

**CHAPTER 6: Community Facilities,
Services, and Open Space**



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CHAPTER 6 COMMUNITY FACILITIES, SERVICES, AND OPEN SPACE

6.1 INTRODUCTION

The El Charro Specific Plan ensures the provision of community facilities, services, and open space, including public safety, at a character and scale sufficient to serve both local and regional visitors to the Plan Area. Based on an assessment of the existing conditions and General Plan directives, this chapter describes at a conceptual level how and where community services will be extended, improved, and provided in the Specific Plan Area. Goals and policies related to these topics are outlined below.

6.2 COMMUNITY FACILITIES, SERVICES, AND OPEN SPACE GOALS AND POLICIES

A number of goals, policies and objectives have been developed to drive the implementation of open space areas and help maintain appropriate levels of public services, within the Plan Area. Additional goals related to open space areas and natural resources are also a part of Chapter 2, Land Use Plan.

Goal 6.1: Provide the community facilities and services needed to adequately serve the El Charro Specific Plan Area and meet the City of Livermore General Plan goals and objectives.

Policy 6.1.1 Protect the surrounding City open spaces and associated natural environment within the Plan Area, while developing key areas as community amenities that can serve the City's recreational needs.

Policy 6.1.2 City-owned open spaces shall continue to serve as a buffer between development and the airport and golf course. Future uses on these properties should be located and designed to be compatible with airport and golf course operations.

Policy 6.1.3 Overflow parking areas will be allowed as a conditional use on City property, where deemed appropriate and necessary to meet the needs of the area. All such uses will need City and airport approval.

Objective 6.1.3a: Parking areas contained on City property should consider the use of alternative paving materials.

Policy 6.1.4 Publicly accessible open spaces and plaza areas will be provided within commercial developments. The amount of public areas will be determined through the planning and design process with the City.

Goal 6.2: Ensure sufficient public safety services within the Specific Plan Area, including fire and police protection services, maintaining adequate emergency response times.

Policy 6.2.1 Upon occupancy of site, provide a paved alternative access road for emergency vehicles parallel to I-580, between El Charro Road and Isabel Avenue (State Route 84).

Policy 6.2.2 Provide an office space outfitted for use by intermittent City patrol. The substation may be combined with other private security facilities.

6.3 OPEN SPACE

Open space within the El Charro Specific Plan Area has been identified as a crucial element for positioning the area as a City gateway, preserving and reflecting the City's rural heritage and character, protecting scenic and habitat resources, and as a buffer to potential flooding and airport and golf operations. Approximately 33 percent of the 250-acre Specific Plan Area is comprised of five City-owned parcels designated as Limited Agriculture (LDAG) under the General Plan. This land is located in the southwest side of the Plan Area, framing the banks of the Arroyo Las Positas. This land is intended to be used as open space, minimal agricultural and recreational uses, such as trails or golf or as a buffer to the arroyo and nearby airport. Implementation of the Specific Plan includes a new zoning district for these parcels; specific permitted and conditional uses are detailed in Chapter 7 Implementation.

Several existing restrictions on the City-owned properties helped form the Specific Plan goals and policies. As noted earlier, the FAA has approval authority for development on the land, which they assisted the City in acquiring with FAA funds. The County Airport Land Use Commission (ALUC) further restricts land uses, in order to ensure use compatibility with current and future airport operations. These properties are also constrained by other physical and environmental factors, such as the arroyo, its minimum buffer and associated natural habitats, the 100-year floodplain, and the planned regional multi-use trail.

Based on these existing constraints and the City's vision of protecting its visual assets and open space resources, the majority of land within the City-owned parcels will be protected as permanent open space, with minimal amenities for recreation and scenic enjoyment. These parcels will also be leveraged as important components of the City gateway and entry corridors, as discussed in Chapters 3 and 4. Parking may also be allowed on these parcels to serve permitted land uses. Specific requirements for each of these potential uses are described in detail below.

6.3.1 Parks and Recreation

As the development within the Specific Plan Area will not include any future residential uses, the standards for adequate provisions of park and recreation facilities per additional population do not apply. The City, however, has adopted a Park Facilities Fee, which establishes a fee for all private development based on the relative need for new park facilities. The City's *Park Facilities Fee Study* (2004) provides the analysis of and basis for this fee. The Specific Plan outlines opportunities and associated policies for the provision of minimal public facilities on the open space parcels located on the northern side of the arroyo.

Throughout all City-owned parcels, the landscape, built forms and signage must be indicative of the inherent regional beauty and civic spirit of the area. Each element shall contribute to the aesthetic quality of the area, visually soften the appearance of the adjacent retail development, improve views to the surrounding hills and ridgelines, reduce noise, and filter runoff.

North of Arroyo Las Positas

Four of the five City-owned open space properties are located north of the Arroyo Las Positas and altogether equal approximately 46 acres. Two of the parcels are small, approximately three and a half acres in size. The remaining two larger parcels (28 and 14 acres) will be divided into three areas by the proposed Jack London Boulevard extension as it travels east from the El Charro Road intersection to its crossing with the Arroyo Las Positas. The extent of the division will be determined by the preferred roadway alignment ultimately chosen. The north/south connections—Roads A, B, and C—will also traverse these parcels. The following describes the programming and design requirements for these three open space areas, which are also illustrated in Figure 6-1.

Northwest of the Jack London—Road A Intersection

- A landscape buffer, that includes the bioswale along north side of the road, will frame Jack London Boulevard from El Charro Road through the intersection with Road A; this area is considered as the City's secondary entry corridor.
- Landscape elements should include, street trees and related vegetation to complement the City's character and help define the corridor.
- A bioswale will run parallel to the northern edge of Jack London Boulevard serving a dual purpose as both a design element for the City's secondary entry corridor and a storm water conveyance channel collecting and filtering runoff from adjacent roads and parking lots as needed.
- The area abutting the Prime Outlets property permits additional parking as a conditional use, if required. This development must follow the standards and guidelines for additional parking facilities as discussed in Sections 2.3 and 3.9 in Chapters 2 and 3, respectively, of this Plan.

Northeast of the Jack London—Road A Intersection

This area of approximately 20 acres will include the following uses:

- A landscape buffer, which incorporates a bioswale, will be developed to frame Jack London Boulevard and continue to its intersection with the arroyo. Less formal, natural plantings will be encouraged throughout this area.
- Additional parking is permitted on a conditional use basis on this property and must follow the standards and guidelines for temporary parking facilities as discussed in Chapter 2 and in Chapter 3 of this Plan.
- Land in this area is to be preserved as water quality basins, City parkland, and will provide at least 15 scattered picnic tables and additional benches. Areas shall be screened by trees and shrubs on-site in order to create a friendly, inviting environment.
- The area will be accessible via a spur of the multi-use trail that will cross Jack London Boulevard at the Freisman Road intersection.

South of Jack London Boulevard

- A bioswale will run through this property, following the alignment of the Jack London Boulevard extension.
- A section of the regional multi-use trail will run along the southern edge of the arroyo within the required buffer, and connect with the planned Tri-Valley regional trail west of El Charro Road.
- Two additional trails will run northward from the regional multi-use trail and connect with the two planned signalized intersections along Jack London Boulevard at Road C, linking trail users to the retail areas, and other open space areas.
- The remaining area would serve as City open space, and non intensive recreational uses (trails and golf) potentially providing some picnic or sitting areas along the multi-use trail. Again, landscape elements, including trees and shrubs should be used to create attractive gathering spaces.
- Two locations with minimal surface parking will be developed along the eastern and western edges of this area, each containing 10 to 15 parking spaces, accessible from Roads B and C.
- A flood bypass channel will be located along the northern edge of the creek, just outside of the 100-foot buffer from the bank.
- A hydromodification basin, as well as pump facilities, will be located in the northwestern portion of this area.

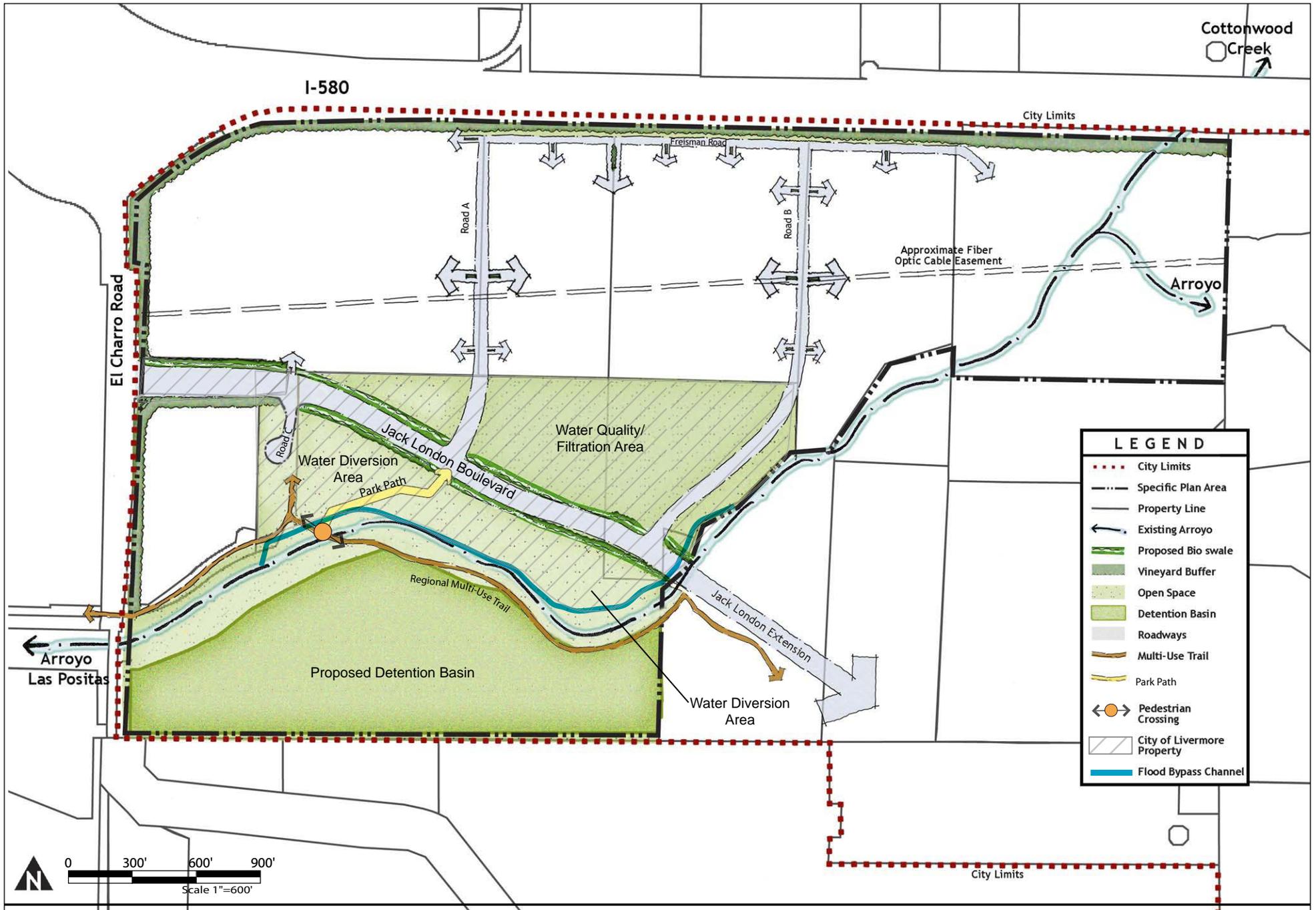


Figure 6-1 Parks and Open Space Plan
 CITY OF LIVERMORE EL CHARRO SPECIFIC PLAN

Note: This figure is conceptual in nature and subject to modifications based on subsequent development review.

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South of Arroyo Las Positas

The City's remaining open space parcel sits south of Arroyo Las Positas and is the largest within the Specific Plan Area, approximately 35 acres. This area is divided from the rest of the Plan Area by the Arroyo and it will serve primarily as it is today, as a natural open space area and flood control area. However, some new non-intensive recreation facilities such as golf, picnic areas, or trails are planned for this area.

6.3.2 Riparian and Arroyo Corridor

The Arroyo Las Positas corridor is an important component of the watershed system for Alameda County, specifically draining nearby Doolan and Collier Canyons. The portion of the Arroyo in the southwest corner of the Specific Plan Area is owned and managed by Zone 7 and has been culverted. All sections of the Arroyo serve to accommodate swelling water runoff during storm events and provide significant riparian habitat. The following guidelines apply to the entire length of the Arroyo as it winds through the Plan Area:

- A typical 100-foot setback from the top of bank, except on the Children's Hospital site west of Cottonwood Creek (50-feet from top of bank to the north, and 150-feet from top of bank to the south), must be maintained in a natural vegetated state along the entire length of the Arroyo to protect the important habitat, water quality, and provide flood protection.
- Site planning and development of the Children's Hospital site, at the north-eastern edge of the Specific Plan Area, contains the most restrictions related to arroyo protection. The Arroyo Las Positas flows through the property and is joined by Cottonwood Creek from the north, dividing the site into three areas. Any development must allow for the required open space buffers along all banks of the two arroyos, and be designed to avoid risks associated with the substantial floodway. Existing creek crossings will be reduced from five to four. All crossings, including one culverted, will be upgraded with free-spanning bridges.

6.3.3 Regional Multi-Use Trails

As designated under Livermore's General Plan, a segment of the regional trail network passes through City-owned parcels, running parallel to the Arroyo along the north side. The trail will connect from south of the airport along Jack London Boulevard to the proposed regional trail on the west side of El Charro Road.

- Per City standards, the typical trail easement would be 25 feet wide and contain separated travel lanes for equestrian, pedestrian, and bicycle use.

- A City's Park Facility Fee will be assessed to private developers within the Plan Area and will contribute to the acquisition and construction costs associated with the trail and parks within City-owned lands.
- Private property owners are obligated to construct connections to the multi use trail and parks.

6.3.4 Internal Open Spaces

Publicly accessible spaces within individual private developments are essential to providing the quality retail environment envisioned for the El Charro Specific Plan Area. These spaces will also contribute to the visual and pedestrian connections encouraged throughout the Plan Area. Developers are required to include plazas, flexible outdoor entertainment areas, and green spaces within the over one million square feet of retail buildings. The City will work with each project during the design process to determine the adequate amount of publicly accessible space needed for each property.

The fiber optic cable easement running east to west through the Plan Area represents both a unique development opportunity and challenge. As described in Chapter 3, no permanent structures are permitted atop this minimum 20-foot wide easement. The land use concept outlines potential development patterns that capitalize on this easement as a continual, east-west linear open space, transversing the entire El Charro Plan Area.

The easement provides opportunities to connect individual properties to each other along the way using greenways, pedestrian walkways, and/or plazas along the length of the fiber optic corridor. Roadways and pedestrian connections will cross the easement at various locations; major intersections shall be designed with more significant amenities, many of which should be oriented towards views of the adjacent hills. Variations in building setbacks, architectural elements, and associated landscaping will also help position the entire fiber optic cable easement area as an organizing and unifying element throughout the Plan Area.

6.4 PUBLIC SAFETY SERVICES

Livermore is dedicated to providing adequate fire, emergency services, and police protection throughout the City, including the El Charro Specific Plan Area. Although the development will not add a permanent residential population, a number of local and regional visitors will require services at comparable standards afforded to the rest of the City. Locations of area police and fire stations are shown in Figure 6-2 Livermore Public Safety Service Locations.

6.4.1 Fire Protection and Emergency Medical Service

In December 1996, Livermore and Pleasanton entered into a joint powers authority to consolidate fire services (fire suppression, prevention, and emergency medical assistance) under one Department, the Livermore-Pleasanton Fire Department (LPFD). The Department's service standard of a seven (7) minute total reflex time measure is comprised of a five (5) minute travel time, one (1) minute for dispatch, processing the call, and one (1) minute for the fire engine crew to get into emergency responsive protective clothing and start the fire engine rolling to the call. Livermore is also a signatory to the Alameda County Mutual Aid Plan, and therefore can request additional fire support at any time from the Alameda County Fire Department, California Division of Forestry, and the Tracy Rural Fire District. The LPFD also has an Automatic Aid Agreement with the Lawrence Livermore National Laboratory (LLNL) for emergency fire services.

Between both cities there are ten fire stations, with the headquarters located at Station 1 in Pleasanton. Station 10, one of the newest stations in Livermore, is currently the closest station to the Plan Area, located to the east of the site, on the south side of the airport near the SR-84 interchange. This access will be further improved with the eventual expansion of Jack London Boulevard. Station 3 on Santa Rita Road in Pleasanton is the next closest station, on the south-western side of the Specific Plan Area.¹

All roadways within the Specific Plan Area will provide adequate travel space for fire protection and other emergency vehicles. Per City standards, the narrowest permitted fire lane, typically found within standard parking lots, is 20 feet wide (LPZC 3-20-060).

Phasing of some of the roadways within the Specific Plan Area may occur, based on the implementation schedule of the various retail developments. If the Jack London Boulevard is not completed prior to the occupancy of any development within the Specific Plan area, an EVA,

¹ City of Livermore web site, accessed on June 26, 2006: http://www.ci.livermore.ca.us/LPFD/fire_stations.html

connecting the extension of Jack London Boulevard and SR 84 the Plan Area shall be provided. In addition, an EVA connecting El Charro Road to Pleasanton to the west will also need to be considered.

6.4.2 Police Services

Police services are housed at the Livermore Police Department (LPD) station in the Civic Center area (1110 South Livermore Avenue), approximately five and half miles south east of the Specific Plan Area. The El Charro Plan Area falls within the first beat of five total beats that the department operates with its almost 100 sworn officers (May 2003 data).² Areas beyond the City of Livermore are controlled by the Alameda County Sheriff's Department and the California Highway Patrol; the LPD only assists in these areas if called upon.

Police service standards require priority one calls be answered within three minutes (emergencies, felonies, or life/property threatening), and priority two calls within ten minutes (potential for danger). There is no service standard established for priority three calls, routine calls with no immediate danger.

Regional commercial uses that exceed 400,000 square feet shall provide a Police Substation that includes facilities for at least one police officer. These facilities may be combined with facilities provided for private security.

6.4.3 Waste Management Services

Access to trash storage facilities shall be provided on each site, consistent with City standards. Solid waste services are provided by Livermore Dublin Disposal (Waste Management Inc.).

² <http://www.livermorepolice.org/>

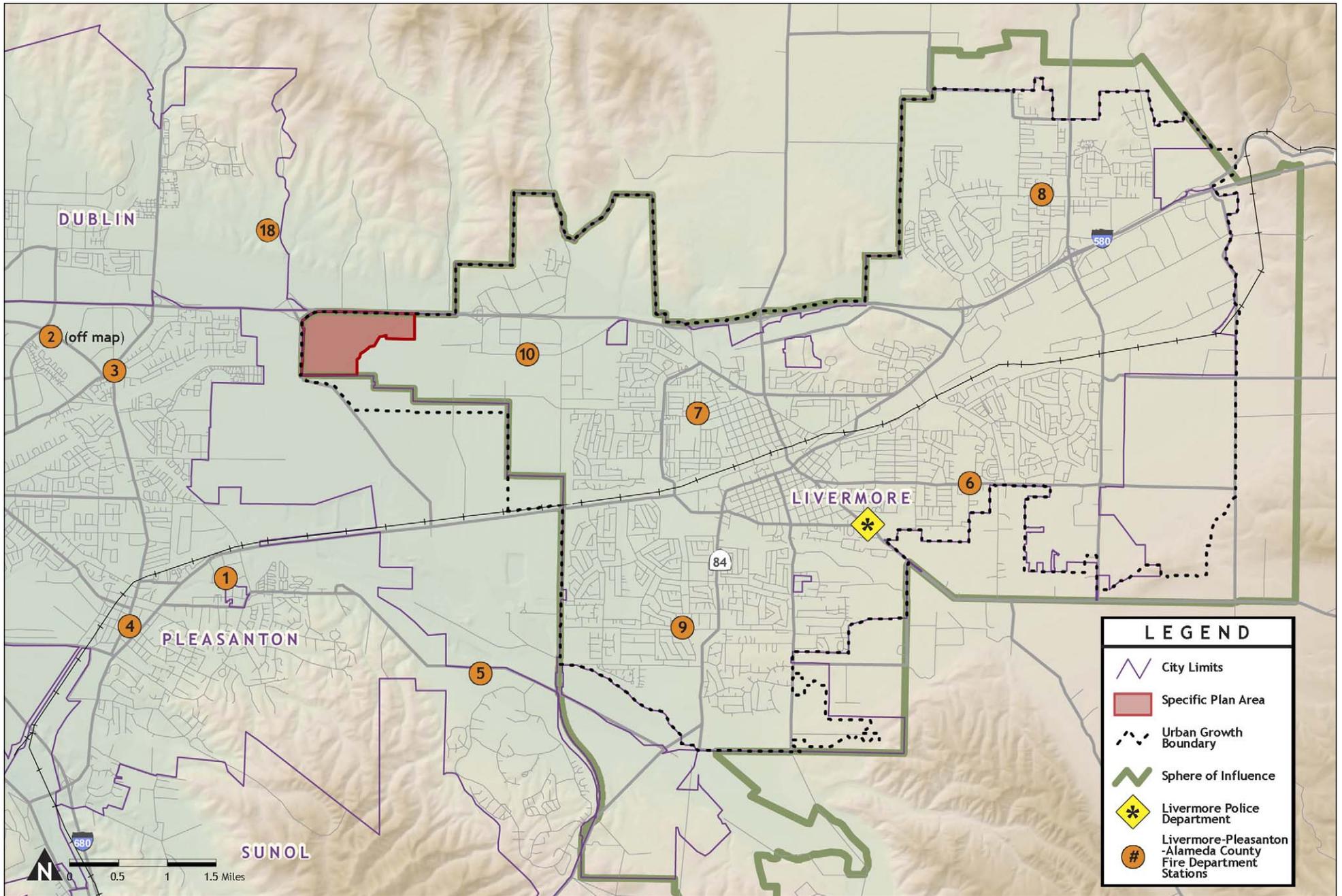


Figure 6-2 Livermore Public Safety Services
CITY OF LIVERMORE EL CHARRO SPECIFIC PLAN

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