methods.
    - Continue to preserve and enhance existing open space.
    - Explore the possibility of expanding public access to open space properties.

    - Coordinate with neighboring property owners to connect and expand the public trail system.
- Question:
    - What are the South Livermore Valley requirements for replanting vineyards?
    - How does the City support agrotourism?
    - How do you report trail safety or maintenance needs?
    - Is the City planning trail connections from north of I-580 to south of I-580?

Noise Element

- Figures N-2 and N-3 do not appear to accurately capture railroad noise.
- Protect open space from noise impacts.

Safety Element

- Request for more firefighters and fewer police officers.
- Police should provide emergency response but should do so in a different uniform.
- Fire emergency medical response should use smaller vehicles, not large fire trucks.
- City does a good job of infrastructure planning.
- Concern about gang activity and request for policies that support crime prevention.

Economic Development Element

- Clarify what activities are covered under commercial and industrial uses as it includes a range of building types and sizes.
- Concern that Figure ED-3 does not capture the industrial land south of the airport and West Jack London Road.

From: imaginelivermore2045.org <placeworksinc@gmail.com>
Sent: Saturday, March 21, 2026 1:24 PM
To: GP Update <GPUpdate@cityoflivermore.net>
Subject: New message from "imaginelivermore2045.org"

Exercise Caution: This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Name (optional): Jean King
Email (required): [redacted]
Message: For more than 20 years the citizens of Livermore have supported our Urban Growth Boundary (UGB) through voter approved initiatives, public votes and comments at public meetings. One city wide vote had 72% supporting the UGB. The UGB has protected the Valley's open space, vineyards and agriculture. It is very important that the Plan continues that protection.

The map shows the land east of Greenville outside the UGB as open space. Let's keep it that way. As we do not want Dublin to break its ULL urban growth boundary and commercially develop the open space to its east in Doolan Canyon right up to LIvermore's western border, Livermore should not move its UGB to develop east of Greenville.

The Plan states to "focus growth within the Urban Growth Boundary". Better language would be "limit growth to within the Urban Growth Boundary".

Last May the State Department of Finance estimated that Livermore's total population deceased by 1,896 residents between April 2020 and January 2025. The population decline isn't because there were fewer housing units because every year the number of housing units of all kinds increased. Instead, the average number of persons per household has declined every year from 2.75 in 2020 to 2.63 in 2025.

Yet, the DEIR projects an increase of more than 43,000 new residents from 2025 to 2045. That is forecasting a 50% increase in population. Half again as many new residents as reside here now.

The most recent set of projections from the State Department of Finance showed that Alameda County's total population is projected to increase by more than157,000 from 2024 to 2045. If Livermore's population were to grow by the estimate in the Plan, that would represent 27.8% of the entire county's projected growth.

According to the US Census figures online, LIvermore's population in 2024 was approximately 5.2% of the Alameda County's population.

Why should Livermore, presently with 5 % of the County population, absorb almost 28 % of the growth in Alameda County in the next 20 years?
It's not realistic, nor do I believe most residents want to see Livermore's population grow by 50%.

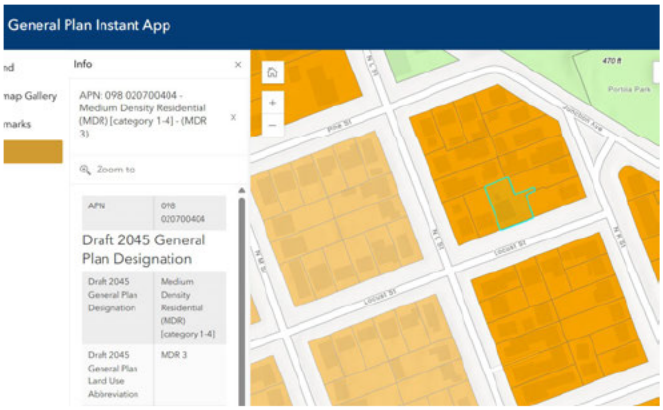
Date: March 21, 2026
Time: 1:23 pm
Page URL: https://imaginelivermore2045.org/contact/
User Agent: Mozilla/5.0 (Macintosh; Intel Mac OS X 10.15; rv:148.0) Gecko/20100101 Firefox/148.0
Remote IP: 24.6.165.70
Powered by: Elementor

From: Steve Stamos [redacted]
Sent: Monday, March 23, 2026 9:48 AM
To: GP Update <GPUpdate@livermoreca.gov>
Subject: General Plan Update - Parcel Map Correction

Some people who received this message don't often get email from stevestamos09@gmail.com. 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.

Good morning,

I was reviewing the General Plan Update interactive map and noticed the lot lines for our parcel are incorrect, as shown below:



Per the April 2024 email discussion I had with the City (snapshot copied below), the City's GIS maps were supposed to have been corrected:

Farnoush Levers <fslevers@livermoreca.gov> Mon, Apr 15, 2024, 7:45 PM
to Emily, Stephen, Hamm, me

Good evening Steve,

The City is revising it's GIS maps based on our findings below. let me know if you have any additional questions.

Thank you,
Farnoush S. Levers, PE, CCM, QSD/QSP
Assistant City Engineer
Engineering Division | Community Development Department
City of Livermore

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Thanks,

Steve Stamos

RPM HOLDINGS

March 17, 2026

City of Livermore
Community Development Department
1052 South Livermore Avenue
Livermore, CA 94550

RE: Comments on Draft Environmental Impact Report (EIR) for Livermore General Plan 2045 – Midtown Specific Plan / Industrial-to-Residential Upzoning

Dear Planning Commission and Staff,

I'm writing to comment on the Draft EIR for the Livermore General Plan 2045, specifically the Midtown Specific Plan and the proposed upzoning of existing industrial areas to high-density residential.

I own and operate businesses and property in this area, so this isn't theoretical for me. I understand the need for housing and I'm not opposed to growth—but I do have serious concerns about how this plan is structured and what it actually means on the ground.

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1. Industrial and Residential Uses Are Not Compatible Here

The plan proposes introducing high-density housing into areas that are currently active industrial zones. That's a fundamental mismatch.

These industrial areas operate with:

- Truck traffic
- Early start times
- Equipment noise
- Day-to-day operational activity

That's normal and expected for industrial use—but it's not compatible with dense residential living.

The EIR includes data on existing conditions, including noise levels, but it doesn't really address what happens when people are living right next to these uses. In reality, what happens is predictable: complaints increase, pressure builds, and eventually businesses are forced to change how they operate—or leave.

That dynamic isn't meaningfully analyzed in the EIR.

2. This Will Lead to the Gradual Loss of Existing Businesses

Even if the plan doesn't explicitly say industrial uses will be removed, that's the direction it pushes things.

When residential gets introduced into industrial areas:

- complaints increase
- regulations tighten
- operating conditions get more restrictive

Over time, that creates a situation where businesses can't realistically continue.

That's a foreseeable outcome, and it should be analyzed. The EIR doesn't really address that, and I think that's a major gap.

3. The Plan Assumes Redevelopment That May Not Be Realistic

The EIR assumes that these properties will transition to high-density housing—but there's no discussion of whether that's actually feasible.

From a real-world standpoint, the cost to build this type of housing right now is extremely high. Between construction costs, financing, and market conditions, it's not clear that these projects pencil today—or in the near future.

That creates a real problem:

- The plan assumes redevelopment
- But the economics may not support it

If that's the case, what we're left with is a long period where:

- industrial uses are under pressure
- residential isn't actually getting built

That outcome isn't addressed in the EIR.

4. The Plan Relies on Transit That Does Not Yet Exist

Another concern is that the Midtown Specific Plan appears to be built around a transit-oriented development model—but the transit needed to support that model does not currently exist, and there is uncertainty around whether it will.

In particular, the plan seems to rely on the future implementation of Valley Link or similar regional transit improvements. However, those projects face real funding and timing challenges, and there is no clear certainty on when—or if—they will be delivered.

Without reliable, high-capacity transit in place, the assumptions underlying this plan become questionable. High-density development in this area will likely remain heavily dependent on cars, which raises concerns about traffic, congestion, and overall functionality.

If the transit does not materialize as assumed, the result is not transit-oriented development—it is simply higher density without the infrastructure needed to support it.

That risk is not adequately addressed in the EIR.

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5. Too Much Is Being Deferred

I understand this is a program-level EIR, but the impacts we're talking about here are very real and very location-specific.

The conflicts between industrial and residential uses—and the reliance on future transit infrastructure—aren't things that can just be figured out later at the project level. Once the zoning changes are in place, those outcomes are already set in motion.

Deferring that analysis doesn't solve the problem—it just postpones it.

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6. There Are More Practical Ways to Approach This

I'd strongly encourage the City to consider a more flexible approach instead of a full conversion of industrial zoning.

One option would be an **overlay or transitional zoning approach**, where:

- existing industrial zoning stays in place
- residential is allowed as an additional use
- redevelopment happens over time, when it actually makes sense

That would:

- allow existing businesses to continue operating
- reduce immediate conflicts
- align redevelopment with market conditions
- still allow the City to move forward with housing

Right now, the plan feels like it's trying to force a transition that the market may not support, and that depends on infrastructure that may not arrive in the near term.

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7. Closing

At the end of the day, my concern is that this plan creates a situation where:

- existing businesses are gradually pushed out
- residential development is assumed but not guaranteed
- the plan depends on transit that is uncertain
- and we end up with long-term incompatibility instead of a successful transition

I don't think the EIR fully addresses those risks.

I would ask that the City take a closer look at:

- land use compatibility
- the potential for business displacement
- the real-world feasibility of redevelopment
- the assumptions around future transit infrastructure
- and alternatives that allow for a more gradual, workable transition

Thank you for your time and consideration.

Sincerely,

Phillip Marshall
RPM Holdings LP

From: Planning Web Email <planning@livermoreca.gov>
Sent: Wednesday, March 18, 2026 8:34 AM
To: Shannon Pagan <slpagan@livermoreca.gov>; Andy Ross <aaross@LivermoreCA.gov>
Cc: Katherine Mirassou <khmirassou@livermoreca.gov>; Stephen Riley <spriley@LivermoreCA.gov>
Subject: FW: Comments on Draft EIR - Livermore General Plan 2045

FYI

From: Phillip Marshall [redacted]
Sent: Wednesday, March 18, 2026 7:19 AM
To: Planning Web Email <planning@livermoreca.gov>
Cc: Phil Marshall [redacted]
Subject: Comments on Draft EIR - Livermore General Plan 2045

[redacted]

Exercise Caution: This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Good morning.

I apologize for the delay in sending this comment over, but it did not go out in my email yesterday.

I am hopeful that these comments can be added to the record for the Draft EIR for the Livermore General Plan 2045.

As you will see in my letter, I am not opposed to the opportunity to re-zone and add housing to the city. I am opposed to doing so in a manner that is not respectful of the existing industrial base in the city and that will impact businesses that are here now in a detrimental manner. I would like to encourage the city to evaluate an overlay zoning approach rather than a straight re-zoning of the areas in the mid-town specific plan. If proper research were to be conducted, the team preparing this report would understand that the types of housing that they are mandating is not going to be economically viable, and the assumptions that transit will be available in the future is less than certain, especially due to the dire financial condition of BART and the follow on effects of that on proposed future connectivity to BART.

I would appreciate an opportunity to further communicate these concerns with the City Planning Staff at the appropriate time.

Best,

Phillip

Phillip Marshall
President
P.O. Box 2188
Livermore, CA 94551-2188
[redacted]

3/3/2026

To: City Staff
From: Alan Burnham
Subject: Draft General Plan 2045

First, let me say that the new General Plan document is very well organized and written. Integrated graphics are nice. I like the new land-use designations. I checked a few old housing areas, and the designations were correct (LDR 3 & 4).

However, I have a few questions, comments, and concerns on specific land use designations and other portions of the document. They are mostly about potential clarifications rather than disagreements with any policy.

I recall the decision to reduce the size of Midtown Specific Plan area. I do not understand the logic of including the commercial area west of Los Positas Road in that planning area. It appears that the boundary is between Lowes and Safeway, which is a rather odd boundary. That Shopping Center seems to be viable as a whole, and putting part of it in a separate specific plan seems like a bad choice. The viability of the big box stores housing Joann's fabrics and the former pet store is certainly in doubt, as well as being next to new housing, so it does seem to make sense for that area to be in an integrated new planning area.

There is a sentence on page 3-16 that is too ambiguous: "A critical component of balanced land use is achieving a comparable ratio of jobs and housing to facilitate the option to both live and work in Livermore." Does this mean having a similar number of jobs and housing units or maintaining the current ratio of jobs to housing or something else? My vague recollection of the discussions on this topic is that Livermore seems pretty good now, so why change that ratio. "Achieving" sounds like changing to something else, while maintaining sounds like keeping things the same. Policy LU-1.2 gives 1.25-1.75 as the target range, but I don't remember what the current ratio is. Perhaps there needs to be a link to the Economic Development element.

On page 3-27, I think there is a poor word choice. Policy LU-55 says, "Improve feasibility of existing and aging commercial centers". Feasibility is a criterion for creating something new. Viability is a criterion one applies to something that exists but needs to adapt to changing conditions. If the idea is to make it feasible to completely tear down old commercial centers and make something new, that is something different from what is said. I personally would like city policies to make it feasible to complete the Iron Horse Trail all the way from the transit center to west of P St., but I don't think existing City policies encourage that to the extent needed for it to be viable, so I certainly like the word "Improve". I do have a potential conflict of interest, but I don't think I am the real problem.

Also on page 3-27, I support the statement on industrial land uses. However, I think the problem is a bit larger than portrayed. Much of the exiting light industrial space is zoned for conversion to housing, as is mentioned in the Economic Development section. Examples are the commercial center on the SW corner of N Livermore Ave and Los Positas Ct and multiple small business parks on the south side of First Street between the railroad overpass and Mines Road. Perhaps some are not viable and should be converted. However, City policies should look at availability of small business-type space in addition to major industry space as seems to be covered in Goal LU-06. Maybe it should be in a different section of the plan, but we did have a small business owner express concern early on about his location being rezoned to housing. As you know, if vacancy rates of small light-industrial spaces are near 100%, rents can rise and drive small businesses out of Livermore. These small businesses are different from the entities portrayed in Goals LU-5 and LU-6. They make things, develop new products, or provide professional services. Examples are Aslin Automation, Korbmacher Engineering, TriHelix LLC, and Infinity Dental Lab. I even found the California Coffee Authority, which looks at the science of coffee roasting. There are probably 100 or more of these types of small businesses. Some of them are located in Figure LU-5. The current document seems to view the commercial uses as staying even though their land is zoned for housing. This seems a bit incongruous.

Figure LU-5 shows a new easement for the Iron Horse Trail. Excellent! But how does it connect with the various segments of the Iron Horse Trail on the south side of the tracks west of the transit center? It seems that the only viable crossing point is at Junction Ave, then connecting with Gardella Plaza and crossing First St somewhere. Maybe there is another plan, but there needs to be a plan, and the General Plan should call out the need and process for getting a plan. And it's not going to happen without some financial investment.

Policy CI-2.2. Do you really mean "focus"? If you are really trying to reach everyone, focus is the wrong word. To quote an internet definition, "to focus on something means to direct your undivided attention, energy, and mental effort toward one specific subject, task, or object while filtering out distractions." Or do you mean "with attention towards…" or "special attention towards…"?

Goal CI-3. I think you need pictures of the Livermorium sphere and the astronaut mural.

Page 4-23. Lighting and Glare. The crosswalk at East Avenue and Jenson Street continues to be underlit and dangerous at night, especially because people tend to wear dark clothing. This problem has been known for years, yet it has not been addressed. A light focused on the crosswalk could provide both the needed safety and meet the objectives. This is not

hard to do, and the objectives of the general plan could be met if someone just decided to solve the problem.

Policy CI-12.1. Is this policy a carryover or new? The City made an active campaign to move car dealerships out to along the freeway, and the commercial development is almost continuous on the south side of the freeway from N Livermore to First St except one narrow strip. The other remaining undeveloped land is north of the Arroyo and West of N Livermore Ave. GPAC discussed that land, and some thought it should be developed, but the challenges are substantial. Personally, I think it could be modified to be a catchment basin to mitigate some of the flooding north and east of the airport. That said, is the policy really for development north of 580 between Springtown and Isabelle? If so, it should be more explicit. Right now the policy seems neither clear nor even thought out.

Policy CI-13.2. I am not sure what out-of-scale means. The only real example I can think of is the chateau south of Concannon Blvd. Is this the kind of house one is trying to prevent? I find it more intriguing than oppressive, given that it is pretty far from any other house. If it were right over the fence from me, I would certainly object. But who in their right mind would want to build a major house like that in the neighborhood of smaller houses? The only examples of bigger-than-surrounding I can think of are big old houses along 4th St and East Ave. A more important question is whether the Interfaith Housing project at the end of Pacific is oppressive to the neighborhood. Although I've heard such comments, I don't agree. Also, it is a multi-unit building, but it calls into question just exactly what this policy is intending to accomplish. If a house was not taller than others but built over two lots so twice as big, is that out of scale? Or is it really a 3-story house in a 1-story neighborhood? In other words, FAR? Or what if someone wanted to convert a craftsman-style house in such a neighborhood to a Victorian house.

Policy CI-15.1. My observation is that buses and landscaping trailers are a larger problem than emergency vehicles when it comes to street width. Downtown, supply trucks are the bigger challenge. In addition, ambulances are typically smaller than these other large vehicles. If it were fair to say that a fire truck is the biggest challenge and everything else will work if they can pass, this policy is OK. Otherwise, I'm not sure it quite captures the need.

Policy MO-1.1. Why is the term "underserved communities" used here? It is simply an ideological statement, or is there a specific problem that needs to be addressed? Of course, dangerous streets should be addressed wherever they are. Maybe they are more frequent in lower income areas, and maybe not. I simply don't understand what issue is being addressed. I had brought up an issue that making a through street such as N L St attactive and overhead-utility free should not be a financial burden born by a lower income

neighborhood, but that is a different issue—the entire community should pay for improvements that are intended to benefit the entire community. Is it a matter of fairly resurfacing streets in lower tax zones? In contrast, the term “vulnerable road users” is perfectly appropriate and self-evident. If you have a senior development with lots of slow pedestrians, the street crossings need to address that safety issue. Special attention near schools is also a clear example of special circumstances.

Figure MO-3. The figure caption talks about various measures of safety improvements. These are unsupported statements, and it would be valuable to have some statistics or some sort of link to real data. This is a rare case where implied statistics have supported a policy. In most cases, the policy is a policy because it has been determined to be what is wanted. In addition, the figure shows that a bike path is finished between N. P St and Junction Ave. That is not true.

Policy MO-5.11. Lower speed limits for residential streets are mentioned. To my knowledge, the speed limit for a residential street is 25 mph. It is higher only if it is classified as some sort of collector street. So I think the policy is unclear about intent. Should I interpret it as decreasing the speed limit on a residential street to 20 mph? More to the point, I don’t think the problem is the wrong speed limit. It is that some people do not pay attention to the speed limit in a flagrant way. That requires a different solution.

Policy MO-5.6. I am unsure of the precise intent of “may”. It could be interpreted as “might” or “may be allowed to”. In other words, is it an observation or an allowed variance?

Figure MO-6. I am surprised that there is only one street for goods movement going through downtown Livermore. To be clear, I would suspect any truck driver would want to avoid tight streets and congestion whenever possible, but I can guarantee that there are lots of trucks going to points within downtown on those other streets. I would even say that I encounter trucks more often on Livermore Ave and East Ave than Mines Road, and they are not particularly a problem given the number needed for service to the greater downtown area. If I were going to points east in a big truck, I would take Vasco Road. This map seems to be out of touch with reality.

Page 5-33. I like the realization that transportation vehicles are evolving and we need to keep our eye on the ball.

Policy MO-11.4. I think this is a silly policy, and probably too detailed for a General Plan. Who wants to go to a location with a single vehicle charger? And there is no reason a charger needs to be at the same location as a gas pump. There are several places around town with multiple charging stations, and that’s where one is more likely to be available. If a large gas station had room for 3-4 charging stations, that might make both practical and

economic sense if there weren't chargers in a parking lot a few hundred feet away. On the other hand, if the objective is to drive smaller gas stations out of business, this is a good policy.

Goal INF-5. This is laudable but fraught with difficulties. A major issue is that recycling rules vary and don't concentrate on materials that are universally recyclable, so recycling bins collect all sorts of thing that can't be recycled. And that is when people are actually trying. My observation is that public bin systems are nearly hopeless. Also, I spend more time than I care to remember at our commercial building fixing other people's mistakes. Are we actually saving more energy than we're using on a system that is not designed for reliable point separation? Plastic in a landfill does not decompose appreciably, so it is not a significant source of methane and is actually a way of sequestering carbon. So until commercial goods packing systems are fixed, it seems that we are trying to do too much, with the result of getting multiple trash collection systems operating in parallel. What can the city truly do to make the system more effective and efficient? It seems that there needs to be some sort of policy encouraging collaboration with the state and service providers to come up with more effective and efficient recycling rules that can be effectively implemented.

Page 10-3. Interesting chart, but I think there should be entries for trains and freeway noise. In fact, those two plus planes are the primary public noise sources, I think. A problem with the chart is that there is no distance scale. A jet, for example, would be very out if one were right next to it, but even so, it is vastly different while taxiing and taking off. Similarly, a train horn is much louder than the train itself. So the more I look at it, the less informative the chart actually is in its current form. Please consider how to adapt to be more relevant to decisions the city needs to be involved with.

On charts N-2 and N-3, I don't understand why Holmes between Concannon and the Arroyo Valle has no noise. The same with First Street just east of the RR overpass. On chart N-4, the Railroad needs to include the sound of the horn. I can guarantee it is more than 60 dB. I think by law the horn has to be in the 85 dB range, and I think it is often much louder. I have to cover my ears when outside by the L St crossing. I'm glad to see Policy N-3.6. I would not want to live by one of the at-grade RR crossings.

Page 12-11 (Economic Development). The terms commercial and industrial cover activities that span a very wide range of activities between retail sales and large-scale manufacturing. My concern is not so much with what is said as whether the average person understands the range of types of buildings (size and purpose) that are encompassed. In that regard, the MTC Priority Production Areas do not cover a lot of the small business technology-development, small-scale-production, and service activities that contribute

high quality jobs. I'm sure staff understand this complexity, but it seems that another sentence or two is needed to give this broader perspective. This concept is reflected in Action LU-A-6.1, but a motivation in the introduction is desirable.

Figure ED-3. I think this figure is not up to date concerning the additional industrial land south of the airport and W Jack London Rd. Should it be updated or merely add a qualification statement to the Figure caption?

Page 13-3. There is a difference between allowing and requiring mixed-use districts. My concern is that a hard requirement of a non-economic model will mean no development can occur and the goal is moot. As is often said, the city creates zoning but the private sector builds. So these policies sound good and are perhaps viable, but I want to be sure that the words "promote" and "allow" are fully understood.

Page 13-4. I have a similar comment about Goals LU-11 and LU-12. Implementation of these goals must achieve a good balance between wishes and reality. I like the word flexibility, and perhaps it should show up in the introduction of the Implementation plan.

Final comment: Somewhere in the document, I thought I saw a comment that reduced parking in new residential developments decreases miles traveled. That may or may not be true, and no evidence was supplied that it was true. I do know that I do not like to go to events or meetings in new housing districts that don't have adequate parking. If anything, I spend more time driving around looking for a parking place. It could be that a different situation is intended. I think this brings up a general comment that if something is asserted to be true, there should be some evidence that it is true. If it is simply asserted that an action is intended to encourage a certain behavior, it is true by definition. All this is simply a requirement of logic, not a value judgement of any given policy objective.

March 18, 2026

City of Livermore
Planning Department
1052 S. Livermore Avenue
Livermore, CA 94550

Re: **Comments on Draft General Plan 2045 – Property at 161 S. Vasco Road (Midtown Specific Plan Area)**

Dear Planning Staff,

On behalf of Marq Logistics, the owner of the property located at 161 S. Vasco Road, Livermore, California, we respectfully submit the following comments regarding the City of Livermore's Draft General Plan 2045 and the proposed inclusion of our property within the Midtown Specific Plan Area (MSPA) pursuant to Goal LU-15.

The property at 161 S. Vasco Road is currently zoned High Intensity Industrial (HII) and is occupied by existing industrial and mixed-use tenants whose operations depend on the certainty, flexibility, and long-term stability provided by the current zoning designation. While we appreciate the City's long-range planning efforts and understand that the Midtown Specific Plan has not yet been developed, we are concerned about the potential impacts that adoption of the General Plan could have on our existing uses and tenants.

Based on the Draft General Plan materials, the vision and stated goals for the Midtown area appear to contemplate a significant departure from the existing HII zoning framework, with limited clarity at this time regarding future permitted uses, development standards, or regulatory requirements. In the absence of an adopted specific plan, this creates uncertainty for property owners and tenants and raises concern that existing, legally established industrial uses could become legal nonconforming as a result of future rezoning or policy implementation.

Our primary concern is ensuring that adoption of the General Plan and subsequent planning efforts do not inadvertently:

- Trigger a rezoning that limits or restricts industrial uses currently permitted under HII zoning;
- Result in existing uses or tenants being classified as legal nonconforming;
- Constrain our ability to continue leasing to industrial users or renewing existing leases; or
- Disrupt ongoing operations or investment-backed expectations at the property.

We would have significantly less concern if the Midtown planning framework is implemented as an overlay approach, clearly preserving existing zoning entitlements and allowing current and future industrial uses to continue by right unless and until a property owner elects to pursue redevelopment under a new regulatory scheme.

Accordingly, we respectfully request the following:

1. Advance notice and ongoing engagement opportunities, including notification of all stakeholder meetings, workshops, and public hearings related to the General Plan and the Midtown Specific Plan; and

2. The opportunity to meet with Planning staff to better understand the City's intent and how existing industrial properties, particularly those located at the edge of the Midtown Specific Plan Area, will be treated.

We appreciate the City's willingness to engage with property owners during this process and are interested in participating constructively as planning efforts move forward. Thank you for your consideration of these comments, and we look forward to continued dialogue.

Please do not hesitate to contact me if you have any questions or would like to schedule a discussion.

Sincerely,

Holly Rodriguez
Vice President, Real Estate
Marq Logistics
4675 MacArthur Court, Suite 625
Newport Beach, CA 92660
[redacted]

#001

Posted by **Jordan Reid** on **03/18/2026** at **5:57pm** [Comment ID: 19] - Link

Question

Agree: 0, Disagree: 0

I don't see any information about the significant changes made to the "Laughlin Road Focus Area" in this GP draft. Changing this High Density Residential (HDR1) and General Industrial (GI) next to an established low density residential neighborhood creates unintended impacts for current residents. Please follow up with me as I don't see any information on this significant land use change.

#002

Posted by **Erik** on **02/24/2026** at **1:30pm** [Comment ID: 18] - Link

Agree: 0, Disagree: 0

Why is this area high density res? Our neighborhood went to all the workshops and we were told that this would remain open space! But this map shows it in brown and it is the largest brown area on the map. This is unacceptable to just change land use with the input of all the home owners! The city lied!

#003

Posted by **Evren Yuncuoglu** on **02/21/2026** at **3:50pm** [Comment ID: 7] - Link

Suggestion

Agree: 0, Disagree: 0

Huge fan of this new designation, going to be very helpful and I'm so glad it no longer has the odd PD requirement that the General Plan Designation for these uses had previously.

#004

Posted by **Evren Yuncuoglu** on **02/21/2026** at **3:51pm** [Comment ID: 8] - Link

Suggestion

Agree: 0, Disagree: 0

Very exciting to see limited residential be allowed in these common commercial districts, this may provide an exciting opportunity for more housing in desirable commercial areas.

#005

Posted by **Evren Yuncuoglu** on **02/21/2026** at **3:52pm** [Comment ID: 9] - Link

Suggestion

Agree: 0, Disagree: 0

So glad to see ancillary uses of retail being explicitly mentioned in the Office district as its very commonly seen but has to often be added as an exception to the existing purely industrial designation.

#006

Posted by **Evren Yuncuoglu** on **02/21/2026** at **4:09pm** [Comment ID: 10] - Link

Suggestion

Agree: 0, Disagree: 0

I am so happy to see transit oriented development, density, and mobility being placed as important policies.

#007

Posted by **Evren Yuncuoglu** on **02/21/2026** at **4:10pm** [Comment ID: 11] - Link

Suggestion

Agree: 0, Disagree: 0

Yes! Missing middle and residential density are so vital to helping solve the housing crisis in the bay area. I sincerely hope that these policies are supported and implemented to the fullest so that we may sustainably grow Livermore for the future.

#008

Posted by **Evren Yuncuoglu** on **02/21/2026** at **4:16pm** [Comment ID: 12] - Link

Suggestion

Agree: 0, Disagree: 0

While I understand the need for open space preservation, I feel that expansion into the East of Greenville area would open up important economic opportunities for the industrial uses which may be displaced by the Midtown specific plan. I would hope that Livermore maintains its expansive industrial base and continues to be a valuable and thriving area for industrial uses. I am confident that any expansions into this area will be carefully considered and further expansion into the hills will be mitigated.

#009

Posted by **Evren Yuncuoglu** on **02/21/2026** at **4:20pm** [Comment ID: 13] - Link

Suggestion

Agree: 0, Disagree: 0

I am highly supportive of increasing the throughput of existing alternative modes of transport so that its efficient to travel without a car. I hope that more signal priority or possibly even bus lanes may be considered in high bus traffic corridors to help reduce VMT. Very excited to see such policies considered.

#010

Posted by **Evren Yuncuoglu** on **02/21/2026** at **4:24pm** [Comment ID: 14] - Link

Suggestion

Agree: 0, Disagree: 0

Very excited to see Valley Link be built, I hope that Livermore does whatever it can in its power to help support this project.

#011

Posted by **Evren Yuncuoglu** on **02/21/2026** at **4:27pm** [Comment ID: 15] - Link

Suggestion

Agree: 0, Disagree: 0

I hope to see the city supporting increased funding for Transit and helping prioritize lines in areas which are underserved by transit such as the 20X and 11 lines which have very limited frequency and cover important future development corridors such as the Midtown specific plan, First st corridor and Brisa neighborhood.

#012

Posted by **Evren Yuncuoglu** on **02/21/2026** at **4:29pm** [Comment ID: 16] - Link

Suggestion

Agree: 0, Disagree: 0

Very glad to see the reduction of Off-street parking mandates as we want to maximize the usage of the land we already have with denser and more effective uses.

#013

Posted by **Evren Yuncuoglu** on **02/21/2026** at **4:31pm** [Comment ID: 17] - Link

Suggestion

Agree: 0, Disagree: 0

While I am not a huge fan of these autonomous technologies, I can see the value of providing a "last mile" connection to underserved and low density areas. I would prefer funding be prioritized towards fixed-route transit and other multi-modal projects.

Imagine LIVERMORE 2045

Draft General Plan Open House Comment Sheet

If you have comments or questions, please fill out this comment sheet.

Name: David Furst

Email: [redacted]

Comments and questions:

Your "Land Use Element" says you are going to maintain the urban growth boundary - yet you plan a study of 'east of Greenville' - this incompatible & contradictory. If the City really supports the urban growth boundary you cannot/should not study an area outside the UGB.

The pop projections is by 2045 there will be an increase of 43,800 people. This projection does not make current sense. You should not simply use a "projection" without evaluating it. The number is almost a 50% increase in today's pop. The City needs critically evaluate data from other agencies. Thank you.

Imagine LIVERMORE 2045

Draft General Plan Open House Comment Sheet

If you have comments or questions, please fill out this comment sheet.

Name: Jean King

Email: [redacted]

Comments and questions:

Make line defining UGB more prominent
Too much housing.
Do not take away agricultural land
There should not be any Environmental Impact
that are significant and Unavoidable
Significant Impacts for wildlife and
cultural and historical must be mitigated
mitigate any greenhouse emissions, we must
not contribute to climate change.
With a change in number of resident
per housing unit, more population will
have housing.

Imagine LIVERMORE 2045

Draft General Plan Open House Comment Sheet

If you have comments or questions, please fill out this comment sheet.

Name: Alan M.

Email: [redacted]

Comments and questions:

Community identity element & agriculture element should include energy production through agrivoltaics / solar farms.

Safety element: I would like to see more firefighters / disaster response workers and fewer police. More de-escalators and health-care workers on emergency call ~~thugs~~ instead of heavily armed police who tend to escalate conflict.