



This chapter provides direction and guidance on the design of the built environment. Section 5.1 identifies the principles of urban design for the Isabel Neighborhood; 5.2 addresses the key features of the public realm; and Section 5.3 addresses building and site design for the range of building types expected in the Isabel Neighborhood.

For all topics, this chapter articulates Design Standards and Design Guidelines. Standards are requirements, while Guidelines provide more general direction on intended design features. Together, the Standards and Guidelines ensure that new development and public improvement projects are in harmony with the Plan’s vision. The Design Standards and Guidelines included in this chapter complement the development standards in Chapter 2, Land Use, the street types in Chapter 3, Transportation, and open space policies in Chapter 4, Parks, Public Facilities, and Infrastructure. Deviations from any design standard in this Chapter may be authorized by the Director.

## 5.1 URBAN DESIGN PRINCIPLES

The following principles form the foundation of the design framework, building upon the previous chapters and advancing the Plan Objectives and Vision for the Neighborhood. These principles form the basis for the Design Standards and Guidelines and shall guide any future revisions to this framework. All projects implementing the Neighborhood Plan are expected to achieve these principles through site planning and design.

- Create a unique sense of place for the Isabel Neighborhood that balances the traditional character of Livermore with a forward-looking identity in terms of environmental sustainability, cutting-edge workplaces, and a healthy standard of living. The Isabel Neighborhood should be known as a safe, vibrant, and attractive place to live, work, visit, and attend school.
- Support the development of a walkable, transit-oriented neighborhood through pedestrian-oriented design features and an interesting public realm.
- Design new development to take advantage of the scenic qualities of the Planning Area by protecting sensitive habitats, preserving existing view corridors, and creating new viewpoints.
- Promote high quality, thoughtful design of new development, landscaping, and infrastructure along the freeway.
- Require building design that establishes both variety and harmony across a single development and within the Neighborhood.
- Incorporate residential design principles that support a broad range of lifestyles and community needs, including those of families, people with low mobility, seniors, students, and first-time home-buyers.
- Design public open spaces to include a variety of safe and secure gathering places for the Neighborhood.
- Promote compatibility among existing and new residential uses with respect to design, scale, privacy, light, and noise.
- Support the creation of an Innovation Hub with Class A offices, collaborative work spaces, and shared amenities in a campus-like setting.
- Encourage Valley Link to design high quality station facilities including but not limited to platforms and parking structures that reflect the community's values in science, art, and open space. Facilities should be integrated with the surroundings, yet also convey a sense of arrival into Livermore for those disembarking.

## 5.2 PUBLIC REALM

The public realm encompasses all publicly visible and accessible areas of the Isabel Neighborhood. This includes the space between buildings and streets, connections to transit, and public spaces—all of which contribute to the Neighborhood’s identity as a vibrant and welcoming part of Livermore. The three key elements of the public realm include: Active Frontages and Spaces, Pedestrian Streetscapes, and Signage. This section describes these key elements and provides Design Standards and Guidelines for the public realm that reflect the guiding principles listed above.

### ACTIVE FRONTAGES AND SPACES

Figure 5-1 shows active ground floor frontages and open spaces, which are key to creating the vibrant character envisioned for the Neighborhood. An active frontage provides visual engagement between those in the street and those on the ground floors of buildings, where the front façade of buildings face and open towards the street. Within the Isabel Plan, active ground-level frontages are required in the Neighborhood Commercial land use designation and in the Ground Floor Retail/Flex Space overlay (see Chapter 2, Land Use, Figure 2-1). In addition, certain public spaces, such as plazas and transit connection areas, shall be improved with amenities that facilitate an active street life and “eyes on the street.” To further enhance these active frontages, on-site surface

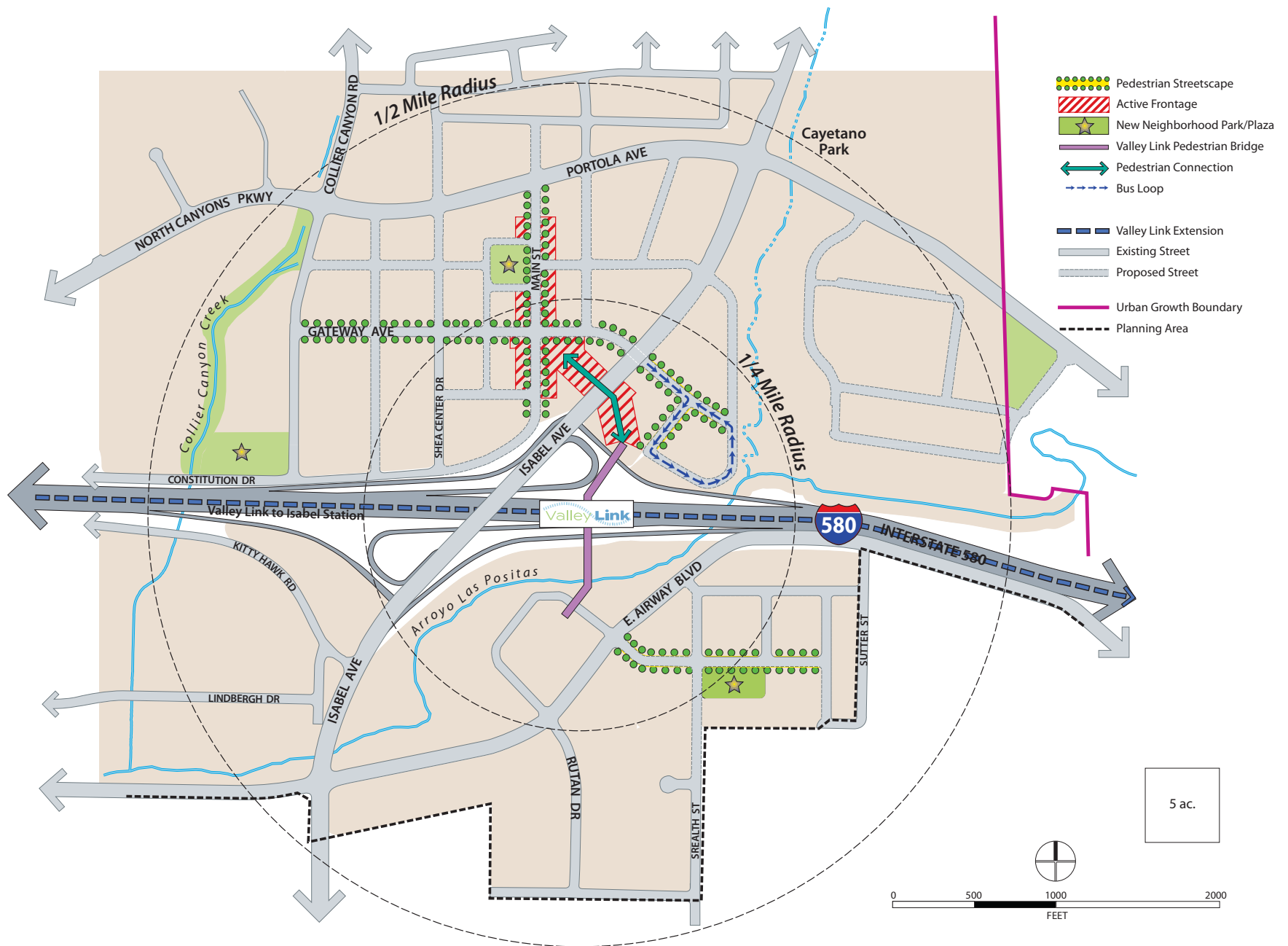
parking shall be provided in Active Frontage Zones, as shown in Figure 5-1. The land use plan (Chapter 2, Land Use), street types (Chapter 3, Transportation), and the Design Standards and Guidelines for private development and public spaces presented in this section will generate and encourage street-level activity throughout the day and week. The Neighborhood’s principal activity areas include the Main Street, Retail Center, Valley Link Station access points, and the Isabel Path.

### Main Street

One-quarter mile long, Main Street extends from Portola Avenue, past Gateway Avenue, to Constitution Drive. It is centrally located among new and existing residences, as well as new office uses. Main Street will become the central “spine” of the Isabel Neighborhood, with places for shopping, eating, entertainment, and social gathering. Its north-south orientation maximizes sunlight on the public realm and its short block lengths enhance walkability and pedestrian comfort.

As with the typical “main street,” the Isabel Neighborhood’s Main Street will provide abundant community gathering places, in addition to providing stores and services. The street will feature a complementary mix of public open spaces, ground floor retail uses, and residential and office uses in upper stories. The street will be designed to include “Pedestrian Streetscape” elements, as described in the following section. The concentration of activity and special palette of

**FIGURE 5-1: PUBLIC REALM FRAMEWORK**





streetscape features reinforce the Neighborhood's identity and provide an interesting walking route through the Planning Area and connecting to the Valley Link station.

The Ground Floor Retail/Flex Space overlay, which applies to nearly the entire length of Main Street, requires street-facing building frontages to have ground floor uses that generate foot traffic. The design standards and guidelines require these ground floor spaces to provide a high level of transparency and activate the sidewalk with dining areas, public art, and other displays. The standards for private development in this chapter complement those for the public right-of-way in Chapter 3, Transportation.

Figure 5-2 shows a photosimulation of Main Street, looking south from Portola Avenue, and Figure 5-3 illustrates the vision for Main Street as seen from the sidewalk, looking north.

## Retail Center

The block bound by Gateway Avenue, Main Street, and Isabel Avenue is referred to as the Retail Center and is designated as Neighborhood Commercial on Figure 2-1. As described in Chapter 2, Land Use, this block is intended to become the primary retail node, with a range of neighborhood-serving commercial uses, including a grocery store. It is centrally located to the Neighborhood's residential areas, so that daily needs can easily be met on foot. The block is highly visible from Isabel Avenue and accessible from Main

Street and Gateway Avenue, making it a desirable location for retail tenants. It is also located along the pedestrian- and bicycle-only Isabel Path, described further below, which will have high foot traffic.

The Retail Center is also envisioned to include a major public plaza, with outdoor dining areas, spaces for community events, public art, and other features. With neighborhood-serving commercial uses and a public plaza, the Retail Center block will become a major community gathering place and focal point for the Planning Area.

Development of this block may incorporate mutually-supportive non-retail uses, such as office, hotel, or residential, located above the retail spaces or on the southern portion of the site. This chapter describes the design principles that will apply to the Retail Center, such as orienting the retail spaces towards the plaza and Isabel Path.

There are many possible layouts of the Retail Center that would support the vision for the Retail Center and meet the development standards. One conceptual design scenario is shown in Figures 5-4 and 5-5. This scenario supports an approximately 21,000 square foot grocery store with rooftop parking; a surface parking lot just south of the grocery store, and a 100,000-square foot multi-story commercial/retail building with podium parking. The Isabel Path extends diagonally through the block and terminates at a half-acre public plaza on the corner of Main Street and Gateway Avenue.

Under any design scenario, surface parking shall be limited to the southern portion of the site. On-site surface parking is prohibited within 300 feet (equivalent of one block) of the intersection of Gateway Avenue and Main Street. This space shall be utilized as a public plaza, building or active design feature.



*Main Streets help provide a structure to mixed-use districts. Complementary retail uses support each other; the concentration of activity reduces perceived walking distances throughout the district; and the palette of streetscape elements provides an opportunity to reinforce the Neighborhood identity.*



FIGURE 5-2: PHOTOSIMULATION LOOKING SOUTH ALONG MAIN STREET FROM PORTOLA AVENUE

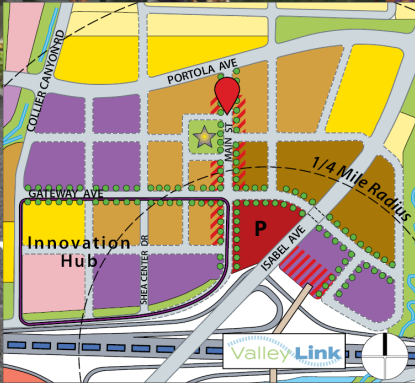
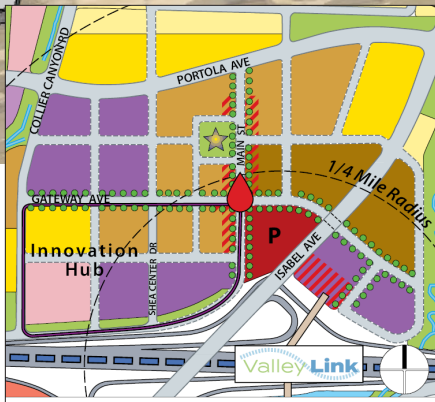




FIGURE 5-3: SIMULATION OF MAIN STREET, LOOKING NORTH



*Main Street is the central spine of the Isabel Neighborhood, with parallel and angled on-street parking, wide sidewalks, a range of pedestrian-scaled amenities, and Ground Floor Retail/Flex Space lining the entire length of the street south of Portola Avenue.*

**FIGURE 5-4: CONCEPTUAL SITE PLAN OF RETAIL CENTER**

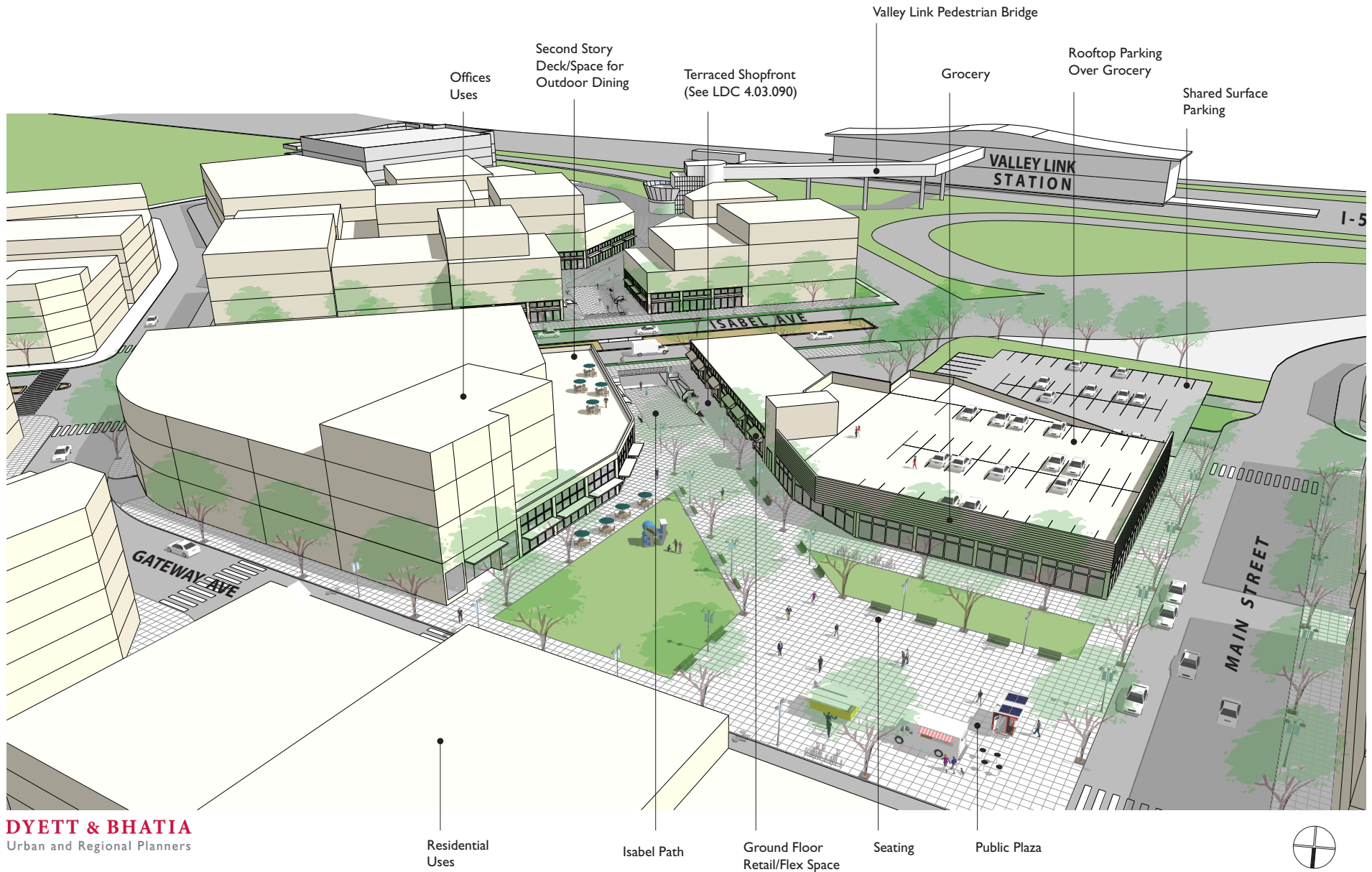


The site plan shown in Figure 5-4 accommodates a surface parking area.

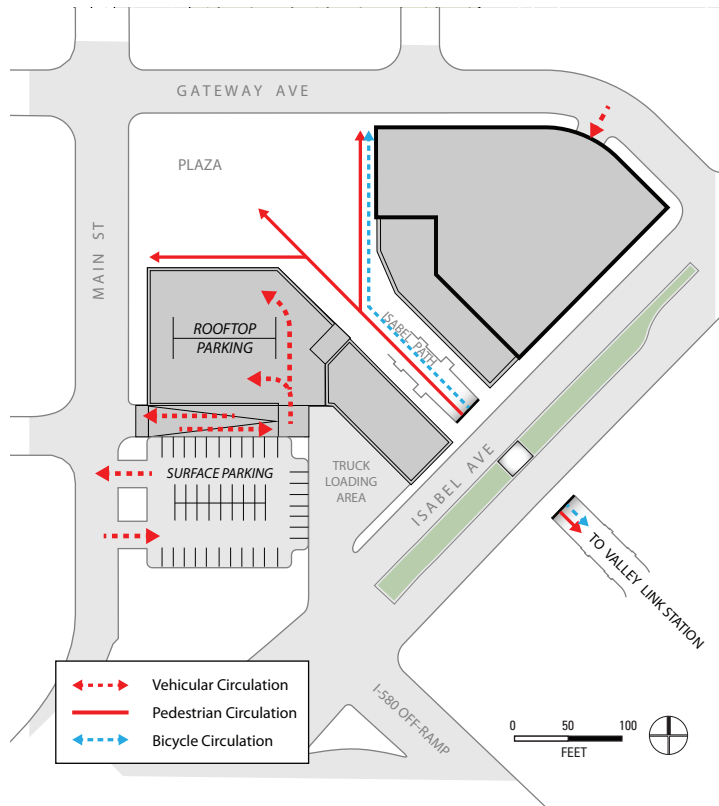
*Main Street is the central spine of the Isabel Neighborhood, with parallel and angled on-street parking, wide sidewalks, a range of pedestrian-scaled amenities, and Ground Floor Retail/Flex Space lining nearly the entire length of the street south of Portola Avenue.*



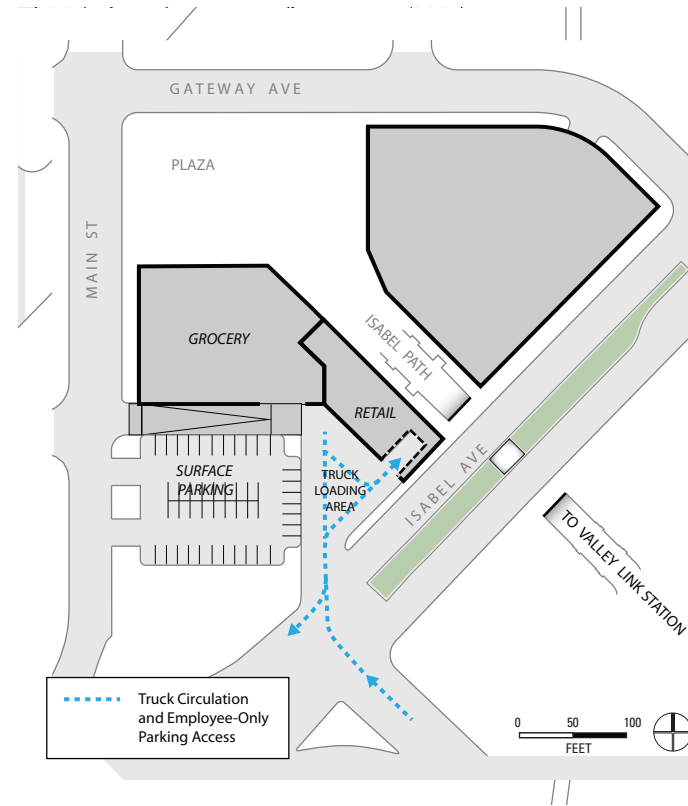
**FIGURE 5-5: CONCEPTUAL 3-D VIEW OF RETAIL CENTER AND ISABEL PATH**



**FIGURE 5-6: CONCEPTUAL CIRCULATION THROUGH THE RETAIL CENTER BLOCK**



The diagonal axis across the center of the block is pedestrian- and bicycle-only. Vehicles access the shared parking lot from the south end of Main Street.



Trucks serving the grocery and other retail uses access the rear of the buildings from an alley along the south side of the grocery, as well as from Isabel Avenue. The service and loading area will be fully screened from view from the surface parking lot and Isabel Avenue.

## Valley Link Station Access Points

As described in Chapter 1, Introduction, the Valley Link station will include pedestrian bridges leading from the platform in the freeway median to either side of I-580. Valley Link station facilities, including plazas, bus stops, pick-up/drop-off zones, informational kiosks, wayfinding, a covered platform, and bicycle parking are planned for both the north and south sides of the freeway on BART-owned land.

As described in Chapter 2, and shown in Figure 1-4, the BART-owned property north of the freeway is designated for a mix of land uses, including a Ground Floor Retail/Flex Space overlay. Uses such as coffee shops or cafés with outdoor seating will help generate foot traffic, increase “eyes on the street,” and make the area feel secure and welcoming. The ground floor uses should be focused along the Isabel Path, shown in Figure 5-6. Figure 5-7 shows a conceptual layout of the Valley Link Station area north of I-580.

Given the high levels of activity at peak commute times, the Valley Link station areas should be designed to avoid conflicts between the various users of the roadway, with an emphasis on pedestrian and cyclist safety. As described in Chapter 3, Transportation, traffic calming measures should be incorporated on streets serving the station to slow vehicle speeds and increase pedestrian visibility.

The design of Valley Link facilities is subject to federal and State standards, and Valley Link’s own policies and guidelines for station access, curb use, sustainability and transit-oriented development.

## Isabel Path

The Isabel Path will be a pedestrian- and bicycle-only connection extending from the north end of the Valley Link pedestrian bridge, across Isabel Avenue, and through the Retail Center block to Main Street. Under Isabel Avenue, the path will have a minimum 10 feet in vertical clearance. The Isabel Path will serve as the Neighborhood’s primary pedestrian link between Valley Link facilities and the center of the Neighborhood, making it a key feature of the Neighborhood’s public realm.

The buildings fronting onto the Isabel Path will have retail uses that will take the form of ground floor spaces or terraced shopfronts. The Path will link two key active spaces described above: the small plaza on the Valley Link site and the large plaza on the Retail Center.

This combination of land use and design will generate foot traffic and activity, foster a comfortable and engaging pedestrian environment, and greatly reduce the perceived walking distance to and from the Valley Link station.



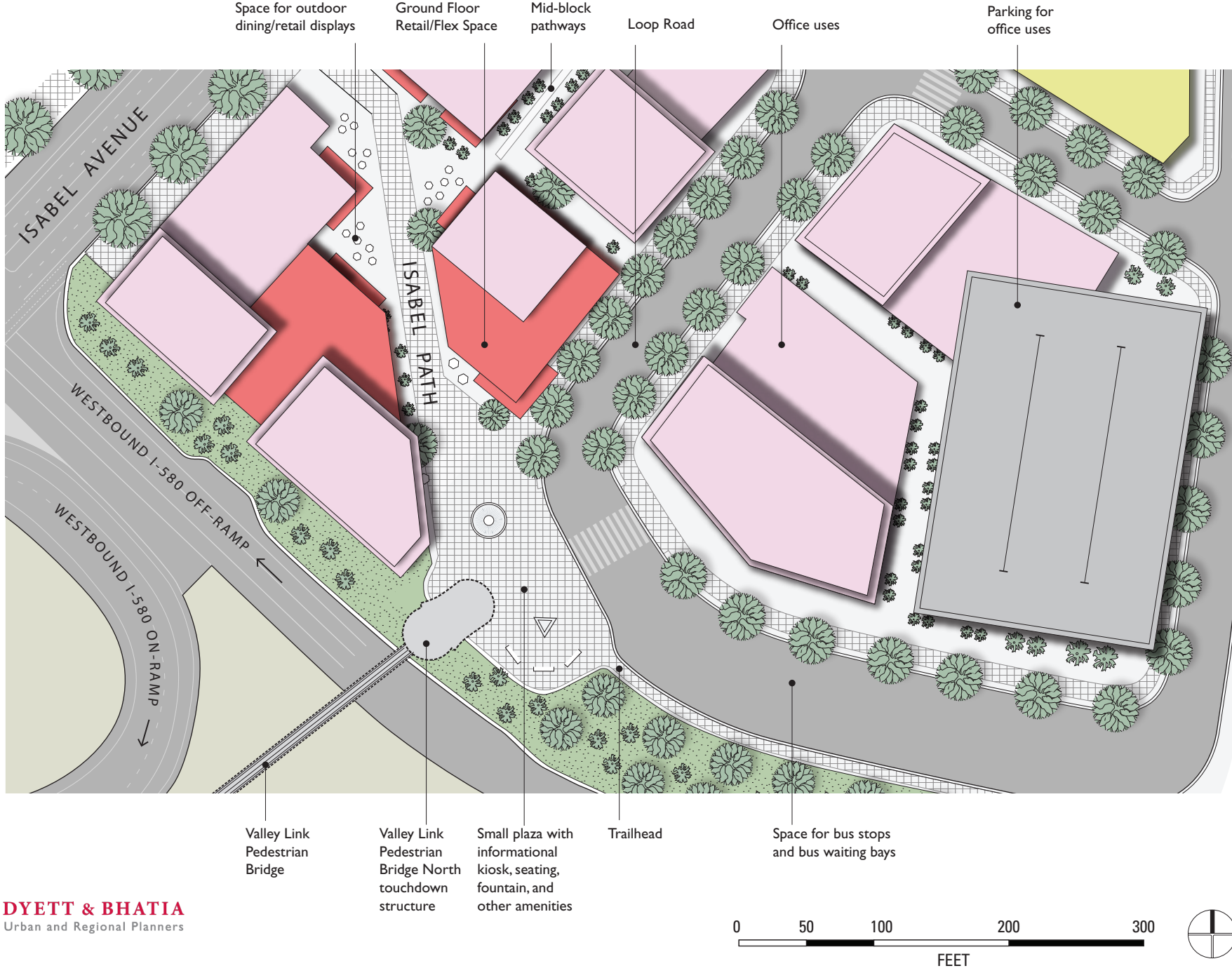
*Active frontages at the north end of the Valley Link pedestrian bridge will activate the pedestrian realm and help the area feel safe and inviting.*



*The plaza at the north end of the Valley Link pedestrian bridge will feature amenities such as seating, wayfinding, bicycle parking, and covered bus waiting areas.*



**FIGURE 5-7: CONCEPTUAL LAYOUT OF THE PROPERTY NORTH OF THE VALLEY LINK STATION (BART OWNED AS OF 2020)**





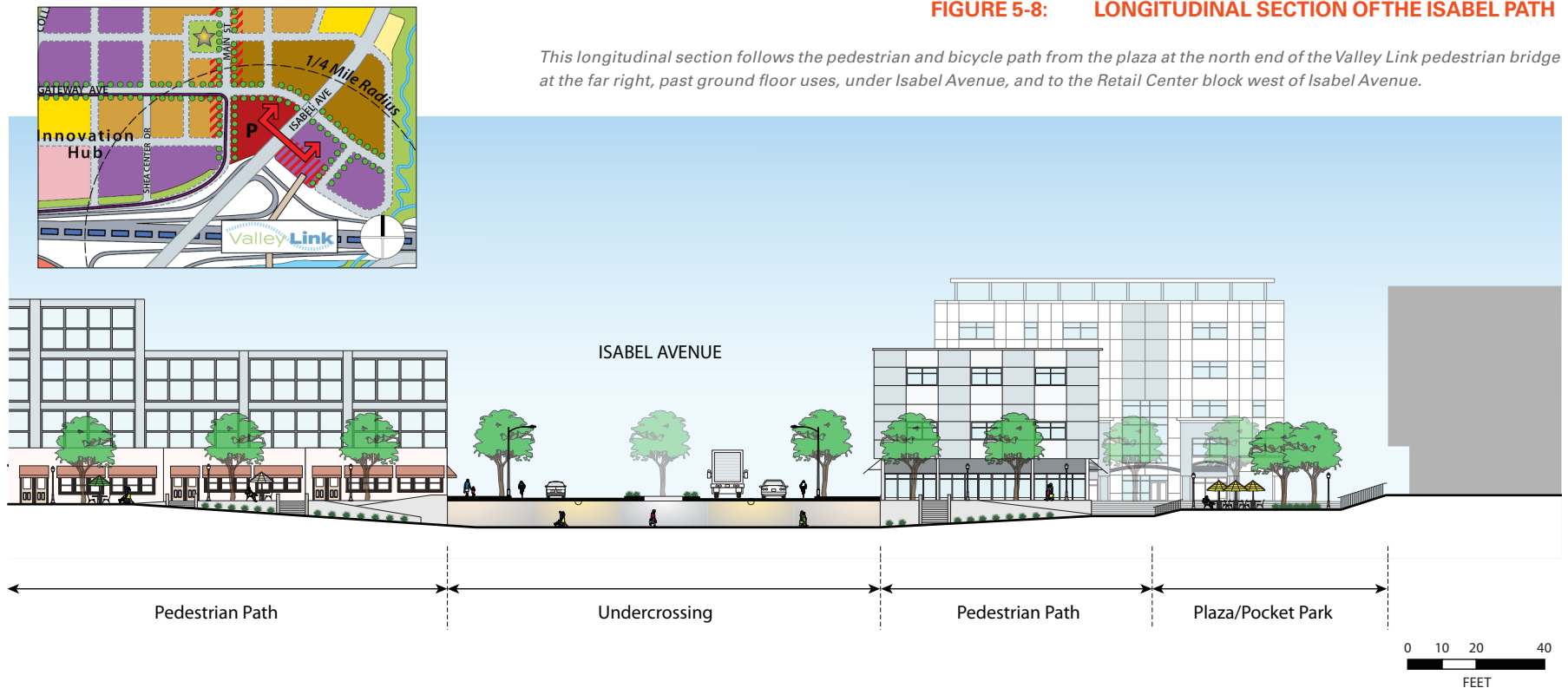
The exact location of the Isabel Path shown on the figures is conceptual only, and will be determined as the blocks are developed. Figure 5-8 shows a longitudinal section of the path between the Retail Center and the northern end of the Valley Link station pedestrian bridge. Figure 5-9 shows a typical cross-section of the Path, with key design features including signage, lighting, and landscaping. Figures 5-10 and 5-11 show 3-D views of the proposed Isabel Path.

The Plan envisions that the Isabel Path will be a pedestrian- and bicycle-only grade-separated crossing under Isabel Avenue. As described in Chapter 3, Transportation, the undercrossing would allow for a grade-separated crossing (which is safer for pedestrians and cyclists than at-grade crossings), while requiring a smaller grade change than a pedestrian bridge due to the topography.

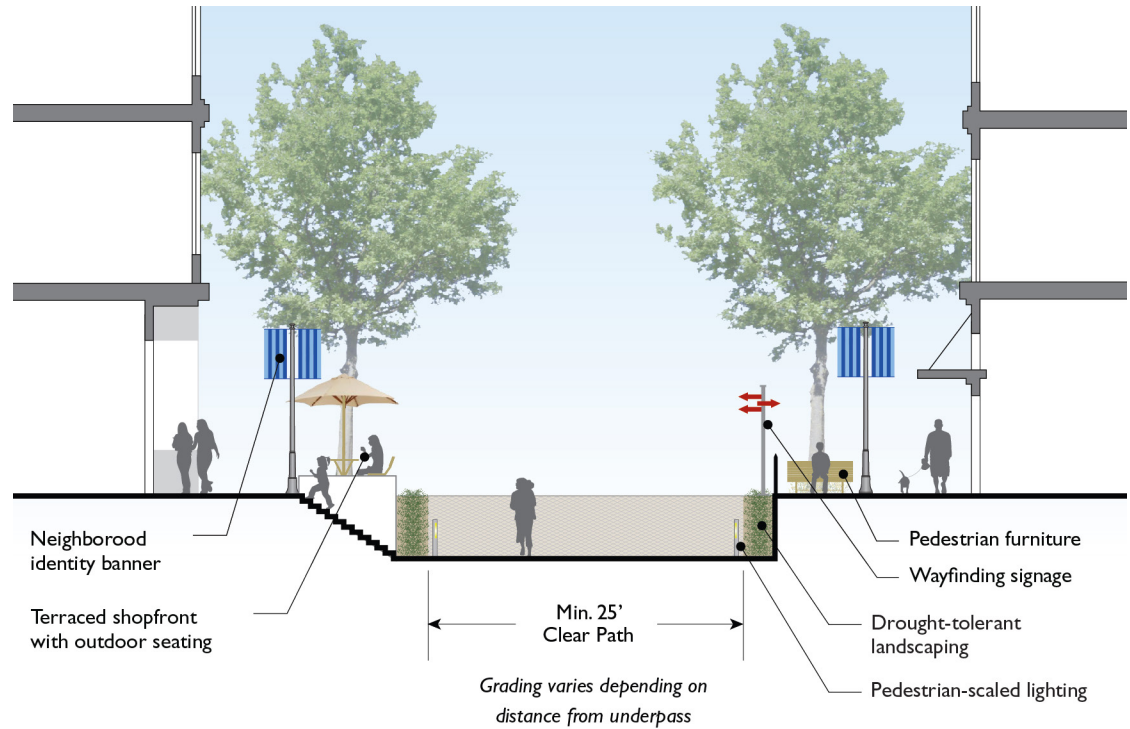
Design of the Isabel Path undercrossing across Isabel Avenue will prioritize visibility and safety.

**FIGURE 5-8: LONGITUDINAL SECTION OF THE ISABEL PATH**

*This longitudinal section follows the pedestrian and bicycle path from the plaza at the north end of the Valley Link pedestrian bridge at the far right, past ground floor uses, under Isabel Avenue, and to the Retail Center block west of Isabel Avenue.*



**FIGURE 5-9: ISABEL PATH TYPICAL CROSS-SECTION**



*The Fourth Street commercial district in Berkeley is designed with a grade-separated sidewalk, similar to the ramped portions of Isabel Path.*



*Pedestrian and bicycle underpasses may be enhanced with lighting or other art installations that enhance safety and visual interest.*



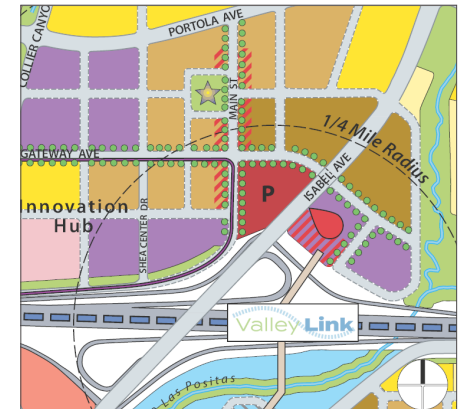
*Underpasses may feature design motifs that help establish an identity for the area.*



**FIGURE 5-10: 3-DVIEW OF THE ISABEL PATH, EAST OF ISABEL AVENUE**



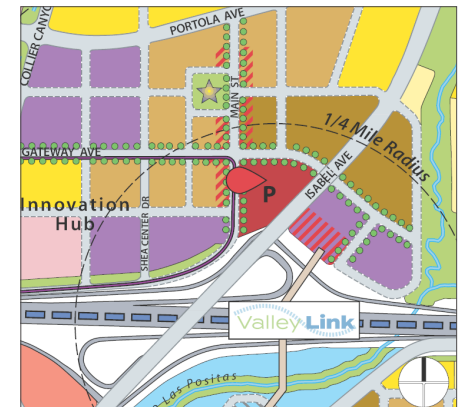
*This rendering of the Isabel Path, as seen from the middle of the block, shows the ramped section that descends underneath Isabel Avenue.*



**FIGURE 5-11: 3-DVIEW OF THE ISABEL PATH, WEST OF ISABEL AVENUE**



*The Isabel Path, seen here from the block west of Isabel, is lined with active ground-floor uses. This rendering shows a grocery, other retail spaces, and open turf areas that help define the pedestrian paths.*



## DESIGN STANDARDS AND GUIDELINES

### DESIGN STANDARDS

**DS-1** Each block along the Main Street shall include at least one area for outdoor dining that is outside of the public-right-of-way.

**DS-2** Retail uses on the Retail Center Block must be located on the ground floor oriented to plazas, pathways, and public streets, while other complementary uses may be located in upper stories of a mixed use building or separate from the primary retail center.

**DS-3** The Retail Center block shall incorporate the following features:

- A public plaza 0.25-0.5 acres in size that is predominantly hardscape with some pervious surfaces such as turf or landscaping;
- A 6' clear pedestrian pathway from Main Street to the Isabel Avenue crossing (Isabel Path);
- Outdoor dining areas shall be oriented to the plaza and Isabel Path; and
- Design features that clearly define the edges and the entrances to the plaza.

**DS-4** The plaza on the Retail Center block shall incorporate the following features:

- An informational kiosk;
- Space for farmer's market stalls and loading areas;

- Space for food trucks/carts;
- Space for musical performances and events;
- Shade trees/structures;
- A focal point (such as a fountain or public art piece);
- Seating;
- Trash/recycling receptacles;
- Lighting; and
- Bike parking.

**DS-5** The Retail Center block shall be designed to accommodate a grocery store, taking into account: truck access and loading; visibility from I-580 and Isabel Avenue; customer parking; collection and storage of shopping carts; and the relationship to the plaza, other uses, and the Isabel Path. The grocery store shall utilize rooftop or subterranean parking.

On-site surface parking is prohibited within 300 feet (equivalent of one block) of the intersection of Gateway Avenue and Main Street. This space shall be utilized as a public plaza, building, or active design feature.

**DS-6** The City shall coordinate with Valley Link and BART on the design of the Valley Link station, pedestrian bridge landings, and other station facilities to be provided on BART-owned land. This includes implementation of Valley Link policies on station access and transit-oriented development.

**DS-7** Traffic-calming measures, such as zebra striping for crosswalks, speed tables, and bulb-outs shall be employed along the loop north of I-580.

**DS-8** A pedestrian and bicycle-only pathway shall be provided between the north end of the Valley Link pedestrian bridge and the corner of Gateway Avenue and Main Street, crossing Isabel Avenue and passing through the Retail Center block (see Figures 5-4, 5-5, and 5-9 for a conceptual route of the "Isabel Path" and the applicable dimensions).

**DS-9** The Isabel Path shall be designed to be as direct, flat, and visually unobstructed to maximize accessibility and reduce the walking distance to and from the Valley Link Station.

**DS-10** The City shall coordinate with Valley Link and the property owner/developer of the Retail Center block for crossing Isabel Avenue along the Isabel Path. Considerations may include: grading, pedestrian safety, directness, and utility relocation.

**DS-11** The undercrossing for Isabel Path shall be designed to:

- Be a minimum of 25 feet wide;
- Be ADA accessible, with a maximum grade of eight percent;
- Incorporate lighting, CCTV, signage, decorative tiling, murals, and/or public art; and



- Possibly include an opening in the Isabel Avenue median to directly allow light and air through the ceiling of the undercrossing.

**DS-12** The following pedestrian amenities shall be provided along the Isabel Path:

- Seating such as benches and terraced steps;
- Public art;
- Lighting;
- Drinking fountains;
- Trash/recycling receptacles; and
- Additional/specialty landscaping.

**DS-13** Outdoor dining furniture and display furnishing materials shall include wrought iron, fabricated steel, cast aluminum, tempered glass, wood, cane, or similar materials approved by the Director.

**DS-14** Planters or planted areas shall be provided between adjacent outdoor dining areas along Main Street and the Isabel Path.

**DS-15** Ground floor retail spaces and terraced storefronts provided on the BART site shall be oriented toward the Isabel Path. Additional ground floor retail spaces may be provided along the loop.

**DS-16** Crime prevention strategies shall be incorporated into the design of active frontages and areas, particularly at the Valley Link station and adjacent areas.

- Include: all-hours lighting, appropriate landscaping, transparency of building frontages, and welcoming streetscape features such as seating and public art.
- Streetscape features shall be designed to minimize “lurking spaces” while buildings shall be designed to maximize “eyes on the street,” with entrances and windows facing the street and public paths.

### DESIGN GUIDELINES

**DG-1** Provide ample lighting, seating, bicycle parking, taxi queuing areas, vanpool/carpool areas, drop-off/pick-up areas, informational kiosks, and wayfinding signage at the plazas at both ends of the Valley Link pedestrian bridge. The plaza at the northern end should have a visible and direct connection to the bus stop areas along the loop road, with canopied waiting areas and real time bus information.

**DG-2** Activate the Main Street sidewalk and the Isabel Path by incorporating special features such as outdoor dining areas, seating, vendor displays, pocket parks, and/or public art.

**DG-3** Allow terraced shopfronts along the Isabel Path.

- Terraced shopfronts should be consistent with the standards set forth in Section 4.03.090 of the Livermore Development Code, as it exists now or is amended in the future.

**DG-4** Create a welcoming, comfortable environment for pedestrians on the Retail Center block by incorporating shade awnings and overhangs into groundfloor building design.

**DG-5** The landscape plan for the Retail Center should include a mix of hardscape, turf, decomposed granite, and plantings.

- Turf areas should be sized to allow for children’s play and picnics and located near any performance/event space.
- Trees with large canopies should be strategically placed to provide shade of key community gathering elements of the plaza.

**DG-6** Consider a continuous arcade along ground-floor frontages of Main Street and the Isabel Path to visually define active areas.



Pioneer Courthouse Square in Portland has a large central plaza bordered by major streets.



By locating plazas and active retail uses along the major pedestrian pathways, Paseo Colorado in Pasadena supports a vibrant neighborhood center that is both resident- and visitor-oriented.

## PEDESTRIAN STREETScape

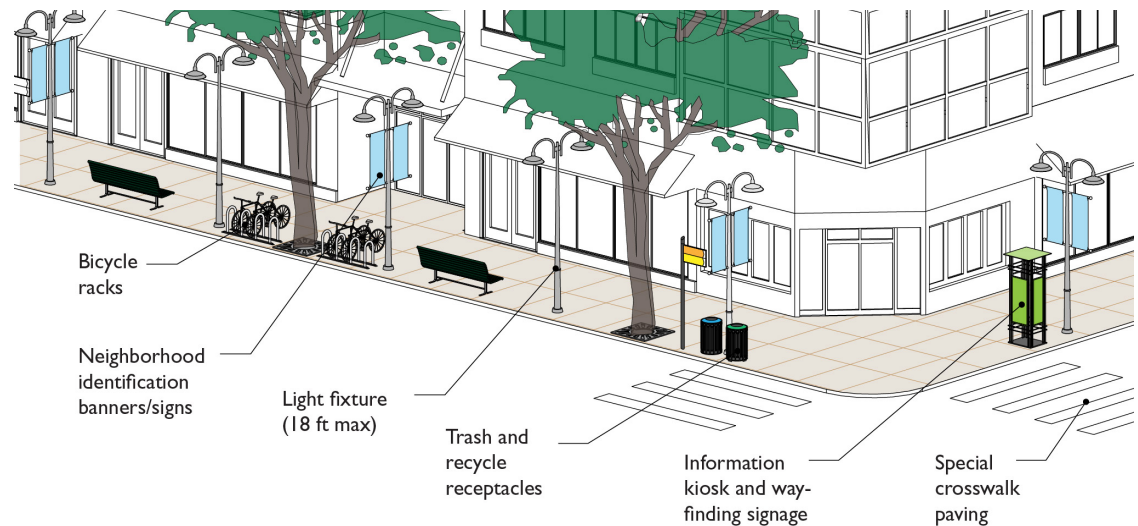
The three main walking routes through the Planning Area will have “Pedestrian Streetscape” elements:

- **Main Street**, the central retail spine of the Isabel Neighborhood;
- **Gateway Avenue between Collier Canyon Creek and the Valley Link station**, the Neighborhood’s central east-west connection north of I-580;
- **Street A**, a new east-west roadway south of I-580 that will lead from the Valley Link parking structure, across East Airway Boulevard, and through a new residential area.

As described in Chapter 3, Transportation, and shown on Figure 3-7, Main Street will

have minimum 8-foot wide sidewalks, 4-foot wide landscape strips, and 4 feet of additional flex space within the public right-of-way, for a total width of 16 feet. The other two roadways are designated as Pedestrian Streets and will have a minimum sidewalk width of six feet and landscape strip width of six feet, as shown on Figure 3-3. The landscape strips along these three roadway segments will have a pedestrian palette of features intended to create a recognizable identity for the Isabel Neighborhood. Example features include pedestrian-scaled street lighting, crosswalks enhanced for visibility, sidewalk furniture, wayfinding signage, and special events banners. High quality design, Neighborhood-identifying elements, and pedestrian safety and security are top priorities on Pedestrian Streets. An illustrative example of a Pedestrian Street is shown in Figure 5-12.

**FIGURE 5-12: PEDESTRIAN STREET**



## DESIGN STANDARDS

**DS-17** The Pedestrian Streetscape palette shall include plantings, public art, wayfinding signage for pedestrians and cyclists, lighting, seating, utility boxes, and bicycle racks.

**DS-18** The City shall involve local artists or designers in developing the design scheme for the Pedestrian Streetscape palette.

**DS-19** Design and installation of landscaping shall be consistent with the City's Design Standards and Guidelines.

**DS-20** Light fixtures shall be mounted at a maximum height of 18 feet, no farther than 80 feet apart. "Gooseneck" type LED fixtures are appropriate for the Isabel Neighborhood.

**DS-21** Each block along Main Street shall include at least one set of trash and recycling receptacles and bicycle racks. Specialty bicycle racks and trash/recycling receptacles shall be provided on at least every other block along the Pedestrian Streets designated for the Pedestrian Streetscape palette.

**DS-22** Crosswalk enhancements shall be installed at all intersections along and across Pedestrian Streets. This may include limited specialty pavers such as "bands" along crosswalk edges, stamped concrete or asphalt, and/or zebra-style paint.

## DESIGN GUIDELINES

**DG-7** *Incorporate flowering plants and plants around light fixtures and/or banner poles along Pedestrian Streets.*



*Bicycle racks, public art, and plants with bright colors add to the visual vibrancy of Pedestrian Streetscapes.*



## PUBLIC REALM SIGNAGE

The City will develop a wayfinding signage scheme for the Isabel Neighborhood as part of the Pedestrian Streetscape concept described above. The signage, however, will be utilized throughout the public realm of the Isabel Neighborhood, not just along the main walking routes. The purpose will be to direct people to the trail network and key destinations in the Planning Area, such as the Valley Link station, Main Street, Retail Center, parks, and Las Positas College. The wayfinding signage program will incorporate the wayfinding signage design guidelines in the City's Active Transportation Plan.

The signage program will include a variety of sign types to be oriented towards motorists, cyclists, and pedestrians. Important locations for placing wayfinding signage include gateways into the Neighborhood, significant intersections, and at trail access points.



*Directional signs and banners can strengthen the visual identity of the neighborhood.*

The signage scheme will also consider electronic signs, such as at parking facilities to provide real-time information on parking availability.

### DESIGN STANDARDS

**DS-23** Directional signage to the following destinations shall be provided:

- Valley Link station and pedestrian bridges;
- Valley Link parking structure;
- the trail network;
- Retail Center;
- the central plaza at Gateway Avenue and Main Street;
- new neighborhood parks;
- Cayetano Park; and
- Las Positas College.

**DS-24** Wayfinding signage shall be placed at key intersections:

- Portola Avenue/East Airway Boulevard
- Portola Avenue/Isabel Avenue
- Isabel Avenue/Gateway Avenue
- Isabel Avenue/East Airway Boulevard
- East Airway Boulevard/Rutan Drive
- East Airway Boulevard/Stealth Street
- Collier Canyon Road/North Canyons Parkway
- Airway Boulevard/North Canyons Parkway
- Airway Boulevard/Kitty Hawk Drive

**DS-25** Wayfinding signage along Pedestrian Streets and Main Street shall include the direction to key destinations.

### DESIGN GUIDELINES

**DG-8** Provide walking time estimates and the direction to key destinations throughout the Neighborhood, particularly at trail access points and near the entries to residential and office developments.

**DG-9** Incorporate arrows, maps, and symbols into the signs.



*The directional signs in Oakland's Chinatown incorporate graphic design specific to the neighborhood.*



## 5.3 BUILDING AND SITE DESIGN

Architectural and site design shape a building's character and affect how it relates to the public realm. The siting of a building and composition of its façade can create visual interest, stimulate pedestrian activity, and contribute to an attractive environment. Building details and articulation can establish both variety and harmony within a single development, among adjacent buildings, and within the Neighborhood.

The following design standards and guidelines will advance the vision for the Planning Area to become a vibrant, complete Neighborhood. The Neighborhood will develop a forward-looking identity that reflects Livermore's long-held values in scenic beauty, open space, and innovation. New development will complement the Valley Link station with green building, contemporary architecture, and cutting-edge workplaces. A variety of building types and styles will help define the area as an interesting place to live and work. Pedestrian-oriented design will be a defining characteristic throughout the Planning Area, but especially in the core area of the Neighborhood where taller buildings will be concentrated among smaller blocks. In the core area, design treatments will reduce the appearance of buildings, provide an interesting visual environment, and help create an active street life. Recognizing that the Isabel Neighborhood is located at a gateway to the city, development visible from the freeway will be designed to respect the area's scenic qualities.

Development of sites designated as General Commercial, Business Park (outside of the Innovation Hub), or Educational/Institutional shall refer to the most applicable sections of the City's Design Standards and Guidelines unless otherwise noted in the General to the Planning Area, Specific to Building Types, or Signage sections below.<sup>19</sup> In case of conflict the Isabel Neighborhood design standards and guidelines shall take precedence to realize the Urban Design Principles of Section 5.1.

In addition to the citywide or Isabel Neighborhood design standards and guidelines, development will be subject to other City requirements related to site planning and building design, including but not limited to:

- City Standard Specifications and Details;
- City and Regional stormwater management requirements;
- Livermore Municipal Code:
  - Public Art requirement (Chapter 12.50)
  - Water Efficient Landscape Ordinance (Chapter 13.25)
  - Solid waste/ recycling container storage/collection standards (Chapter 8.08)

19. The General Commercial, Business Park (outside of the Innovation Hub), Mixed Use, and Educational/Institutional designations are similar to existing or zoned land use categories used in Livermore, and most of the sites with these designations are already developed. Cross-referencing to the Design Standards and Guidelines for these designations allows continuation of the existing development pattern and visual character, while promoting a more cohesive Neighborhood identity and incorporating modern building standards over time.

- Tree preservation ordinance (Chapter 12.20)
- Livermore Development Code:
  - Solid Waste and Recycling Container Enclosures (Chapter 6.03.130)
  - Lighting standards and guidelines (Chapter 4.05.050)

## PLANNING AREA OVERALL

Development throughout the Planning Area should help establish a cohesive identity for the Isabel Neighborhood. As described above, the defining characteristics of the Isabel Neighborhood include:

- Pedestrian-oriented design that fosters walkability and activates the public realm;
- Distinctive design that complements the modern Valley Link station and creates a welcoming entry to Livermore;
- Environmentally-sensitive design that incorporates green building techniques and protects natural resources; and
- Landscaping that maintains and enhances the aesthetic quality of the Neighborhood.

## Pedestrian-Oriented Design

### DESIGN STANDARDS

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



*Façade treatments such as projections, cornice lines, and belt courses can help define the lower and upper stories of a building.*



and backs of buildings shall not face or be visible from external public streets or primary entryways into the development.

**DS-27** Facades facing all streets, sidewalks, and pathways shall include windows and/or doors.

**DS-28** Development shall include accessible, direct, and well-lit pedestrian links between buildings, sidewalks, parking areas, trails, and any on-site or nearby public spaces such as bus stops and the Valley Link station. New residential development shall provide at least one accessible pedestrian access point to any adjacent public sidewalk or trail and additional access points shall be provided a minimum of every 400 linear feet.

**DS-29** Large-scale developments (that is, development on any site larger than half acre in area) shall be broken up by pedestrian paths that connect to the street grid.

**DS-30** Buildings longer than 100' shall appear visually as separate buildings through massing strategies, materiality and/or variation in colors.

## DESIGN GUIDELINES

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

**DG-11** *Public art provided on-site should be oriented to the street.*

## Distinctive Design

### DESIGN STANDARDS

**DS-31** Development shall include a variety of architectural styles, emphasizing contemporary designs and building materials. Materials shall generally include: stone, stucco, brick, tile, wood, glass, metal, and other durable quality materials.

**DS-32** New development along the freeway shall be designed to avoid a wall-like effect:

- Design buildings visible from the freeway to maintain architectural articulation and finishes around all visible sides of the building.
- Use articulation to break down the building massing, using upper story step backs and other techniques (see Building Massing standards and guidelines).
- Use a variety of color combinations for walls and roofs to avoid a monolithic appearance. Where light roof materials are used, screening shall be incorporated into the building design such that the roof is not visible from the freeway.
- Incorporate architectural elements and corner treatments such as a tower, landmark roof form, or enhanced fenestration creating a focal point on the building façade.
- Plant street trees and on-site landscaping to provide a visual buffer of the new development along the freeway. Select vegetation for the buffer area that would not grow taller than the buildings to avoid blocking views of the hillsides beyond.

## Environmentally-Sensitive Design

### DESIGN STANDARDS

**DS-33** New developments built adjacent to creeks (arroyos) will be responsible for making any necessary flood control improvements, upgrading the vegetation along the riparian corridor to enhance biological and aesthetic value, and adding amenities such as pathways and benches. Work within the creek channel should be avoided, unless required for environmental mitigation. (See Chapter 11 of the City's Design Standards and Guidelines for additional guidelines related to Arroyos and Floodplains).

**DS-34** Development adjacent to creeks or other open space areas (see Land Use Diagram) shall be designed to provide access to natural areas, while incorporating appropriate buffers or design treatments to protect sensitive habitat.

### DESIGN GUIDELINES

**DG-12** Optimize daylight through building orientation, large windows, and programming of interior spaces.

**DG-13** Where possible, building windows and balconies should be oriented facing east, west, and south, to maximize solar access.

**DG-14** Maximize natural cooling and passive solar heating through building placement and orientation.

**DG-15** Use trellises, vines, or other plantings on building exteriors to insulate and cool interiors.

**DG-16** Install solar panels and/or solar hot water systems to reduce energy demands.

**DG-17** Select sustainable building materials such as recycled materials, sustainably harvested wood, rapidly renewable sources, panels made from paper flakes, baked earth, rammed earth, locally-obtained stone and rock, bamboo, and non-toxic low-VOC (volatile organic compound) glues and paints.

**DG-18** Select sustainable paving materials, such as reclaimed pavers, locally-produced materials, and concrete or asphalt with fly ash content.

**DG-19** Use building materials and products that minimize exposure to VOCs and other known toxins to support healthy indoor air quality.

**DG-20** Incorporate green roofs to manage storm water runoff, reduce energy consumption through insulation, and provide an outdoor amenity as appropriate.



Buildings located on the corner of the street block should have prominent entrances and corner treatment facing all street frontages.



## Landscaping

### DESIGN STANDARDS

**DS-35** New development shall prepare a landscape plan that achieves a hierarchy of planting, with at least three species each of trees, shrubs, and groundcovers.

**DS-36** New development shall include broad branching double rows of trees along Major Streets. Permitted tree species include London Plane, California Sycamore, and Sawleaf Zelkova. Alternative broad branching and long-lived tree species may be approved by the Director.

**DS-37** New development shall utilize engineered soil, root barriers, and adequate irrigation to ensure proposed trees reach full potential for height and spread. A detail of the proposed landscape treatments and specifications shall be shown on plans submitted for Building Permits.

### DESIGN GUIDELINES

**DG-21** *Minimize paved area and other barriers to root growth to support the development of large healthy trees and tree canopies, consistent with the City's Standard Specifications on tree planting.*

**DG-22** *Incorporate attractive, comfortable outdoor spaces into the site plan and building design.*

- Encourage the installation of usable and accessible rooftop terraces to provide the required common outdoor spaces for residents and workers.*

- Integrate small pocket parks and plazas throughout new development and along pedestrian connections to create a lively, inter-connected public realm.*



*The landscaping strategy can create visual interest along the path by utilizing various tree species.*



*Landscaped plazas provide pedestrians and citizens with comfortable and lively places to gather at and travel through.*

Outreach revealed some concern about creating a “canyon effect” from the concentration of tall buildings in the Neighborhood core. The following design treatments will reduce apparent building massing, provide visual interest, and promote an active street life. Implementation of these standards and guidelines, combined with the land use diagram, minimum setbacks, and required street widths, will avoid the feeling of being in a canyon. For example, all of the blocks designated for Core or Center housing is located adjacent to a park, open space area, or includes a pedestrian streetscape treatment which helps foster a sense of openness.

Following are design standards and guidelines that apply to development of sites with the following land use designations:

- Office
- Office-Core
- Business Park (within the Innovation Hub)
- Neighborhood Commercial
- Residential
- Ground floor Retail/Flex overlay.

These designations are generally found within a half-mile of the Valley Link station as shown on Figure 2-1, including the Neighborhood Core and transitions with adjacent single-family uses. The designations and associated design policies are intended to facilitate compact pedestrian-friendly neighborhoods.

## Site Planning and Building Orientation

### DESIGN STANDARDS

**DS-38** Buildings shall be oriented parallel to street frontages and public pedestrian pathways to create a continuous street presence, support pedestrian interconnectedness, and reinforce view corridors of the surrounding hills and other natural features.

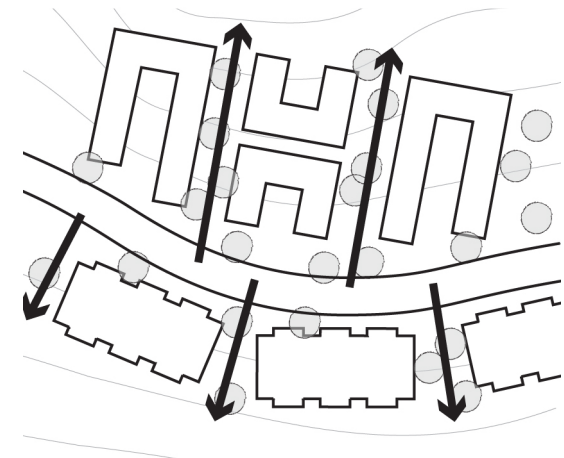
**DS-39** Developments larger than one-half acre, such as grocery stores and office buildings, shall have a minimum open storefront to ground-floor building frontage ratio of 40%. All other buildings shall have a minimum ratio of 60%. Open storefront is defined as clear glass with little to no tint and no obstruction within 4 feet of the glass.

**DS-40** Cul-de-sacs and dead-end streets shall be avoided, except when used as a service entrance.

**DS-41** Loading and service entrances shall not intrude on the public view or interfere with pedestrian and vehicular flows and shall be located to minimize noise and odor impacts to nearby uses and to integrate with the building design.

**DS-42** The placement of buildings shall stagger to provide scenic views from public streets (see Figure 5-13).

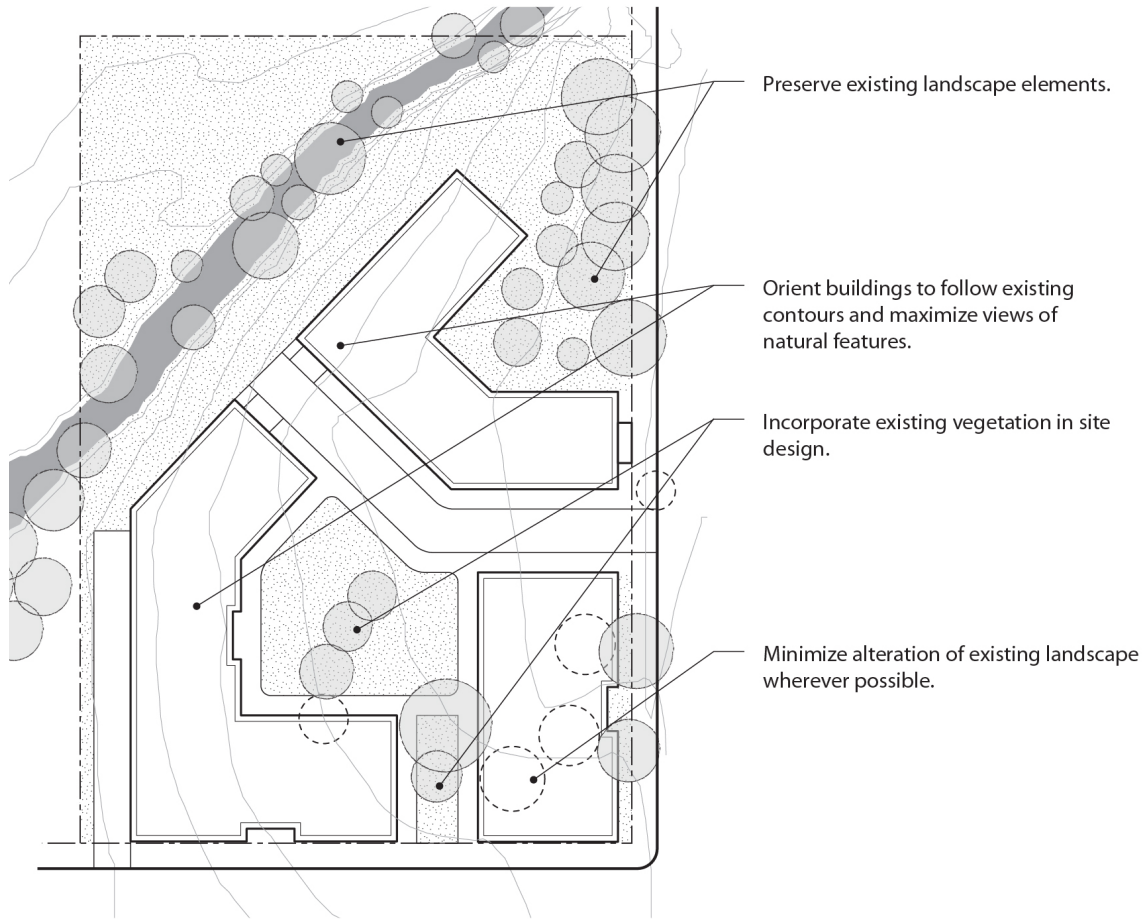
**FIGURE 5-13: VIEW PRESERVATION**



Building orientation and placement can create opportunities for view breaks from public streets.



**FIGURE 5-14: PRESERVE NATURAL FEATURES**



**DESIGN GUIDELINES**

**DG-23** *Incorporate existing natural features such as topography, vegetation, and water courses into site design and landscape plans where feasible (see Figure 5-14).*

**DG-24** *Seek opportunities to create focal points (e.g., along linear pedestrian and/or vehicle paths) that lead the eye to a site or building location that can accommodate special design features.*

## Building Massing

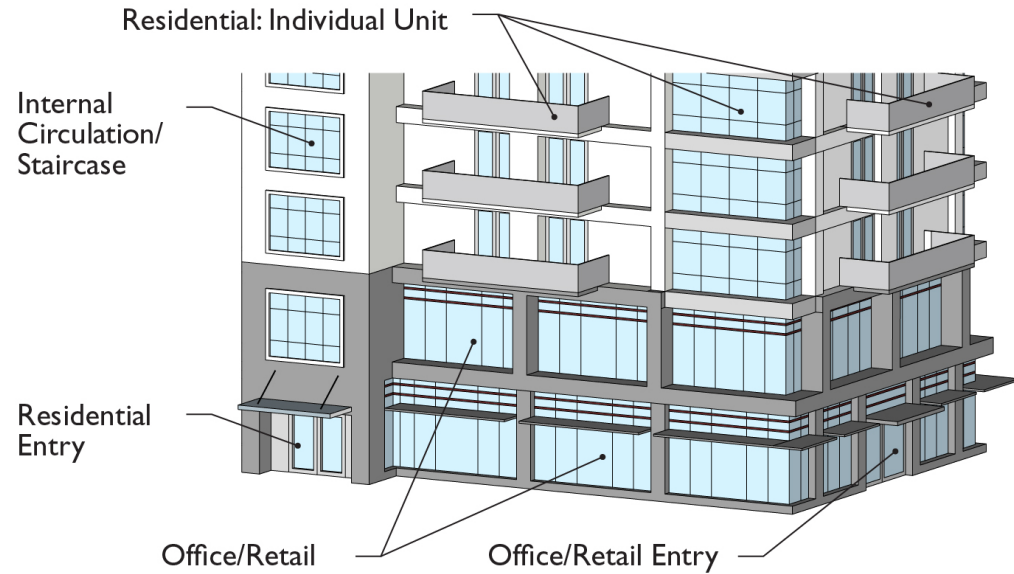
### DESIGN STANDARDS

**DS-43** Street-facing façades shall include horizontal projections or recesses at least four feet in depth, or two projections or recesses at least 2.5 feet in depth for every 25 horizontal feet of wall (refer to Figure 5-15). On buildings with two or more stories, the articulated elements should be greater than one story in height, and may be grouped rather than evenly spaced. This requirement can be met by building plane changes or projections/recesses.

**DS-44** Building volumes on the same block shall exhibit variation in height and massing, particularly between adjacent buildings, such that there is a difference of at least one story between the tallest and the shortest building volume.

**DS-45** Lower and upper stories shall be separated by horizontal detailing such as an awning, overhang, cornice line, or belt course. Separation shall occur either above the ground floor or second floor.

**DS-46** Additional architectural features shall be incorporated to create articulated facades such as architectural trim and detail, window boxes, brackets, overhangs, trellises and lattice. Trim shall be 1/2-inch to 1-inch in depth and applies to windows, doors, and between floors. Overhangs shall be a minimum of 18 inches. At least 30 percent of all windows on a facade shall have a



*Both projects above utilize variations in building height, roof styles, and colors to break up the appearance of large buildings.*



*Façade articulation and variation breaks down the perceived massing of this parking garage.*



*Street-facing balconies, projections, windows, and recesses can reinforce a building's pedestrian-oriented character.*

design feature including a planter box, bracket, or trellis as appropriate to the architectural style.

**DS-47** Awnings, overhangs, or covered porches shall be provided on all commercial and mixed-use buildings and at all primary residential building entries to provide shelter and shade. Porches shall be consistent with Section 4.03, Frontage Standards, of the Livermore Development Code, as they exist today or are amended.

**DS-48** All street-facing façades shall include a combination of vertical projections or recesses such as pilasters, porches, decks, bay windows, and entry recesses.

**DS-49** Building volumes and surfaces shall be articulated with three-dimensional elements including eaves, plane changes, and trim elements that create shadow and reduce the

apparent bulk of buildings. Refer to Figure 5-16 for building articulation elements.

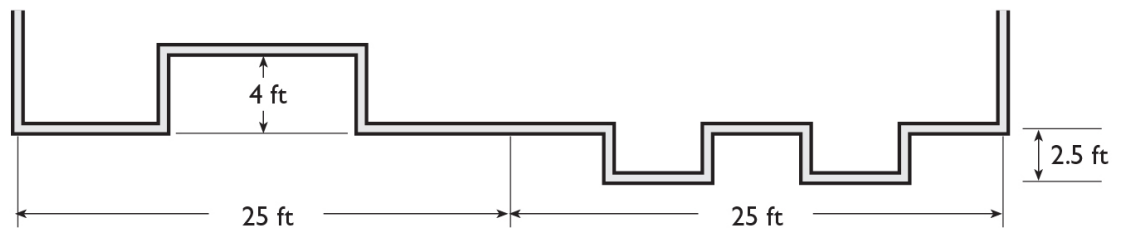
- Eaves shall extend at least 12 inches from the wall plane
- Plane changes shall be consistent with DS-43
- Trim elements shall be 1/2-inch to 1-inch in depth.

**DS-50** Variations in building and roof heights, façade plane changes, colors, and materials shall be incorporated into buildings.

#### DESIGN GUIDELINES

**DG-25** *Design rooflines with variation in height, massing, shape, and color to intentionally create visual interest and support the overall architectural intent.*

**FIGURE 5-15: PROJECTION ON STREET FACING FACADES**



Street-facing facades must include one projection or recess at least 4 feet in depth, or two projections or recesses at least 2.5 feet in depth, for every 25 horizontal feet of wall.



## Building Design

### DESIGN STANDARDS

**DS-51** Buildings shall be designed to illustrate the characteristics of one architectural style in terms of form, detail, material, and textures.

**DS-52** Buildings shall be “four-sided,” maintaining the façade’s quality of architectural articulation and finishes on all sides visible from the public realm.

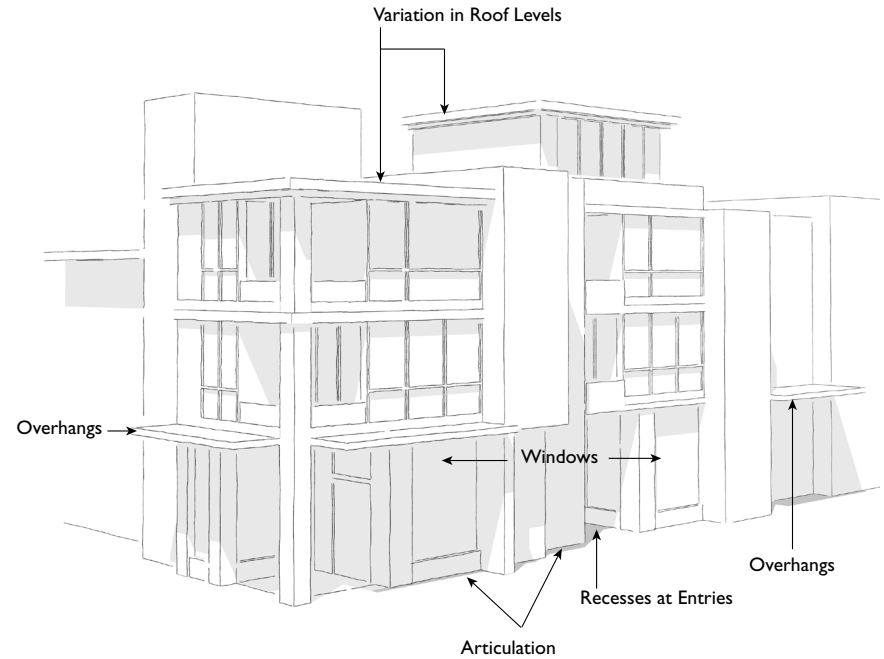
**DS-53** Building facades located in the ground floor retail/flex zone overlay at the intersection of Main Street and Gateway Avenue shall incorporate prominent corner treatments including store front windows, recessed or projecting corner entry ways, and projecting roof lines including tower elements, cornice treatments. Refer to Figure 5-17.

**DS-54** Corner buildings shall have architectural features and defined building entrances on both street frontages or a corner chamfered entrance.

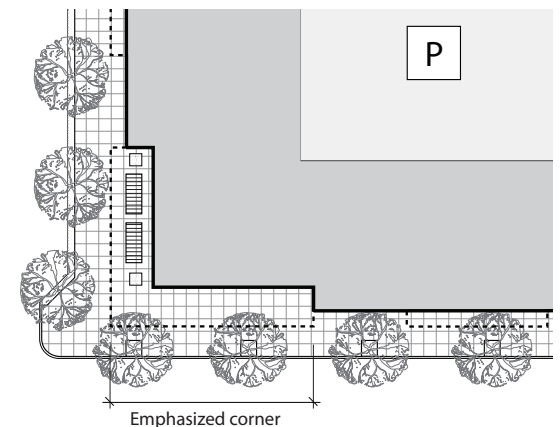
**DS-55** To clearly distinguish the transition into a commercial district, buildings located at the intersection of Main Street and Gateway Avenue shall wrap commercial building materials and storefront designs around the building to the non-commercial street frontage at a minimum of 25 linear feet.

**DS-56** Window design shall reflect the different components of a building (i.e., ground floor lobbies, stair towers, office suites, or residential units).

**FIGURE 5-16: BUILDING ARTICULATION ELEMENTS**



**FIGURE 5-17: CORNER ARTICULATION**





*This office mixed use development utilizes awnings, designated outdoor seating, and landscaping to add visual interest at the street level.*



*The circulation tower, located at the corner of the block, is the identity element of the parking structure.*

**DS-57** Where unique use or occupancy requirements preclude the addition of windows, such as theaters or parking structures, exterior walls shall be designed to provide sufficient architectural details and features to be visually interesting and integrate with adjacent buildings.

**DS-58** Reflective glazing is prohibited to avoid bird deaths from impacts. Applied films are prohibited in favor of other window treatments to reduce sun and light intrusion such as awnings or shades. Deep window tinting that does not allow visibility into the interior is prohibited except in limited amounts as an accent when found necessary to implement a particular building design. Ground floor windows may be lightly tinted for energy efficiency purposes, but shall allow for clear visibility into the building interior. Windows on the second floor and above may use tinting for solar efficiency. If tinted glazing is used, light tints and green, gray, or blue hues shall be used.

**DS-59** Windows shall be operable to the extent possible, to allow natural ventilation and potentially eliminate the need for mechanical ventilation.

**DS-60** For residential buildings using traditional architecture, or contemporary variations on contemporary architecture, window openings shall have a height greater than or equal to their width.

**DS-61** Window shapes shall be simple and rectangular but may have angled or arched tops if consistent with the architectural design. Round windows are prohibited.

**DS-62** For residential buildings using traditional architecture, windows shall be of the double- or single-hung type, casement, or sliders.

**DS-63** Architectural styles for residential buildings that are three stories or less in height shall be limited to traditional or contemporary variations on the following styles: Farmhouse, Craftsman, Folk Victorian, Spanish Eclectic, Mission, and Prairie. Contemporary architectural styles are encouraged, although traditional styles are also acceptable for any building four or more stories in height. The architectural style must be defined for all projects in the Isabel Neighborhood.

**DS-64** False fronts, applied mansard forms, and other artificial rooflines are not permitted. All flat roof buildings shall include a defined cornice that varies in color and/or material from the adjacent

wall plane. The cornice shall be at least 12 inches in height that projects at least 12 inches from the wall plane. For all buildings three stories and above, the top story shall be de-emphasized through an additional minimum 3-foot setback.

**DS-65** For all buildings that do not include a flat roof, roofing materials shall consist of tile, slate, shingles, and standing metal seam.

**DS-66** Rooflines above primary entrances shall extend a minimum of 5 feet above adjacent roof heights to demarcate primary building entrances.

**DS-67** Roof overhangs shall be incorporated into the building design and include brackets, corbels, soffits, or other overhang details, consistent with the architectural style.

### **DESIGN GUIDELINES**

**DG-26** *Design features shall be incorporated within the first two stories of a building. Examples include arcades, balconies, dormers, recesses, windows, bay windows, light fixtures, reveals, brackets, cornices, and accent materials.*

**DG-27** *Use awnings and overhangs to provide shelter and shade over the sidewalk and usable outdoor areas, while avoiding interference with the tree canopy.*



## Color and Materials

### DESIGN STANDARDS

**DS-68** All building façades shall include durable accent materials such as stone, brick, tile, wood, and metal. Office buildings may consist of glass as a primary building material. Glass and ceramic tile may be used as an accent cladding material on all buildings.

- Durable accent materials, as described above, must be applied at a minimum of 15 percent of the total elevation surface area and 35 percent for elevations facing public streets or project entries.
- A variety of materials shall be used to create a coordinated hierarchy of primary, secondary and accent materials, textures, and colors that support the building's overall architecture.
- Durable materials, as described above, shall be provided within the first floor of building facade above the ground level.

**DS-69** Trim materials shall be stucco, ceramic tile, or brushed metal. Multiple trim materials may be used consistent with the architectural style.

**DS-70** At least three colors shall be used on all building facades consisting of a primary, secondary, and accent color. The secondary color shall be used on individual building elements for emphasis and accent colors shall be used on doors, windows, and/or trim elements. All primary and secondary colors shall be complementary and analogous to one another consistent with the color wheel.

**DS-71** Changes in material or color shall always be accompanied by a change in plane at an inside corner (e.g., walls separated by 90 degrees) or separated by a significant architecturally integrated feature.

**DS-72** Base treatments shall be provided to visually anchor buildings to the ground and establish a human scale for passersby.

- Base treatments shall extend around all visible sides of a building.



*Changes in material and color can complement changes in plane.*

- A building base shall project a minimum of 3 inches from the adjacent wall plane such that it is visibly thicker compared to the area above. The building base shall be continuous and include at least one of the following:
  - A material and or color change of the base wall above. The base material shall be designed to appear heavier than portions of the building above by employing darker colors and/or bulkier materials; and/or
  - A horizontal architectural feature at or below the first story mark, such as an intermediate cornice line or protruding horizontal band.

**DS-73** Awnings shall be made of durable materials, such as metal or, primarily at the ground level, canvas fabric. Similar materials may be approved by the Director.

#### **DESIGN GUIDELINES**

**DG-28** *Use polished metal, reflective glass, and rustic materials such as unfinished wood as building accents.*



*This parking structure in Palo Alto is tucked behind a street-facing building and can be accessed through a side alley.*



*The bicycle parking for this grocery store is located directly across from the entrance.*

## Paved Surfaces (Parking, Driveways, Pathways, and Service/Loading Areas)

### DESIGN STANDARDS

**DS-74** Open, visible parking is not permitted between the external public street and adjacent residential buildings.

**DS-75** Loading and service areas shall be screened from the right-of-way and shall be located at the rear of a property, in structures, or in the interior of blocks.

**DS-76** Entrances to loading and service areas shall be from side streets or alleys where possible.

**DS-77** The design of surface parking lots shall comply with the regulations on landscaping, lighting, and layout set forth in the Livermore Development Code, as it exists now or as amended in the future (Sections 4.05.030, 4.05.050, and 4.04.070).

**DS-78** Surface parking areas shall be permitted only if screened by a minimum three-foot-tall hedge and/or decorative wall, planted densely with trees, and designed to contribute to and not detract from the pedestrian experience.

**DS-79** Underground parking may be placed up to the property line.

**DS-80** Parking podiums shall not project more than five feet above the level of the sidewalk or grade, whichever is lower, and shall be screened with stairs, landscaping, landscaped with stairs, retaining walls, or other screening elements.

### DESIGN GUIDELINES

**DG-29** If parking access is located on a primary street frontage, minimize the length of the curb cut and provide shared parking, driveways and/or loading areas with adjacent property owners, where possible.

**DG-30** Bike parking should be located within 50 feet of the primary building entrance, or as close as possible.

**DG-31** Surface parking lots should be screened in ways that allow buildings and landscaping to be the primary focal elements viewed from streets.

**DG-32** Parking areas should generally be below grade, in a podium, or “wrapped” with uses to reduce the visual impact. Where not feasible, surface parking should be located behind buildings.

**DG-33** Minimize pedestrian exposure to surface parking areas and active driveways.



## Walls, Fences, and Screening

### DESIGN STANDARDS

**DS-81** Fences shall not exceed 3 feet in height in or along setbacks from streets or pedestrian-only pathways. Fences up to 6 feet tall may be allowed along the property lines of side and rear yards in Transition and Village areas.

**DS-82** Fences and walls visible from the public realm shall be broken at a minimum of every 20 feet by piers, pilasters, or posts and shall include a cap treatment, distinguished by different width, material, or texture.

**DS-83** Retaining walls may not exceed six (6) feet in height. Retaining walls that are greater than three (3) feet in height shall maintain a minimum three (3) foot setback from public sidewalks along a project frontage and side or rear property lines. Installation and maintenance of landscaping in the ground area between retaining walls and between retaining walls and sidewalks, structures and/or parking lots is required for retaining walls of any height. For sloped areas where multiple retaining walls are proposed, the retaining walls shall maintain a minimum separation width equal to the height of the tallest adjacent retaining wall. The ground area between the retaining walls may have a maximum slope of 3:1.

**DS-84** Retaining walls and sound walls shall be faced with natural materials, such as natural stone or wood. Landscaping shall be incorporated

to minimize adverse visual impacts, with planting in front of walls, within stepped recesses and/or overhanging the wall.

**DS-85** Mechanical and electrical equipment, trash and recycling bins, backflow preventers, and utility boxes and meters, shall be screened from view from the right-of-way, pedestrian paths, or adjacent buildings.

- These elements may be located underground, internal to or at the rear of a site, screened with landscaping, or enclosed with walls or fencing that is architecturally compatible and integrated with the primary structure.
- Trash and recycling storage shall be accessible to the contracted collection company through site and building design.

**DS-86** Trash enclosures and recycle bins shall be screened from public view and designed consistent with the defined architectural building style.

**DS-87** Rooftop equipment shall be screened from view from the public right-of-way (including the freeway), pedestrian paths, other buildings' windows and balconies, and from public parks and plazas within a 1,000-foot radius. Rooftop equipment shall adhere to height limitations and shall be fully screened behind architectural parapets or architecturally integrated roof screens.



*Trash and recycle bins shall be screened from public view with walls and landscaping.*

**DS-88** Chain link fencing shall not be used in residential or non-residential developments if visible from the public realm or public parking.

#### **DESIGN GUIDELINES**

**DG-34** *Where the service area of a building is accessible by solid waste collection vehicles, trash enclosures should be incorporated into buildings.*

**DG-35** *Avoid sound walls if other means of sound attenuation are available, such as setbacks, building construction, and strategic siting of outdoor areas.*

**DG-36** *Minimize the lengths of screening fences and walls along rights-of-way.*

**DG-37** *Select quality building materials such as wood, wrought or cast iron, stucco, brick, or stone. Encourage fence and wall design to incorporate living materials, seating, and transparency.*

**DG-38** *Apply an anti-graffiti coating or a texturized treatment to exposed wall surfaces.*

## Lighting

### DESIGN STANDARDS

**DS-89** Lighting (pole- and building-mounted) along sidewalks and pedestrian paths shall not exceed 18 feet in height. Light levels shall achieve a minimum of 0.5 foot-candles along pedestrian paths and 1.0 foot-candles at pedestrian path nodes and parking lot surfaces, as documented by a photometric study.

**DS-90** Lighting shall be designed and shielded to direct light downward to the intended surface, to minimize glare onto adjacent areas, avoid light impacts to upper story living spaces, and minimize night-sky light pollution.

**DS-91** Design outdoor lighting adjacent to creeks to illuminate pathways but not shine directly onto or cause any glare for wildlife habitat.

- A photometric plan shall document that light levels fall to 0 foot-candles at the edge of identified habitat area.

### DESIGN GUIDELINES

**DG-39** *Lighting adjacent to creeks should be timed to shut off during nighttime hours unless required for security purposes in public open space areas.*

**DG-40** *Incorporate down-lighting to accent architectural features or landscaping as appropriate.*

**DG-41** *It is preferable to have a higher number of shorter light-delivery features (e.g. light poles or bollards) to deliver a more even light coverage that avoids a strong contrast between the darkest and brightest areas.*

## Site Furnishings

### DESIGN STANDARDS

**DS-92** Site furnishings shall be considered and incorporated into site plans to promote a sense of comfortable outdoor living space for the pedestrian realm. Examples of such features include but are not limited to seating, freestanding planters, ornamental trash/recycling containers, cigarette ash receptacles, drinking fountains including pet basins, fountains or other water features, bollards, kiosks for information or artwork, sculptures, bicycle racks, and/or newspaper racks.

**DS-93** Landowners shall provide for ongoing maintenance and replacement of site furnishings on private property.



## SPECIFIC TO BUILDING TYPE

Each of the following sections includes additional standards and guidelines that apply to specific building types, including residential, office, retail, and parking structures. Live/work units are addressed under both Residential and Retail uses. If conflicting, these specific standards and guidelines supersede the general standards and guidelines established above.

### Residential

The residential designations allow for a variety of housing types, such as townhomes, duplexes, complexes/building clusters of three or more units, courtyard apartments, and multi-story condominium buildings. The Transition and Village residential designations will likely include townhomes as a primary housing product. For the purposes of this plan, townhomes are defined as housing units that are attached in clusters of four or more units. Townhomes may be part of a single-family or multi-family development.<sup>20</sup>

20. In a single-family development, households own the unit and underlying lot. In a multi-family development, households may own the unit and have airspace rights under a condominium subdivision, or households may rent the unit from a single property owner/manager. Townhomes located in a building cluster with multiple units on a single lot are considered multi-family development, while townhomes located on individual lots are considered single-family attached units.

Products in the Center and Core areas will generally take the form of multi-story housing products (i.e., condominium/apartment buildings).

Live/work units are allowed on the ground floor level in the Transition, Village, Center, and Core areas. Refer to the Retail section below for design standards and guidelines for live/work units in the Ground Floor Retail/Flex overlay along the Main Street.

### DESIGN STANDARDS

**DS-94** The design of townhomes shall be articulated such that individual units are differentiated from each other. Individualization could be achieved through varying setbacks, separate, identifiable roof forms, color/material changes, porch/balcony elements, entry treatments, wall projections, or other techniques.

**DS-95** For buildings three stories or less in height, windows shall be recessed from the exterior wall surface to create an inset depth of at least 2 inches. For buildings taller than three stories in height, windows may either be recessed and include a reveal of at least 2 inches, from the exterior wall surface that creates a legible shadow to provide relief. This standard does not apply to plate glass windows that extend the entire length of a building facade.



*Use variation in setbacks and architectural detail to distinguish individual entries of a townhome development.*



*Entries of individual residential units are defined with balconies, recesses, and podiums.*

**DS-96** Primary building entries, either individual or shared, shall be prominent, easy to identify, and face an external public street or pedestrian path. Design cues shall create a transition from the public street to the private residence including raised stoops, open porches, and/or entrance vestibules that correspond to the verticle modules of attached building units.

#### **DESIGN GUIDELINES**

**DG-42** *Include at least two steps up to a porch or entry to enhance the separation of the private area from the adjacent street public areas, except for units designated for accessible or senior use, which should avoid entry steps.*

**DG-43** *Articulate residential ground floor façades and roof forms such that individual residential units are differentiated from each other and from the overall massing of the building with stoops, porches, recessed windows, and/or bay windows.*

**DG-44** *Ground floor residential units facing a street should have an entry that faces the street. Ground floor residential units should be designed such that no more than two units share an entry.*

**DG-45** *Incorporate landscaping, fencing, raised or recessed entries, and other features to delineate private property from the public realm.*

**DG-46** *Residential developments shall be designed to maximize sunlight, privacy, ventilation, and scenic views from living areas.*

**DG-47** *Minimize the potential for noise disturbances to the greatest extent possible by taking into account: window placement of adjoining buildings, the location of balconies and outdoor spaces relative to bedroom windows, and the location of trash collection facilities relative to residences.*

**DG-48** *On-site parking spaces whose location requires that cars back into a street shall be permitted in the Transition and Village residential areas. Backing into an alley shall be permitted in all residential areas.*

## Office

The Office and Office-Core designations allow for a higher intensity office product than currently allowed in the business park areas of Livermore, with taller buildings covering a larger area of the lot. The following standards and guidelines apply to office buildings on sites with an Office or Office-Core designation:

### DESIGN STANDARDS

**DS-97** Office development design shall project an innovative and dynamic image. If found necessary to achieve an innovative and dynamic identity, office elevations not facing I-580 do not have to subdivide their exterior façades per the “Building Massing” standards of the “General to Transit-Oriented Land Use Designations” standards and guidelines.

**DS-98** Access to office buildings shall be visible from the street, with easy to identify entrances and pedestrian connections.

**DS-99** The floor-to-ceiling height of the first floor shall be a minimum of 14 feet to enable flexibility for non-office use and to support receptions and other special events.

**DS-100** Within the Innovation Hub, building entrances shall be provided on primary street frontages and off shared open spaces, and any entrances off shared public spaces shall be equally visible and identifiable.



*The common open space in this office development includes ample outdoor seating for employees and increases chances of interaction among occupants.*

### DESIGN GUIDELINES

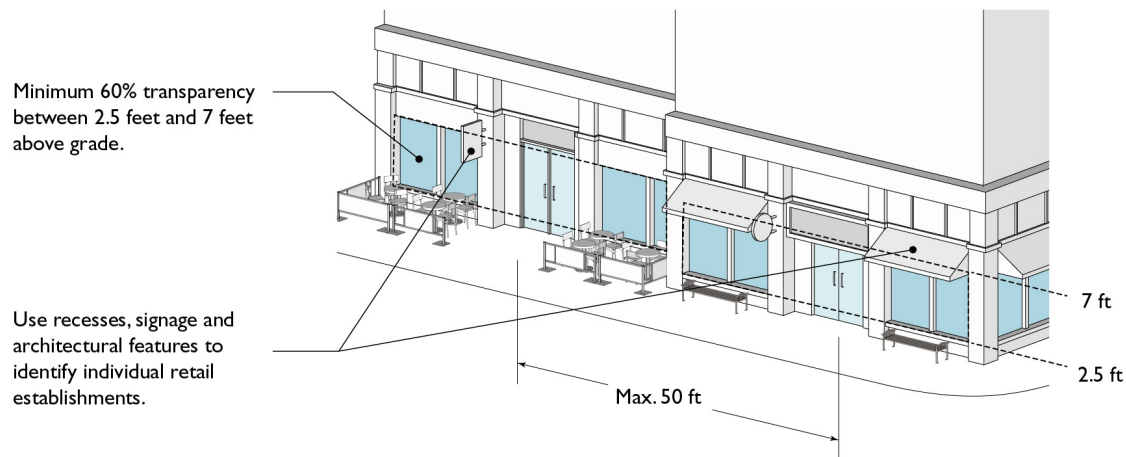
**DG-49** In office developments and mixed-use developments, incorporate plazas, awnings, porticoes, and other architectural elements to identify entrances and break up the vertical massing and add visual interest at the street level.



## Retail

The core area of the Neighborhood will have retail uses on the Retail Center block, along the Main Street, and on BART-owned properties. Much of the retail development will be in the form of mixed-use buildings, although the Retail Center block could have single-use commercial buildings. These design standards and guidelines for private development with ground floor retail spaces complement the public realm policies for Active Frontage and Spaces in Section 5.2. The following standards and guidelines apply to retail development on sites with the Neighborhood Commercial designations or Ground floor Retail/Flex overlay.

**FIGURE 5-18: PROJECTION ON STREET FACING FACADES WITH GROUND FLOOR RETAIL/FLEX USES**



## DESIGN STANDARDS

**DS-101** Ground floor retail/flex spaces shall be designed to meet the following standards:

- Depth for Ground Floor Commercial Space: minimum 40 feet; typical 70 feet;
- Height for Ground Floor Commercial Space: minimum 14 feet clear, from floor to bottom of ceiling;
- Blank Walls: maximum 25 feet in length, up to 30% of linear frontage per street; and
- Wall Plane Articulation: minimum 18 inches for wall plane recesses

**DS-102** Building entrances to ground floor retail spaces must face the street. Ground floor entries shall be a maximum of 50 feet apart. Refer to Figure 5-18.

**DS-103** Ground floor façades shall be designed to give identity to each retail establishment, through recesses, enhanced materials, signage and architectural features that are integral components of the building. Refer to Figure 5-18.

**DS-104** Ground floor retail/flex spaces shall be equipped with the necessary building infrastructure to accommodate food service establishments such as gas lines, ventilation, sewer facilities to accommodate washing and grease interceptor/clean out, water hook-ups, and high ceilings.

**DS-105** Entrances to residential, office, or other upper-story uses in mixed use buildings shall be clearly distinguishable in form and location from

ground floor commercial entrances and must face a street or courtyard.

**DS-106** Live/work units located along Main Street shall be designed to require commercial spaces adjacent to Main Street, subject to the design standards and guidelines for the Ground floor Retail/Flex overlay and Building Code standards for retail uses.

- Commercial space is required on the ground floor adjacent to the street. The residential space may be located above or to the rear of the commercial space.
- Live-work units must have their own individual entry.
- Live/work units shall be designed to have direct access between the residential and commercial spaces.

**DS-107** The ground floor shall have a minimum of 60 percent transparency (glass) between 2.5 feet and 7 feet above the street level. Refer to Figure 5-18.

## DESIGN GUIDELINES

**DG-50** *Ground level building frontage design should include a variety of recesses, projections, and/or overhangs to create opportunities for outdoor living spaces, including setbacks to accommodate outdoor dining areas. Such private/public interfaces should be ornamented with enhanced design details such as special building base and/or ground pavement materials, metalwork, lighting, plant materials, fountains and/or other similar elements.*

**DG-51** *Avoid creating blank walls at focal points or locations oriented to other uses or the general public. All visible building elevations should be detailed with architectural elements to create visual interest.*

**DG-52** *Ground floor retail/flex spaces should be designed to accommodate a variety of uses.*

**DG-53** *Consider upper story balconies, inset porches, and/or other such features to further activate the ground level streetscape.*

**DG-54** *In addition to the ground level, the upper levels of mixed use buildings shall be sufficiently detailed and articulated in massing to create shade and shadow, with materials and building form(s) that complement the ground level to create an overall integrated and pleasing composition of bottom, middle, and top.*

**DG-55** *Use a variety of “finer-grained” projecting elements if appropriate to the architectural intent, such as pilasters, awnings, cornices, eaves, and trims.*

## Parking Structures

Much of the residential and office development in the Neighborhood core may also have structured parking. Any parking that is not provided in a surface lot is subject to these design standards and guidelines.

The following standards and guidelines apply to parking structures throughout the Planning Area.

### DESIGN STANDARDS

**DS-108** Structured parking façades shall be designed to appear as architecturally attractive extensions of the primary building or of nearby buildings.

**DS-109** Design of parking structures shall relate to the streetscape and circulation routes, with access points that bring pedestrian traffic onto the street and pedestrian paths. Pedestrian entries shall be identifiable and attractive well-lit extensions of the structure architecture.

**DS-110** Auto entries shall be located in a manner that minimizes pedestrian/auto conflicts.

**DS-111** Parking structure openings shall be composed within the building wall to appear as well-proportioned apertures rather than as continuous openings.

**DS-112** Rooftop parking shall be screened from view from the public right-of-way with architectural elements, decorative screens, or trellises. Rooftop lighting shall be set back from the outer structure edges and shielded to avoid glare at the outer structure edge.

**DS-113** Variation in the dimension and proportion of the façade's horizontal and vertical planes shall be provided to reduce the mass of parking structure.

**DS-114** Circulation towers (e.g., for stairs, elevators, or vehicles) shall be designed consistent with the defined architectural style.

**DS-115** Provide real-time parking availability signage outside public parking structures and large surface lots and at key locations.

### DESIGN GUIDELINES

**DG-56** *Incorporate decorative screens or trellises of durable, high-quality material in parking structure façade design that supports the overall architecture of the structure.*

**DG-57** *Incorporate ornamental building detailing and material changes in parking structure design to create shade, shadow, and a high degree of visual interest, especially at the human scale.*



- DG-58** Consider incorporating tenant space on edges that abut a Pedestrian Street or at pedestrian entries.
- DG-59** If rooftop parking is provided, attempt to include rooftop landscaping such as small to moderate scale trees or vine-covered trellises, and attempt to use the shortest light poles necessary to achieve at least 1 foot-candle on the parking surface.
- DG-60** Special care should be taken with the roofline to avoid the appearance of a building mass that simply terminates at the top. The roofline should provide shade, shadow, and visual interest in its form that is appropriate to and supports an overall architectural intent.

## SIGNAGE

The following design standards and guidelines apply to signage on private property throughout the Planning Area. These complement the Public Realm Signage policies in Section 5.2.

### DESIGN STANDARDS

**DS-116** Unless otherwise noted in this Plan, signage on private property shall comply with Part 4 of the Livermore Development Code (LDC) and the Livermore Design Standards and Guidelines, as they exist today or are amended in the future.

**DS-117** Multi-tenant buildings shall prepare a Master Sign Program (LDC Section 4.06.130).

**DS-118** The Master Sign Program for the Retail Center block (designated as Neighborhood Commercial) shall establish signage standards for façades facing public streets, the plaza/Isabel Path, the freeway, and interior space within 4 feet of storefronts.

**DS-119** Unless covered by a Master Sign Program, the maximum area and permitted sign types allowed for permanent signs by land use designation shall refer to the following sections of Part 4, General to Zones, of the Livermore Development Code:

- Signage in residential areas (Transition, Village, Center, and Core) shall refer to section 4.06.250 (Multi-Family Residential).
- Signage in Office or Office-Core areas shall refer to section 4.06.190 (Commercial Office or Professional Office).



*These signs are architecturally compatible with the primary structures, legible, and high-quality.*

- Signage in General Commercial areas shall refer to section 4.06.210 (Highway Service Commercial).
- Signage in Business Park areas shall refer to section 4.06.230 (Industrial).
- Signage in Educational/Institutional area shall refer to section 4.06.220 (Education and Institution).

**DS-120** For uses within the Ground floor Retail/Flex Overlay, the maximum aggregate sign area allowed per tenant for any combination of sign types is one (1) square foot per one (1) linear foot of ground-floor tenant primary street frontage to a maximum of seventy-five (75) square feet. Refer to LDC Section 4.06.150 (Transect Zones) for permitted sign types and the design standards for each type.

**DS-121** All signage must be architecturally compatible with its context. Designs, features, materials, textures, choice of lighting method if any (e.g., internal or external illumination), and colors shall be consistent with the scale, architectural character, uses, and immediate context of the building and site on which they are located.

**DS-122** Signs above the first story may not obstruct views from inside or outside upper stories, or cover windows. They must remain centered within the locations on the building intended for signage and not spill over or appear crowded against “natural” boundaries or architectural features that define the signage areas.

**DS-123** Signs shall be three dimensional.

**DS-124** “Can” or “box” signs with flat fronts are prohibited, except for registered tenant logos.

### DESIGN GUIDELINES

**DG-61** *The size and proportion of a sign’s elements (i.e., logos, letters, icons, and other graphic images) should be based upon the anticipated distance and travel speed of the viewer. Sign messages oriented towards pedestrians should be smaller than those oriented towards automobile drivers.*

**DG-62** *Use durable materials such as finished wood, metal, and woven fabric.*

**DG-63** *Integrate subtle and interesting accent lighting to improve visibility at night. Focus external lighting on the sign itself or downward toward the sidewalk.*

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