

4 COMMUNITY CHARACTER ELEMENT

The natural and built environments of Livermore help create a strong sense of community for the town. Given the importance of Livermore's unique history and physical setting, the community determined it was essential to include a Community Character Element to identify, protect and enhance these characteristics.

Community character is best defined as the element that provides a “sense of place” within Livermore and contributes to its unique identity. This element encompasses both natural and man-made features of the local environment, as well as broader aspects that contribute to how the City is perceived as a unique place.

State law does not require a Community Character Element, but some of the topics addressed in this element, such as areas of historic value, scenic corridors, and the preservation of open space, are required as part of an Open Space element. However, the City of Livermore has chosen to address these issues as part of the Community Character Element since the City values its agricultural and historical identity and community character and seeks to preserve it. The decisions of individual property owners, together with the efforts of City government and other public agencies, can do much to preserve and enhance Livermore's physical appearance. This Element contains goals, objectives, policies, and actions that will guide private individuals and government officials in preserving and enhancing Livermore's character and unique physical identity.

I. NATURAL SETTING

A. Background Information

Livermore's most distinctive features are the hills and ridgelines that surround the City, most of which lie outside the City limits. Ridgelines are pronounced along the southern edge of the City, where views of rolling hills, interspersed with sycamore woodland areas, are complemented by intervening vistas of agricultural land and vineyards. Significant ridgelines are also located north of the I-580 corridor, particularly those associated with Brushy Peak to the northeast, as well as the Altamont Hills east of Vasco and Greenville Roads. Other open space to the north consists of more moderate topography, with rolling hills and rangelands. Livermore's built environment, and its planning policies, are designed to preserve views to these hills.

Several creeks and arroyos lie within the Planning Area, including Altamont Creek, Arroyo Seco, Arroyo Mocho, Arroyo Las Positas, Collier Canyon Creek, and Arroyo del Valle. These creeks support

vegetation and trees for portions of their length, imparting important topographical and visual features to the general landscape.

The Planning Area, largely unincorporated, has retained its rural character and natural setting, although it is accessible in less than one hour's drive from one of the most intensively urbanized areas of California. Yet this same proximity to major metropolitan centers threatens the area's rural character, visual excellence, and natural diversity and creates a high priority for the protection of the area's scenic resources both within and surrounding the City.

The community is ringed by hills and mountains which provide visual relief from spreading development on the Valley floor. The terrain ranges from gently rolling hills in the north to a rugged, steep mountain range in the south. The continuity of the hills and mountains is occasionally broken by narrow canyons and valleys.

Cultivated agriculture occupies large portions of the Valley floor in rectangular plots with straight rows contrasting with the contour planting of the rolling foothills to the north. Vineyards occupy the southern portion of the Valley floor. They, like the other agricultural uses, lend form to the urban pattern. In agricultural areas and grasslands, farmhouses are scattered about, each nestled under a stand of trees. Windmills, barns, corrals and fences are randomly spaced on the landscape. From the Valley floor on a clear day, there are excellent and impressive views of Mt. Diablo rising above the foothills to the northwest. Brushy Peak is a round-topped landmark formation with a contrasting cap of darker vegetation located to the northeast. To the southeast are the rugged canyons and ridges leading toward Mt. Hamilton, although the mountain itself is not visible from the Valley.

A few low, rounded knolls separate the City from the rest of the Valley to the north and present a pleasant visual feature for travelers along I-580. Rising on both sides of the highway, they form an attractive scenic corridor that is of local and Valley-wide significance.

An identification of the I-580 corridor visual amenities has provided the basis for assessing impacts to visual quality from proposed developments, indicating areas which need to be preserved and/or protected. The goals, objectives, policies, and actions below were established to protect the I-580 scenic corridor and scenic assets and vistas within and surrounding the City's environs.

B. Goals, Objectives, Policies, and Actions

Goal CC-1	Preserve and enhance Livermore's natural setting.
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Objective CC-1.1 Use open space to protect and enhance local community character and identity, to preserve rural characteristics, and to provide an edge to urban growth.

Policies

- P1. The City shall allow no structural development in hillside areas involving skylines, ridge-lines, or silhouettes.
- P2. The City shall permit no intensive development of the hills. Development including roads, buildings and other structural or land coverage shall be located, sited and designed to fit and be subordinate to the natural landforms. Under no circumstances shall development create uniform, geometrically terraced building sites which are contrary to the natural landforms and which detract, obscure or negatively effect the visual quality of the landforms.
- P3. *Areas with slopes should be conditioned carefully with respect to grading, cut and fills, runoff, erosion and sedimentation, and maintenance of vegetation. Hillside development regulations should reflect these environmental concerns. (NLUGBI)*
- P4. *No building site or greenhouse, in whole or in part, may be located on a pre-development slope of more than 20%. No building may be located on a site that has access over a natural slope of more than 25%. Cultivated agriculture may not be conducted on a slope, prior to topographical alteration, of more than 20%. (NLUGBI)*
- P5. The designation of various scenic routes in the Planning Area shall be determined according to the Scenic Route Goals, Objectives, Policies, and Actions and visual resource policies of the General Plan.
- P6. The City shall maintain an area of non-urbanized land surrounding Livermore to serve as a buffer between communities. Uses that are considered compatible with this area include agriculture, grazing, open space, recreation, and reclaimed sand and gravel extraction.

- P7. Open space shall be used to protect and enhance local community character and identity, and to guide the physical shape and direction of urban growth to preserve the rural characteristics of the area.
- P8. New development shall be designed to preserve views from existing neighborhoods to the greatest extent feasible.
- P9. Open space shall be used as a buffer between incompatible land uses within urban or essentially undeveloped areas.
- P10. *The City shall permit no development on grassland in upland areas (knolls, hillsides, and ridgelines that rise above the valley floor) unless such development will be screened effectively from existing or proposed public viewing areas or scenic corridors. (NLUGBI)*
- P11. The City shall preserve and enhance, or work with and support the efforts of other agencies, as appropriate (e.g., with joint grant applications, sharing of staff resources and legal services), to preserve and enhance the following natural amenities:
- (a) Ridgelines
 - (b) Oak Woodlands and Grasslands
 - (c) Grasslands
 - (d) Riparian Woodland
 - (e) Arroyos and Creeks
 - (f) Knolls
 - (g) Brushy Peak
 - (h) Arroyo Mocho/Cedar Mountain
 - (i) Corral Hollow
 - (j) Sycamore Grove
 - (k) Hilltops (NLUGBI)*
 - (l) Slopes (NLUGBI)*
 - (m) Viewscares (NLUGBI)*
 - (n) Frick Lake
 - (o) Springtown Alkali Sink
- P12. The City shall preserve and enhance the following manmade amenities:
- (a) Vineyards
 - (b) Other Agriculture

- (c) Lake Del Valle
- (d) Scenic Highways, Roads, and Corridors
- (e) Buildings of Historic or Architectural Significance or Interest
- (f) Community Entrance Points

P13. The City shall utilize open space easements to preserve sensitive environmental and visual resource areas as open space in perpetuity. Parcels with open space easements recorded on them shall subsequently be redesignated to Open Space (OSP) on the General Plan Land Use Map to ensure that no future urban development is considered on the parcel.

Objective CC-1.2 The intensity of land use in woodland areas shall reflect the density of the trees so as to perpetuate the woodland character.

Policies

- P1. No structure or appurtenance shall exceed the height of the tree canopy in woodland areas.
- P2. Development in woodland, grassland, or grassland/woodland areas shall employ colors and materials which are in harmony with, rather than contrast to, the vegetation cover of the site.

Objective CC-1.3 Minimize obtrusive glare and wasted energy from excessive nighttime lighting and preserve views of the nighttime sky.

Policy

- P1. The importance of views of the nighttime sky unimpaired by inappropriate intensities of light and glare shall be acknowledged as a significant scenic resource in Livermore.

Action

- A1. Incorporate standards in the development of design review guidelines that are concerned with lighting quantity, intensity, and design in order to minimize contributions to glare, light trespass and “sky glow” while providing nighttime lighting sufficient to ensure public safety.

II. URBAN DESIGN

A. Background Information

Urban design considers the aesthetic and functional relationship of places, buildings, and their setting. It focuses on the connections between people and places, circulation patterns and the physical form of the City. Enhancing quality of life and the urban environment is a key goal of urban design.

Livermore can be divided into areas characterized by broadly similar land uses, including residential, commercial, industrial, and institutional uses. This section describes and summarizes the location and general urban design qualities of these different land uses.

Residential

Residential uses are the most widespread land use type in the City. The development of Livermore's residential neighborhoods has occurred in several distinct phases, each of which has made its contribution to the City's character and has resulted in distinguishable development types and patterns in different areas of the City.

Central residential districts in the Downtown and immediate surrounding area reflect the early phase of the City's development, from the late nineteenth century to the 1950's. Development from this phase can be seen in areas north, south and east of Downtown, where neighborhoods follow the traditional grid pattern of the commercial core. These areas consist largely of modest one-story single-family homes, most often built in a ranch, bungalow, or craftsman style. Streets are generally wide and lined with mature trees, with relatively short setbacks from the street.

Beyond the center of the City, radiating outward to the urban edge, are numerous residential subdivisions built since 1950. The urban fabric of these areas reflects a classic suburban development pattern; large tracts of one- and two-story single-family homes of largely similar style arranged on cul-de-sacs and curvilinear local streets. Along major arterial streets, soundwalls have traditionally been used to buffer residential areas from the impacts of vehicular traffic. While providing an insulating buffer to these neighborhoods, thus elevating the living environment quality for these residents, the sound walls have had a consequential effect of minimizing the sense of community to the traveling public. Multi-family housing and apartment complexes are generally located along larger streets and arterials.

Other significant features of the urbanized area impact the residential areas and include a triangular swath of low-density light industrial development that radiates northeast between the railway and I-580 from east of Downtown to the City limits. The Lawrence Livermore National Laboratory (LLNL) and Sandia National Laboratories, while not within the incorporated City limits area, are located adjacent to the southeastern part of the City and are integral to the community's identity. Finally, the Livermore Municipal Airport, a general aviation airport, is located in the far west part of the City, south of I-580.

Newer residential areas at the edge create an interface of new low-density development, designed to be compatible with the open space and agricultural uses that surround the City. Newer development is interspersed with older ranches and small farms spread along outlying roads. In areas north of I-580, residential development is limited to the Springtown and Altamont Creek neighborhoods on the east side of town, as well as adjacent to Las Positas Community College along North Canyons Parkway on the west side of town.

Downtown

Downtown is the City's historic commercial center, reflecting the City's former importance as a regional commercial center for the surrounding agricultural and ranching community. Livermore's historic Downtown lies south of the railway corridor and I-580, in an area bounded roughly by Railroad Avenue and the railway to the north, Fourth Street to the south and east, and South S Street to the west. Today, Downtown has a mixture of commercial uses located in a variety of one- and two-story buildings. Much of the Downtown is walkable, with generous sidewalks and low traffic volumes. First Street and Railroad Avenue do, however, experience higher traffic volumes than most Downtown streets because of their accessible east-west connectivity to other streets. The Downtown is also the location of many of Livermore's most prominent and distinguished landmarks, including the Carnegie Building, Southern Pacific Railroad Depot, Bank of Italy building, and the Mills Square Flagpole.

Community and Neighborhood Retail Centers

Outside of Downtown, most of Livermore's commercial activity is concentrated in auto-oriented retail centers, many of which are clustered close to I-580. The design of these retail centers reflects their auto-orientation, with large "big-box" stores fronted by large parking areas. Numerous neighborhood-serving retail centers are scattered throughout the City, generally located along major arterials. Examples of such centers include Vintner Square and Granada Shopping Center.

Industrial Areas

Industrial areas of Livermore are primarily concentrated in the City's eastern half, particularly in the area between I-580 and the railroad, extending from Downtown to Greenville Road, as well as around the Airport in the western part of Livermore. These areas are characterized by low-density light intensity industrial uses, including: small scale manufacturing operations, warehouses, and research and development. Buildings are generally low-rise one- and two-story structures with a range of development featuring minimal to good architectural features and detail.

There is no heavy industry or large-scale industrial facilities within City limits. However, large-scale sand and gravel extraction operations are located west of Livermore. The quarry operations are characterized by groups of large mechanical structures, heaps of extracted material, extensive areas of exposed dirt, and large pits.

Business and Office Parks

Livermore's large-scale dedicated business parks are found in an area of "campus style" office developments in northwest Livermore around North Canyons Parkway. Groups of office buildings, surrounded by parking lots, pedestrian walkways and landscaped communal areas are linked to nearby thoroughfares by secondary roads. Other, smaller office developments are scattered throughout the City, generally concentrated along major arterials, and in the light industrial areas described above.

Public and Semi-public Facilities

Livermore has a number of public and semi-public facilities that reflect the City's heritage and form a key part of its present-day character. These sites are scattered throughout the City. Some of the most notable include the rodeo grounds, and historic sites such as the Carnegie Building and Ravenswood.

The Carnegie Building is an important local historic landmark, situated in the center of a one-square-block park in Downtown. The formal, linear layout of the park responds to the classical style of the Carnegie Building, with its portico framed by Ionic columns.

The Ravenswood historic site, near the southern edge of town, is the centerpiece of a large park. The historic site includes several nineteenth-century structures, dominated by two white Victorian cottages, surrounded by mature palm trees and vineyards.

Livermore's current rodeo grounds are an important community facility and a key element of Livermore's community identity. They are a part of the larger Robertson Park, with its flat, open, grassy sports fields and views towards the southeast.

Laboratory Facilities

In addition to the industrial and commercial uses described above, prominent features of Livermore's urban environment are the LLNL and Sandia National Laboratories facilities, located southeast of the incorporated City limits. Several multi-story lab buildings are sited along Vasco Road, and, as the tallest buildings in Livermore, are highly visible looking east from Vasco Road and west from Greenville Road.

Open Space

The numerous public parks and open space resources in Livermore are an important aspect of the City's community character. Numerous local parks are scattered throughout the City. Prominent public open space areas include Robertson, Sycamore Grove, and Robert Livermore Parks. Additionally, the City and LARPD have an extensive bikeways and trails network that provides additional opportunities for both recreation and transportation purposes. This network also provides opportunities for traveling through the scenic rural and historic areas of the City, such as along arroyos and through the pastoral South Livermore wine region.

Gateways and Edges

Gateways are the entries to a City, district, or neighborhood. They act as a point of distinction between different areas, and contribute to a sense of arrival to one place from another. For the most part, gateways in Livermore are associated with the City's major transportation corridors. These include exits off of I-580, as well as the points along the freeway where the transition is made from rural surroundings into the urbanized area. Important gateways also include entries to the City from other major regional connectors such as Stanley Boulevard, Vallecitos Road, Vineyard Avenue, Vasco Road, and Livermore Avenue. Planned new gateways in the Circulation Element include the North Canyon Parkway/Dublin Boulevard connection and the West Jack London Boulevard extension to Pleasanton.

Gateways can also be found at the entrance to Livermore's Downtown and the Livermore Valley wine region in South Livermore. The most prominent gateway to Downtown is the intersection of South Livermore Avenue and First Street, which includes historic buildings, landscaping and signage. Other corridors into Downtown generate little sense of arrival, and efforts could be strengthened to promote

these potential gateways. Examples of these gateways are the intersections of Portola at North Livermore Avenue, which features an ornamental vineyard and wine cask, and the intersection of Holmes at First Street, which features Hansen Park, with its public fountain and historical farm equipment.

Gateways to the wine region are, in general, not formalized, but the very distinct difference in landscape when traveling from the built-up area of Livermore to a terrain of vineyards, clusters of winery buildings and agricultural fields serves to distinguish gateways to the wine region along Tesla Road, Wetmore Road, Connannon Boulevard, and Arroyo Road. The Isabel corridor to the west and the Vasco corridor to the east serve as both gateways and edges connecting the community to its surroundings. The edges of a community are another important way of signaling the transition from the surrounding area into a specific place. Edges are a transition or interface between two kinds of landscapes. Livermore's edges are predominantly transitions between agricultural land or open space and residential areas, as along Isabel Avenue and Vasco Road. Livermore has "feathered" edges that progress from open space outside of the City limits to low-density residential neighborhoods, to higher-density residential neighborhoods surrounding commercial centers and the Downtown. This gradual transition in density helps integrate neighborhoods to each other, and helps integrate Livermore with its natural surroundings.

B. Goals, Objectives, Policies and Actions

Goal CC-2	Maintain high standards of urban design in Livermore.
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Objective CC-2.1 Maintain and enhance Livermore's urban design quality and encourage high quality design in all new development and redevelopment.

Policies

- P1. All new development and redevelopment shall be subject to design review.
- P2. High-quality design shall be provided in the areas of community design, site design, building design, and landscape design to ensure that compatibility exists between new and existing development.
- P3. The architectural design and site layout of new development and redevelopment should consider the context and character created by existing land uses.

- P4. Design requirements and amenities shall be encouraged in new development and redevelopment, including, but not limited to:
- (a) Interconnected street layout;
 - (b) Clustering of buildings;
 - (c) Landscaping on each lot;
 - (d) Visual buffers;
 - (e) Facilitating pedestrian activity; and
 - (f) Distinctiveness in architectural design.
- P5. “Green building” practices shall be encouraged in new development and redevelopment. Green buildings are those that utilize methods and materials that are more environmentally benign than conventional methods or products. Examples include:
- (a) High levels of insulation throughout construction including walls, floors, ceilings, and openings;
 - (b) Windows with high levels of insulation;
 - (c) Windows and eaves designed for passive solar heating;
 - (d) Construction using sustainable and recycled materials;
- P6. New residential, commercial, and mixed-use neighborhoods shall promote comfortable, safe, and human-scaled design, pedestrian-oriented design features, and connections to pedestrian, bikeway and site amenities shall be incorporated into these new neighborhoods.
- P7. In new residential developments, the use of traditional site design and architectural elements such as a grid street layout, narrower streets, street trees, detached sidewalks, traditional house designs, reduced setbacks, and garages to the rear or sides of properties, shall be encouraged where found consistent with the neighborhood character.
- P8. Buildings with large, blank exterior walls lacking architectural details shall be prohibited.
- P9. Within existing single-family neighborhoods, homes of modest size, built in proportion to their lots, shall be encouraged. Construction of single-family homes that are out of scale with surrounding homes, or which leave yard areas that are significantly smaller than other yards in the neighborhood, should be avoided.

- P10. Multi-family structures and non-residential uses located adjacent to single-family properties shall incorporate adequate screening into the project design to soften the visual impacts of new, more intense development.
- P11. The establishment of gated communities shall be prohibited, excepting senior residential complexes.
- P12. Off-street parking areas shall be screened, preferably by natural vegetation in conjunction with earth berms.
- P13. Existing land uses or those of public necessity, which are visually offensive, shall be screened from view from highways or roadways, or inconspicuously located if within a scenic route.
- P14. Residents and property owners shall be required to maintain their properties in good condition.

Actions

- A1. Prepare and adopt ordinances, guidelines, and/or procedures in order to implement these policies including design review procedures, creation of development design standards, a specific plan for Downtown development and revitalization, and establishment of public improvement standards including landscaping and related programs which address these policies. These ordinances, guidelines, and procedures shall address, at a minimum, the following:
 - (a) Building materials;
 - (b) Building scale, bulk, and facade treatment;
 - (c) Streetscapes;
 - (d) Lighting;
 - (e) Landscaping and trees;
 - (f) Visual impacts of multi-unit housing on nearby single-family residences and historical buildings;
 - (g) Visual resources;
 - (h) Signs.
- A2. Develop, maintain, and implement urban design guidelines and performance standards that establish design requirements for residential, commercial, and industrial development

- and redevelopment. All new development and redevelopment shall be subject to design principles and performance standards.
- A3. Update adopted standards for the design of public improvements in new development and redevelopment in recognition of the extreme importance of quality design of development and the value of aesthetics in developing an image and sense of character for the City.
 - A4. Periodically review and revise, as necessary, street width standards to address emergency vehicle access while also providing for the narrowest streets possible to enhance walkability and urban design character.
 - A5. Continue to implement an attractive, coordinated system of “street furniture,” including fire hydrants, litter containers, newspaper vending machines, paving patterns, planters, signposts, traffic signals, benches, and light standards.
 - A6. *Arroyos and creeks, sensitive and riparian habitat, wetlands or established vegetation such as trees, shall be maintained and enhanced. (NLUGBI)*

Objective CC-2.2 Maintain high-quality design of all signage.

Policies

- P1. On-premise signs shall be the minimum size, height, number and type necessary for identification. Their design, materials, color, texture and/or location shall relate to the type of activity to which they pertain and be compatible with the architectural character of the building it is associated with and the visual character of the surrounding area.
- P2. The City shall not permit off-premises outdoor advertising, except for approved freestanding freeway signs and approved non-commercial, general services, informational or directional panel signs, i.e. signs used for advance notice to motorists or to identify destination points, e.g. civic center, library, historic sites, the wine country, parks, etc.
- P3. The City shall continue to implement freeway sign regulations that limit the number of joint freeway signs per interchange, as well as restricting their use to highway-dependent services. Regulations shall include off-site advertising for qualified participants. Approval of signs shall be subject to the appropriate City permits. The location of each sign shall be

determined by the optimum visibility from the freeway travel ways having the least impact on the scenic quality of the I-580 corridor.

Objective CC-2.3 Maintain high-quality design of public facilities.

Policies

- P1. Existing overhead utilities shall be placed underground through a phased program of conversion.
- P2. Utility distribution lines shall be placed underground in new developments and upon redevelopment.
- P3. The City shall adopt public improvement standards to implement improvements of high quality public facilities. Excellence in the appearance of public facilities shall be of utmost importance and consideration. New development and redevelopment shall be designed with complimentary public and private amenities. Streetlights, benches, accessory structures, and public and private spaces shall be designed in a complimentary fashion. Landscaping shall be an important and significant design component of development. Areas visible from public streets shall be landscaped as part of the initial development. The City's design guidelines and standards shall establish the objectives, techniques, and programs to implement the location, amount, and type of landscaping material appropriate to these objectives. Additionally, the Downtown Specific Plan's design guidelines shall provide direction on how to address these issues for new development or redevelopment within the Downtown Area, as defined in the Specific Plan.
- P4. Street rights-of-way in new subdivisions shall not exceed approximately 30-percent of the total acreage involved in the proposed development, exclusive of planned open space areas.

Objective CC-2.4 Preserve and enhance all entry corridors to Livermore.

Policies

- P1. To protect visual quality at entrances to the City along the freeway, highway commercial development, if allowed, shall be limited to the immediate area of the interchange.

- P2. The design review process shall be used to require new development at the major entrances to the City to provide enhanced site plans, landscaping, and architectural design. Uses should be aesthetically pleasing, providing a high quality design that will benefit its location as a gateway to the City.
- P3. The City recognizes the significance of the El Charro area as an important gateway to the community and that it provides an opportunity to support and enhance the community character. Therefore, development proposed for parcels located southwest of the El Charro/I-580 Interchange shall provide a buffer of vineyards to be located along the southern edge of Friesman Road and the eastern edge of El Charro Road.

Action

- A1. Develop City-funded landscape features and/or sculptures at gateways and entries to the City.

III. CULTURAL RESOURCES

A. Background Information

Cultural resources in Livermore include both prehistoric and historic resources. As of 2002, there were over 400 known cultural resources within the Planning Area, of which 45 had been determined potentially eligible for listing on the National Register of Historic Places.

Paleontological Resources

In May 2002, a fossil locality search was conducted at the Museum of Paleontology at the University of California, Berkeley to identify fossil localities within and adjacent to the Planning Area. Several Pleistocene vertebrate fossil localities were identified within the Planning Area boundaries. The most recently discovered fossil locality is within the Lawrence Livermore National Laboratory, where a fossil mammoth was found during excavations in 1997 and 1998.

Archaeological Resources

In addition to fossils and other paleontological resources, the Planning Area may include sites of prehistoric human habitation. The Livermore-Amador Valley has been inhabited by humans for 6,000 to 12,000 years. The Native American Heritage Commission lists one site in the Planning Area in

their Sacred Lands File. Within the Planning Area, prehistoric resource sites are generally located near water sources such as creeks or springs. There is a high probability of additional undiscovered prehistoric cultural resources in areas around these features.

Since the Planning Area is known to contain paleontological and archaeological resources and there is a probability of discovering additional resources, archival and field study is recommended prior to the implementation of projects involving or leading to ground disturbance.

Historic Resources

In addition to natural environmental features, Livermore possesses cultural resources that are important parts of its community identity. These historic resources include historic structures, sites and areas that played important roles in local history. Other buildings, while not technically of historic significance, are valuable because of design attributes that provide insight into architectural styles and values of the past. The City recognizes these historic resources as worthy of preservation both for their aesthetic and cultural importance and because they are an integral part of Livermore's character and identity.

Most of Livermore's historic resources are concentrated in the Downtown, in an area roughly bounded by Railroad Avenue to the north, Maple Avenue to the east, College Avenue to the south, and Holmes Street to the west. In addition, historic resources associated with viticulture, dry farming, or stock raising are present in the northern parts of the Planning Area and, to a lesser degree, in southern and eastern Livermore.

B. Goals, Objectives, Policies and Actions

Goal CC-3 Preserve and enhance the City's cultural and historic resources not merely as positive reminders of the past, but also as relevant and unique alternatives for the present and the future - a source of community identity, architecture, and social, ecological and economic vitality.

Objective CC-3.1 Establish and maintain a comprehensive, Citywide preservation program.

Policies

- P1. The City shall maintain a historic preservation commission and historic preservation program with dedicated City staff to administer governmental preservation functions and programs.
- P2. The City shall encourage, and when possible require, the preservation of places, sites, areas, buildings, structures, and works of humans which have cultural, archaeological, or historical significance or other special distinction to the community.
- P3. Whenever a historical resource is known to exist in or near a proposed project area, the City shall require an evaluation by qualified professionals as a part of the environmental assessment process.
- P4. The City shall encourage the preservation of historic resources to promote the sustainability, stabilization, and revitalization of its neighborhoods.
- P5. The City shall consider historic and cultural resources in its comprehensive planning efforts.
- P6. The City shall act as a role model for historic preservation by maintaining and preserving City-owned historic properties when prudent and feasible.
- P7. The City shall recognize the historic significance of Downtown Livermore through a specific plan for the Downtown. The Downtown Specific Plan shall include provisions to balance historic resource preservation and adaptive re-use with revitalization efforts. The Downtown Specific Plan shall establish a development review process and design guidelines for historic resource rehabilitation as well as require new construction to be designed

such that it is compatible with and sensitive to the historic identity of Downtown Livermore.

Actions

- A1. Revise historic preservation processes and standards to reflect and implement the goals, objectives, policies, and actions of this General Plan.
- A2. Incorporate historic preservation goals, objectives, policies, and actions into new specific plans, as well as in specific plan updates.
- A3. Pursue identification and establishment of historic districts, if necessary, to better preserve historical resources.
- A4. Implement preservation goals, objectives, policies, actions, and guidelines throughout various City departments and functions.
- A5. Review and monitor permits, procedures, and activities to reinforce preservation goals through a historic preservation commission.
- A6. Review and revise the development review process for historic preservation, as necessary, to provide clear direction on the process, procedures, and specific applicable standards for adaptive reuse and modifications to historic resources.
- A7. Implement training of City staff and appointed committees and commissions in historic preservation, including familiarity with the historic preservation component of the General Plan and specific plans, design guidelines for historic resources, use of the State Historical Building Code, and the historic resource provisions of the California Environmental Quality Act.
- A8. Establish design guidelines for historic resources based on established federal and State standards and guidelines.

Objective CC-3.2 Establish an inventory of historic and cultural resources of significance to the local community, the State and the Nation.

Actions

- A1. Conduct a Citywide survey to document and identify those resources that meet the criteria for listing at the local level, on the California Register of Historical Resources, and on the National Register of Historic Places.
- A2. Update the historic resources survey periodically, as needed, to reflect changes due to the passage of time, loss of existing historic resources, and the availability of new or reinterpreted information.
- A3. Develop historic context statements for interpreting history about historic properties that share a common theme, common geographical area, or a common time period. This document should help to establish categories of historic significance for a given area.

Objective CC-3.3 Promote a broad public understanding of Livermore's heritage, traditions, and preservation policies and foster a wider appreciation of the contributions historic and cultural resources make to the City's distinctive and diverse character.

Policies

- P1. The City shall increase knowledge of historic preservation through public education, awareness programs, and outreach programs.
- P2. The City shall support historically-oriented visitor programs at local and regional levels.
- P3. The City shall encourage identification of historic resources through a program of plaques and markers.
- P4. The City shall encourage and support public and private schools to integrate local history into their curricula and related educational programs.
- P5. The City shall encourage local private and non-profit organizations in their efforts to promote and protect historic and cultural resources.

Action

- A1. Develop an awards program to recognize excellence in preservation, conservation, rehabilitation, and education.

Objective CC-3.4 Identify and protect archaeological and paleontological resources that enrich our understanding of early Livermore and the surrounding region.

Policies

- P1. The City shall require proper archaeological or paleontological testing, research, documentation, monitoring, and safe retrieval of archaeological and cultural resources as part of a City established archaeological monitoring and mitigation program.
- P2. Whenever there is evidence of an archaeological or paleontological site within a proposed project area, an archaeological survey by qualified professionals shall be required as a part of the environmental assessment process.
- P3. If an archaeological site is discovered during construction, all work in the immediate vicinity shall be suspended pending site investigation by qualified professionals. If, in the opinion of a qualified professional, the site will yield new information or important verification of previous findings, the site shall not be destroyed.
- P4. Archaeological sites should be preserved for research and educational programs. Where possible, such sites shall be made accessible to the public as part of the open space/recreation/educational system.
- P5. The City shall consult with Native American organizations before implementation of any project in the vicinity of Brushy Peak Regional Park.

Objective CC-3.5 Provide incentives to encourage owners of historic resources to preserve and rehabilitate their properties.

Policies

- P1. The City shall pursue and support the use of federal, State, local, and private grants, loans, and tax credits to preserve and rehabilitate historic properties.
- P2. The City shall encourage continuing the original use of historic resources where possible; adaptive use of historic resources is the preferred alternative when the original use can no longer be sustained.

- P3. The City shall use the State Historical Building Code and Uniform Code for Building Conservation and provisions for historic buildings in the Americans with Disabilities Act to maximize the preservation and architectural integrity of historic buildings and structures wherever possible.

Actions

- A1. Collect, maintain and make available to the public an information base of State, federal and private incentive programs for historic resources.
- A2. Explore opportunities for promoting heritage tourism, including cooperation with regional and State marketing efforts.

IV. SCENIC ROUTES

A. Background Information

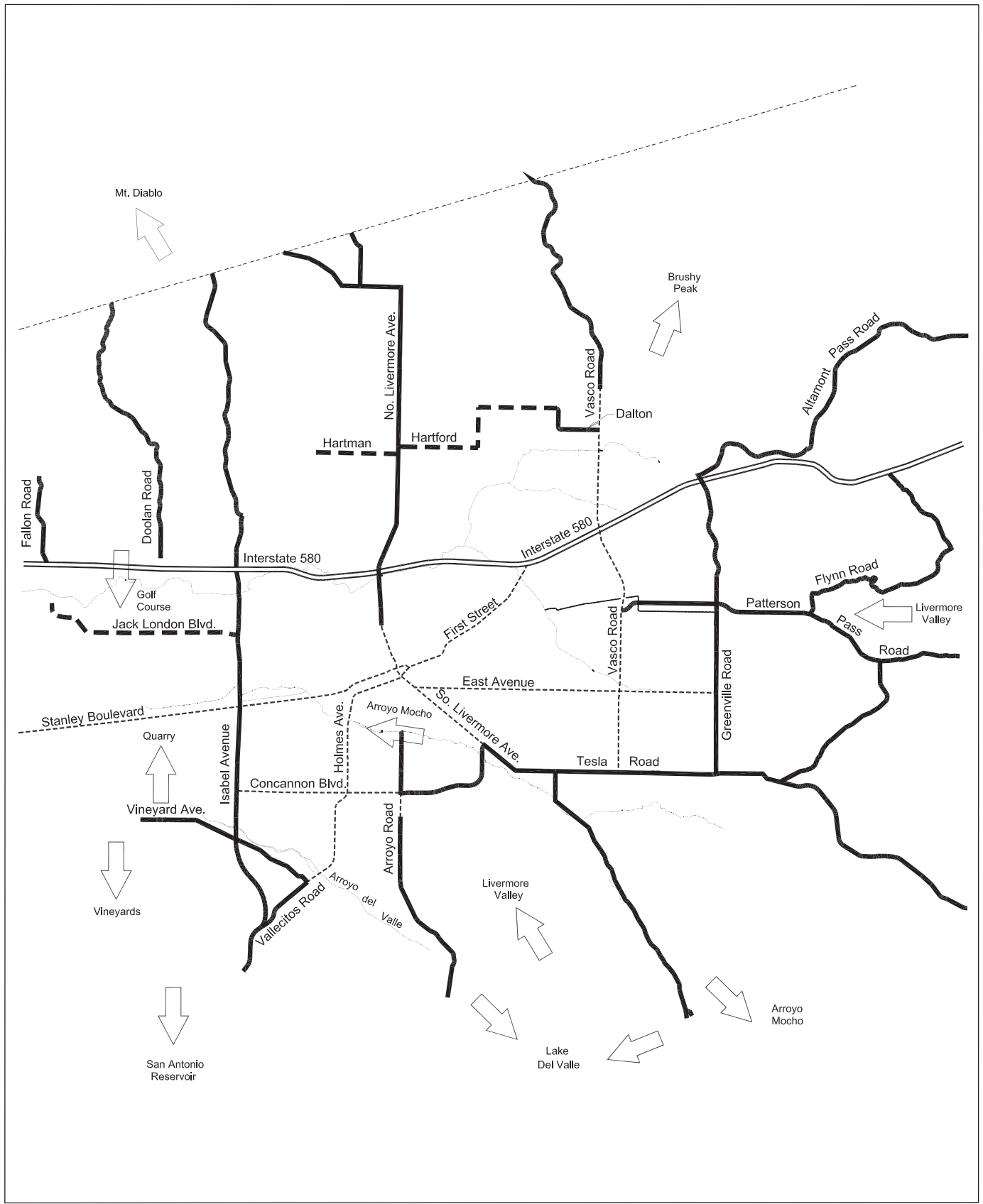
Livermore's location within the Livermore Valley provides topographical and visual diversity looking outwards from the City. These views of the surrounding hillsides are one of the primary visual characteristics and amenities of the City. While the majority of the City lies on relatively flat terrain, some northern and far southern areas are built up to hillsides, providing some topographical variety within the City itself. Hill and ridgeline views are available from many vantage points within City limits. Mount Diablo is visible to the northwest of Livermore, and Brushy Peak is prominent to the northeast.

Within the urbanized area, scenic views of surrounding hillside open space are most readily available along the urban edge, and within areas of the City and Planning Area that have seen minor development. The South Livermore residential subdivisions, east of Arroyo Road and south of Alden Lane, are situated on a rise, and enjoy scenic vistas to the south. Development in the Altamont Creek residential area is afforded attractive surrounding views due to the lack of intervening development. In more central parts of Livermore, views towards the hills are primarily available as one travels along the City's major arterials, where the roadway corridor permits a relatively clear sightline to outlying areas.

This General Plan identifies a number of roadways in the Planning Area that are considered scenic routes. These streets and roadways are so designated because they pass through areas of high scenic

value, or provide access to important scenic, recreational, cultural, or historic points. Figure 4-1 shows the identified scenic routes.

Protection of scenic views from I-580 is of particular importance. This heavily-traveled roadway provides some of the best views of Livermore's surrounding hillsides and ridgelines. Policies and actions in this General Plan specifically seek to preserve and protect scenic views within the designated I-580 Scenic Corridor through control of grading, landscaping, and



EXISTING PROPOSED ROUTES



Freeway
Non-Scenic Segment
Major Streets
Water Ways
Scenic Vistas

FIGURE 4 - 1

PLANNED SCENIC ROUTES

building height. The I-580 Scenic Corridor is defined as the area within 3,500 feet of the freeway centerline and visible from the roadway.

Along the freeway, traveling west to east, views on the north from El Charro Road to Doolan Canyon range from agricultural/range lands to gently rolling grasslands. On the south, from El Charro Road to Airway Boulevard, views range from fallow agricultural fields, the Las Positas Golf Course, and limited views of the Airport and aircraft activity.

On the north side, traveling from Doolan Canyon to the programmed Isabel/I-580 interchange, views include high-end business and commercial park development. Development in this area has been constructed at limited heights to preserve views of the surrounding hills.

Continuing along the freeway, looking south from Airway Boulevard to North Livermore Avenue, the area is relatively flat with some scenic views of the Arroyo Las Positas, minimal residential development, and scattered commercial development. In this same area on the north side, there are scenic views of adjacent hillsides. These views continue on the north side essentially until the area known as Springtown is reached. Views on the south side between North Livermore Avenue east to First Street are somewhat limited due to existing commercial development, as well as minimally developed rolling hills. Continuing east on I-580, scenic views are limited on both the north and south sides of the freeway due to commercial development, by residential development on the north side, and primarily by low intensity industrial development on the south side. It is not until Greenville Road is approached that scenic views of the Altamont Hills to the north, south, and east can be seen once again.

In addition to I-580, rural roads that pass through undeveloped parts of the Planning Area constitute the most important scenic roadway routes in the Planning Area. These are shown on Figure 4-1.

B. Goals, Objectives, Policies, and Actions

Goal CC-4	Protect and enhance public views within and from established scenic routes, including views of arroyos.
------------------	--

Objective CC-4.1 Protect public views from scenic routes and corridors.

Policies

- P1. Development shall not be allowed to obscure, detract from, or negatively affect the quality of the views from designated scenic routes.
- P2. The City shall maintain in open space that portion of the hills which is seen from the freeway and which is within the I-580 Scenic Corridor as shown in Figure 4-1. Any development within the I-580 Scenic Corridor is subject to the policies set forth under Goal CC-4 and the conditions set forth in *Section C, I-580 Scenic Corridor Implementation*.
- P3. The City shall permit no development to wholly obstruct or significantly detract from views of any scenic area as viewed from a scenic route.

Objective CC-4.2 Provide a continuous, convenient system of scenic routes.

Policies

- P1. The scenic route system should be complete enough to be convenient to all persons in Livermore and to provide continuous pleasurable trails within and between major scenic areas and recreational and cultural centers in the Planning Area and adjacent areas.
- P2. The scenic routes should afford aesthetically pleasing views to both the traveler and the outside observer throughout the entire system.
- P3. The I-580 Scenic Corridor development shall include provision for cycling, hiking, and riding trails within or adjacent to street rights-of-way, where feasible.

Objective CC-4.3 Establish efficient and attractive connecting links.

Policies

- P1. The scenic route system should include attractive and efficient links between routes of major scenic value and recreational and cultural centers.
- P2. Links between scenic routes and recreational and cultural centers should include certain freeways and other roadways coordinated among appropriate jurisdictions.

Action

- A1. Trees, shrubs, and other landscaping shall be planted along scenic roads in accordance with a landscape plan approved by the City.

Objective CC-4.4 Provide a variety of scenic routes.

Policies

- P1. A variety of experiences, such as changes in terrain, vegetation, landforms, and view, should be provided in the selection of routes with the system.
- P2. The geographical location and distribution of routes should be selected to provide the traveler with a choice from among the outstanding scenic values within the Valley.

Objective CC-4.5 Control access to scenic routes.

Policies

- P1. Relatively uninterrupted movement of leisure driving on scenic routes should be accommodated by control of access, avoidance of stop signs, and synchronization of traffic signals on scenic expressways and thoroughfares whenever possible.
- P2. Through movement of trucking should be prohibited on scenic routes unless no alternative parallel through routes are available within a reasonable distance.

Objective CC-4.6 Use landscaping to increase the scenic qualities of scenic routes.

Policy

- P1. Landscaping should be designed and maintained in scenic route corridors to provide added visual interest, to frame scenic views, and to screen unsightly views.

Objective CC-4.7 Minimize the presence of transmission towers and lines within scenic routes.

Policies

- P1. New overhead transmission towers and lines should not be located within scenic routes.
- P2. New, relocated, or existing utility distribution lines should be placed underground.

- P3. If underground placement is not feasible, utility distribution lines should be located so as to be inconspicuous from the scenic route, on poles of an approved design.
- P4. When more than one utility line is in an area, the lines should be combined on adjacent rights-of-way and common poles.

Objective CC-4.8 Establish architectural and site design review for projects within scenic routes.

Policies

- P1. Site planning, architectural, and landscape architectural design review shall be required so that development will be attractive from the highway and roads, and a harmonious relationship will exist among the various elements of proposed and existing developments and the visual qualities of the scenic route. Careful consideration shall be given to natural land contours and to appearances which will enhance scenic qualities from the scenic routes.
- P2. Originality in landscape and construction design should be encouraged.
- P3. Landscape and construction design should be in keeping with the Cityscape and natural skyline and reflect the density, movement, and activities of the population.
- P4. In all zoning districts where the allowable height limit exceeds 35 feet, each proposed structure over 35 feet, except utility poles and lines, should be reviewed to ensure that such structure will not conflict with any view from any scenic route.
- P5. Utilize view angles established in Community Character Element Section IV.C (*I-580 Scenic Corridor Implementation*) to prohibit structures from extending above the applicable view surface established by the view angle.

Objective CC-4.9 Protect scenic routes from extensive or unnecessary grading.

Policies

- P1. Alteration of natural or artificial land contours should not be permitted without a grading permit as a means of preserving and enhancing the natural topography and vegetation in developable areas.

- P2. Mass grading should not be permitted in the I-580 Scenic Corridor.
- P3. A grading permit shall be granted in accordance with the guidelines stated in policy CC-1.1.P2.

Objective CC-4.10 Apply the following criteria in the review of building and grading permits in developable areas.

Policies

- P1. As a means of preserving natural “ridge skylines,” no major ridgeline shall be altered to the extent that an artificial ridgeline results. Minor grading below the skylines, ridgelines, or silhouettes may be authorized to accommodate development or activities otherwise consistent with these policies.
- P2. Access roads should be located and designed to keep grading to a minimum. *Subject to the North Livermore Growth Boundary Initiative, natural ground contours in slope areas over ten percent should not be altered more than five percent overall, except in such slope areas where large stands of mature vegetation, scenic natural formations, or natural watercourses exist where grading should be limited so as to preserve the natural features (NLUGBI).*
- P3. The I-580 Scenic Corridor is defined as the area which is within 3,500 feet on each side of the centerline of I-580, and visible from the I-580 roadway. Development in the I-580 Scenic Corridor must preserve, to the largest degree feasible, the view of the ridgelines as seen from the I-580 Scenic Corridor roadway. To that end, no development, structures or man-made objects except plantings erected for landscaping purposes may obscure any portion of the ridgeline as seen from the I-580 Scenic Corridor roadway, except as provided in Community Character Element Section IV.C (*I-580 Scenic Corridor Implementation*). Landscaping, including trees, shall be planted in a manner such that when mature, it does not create a wall-like effect that substantially obscures views of the ridgeline.

Objective CC-4.11 Designate responsibilities for scenic routes.

Policies

- P1. Route selection, determination of right-of-way width, and general design standards for scenic routes are the responsibility of the City or the County and, in the case of State

Highways, the State of California, and in certain instances are the joint responsibility of the State, Alameda County, and the City.

- P2. All right-of-way land shall be owned in fee by the State or owned by or dedicated to the local jurisdiction. Final design standards and construction and maintenance of paved roads and appurtenances are the responsibility of the County Surveyor or City or State Engineers.

Actions

- A1. Periodically review *Scenic Route Goals, Objectives, Policies, and Actions* and encourage Alameda County to do the same.
- A2. Continue cooperation with cities, adjacent counties, local and regional recreational and planning agencies, and all appropriate State agencies in various programs leading to the implementation of the *Scenic Route Goals, Objectives, Policies, and Actions*.
- A3. Adopt and apply legislation for control and development in accordance with principles and standards contained in *Scenic Route Goals, Objectives, Policies, and Actions*, including:
- (1) Zoning Ordinance supplements, which will be based on scenic route planning principles and standards and will include regulations on:
 - (a) Land uses
 - (b) Building heights
 - (c) Building setbacks
 - (d) Residential density
 - (e) Building coverage
 - (f) Lot area
 - (g) Planned development and cluster development
 - (h) Architectural and site design review
 - (i) Historical preservation
 - (j) On-premise signs
 - (k) Outdoor advertising and time limits for removal of non-conforming signs
 - (l) Floodways
 - (m) Screening and landscaping
 - (n) Quarries and other excavations

- (2) Subdivision regulations which will be based on scenic route planning principles and standards and will include;
 - (a) Limiting of cut and fill
 - (b) Tree preservation and planting
 - (c) Bank seeding and planting
 - (d) Limited access onto scenic highway
 - (e) Low density use of land
 - (f) Setback from water's edge
 - (g) Easement dedication
 - (h) Screening
 - (i) Road design standards
 - (j) Underground utilities
- (3) Building Code enforcement, which will significantly, although indirectly, contribute to the improvement of aesthetic qualities.
- (4) Maintenance controls, including:
 - (a) Housing Code - Strict enforcement of a housing code and abatement of violations, as in urban infill projects.
 - (b) Fire Prevention - Enforcement of a fire prevention code can indirectly contribute to the scenic route program. Fire prevention programs should avoid controlled and uncontrolled burns which may destroy native flora of scenic value. Appropriate planting and maintenance would avoid such a measure.
 - (c) Litter Control - An antilitter ordinance should be effectively enforced. Public areas under the jurisdiction of the local government should be carefully maintained.
 - (d) Weed and Insect Control - Attention should be given to discretionary use of weed and insect control measures to eliminate unsightly conditions in the Scenic Corridor and other pertinent areas beyond the corridor and to avoid the destruction of scenic native flora.
 - (e) Water Pollution - Water quality control should be enforced on the basis of odor and appearance as well as health hazards, consistent with existing legislative and regulatory programs and development policy, particularly in streams and lakes within and beyond the Scenic Corridor.

- (5) Streambed, canal, lake, and reservoir protection legislation to establish a system for review and approval of alterations to inland water bodies or watercourses.
- (6) Application of existing legislative programs and development policy for additional legislative tools to acquire land, open space easements, or development rights in Scenic Corridors.
- (7) Application to State and Federal Government bodies for grants for:
 - (a) Acquisition of property, open space easements, or development rights; in the Scenic Corridor,
 - (b) Landscaping and trail development along all routes;
 - (c) Wetlands restoration, clean water programs, flood control
 - (d) Scenic road and stream corridor maintenance.
- (8) Preparation of detailed development plans or scenic routes showing paved roads, right-of-way, Scenic Corridor, public areas and facilities.
- (9) Establishment of official programs to encourage landscaping of all building sites and to provide street trees along all rights-of-way.
- (10) Application to the State for inclusion of State routes in the State Master Plan, as periodically amended, for “Scenic Highways” and for designation of “Official State Scenic Highways.”

Objective CC-4.12 Provide for normal uses of land and protect against unsightly features in scenic routes.

Policies

- P1. In both urban and rural areas, normally permitted uses of land should be allowed in scenic routes, except that panoramic views and vistas should be preserved and enhanced through:
- (1) Supplementing zoning regulations with special height, area, and side yard regulations.
 - (2) Providing architectural and site design review.

(3) Prohibiting and removing billboards, signs not relevant to the main use of the property, obtrusive signs, automobile wrecking and junk yards, and similar unsightly development or use of land.

P2. Design and location of all signs should be regulated to prevent conglomerations of unsightly signs along roadsides.

Objective CC-4.13 Retain public easements for recreation trails.

Policy

P1. All public trail easements should remain free and clear of any structures other than planting and trail improvements, except where they are required by public necessity or as a means of providing desired amenities (such as benches, tables, water fountains, public art, and restrooms) as specified by LARPD.

Objective CC-4.14 Control removal of vegetation in scenic routes.

Policy

P1. Except for agricultural crops, no vegetation should be removed without permission of the local jurisdiction, as a means of preserving scenic quality.

Objective CC-4.15 Control the alteration of streambeds and bodies of water in scenic routes.

Policies

P1. Alteration of streambeds or bodies of water and adjacent vegetation should be permitted only with approval of the local jurisdiction, as a means of preserving the natural scenic quality of stream courses, bodies of water, vegetation, and wildlife in the Valley.

P2. Development adjacent to streams, canals, reservoirs, and other bodies of water should be in a manner that will preserve the natural scenic qualities of the area, or when scenic qualities are minimal shall be designed and treated so as to result in naturalistic forms. Zone 7 has adopted Interim Design Standards and Practices for future construction

improvements of channels. Any development with arroyos and creeks fall under these standards and are subject to Zone 7's review to ensure there are no impacts to Zone 7 facilities.

Objective CC-4.16 Preserve and enhance natural scenic qualities in areas beyond scenic routes.

Policies

- P1. Views from scenic routes will comprise essentially all of the remainder of the Valley beyond the limits of the I-580 Scenic Corridor. The I-580 Scenic Corridor is intended to establish a framework for the observation of the views beyond; therefore, in all areas in the Valley extending beyond the scenic routes, scenic qualities should be preserved through retaining the general character of natural slopes and natural formations, and through preservation and, where desirable, enhancement of water areas, water courses, vegetation and wildlife habitats.
- P2. Development of lands adjacent to scenic routes should not obstruct views of scenic areas, and development should be visually compatible with the natural scenic qualities.

Objective CC-4.17 Coordinate scenic routes and recreation areas.

Policies

- P1. There should be maximum coordination in planning for scenic routes and adjacent public recreation areas such as parks, scenic outlooks, roadside rests, cycling, hiking and riding trails.
- P2. Recreation routes and trails should continue into adjacent communities to provide continuous networks for the enjoyment of the public. Scenic route recreation trails should be coordinated with existing and planned local, regional, and state trails.
- P3. The City shall encourage the County to emphasize access to recreational areas and areas of outstanding scenic value in the development of its scenic route system.

C. I-580 Scenic Corridor Implementation

1. Exceptions/Exemptions to I-580 Scenic Corridor Development Requirements

Development in the I-580 Scenic Corridor may only take place outside of the view angle envelopes and/or within established view corridors on parcels created before August 14, 2000, consistent with the North Livermore Growth Boundary Initiative, as follows (NLUGBI):

- a. Where application of the regulations contained in the *Scenic Route Goals, Objectives, Policies, and Actions* would, based on the legal opinion of the City Attorney, deprive a private property owner of substantially all reasonable economic use of the lot, and where the City Council finds both of the following:
 - (1) That the development is spaced sufficiently on the lot so as not to create the effect of a wall between the viewer and the ridgeline; and
 - (2) That the development on the lot does not detract from the scenic value of the corridor; or,
- b. Where it is determined that new public works projects or elements render the development no longer visible from a view point along I-580; or,
- c. Where the development consists of public works projects and facilities of public necessity; or,
- d. Where the development consists of reconstructing a structure which existed prior to August 14, 2000, and where the height and area of the new structure does not exceed that of the pre-existing structure; or,
- e. Where the development does not exceed a view angle created by an existing structure. The view angle is measured from the roofline of the existing structure closest to the freeway as viewed at a 90-degree angle to the freeway. Only that portion of the proposed development located directly in front of the existing structure may exceed the adopted view angle.

2. I-580 Scenic Corridor Zones – Limitations on Ground Contour Changes

In the I-580 Scenic Corridor, to the extent consistent with the North Livermore Urban Growth Boundary Initiative, the following limits apply to changes in the natural ground contours (NLUGBI):

- (a) Zone I: Within 2,000 feet of the center line of I-580, alterations are allowed in slope areas to ten percent, defined as the lowest lying ten percent slope at the base of the hill area. In addition, an area equal to five percent of the overall Zone I area within the property to be developed can be altered above the ten percent slope. This additional area shall be distributed evenly along the ten percent slope but shall not intrude into the adjacent fifteen percent slope.

- (b) Zone II: Between 2,000 feet and 2,500 feet of the centerline of I-580, alterations are allowed in slope areas to fifteen percent, defined as the lowest lying fifteen percent slope at the base of the hill area. In addition, an area equal to seven and one-half percent of the overall Zone II area within the property to be developed can be altered above the fifteen percent slope. This additional area shall be distributed evenly along the fifteen percent slope but shall not intrude into the adjacent twenty percent slope.
- (c) Zone III: Between 2,500 and 3,500 feet of the centerline of I-580, alterations are allowed in the slope areas to twenty percent defined as the lowest lying twenty percent slope at the base of the hill area. In addition, an area equal to seven and one-half percent of the overall Zone III area within the property to be developed can be altered above the twenty percent slope. This additional area shall be distributed evenly along the adjacent twenty percent slope but shall not intrude into a twenty-five percent slope.
- (d) Exceptions: The following exceptions apply to the area north of North Canyons Parkway, and bounded on the east by Independence Drive, and on the west by Doolan Road (as shown on Figure 4-1.1) and described as Parcels B (PM 7522), C, D, and E (PM 7640).
 - i. In addition, an area equal to five percent of the overall Zone 1 area within the property to be developed can be altered above the 10-percent slope and may be calculated based on the entire site area and redistributed as indicated on Figure 4-1.1. Total area of additional alteration above the 10-percent slope is not to exceed 3.1 acres, as shown on Figure 4-1.1.
 - ii. In addition, two knoll areas (as identified on Figure 4-1.1) within the Zone 1 area of existing Parcel E may also be altered. Total area of additional alteration of knoll area on Parcel E is not to exceed 1.5 acres.
 - iii. In order to ensure above provisions (i) and (ii) are implemented as approved, and that potential future purchasers of property affected by the above restrictions are made aware of the contour alteration exceptions and restrictions on the specific affected parcels within the subject site (parcels E, D, C of PM 7640, and B of PM 7522): a) the implementing zoning district (PDI-00-181) shall be amended to reflect the above contour alteration exceptions and restrictions as shown on Figure 4.1.1 and to include a 100-foot building setback from the rear property line of existing Parcel E; b) the current owner shall record a notice or deed restriction for the affected parcels which outlines the contour alteration exceptions and restrictions governing the affected parcels, as shown on Figure 4-1.1.
- (e) Exemptions: In Subarea 1, Subpart C, exemptions to limitations on slope alterations may be granted by the City Council for public works projects and facilities of public necessity, which include the extension of Portola Avenue from Isabel Avenue to I-580, the Community College access road from Portola Avenue to the southern boundary of the College property, and a

neighborhood park located northeast of the Portola Avenue/Isabel Avenue intersection. The City shall find that the necessary public facilities provide broader regional, community, or neighborhood benefits. Grading shall utilize slope contouring or other appropriate methods to avoid the use of terracing and/or retaining walls, to the extent feasible, which would result in undesirable geometric landforms.

Figure 4-1.1 – TKG Grading Exception



3. Grading

- (a) Grading shall be limited so as to preserve natural features where large stands of vegetation, scenic natural formations, or natural watercourses exist.
- (b) Any contour altered by grading should be restored by means of land sculpturing in such a manner as to minimize run-off and erosion problems and should be planted with low-maintenance plant materials that are compatible with the existing environment and the intent of the Scenic Route goals, objectives, policies, and actions.
- (c) Neither (a) nor (b) above shall preclude the restorations identified within Subparts 5A and 5B of Subarea 5.

4. I-580 Scenic Corridor Subareas

The I-580 Scenic Corridor is divided into six subareas, as shown in Figure 4-2. Policies and development standards are identified for each subarea that reflect the unique visual resources in each area. *Development is not permitted if it is inconsistent with the North Livermore Urban Growth Boundary Initiative (NLUGBI).* The policies and development standards (such as identified view angles) are intended to preserve views to ridgelines and hillsides as seen from I-580. Development within each Subarea shall also be subject to the general Scenic Corridor design standards contained in Objective CC-4.10 and related policies, except as otherwise expressly provided.

Subarea 1- Development Requirements

- a. Subarea 1 is located on the north side of the I-580 freeway. The west boundary of Area 1 is approximately 200 feet west of Doolan Canyon Road; the east boundary is approximately one-mile west of North Livermore Avenue. Figure 4-3 establishes the boundary of Subarea 1.
- b. The following criteria shall be implemented through project specific conditions contained in all Planned Development and Site Plan Approvals for development within Subarea 1:

Figure 4-2 – Scenic Route Subareas

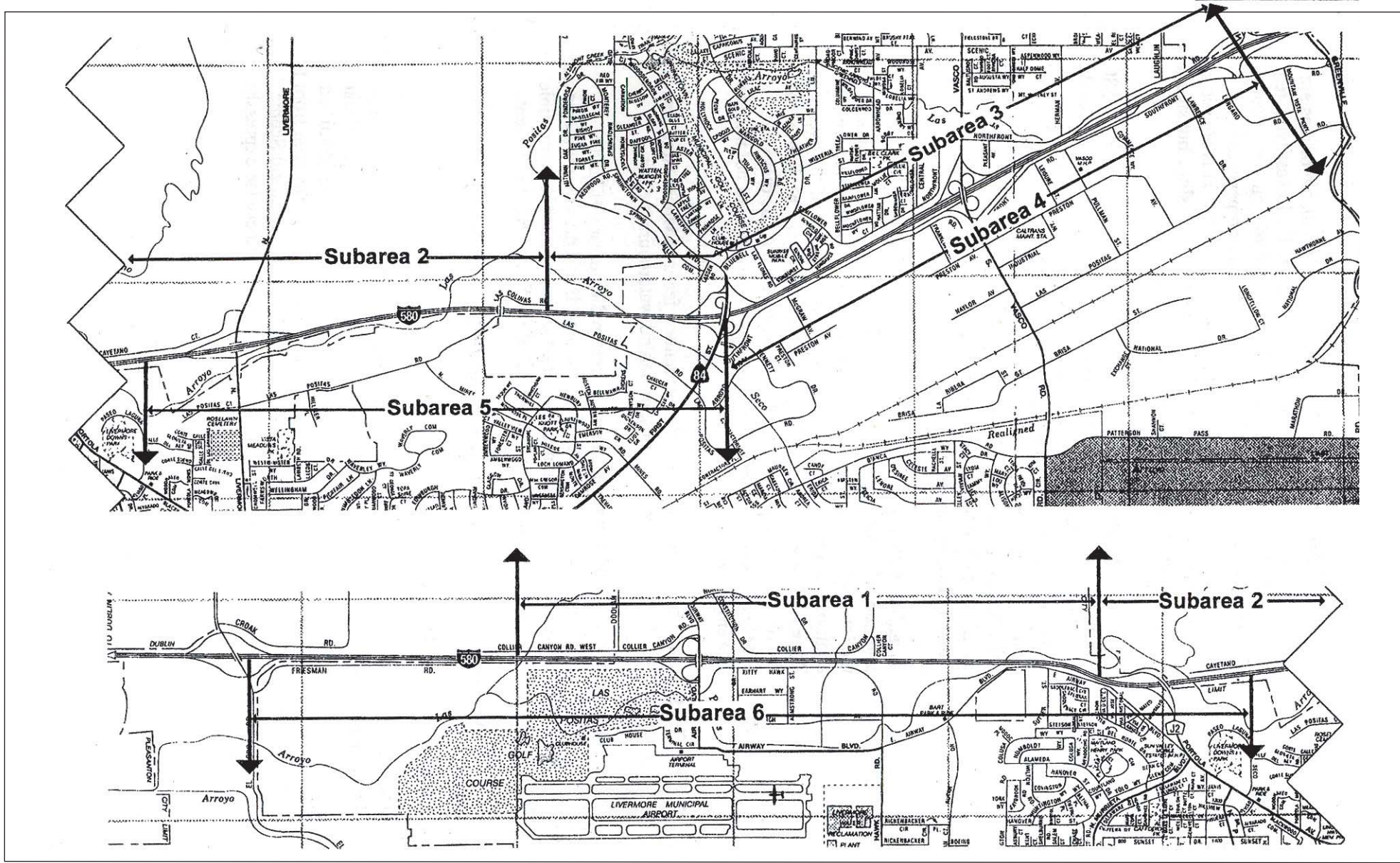


FIGURE 4 - 2

SCENIC ROUTE SUBAREAS

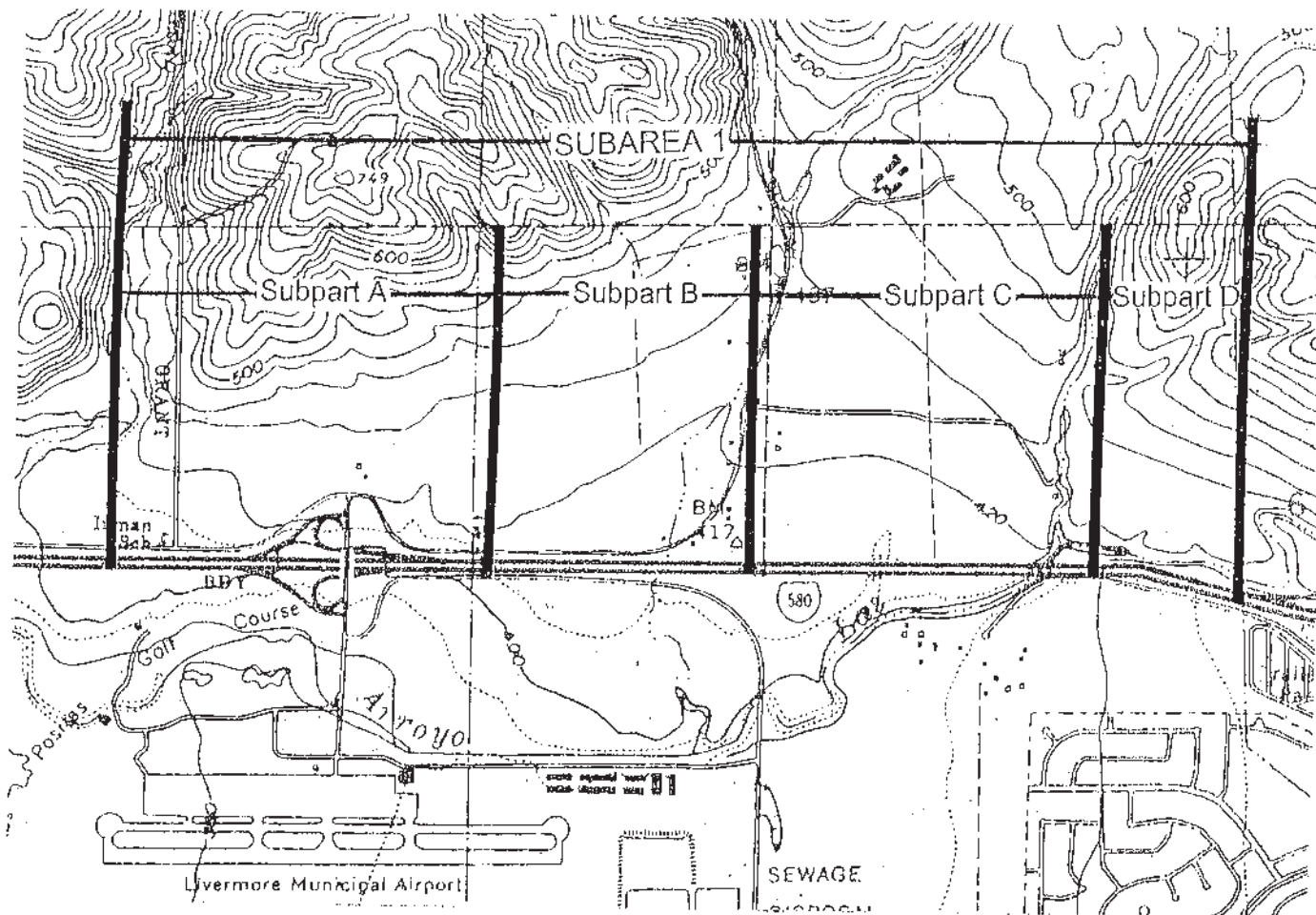


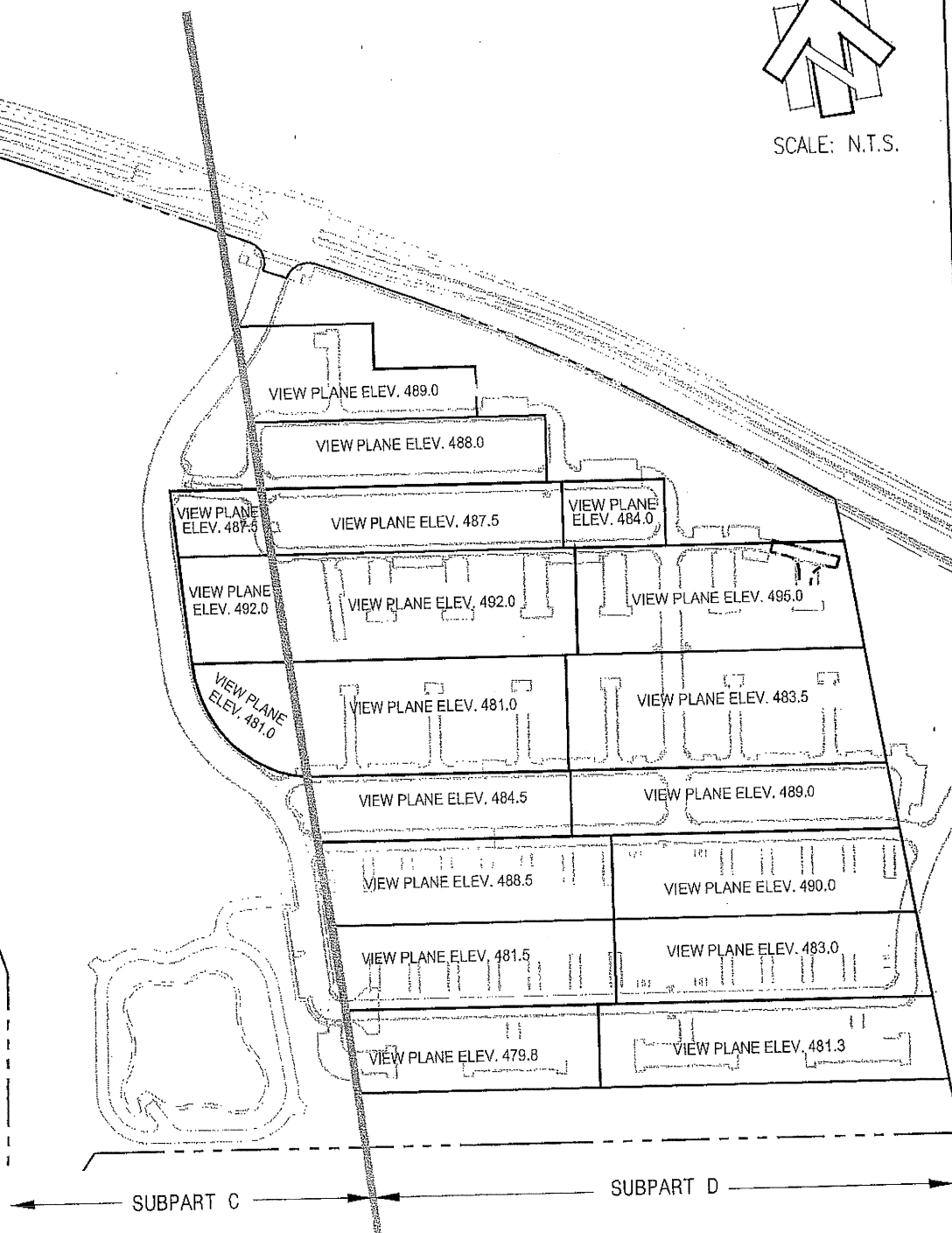
FIGURE 4 - 3

(Reso. 2005-178)

SCENIC ROUTE SUBAREA I



SCALE: N.T.S.



MACKAY & SOMPS
ENGINEERS PLANNERS SURVEYORS
PLEASANTON, CA (925) 223-0690

EXHIBIT 4-3a - VIEW ANGLE / HEIGHT LIMITS
SUBAREA 1, SUBPARTS C AND D OF SCENIC CORRIDOR ELEMENT
LIVERMORE, CALIFORNIA

DRAWN BY: CWC JOB NO: 19302.000 DATE: 2015.09.28 REV. DATE: - PHASE: -

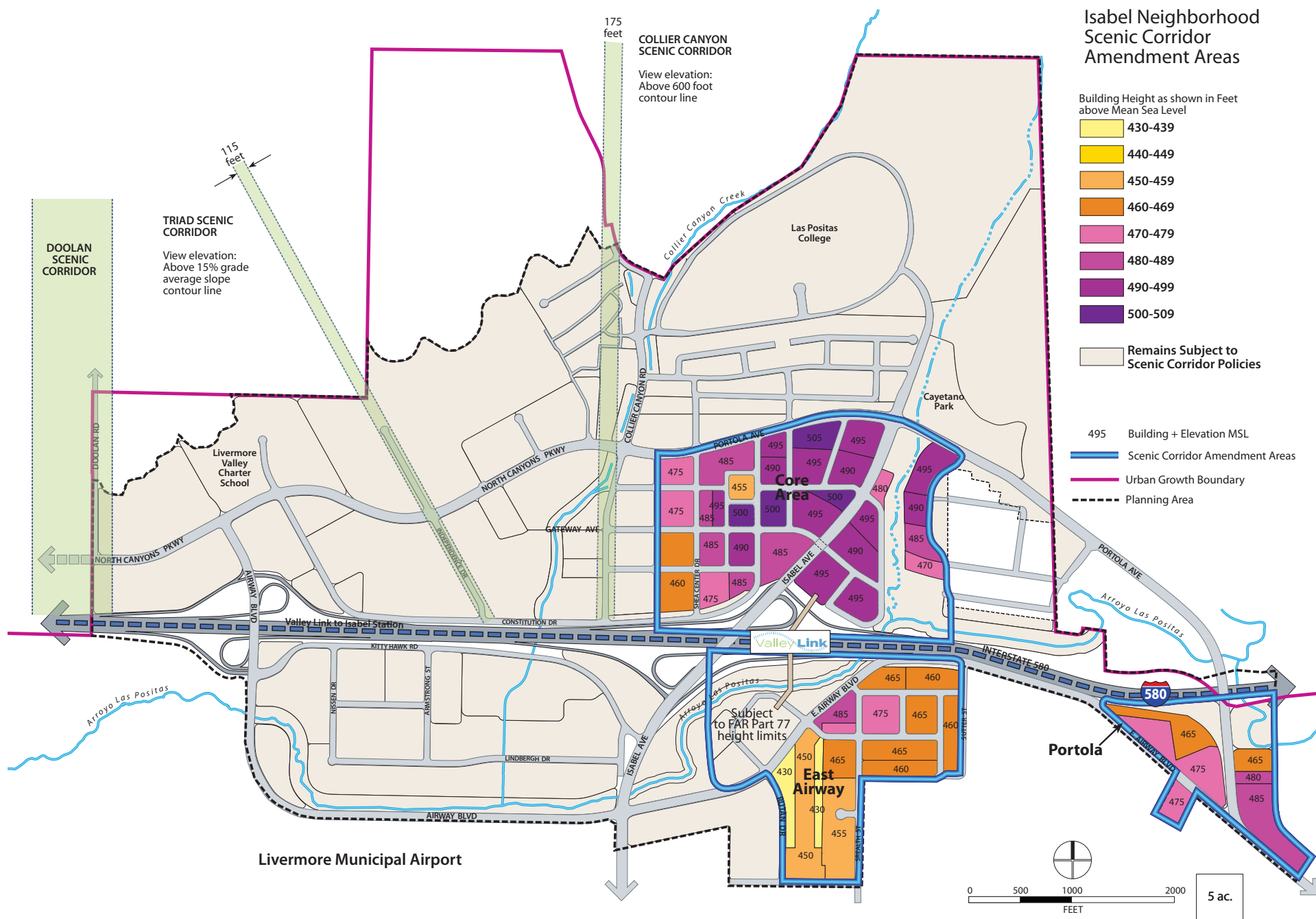


FIGURE 4-3.B

(1) *View Corridors*

View corridors shall be provided as listed below:

- (a) Doolan Canyon: Provide 200 +/- wide view corridor at approximately 90 degrees from I-580. (Most of this corridor is presently outside City limits.) This corridor would require clear areas at approximately I-580 viewing elevation.
- (b) Triad: Provide a view corridor at approximately 60 degrees to west I-580 lanes. Views are to the 15 percent grade average slope contour line at view corridor terminus. The view corridor shall be 115 +/- feet wide. The location of the view corridor, as identified on Figure 4-4, shall generally follow the right-of-way of Independence Drive.
- (c) Collier Canyon: Provide a 175 +/- foot wide view corridor to Collier Canyon generally at 90 degrees to I-580 and centered on Collier Canyon Road (Figure 4-4). This corridor would require clear areas which maintain views above the 600-foot contour line of the hills at the canyon mouth.

(2) *View Angles*

Development within Subarea 1 shall take place within the view angle envelopes created by using the view angles designated below. For the purposes of establishing these view angles, Subarea 1 has been divided into 3 subparts. These subparts reflect differing terrain, visual resources, subdivision configuration, freeway/view relationships, and regulatory histories within each part.

Figure 4-3 identifies the subparts of Subarea 1. Subpart A (commonly referred to as Triad-west) includes the westerly $\frac{1}{4}$ +/- of Subarea 1. Subpart B (commonly referred to as Triad-east) covers the next easterly approximate $\frac{1}{4}$ of Subarea 1 to Collier Canyon Road. Subpart C (commonly referred to as Shea Properties) involves the easterly $\frac{1}{2}$ of Subarea 1.

Within each subpart, view angles are established as follows using the criteria outlined in Section C.5 (*I-580 Scenic Corridor Implementation*):

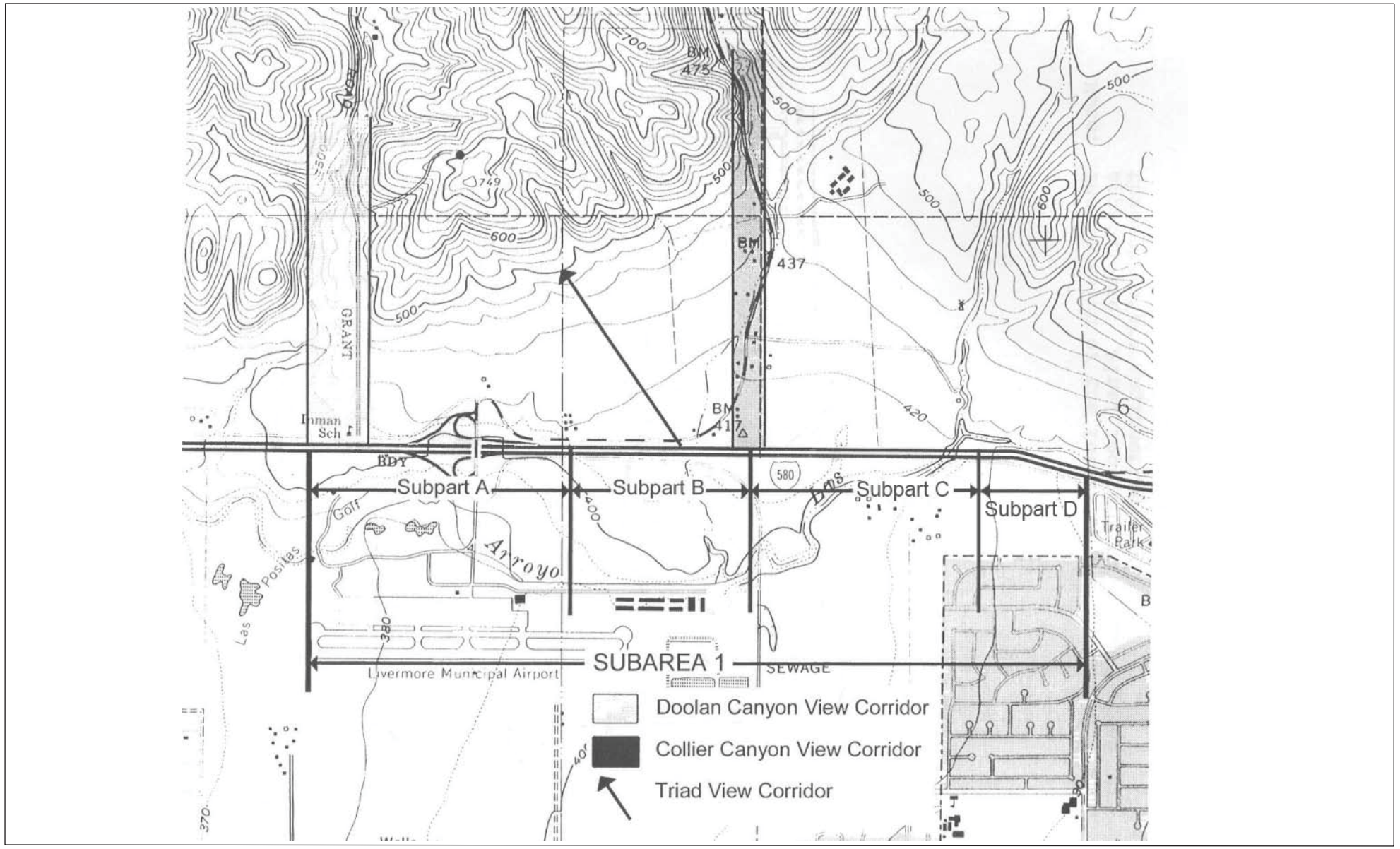


FIGURE 4-4
(Reso. 2005-178)

SUBAREA 1 VIEW CORRIDORS

- Subpart A (Triad West) = 3.6 degrees
- Subpart B (Triad East) = 3.2 degrees
- Subpart C (Shea Properties West) = 2.45 degrees, except as shown on Figure 4-3A
- Subpart D (Shea Properties East) = As shown on 4-3A.

These view angles shall be applied at any point at 90 degrees to I-580. The view surface created by this application shall establish a proposed building's compliance with the height envelope maximum determined for preservation of ridgeline and hillside views in Subarea 1 of the I-580 Scenic Corridor.

(3) *View Angle and View Corridor Exceptions*

In addition to the exceptions outlined in Section C, Exceptions/Exemptions to I-580 Scenic Corridor Development Requirements, development may take place outside of the view angle envelope where it is located within the Isabel Neighborhood Specific Plan Scenic Corridor exemption areas as shown in the Specific Plan and on Figure 4.3.b.

Subarea 2

Subarea 2 is located on the north side of I-580 approximately 5,000 feet west and 6,500 feet east of the North Livermore Avenue interchange. This area is located outside the North Livermore Urban Growth Boundary, except in the area of Las Colinas Road.

Subarea 3

- a. Subarea 3 is located on the north side of the I-580 freeway. The west boundary of Subarea 3 is approximately one-half mile west of the Springtown Boulevard interchange; the east boundary is the I-580 Greenville Road on-ramp. Figure 4-6 establishes the boundary of Subarea 3.
- b. Subarea 3 is further divided into four subparts. These subparts reflect different terrain, visual resources, freeway/view relationships, and degrees of existing development and view obstruction.

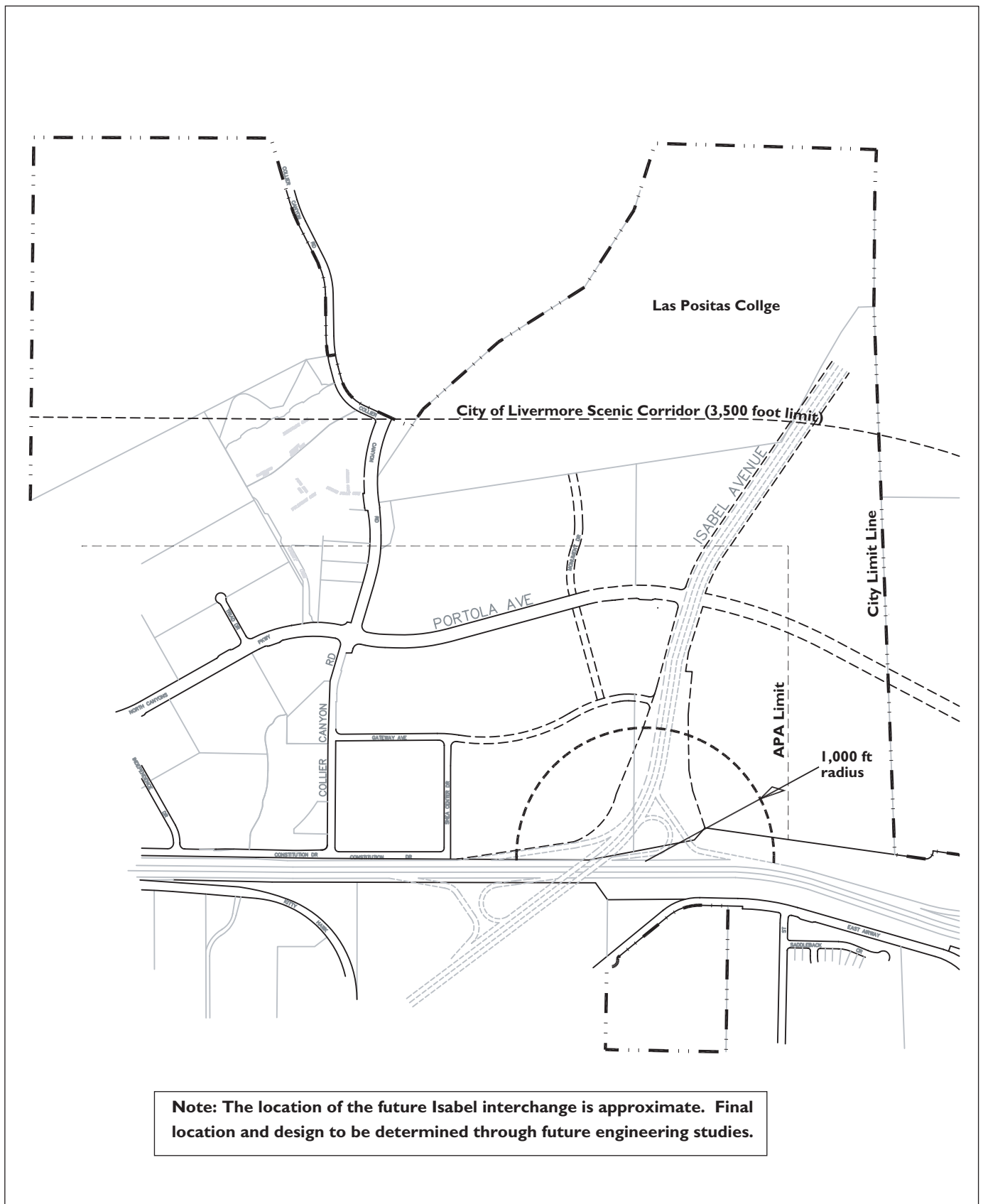


FIGURE 4 - 5

ISABEL INTERCHANGE 1000' RADIUS

Figure 4-6 also defines the four Subparts of Subarea 3. From east to west, these include: Subpart A, between the Greenville Road on-ramp and Herman Avenue; Subpart B, from Herman Avenue to Vasco Road; Subpart C from Vasco Road to Springtown Boulevard; and Subpart D, from Springtown Boulevard to approximately one-half mile west of Springtown Boulevard.

c. Subparts A and B.

- (1) For Subparts A and B, new development shall preserve the views of the distant hills. The views to be preserved are the upper one-third of the distant hillsides in Subpart A and the upper one-quarter of the distant hillsides in Subpart B.
- (2) The view angles corresponding to these view preservation goals are 1.58 degrees for Subpart A and 1.90 degrees for Subpart B. The view surfaces created by these view angles establishes the maximum building height elevation for development within Subparts A and B.
- (3) Applications for development within Subparts A and B shall demonstrate that the heights of proposed structures are below the view surfaces created by the 1.58 degree angle for Subpart A and 1.90 degree angle for Subpart B.
- (4) The merger of existing lots is encouraged where the resulting larger lot provides additional development options while avoiding or reducing the impacts to the identified view surfaces. Where development on the merged lots is proposed above the identified view surfaces, the above findings are still required.
- (5) For Subpart A, the above findings shall not apply to the parcel at the eastern periphery of Subpart A, located between Northfront Road, Interstate 580 (I-580), and the I-580 west-bound on-ramp. For this parcel, the maximum building height created by the 1.58 degree view angle may be exceeded by a maximum of 5 feet, with City Council approval, subject to the following findings: The project will preserve intermittent views of distant hills; the project building facades have been located at varying distances from I-580 to avoid the appearance of a uniform “wall” of development; the project will not substantially degrade the existing visual character or quality of the site and its surroundings.

d. Subpart C.

For Subpart C, the majority of views of the distant hills have been obstructed by existing development. Remaining views are minimal and do not require preservation. However, in areas where views are obstructed by the existing freeway noise barrier, new development shall not be visible above the noise barrier (when viewed at 90 degrees, from a view point along the northerly edge of I-580 four feet above the pavement).

e. Subpart D.

The general landform should be protected and new development shall comply with all applicable general regulations contained in goals, objectives, policies and actions pertaining to Scenic Corridor Design Requirements under Goal CC-7. Section C.2(a) requirements, which limit the percentage of areas of 10-15 percent slope category which may be altered, shall not apply to public or private primary access roadways. The limitations on the alterations of natural ground contours shall still apply to all other development, including the locational criteria of visible development on the lowest lying ten percent slope at the base of the hill area. Development on other areas of up to ten percent slopes shall not be visible from freeway. Visibility of the development shall be measured as shown on Figure 4-7.

Subarea 4

Subarea 4 is located on the south side of I-580, from the west side of the First Street interchange to Greenville Road.

- a. The City recognizes that Subarea 4, as shown on Figure 4-8, contains visual resources in the form of the Altamont Pass to the east of the distant hills to the south. The existing development patterns, infrastructure investment and the development potential of the industrial and commercial land within Subarea 4, limit visibility to the hills. Therefore, it is not feasible to fully protect all remaining views of the hills in this area. For this reason, the built environment and visual appearance of new development

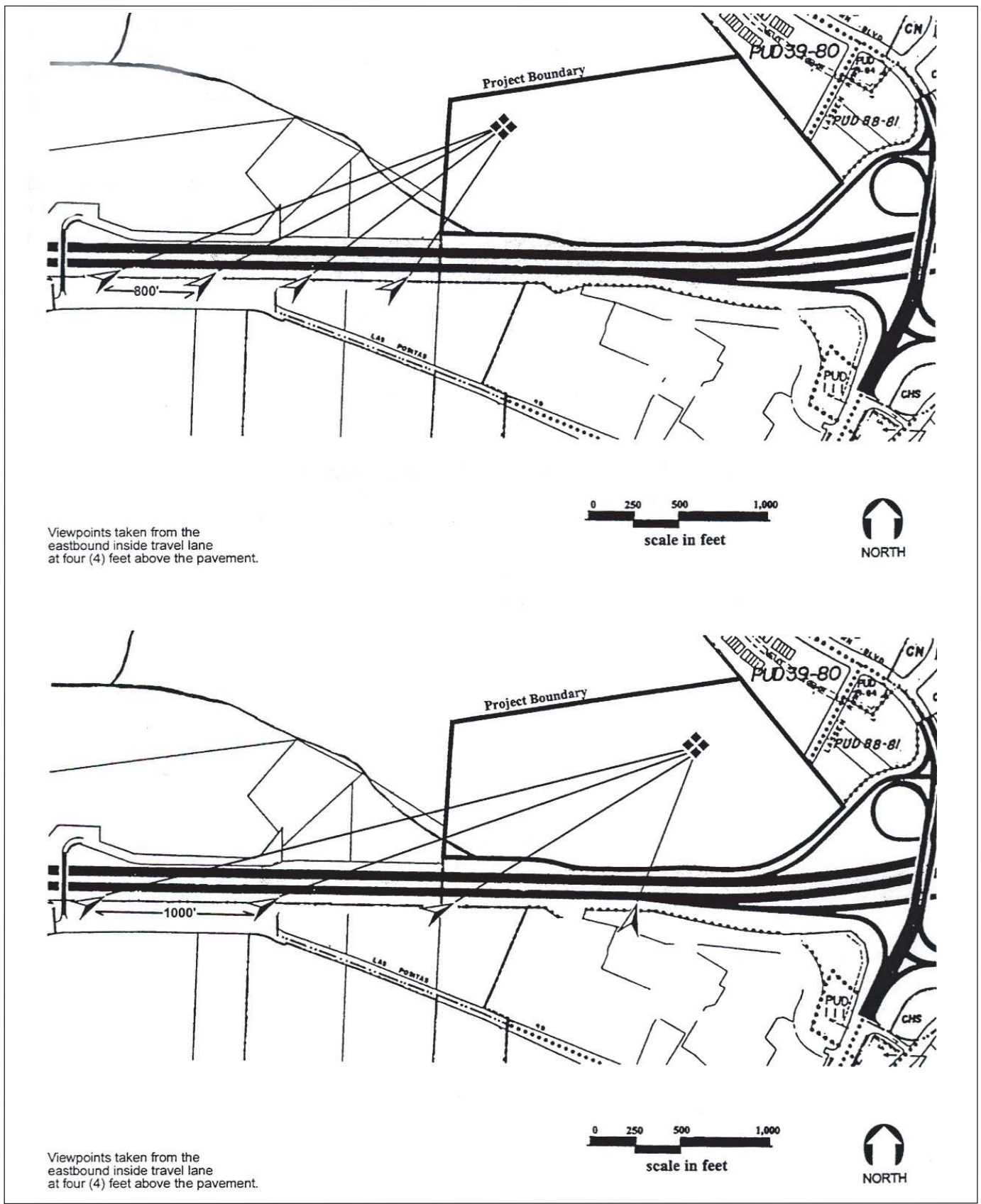


FIGURE 4 - 7

**SUBAREA 3, SUBPART D
VISUAL ANALYSIS LOCATIONS**

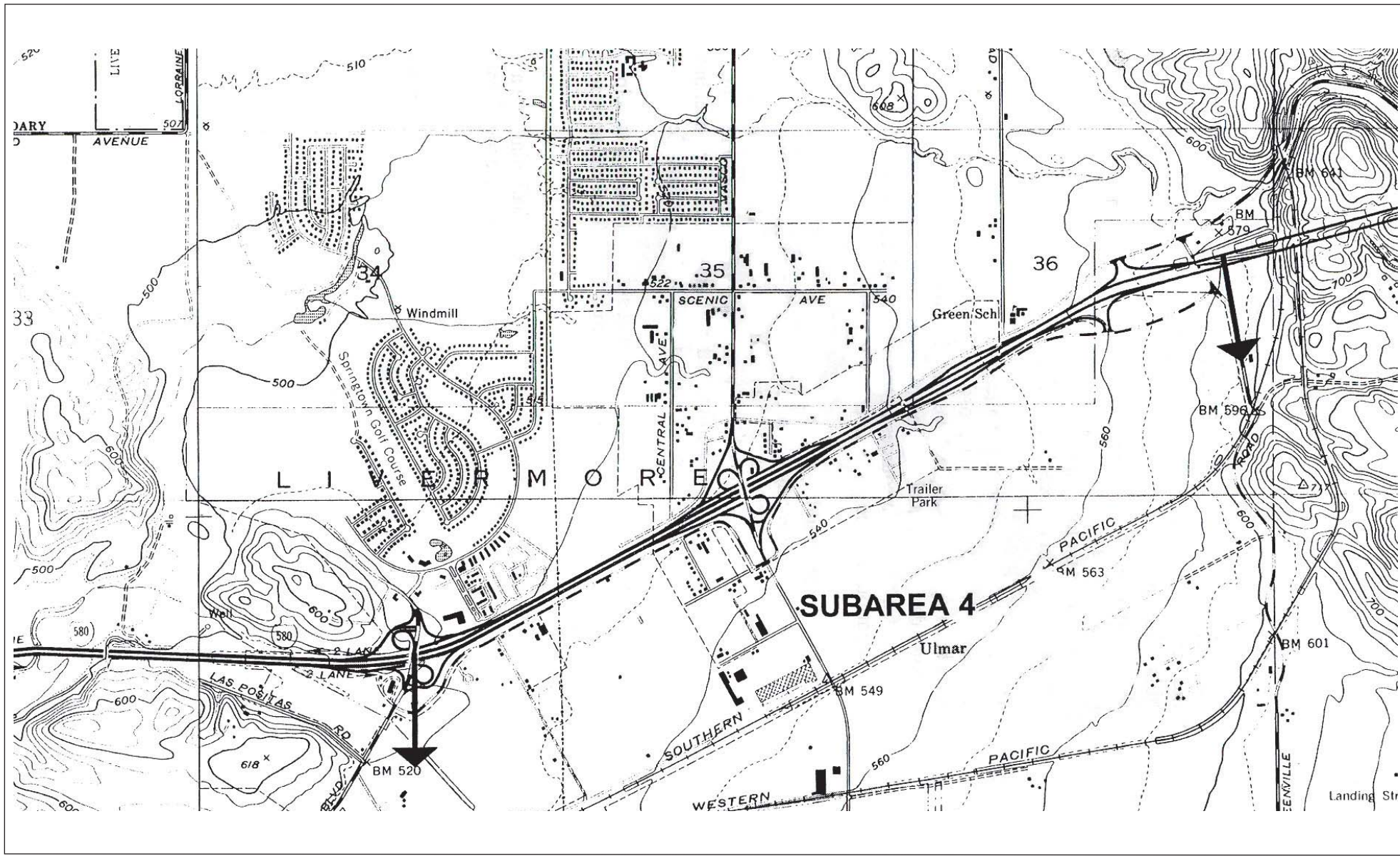


FIGURE 4 - 8

SCENIC ROUTE SUBAREA 4

within the sub-area is considered equally important to create and maintain an aesthetically appealing urban presence in the scenic corridor.

- b. The review of development applications within Subarea 4 shall be conducted to determine if proposed building locations and landscaping have been optimized to preserve visual resources where feasible. Because development along Southfront Road constitutes a significant portion of the visual resources in the area, special attention and consideration shall be given to the following:
 - (1) Adjacent building facades and development massing shall be located at varying distances from I-580 in order to avoid or reduce the appearance of a uniform “wall” of development. Building locations which promote visual corridors and glimpses toward the hills, in particular the Altamont Hills for travel in the eastbound direction, are encouraged whenever feasible.
 - (2) Parking lot layout and landscaping shall be designed to help promote views and enhance the corridor's visual character to the greatest extent feasible.
 - (3) Building design and architectural treatment shall minimize a wall-like effect parallel to the freeway and enhance the visual character of the corridor.
 - (4) Buildings shall be the visually predominant structures on parcel frontages along Southfront Road. Walls, fences and other screening associated with outdoor storage areas or security shall be located a minimum of 15 feet back from the building facade facing the freeway.

Subarea 5

- a. Subarea 5 is located on the south side of the I-580 freeway. The western boundary of Subarea 5 is defined by a point along the I-580 freeway, roughly equidistant between North Livermore Avenue and the Portola Avenue overcrossing. The eastern boundary is defined by First Street. Figure 4-9 establishes the boundary of Subarea 5.
- b. Subarea 5 is further divided into three subparts. These subparts reflect natural dividing lines using roadways, parcel lines, visual resources, freeway/view relationships and areas of existing development and view obstruction. Figure 4-9 identifies the three subparts, 5A, 5B and 5C.

- c. Subarea 5 contains rolling hills in close proximity to the freeway. These hills are considered individual visual resources, and are identified as Hills A through F in Figure 4-11. The height and location of each hill provides the basis for establishing view angles within Subarea 5.

- d. Subpart 5A.

For Subpart 5A, the following shall apply:

- (1) The landform between North Livermore Avenue and the Portola Avenue on/off ramp contains a ridgeline and visual features to protect. The ridgeline has two zones of primary protection and two zones of secondary protection. (See Figure 4-10)

One Primary Protection Zone shall be 550 feet in width measured approximately 130 feet to the east and 420 feet to the west from the ridge peak (an elevation of 492.6 feet). Because of previous grading that took place, up to 2 feet of soil shall be replaced within this zone and on this ridge for purposes of restoration of the natural landform. Such restoration shall be subject to obtaining an approved grading permit as part of a City approved development plan.

The other Primary Protection Zone shall be located from North Livermore Avenue west approximately 430 feet measured along the ridge line. No restoration is permitted within this Primary Protection Zone.

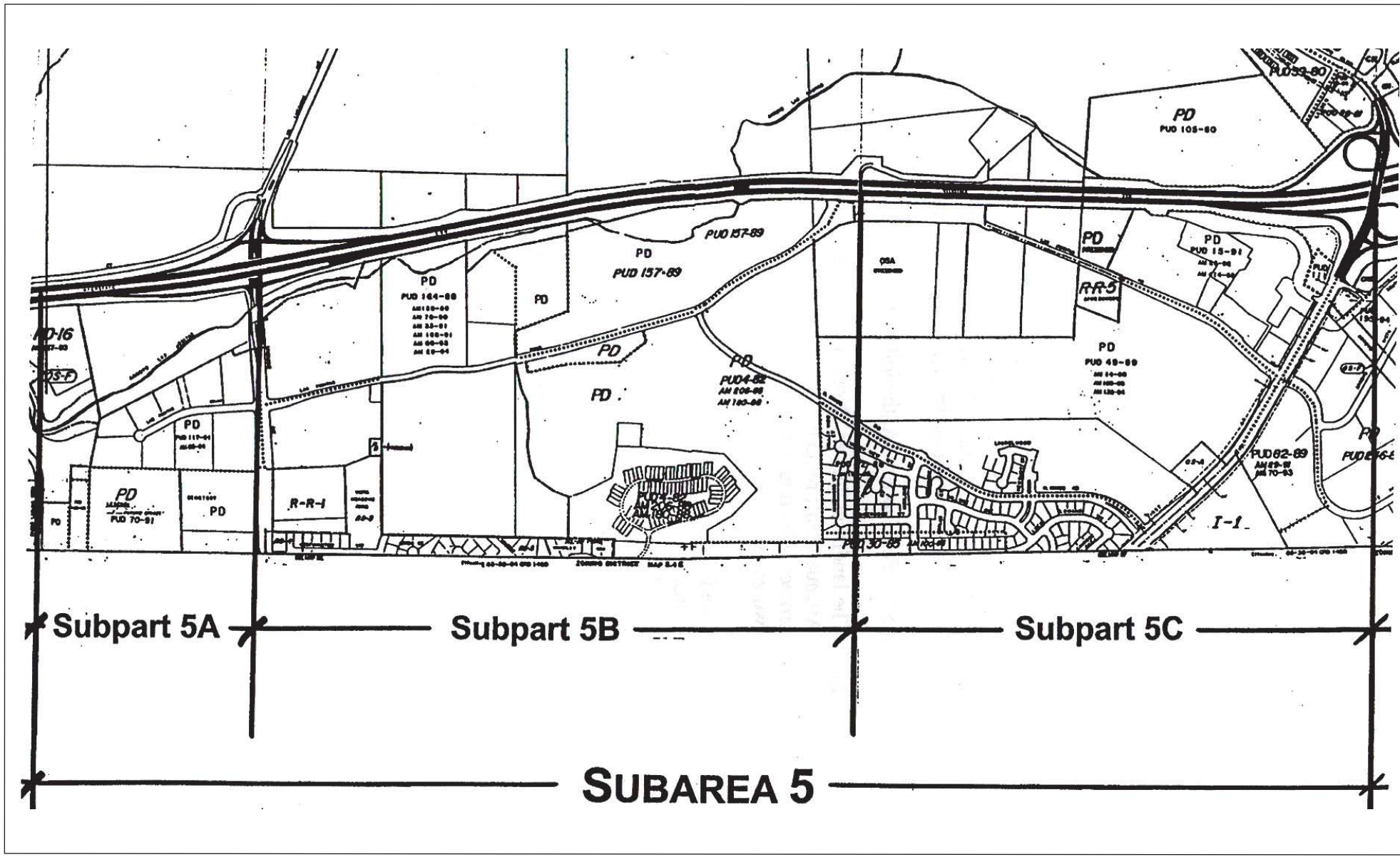


FIGURE 4 - 9

SCENIC ROUTE SUBAREA 5

One Secondary Protection Zone shall be between the two Primary Protection Zones. Only 150 feet within this zone (as established by Figure 4-10) shall be permitted to be augmented. A berm up to a maximum of 9 feet may be located within the 150-foot area per Figure 4-10.

The second Secondary Protection Zone shall begin at the western boundary of the Primary Protection Zone which includes the Area of Restoration. It shall continue west for approximately 200 feet. A berm up to a maximum of 7 feet at about 40 feet east of the Davidon property line may slope continuously downward at 0 feet grade at the west end of the Secondary Protection Zone. Landform augmentation of any kind is permitted only after the project has met the conditions as established in Section C.2 and 3 of this Chapter.

- (2) Any augmentation and restoration in Subpart 5A shall be subject to a grading permit and shall be designed and graded to make the landform on all sides consistent in natural form such that it cannot be identified as an augmented landform.
- (3) All structures south of the ridge, in the portion of Subpart 5A identified in Figure 4-10, shall be subject to the following:
 - (a) The residential units for the Davidon project site that are closest to the northern boundary shall be single-story or not exceed 20 feet in height except for Lot 78 (per Tract Map #6522) which can be two-story but not exceed 27 feet in height.
 - (b) All remaining residential townhouse structures on the Davidon site shall not exceed 27 feet in height.
 - (c) Whether or not visible from the Scenic Corridor, all roof and building materials for residential and commercial developments shall be earth tones, non-reflective and blend with the land form and natural setting.

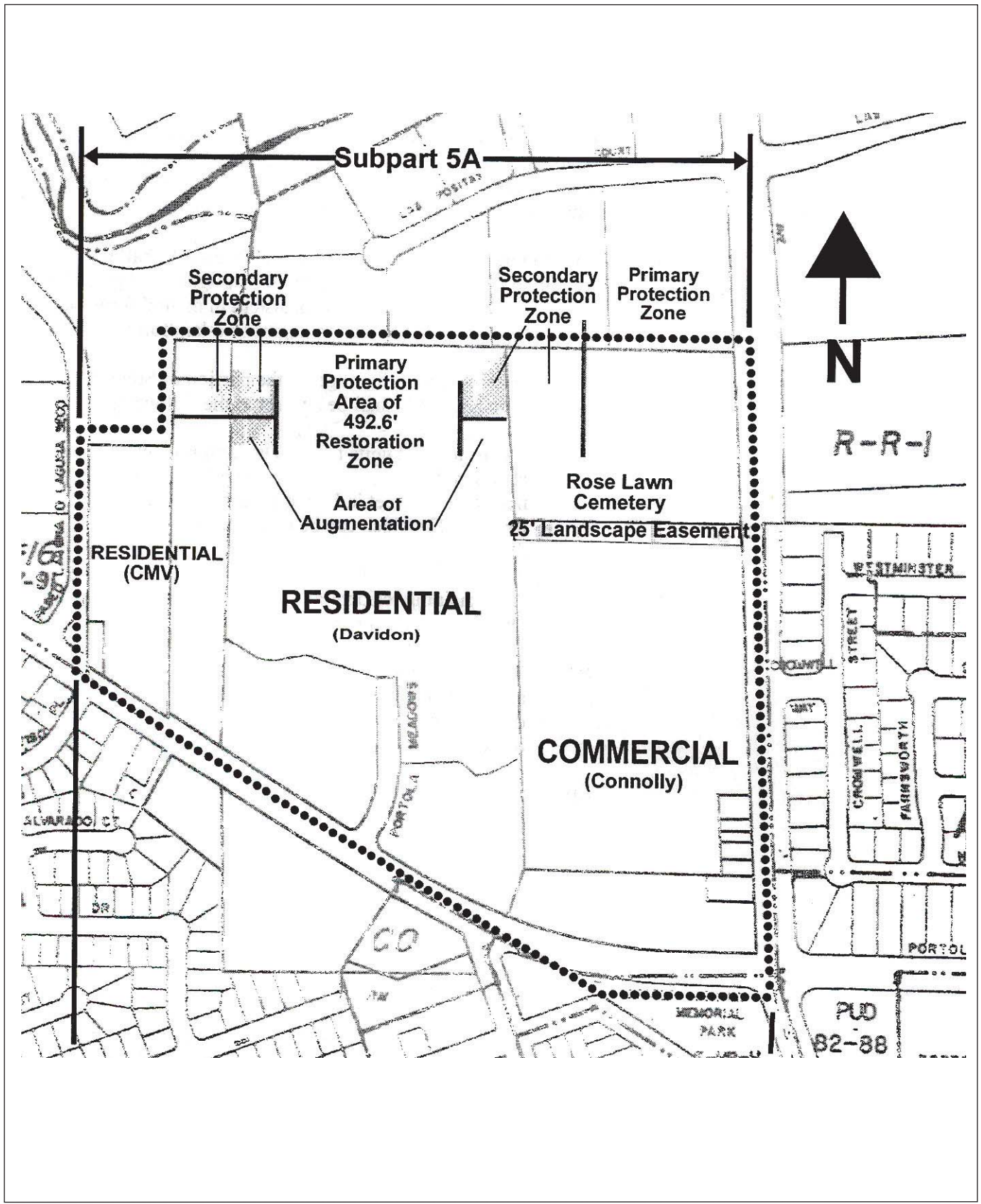


FIGURE 4 - 10

SUBAREA 5, SUBPART 5A

- (d) All commercial and residential structures on the Connolly project site shall not penetrate the surface established by drawing a line from a point four feet above the I-580 freeway surface and the highest point of the building (27 feet) on the proposed commercial market per the City approved Site Plan or an elevation of 496 feet.
- (e) For the Connolly project site only, a 25-foot wide landscape easement shall be created contiguous with and south of the Rose Lawn Cemetery. This landscape easement shall extend from North Livermore Avenue along the full length of the Rose Lawn Cemetery or approximately 670 feet in length. The purpose of the landscape easement is to provide for protection and continued maintenance of the landscaping within the easement on the property south of the Rose Lawn Cemetery and for the planting of native California species within this same easement for the express purpose of providing for a permanent and perpetual foliage screen as viewed from the I-580 Scenic Corridor.

For the Davidon project site only, the area of restoration and augmentation shall be revegetated consistent with the landscape plans approved under the Housing Implementation Program (HIP).

- (4) Parcels between the Arroyo and the freeway are designated Open Space in this location, and therefore no additional policies or standards are required.

f. Subpart 5B

Subpart 5B is located between North Livermore Avenue and the Las Colinas overcrossing.

- (1) For Subpart 5B, new development shall preserve the views of rolling foreground hills. The views to be preserved are the upper one-half (50%) of the hill for Hills A through D, as measured from the 500-foot contour line to the top of the hill (Figure 4-11). For Hill E, views to be preserved are the upper one-quarter (25%) of the hill, as measured from the 500-foot contour line to the top of the hill.
- (2) The view angles corresponding to these hills and view preservation goals for Subpart 5B, as depicted in Figure 4-11, are as follows:
 - (a) View angle for Hill A and Hill B = 2.4 degrees
 - (b) View angle for Hill C and Hill D = 3.8 degrees

(c) View angle for Hill E = 5.9 degrees

- (3) The western portion of the ridgeline of Hill A, from North Livermore Avenue to approximately 700 feet east, was previously altered. Restoration of this portion of the ridgeline is permitted subject to the following criteria:
 - (a) The restoration of the ridgeline does not exceed an additional five feet of elevation from any point along the existing ridgeline;
 - (b) The restoration results in an exact recreation of the ridgeline shape as viewed from I-580; and;
 - (c) The restoration is otherwise consistent with Scenic Route goals and policies.

g. Subpart 5C

Subpart 5C is located between the Las Colinas overcrossing and First Street.

- (1) For Subpart 5C, new development shall preserve the views of rolling foreground hills. The views to be preserved are the upper one-quarter (25%) of each hill, as measured from the 510-foot contour line to the top of the hill.
- (2) The view angle corresponding to these hills and view preservation goals for Subpart 5C, as depicted in Figure 4-11, is 5.9 degrees for Hill F and Hill G.
- (3) For the existing commercial development in Subpart 5C, any new structures, additions or alternations shall not exceed existing building heights.
- (4) Subpart 5C contains an area east of the Las Colinas overpass that is “visually constrained”, as identified in Figure 4-11. No new policies or standards apply to this area.

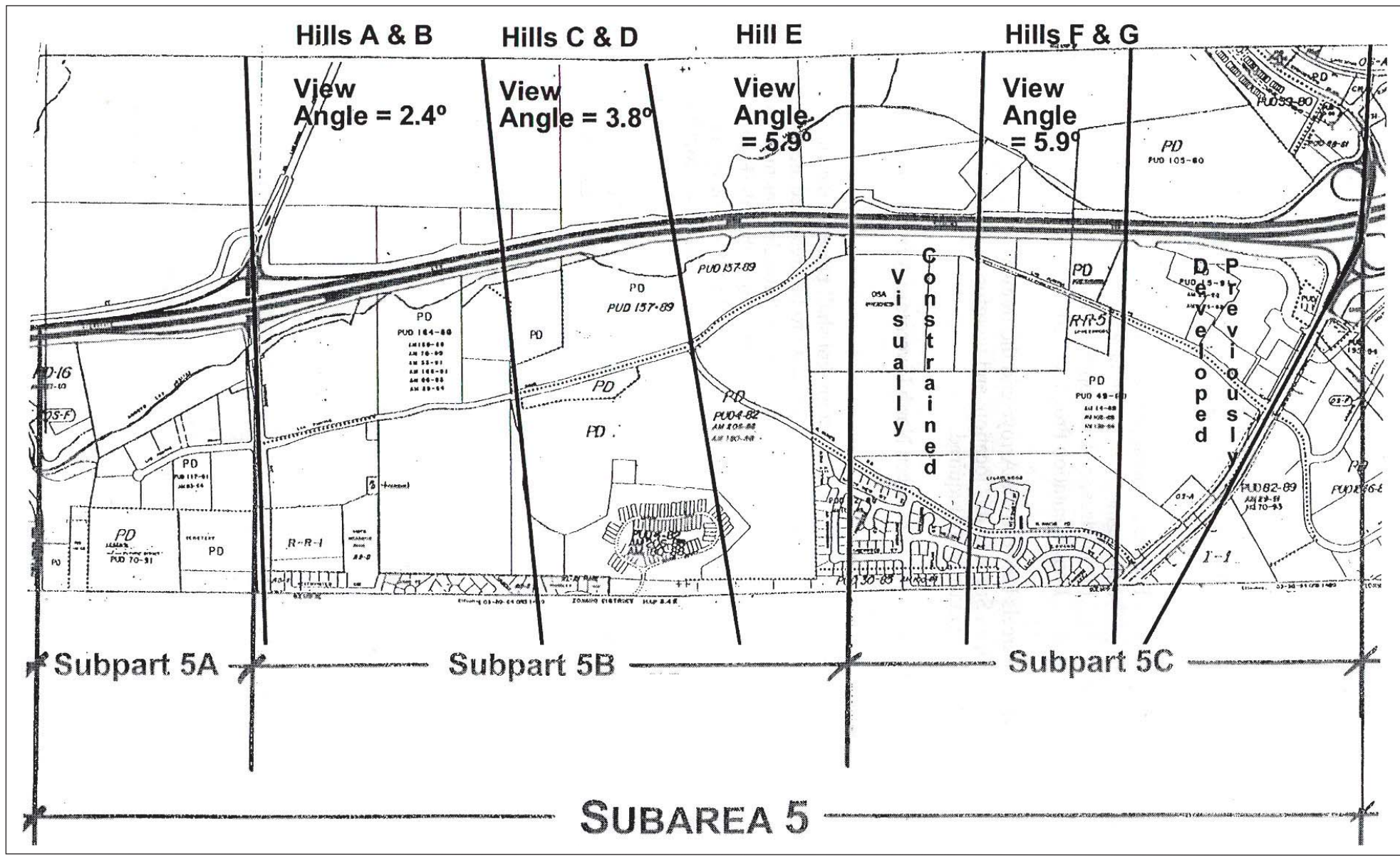


FIGURE 4 - 11

SUBAREA 5 VIEW ANGLES

Subarea 6

- a. Subarea 6 is located on the south side of the I-580 freeway. The western boundary of Subarea 6 is El Charro Road. The eastern boundary is located roughly equidistant between the Portola Avenue overcrossing and North Livermore Avenue. Figures 4-12 and 4-13 establish the boundaries for Subarea 6.
- b. Subarea 6 is divided into three subparts. These subparts reflect natural dividing lines using roadways, visual resources, freeway/view relationships and areas of existing development. Figure 4-12 identifies Subpart 6A, and Figure 4-13 identifies Subparts 6B and 6C. Subarea 6 contains views to distant hills and ridgelines low on the horizon.
- c. Subpart 6A extends from El Charro Road to the west to Airway Boulevard to the east. The western half consists of nearly level agricultural fields and undeveloped parcels. Las Positas Golf Course comprises the eastern half. A golf driving range is located in the center of the Subpart, with fields on either side. Farmhouses, barns and other structures related to local agriculture are located within this area.

A 2.2 degree view angle is established for this Subpart to preserve views of the ridgelines.

- d. Subpart 6B extends from Airway Boulevard to approximately 400 feet west of Sutter Street. Existing industrial and commercial development is located between Airway Boulevard and Kitty Hawk Road. East of Kitty Hawk Road, the Bay Area Rapid Transit District (BART) owns approximately 50 acres and is proposed for a future BART station. The new Isabel Parkway interchange will be located in this area. Existing agriculture lands are located south of East Airway Boulevard and west of Sutter Street.

A 2.2 degree view angle is established for this Subpart to preserve views of the ridgelines with the following exceptions:

Figure 4-12 (EXHIBIT I) Subpart 6A

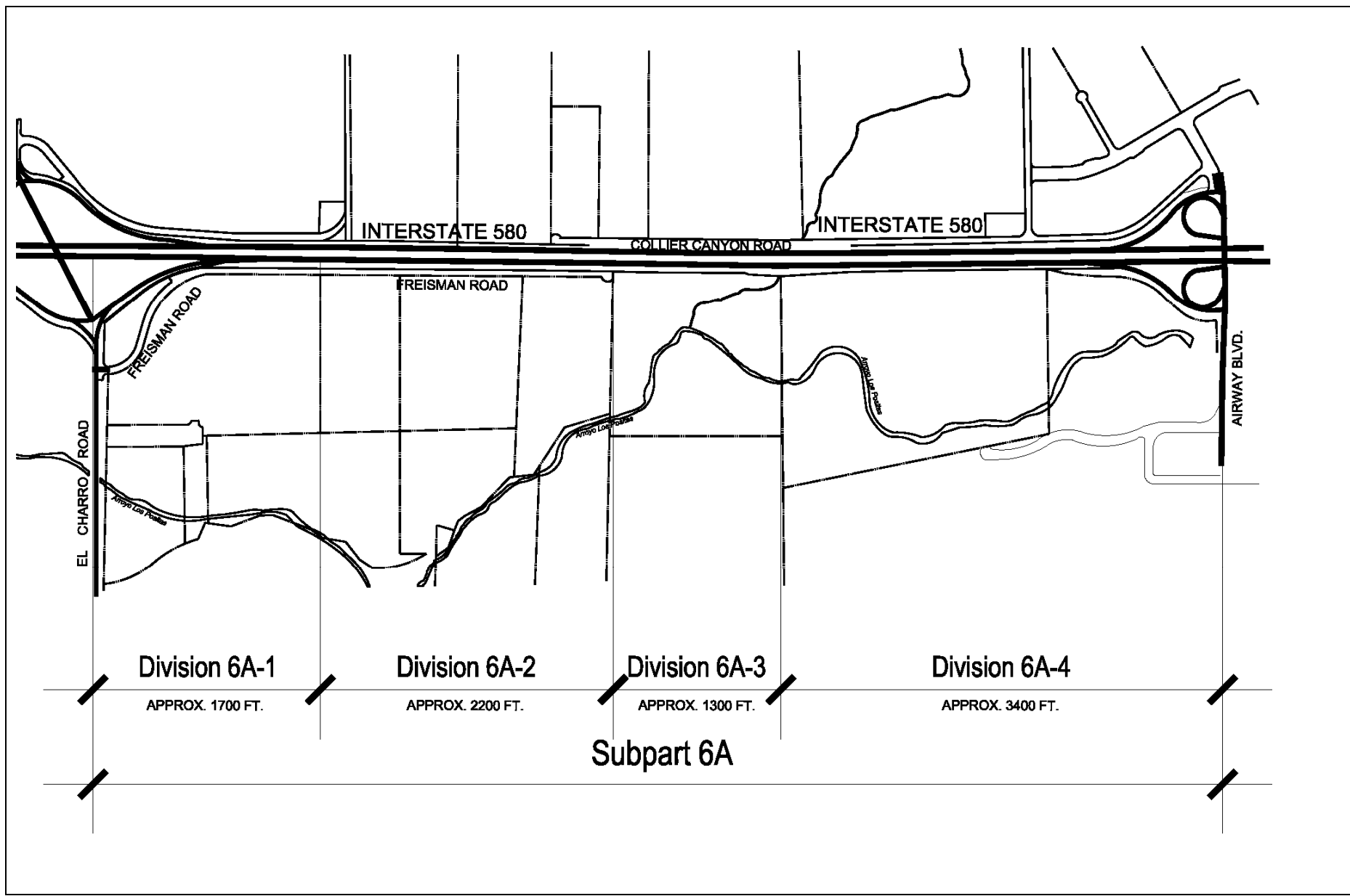


FIGURE 4 - 12
(Reso. 07-143)
SCENIC ROUTE SUBPART 6A

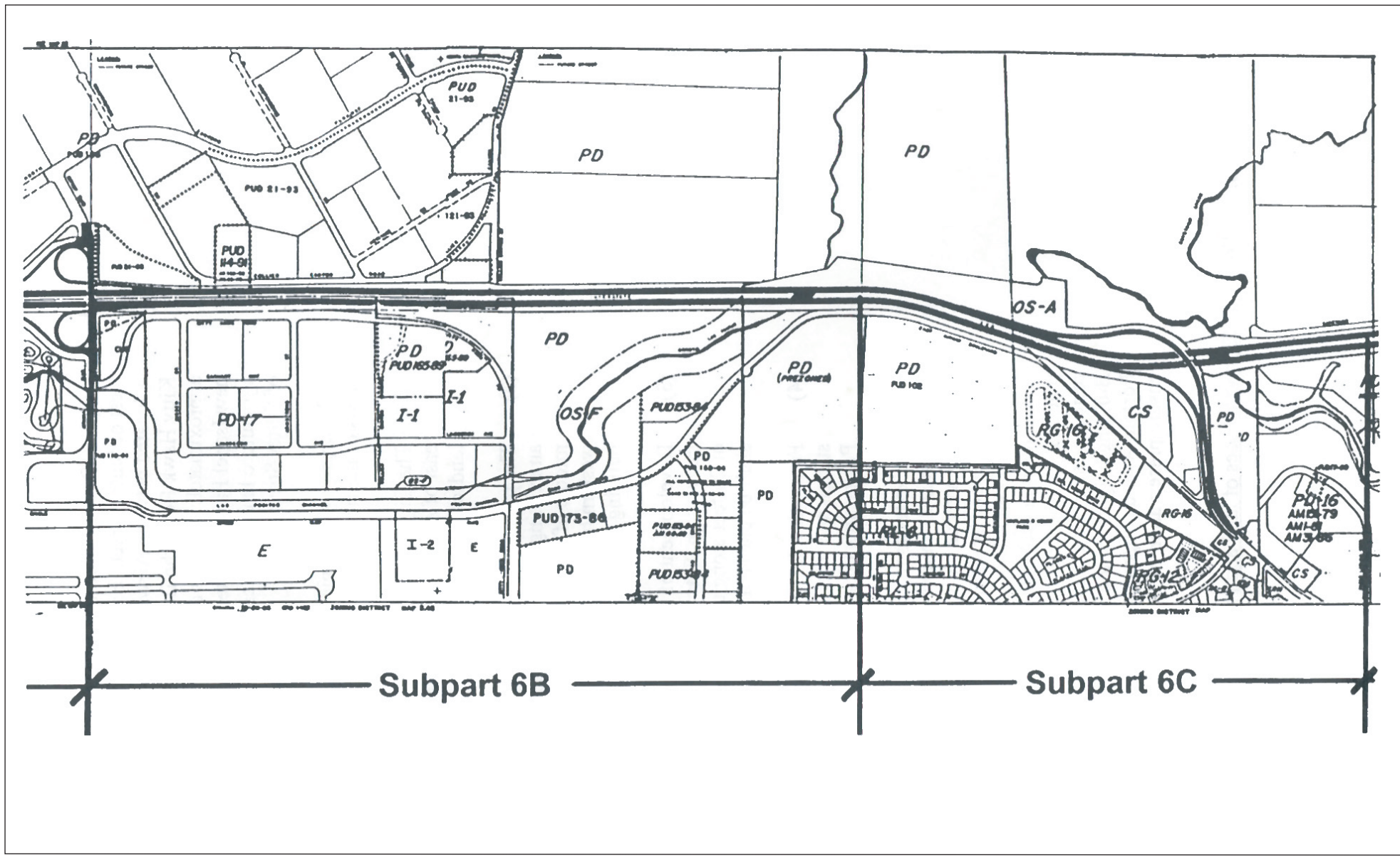


FIGURE 4 - 13

SCENIC ROUTE SUBPARTS 6B AND 6C

- (1) The City-owned parcel located north of Kitty Hawk Road and east of Airway Boulevard shall be left undeveloped and the area landscaped.
 - (2) The parcel located north of the Extended Stay is constrained by an existing PT&T easement that runs east/west through the middle of the parcel. Development shall be located on the western half of the parcel and may include up to a two-story building not to exceed 40 feet in height.
 - (3) Development of the Caltrans property located adjacent to the freeway on Kitty Hawk Road shall include a landscaped buffer of 25 feet along the freeway. Trees within this landscaped area shall be placed a minimum of 30 feet apart.
 - (4) Future development on the BART property for the proposed station and interchange is encouraged to maintain Arroyo Las Positas in its natural form with minimal alterations.
- e. Subpart 6C extends from approximately 400 feet west of Sutter Street to approximately mid-way between the overcrossing and North Livermore Avenue. Visual resources in this area impacted by existing development or by significantly lower freeway elevations compared to adjacent parcels. This area is almost fully developed with commercial and residential uses. Between the arroyo and the freeway, there is the potential for one single-family residence only. Building height for residences shall be a maximum of 25 feet above existing grade. Building heights for the commercial parcels located on the north side of Portola Avenue opposite Murrieta Boulevard shall not exceed 30 feet to ensure preservation of views in this area.

5. Establishing View Angles

As applicable, each subpart in each Subarea (except Subarea 4) is assigned a view angle which represents the plane by which building height limits are determined. The City has established this view angle utilizing the following objectives and data:

- ◆ Land use policies for each subpart;
- ◆ The elevation of ridges and other visual resources within the subpart;
- ◆ The elevation of the freeway viewing area;
- ◆ Existing development patterns.

A view angle is established for each subpart utilizing view analysis which uses the following general criteria:

- ◆ View points along the freeway (I-580) are selected at 500-1,000 foot intervals along the frontage of each subpart.
- ◆ View direction sight lines from these freeway view points are taken at 90 degrees to I-580 with other directions of view to supplement the 90 degrees as determined necessary.
- ◆ The view angle at each view point is established as a plane line to the ridge at an elevation point determined appropriate to maintain the view consistent with other subarea objectives.
- ◆ The plane is expressed in degrees commencing four feet above the freeway's outside lane elevation as the base point. One or more initial view angles are developed per subpart. In the vicinity of the Airway Boulevard Interchange in Subarea 1, a "clothesline" elevation has been established which compensates for the change in elevation under the overpass. The clothesline elevation is located between the 404.16 foot elevation on the west side of the overpass and the 421.05 foot elevation on the east side of the overpass as illustrated in Figure 4-14. Where several view points/angles are used for initial analysis, a single view angle is selected (as a weighted average) representing the most appropriate view protection objectives for the subarea.
- ◆ This single view angle, expressed in degrees above horizontal slope, is used to establish a sloped view surface covering the total subpart. This view angle is applied at multiple view points along I-580 to establish a view surface (said surface will vary depending upon the elevation of the view point). Where the ridgeline drops below this surface,

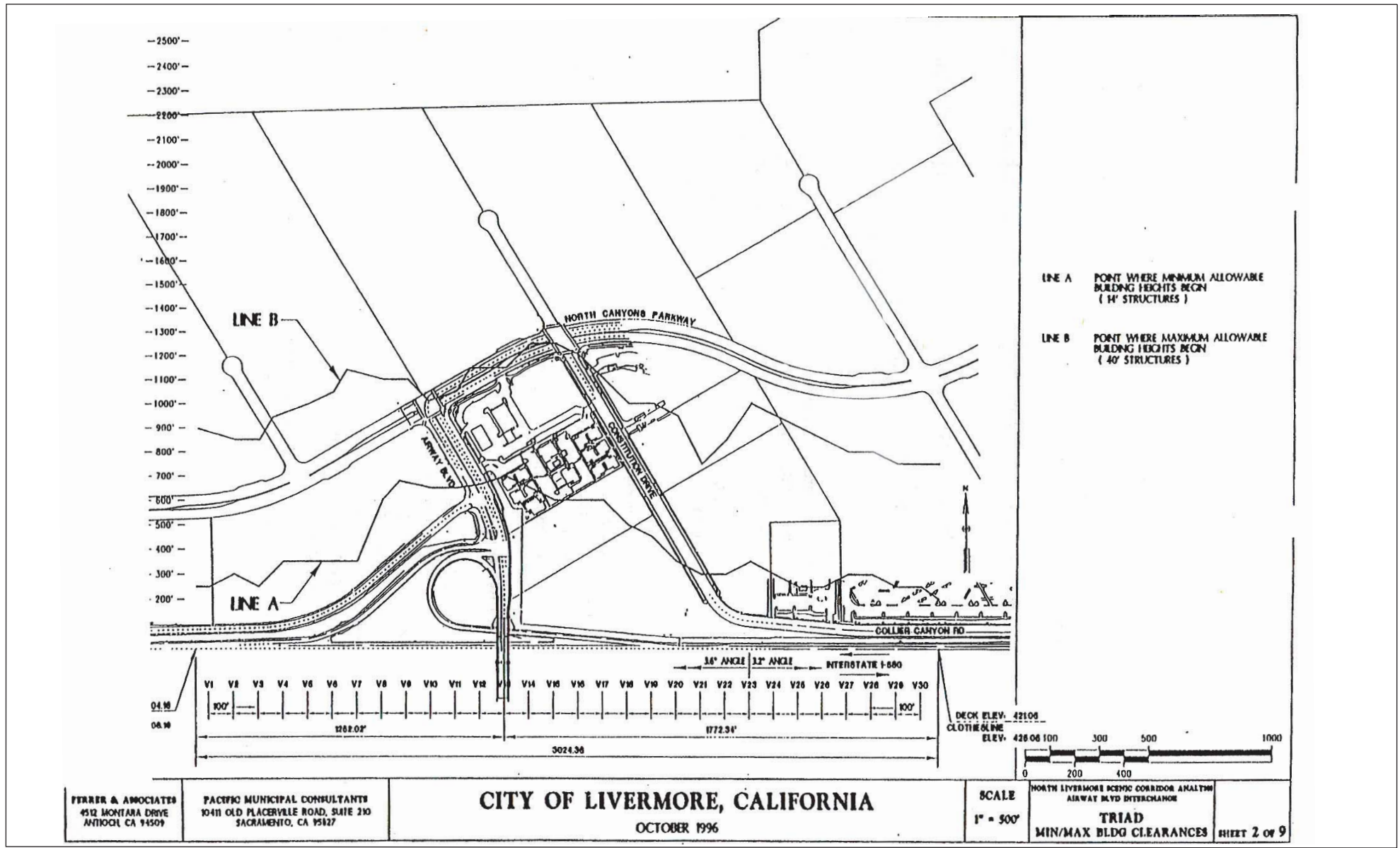


FIGURE 4 - 14

TRIAD MINIMUM/MAXIMUM BUILDING CLEARANCES

the line is extended across the “gap” creating a “clothesline” connecting the ridge segments.

Establishing Maximum Building Heights Via View Angle “Envelopes”

- ◆ The view surface establishes the maximum height of development within various parts of the subpart. The height limit will vary between each subpart and within each subpart depending on the view surface, site topography, and geographic location, in relationship to I-580 and elevation of the existing grades. Generally, lands closer to I-580 will have more restrictive height limits. These view surfaces will establish an “envelope” of height limits that can be specifically determined and translated to project specific criteria within all Site Plan Approvals. Standards will be calculated and measured from existing grade of lands involved. Maximum building heights may be adjusted to account for differences between existing and finished grades. In no case, however, shall the building heights protrude into the identified view surface or exceed other normally required height limits.

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