LIVERMORE
CALIFORNIA

PLANNING COMMISSION

AGENDA
TUESDAY, JANUARY 21, 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
Daniel Leary, Commissioner

1. CALL TO ORDER

ROLL CALL

Commissioner Jacob Anderson
Commissioner Daniel Leary
Vice Chairperson Tracy Kronzak
Chairperson Yolanda Fintschenko

PLEDGE OF ALLEGIANCE

2. OPEN FORUM

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

3. CONSENT CALENDAR

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

4. PROJECT REVIEW

5. PUBLIC HEARINGS

5.1 Hearing to consider a request for a Conditional Use Permit and Site Plan Design Review Modification to authorize a reduction in required parking, install a new masonry screening wall, and construct a truck trailer parking area to improve the flow of traffic to and from the property for enhanced safety and efficiency. Location: 6400 Brisa Street.

Recommendation:
Staff recommends the Planning Commission:

1. Adopt a resolution finding that the project is exempt from the California Environmental Quality Act (CEQA) under CEQA Guidelines Section 15301, Existing Facilities;
2. Adopt a resolution approving Conditional Use Permit (CUP) 23-008 and Site Plan Design Review Modification (SPDRM) 24-020, subject to the Conditions of Approval;
3. Direct the Planning Manager to instruct staff to file a Notice of Exemption with the Alameda County Clerk; and
4. Advise the applicant that the Planning Commission's action is subject to a 15-day appeal period.

Staff Report
Attachments:
1. Location Map
2. Proposed Site Plans

3. Parking and Transportation Report
4. Noise Study
5. Arborist Report
6. Resolution (CEQA)
7. Resolution (Project)
8. Exhibit A - Conditions of Approval

6. MATTERS FOR CONSIDERATION

7. MATTERS INITIATED BY PLANNING COMMISSION AND STAFF

8. ADJOURNMENT

To a regular Planning Commission meeting on Tuesday, February 4, 2025 at 7:00 pm, Civic Center Meeting Hall, City Council Chambers, 1016 S. Livermore Avenue.

9. HOW TO PARTICIPATE IN THE MEETING

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

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

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

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

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

Submission of Comments Prior to the Meeting:

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

eComments may be submitted by the public using the eComment link here. Comments may be up to 1000 characters in length and will be accepted up until 6:00 pm the day of the meeting. These items will NOT be read into the record and are viewable by the the Commission and the public upon submittal.

Submission of Comments During the Meeting:

Speakers are limited to a maximum of 3 minutes per person. To submit a comment in person, you must complete a speaker card for each item. Speaker cards are available in the Civic Center Meeting Hall lobby. Indicate on the card the item number you wish to comment on and submit the card directly to the Planning Commission Liaison prior to the start of the item. Please note that the Planning Commission is prohibited by State law from taking action on any items that are not listed on the agenda. However, if your item requires action, the Planning Commission may place it on a future agenda or direct staff to work with you and/or report to the Planning Commission on the issue.

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

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

Under Government Code §54957.5, any supplemental material distributed to the members of the Planning Commission after the posting of this agenda will be available for public review at City Hall, 1052 South Livermore Avenue, Livermore, and included in the agenda packet available on the City's web site at http://livermoreca.gov/agenda.

PURSUANT TO TITLE II OF THE AMERICANS WITH DISABILITIES ACT (CODIFIED AT 42 UNITED STATES CODE SECTION 12101 AND 28 CODE OF FEDERAL REGULATIONS PART 35), AND SECTION 504 OF THE REHABILITATION ACT OF 1973, THE CITY OF LIVERMORE DOES NOT DISCRIMINATE ON THE BASIS OF RACE, COLOR, RELIGION, NATIONAL ORIGIN, ANCESTRY, SEX, DISABILITY, AGE OR SEXUAL ORIENTATION IN THE PROVISION OF ANY SERVICES, PROGRAMS, OR ACTIVITIES. TO ARRANGE AN ACCOMMODATION IN ORDER TO PARTICIPATE IN THIS PUBLIC MEETING, PLEASE CONTACT THE ADA COORDINATOR AT ADACOORDINATOR@LIVERMORECA.GOV OR CALL (925) 960-4170 (VOICE) OR (925) 960-4104 (TDD) AT LEAST THREE (3) BUSINESS DAYS IN ADVANCE OF THE MEETING.

LIVERMORE
CALIFORNIA

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

DATE: January 21, 2025

TO: Chairperson and Members of the Planning Commission

FROM: Steve Riley, Planning Manager

SUBJECT: Hearing to consider a request for a Conditional Use Permit and Site Plan Design Review Modification to authorize a reduction in required parking, install a new masonry screening wall, and construct a truck trailer parking area to improve the flow of traffic to and from the property for enhanced safety and efficiency. Location: 6400 Brisa Street.

RECOMMENDED ACTION

Staff recommends the Planning Commission:

1. Adopt a resolution finding that the project is exempt from the California Environmental Quality Act (CEQA) under CEQA Guidelines Section 15301, Existing Facilities;
2. Adopt a resolution approving Conditional Use Permit (CUP) 23-008 and Site Plan Design Review Modification (SPDRM) 24-020, subject to the Conditions of Approval;
3. Direct the Planning Manager to instruct staff to file a Notice of Exemption with the Alameda County Clerk; and
4. Advise the applicant that the Planning Commission's action is subject to a 15-day appeal period.

SUMMARY

Architectural Glass and Aluminum (AGA) has requested a reduction in their original parking requirements to allow for the redesign of the parking lot on the southeast side of the project site. The site is located at 6400 Brisa Street east of North Vasco Road, west of Greenville Road, and lies generally between Las Positas Road and Patterson Pass Road (see location map, Attachment 1). The redesigned portion of the parking lot will allow trucks to enter the site and park in a new loading zone area near the site entrance. The layout will make traffic circulation safer for vehicles, pedestrians, and bicyclists on-site and on Brisa Street. The proposed project will not result in more truck trips to the site or to the west side of the building next to residential neighbors compared to existing operations. Currently, trucks must back up onto Brisa Street at times in order to access the loading area.

The proposed project includes the removal and replanting of trees, construction of a new masonry wall, and installation of additional bicycle parking. To allow for a reduction in parking, a Conditional Use Permit is required. Staff supports the reduction in parking to accommodate the redesign of the parking lot to improve safety. The proposed project also requires a Site Plan Design Review Modification. The

governing documents that the Planning Commission will consider with this project are Livermore Development Code (Development Code) Sections 9.03 (Conditional Use Permits), 9.07 (Site Plan Design Review Modification), 3.03.150 (Heavy Industrial Zone), and 4.04 (Parking Standards). Also being considered are General Plan Chapter 9 (Noise Element), and Municipal Code Chapter 12.20, Section II (Tree Preservation). The Livermore Design Standards and Guidelines also govern the wall design and associated landscape. The findings for the Conditional Use Permit and Site Plan Design Review are found in the Project Resolution, Attachment 7.

DISCUSSION

BACKGROUND AND PROJECT DESCRIPTION

Architectural Glass and Aluminum has occupied the 175,370 square foot building on an approximately 11-acre site since 2012. AGA is a curtain wall assembly and installation company with their headquarters at the Livermore location. AGA also has offices in Temecula, Sacramento, and Hayward. At the Livermore location, unfinished glass and aluminum are delivered to the project site and are custom made into double/triple paned curtain walls. These windows (walls) can be as large as 20 feet by 12 feet and are typically used in the exterior of buildings. The materials are delivered on 40-foot flatbed trailers. To be loaded and unloaded, these trailers must currently back out onto Brisa Street at the eastern entrance in order to reach the loading area on the southeast corner of the building. In November of 2023, AGA submitted an application to modify their parking area to facilitate the safe the flow of traffic to and from the property. Trucks will be able to pull forward onsite and back into the proposed truck parking area. The proposed site plan is shown in Attachment 2.

The existing building was constructed in 1992. Prior to AGAs operation, the site was used as a warehouse for a business named Discovery Toys. The site has 394 parking spaces. The former use required more parking than AGA due to the larger number of employees it had. AGA currently is using 153 standard parking spaces and nine accessible parking spaces. The remaining spaces are being used for materials storage and handling. The project applicant has provided supporting materials to illustrate the need for the reduction in parking and revision of the parking lot layout to accommodate a safer circulation for tractor trailers (trucks) to enter, load/unload, and exit the site. The proposed configuration requires some parking spaces to be lost, and some trees to be removed. The Staff Analysis section of this report will explain the parking considerations and replacement landscaping in further detail.

PROJECT SITE CONTEXT

The table below summarizes the General Plan land use designation, zoning, and existing surrounding land uses.

Direction from project site	General Plan Designation	Current Zoning Classification	Existing Land Use
North	High-Intensity Industrial (HII)	Heavy Industrial (I-3)	Southern Pacific Railroad
South	High-Intensity Industrial (HII)	Heavy Industrial (I-3)	Industrial
East	High-Intensity Industrial (HII)	Heavy Industrial (I-3)	Industrial

West	Brisa Neighborhood Plan Urban High Residential (UH-3) High-Intensity Industrial (HII)	Planned Development Residential13-002	Residential
Subject Site	High-Intensity Industrial (HII)	Heavy Industrial (I-3)	Architectural Glass and Aluminum (office, warehouse, assembly)

STAFF ANALYSIS

General Plan and Zoning

The subject site has a General Plan designation of High Intensity Industrial. This designation is intended to provide an insulated area for uses that may be objectionable in other areas due to noise, odors, vibration, glare, or hazards. The General Plan lists a variety of uses that are appropriate to this designation, including manufacturing, warehousing, and research and development facilities. Although this site is adjacent to residential uses, the proposed site plan changes facilitate safer and more efficient truck circulation that will ensure use of this property is appropriate for the designation and location.

The subject site is located in the I-3, or Heavy Industrial Zone. This zone is applied to areas of the City that are appropriate for a range of industrial activities including manufacturing, assembly, and processing, the storage and distribution of raw materials, and related industrial uses that are neither objectionable nor detrimental to adjacent properties because of hazards, noise, or their disturbance. In addition, this use, which includes the assembly of curtain walls, is consistent with I-3 zoning district description above.

As part of the Brisa Neighborhood Specific Plan, the adjacent land use to the west is residential, which was built out in approximately 2015. The design of the neighborhood has taken into consideration that the site is adjacent to industrial and railroad uses. The neighborhood and building designs incorporate architectural and landscape design measures, including construction methods to mitigate vibration and noise from the adjacent railroad tracks and other industrial uses. Furthermore, the project will install signs instructing truck drivers to not idle their engines along the northern and western portions of the site (see additional noise discussion below).

Parking

As stated earlier, the project site includes 394 parking spaces. However, AGA uses less office space than the original building tenant and uses much of the surplus parking for material storage. According to Section 4.04.030 of the Development Code, the required parking for industrial uses is one space per 1,200 square feet of manufacturing or warehouse, plus 1 per 300 square feet of office or business area. Mechanical equipment areas and stairwells can be excluded from the square footage.

Using current conditions with adjustments in use and square footage, the required auto parking per Development Code Section 4.04 would be as shown the table below:

Parking Requirement Ratio	6400 Brisa	Required Spaces	

1 space per 1,200 sf warehouse	146,200 sf warehouse	146,200/1,200=122	
1 space per 300 sf office	29,170 sf office	129,170/300 = 97	**Total Required = 219**

The Parking and Transportation Report notes that AGA has been operating successfully for several years utilizing less than half of the parking spaces with the remainder of the spaces being used for outdoor storage and loading/unloading of materials and products. The proposed project will remove 41 parking spaces in the southeast portion of the parking lot that are currently not used for parking (see sheet A1-03 on the proposed plans, Attachment 2). Those spaces will be converted to tractor trailer parking. In summary, based on AGA's parking demand over the last several years, and supported by the Institute of Traffic Engineers (ITE) data, the current parking provided exceeds the parking demand and the proposed project will not create a parking shortage.

Section 4.04.040 of the Development Code explains the process in which an applicant may request an adjustment of parking requirements. In this case, the applicant is requesting a reduction of the required parking through a Conditional Use Permit (4.04.040.C) based on quantitative information provided by the applicant that documents the need for fewer spaces through information on parking standards required for the proposed land use and other cities (Parking and Transportation Report, Attachment 3, pages 15 and 16).

The required bicycle parking for industrial uses is 10 percent of the required off-street auto or truck parking stalls - up to a maximum of 30 bicycle stalls (Development Code, Ch. 4.04). When calculating parking, any fraction greater than 0.5 shall be rounded up to the nearest whole number and no additional space shall be required for a fractional unit of less than 0.5.

To maintain consistency with the Development Code, the applicant will install eight "U"-style three-bicycle capacity racks that will satisfy the requirement to provide 10 percent of the required auto parking spaces for bicycle parking. These bicycle parking spaces will be in addition to the 12 existing bicycle racks on site and will and be placed within 50 feet of the main entrance, per condition B.2 of the Conditions of Approval (Attachment 8).

Noise

Staff considered the noise impacts of the proposed project and requested an acoustical study to analyze whether the proposed changes to the parking lot would adversely impact the neighborhood to the west. The applicant submitted a noise study prepared by Coffman Engineers, Inc. in October of 2024 (Attachment 4). The study presented the findings in relation to required compatibility as stated in the General Plan.

According to the General Plan, the land use compatibility guidelines for exterior noise for residential uses should be less than or equal to 60 decibels (dBA), measured in Community Noise Equivalent Level (CNEL) or Day/Night Noise Level (Ldn), in which both are weighted averages (General Plan, page 9-37 and 9-3). The study concluded that the project operations would not exceed the 60 dBA threshold. It should be noted, however that the Lmax (maximum A-weighted noise level during the measurement period) from heavy truck passbys was measured to be 75 to 83 dBA at the residential property line. The noise levels of these intermittent truck passbys do not affect the L50 (A-weighted noise levels that are exceeded 50% of the time) because they do not occur more than 50 percent of the time (30 minutes in an hour).

The City of Livermore does not have a guideline for Lmax noise and uses measurements as an average (such as CNEL or Ldn) instead. AGA operates one daily shift, with thirty-six production workers with hours from 6:00 am to 2:30 pm. There are thirty-five office employees who typically work 7:00 am to 4:30 pm. As stated in the report, the noise analysis assumes heavy trucks travel around the building without stopping and idling. If heavy trucks idle for extended periods of time to the north and west of the building, noise could exceed the L50 standards. To mitigate for this, it is recommended that trucks be prohibited from idling at the north and west sides of the facility. Signs stating "No Idling" will be added in the proposed locations as shown on sheet two of the site plans, and as set forth in section B.3 of the Conditions of Approval.

Trees, Landscaping, and Screening

The proposed project will remove seven trees to accommodate the revised parking lot layout. The applicant will compensate for the tree removal with replacement trees and, if necessary, payment of a mitigation fee. Chapter 12.20.230 of the Livermore Municipal Code (LMC) states that in no case shall replacement value be less than three trees of a minimum 15-gallon size, or two trees of a minimum 24-inch box size, or one tree of 48-inch box size for each protected tree removed.

An arborist's report was prepared by DRG, Inc (Attachment 5). Eleven trees were inspected near the area of proposed parking lot alteration. Seven of those eleven trees will need to be removed. Sheet A1-01 and A1-03 of the Proposed Plans show the trees to be removed outlined as in blue. Sheet A1-05 shows where 14 new 15-gallon trees are proposed to be planted on the site. The actual number of required replacement trees is 17 15-gallon (or their equivalent) trees. If the applicant is unable to accommodate all of the 17 15-gallon trees on site at time of building permit, an in-lieu payment to the urban forestry fund will be required as set forth in section B.4 in the Conditions of Approval. In addition, the project will be conditioned (section B.5 in the Conditions of Approval) to replace the trees with a choice of California buckeye (Aesculus californica), big-leaf maple (Acer macrophyllum), or blue oak (Quercus douglasii), or a combination thereof. All of these tree species are native to California.

Sheet A1-06 shows a detail of the proposed landscaping with shrubs at the eastern entrance of the project site. As shown on sheet A1-04, a new eight-foot-tall concrete wall will replace the existing chain-link with fabric mesh in order to screen the truck parking on the Brisa Street side of the site. The wall will turn 90 degrees toward the rear of the property along the new truck parking area. The Conditions of Approval (Condition B.6) require a break in the wall no less than every 60 feet of length to create articulation through plane change, material, or posts. This requirement satisfies the City of Livermore Design Standards and Guidelines for walls in industrial zones.

ENVIRONMENTAL DETERMINATION

The project is Categorically Exempt from the provisions of the California Environmental Quality Act (CEQA), per CEQA Guidelines Section 15301, Existing Facilities. Under this Categorical Exemption, minor alterations of an existing facility involving negligible or no expansion of existing or former use are exempt.

RECOMMENDATION

Based on the analysis of the proposed project, staff concludes that the project, subject to conditions, is

consistent with the with the Livermore Development Code, General Plan, Livermore Municipal Code, and the Livermore Design Standards and Guidelines. Staff recommends approval of Conditional Use Permit (CUP) 23-008 and Site Plan Design Review Modification (SPDRM) 24-020.

ATTACHMENTS

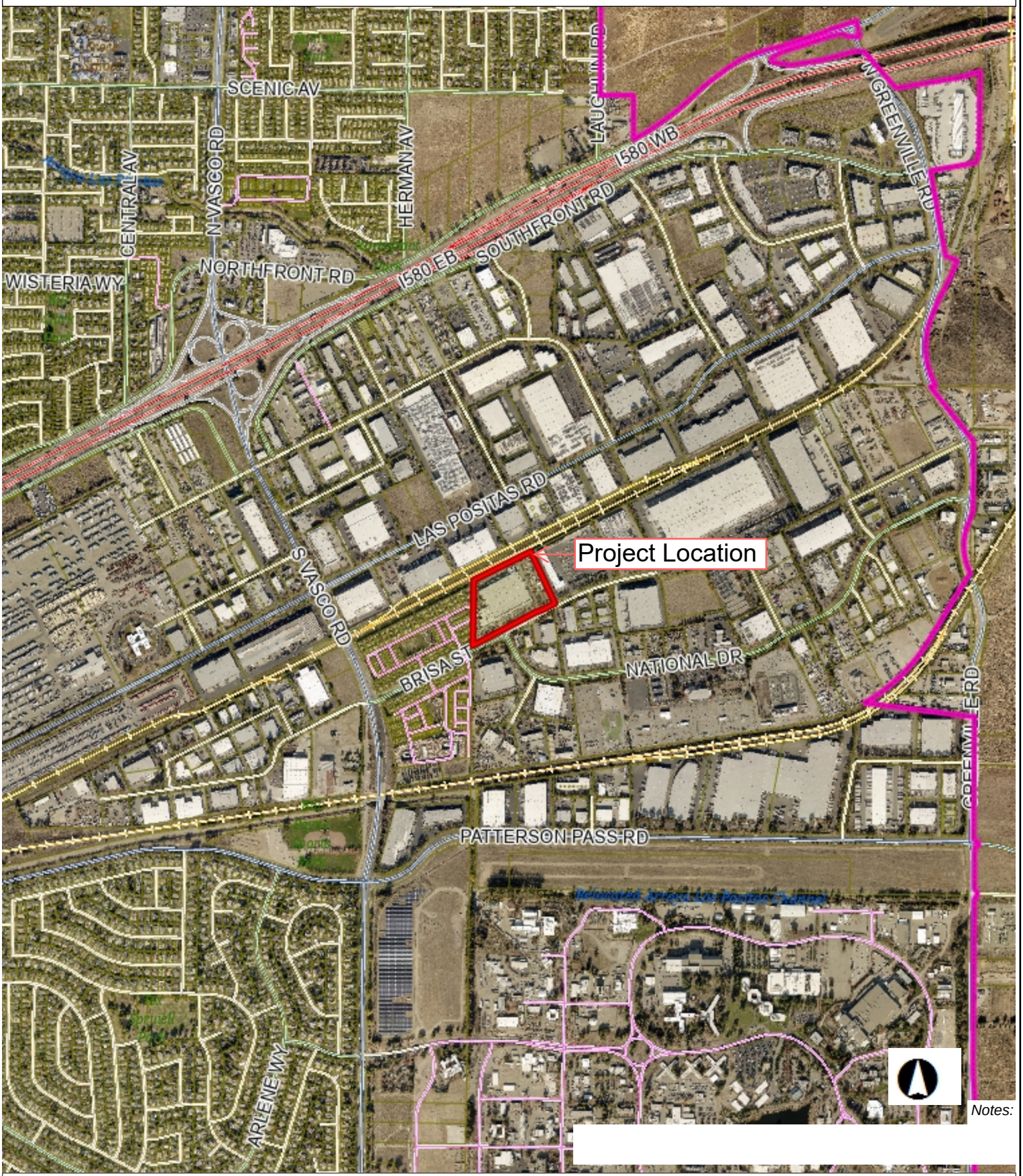
1. Location Map
2. Proposed Site Plans
3. Parking and Transportation Report
4. Noise Study
5. Arborist Report
6. Resolution (CEQA)
7. Resolution (Project)
8. Exhibit A - Conditions of Approval

Prepared by: Jennifer Ackerman
Associate Planner

LIVERMORE CALIFORNIA

Location Map

ATTACHMENT 1



Notes:

2,666.7 0 1,333.33 2,666.7 Feet

NAD_1983_2011_StatePlane_California_III_FIPS_0403_
Livermore IT, GIS Services

Scale: 1: 16,000

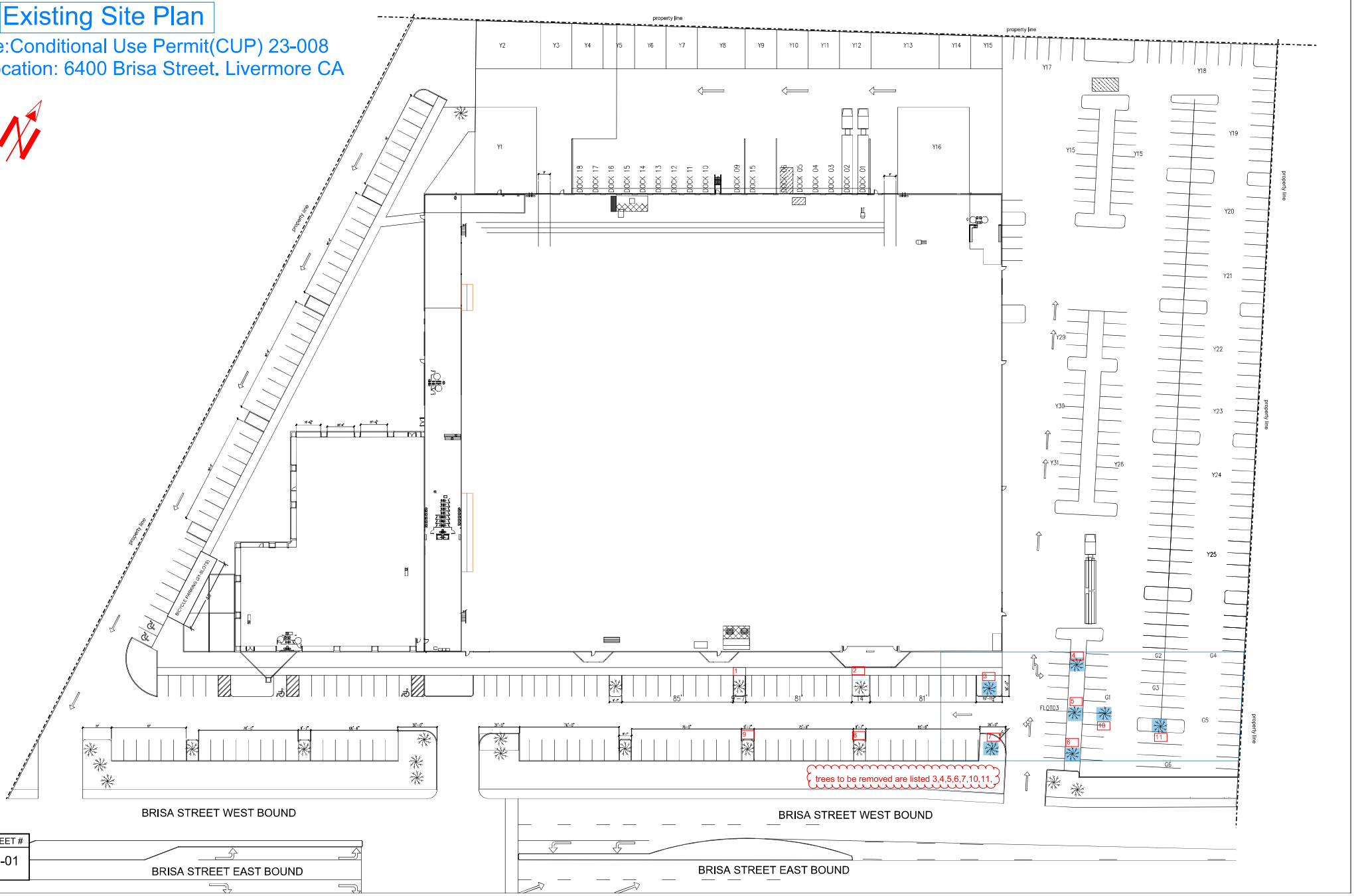
This map is based on City of Livermore GIS Information and reflects the most current information at the time of this printing. The map is intended for reference purposes only and the City and its staff is not responsible for errors.

Prepared:

12/16/2024
3:52:15 PM

Existing Site Plan

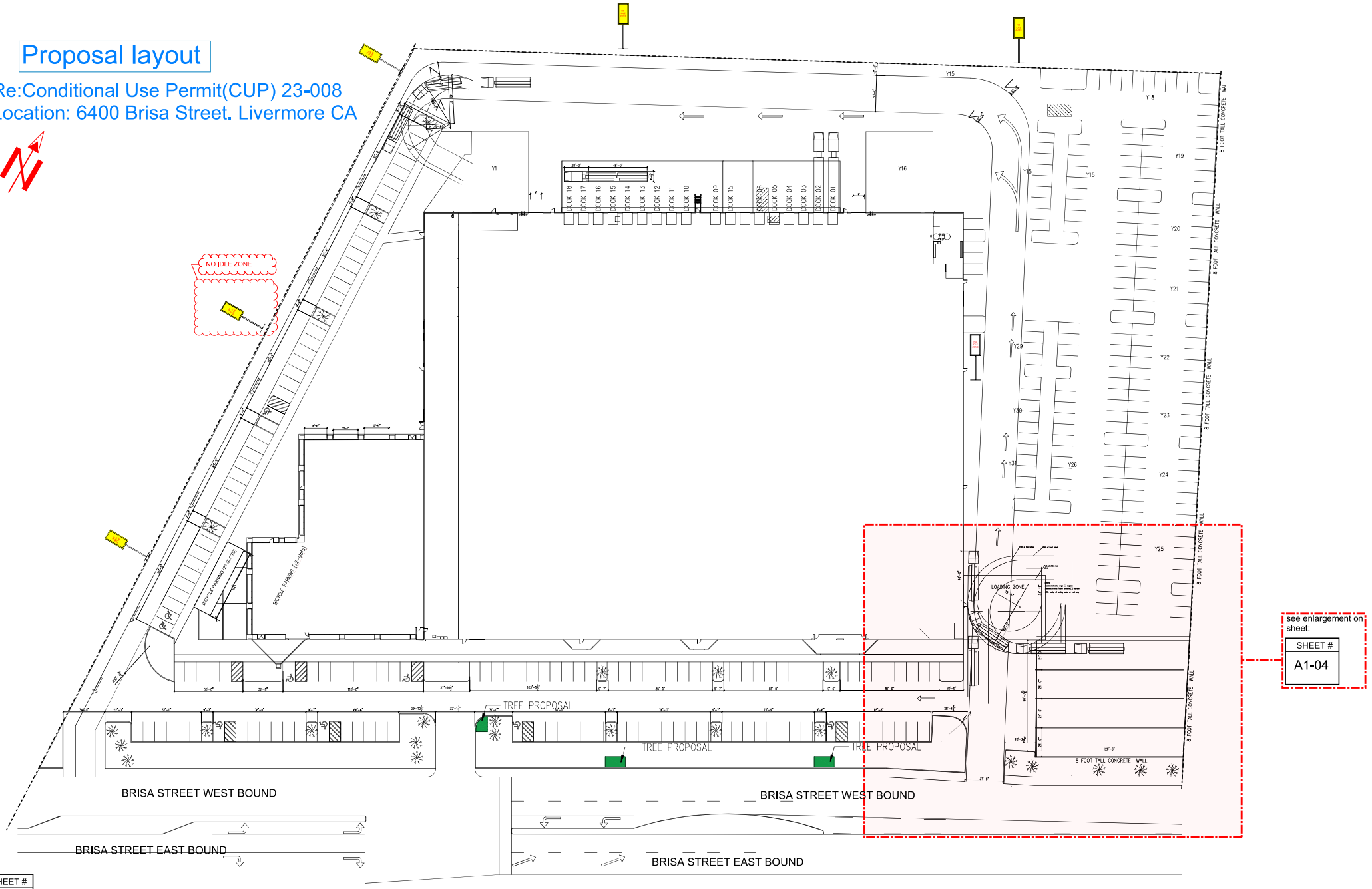
Re:Conditional Use Permit(CUP) 23-008
Location: 6400 Brisa Street. Livermore CA



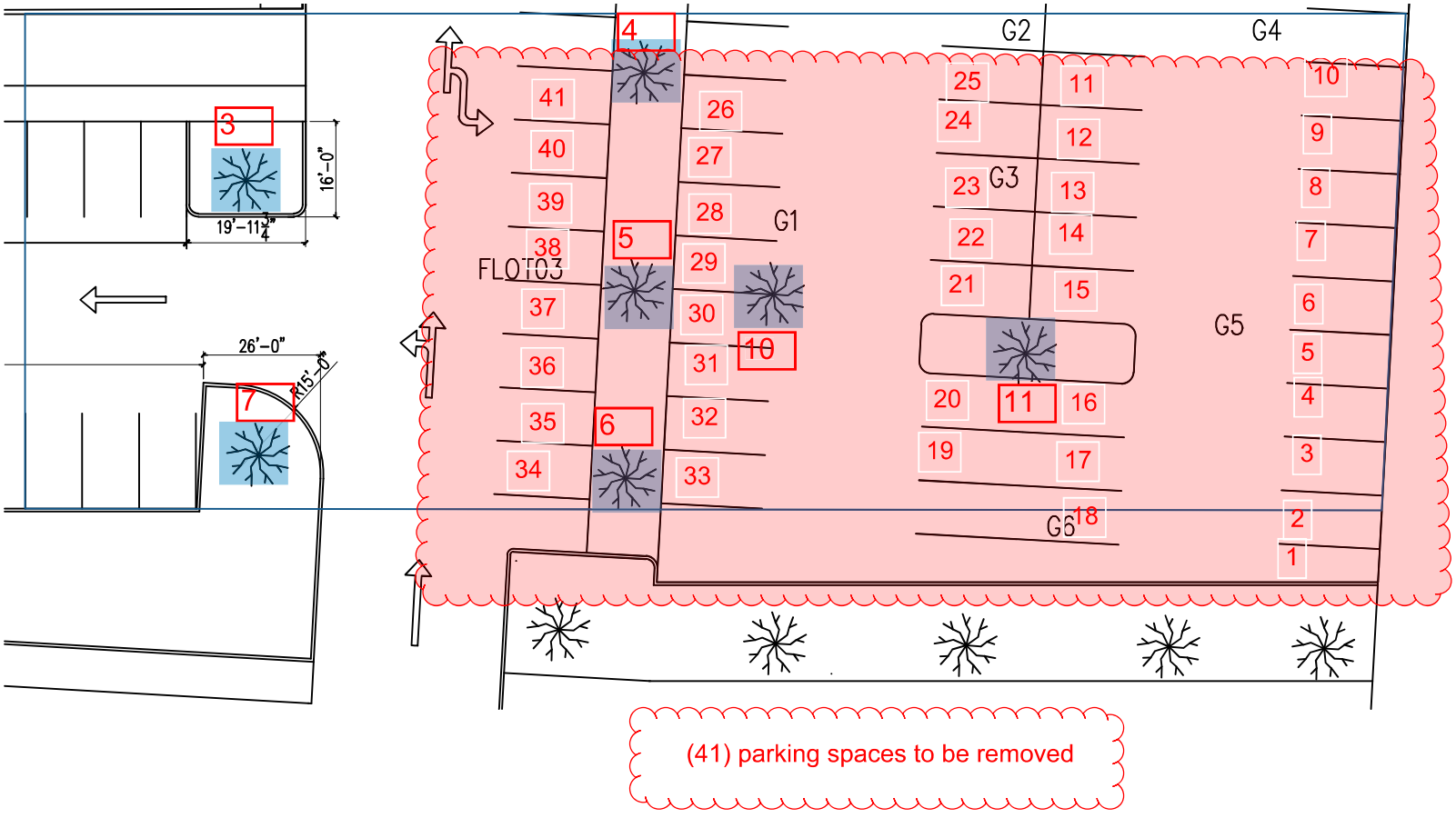
SHEET #
A1-01

Proposal layout

Re:Conditional Use Permit(CUP) 23-008
Location: 6400 Brisa Street. Livermore CA



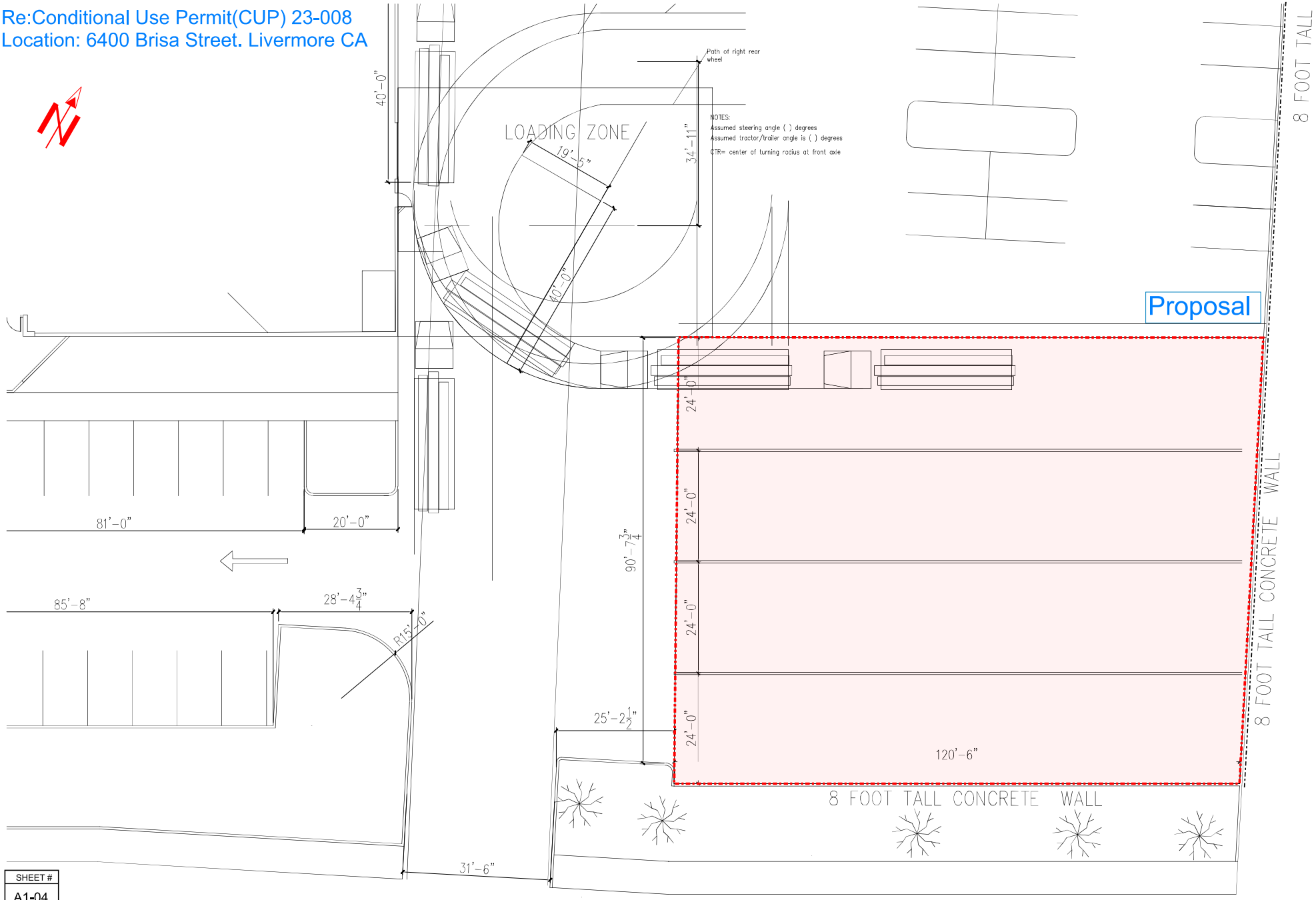
Site plan with parking spaces to be removed



SHEET #
A1-03

Re:Conditional Use Permit(CUP) 23-008
Location: 6400 Brisa Street. Livermore CA

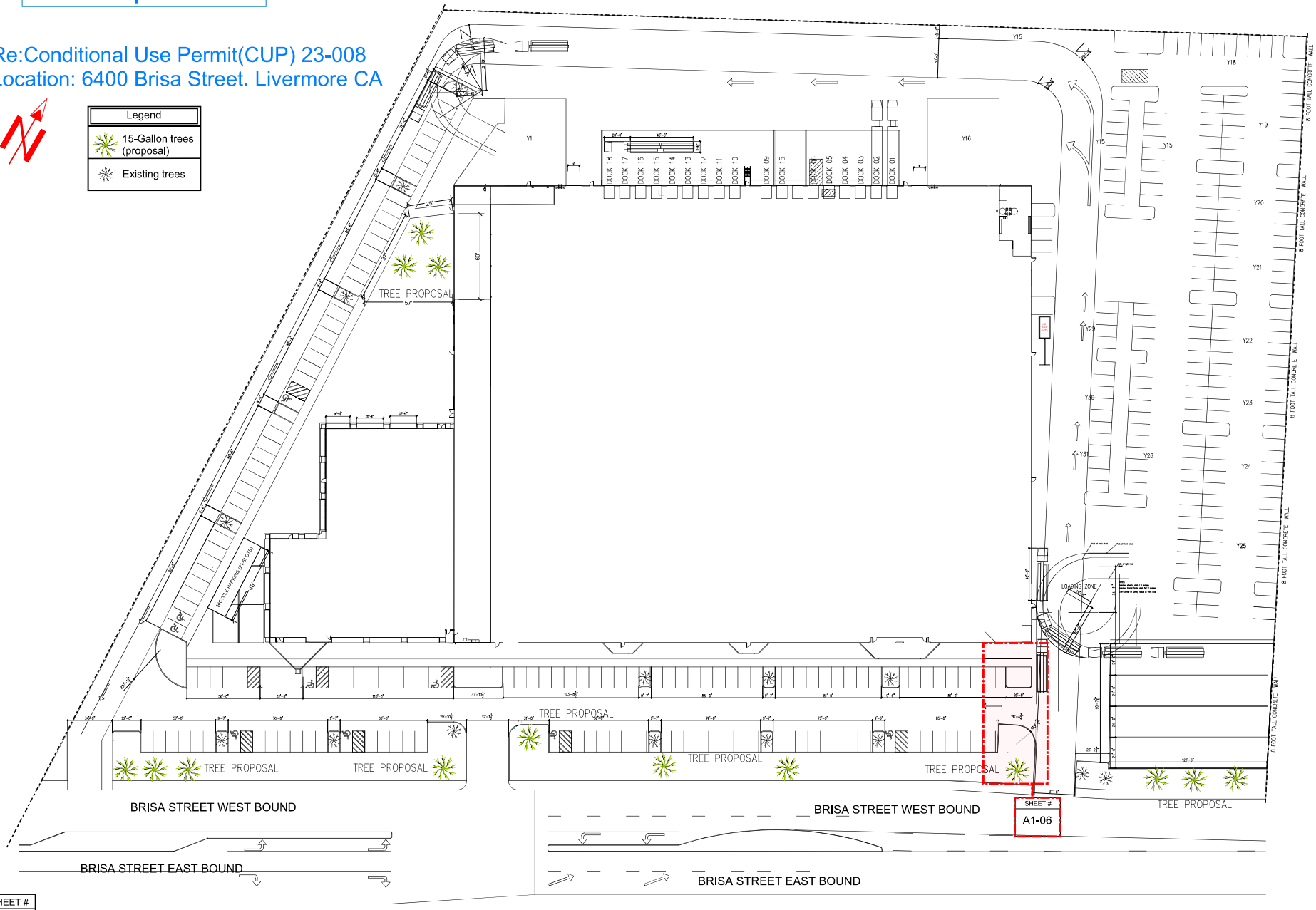
Re:Conditional Use Permit(CUP) 23-008
Location: 6400 Brisa Street. Livermore CA



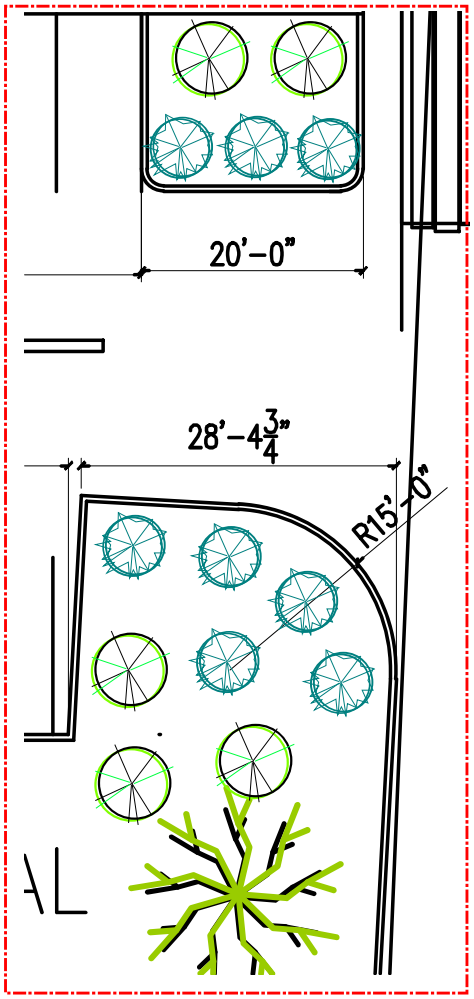
SHEET #
A1-04

Tree Proposal Plan

Re:Conditional Use Permit(CUP) 23-008
Location: 6400 Brisa Street. Livermore CA



Re:Conditional Use Permit(CUP) 23-008
Location: 6400 Brisa Street.



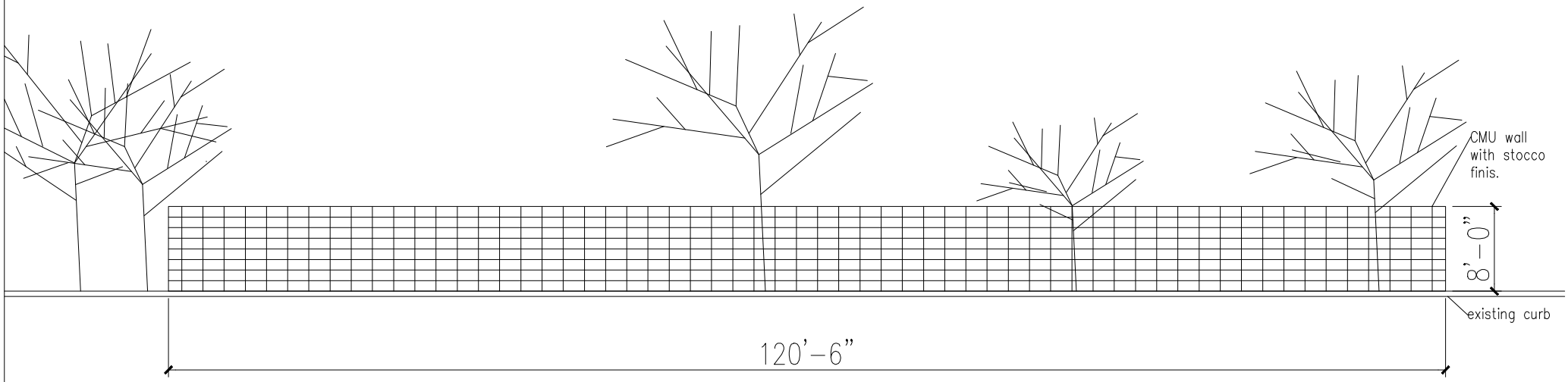




SHEET #
A1-06

Proposed plant and shrub plan

Re:Conditional Use Permit(CUP) 23-008
Location: 6400 Brisa Street.



8 FOOT TALL CONCRETE WALL FACING BRISA STREET

(TREES ARE NOT TO SCALE)

SHEET #
A1-07

Armen Hovanessian
Transportation Consulting

PARKING MANAGEMENT REPORT & TRANSPORTAITON DEMAND MANAGEMENT PLANE ARCHITECTURAL GLASS & ALUMINUM CO. INC 6400 BRISA STREET LIVERMORE CA

SEPTEMBER 15, 2024



Armen D. Hovanessian

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WEST HILLS, CA 91307

CONTACT@AHTRAFFIC.COM

(818) 438-2253

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INTRODUCTION

Armen Hovanessian Transportation Consulting (AHTC, Inc) is pleased to present this parking analysis report and a Transportation Demand Management (TDM) plan for the existing Architectural Glass & Aluminum Company Inc. located at 6400 Brisa Street in Livermore California. This report has been prepared to assess the parking demand for the operation of the manufacturing operation.

PROJECT DESCRIPTION

Architectural Glass & Aluminum Company, Inc. (AGA) is a California based Curtain Wall assembly and installation company with its headquarters in Livermore California. AGA also has offices in Temecula, Sacramento, and Hayward California.

The Brisa Street facility is in a 175,370 square foot industrial building. This building includes 35,370 square feet of office space and 140,000 square feet of manufacturing space. Six thousand two hundred (6,200) square feet of space located in the office area are shared by the manufacturing area or are not in use. This results in an effective office space of 29,170 square feet and 146,200 square feet of manufacturing space.

The business operates one (1) daily shift, with thirty-six (36) production workers with hours from 6.00 am – 2.30 pm. There are thirty-five (35) office employees who typically work 7.00 am – 4.30 pm. There are approximately 394 parking spaces in total on the lot. The large number of parking spaces is a product of the labor-intensive prior business (toy warehouse). AGA uses one hundred and fifty-three (153) spaces for all employee parking, with an additional nine (9) for ADA parking.

Of the currently used parking spaces ten (10) of those spaces will be lost with the approval of this CUP application (as indicated). A further thirty-one (31) spaces (indicated) which are currently being used for storage will also be lost to facilitate the truck bed parking. However, the remaining usable one hundred and forty-two (142) spaces (and 9 ADA) will be more than adequate for AGA's parking needs. It should be noted that AGA encourages ride sharing, use of the ACE train, bicycle and other means to reduce the parking demands of staff.

AGA does not manufacture glass or aluminum. The unfinished glass and aluminum are delivered to the project site and are custom made into double/triple paned curtain walls. These curtain walls (windows) can be as large as 20 feet by 12 feet and are typically used in the exterior of buildings. The glass and the aluminum are delivered via a common carrier on 40-foot flatbed trailers. They typically enter the site at the easternmost driveway on Brisa Street and circle through the back of the property and exit the westernmost driveway on Brisa Street.

PROJECT SITE

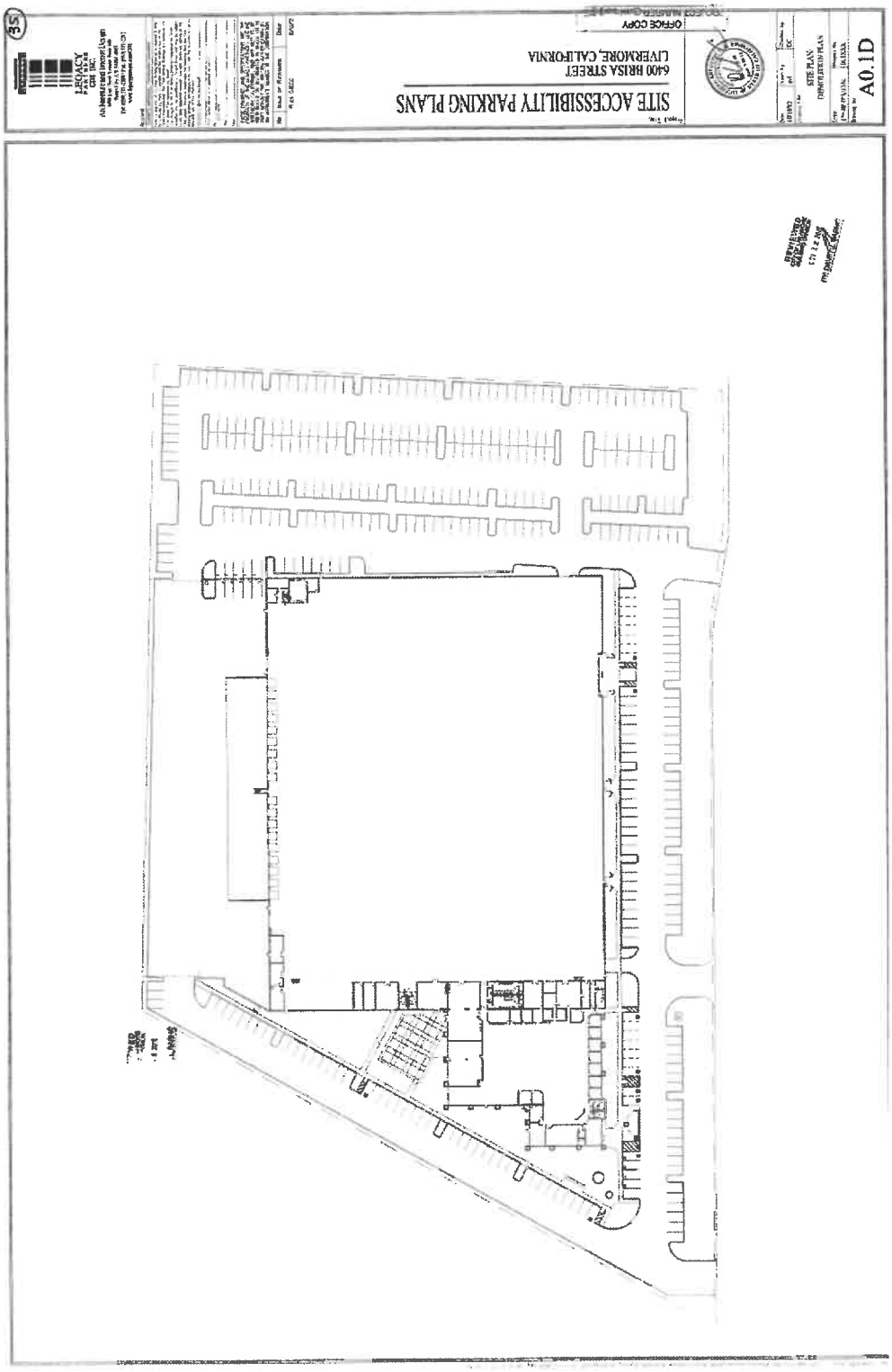
The project site is 10.97 acres in size. The lot has approximately 960 feet of frontage along Brisa Street with three driveways. The easternmost driveway is the driveway that is being used by trucks for the loading and unloading of materials and finished products. The middle driveway aligns with National Drive and is considered the main driveway. The westernmost driveway is used mainly by the employees of the company to access the parking spaces on the project site. Figure 1 below provides an area map to illustrate the location of the project site:

Figure 1 - Area Map



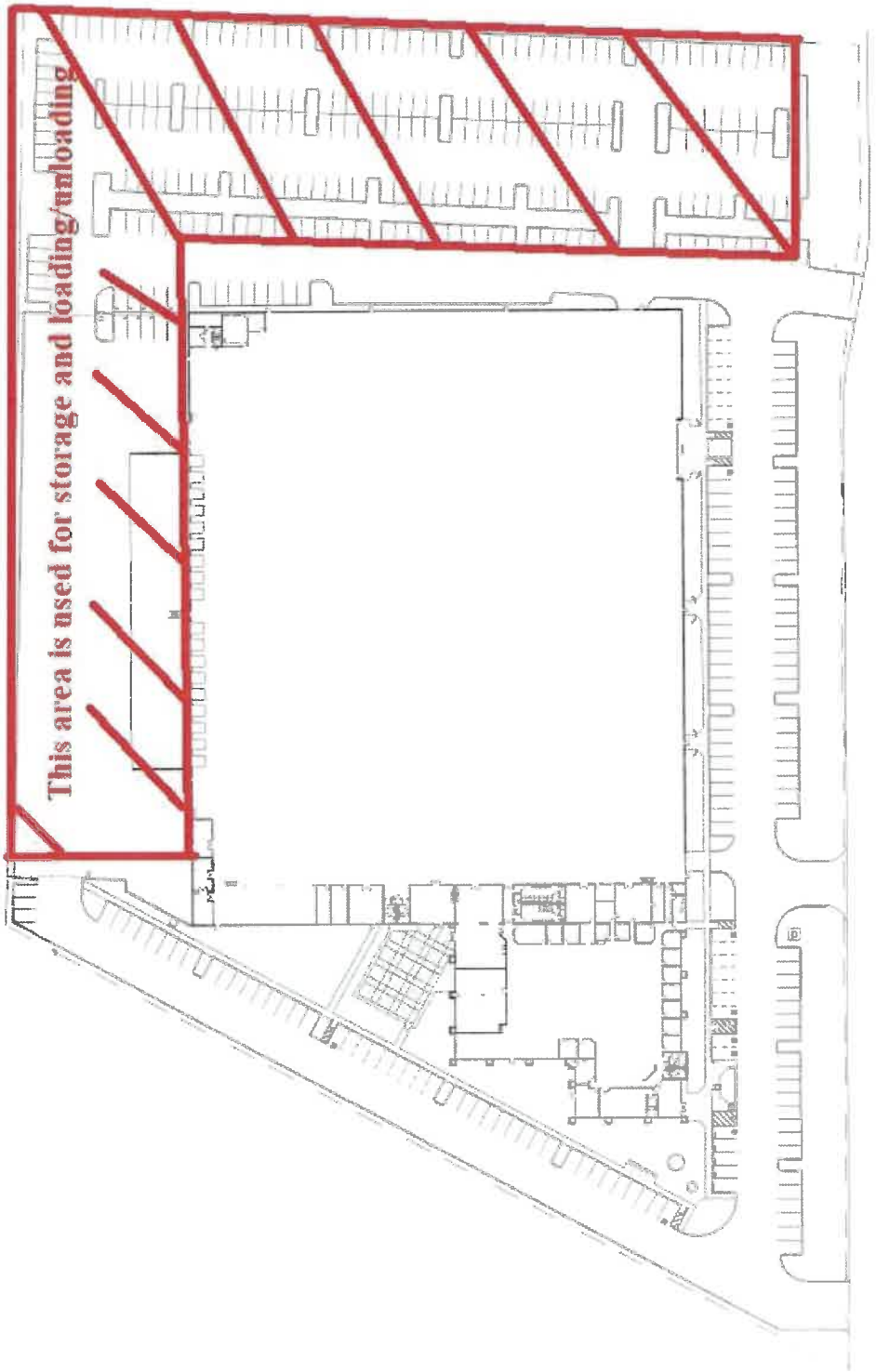
Figure 2 below (also in **Appendix 1**) provides an architectural site plan illustrating the location of the buildings, parking areas, onsite vehicular circulation, and driveways for ingress and egress traffic to the project site:

Figure 2 - Site Plan



The project site is currently using the northern area of the project site as well as the eastern part of the parking lot for loading and unloading of the product as shown in the following plan:

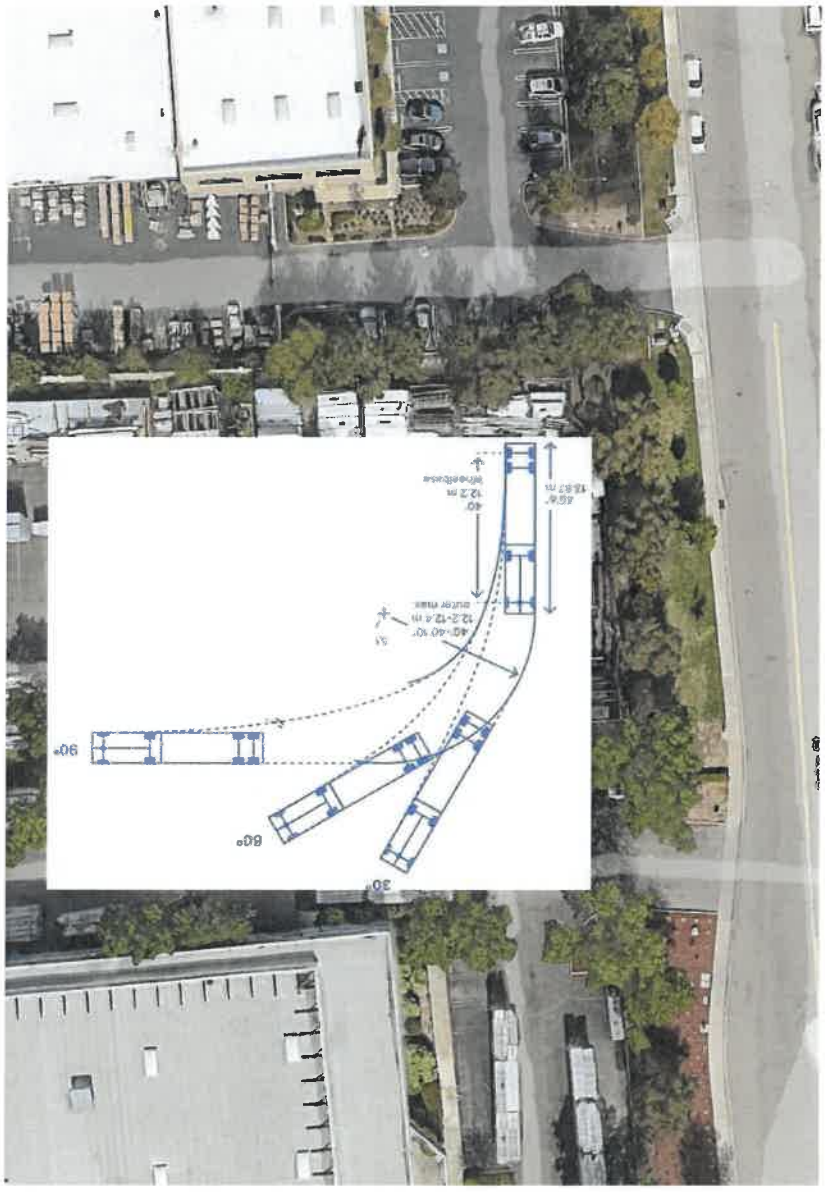
Figure 3 - Loading/Unloading and Storage Areas



LOADING/UNLOADING OPERATION

As previously mentioned, the glass and aluminum used to manufacture the curtain walls (windows) are presently being delivered on 40-foot flatbed trailers entering the easternmost driveway on Brisa Street and circling the building and exiting through the westernmost driveway on Brisa Street. This project proposes to dedicate the 253 parking spaces on the east side of the project site which are currently being used as a temporary loading/unloading area of the product as a permanent loading/unloading area. This part of the project site will have a turnaround area for the flatbed trailers which will provide ample space for the trucks to maneuver on-site without having to back out onto the street as illustrated in Figure 4.

Figure 4 - Truck Turning Template



The eastern side of the project site is approximately 180 feet wide, as shown in Figure 5, which is far more space required to turn around a flatbed trailer on-site.

Figure 5 - Eastern side of the project



PARKING ANALYSIS

Parking Requirement Per City of Livermore Development Code

According to the City of Livermore Development Code Section 4.04.020, the project is required to provide one (1) parking space for every 1,200 square feet of manufacturing space and one (1) parking space for every 300 square feet of office space. As previously indicated, the project has 140,000 square feet of manufacturing space and 35,370 square feet of office space. However, the office space can be further adjusted to take into account common areas such as kitchens, dining areas, meeting rooms and restrooms that are shared by the manufacturing area. There is also unused office space which accounts for 1,800 square feet. In total the square footage added to the manufacturing area and subtracted from the office space is 6,200 square feet of floor space as shown in Tables 1 and 2 below:

Table 1 - Office Area Adjustments Detail

Space Adjustment	Size (SF)
Kitchen Area	900
Dining Room Area	900
Meeting Room 1	800
Meeting Room 2	300
Unused Office Space	1,800
Restroom 1	750
Restroom 2	750
Total Area	**6,200**

Table 2 - Project Size

Type of Space	Size (SF)	Office Space Adjustment (SF)	Corrected Space (SF)
Industrial Space	140,000	6,200	146,200
Office Space	35,370	6,200	29,170

Using City of Livermore Development Code Section 4.04.020, the project is required to provide 219 parking spaces as shown in Table 3 below:

Table 3 - Parking Space Requirement Per City Code

Use	Size (SF)	Parking Rate	Spaces Required Per Code
Office	29170	1 space per 300 SF	97
Warehouse	146200	1 space per 1,200 SF	122
Total			**219**

Parking Requirements Per Institute of Transportation Engineers (ITE)

The employee parking demand for Manufacturing is often estimated using ratios published in the ITE Parking Generation Manual 5th Edition publication. When utilizing the ITE publication, the parking demand for the proposed project can be calculated using the parking rate per employee.

In this case, due to the fact that this particular manufacturing operation is not a typical manufacturing facility that is labor intensive for the size of the building, it would be more appropriate to calculate the parking requirements based on number of employees rather than square footage of the building. Using ITE Land Use Code 140 for Manufacturing use (**See Appendix 2**) results in a much more accurate assessment of the parking requirements for this projects. ITE Land Use Code 140 uses 1.4 spaces per employee as the parking requirement for manufacturing.

As previously indicated, the daily shift from 6:00 am to 2:30 pm has 35 office employees and 36 industrial workers. This means that the daily shift has a maximum of 71 total employees. Applying 71 employees to the ITE Land Use Code 140 Manufacturing results in a parking requirement of 100 parking spaces for this project.

Table 4 - Parking Space Requirement Per ITE

Manufacturing	Number of Employees	Parking Rate	Spaces
Manufacturing	71	1.4 spaces per employee	**100**
Total			

The project site currently provides 144 parking spaces for employees. Therefore, according to ITE Land Use Code 140 for Manufacturing use, the project provides more parking spaces than required for the peak number of employees present at the project site.

CONCLUSION

This is an existing project which has been in operation for several years with the present parking scheme that utilizes 144 parking spaces and the remainder of sparking space area on the eastern portion of the project site has been used for the loading/unloading of materials and products. Therefore, there are several years of parking utilization data that clearly indicate 144 parking spaces are more than adequate for the project's operation. The parking analysis, utilizing the latest information from ITE, provides further validation that this project has adequate parking. The City of Livermore code parking rates may be applicable to manufacturing use that require a much higher labor than the project current operation.

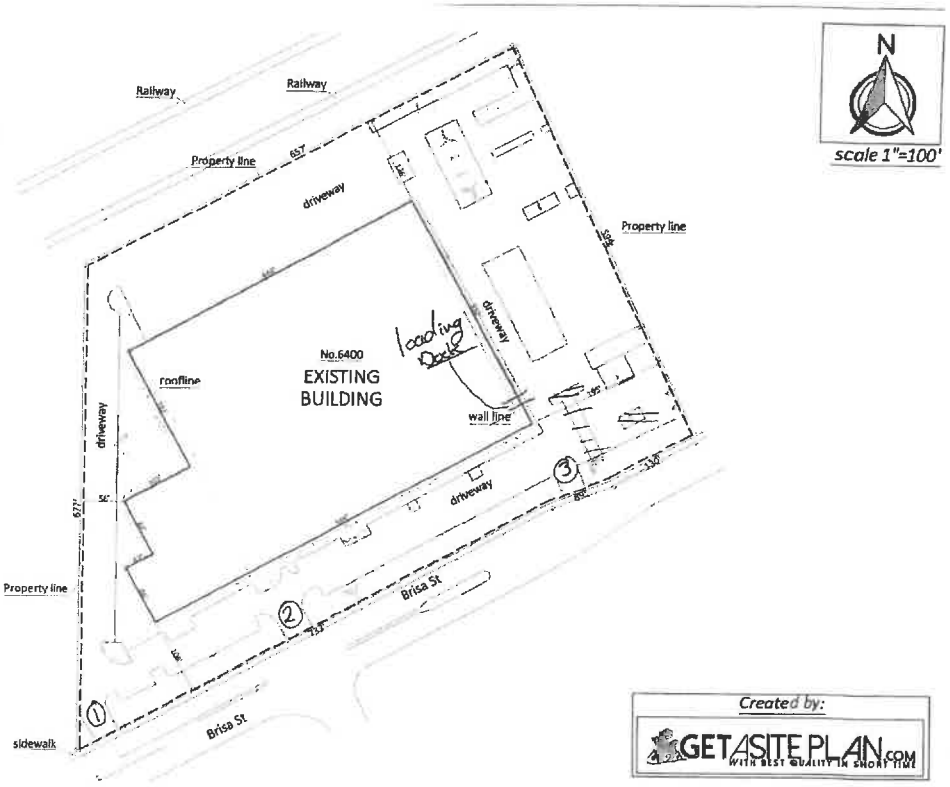
RECOMMENDATION

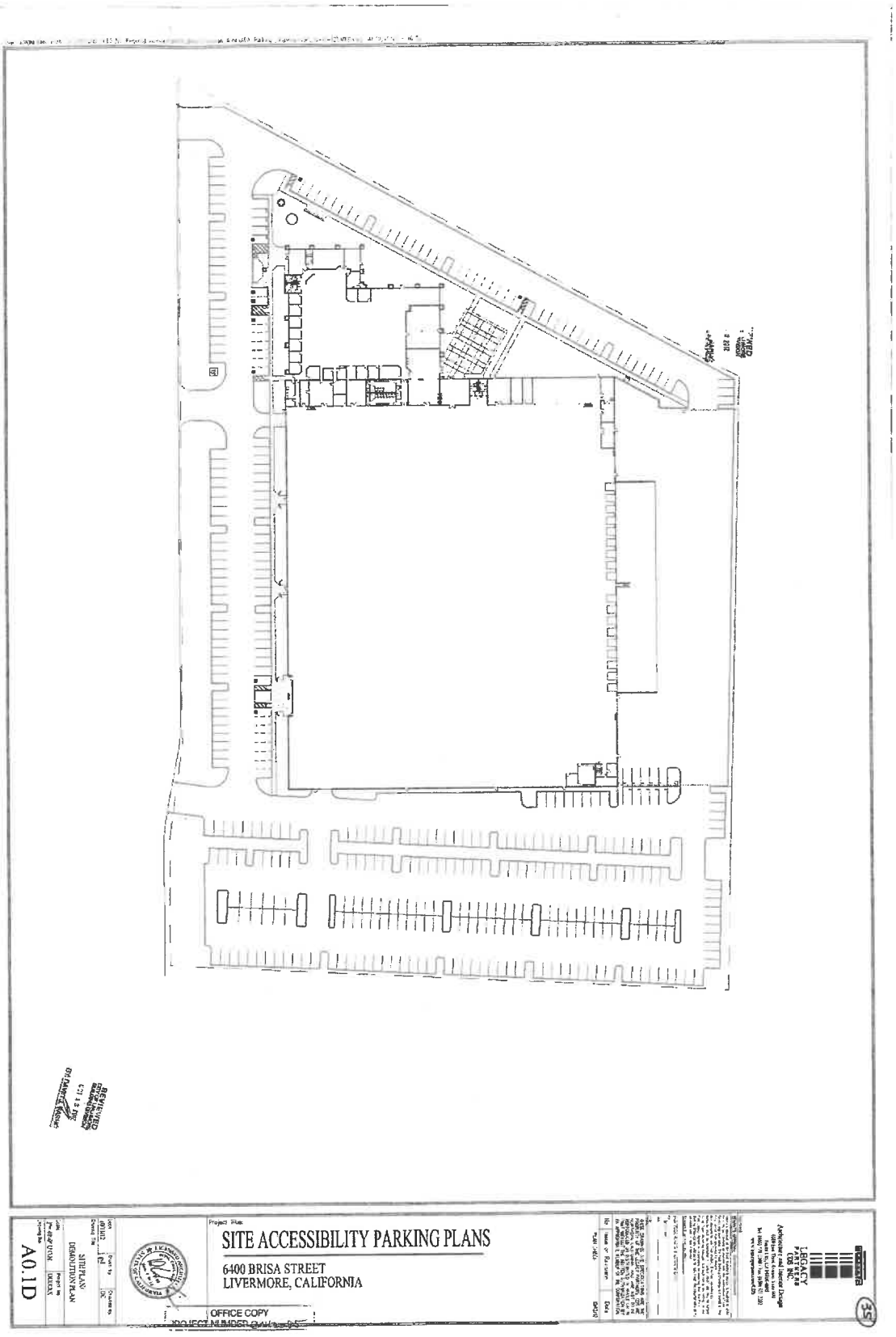
Based on the findings and the parking analysis in this report, it is recommended to allow the project to continue to use the existing 144 parking spaces for employee parking and allow the conversion of the parking area on the eastern part of the project site to be formally converted to a loading/unloading and storage area.

In addition, it is recommended for the project to incorporate a TDM plan as part of the operation to ensure that parking will never exceed the 144 parking spaces currently being utilized for employees. Therefore, a TDM plan was developed for the project as shown in Appendix 3.

Appendix 1 - Site Plan

SITE PLAN
6400 Brisa St
Livermore, CA 94550
Parcel ID: 99B-5751-1
Lot area: 10.97 Acres
Paper Size: 11"x17"




SITE ACCESSIBILITY PARKING PLANS
6400 BRISA STREET
LIVERMORE, CALIFORNIA
OFFICE COPY
A0.1D

Appendix 2 – ITE Parking Rates

Land Use: 140 Manufacturing

Description

A manufacturing facility is an area where the primary activity is the conversion of raw materials or parts into finished products. Size and type of activity may vary substantially from one facility to another. In addition to the actual production of goods, manufacturing facilities generally also have office, warehouse, research, and associated functions. General light industrial (Land Use 110) and industrial park (Land Use 130) are related uses.

Time of Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand on a weekday at 16 general urban/suburban study sites.

Hour Beginning	Percent of Weekday Peak Parking Demand
12:00–4:00 a.m.	5
5:00 a.m.	5
6:00 a.m.	15
7:00 a.m.	55
8:00 a.m.	76
9:00 a.m.	82
10:00 a.m.	84
11:00 a.m.	85
12:00 p.m.	90
1:00 p.m.	99
2:00 p.m.	100
3:00 p.m.	95
4:00 p.m.	58
5:00 p.m.	36
6:00 p.m.	15
7:00 p.m.	12
8:00 p.m.	11
9:00 p.m.	9
10:00 p.m.	9
11:00 p.m.	8

Additional Data

The average parking supply ratio for the three study sites with parking supply information is 1.4 spaces per 1,000 square feet GFA and 1.4 spaces per employee.

The sites were surveyed in the 1990s and the 2010s in Texas and Washington.

Source Numbers

122, 561

Appendix 3 - Transportation Demand Management Plan

TRANSPORTATION DEMAND MANAGEMENT (TDM)

Transportation Demand Management (TDM) can be one of the most effective means to reduce the vehicular parking demand for a project. There are a variety of plans that can be implemented to reduce the parking demand and vehicular travel. The project's TDM program would target reduction in employee trips. The TDM program would be subject to review and approval by the City of Livermore. The strategies in the TDM program can include, but are not necessarily limited to, the following:

Program Management

The objective of the TDM is to provide site design elements that facilitate employee vehicle reduction efforts as well as manage the access to and availability of parking for employees. The success of a TDM program is dependent on the effectiveness of strategies implemented. The key to developing a successful and effective TDM program is to determine what strategies the employees of a project would be able to use and then build the program incentives around those strategies.

In order to help facilitate the success of the TDM program, the project would take appropriate measures to help existing and future employee participation through consolidation of information and proactive engagement. As such, the following elements would be provided as part of the TDM program:

- **Project Transportation Coordinator** - A Transportation Coordinator would be designated for the project Site and would be responsible for implementing, coordinating, and maintaining the elements of the TDM program. The identity and contact information for the Transportation Coordinator would be supplied to the City and kept current.

- **Transportation Information Center** - The project would provide an interactive, digital display in a highly visible area within the project (e.g., lobby) that would include the local bus arrival and departure times, maps of the Metro system, trip destination planning, rideshare information, guaranteed ride home program, commuter financial incentives, flex work time and telecommuting information.

- **Transportation Information Packet for New Employees** - Each new employee would receive an information packet summarizing the transit and transportation alternatives available. The packet would emphasize the location of the Transportation Information Center.

- **Develop TDM Performance Goals** – The Transportation Coordinator will develop a list of TDM performance goals to measure the results of the implemented TDM measures within 3 months of the start of the TDM plan.

Available Parking Options

The project would provide incentives to use transportation modes other than an automobile or a multi-occupant vehicle to arrive to/depart from the project site. The following would be provided as part of the TDM program:

- **Parking Fee** - The project would impose a monthly parking fee for employees.

- **Parking Cash Out** - The project will offer employees an equivalent cash payment in lieu of a parking fee for employees who participate in carpooling, shared parking, or transit services.

- **Shared Parking Coordination** - The project would implementing a shared parking program for employees.

Bicycle Use Enhancements

In order to help facilitate the success of the TDM program, the Applicant would take significant measures to help start and or increase the bicycle ridership by employees. As such, the following elements would be provided as part of the TDM program:

- **Bicycle Facilities** - The project would provide short-term and long-term bicycle parking spaces, as well as showers and dressing room changing facilities, to provide convenient and secure bicycle parking opportunities for employees.

Mobility Hub Support and Alternative Transportation

In order to help facilitate the success of the TDM program, the project would take significant measures to incorporate measures and design elements to support first-mile/last-mile service connections within the project site. As such, the following elements would be provided as part of the TDM program:

- **Integrated Mobility Hub** - Mobility hubs, typically located at or near public transit centers, provide amenities such as, but not limited to, bicycle parking and rentals, short-term car rentals, and transit information. The project would provide space for similar amenities at the project Site to complement future mobility hubs in the area.

- **Carpool Matching** - The Project would offer carpool matching services to employees to help encourage ride sharing and reduce single-occupant vehicle trips.

- **Guaranteed Ride Home** – The employees who participate in carpool/vanpool program or purchase transit passes from the Project Transportation Coordinator would automatically be registered in a Guaranteed Ride Home Program by which, upon request to the Transportation Coordinator, the employee would be given a voucher to travel home on transit or Uber/Lyft (or similar shared ride service) in case of illness or emergency. Each employee would receive up to three Guaranteed Ride Home passes per year.

Rideshare Enhancements and Alternative Transportation

In order to help facilitate the success of the TDM program, the project would take significant measures to help increase carpooling/ridesharing within the project. As such, the following elements would be provided as part of the TDM program:

- **Preferred Parking** - A portion of the parking spaces within the project site would be designated as rideshare (carpool or vanpool) spaces only and passes for those spaces would be allocated to each employee based on participation or demand.

- **Short-Term Car Rentals** - The project would work to partner with a short-term car rental service (e.g. Zipcar, etc.) that would provide vehicles within the parking area on site available to users for hourly rentals. This service offers assurance to users of alternative modes of transit that they have options should the need arise to travel for business meetings, lunch, or in emergencies.

- **Pick-up/Drop-off Area** - The project's design would include a dedicated pick-up / drop-off area along the project's internal circulation system that can be used for shared ride services (e.g. Uber, Lyft, etc.).

- **On Site Scooter Corrals** - The project's design would include on site scooter corrals near entrances to the building to facilitate short trips by employees.

Measurement of TDM Activities

Measurements of TDM activities shall be administered by the Transportation Coordinator and conducted annually. Measurement is to include a parking occupancy survey conducted by an independent entity biannually to determine the number of employees that have vehicles and how many are parking on site. A detailed report in the TDM activities, survey results and progress toward meeting the TDM goals will be prepared and submitted to the City of Livermore annually (or date agreed upon mutually by the project and the City).

TDM Program Modification

Depending on the progress made toward the performance goals and the evolving nature of trip reduction strategies, it may be in the best interest of the parties to delete, modify, or add elements to this TDM. Such changes may be initiated by request of the project, in writing, to the City of Livermore. The City will approve, deny or suggest modifications to proposed changes and notify the project within 90 days of the request. The City will not unreasonably withhold its approval of any proposed changes.

COFFMAN ENGINEERS

Environmental Noise Study for:
Architectural Glass & Aluminum
Livermore, CA

Date: 16 August 2024

FOR:

Architectural Glass & Aluminum
6400 Brisa Street
Livermore, CA 94550

PREPARED BY:

COFFMAN ENGINEERS, INC.
1939 Harrison Street, Suite 320
Oakland, CA 94612

1 Introduction

The proposed project is a change in parking lot layout at Architectural Glass & Aluminum (AGA) that will convert parking spaces on the east side of the property into a loading area with flat-bed truck parking. This report assesses the noise associated with the project at the nearest residences by comparing noise from heavy trucks and loading activities with the Livermore General Plan standards.

2 Fundamental Concepts of Environmental Noise

Noise can be defined as unwanted sound. It is commonly measured with an instrument called a sound level meter. The sound level meter captures the sound with a microphone and converts it into a number called a sound level. Sound levels are expressed in units of decibels.

To correlate the microphone signal to a level that corresponds to the way humans perceive noise, the A-weighting filter is used. A-weighting de-emphasizes low-frequency and very high-frequency sound in a manner similar to human hearing. The use of A-weighting is required by most local General Plans as well as federal and state noise regulations (e.g. Caltrans, EPA, OSHA and HUD). The abbreviation dBA is sometimes used when the A-weighted sound level is reported.

Because of the time-varying nature of environmental sound, there are many descriptors that are used to quantify the sound level. Although one individual descriptor alone does not fully describe a particular noise environment, taken together, they can more accurately represent the noise environment. The maximum instantaneous noise level (L_{max}) is often used to identify the loudness of a single event such as a car pass-by or airplane flyover.

To express the average noise level the L_{eq} (equivalent noise level) is used. The L_{eq} can be measured over any length of time but is typically reported for periods of 15 minutes to 1 hour. The background noise level (or residual noise level) is the sound level during the quietest moments. It is usually generated by steady sources such as distant freeway traffic. It can be quantified with a descriptor called the L_{90} which is the sound level exceeded 90 percent of the time.

There are other statistical descriptors that are used, often times as part of a local noise ordinance. These descriptors are used since local ordinances will have limits based on the number of minutes per hour that an intrusive sound may exceed a specified limit. For example, if a specified noise level cannot be exceeded more than 30 minutes in an hour that is referred to as the L_{50}. The L_{50} is also referred to as the median noise level.

To quantify the noise level over a 24-hour period, the Day/Night Average Sound Level (DNL or L_{dn}) or Community Noise Equivalent Level (CNEL) is used. These descriptors are averages like the L_{eq} except they include a 10 dB penalty during nighttime hours (and a 5 dB penalty during evening hours in the CNEL) to account for peoples increased sensitivity during these hours. The CNEL and DNL are typically within one decibel of each other.

In environmental noise, a change in noise level of 3 dB is considered a barely noticeable difference. A 5 dB change is clearly noticeable, but not dramatic. A 10 dB change is perceived as a halving or doubling in loudness.

Examples of common noise sources and their corresponding noise levels are provided in the following table.

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Sound Source	Sound Pressure Level (dBA)
Air raid siren at 50 ft (threshold of pain)[1]	120
Maximum levels in audience at rock concerts[1]	110
Train horn at 100 ft[3]	103
On platform by passing subway train[1]	100
On sidewalk by passing heavy truck or bus[1]	90
Commuter train traveling at 79 mph at 100 ft[3]	88
On sidewalk by passing automobiles[1]	70
Typical gas and electric powered leaf blower at 50 ft[2]	68 - 71
Conversational speech[4]	60
Typical urban area background/busy office[1]	60
Typical suburban area background[1]	50
Quiet suburban area at night[1]	40
Typical rural area at night[1]	30
Isolated broadcast studio[1]	20
Audiometric (hearing testing) booth[1]	10
Threshold of hearing[1]	0

[1]Cowan, James P. *Handbook of Environmental Acoustics*. Van Nostrand Reinhold, 1994.

[2]California Environmental Protection Agency, Air Resources Board. Mobile Source Control Division (2000). A report to the California legislature on the potential health and environmental impacts of leaf blowers. Retrieved from https://ww3.arb.ca.gov/msprog/leafblow/leafblow.htm

[3]California High-Speed Rail Authority. (2018). *How do High-Speed Train Noise Levels Compare to Traditional Trains. Retrieved from* https://www.hsr.ca.gov/communication/info_center/factsheets.aspx

[4]Everest, Fredrick Alton, and Ken C. Pohlmann. *Master Handbook of Acoustics, 5th Ed.* McGraw-Hill, 2009.

3 Acoustical Criteria

3.1 Livermore Municipal Code

Chapter 9.36 of the Livermore Municipal Code contains provisions that regulate noise. Specifically, section 9.36.020 prohibits any person to make or continue, or cause to be made or continued, any loud, disturbing, unnecessary, unusual or habitual noise, or any noise which annoys, disturbs, injures or endangers the comfort, health, repose, peace or safety of other persons within the city. The following sections designate specific noises that are declared to be in violation of this chapter and are relevant to the subject project.

9.36.040 Blowers, fans and combustion engines.
The operation of any noise-creating blower, power fan or internal combustion engine, the operation of which causes noise due to the explosion of operating gases or fluids, is prohibited, unless the noise from such blower or fan is muffled and such engine is equipped with a muffler device to deaden such noise in such a manner so as not to be plainly audible at a distance of either 75 feet from the source of the noise, or between the hours of 6:00 p.m. Saturday to 7:00 a.m. Monday; 8:00 p.m. to 7:00 a.m. on Monday, Tuesday, Wednesday and Thursdays; 8:00 p.m. Friday to 9:00 a.m. on Saturday or at all on city-observed holidays. (Ord. 1672 § 1, 2002; Ord. 1128 § 2, 1983; 1960 code § 13B.3(g))

9.36.050 Exhausts from engines, boats or vehicles.
The discharge into the open air of the exhaust of any steam engine, stationary internal-combustion engine, motorboat or motor vehicle, except through a muffler or other device which will effectively prevent loud or explosive noises therefrom in such a manner so as not to be plainly audible at the distance of either 75 feet from the source of the noise, or the property line, whichever is greater, is prohibited. (Ord. 1128 § 2, 1983; 1960 code § 13B.3(c))

9.36.060 Loading and unloading vehicles and opening crates and containers.
The creation of loud and excessive noise in connection with loading or unloading any vehicle or the opening and destruction of bales, boxes, crates and containers is prohibited. (Ord. 1128 § 2, 1983; 1960 code § 13B.3(d))

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3.2 Livermore General Plan

The Noise Element of the Livermore General Plan Objective N-1.5 has limits on the generation of noise to protective surrounding sensitive land uses. The specific language is repeated below.

Goal N-1 Minimize the exposure of community residents to excessive noise.

Objective N-1.1 Establish appropriate noise levels, design standards, and noise reduction techniques for all areas to minimize the adverse effects of noise.

Policies

P1. The City shall emphasize noise considerations when making land use planning decisions.

P2. Noise analysis shall be measured in dBA CNEL or dBA L_{dn} as defined in this Element.

P3. The City shall maintain a pattern of land uses that separates noise-sensitive land uses from major noise sources to the extent possible.

P4. The City shall use the Land Use Compatibility Guidelines for Exterior Noise (measured in dBA CNEL or L_{dn}) contained in Table 9-7 in this Element to direct the siting, design, and insulation of new development to reduce exposure to excessive noise. Within the 2030 Airport CNEL Noise Contours illustrated in Figure 9-2, the Noise Compatibility policies contained in section 3.3.1 et. Seq. of the Livermore Airport Land Use Compatibility Plan ("ALUCP"), dated August 2012, shall apply in conjunction with citywide General Plan Noise Element policies. Where warranted, the City shall employ discretionary review of new development to ensure that the community will be protected from excessive noise levels. The City shall evaluate potential noise impacts and recommend mitigation measures through discretionary review procedures such as environmental review, design review, and evaluation of use permits. (Reso. 2013-113)

Table 1: Land Use Compatibility Guidelines for Exterior Noise (GP Table 9-7)

Land Use	Normally Acceptable[a] (dBA)	Conditionally Acceptable[a] (dBA)	Normally Unacceptable[a] (dBA)	Clearly Unacceptable[a] (dBA)
Residential-Low Density, Single-Family, Duplex, Mobile Homes	≤60	55-70	70-75	>75
Residential Multi-Family	≤65	60-70	70-75	>75
Transient Lodging, Hotels, Motels	≤65	60-70	70-80	>80
School, Library, Church, Hospital, Nursing Home	≤70	60-70	70-80	>80
Auditorium, Concert Hall, Amphitheater	X	<70	X	>65
Sports Arena, Outdoor Spectator Sports	X	<75	X	>70
Playground, Neighborhood Park	≤70	X	70-75	>75
Golf Course, Water Recreation, Cemetery	≤75	X	70-80	>80
Office Building, Business Commercial, Professional, Retail	≤70	70-75	>75	X
Industrial, Manufacturing, Utilities, Agricultural	≤75	70-80	>75	X

[a] Where dBA levels overlap between these categories, determination of noise level acceptability will be made on a project-by-project basis. dBA is measured in CNEL or Ldn (see N-1.1.P4)

P5. Review development proposals with respect to the Land Use Compatibility Guidelines for Exterior Noise in Table 9-7 as follows:

(a) Normally Acceptable: If the noise level is within the "normally acceptable" level, noise exposure would be acceptable for the intended land use. Development may occur without requiring an evaluation of the noise environment unless the use could generate noise impacts on adjacent uses.

(b) Conditionally Acceptable: If the noise level is within the "conditionally acceptable" level, noise exposure would be conditionally acceptable; a specified land use may be permitted only after detailed analysis of the noise environment and the project

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characteristics to determine whether noise insulation or protection features are required. Such noise insulation features may include measures to protect noise-sensitive outdoor activity areas (e.g., at residences, schools, or parks) or may include building sound insulation treatments such as sound-rated windows to protect interior spaces in sensitive receptors.

(c) Normally Unacceptable: If the noise level is within the "normally unacceptable" level, analysis and mitigation are required. Development should generally not be undertaken unless adequate noise mitigation options have been analyzed and appropriate mitigations incorporated into the project to reduce the exposure of people to unacceptable noise levels.

(d) Clearly Unacceptable: If the noise level is within the "clearly unacceptable" level, new construction or development should not be undertaken unless all feasible noise mitigation options have been analyzed and appropriate mitigations incorporated into the project to adequately reduce exposure of people to unacceptable noise levels.

Objective N-1.5 Reduce the level of noise generated by mechanical and other noise generating equipment by means of public education, regulation, and/or political action.

Policies

P1. The City shall require that industrial and commercial uses be designed and operated so as to avoid the generation of noise effects on surrounding sensitive land uses (e.g., residential, churches, schools, hospitals) from exceeding the following noise levels for exterior environments:

(a) 55 dBA L_{50} (7:00 a.m. to 10:00 p.m.)
(b) 45 dBA L_{50} (10:00 p.m. to 7:00 a.m.)

P2. In order to allow for temporary construction, demolition or maintenance noise and other necessary short-term noise events, the stationary source noise standards in Policy N-1.5.P1, above, may be exceeded within the receiving land use by:

(a) 5 dBA for a cumulative period of no more than fifteen (15) minutes in any hour.
(b) 10 dBA for a cumulative period of no more than five (5) minutes in any hour.
(c) 15 dBA for a cumulative period of no more than one (1) minute in any hour.

P3. In order to allow for temporary construction, demolition or maintenance noise and other necessary short-term noise events, the stationary noise standards in Policy N-1.5.P1, above, shall not be exceeded within the receiving land use by more than 15 dBA for any period of time.

P4. The following sources of noise are exempt from the standard in N-1.5.P1: motor vehicles on public streets; trains; emergency equipment, vehicles, devices, and activities; temporary construction, maintenance, or demolition activities conducted between the hours of 7:00 a.m. and 8:00 p.m.

4 Project Information

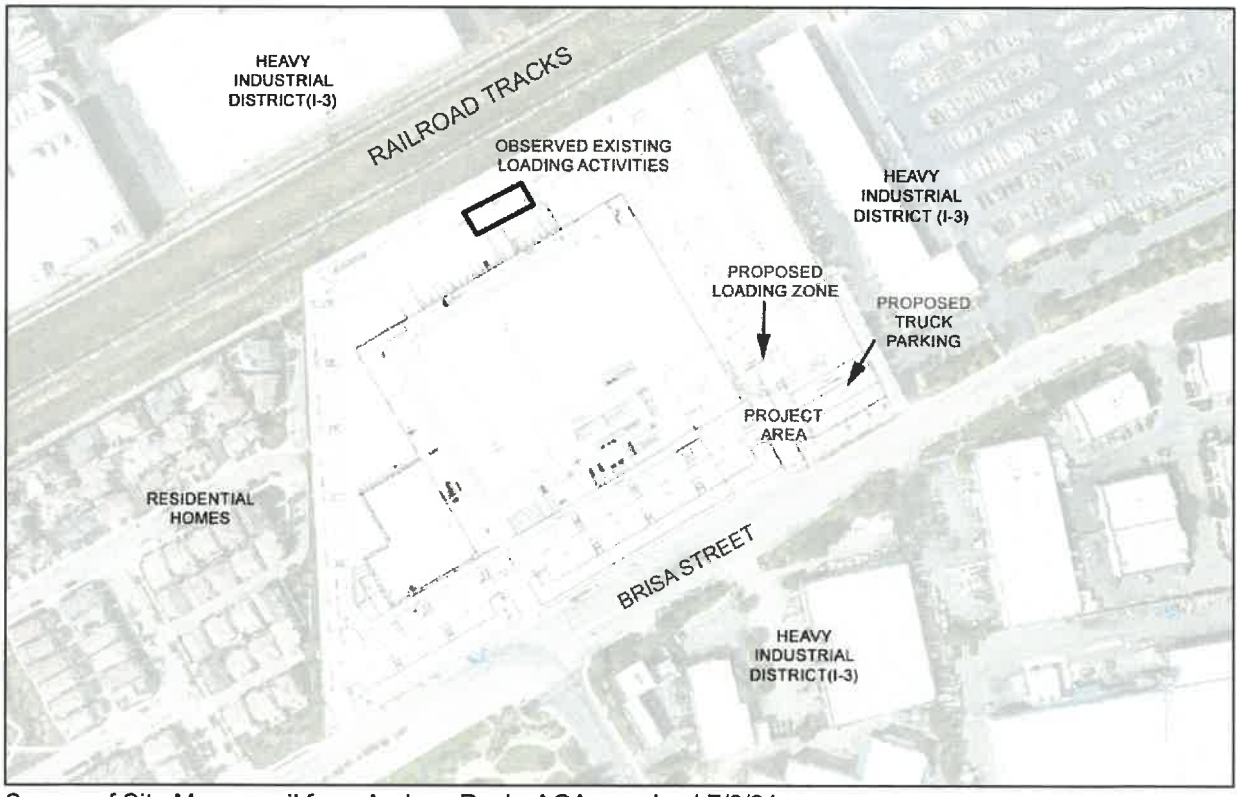
The AGA facility is at 6400 Brisa Street in Livermore which is a parcel that has a zoning designation of "heavy industrial (I-3)". The parcel is located south of existing railroad tracks and bordered by industrially zoned properties (I-3) to the north, east, and south. The nearest residential land uses are located to the west of the AGA facility.

The proposed project is a new truck parking area and truck loading zone. According to email from Architectural Glass & Aluminum (AGA) dated 6/27/24, the proposed project would be located at the easternmost corner of the 6400 Brisa Street parcel (Project Area). Loading activities and deliveries would occur during the production employees' work shift from 6:00 a.m. to 2:30 p.m.

The purpose of this noise study is to assess noise associated with the project and whether it would result in noise levels that exceed City standards. Noise associated with the project include operations that would occur within the Project Area along with heavy trucks and forklifts traveling around the facility. Noise from operations within the Project Area include heavy trucks engine revving, truck backup beepers, potential truck idling, brake air-release, forklift engine, and forklift backup beeper.

Figure 1 shows the provided site plan along with labels identifying the existing and new loading zones along with the proposed truck parking area. Figure 2 shows two enlarged views of the project area; one with the project and one without the project.

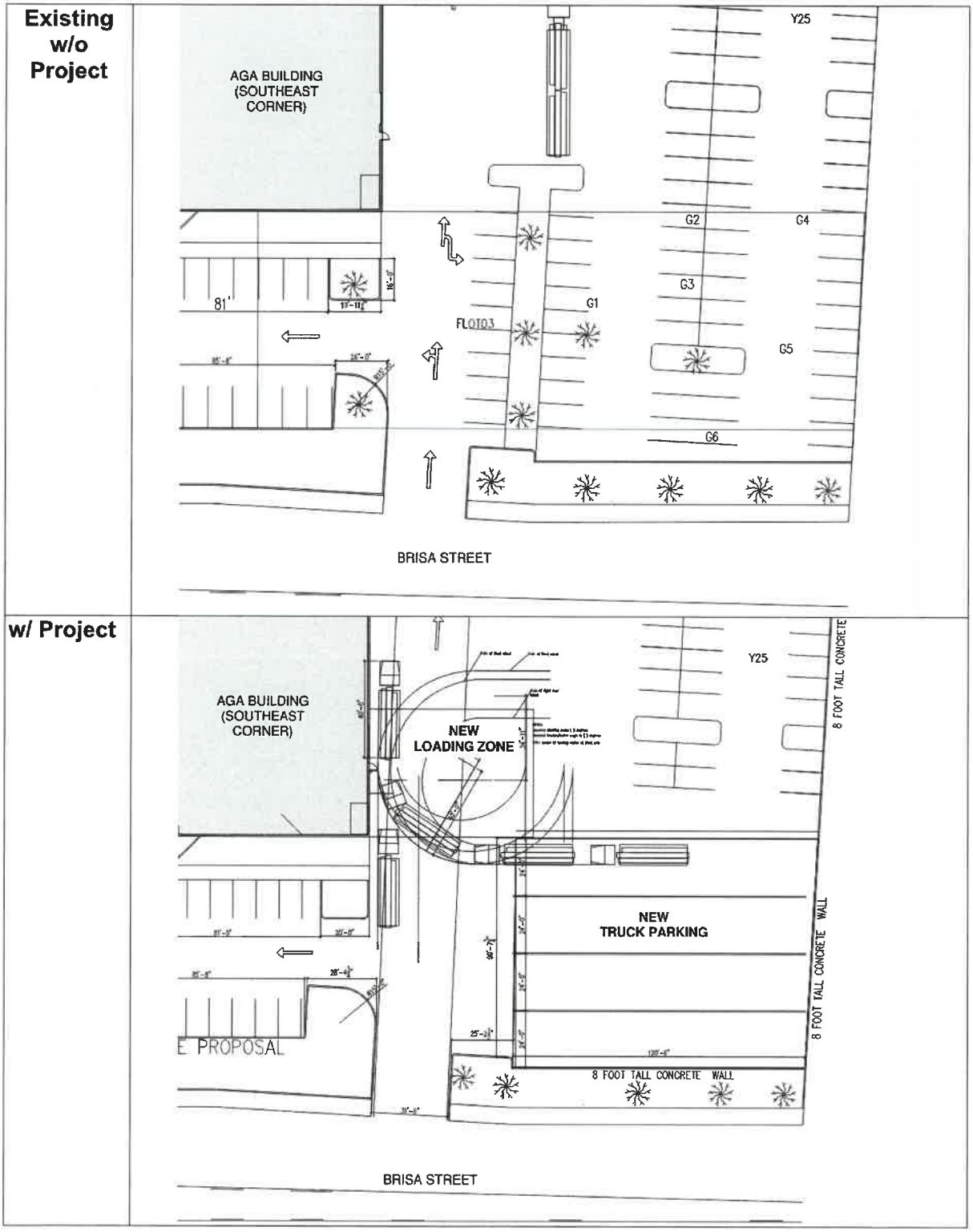
Figure 1: Project Layout



Source of Site Map: email from Andrew Rush, AGA. received 7/2/24

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Figure 2: Enlarged Project Area with and without Project



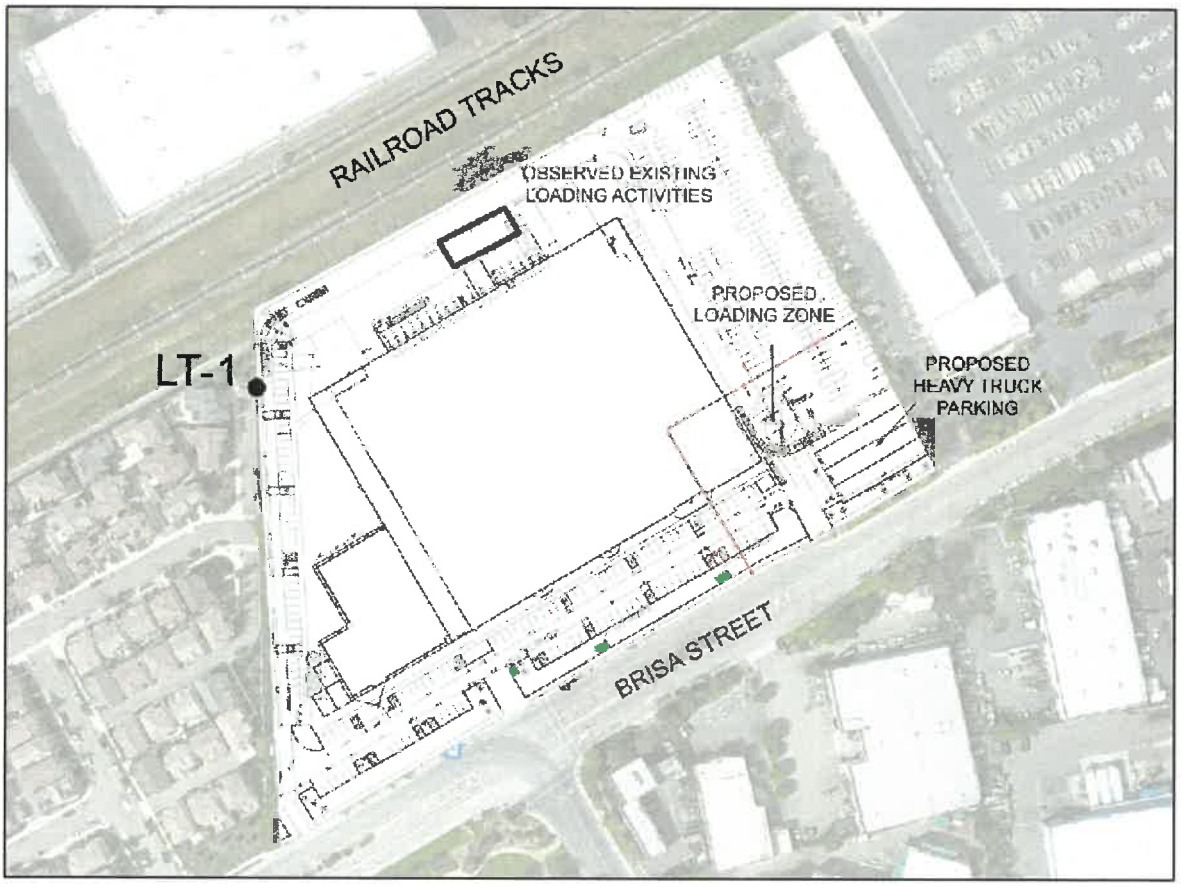
5 Noise Measurements and Site Observations

To quantify existing noise from loading activities and heavy trucks, we visited the project site on June 11, 2024 and June 12, 2024. We deployed one long-term noise monitor (LT-1) at the residential property line separating the project site from the residences to the West. The monitor was mounted on a tree above the existing 8-foot-tall wall. Figure 3 shows the location of the measurement.

During our site visits, we observed heavy trucks enter from the eastern entrance along Brisa Street and travel to the north toward the back of the project building where existing loading activities occur. The heavy trucks would stop and wait at the loading area in the back. Most trucks did not idle while waiting for loading activities to be completed.

Loading activities involved a large Hyster 280 forklift or a smaller Toyota (Model 7FGU25) forklift. After loading was completed, the heavy trucks would continue traveling west (counterclockwise) around the warehouse and depart the parcel from the western exit onto Brisa Street. Based on conversations with a heavy truck driver, backing up (and backup beeper noise) is not necessary with the one-way truck route.

Figure 3: Noise Measurement Location at Property Line



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At LT-1, the measured daytime L_{50} generally ranged from 50 to 52 dBA except on two occasions. On Tuesday June 11th 2024, the measured L_{50} was 58 dBA at 9:30 a.m. and 64 dBA at 12:00 p.m. which exceeds the daytime L_{50} limit of 55 dBA. The two daytime exceedances were due to heavy truck idling: one on the north side of the building and one on the west side of the building. Without trucks idling on the north or west side of the building, noise from trucks and loading activities did not exceed the daytime L_{50} limit.

The measured nighttime L_{50} ranged from 48 to 52 dBA which exceeds the General Plan's nighttime L_{50} limit of 45 dBA. The measured nighttime noise levels were due to existing steady noise sources such as AGA building ventilation equipment and distant traffic (not from heavy trucks or forklifts).

We identified nine instances when heavy trucks were in the vicinity of the noise monitor at LT-1. Table 2 shows the times when heavy trucks were in the noise monitor vicinity and the measured noise levels.

Table 2: Noted Heavy Truck Noise at LT-1

Truck Activity Log Date and Time	Maximum Instantaneous Noise Level (L_{max}, dBA)*
11 June 2024 9:30 a.m. – 9:55 a.m.	Engine idle: 60 dBA Truck passby: 79 dBA Brake air-release: 80 dBA
11 June 2024 10:01 a.m. – 10:02 a.m.	Truck passby: 77 dBA
11 June 2024 10:41 a.m. – 10:43 a.m.	Truck passby: 77 dBA
11 June 2024 11:53 a.m. – 1:02 p.m.	Engine idle: 62 – 65 dBA Truck passby: 76 Brake air-release: 73, 76, 80 dBA
11 June 2024 1:33 p.m. – 1:41 p.m.	Truck passby: 75 dBA Engine idle: 64 dBA Brake air-release: 88 dBA
11 June 2024 1:57 p.m. – 1:58 p.m.	Truck passby: 75 dBA
11 June 2024 2:03 p.m. – 2:06 p.m.	Truck passby: 79 dBA
12 June 2024 7:07 a.m. – 7:09 a.m.	Truck passby: 80 dBA
12 June 2024 9:25 a.m. – 9:27 a.m.	Truck passby: 83 dBA

*Determination of noise source based on audio recordings made at LT-1

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To quantify noise from forklifts, heavy trucks, and backup beepers, we conducted noise measurements in relative close proximity to each of the noise sources (10 feet to 50 feet). Table 3 shows a summary of the noise source measurements.

Table 3: Noise Source Measurements

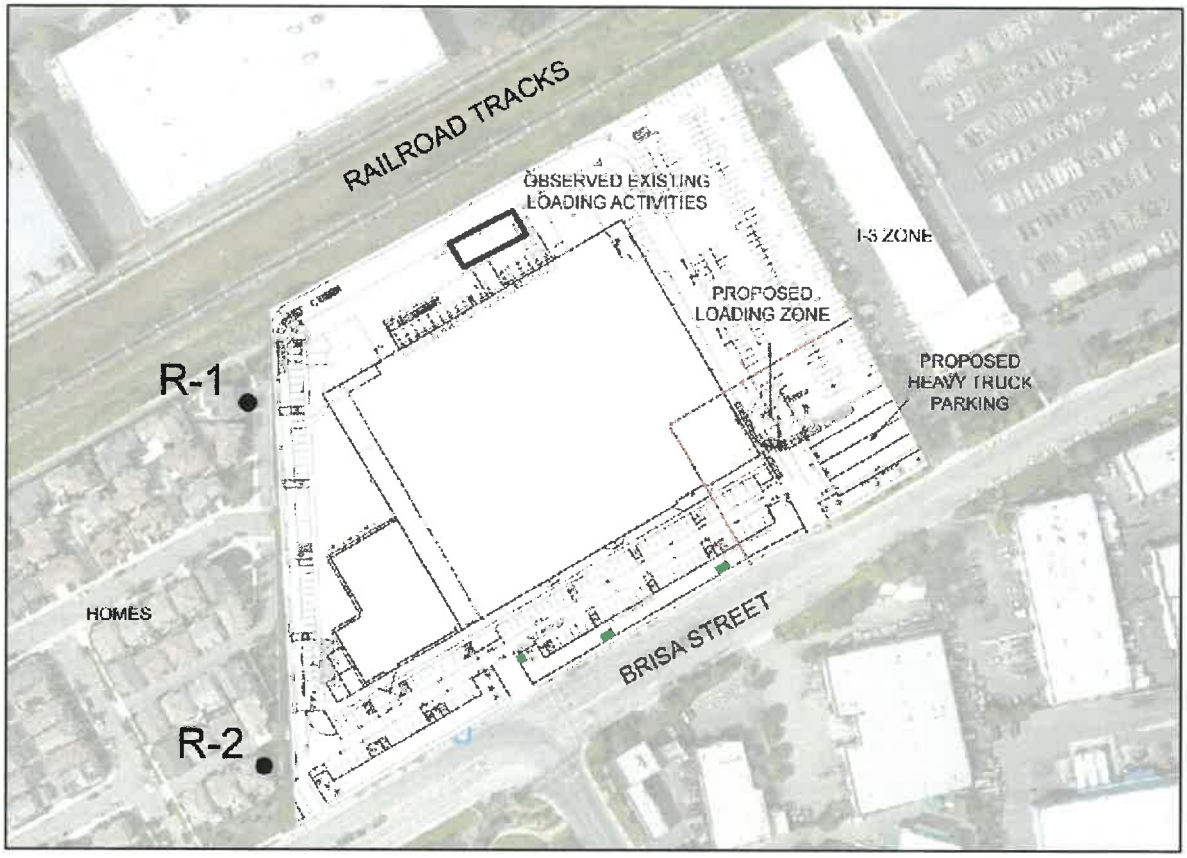
Equipment	Maximum Instantaneous Noise Levels (L_{max}, dBA)
Hyster 280 Forklift	69 - 75 dBA at 50 feet (engine) 63 dBA at 50 feet (backup beeper)
Toyota Model 7FGU25 Forklift	58 – 62 dBA at 10 feet (engine) 65 dBA at 10 feet (backup beeper)
Flatbed Heavy Truck	92 – 94 dBA at 25 feet (brake air-release) 71 dBA at 25 feet (cruise forward) 89 dBA at 25 feet (backup beeper)
Peterbilt 379 Heavy Truck Idling	79 dBA at 15 feet

The noise measurements were made with a Larson Davis Model 820 or Model 824 sound level meters meeting Type 1 specifications (ANSI S1.4). The sound level meter calibrations were checked with an acoustical calibrator (Larson-Davis Model Cal200).

6 Project Generated Noise

This section discusses the noise sources and noise levels from activities associated with the proposed project. Figure 4 shows the noise assessment locations R-1 and R-2 which were chosen to represent the noise exposure of the nearest homes to the west of AGA.

Figure 4: Noise Assessment Locations



6.1 Noise Generated at Project Area

Based on our noise measurements, the loudest noises from trucks are from the engine, the back-up beeper, and the air-release (hiss) from the brakes venting. These noises are expected to occur within the project area (proposed loading zone and heavy truck parking area).

According to the FHWA's Traffic Noise Model (TNM)[1], noise from a heavy truck traveling at low speeds (under 10 miles per hour) is expected to generate maximum noise levels of 74 to 80 dBA at a distance of 50 feet. To assess the maximum noise level from the engine while maneuvering in and out of the new parking/loading area, our analysis assumes noise from truck engine is 80 dBA at a distance of 50 feet.

[1] United States, Department of Transportation, Federal Highway Administration. "FHWA Traffic Noise Model (FHWA TNM®), Version 1.0 - Technical Manual." 1998, p. 34.

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The FHWA Traffic Noise Model does not include intermittent, short-duration sources such as back-up beepers and air-release from brakes, therefore, the noise levels from these sources are based on the source noise measurements in Table 3.

To calculate the expected noise levels from the project's various sources at the residential receivers, we used SoundPLAN, a computer-based noise modeling program. The SoundPLAN model uses reference noise levels and adjustments based on factors such as distance, ground effects, and acoustical shielding/reflections from existing buildings and soundwalls. Table 4 shows the calculated noise levels at residential receivers R-1 and R-2.

Table 4: Noise Levels at Residential Receivers from Heavy Truck and Forklift at Project Area

Receiver	A-weighted Maximum Instantaneous Noise Level, L_{max} dBA					
	Heavy Truck Engine Revving	Heavy Truck Idling	Heavy Truck Brake Air-Release	Heavy Truck Backup Beeper	Large Forklift Engine	Large Forklift Backup Beeper
R-1	42	32	31	39	31	19
R-2	55	44	31	59	33	39

To quantify the noise from heavy trucks and forklifts within the project area on a daily basis, the day-night average sound level (L_{dn}) was calculated with the assumption that there would be two trucks loaded or unloaded per hour during the production worker's shift. We included the contribution of noise from back-up beepers and brake air-release. As a result, the calculated noise level is L_{dn} 38 dBA at receiver R-1 and L_{dn} 51 dBA at receiver R-2.

The following two sections discuss noise from heavy trucks and forklifts as they leave the project area, travel around the AGA building and exit onto Brisa Street.

6.2 Noise from Trucks Traveling Around Building

Heavy trucks traveling along the west side of the AGA building along the nearest residential property line (adjacent to the existing soundwall) would remain the same and not change due to the project. As a result, noise levels from trucks traveling on the west side of the AGA building, nearest to the homes, is expected to remain the same as existing conditions.

The existing noise level from heavy trucks traveling along the west side of the building is an L_{max} of 75 to 83 dBA at the residential property line (LT-1). Based on our noise modeling, the L_{max} from a truck passby is approximately 7 dBA less at the setback of the nearest residential homes as compared to the measured noise level at LT-1.

With the assumption that there are two trucks per hour traveling around the building during the production worker's shift, the noise level from trucks traveling around the building is calculated to be an L_{dn} of 53 dBA or less at the nearest residences.

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6.3 Noise from Forklifts Traveling Around Building

Forklifts currently operate in many areas around the building. With the proposed project, some of the loading activities may move from the north and west side of the building to the new loading zone on the east side.

For the purposes of this report, the large and small forklifts are assumed to continue to operate around the project building. Based on the SoundPLAN modeling, the noise level from the large forklift operating along the west side of the building is an L_{max} of 71 dBA or less from the engine and an L_{max} of 61 dBA or less from backup beepers at the nearest residences (R-1 and R-2). Engine and backup beeper noise from the smaller (Toyota) forklift is more than 10 dBA quieter than the large forklift. Therefore, the L_{dn} from forklifts operating around the building is calculated to be 53 dBA or less at the nearest residences.

7 Noise Impact Analysis

7.1 Livermore General Plan

Objective N-1.1 Policy P4

The combination of noise from heavy trucks and forklifts operating within the project area (including noise from idling, venting brakes and backup beeper) results in an L_{dn} of 56 dBA at the residences at R-1 and 57 dBA the residences at R-2. These noise levels do not exceed the City's L_{dn} 60 dBA threshold which is considered to be "normally acceptable" for low density residential development (single-family). These calculated noise levels include noise from heavy trucks traveling around the project building.

Objective N-1.5 Policy P1 – P3

Based on prior communications with City of Livermore Planning Department staff for another industrial warehouse project, the noise analysis should determine whether the project will conform to Objective N-1.5 policy P1 and an analysis of policies P2 and P3 are not required[2]. Therefore, this report only addresses policy P1.

Assuming there would be up to two trucks arriving and departing per hour during the production worker's shift (6:00 a.m. to 2:30 p.m.), our analysis indicates that the hourly L_{50} would be 44 dBA or less at all residential receivers. This noise level meets the requirement of General Plan Policy N-1.5.P1 which has a daytime L_{50} limit of 55 dBA and nighttime L_{50} limit of 45 dBA.

The noise associated with heavy trucks' brakes air release, back-up beepers, and engine revving at the project area would generate an L_{max} of 31, 59, and 55 dBA at the residential receivers, respectively. The noise associated with heavy truck passbys when the trucks are traveling along the west side of the property would remain the same as existing conditions and was measured to be an L_{max} of 75 to 83 dBA at the residential property line. The noise levels of these intermittent noise sources do not affect the L_{50} because they do not occur more that 50 percent of the time (30 minutes in an hour).

The noise analysis assumes heavy trucks travel around the AGA building without stopping and idling. If heavy trucks idle for extended periods of time to the north and west of the

[2] Scott Lee, Principal Planner City of Livermore, email dated 3 December 2018.

AGA building, noise could exceed the L_{50} standards of General Plan Policy N-1.5.P1. Therefore, the following mitigation is recommended:

Noise Mitigation

Prohibit trucks from idling at the north and west sides of the facility. Add signs for no idling as necessary.

7.2 Livermore Municipal Code

According to the Municipal Code, the generation of loud and disturbing noises is prohibited. Although the noise from heavy truck noises may be *audible* at times, for the purposes of this analysis, the noise is not considered "loud and disturbing" because it will meet the quantitative noise limits of the General Plan policies.

8 Conclusion

In summary, noise generated by activities associated with the proposed project would meet the City of Livermore's General Plan requirements (Objective N-1.1 Policy P4 and Objective N-1.5.P1) provided that heavy trucks are prohibited from unnecessary idle at the north and west sides of the property.

* * *

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Arborist Report & Tree Protection Plan

Updated October 2024

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Summary

In November 2022, an International Society of Arboriculture (ISA) Certified Arborist (WE-9234A) completed an assessment and inventory of nine trees at 6400 Brisa St in Livermore in preparation for an upcoming construction project. This was revisited in February 2024, May 2024, and October 2024. The arborist performed a visual assessment of these trees, including their current condition, health, and size. The results were used to determine the critical and structural root zones of the tree (CRZ and SRZ), as well as recommend tree protection measures required during construction to limit construction impacts. This tree inventory forms part of a tree protection plan which may be submitted for approval to the City of Livermore before any new construction at the site.

Tree information is summarized as follows:

- A total of eleven (11) trees were inventoried at the site.
  - Condition ratings ranged from good to poor.
  - Heights ranged from 15-45 ft. tall, averaging 30 ft.
  - Diameters at Breast Height (DBH) ranged from 7-26", averaging 15".
  - Seven (7) trees are within the critical limits of impact. Due to the proposed paving design, which would severely intrude into the trees' SRZs making them unsafe or impossible to retain, these trees are recommended for removal.
  - Five (5) inventoried trees proposed for removal fall under protected tree status according to the City of Livermore, and will require a permit for removal.
    - According to the City of Livermore there is a 1:1 replanting ratio for non-protected trees, and a 3:1 ratio for protected trees. Based on this plan 17, 15-gallon trees must be planted on site. If replacement trees can't be planted on site, the in-lieu fees will apply.

This report focuses on general tree protection recommendations and provides the CRZs and SRZs of the trees for planning purposes. DRG will provide detailed preservation and/or removal recommendations when Construction Documents showing the Limits of Disturbance (LOD) are finalized.

Introduction

Background

The property owners are planning a construction project at 6400 Brisa Way in Livermore, CA. To comply with the municipal codes at the City of Livermore, as well as create a plan that considers the least impact on these trees. A comprehensive Tree Preservation Plan needs to be provided and approved before construction. The client contracted Davey Resource Group, Inc. (DRG) to provide an arborist evaluation and report on the health, size, and location of the trees as well as identify tree protection and retention measures before the finalization of construction plans to help drive the development plans, so that the plans can be the least impactful to the onsite and neighboring trees as possible. This report may be provided for submission and approval by the City of Livermore, as well as permitting for tree removal, before any grading or excavation.

Using an iPad, the arborist visually assessed each tree on the site, and the required tree data were collected within a GIS database. Following data collection, specific tree preservation plan elements were calculated that identified each tree's critical and structural root zones (CRZ and SRZ) to better ensure survivability during the planned development.

Limits of the Assignment

Many factors can limit specific and accurate data when performing evaluations of trees, their conditions, and values. The determinations and recommendations presented here are based on current data and conditions that existed at the time of the evaluation and cannot be a predictor of the ultimate outcomes for the trees. A visual inspection was used to develop the findings, conclusions, and recommendations found in this report. Values were assigned to grade the attributes of the trees, including structure and canopy health, and to obtain an overall condition rating. No physical inspection of the upper canopy, sounding, root crown excavation, resistograph, sonic tomograph, or other technologies were used in the evaluation of the trees.

Methods

Data were collected on November 8, 2022, by an ISA Certified Arborist (Elizabeth Lanham, WE-9234A), and then revisited on February 28, 2024, May 14, 2024, and October 23, 2024. A visual inspection was used to develop the findings, conclusions, and recommendations found in this report. The location and dripline of all trees one inch or greater in diameter at breast height (4.5 ft. above grade) were inventoried.

The following attributes were collected for each site:

Tree ID Number: A tree ID number was assigned.

Species: Trees were identified by genus and species and by common name.

Diameter at Breast Height (DBH): Trunk diameter was recorded to the nearest inch at 4.5 feet (breast height) above grade except where noted. When limbs or deformities occurred at breast height, measurement was taken below 4.5 ft. For multi-stemmed trees, the Diameter was determined by measuring all the trunks and providing the sum per industry standards.

Height: Tree Height estimated to the nearest 3 ft.

Avg. Crown Spread: Average crown diameter was measured in increments of 3 ft.

Condition: The general condition of each tree was recorded in one of the following categories adapted from the rating system established by the International Society of Arboriculture: Excellent, Good, Fair, Poor, Critical, or Dead.

Observations: Used as the primary justification for condition assignment which may include items from the following list: Cavity Decay, Improperly Installed, Improperly Mulched, Mechanical Damage, Nutrient Deficiency, Pest Problem, Poor Location, Poor Root System, Poor Structure, Deadwood, Remove Hardware, Serious Decline, and Signs of Stress.

Notes: additional observations, comments, or other points of consideration

Maintenance Recommendation: The primary maintenance need was recorded, including stake removal, pest monitoring, and structural pruning. This is not a separate category but is included in the observations section as well as the notes

Root Zone Calculations

The trunk diameters (DBH) of the assessed trees were used to determine the Critical Root Zone (CRZ). The CRZ is considered the ideal preservation area for a tree. It is equal to 1 foot of radius for every inch of trunk diameter measured at 4.5 feet from grade. For example; a tree with a DBH of 10 inches has a calculated CRZ radius of 10 feet from the trunk center (diameter of 20 feet). The CRZ represents the typical rooting area required for tree health and survival. Some impact (25% or less) within this zone is typically acceptable for average to good-condition trees with basic mitigation/stress reduction measures. Construction activities should be limited near or in the CRZ of any tree to be retained. This includes but is not limited to the storage of materials, parking of vehicles, contaminating soil by washing out equipment, (concrete, paint, etc.), or changing soil grade.

Like the CRZ, the Structural Root Zone (SRZ) was also calculated using a commonly accepted method established by Dr. Kim Coder in Conserving Trees during Site Development: A Training Manual.[1] In this method, the root plate size (i.e. pedestal roots, zone of rapid taper area, and roots under compression) and limit of disruption based upon tree DBH is considered as a minimum distance that any disruption should occur during construction. A significant risk of catastrophic tree failure exists if structural roots within the SRZ are cut, destroyed, or severely damaged. The SRZ is the area where no disturbance should occur.

[1] Dr. Kim D. Coder. University of Georgia. 2018.

Observations

Site Observations

The project site is located at 6400 Brisa St. in Livermore. The area is an industrial neighborhood, and the address in question is an industrial building on a well-landscaped lot. The area is mostly flat, with several trees, shrubs, ground cover, and areas of lawn. The trees identified in this report are the only trees that have the potential to be impacted by the project. The entire site is irrigated. The site is at carrying capacity and the client is working towards a drought-tolerant landscape. There are a few potential vacancies on the property so small-stature, drought-tolerant replacements can be installed in a few locations once the construction is completed.

Tree Observations

A total of nine (9) trees were inventoried at the site. Condition ratings on these trees ranged from good to poor. Tree heights ranged from 15-45 ft tall, averaging 30 ft. Diameters at Breast Height (DBH) ranged from 7-26", averaging 15". Additional details on these trees can be found in Table 1. Four (4) trees are within the critical limits of impact. Due to the proposed paving design, which would severely intrude into the trees' SRZs making them unsafe or impossible to retain, these trees are recommended for removal. Other than the inventoried trees, some large shrubs will also be in the footprint of the proposed construction. As these do not meet the requirements of Livermore as trees, they are not included in this inventory.

Table 1. Tree Data

#	DBH	Common Name	Height (ft)	Canopy Spread (radius)	Health (%)	Structure (%)	Form (%)	Condition	Notes
1	11	Callery pear	30	25	65	65	70	Good	There are signs of decay at the base and has tight structure.
2	26	Crape myrtle	15	15	75	70	70	Good	The tree has multi stems (4,4,4,3,3,3,3,2), adventitious growth, and epicormic sprouts.
3	18	Callery pear	40	45	55	50	60	Fair	The tree is in the critical limits of impact from the proposed construction. There is mistletoe in the canopy.
4	7	Raywood ash	15	8	40	35	35	Poor	The tree is in the footprint of the critical limits of impact from the proposed construction. The tree has dieback, sunburn, previous poor pruning cuts, one-sided, and slight lean.

#	DBH	Common Name	Height (ft)	Spread (radius)	Health (%)	Structure (%)	Form (%)	Condition	Notes
5	7	Raywood ash	15	8	30	50	45	Poor	The tree is in the critical limits of impact from the proposed construction. The tree has sunburn, substantial dieback, and visible deadwood in trunk.
6	12	Callery pear	30	25	65	65	70	Good	The tree is in the critical limits of impact from the proposed construction. The tree has minor epicormic sprouts.
7	20	Callery pear	45	45	70	65	70	Good	The tree is in the critical limits of impact from the proposed construction. There have been previous failures at poorly structured junctures.
8	17	Callery pear	45	35	75	70	70	Good	The tree has tight junctures and minor epicormic sprouts.
9	15	Callery pear	40	30	65	65	65	Good	There are minor epicormic sprouts, tight junctions, and dieback.
10	8	Callery pear	30	10	50	50	50	Fair	The tree is in the critical limits of impact from the proposed construction. There are minor epicormic sprouts and dieback.
11	9	Callery pear	40	12	50	50	50	Fair	The tree is in the critical limits of impact from the proposed construction. There have been previous failures at poorly structured junctures.

Analysis & Recommendations

Tree condition is important to evaluate before construction because healthy trees can better withstand construction impacts and partial root loss. In addition, it may not be of value to try to preserve trees in poor condition through construction when removal is a better option for the aesthetic value and health of the tree population as a whole.

There are two considerations when evaluating tree root disturbance during construction; the removal of absorption roots and anchoring roots. Removal (or compaction in the area) of the feeder roots can cause immediate water stress and a significant decline in tree health. The ability of a tree to survive root loss is dependent on its tolerance of drought, tree health, and the ability to form new roots quickly. Removal of the larger anchoring roots can lead to structural instability or failure.

1. Trees #3, 4, 5, 6, 7, 10, and 11 are within the critical limits of impacts from the proposed construction that will occur on the property. These plans are the least impactful to the rest of the property. All of the trees are recommended for removal. Tree #7 will require a permit according to the City of Livermore.
2. The remaining trees inventoried are outside of the immediate limits of construction and can be retained.
3. No intrusion whatsoever may occur to the SRZ of any of the trees to be retained.Tree protection fencing should be installed along the furthest extent of the tree drip line.
4. The following table provides the CRZ and SRZ of the trees on site that may be impacted by the planned construction:

Table 2. Critical and Structural Root Zones

#	DBH	Common Name	SRZ (ft)	CRZ (ft)	Protected tree	Retain
1	11	Callery pear	5	11	No	Yes
2	4,4,4,3 ,3,3,3, 2	Crape myrtle	4	9	Yes	Yes
3	**18**	**Callery pear**	**8**	**18**	**No**	**No**
4	**7**	**Raywood ash**	**3**	**7**	**No**	**No**
5	**7**	**Raywood ash**	**3**	**7**	**No**	**No**
6	**12**	**Callery pear**	**5**	**12**	**No**	**No**
7	**20**	**Callery pear**	**9**	**20**	**Yes**	**No**
8	17	Callery pear	8	17	No	Yes
9	15	Callery pear	7	15	No	Yes
10	**8**	**Callery pear**	**4**	**8**	**No**	**No**
11	**9**	**Callery pear**	**4**	**9**	**No**	**No**

Bold indicates proposed removal. Red indicates permit requirement.

5. All trees to be retained should be protected with chain link tree protection fencing. The ideal location for the fence is outside or along the CRZ listed in Table 2. At a minimum, tree protection fencing can alternatively be placed at the furthest extent of the tree drip line. If no other alternative exists, fencing should be placed at the furthest extent of construction and moved outward as construction is completed.
6. Due to the sensitive nature of working within the CRZ of trees to be retained, any excavation or grading within the CRZ must be performed with hand tools and supervised by a Certified Arborist

to monitor and document any tree impacts. Any significant roots (roots 2 inches in diameter or larger) encountered should be cut cleanly and photo-documented. If severed roots increase failure risk beyond the property owner's tolerance, the Arborist may recommend tree removal.

7. Applying a 4-inch layer of mulch to the CRZ of trees in the work area, particularly if the entire CRZ cannot be fenced due to construction, is a best practice that should be considered.
8. No material shall be stored, nor concrete basins washed, or any chemical materials or paint stored within the CRZ of trees, and no construction chemicals or paint should be released into landscaped areas, as these can be toxic to trees and contaminate the soil.
9. If any irrigation system is damaged by the excavation, it should be inspected and repaired by a qualified irrigation technician.
10. Mycorrhizal treatment can increase nutrient accessibility and compensate for root loss and is a good practice the property owner may consider if significant roots are encountered and must be cut.
11. After construction is complete, the property owner(s) should monitor the retained trees for one year and contact a Certified Arborist to inspect if any lean, limb die-back, leaf drop, or foliage discoloration develops.
12. Per the Livermore Municipal Code (12.20.230 Conditions of approval) - "In no case shall replacement value be less than three trees of a minimum 15-gallon size, or two trees of a minimum 24-inch box size, or one tree of 48-inch box size for each tree removed. To the extent possible, the type of replacement trees shall be of a species identified under LMC 12.20.160(B) as a California native." As five protected trees are being removed, we are recommending the planting of trees on site. Species recommendations for the site include California native trees such as California buckeye (*Aesculus californica*) or big-leaf maple (*Acer macrophyllum*)as are available by local nurseries. For species diversity, additional climate ready tree species such as shoestring acacia (*Acacia stenophylla*), Desert Museum palo verde (*Parkinsonia* x 'Desert Museum'), or Emerald Sunshine elm (*Ulmus propinqua*) are recommended.
    a. According to the City of Livermore there is a 1:1 replanting ratio for non-protected trees, and a 3:1 ratio for protected trees.There should be a total of seventeen trunk diameter inches.
13. There are fourteen (14) recommended tree planting locations identified in the maps below. Planting 14, 15-gal size trees could be planted and three (3) trees will need to be a part of the in-lieu fees. Alternatively, nine (9) 15-gal. Trees could be combined with four (4) 24-inch box size trees could be planted, for a total of 17 inches with no in-lieu fees due.
14. Planting location recommendations for lost canopy can be observed in Appendix A.

Concluding Remarks

This report, along with the tree inventory, is the first step in preserving the health, function, and value of the trees on the site during and after development. Trees and green spaces provide benefits and add value to the property. Tree preservation starts with a basic understanding of the health and structure of the trees on the site. With proper care and protection, these trees can continue to thrive. Tree protection guidelines and strategies should be shared with contractors and employers before any disturbance at the site.

The suitability of a tree for preservation is a qualitative process based on the interaction of a variety of influencing factors. A tree inventory and arborist report provides a snapshot of the time of each tree assessed across many of the most important observable factors relative to preservation. Healthy, vigorous trees better tolerate impacts from construction and more readily adapt to the new site conditions that exist after completion of development. Additionally, tolerance to impact from construction activities varies across species and sites. The percentage impact on the critical root zone also greatly influences the suitability of a particular tree for preservation.

Successful tree preservation requires a team effort to find the right balance and select the appropriate trees. Using the findings of this report as a guiding foundation, planners are equipped to design, prepare, and implement a tree preservation plan tailored to achieving the optimal outcome.

Appendix A: Site Maps



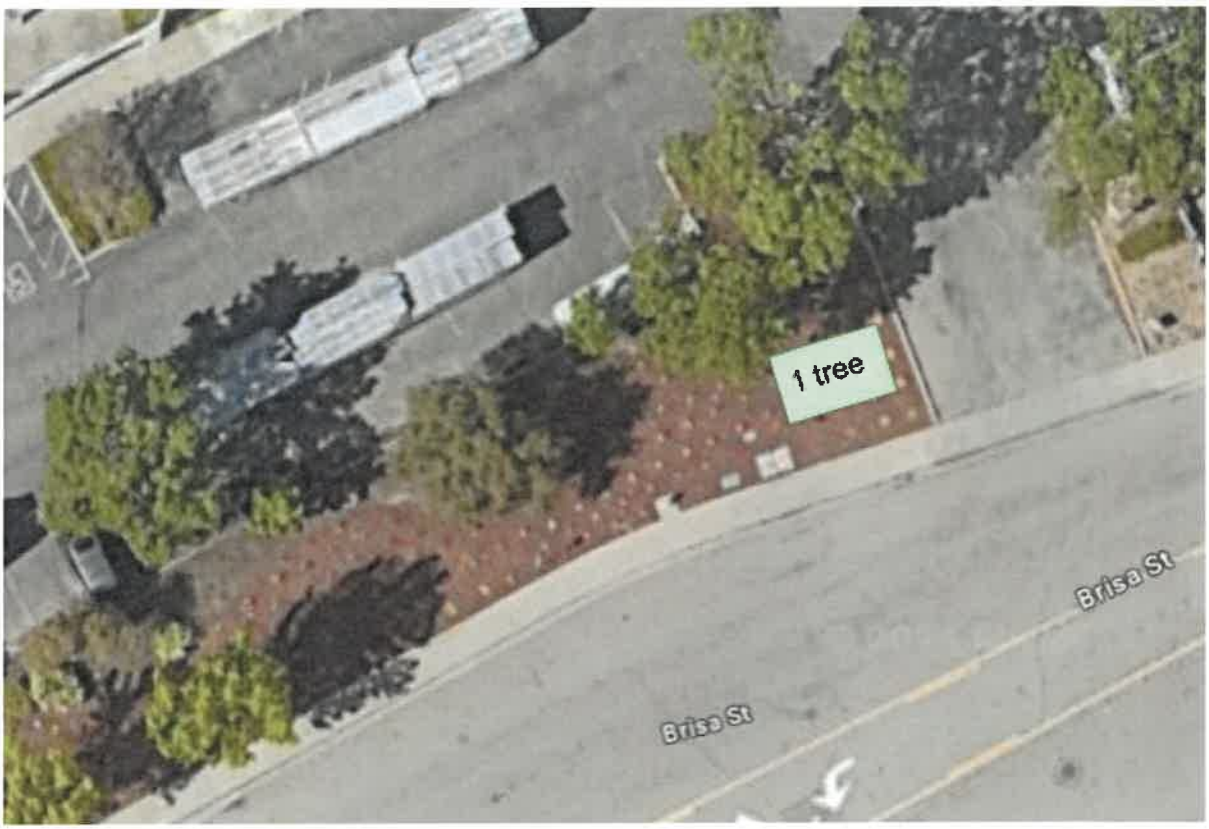
Map of all collected trees at the site location



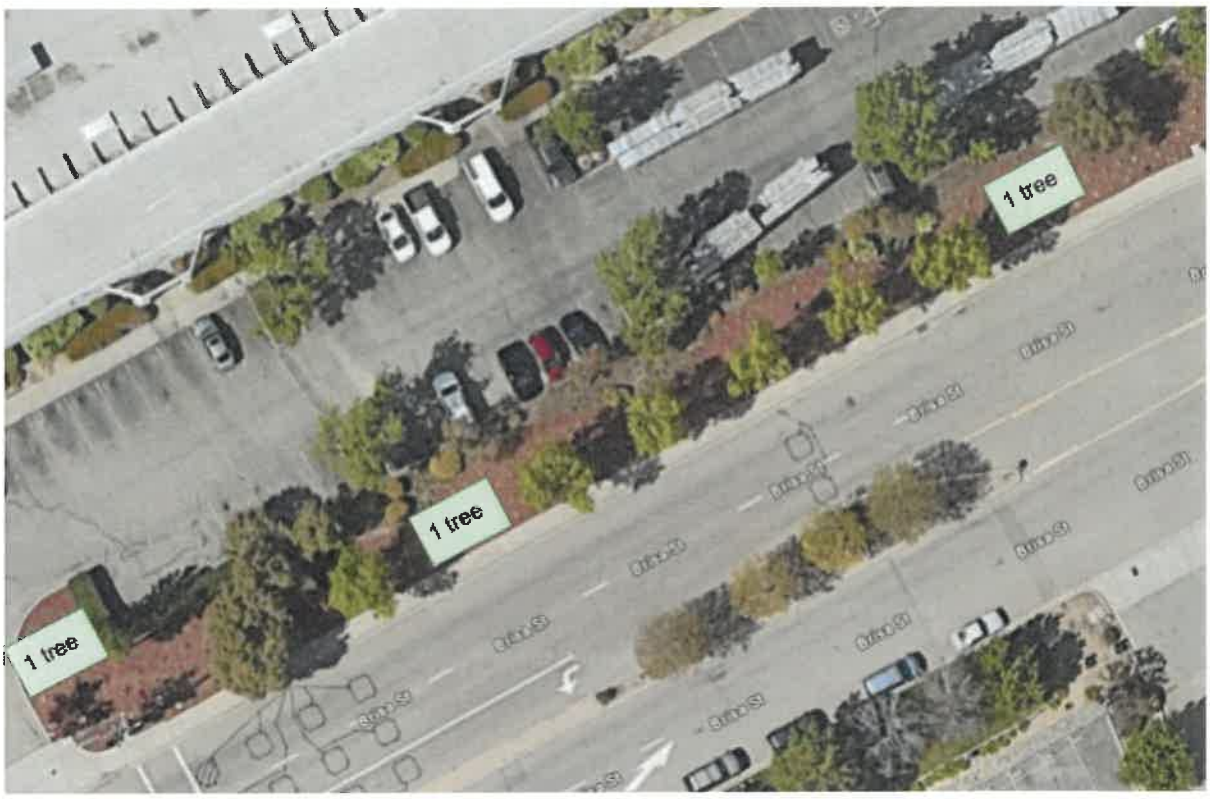
Map showing the limits of disturbance (blue line)



Map showing three recommended planting sites (green areas) - 3 sites for 15 gal or 24" box trees



Map showing three recommended planting sites (green areas) - 1 site for 15 - gal tree or 24 inch box tree



Map showing three recommended planting sites (green areas) - 3 sites for 15- gal trees or 24 inch box trees



Map showing three recommended planting sites (green areas) - 4 sites for 15- gal trees or 24 inch box trees



Map showing three recommended planting sites for 15-gallon trees (green areas) - 3 sites for 15-gal trees.

Appendix B. Photos

Additional photos available upon request



Photo 1: Tree #1, Callery pear in good condition.



Photo 2: Tree #2, a multi-stem crape myrtle in fair condition.



Photo 3: Tree #3, Callery pear in fair condition. The tree is within the critical limits of impact from the proposed construction and is recommended for removal. No permit is required for removal.



Photo 4: Tree #4 is a raywood ash in poor condition. The tree is in the critical limits of impact from the proposed construction and is recommended for removal. No permit is required for removal.



Photo 5: Tree #5 is a raywood ash in poor condition. The tree is within the critical limits of impact from the proposed construction and is recommended for removal. No permit is required for removal.



Photo 6: Tree #6 is a Callery pear in good condition. The tree is approximately 50 ft away from the new construction and will be able to retain the tree. Tree protection should be installed along the dripline.



Photo 7: Tree #7 is a Callery pear in good condition. The tree is in the critical limits of impact from the proposed construction and is recommended for removal. A permit is required for removal.



Photo 8: Tree #9, Callery pear in good condition.

IN THE PLANNING COMMISSION OF THE CITY OF LIVERMORE, CALIFORNIA

A RESOLUTION FINDING THAT CONDITIONAL USE PERMIT (CUP) 23-008 AND SITE PLAN DESIGN REVIEW MODIFICATION (SPDRM) 24-020 ARE EXEMPT FROM THE PROVISIONS OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

The City received an application on November 16, 2023, for Conditional Use Permit (CUP) 23-008 and Site Plan Design Review Modification (SPDRM) 24-020 to authorize a reduction in required parking, install a new masonry screening wall, and construct a truck trailer parking area to improve the flow of traffic to and from the property for enhanced safety and efficiency at 6400 Brisa Street ("Project").

On January 21, 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 that the Planning Commission of the City of Livermore, based upon its own independent review of the Record Evidence and considerations, hereby finds the Project is categorically exempt from CEQA in accordance with CEQA Guidelines Section 15301, Existing Facilities. Section 15301 of the CEQA Guidelines exempts minor alterations of an existing facility involving negligible or no expansion of existing or former use.

BE IT FURTHER RESOLVED that the Livermore Planning Commission directs the Planning Manager to file a Notice of Exemption with the Alameda County Clerk, if the project is approved.

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

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 January 21, 2025, by the following vote:

AYES:
NOES:
ABSENT:

Yolanda Fintschenko, Chairperson

by Stephen Riley, Planning Manager
Secretary to the Planning Commission

IN THE PLANNING COMMISSION OF THE CITY OF LIVERMORE, CALIFORNIA

A RESOLUTION APPROVING CONDITIONAL USE PERMIT (CUP) 23-008 AND SITE PLAN DESIGN REVIEW MODIFICATION (SPDRM) 24-020 TO AUTHORIZE A REDUCTION IN PARKING, INSTALL A NEW MASONRY SCREENING WALL, AND CONSTRUCT A TRUCK TRAILER PARKING AREA TO IMPROVE THE FLOW OF TRAFFIC TO AND FROM THE PROPERTY FOR ENHANCED SAFETY AND EFFICIENCY

The City received an application on November 16, 2023, for a Conditional Use Permit (CUP) 23-008 and Site Plan Design Review Modification (SPDRM) 24-020 to authorize a reduction in required parking, install a new masonry screening wall, and construct a truck trailer parking area to improve the flow of traffic to and from the property for enhanced safety and efficiency at 6400 Brisa Street ("Project").

On January 21, 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 Conditional Use Permit (CUP) 23-008, the Planning Commission of the City of Livermore finds based on the information presented:

1. The proposed use is consistent with the General Plan and any applicable Specific Plan;

Response: The Project site's General Plan land use designation is High-Intensity Industrial (HII). The use of this property is appropriate for the designation which includes office, manufacturing, warehousing and distribution. This designation is intended to provide an insulated area for uses that may be objectionable in other areas due to noise, odors, vibration, glare, or hazards. The proposed modifications to the existing business will improve safety and, as conditioned, maintain compatibility with surrounding uses.

2. The proposed use is allowed within the subject zone and complies with all other applicable provisions of the Development Code and the Municipal Code.

Response: The Project site is zoned Heavy Industrial (I-3). The existing uses of the

site are permitted in the I-3 zone and the proposed project does not change the use of the site. The proposed project will make minor changes to the parking lot configuration to allow for improved safety. The Development Code requires approval of a Conditional Use Permit to allow the requested parking reduction. The applicant is requesting a reduction of the required parking based on quantitative information provided by the applicant that documents the need for fewer spaces through information on parking standards required for the proposed land use and number of employees. In addition, the actual parking demand at this site over the last several years supports the assertion that fewer spaces are needed than what is required by the Development Code. As conditioned, the project will comply with all applicable provisions in the Development Code and Municipal Code.

3. The design, location, size and operating characteristics of the proposed activity will be compatible with the existing and future land uses in the vicinity.

Response: By improving the efficiency and safety of onsite truck circulation, the Project will improve compatibility with the existing and future land uses in the vicinity.

4. The subject site is:

   a) Physically suitable in terms of design, location, operating characteristics, shape, size, topography, and the provision of public and emergency vehicle (e.g., fire and medical) access and public services and utilities; and

   b) Served by highways and streets adequate in width and improvement to carry the kind and quantity of traffic the proposed use would likely generate.

Response: The subject site is an existing, previously approved use that is consistent with a and b above. The proposed project is designed and located to improve the operating characteristics of the business, including its efficient use of the site and circulation of traffic.

5. The site's suitability ensures that the type, density, and intensity of use being proposed will not endanger, jeopardize, or otherwise constitute a hazard to the public interest, health, safety, convenience, or welfare, or be materially detrimental to the improvements, persons, property, or uses in the vicinity and zone in which the property is located.

Response: The Project will not change the type, density, or intensity of the existing use. The Project is designed and conditioned in a manner to ensure it will not endanger, jeopardize, or otherwise constitute a hazard to the public interest, health, safety, convenience, or welfare, or be materially detrimental to the improvements, persons, property, or uses in the vicinity and zone in which the property is located.

6. The applicant agrees in writing to comply with any and all of the conditions imposed by the review authority in the approval of the Conditional Use Permit.

Response: The Conditions of Approval attached hereto as Exhibit A have been set forth to protect the health, safety, and general welfare and to make possible development of the City in an orderly and efficient manner and in conformity with the intent and purposes set forth in the Development Code and in the General Plan. The applicant has agreed to comply with all the Conditions of Approval

7. That any other findings prerequisite to approval of a Conditional Use Permit or Zoning Use Permit stated elsewhere in the Development Code can be made.

   Response: No other findings are required to be made for approval of the Conditional Use Permit.

BE IT FURTHER RESOLVED with respect to Site Plan Design Review Modification (SPDRM) 24-020, the Planning Commission of the City of Livermore finds based on the information presented:

1. Be allowed within the subject zone

Response: The Project is a permitted use in the I-3 zoning district.

2. 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 design of the Project consists of a parking lot reconfiguration and minor landscape modifications. The proposed plan is consistent with the City's Design Standards and Guidelines, Livermore Development Code, and Livermore Municipal Code. Staff analysis of the project, as conditioned, did not identify any aspects of the project that will be detrimental to public health, safety, general welfare, and not detrimental to adjacent property. The Project serves rather to improve all such previously mentioned elements.

3. Be designed to include the following criteria, as applicable:
   a) Compliant with this Chapter, this Development Code, Municipal Code Title 15 (Buildings and Construction), and all other applicable City regulations and policies;
   b) Efficient site layout and design;
   c) Compatible and appropriate 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: Staff has analyzed the Project and found it is in compliance with Chapter 9.07 of the Livermore Development Code, Chapter 12.20 of the Livermore Municipal Code, and the City of Livermore Design Standards and Guidelines. The Project is also consistent with the General Plan.

BE IT FURTHER RESOLVED that the Planning Commission of the City of Livermore has considered the Record Evidence and adopted a resolution finding the project to be exempt from the California Environmental Quality Act.

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, the Planning Commission approves Conditional Use Permit (CUP) 23-008 and Site Plan Design Review Modification (SPDRM) 24-020, subject to the Conditions of Approval attached hereto as Exhibit A, for the authorization of a reduction in required parking, installation of a new masonry screening wall, and construction of a truck trailer parking area to improve the flow of traffic to and from the property for enhanced safety and efficiency.

BE IT FURTHER RESOLVED that the Planning Commission of the City of Livermore directs the Planning Manager to file a Notice of Exemption with the Alameda County Clerk, if the project is approved.

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

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 January 21, 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

EXHIBIT A

CONDITIONS OF APPROVAL

Conditional Use Permit (CUP) 23-008 and Site Plan Design Review Modification (SPDRM) 24-020

Request for a Conditional Use Permit and Site Plan Design Review Modification authorizing a reduction in required parking, installation of a new masonry screening wall, and construction of a truck trailer parking area to improve the flow of traffic to and from the property for enhanced safety and efficiency.

6400 Brisa Street

Approved by Planning Commission on January 21, 2025

A. PROJECT AUTHORIZATION

1. 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.

2. Approval is limited to the conformance of the land use and Livermore Development Code requirements. Use of the property shall be limited to those permitted by the Livermore Development Code as it exists now or may be amended in the future.

3. This Conditional Use Permit and Site Plan Design Review Modification 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.

B. PROJECT SPECIFIC CONDITIONS

Prior to issuance of a Building Permit, the applicant shall demonstrate conformance to the following conditions to the satisfaction of the Community Development Department:

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 install "U" style bicycle parking racks that will accommodate up to 22 bicycles. These bicycle parking spaces shall be within 50 feet of the main entrance.
3. To mitigate for potential noise impacts to residents near the northern and western property lines of the facility, the applicant shall prohibit trucks from idling by posting signs stating "No Idling" in the locations shown on the approved plans.

4. If the applicant demonstrates at time of Building Permit that they are unable to accommodate all 17 15-gallon (or the equivalent) replacement trees on site, an in-lieu fee to the urban forestry fund will be required for the remaining replacement trees. If all replacement trees can be accommodated on site, then no in lieu fees shall be assessed.

5. Replacement trees shall be California Natives, specifically, California buckeye (Aesculus californica), big-leaf maple (Acer macrophyllum), or blue oak (Quercus douglasii), or a combination thereof.

6. The proposed masonry wall shall designed so that articulation, such as a plane change, change of material or texture, or greater mass and height for posts and columns than the remainder of the walls occur no less than every 60 feet in length. The wall shall be stucco finish and paint color shall be Sherwin Williams “Patience” (SW 7555).

C. GENERAL CONDITIONS OF APPROVAL

1. Development shall conform to the plans designated by the City as Exhibit B-1. Exhibit B-1 shall consist of the submitted plans reviewed and approved by the Planning Commission and City Council 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 Conditional Use Permit and Site Plan Design Review Modification Permits are 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.

3. The Community Development Department may approve minor amendment to this permit, provided the permit is still in substantial conformance with the original approval.

4. 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 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.

5. All construction activities shall be subject to the City's Municipal Code requirements related to construction noise (9.36.080). The applicant shall provide notice of these requirements on all construction plan sets.