

A P P E N D I X A

NORTH LIVERMORE
URBAN GROWTH BOUNDARY
INITIATIVE (2002)

AN ORDINANCE ADOPTING THE
NORTH LIVERMORE URBAN GROWTH BOUNDARY INITIATIVE

Signatures on the North Livermore Urban Growth Boundary Initiative (the Initiative) were submitted to the City Clerk and delivered to the Registrar of Voters for verification. (Elections Code sections 9208, 9210.)

The Registrar of Voters has verified the signatures and delivered the Petitions back to the City Clerk, who placed them on the City Council agenda for the meeting of December 16, 2002. (Elections Code sections 9211, 9215.)

Under Elections Code section 9215, the City Council has the option of adopting the Initiative ordinance, without alteration.

NOW, THEREFORE, the City Council resolves as follows:

1. The Initiative is adopted without alteration.
2. This ordinance takes effect immediately. (Elections Code section 9235 (d) and Government Code section 36937 (e).)


The foregoing ordinance was adopted at the regular meeting of the City Council held on the 16 day of December, 2002, by the following vote:

AYES: COUNCILMEMBERS Beeman, Reitter, Mayor Kamena

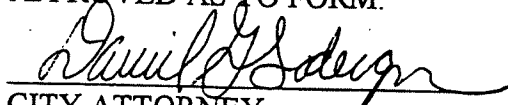
NOES: COUNCILMEMBERS Dietrich, Vargas

ABSENT: COUNCILMEMBERS None


MAYOR, CITY OF LIVERMORE, CALIFORNIA

ATTEST:

CITY CLERK

APPROVED AS TO FORM:


CITY ATTORNEY

ORDINANCE NO. 1681

NORTH LIVERMORE URBAN GROWTH BOUNDARY INITIATIVE

BACKGROUND

The City of Livermore's existing General Plan: The General Plan establishes permissible land uses for property within the City limits, as well as for property surrounding the City and outside its limits, in case such property is ever annexed to the City. Among other provisions, the City's existing General Plan includes the following:

Northside Area "A" General Plan Amendment: In 1988, the City Council adopted this amendment for the development of up to 7,000 housing units, with some commercial, community facilities and open space uses, in a partially developed area located both in and outside City limits, north of Interstate 580, and generally between Springtown Boulevard and Laughlin Road (approximately 2,830 acres).

North Livermore General Plan Amendment: In 1993, the City Council adopted this amendment for the development of up to 12,500 housing units, with some commercial and community facilities uses, and an open space protection program, in a partially developed area located both in and outside City limits, north of Interstate 580 (approximately 14,500 acres).

Alameda County's General Plan and ECAP: In November 2000, Alameda County voters approved Measure D, which included amendments to the East County Area Plan ("ECAP") of the County's General Plan and to a County Urban Growth Boundary ("UGB") in eastern Alameda County. The amendments resulted in the designation of less land for urban growth and more land for agriculture and open space.

THE INITIATIVE

The proposed initiative would amend the City's General Plan by:

- Deleting parts of both the Northside Area "A" General Plan Amendment and the North Livermore General Plan Amendment;
- Establishing a North Livermore UGB by a line defined in the initiative, which would connect to an existing South Livermore UGB to form a UGB around the entire City;
- Requiring that development in certain areas, outside the North Livermore UGB, be consistent with certain provisions of ECAP if ever annexed to the City;

- Establishing land uses and regulations for property in North Livermore, as defined in the initiative, if ever annexed to the City, including:

Minimum parcel sizes: Parcels must be a minimum of 100 acres, or for parcels used for cultivated agriculture meeting certain criteria, 40 acres or larger.

Permitted uses: Permitted uses include: one single-family residence per parcel (and additional dwelling units meeting certain criteria); agricultural uses; limited commercial uses; and institutional, non-profit, governmental and utility uses needed to serve the area.

Transferable development credits program: This program assigns credits to property owners in North Livermore, which may be used within the UGB to increase allowable development elsewhere in the City;

- Placing restrictions on development affecting wetlands, riparian corridors and wildlife habitats, and on slopes;
- Establishing other development regulations regarding development envelopes, maximum floor area, clustering of development, visual protection (from public places), location and design review, and easements;
- Requiring a vote of the people of Livermore to amend the initiative.

NORTH LIVERMORE URBAN GROWTH BOUNDARY INITIATIVE

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THE INITIATIVE

The proposed initiative would amend the City's General Plan by:

- Establishing a North Livermore UGB by a line defined in the initiative, which would connect to an existing South Livermore UGB to form a UGB around the entire City;
- Deleting the Northside Area "A" General Plan Amendment and the North Livermore General Plan Amendment outside the UGB;

- Requiring that development in certain areas, outside the North Livermore UGB, be consistent with certain provisions of ECAP if ever annexed to the City;
- Establishing land uses and regulations for property in North Livermore, as defined in the initiative, if ever annexed to the City, including:

Minimum parcel sizes: Parcels must be a minimum of 100 acres, or for parcels meeting certain criteria, 40 acres or larger for intensive agriculture.

Permitted uses: Permitted uses include: one single-family residence per parcel (and additional dwelling units meeting certain criteria); agricultural uses; very limited commercial uses; and institutional, non-profit, governmental and utility uses needed to serve the area.

Transferable development credits program: This program assigns credits to property owners in North Livermore, which may be used within the UGB to increase allowable development elsewhere in the City, in return for a commitment to limit development in North Livermore;

- Placing restrictions on development adversely affecting wetlands, riparian corridors and wildlife habitats, and on slopes;
- Establishing other development regulations regarding development envelopes, maximum floor area, clustering of development, visual protection (from public places), location and design review, and easements;
- Requiring a vote of the people of Livermore to amend the initiative.

PRESERVING LIVERMORE'S ENVIRONMENT

The People of the City of Livermore Do Ordain as Follows:

Section 1. Purpose

The purpose of this ordinance is to protect the agricultural land and other valuable open space of North Livermore and other areas adjacent to Livermore from excessive and irremediably harmful development. This protection will:

- maintain existing agriculture and permit more intensive agriculture in North Livermore;
- preserve the natural qualities, the wildlife, and the beauty and peace of the open landscape, hills and wetlands surrounding Livermore;
- prevent further sprawl by completing an urban growth boundary, which will direct permitted development to existing urbanized areas, thereby contributing to their vitality;
- reduce traffic congestion and hazard;
- limit air pollution and protect public health;
- avoid government expenditure of taxes for extended facilities and services;
- provide for outdoor recreation for residents of the area; and
- generally safeguard the special identity, the heritage and character of Livermore, and the high quality of life in the City.

Section 2. Findings

The people of Livermore do deliberately find and declare the following:

(a) Livermore Development: An extensive amount of urban development has occurred in the Livermore area. Consequentially, many of the desirable natural, open-space and historic qualities of the area have been destroyed or impaired. Much that remains is in jeopardy. Huge development is persistently proposed for North Livermore and has been a matter of constant, intense controversy among citizens.

(b) North Livermore: North Livermore is an area of sweeping valleys, rolling untrammelled hills, biologically rich wetlands and riparian corridors. It is now used for agriculture, outdoor recreation, and low-density housing. It provides access to nature, wild animal and plant habitat, including for rare and endangered species, beautiful vistas, and a sorely needed peaceful, rural contrast to intruding, heavy urbanization. Other rural areas adjacent to North Livermore and east of Greenville Road have comparable qualities.

(c) The Burdens of Development: Intensive development in North Livermore and these other rural areas would be extremely costly. It would destroy or harm agriculture, wildlife, wetlands and watersheds, open space and scenic beauty. Air pollution and traffic congestion would be exacerbated. It would eliminate diversity in land use, and impair the character of Livermore and the sense of place of its residents. None of these rural areas now has public infrastructure and facilities for urban development.

(d) Development Regulation: For more than two decades, the voters of Livermore and Alameda County have repeatedly rejected urban development in North Livermore and other environs of Livermore. The Alameda County East County Area Plan, as amended by Measure D in November 2000, now applies to these areas. It imposes 100 acre or more minimum parcel size, bans non-agricultural uses, and applies strict standards to control the mass and visibility of development. However, the County Plan no longer protects these areas if they are annexed to Livermore. Livermore's existing General Plan calls for massive urban development in North Livermore.

(e) Agriculture: Ranching and farming have been the traditional land uses in the area surrounding Livermore. A substantial part of the agricultural land in the area has now been roofed and paved over or otherwise lost to farm use. Current development proposals for North Livermore alone would convert 4,000 more acres to urbanization. Studies have shown that the soil in that area is suitable for irrigated crops, pasturage and dry farming. There are prospects for substantial amounts of water for irrigation, including disposal of Livermore's treated waste water. Large parcels and freedom from residential interference are critical to viable ranching and farming.

(f) Air Pollution: The Livermore-Amador Valley has the worst air quality in the Bay Area, and among the worst in the State. Pollution frequently exceeds Federal and State health standards. Residents suffer from this plague, in their persons and property; individuals with respiratory and heart problems, children and the elderly are especially vulnerable. Further extensive, auto dependent development will only make the air quality situation in Livermore more harmful.

(g) Traffic: Traffic congestion in the Livermore area is already bad. Many road segments are at or beyond capacity; a number of main intersections are at Level of Service Grade D or lower. There are no realistic prospects for amelioration. Severe congestion on Interstate 580 will be even worse if thousands of houses are built on the rural lands surrounding the City. Proposed developments in North Livermore alone would add over 130,000 trips a day to area roads, mostly for more polluting local trips.

(h) Housing and Public Services: A large amount of land is available within the Urban Growth Boundary to meet the City's housing needs for many years, certainly at the maximum growth rate of 1 1/2% a year recently recommended by the Livermore Growth Review Committee. Studies show space for more than 5,000 additional units within the current City limits without increasing zoning densities or uses. More compact, properly planned residential development lowers housing and other living costs. It makes possible economic, less polluting public transportation. In contrast to sprawling or scattered development, it reduces the cost of public facilities and services, especially where existing infrastructure is available, with consequent lower taxes and better services. Moreover, residential and commercial development focused in the central business district will revitalize the City.

(i) Burden of Proof: Within the meaning of California Evidence Code Section 669.5 (c)(3), this ordinance is designed to protect agricultural use as defined in Government Code Section 51201(b), and open space land as defined in Government Code Section 65560(b).

(j) Federal and State Law: This ordinance is subject to Federal and State law which is not always clearly settled and frequently changes. Accordingly, the ordinance contains provisions that it does not apply if application would be inconsistent with Federal or State law. These provisions are designed to assure that the ordinance will not conflict with law.

Section 3. Livermore General Plan Amendments

(a) Sections 4 through 24 of this ordinance are added to the Livermore Community General Plan 1976-2000. They shall be placed in Part III, Goals and Policies, of the Plan, subject to further location or relocation as deemed appropriate by City officials.

(b) Pre-existing provisions of the General Plan are deleted or amended as specified in Appendix 4 to eliminate inconsistencies with this ordinance or because they are no longer appropriate.

Section 4. Protection of Legal Rights: Compliance with the Law

(a) Notwithstanding their literal terms, the provisions of the ordinance do not apply to the extent that courts determine that if they were applied they would deprive a person or persons of constitutional or statutory rights or privileges, or otherwise would be inconsistent with the United States or State constitutions or laws. This limitation is to ensure that the provisions do not infringe any person's constitutional or legal rights or violate the law in any way, or subject the City to any legal liability. (LU-12.1 P1)

(b) To the extent that a provision does not apply because of subsection (a), the City may permit only that minimum parcel creation, amount, extent, and visibility of development, and use which meets the requirements of law that is most consistent with the provisions and purposes of the ordinance and complies with other provisions of this Plan. (LU 12.1 P2)

Section 5. State Housing Requirements

(a) Nothing in the ordinance, including in this section, shall be applied to preclude City compliance with obligations to provide for housing that are mandated by State law. (LU 11.1 P1)

(b) To the maximum extent practicable, the City shall meet any State legal requirements within the City's Urban Growth Boundary. (LU 11.1 P2)

(c) If State requirements make it necessary to go beyond the Urban Growth Boundary to provide for housing, the voters of the City may approve an extension of the Boundary. If necessary, the City Council also may approve housing beyond the Boundary, provided: (LU 11.1 P3)

(1) there is no land within the Boundary to meet a State requirement through new development, more intensive development, or redevelopment; (LU 11.1 P3(1))

(2) no more land is used outside the Boundary than is necessary for the housing required by State law; (LU 11.1 P3(2))

(3) the area is adjacent to the Boundary, or as near thereto as possible; (LU 11.1 P3(3))

(4) there will be adequate public facilities and services for the housing; and (LU 11.1 P3(4))

(5) at least 35% of the housing provided shall be for moderate, low and very low income households as defined by State law and at least 20% shall be for low and very low income households. (LU 11.1 P3(5))

If the City must breach the Urban Growth Boundary, minimum parcel size, residential density limits, maximum development envelopes and floor areas, and height restrictions in the ordinance shall not apply to the extent necessary to confine the breach to the minimum area needed to comply with State legal requirements. (LU 11.4 P4)

Section 6. Livermore Urban Growth Boundary

An Urban Growth Boundary is completed for Livermore. This boundary is the existing South Livermore Urban Growth Boundary (as adopted by the South Livermore Urban Growth Boundary Initiative, approved in March 2000) beginning at Greenville Road, west to its junction at Interstate Highway 580 with the Livermore City Boundary, along the City boundary generally to the east, except where the boundary is south of I-580 the Urban Growth Boundary shall be I-580, to Assessor's Designated Parcel 902-8-5-5, north along the western boundary of that parcel and Designated Parcel 902-8-1 to the northwest corner of Parcel 902-8-1, east along the northern boundary of Parcel 902-8-1 to the Livermore City Boundary, north and generally east along that boundary to Assessor's Designated Parcel 5500-1-10, east along the northern boundary of that parcel and south along the eastern boundary of that parcel to Altamont Pass Road, southwest on that road to Greenville Road, south on Greenville Road to the Livermore City Boundary, generally south along that boundary to Greenville Road, and south to the South Livermore Urban Growth Boundary. The Livermore City Boundary means the City boundary on June 30, 2002. (LU 5.1 P1)

(The Urban Growth Boundary is depicted approximately in Appendix 1. That map is for purpose of information only; it is not enacted by the ordinance. The Boundary delineated by this section is the enacted Urban Growth Boundary.) (LU 5.1 P2)

Section 7. Land Uses Beyond the Livermore Urban Growth Boundary

(a) Subject to subsection 7(c), the provisions of the ordinance apply, unless stated otherwise, to areas outside the Urban Growth Boundary north of a straight line extended due east from East Avenue north to the Alameda-Contra Costa County boundary and to North Livermore (as defined in Section 21), if these areas are annexed to Livermore. (LU 5.2 P1)

(b) Except as provided otherwise in the ordinance, creation of parcels, development and uses on lands outside the Urban Growth Boundary in the areas described in subsection (a), if annexed to Livermore, shall be governed by the provisions of the Alameda County East County Area Plan set forth in Appendix 2 that were applicable to the areas on June 30, 2002. References to "the County" or "County" shall then be changed to "the City" or "City." (LU 5.2 P2)

(c) The ordinance does not apply to areas within the Alameda County South Livermore Valley Area Plan or areas to which that Plan is extended under Program 117 of the East County Area Plan (in Appendix 2), nor does it apply to lands governed by the South Livermore Urban Growth Boundary Initiative. (Relevant provisions of that Initiative are in Appendix 3.) (LU 5.2 P3)

Section 8. Minimum Parcel Sizes in North Livermore

(a) The minimum parcel size in North Livermore shall be at least 100 full acres, except as provided in (b) and Section 16 with respect to clustering. (LU 10.1 P1)

(b) Forty-acre or larger parcels may be permitted by the City for purposes of cultivated agriculture in North Livermore in the area bounded on the north by May School Road extended by a straight line due west to Collier Canyon Road, by Collier Canyon Road, Dagnino Road, and Raymond Road east to the Urban Growth Boundary, if: (LU 10.1 P2)

- (1) the City Council does an environmental impact analysis and holds public hearings regarding the creation in that area of the parcels and their use for cultivated agriculture; (LU 10.1 P2(1))
- (2) the Council finds that there is an adequate, sustainable, safe supply of water for projected irrigated agriculture and other uses on proposed parcels (an adequate and sustainable water supply shall be found if there is a valid contract for the period of agreed cultivation under (b)(6) for necessary water with an irrigation district, water agency, or the City of Livermore); (LU 10.1 P2(2))
- (3) cultivation and irrigation, as may be conditioned by the Council, will not cause harm to groundwater, soil, biota or other environmental qualities in violation of Federal, State, or City environmental protection standards; (LU 10.1 P2(3))
- (4) 80% of the parcel has a slope of 20% or less; (LU 10.1 P2(4))
- (5) parcel boundaries are drawn to maximize productive use for agriculture; (LU 10.1 P2(5))
- (6) owners contract with the City, and provide a bond or other adequate and effective guarantee, that they will plant within two years of the creation of a parcel and maintain for eight years, or more if the Council deems appropriate, cultivated agriculture on the portion of the parcel that can be cultivated, except for a development envelope not to exceed two acres, or any larger area

permitted under Section 14(b), to the extent that there is no other developable land on the parcel; and (LU 10.1 P2 (b))

(7) owners convey an easement to the City and, if one is available, jointly to an independent land trust that meets the standards of Section 19. The easement shall have the characteristics stated in Section 19, and shall effectively and permanently bar any development not permitted by this measure. The City may also require a trail easement for purposes of a trail system. (LU 10.1 P2 (7))

Creation of a parcel or parcels under this subsection may not leave a remainder area which is smaller than the smallest parcel permitted under this section. (LU 10.1 P3)

(c) The City Council may create forty-acre or larger parcels within Doolan Canyon as part of an agreement with other jurisdictions or property owners for the purpose and with the effect of preserving generally open space in the Canyon. (LU 10.1 P4)

Section 9. Certificates of Compliance

The City shall not grant certificates of compliance except as required by State law. The City shall impose all restrictive conditions permissible under State law on conditional certificates of compliance, and shall hold the owner or subsequent transferee to strict compliance with these conditions. A certificate of compliance creates no right to develop, nor diminishes in any respect the City's authority to control development. (LU 10.1 P5)

Section 10. Lot Line Adjustments

Apart from the regular subdivision process, the City may not permit lot line adjustments unless the adjusted parcels would comply fully with the General Plan and all City zoning and building ordinances, including minimum parcel sizes, nor permit adjustments between more than four parcels, or as part of a plan or series of adjustments between more than four parcels, except as required by State law. (LU 10.1 P6)

Section 11. Subsize Parcels

The acreage of contiguous parcels in common ownership at the time the ordinance becomes effective or thereafter that are smaller than the minimum parcel size, although the parcels are not merged by the ordinance, shall be treated as though part of one parcel, up to the minimum parcel size, for purposes of permissible development. (LU 10.1 P7)

Section 12. Uses in North Livermore

Only the following uses, and their normal and appropriate accessory uses and structures, (as well as uses preemptively authorized by Federal and State law) may be permitted in North Livermore, provided that they comply with all the provisions of this Plan: (LU 5.2 P4)

(1) one single family residence per parcel, additional dwelling units to the extent that clustering is permitted on a single parcel under Section 16, secondary units required by State law, and farm labor housing necessary for bona fide farm workers employed full-time on the parcel or on a farm or ranch of which the parcel is a part (which in no case may be used as housing for non-farm workers); (LU 5.2 P4 (1))

(2) agriculture, including horticulture and grazing of ruminants, but not including large or medium size commercial feed lots and pig farms; (LU 5.2 P4 (2))

(3) packaging, processing, storage or sale of agricultural produce or of plants, a substantial portion of which were grown in the Livermore area, but not canneries and freezing facilities; (LU 5.2 P4 (3))

(4) rearing, custodianship, training, rental or care of animals, other than ruminants which are not subject to this subsection but are agriculture covered by subsection (2), provided that the use does not cause appreciable environmental harm; (LU 5.2 P4 (4))

(5) additional commercial uses, limited to the following: (LU 5.2 P4 (5))

(i) outdoor recreation and pastimes predominantly for active participants, not spectators; this category of permitted uses does not include, among other things, amusement or theme parks, stadia, and motorized vehicle tracks, courses or off-road facilities; (LU 5.2 P4 (5)(i))

(ii) nature observation, study or enjoyment; (LU 5.2 P4 (5)(ii))

(iii) home occupations and offices, subordinate to residential uses and conducted primarily by residents of a parcel, that will have no deleterious effects on the environment or visual qualities or materially increase traffic in the local area; (LU 5.2 P4 (5)(iii))

(iv) rental of rooms to lodgers, including with board, not exceeding two units in a residence; (LU 5.2 P4 (5)(iv))

- (v) uses in historic structures, incidental to preserving the structures and their historic qualities and setting, that will have no deleterious effects on the environment or visual qualities; (LU 5.2 P4 (5)(v))
 - (vi) physical and mental convalescence and rehabilitation, chemical dependency treatment, and hospices; (LU 5.2 P4 (5)(vi))
 - (vii) veterinary offices or facilities, and repair shops primarily for agriculture; (LU 5.2 P4 (5)(vii))
 - (viii) cemeteries, not to exceed twenty acres, provided they are designed to minimize off-site visual impacts from monuments or other structures; (LU 5.2 P4 (5)(viii))
 - (ix) accommodations for short-term visitor occupancy and for provision of food and drink (including low-intensity campgrounds and picnic facilities, not to exceed seven acres, but not including recreational vehicle parks), that accord with a rural, agricultural environment; (LU 5.2 P4 (5)(ix))
- (6) institutional and other non-profit uses that primarily serve North Livermore residents, facilities for meetings and retreats, or to the extent that like uses by profit-making entities would be permitted under this Section; (LU 5.2 P4 (6))
- (7) City and other government facilities and infrastructure, and public utilities, that are limited to meeting the needs created by permitted uses in North Livermore, except if the City Council reasonably finds more extensive public need that cannot be met outside North Livermore; however, this exception shall not apply to waste disposal or treatment, commercial electrical power generation, or new airports. Publicly provided outdoor recreation and nature observation and enjoyment facilities and ancillary accommodations are permitted whenever like private uses would be allowed. (LU 5.2 P4 (7))

Section 13. Areas of Special Environmental Concern

In addition to the other provisions of the ordinance, the following restrictions apply:

- (a) Wetlands -- Development, conversion to cultivated agriculture, or keeping of animals is not permitted if the quantity or biological quality of wetlands would be reduced materially. "Wetlands" are areas permanently or periodically covered by water, where hydrophytic vegetation is present under normal circumstances, or that have soils primarily hydric in nature. (OSC 1.2 P9)

(b) Riparian Corridors -- No building may be located in a riparian corridor. No development, conversion to cultivated agriculture, or keeping of animals may be permitted that materially reduces the quantity or quality of water in a corridor. Dams to store water for agriculture may be permitted, however, provided water is released in quantities and at times so as not to impair aquatic life or riparian vegetation. "Riparian corridors" are areas within 200 feet from the center of a permanent or intermittent stream. (OSC 1.2 P10)

(c) Wildlife Habitat -- No development or conversion to cultivated agriculture shall be permitted by the City which will cause a reduction or impairment contrary to Federal or State law of habitat for animals or plants that are listed by the Federal or State governments as endangered or threatened. (OSC 1.2 P11)

(d) Slopes -- 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%. (CC 1.1 P4)

Section 14. Development Envelopes

(a) All buildings on a parcel shall be placed within a contiguous development envelope as compact as reasonably possible, not to exceed two acres, except for buildings for agricultural uses or security needs that must be located outside the envelope, or for government facilities that the Council finds require a more extensive area. (LU 5.3 P1)

(b) If appropriate under the provisions and objectives of this Plan, the City Council may permit expansion of the development envelope by up to two acres, in aggregate, on parcels of forty acres or more if proven to be necessary for buildings for permitted outdoor recreation; except in North Livermore custodianship, training, care or rental of horses; short-term visitor lodging; farm labor housing; or processing, packaging, storage or sale of produce or plants, a substantial portion of which were grown in the Livermore area; and for ancillary uses including provision of food and drink and meeting facilities. (LU 5.3 P2)

Section 15. Maximum Floor Area

(a) The maximum aggregate floor area for all floors (regardless of composition, including soil) in buildings on a parcel may not exceed 1% of the parcel's area or 20,000 square feet, whichever is less; however, for any parcel 10,000 square feet shall be permitted. Floor area does not include basement floors. Greenhouses are subject to a maximum aggregate floor area of 1% or 40,000 square feet, whichever is less. Government facilities are not subject to the

aggregate limit to the extent that the City Council finds reasonably that they cannot practicably be located outside North Livermore and that they must exceed the floor area maximum. (LU 5.4 P1)

(b) If appropriate under the provisions and objectives of this Plan, the City Council may increase the maximum floor area by up to 20,000 square feet, in aggregate, on parcels of forty acres or more if proven to be necessary for permitted outdoor recreation; except in North Livermore custodianship, training, care or rental of horses; short-term visitor lodging; processing, packaging, storage or sale of agricultural produce or plants, a substantial portion of which were grown in the Livermore area; farm worker housing or agricultural uses; and for ancillary uses including provision of food and drink and meeting facilities. (LU 5.4 P2)

(c) Residential and residential accessory buildings on a parcel may have a maximum aggregate floor area (not including basements) of 8,000 square feet. Farm worker housing is not subject to this limitation. Buildings for short-term lodgings may not exceed 6,000 square feet floor space each and shall be located at least 30 feet apart. (LU 5.4 P3)

Section 16. Clustering of Development

(a) Clustering may be allowed for permitted development on any two or more parcels, but only if it reduces, overall, visibility of development from public places. Clustered development may be on a single parcel or on newly created separate, contiguous parcels that do not exceed two acres each. (LU 5.3 P3)

(b) Subject to the exceptions provided in Sections 14(a) and 15(a), the following cumulative limits apply for buildings on each parcel on which clustering occurs (for this purpose, parcels created under (a) shall be regarded as part of the parcel from which they were created): (LU 5.3 P4)

(1) if development from two parcels is clustered, a maximum development envelope of three acres and a maximum floor area of 150% of the maximum under Section 15(a); (LU 5.3 P4 (1))

(2) if development from three parcels, three and one-half acres maximum development envelope and 175% of the maximum floor area under Section 15(a); (LU 5.3 P4 (2))

(3) if four or more parcels, four acres maximum development envelope and 200% of the maximum floor area under Section 15(a); and (LU 5.3 P4 (3))

- (4) if the parcels clustered contain, cumulatively, 400 acres or more, five acres maximum development envelope and 300% of the maximum floor area under Section 15(a). (LU 5.3 P4 (4))

Any increase in the development envelope under Section 14(b) and the maximum floor area under 15(b) may be added to the above maxima, but in no case may the total maximum development envelope exceed four acres except if the parcels clustered contain, cumulatively, more than 400 acres it may be six acres. (LU 5.3 P4)

(c) If development is transferred from a parcel under this section, then only development for agricultural use under Section 12(2) (which does not include dwelling units), and for processing, packaging, storing or sale of produce or plants under Section 12(3) may be permitted on that parcel. The development envelope and maximum floor area on the parcel shall be reduced by the parcel's equal share with other parcels from which development is transferred or, if there are no other parcels, by all of the increase in the development envelope and maximum floor area on the parcel where the clustering occurs because of the transfer of development. (LU 5.3 P5)

(d) Buildings on separate parcels not created under subsection (a) may not be contiguous or in proximity unless (1) the buildings, in aggregate on the separate parcels, have no larger development envelope or more floor area than would be permitted on a single parcel under subsection (b) or (2) there is no other suitable location on a parcel for the buildings under this Plan. (LU 5.3 P6)

Section 17. Visual Protections

New or reconfigured parcels, including those resulting from lot line adjustments, must be created or drawn to limit, as much as possible, visibility of development from public roads, parks and other public places. Parcels may not be created that have no building site other than a ridgeline or hilltop or that would cause a building to project into the view of any ridgeline or hilltop from public places, unless there is no other possible configuration. (LU 6.1 P1)

Structures may not be located on ridgelines or hilltops, or where they will project into the view from public places of a ridgeline or hilltop, unless there is no less obtrusive site on the parcel or a contiguous parcel in common ownership. To the extent practicable, including by deep setbacks from parcel boundaries, structures shall be located on that part of a parcel that minimizes visual impact from public roads and parks. (LU 6.1 P2)

Development shall be subordinate to and blend harmoniously with the natural and open space qualities of the area where located, so as not to impair those qualities and to be as

unobtrusive as possible. In all cases, appropriate landscaping, screening, preservation of vegetation, and building materials, covering, and paint shall be required by the City to reduce as much as practicable the visibility of development. To the maximum extent possible, all exterior lighting must be designed, placed, and shielded to confine rays to the parcel where the lighting is located. Signs shall be no more numerous, larger, or noticeable than is strictly necessary to provide essential information to visitors and shall be compatible with a rural agricultural environment. (LU 6.1 P3)

The height of buildings may not exceed thirty (30) feet, except if the City Council finds reasonably that a greater height is necessary for agricultural buildings. (LU 6.1 P4)

Consistent with the other provisions of this section, alteration of topography by grading, excavating, filling or any development activity shall be minimized. Where feasible, access roads shall be located, including by consolidation, where they are least visible from public places. (LU 7.1 P1)

Section 18. Location and Design Review

The City shall conduct a careful review of uses and of the amount, location, development envelope, floor area, visibility and topographical alteration of all development to ensure consistency with and implementation of the provisions and objectives of the ordinance. (LU 6.1 P5)

Section 19. Easements

The City shall require an easement, running with the land, which bars development that would not be permitted under the ordinance for each parcel on which development is permitted, or from which clustered development is transferred. The easement shall be conveyed to the City and, if available, jointly to an independent land trust (that complies with the Land Trust Standards and Practices of the Land Trust Alliance). For purposes of this section, development shall not include structures other than buildings or development permitted under Section 12(2) for agriculture (which does not include development under Sections 12(1), (3) and (4)). The easement shall be negative only; it shall convey no possessory interest to the City or other designee, nor confer any right of public access. The owner retains exclusive occupancy and use. The City has no responsibility or liability because of the easement for acts or omissions on the parcel, except in good faith and effectually to prevent or remedy violations of the easement. Easements shall be duly recorded in the County land records. (LU 8.1 P1)

Section 20. Transferable Development Credits Program

The City shall have a Transferable Development Credits Program for North Livermore to aid in accomplishing the purpose of this measure. Property owners may choose to participate in the program, even though their property has not been annexed to Livermore. It allows participating owners to share in development values in Livermore, given the special restrictions on land use in North Livermore and the added development in Livermore permitted under the Program. (LU 9.1 P1)

(a) Transferable Development Credits shall be granted by the City to property owners in North Livermore, by rule in accordance with this section, in number and manner to accomplish the objectives of the ordinance. The City Council shall grant credits on the following bases: (LU 9.1 P2)

- (1) acreage owned in North Livermore, but not less than one credit for each full five acres; (LU 9.1 P2 (1))
- (2) not less than eleven credits for an owner forgoing the right to create an additional parcel under the ordinance; (LU 9.1 P2 (2))
- (3) not less than ten credits for an owner forgoing the right to any dwelling units on a parcel, which forbearance shall also include the right to any dwelling units on one of the parcels resulting directly or indirectly from any permitted subdivision of that parcel; (LU 9.1 P2 (3))
- (4) not less than twelve credits for elimination of existing dwelling units and residential accessory structures on a parcel and for the owner forgoing the right to any dwelling units on that parcel, which forbearance shall also include the right to any dwelling units on one of the parcels resulting directly or indirectly from any permitted subdivision of that parcel. (LU 9.1 P2 (4))

Duplicate credits may not be granted with respect to the same acreage or right forgone, regardless of changes in ownership. Credits given under subparagraphs (2), (3), or (4) may be relinquished to the City prior to use or initial transfer and, if no gift is intended, the right to create a parcel, to build or rebuild as permitted by the ordinance regained and the corresponding easement conveyed under subsection (e) reconveyed. The Council may differentiate in the number of credits granted, in excess of the minimums guaranteed by paragraphs (1), (2), (3), and (4), among areas of North Livermore to reflect development potential, and among grantees according to their willingness to participate in the program at an earlier rather than later date. (LU 9.1 P3)

(b) Development credits may be used, as the City Council approves in accordance with this Plan and other City regulations, in areas within the City boundary and the Urban Growth Boundary to build dwelling units and commercial and industrial space, including units and space that otherwise would not be permitted or not permitted until a later time. To accomplish the purpose of the ordinance, the Council shall provide for the efficacious use of credits, over a reasonable time period, equal in number to the credits granted. To create an adequate initial demand, the Council shall provide for use of an appropriate number of credits promptly after the effective date of the ordinance. With reasonable justification, the Council may permit more development per credit in some receiving areas and for certain types of uses. Credits also may be used in unincorporated areas if approved by the County, in accordance with the East County Area Plan, or in the cities that provide for their use. (LU 9.1 P4)

(c) Credits may be sold or purchased, or otherwise transferred or received, by any person including the City and other government entities. The City may use funds available for that purpose to buy credits, including a revolving fund replenished by the sale of credits. The City may buy and sell credits to establish and maintain an efficacious market for the credits, or to extinguish them. (Extinction of credits may be part of a more general City program to purchase development rights.) (LU 9.1 P5)

(d) The City shall establish appropriate means to inform persons about the development credits program and to facilitate transfer of credits from transferors to transferees. The City shall have procedures and requirements to ensure that it has accurate records of development credit grants, transfers, and use. (LU 9.1 P6)

(e) As a precondition for the grant of development credits under subsection (a), the owner shall convey an easement, which runs with the land, to the City and, if available, jointly to an independent land trust that meets the standards of Section 19. As provided in that Section, the easement shall be negative only. If the credits are granted under (a)(1), the easement shall bar any future land division, development or use not permitted by the ordinance on the parcel where the acreage is located. If credits are granted for forgoing the right to create a parcel under (a)(2), the easement shall relinquish that right permanently. If the credits are granted under (a)(3) or (a)(4) for forgoing all dwelling units on a parcel, the easement shall relinquish the right to any dwelling units or any other development on the parcel, or on one of the parcels resulting directly or indirectly from any permitted subdivision of that parcel, except development under Section 12(2) for agricultural use and under Section 12(3) for the packaging, processing, storage or sale of produce or plants. Easements shall be duly recorded in the County land records. (LU 9.1 P7)

(f) Nothing in this section bars the City from granting development credits for areas other than North Livermore or on bases other than specified in (a), including for acceptance of recycled water, and permitting their use. (LU 9.1 P8)

Section 21. Definitions (All definitions in Section 21 are found in Chapter 12, Glossary, Section C)

For purposes of the ordinance, unless the text or context clearly indicates otherwise:

"Basements" are the lowest story or stories of buildings, at least 80% of which are below the surrounding grade;

"Building" is any structure having a roof supported by walls or columns with more than 350 cubic feet under roof, except for greenhouses and tanks for gas or fluids, and designed for the housing, shelter or enclosure of any person, animal or property;

"Development" includes the construction or placement of any building or structure, including mobile dwelling units, and, in aggregate, more than one acre of grading or 100,000 cubic feet of excavation or filling on a parcel;

"Feed lot" is an enclosed area for feeding cattle or sheep, that are primarily not owned by the owner or lessee of the site, where the foodstuffs are not normally derived predominantly from a farm or ranch of which the area is a part;

"North Livermore" is the area bounded by the Livermore Urban Growth Boundary, the City of Dublin Sphere of Influence Boundary on June 30, 2002, the Alameda-Contra Costa Counties boundary, Vasco Road, and the north and east boundary of the Vasco-Laughlin Specific Plan area, east of Vasco Road, on June 11, 2001;

"Ordinance" refers to the Preserving Livermore's Environment Initiative;

"Practicable" means capable of being done or put into effect;

"State law" includes State constitutional provisions, valid statutes and court declared common law;

"Structure" includes any building, greenhouse, tower, utility line, dam, pumping facility, tank, or anything constructed or erected, the use of which requires location on the ground or attachment to something located on the ground.

Section 22. Application

(a) The ordinance does not affect the validity of parcels, development, and uses to the extent that they legally exist at the time the land where they are located is annexed to the City. However, the City may not permit parcels, development, and uses thereafter to be changed or expanded in ways that are inconsistent with the prohibitions, restrictions or requirements of the ordinance, except as required by State law. (LU 12.2 P1)

(b) The City shall apply the prohibitions, restrictions and requirements imposed by the ordinance to proposed parcels, development and uses that have not received all necessary discretionary City and other government authorizations and approvals prior to annexation to the City, except to the extent precluded by State law. (LU 12.2 P2)

Section 23. Inconsistent City Plans, Ordinances and Actions

(a) If there is any inconsistency between a provision of the ordinance and another provision of the General Plan, that other provision to the extent that it is inconsistent is superseded and the ordinance shall govern. (LU 12.3 P1)

(b) Any provision of any existing or subsequently adopted specific, area or other plan, that is not part of the General Plan, and of any zoning ordinance or any other ordinance, resolution or policy of the City is nullified to the extent that the provision or its application is inconsistent with the ordinance, except as State law mandates otherwise. (LU 12.3 P2)

(c) No subdivision or parcel map, development agreement, development plan, use permit, variance or other action inconsistent with the prohibitions, restrictions, conditions or requirements of the ordinance may be permitted, approved or taken by the City or its officials (including approval or permission by operation of law because of inaction), except as required by State law. (LU 12.3 P3)

(d) General Plan provisions are not to be deemed inconsistent with and are not superseded by the ordinance to the extent that they impose prohibitions, restrictions, conditions or requirements in addition to those imposed by the ordinance on the division, development or use of land. In that respect, the ordinance shall be deemed to establish only minimum standards, which the City may augment. (LU 12.3 P4)

Section 24. Compliance and Enforcement

(a) The City Council and other agencies and officials of the City shall implement and enforce the provisions of the ordinance diligently and effectually. They are hereby mandated by the voters of Livermore to use the most effective means at their disposal to prevent, abate and remedy violations. (LU 12.4 P1)

(b) Residents of Livermore may enforce the ordinance by suits for injunctive relief against the City or any person in violation of the ordinance or to prevent imminent violations. (LU 12.4 P2)

Section 25. Effective Date

This ordinance shall become effective as provided by statute, except if all the General Plan amendments permitted by law in the year in which the ordinance is approved have been made the ordinance shall become effective and amend the plan at the beginning of January 1 of the following year.

Section 26. Amendments

This ordinance may be amended only by vote of the people of Livermore, except as provided in this section. The City Council, itself, may impose additional prohibitions, restrictions, conditions and requirements on division, development and use of land. The City Council may amend the South Livermore Urban Growth Boundary segment of the City urban growth boundary but only as provided by Section 3.D. of the South Livermore Urban Growth Boundary Initiative. (Section 3.D. is set forth in Appendix 3.) The Council may also make or provide for technical or non-substantive modifications to the terms of this ordinance for purpose of clarification, consistency or organization of the General Plan; however, any modifications must be consistent with the substantive provisions and purposes of this ordinance. Nothing in this ordinance precludes the Council from amending the General Plan with respect to areas within the Urban Growth Boundary.

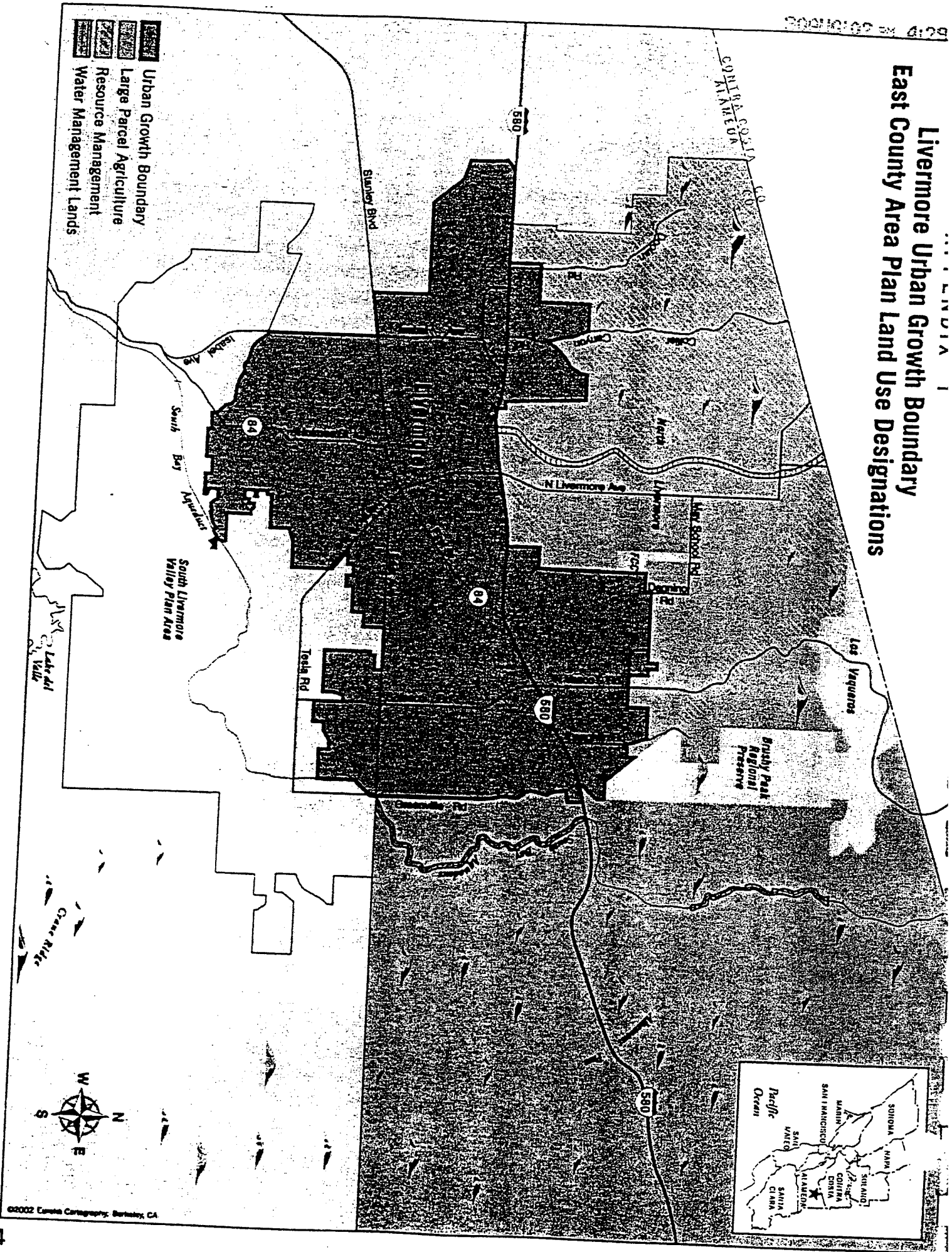
Section 27. Severability

If any part or application of this ordinance is held unconstitutional or otherwise invalid, the invalidity of that part or application shall not affect the validity of any other part, section, subsection, paragraph, subparagraph, sentence, clause, term, or application except to the extent the effect, overall, clearly would be to defeat the purpose of this ordinance. The voters of Livermore expressly and with the greatest deliberateness declare that each part and application of this ordinance would have been enacted as it was irrespective of the fact that one or more other parts or applications are declared invalid, except to the extent the effect overall clearly would be to defeat the purpose of the ordinance.

Section 28. Conflicting Measures

If there are other General Plan amendments on the same ballot as this measure that are approved by the voters, this ordinance shall nevertheless be effective, except to the extent its provisions are in actual, irreconcilable conflict with particular General Plan amendments of one or more other measures and that measure or those measures receive more votes. Otherwise, provisions in another measure shall be ineffective in nullifying the provisions of this ordinance.

Livermore Urban Growth Boundary East County Area Plan Land Use Designations



Appendix 2

Provisions of Alameda County East County Area Plan

Policy 81A: In areas designated Large Parcel Agriculture, the County shall permit agricultural processing facilities (for example wineries, olive presses) and limited agricultural support service uses that primarily support Alameda County agriculture, are not detrimental to existing or potential agricultural uses, demonstrate an adequate and reliable water supply, and comply with the other policies and programs of the Initiative.

Visitor-Serving Commercial Uses

Policy 84:Visitor-serving commercial facilities (such as wineries, inns, and food and beverage stores) shall be limited to facilities that promote agriculture and are subordinate and directly related to the area's agricultural production.

Policy 85: In areas designated Large Parcel Agriculture, the County shall permit limited agriculture enhancing commercial uses that primarily support the area's agricultural production, are not detrimental to existing or potential agricultural use, demonstrate an adequate and reliable water supply, and comply with other policies and programs of the Initiative.

Policy 86: The County shall require any proposal for a visitor-serving commercial use in an agricultural area to meet all of the following criteria:

- the project will primarily promote agricultural products grown or processed in Alameda County;
- the project is compatible with existing agricultural production activities in the area;
- the project mitigates, to the satisfaction of the County, all potential conflicts with surrounding agricultural uses and other environmental impacts; and
- the project can demonstrate an adequate and reliable water source that does not significantly diminish the availability of water to serve existing or potential agricultural use.

Description of Land Use Categories

Large Parcel Agriculture requires a minimum parcel size of 100 acres.... One single family home per parcel is allowed provided that all other County standards are met for adequate road access, sewer and water facilities, building envelope location, visual protection, and public services.... Additional residential units may be allowed if they are occupied by farm employees required to reside on-site.... Subject to the provisions of the Initiative, this designation permits agricultural uses, agricultural processing facilities (for example wineries, olive presses), limited agricultural support services uses (for example animal feed facilities, silos, stables, and feed stores), secondary residential units, visitor-serving commercial facilities (by way of illustration, tasting rooms, fruit stands, bed and breakfast inns), recreational uses, public and quasi-public uses, solid waste landfills and related waste management facilities, quarries, windfarms and related facilities, utility corridors, and similar uses compatible with agriculture....

Resource Management requires a minimum parcel size of 100 acres.... One single family home per parcel is allowed provided that all other County standards are met for adequate road access, sewer and water facilities, building envelope location, visual protection, and public services.... This designation permits agricultural uses, recreational uses, habitat protection, watershed management, public and quasi-public uses, areas typically unsuitable for human occupation due to public health and safety hazards such as earthquake faults, floodways, unstable soils, or areas containing wildlife habitat and other environmentally sensitive features, secondary residential units, active sand and gravel and other quarries, reclaimed quarry lakes, and similar and compatible uses. Sand and gravel quarries allow a range of uses including sand and gravel processing, associated manufacturing and recycling uses requiring proximity to quarries, reclamation pits, and public use areas. This designation is intended mainly for land designated for long-term preservation as open space but may include low intensity agriculture, grazing, and very low density residential use.

Water Management Lands allows for a minimum parcel size of 100 acres.... One single family home per parcel is allowed provided that all other County standards are met for adequate road access, sewer and water facilities, building location, visual protection, and public services.... This designation provides for sand and gravel quarries, reclaimed quarry lakes, watershed lands, arroyos, and similar and compatible uses. Sand and gravel quarries allow a range of uses including sand and gravel processing, associated manufacturing and recycling uses requiring proximity to quarries, reclamation pits, and public use areas.

Program 117: The County may expand the Vineyard Area not to exceed 1 mile beyond the South Livermore Valley Area Plan boundary on February 1, 2000, for purposes of seeking to attain the goal in Policy 302 of 5,000 acres of cultivated agriculture. Expansion of the Vineyard Area within this parameter may proceed upon landowner request provided that the expansion area meets the following criteria:

- a. It is contiguous to the existing Vineyard Area boundary.
- b. It contains at least forty acres less than 25% in slope.
- c. The applicant demonstrates the area's significant agricultural potential.
- d. The applicant submits a Planned Development (PD) District application satisfying the Vineyard Area criteria contained in programs 115, 116, 118, 120, 121, and 123.

Table 1

DEFINITIONS

Agricultural Enhancing Commercial Uses: These uses include stables, fruit stands, feed stores, sampling rooms, bed and breakfasts, and other uses which can demonstrate an economic connection to agricultural use or production.

Secondary Units: These are self-sufficient housing units that are typically (but not necessarily) attached, or part of, single family homes. These units are also known as "granny flats" or "in-law apartments." The units are typically small in size and contain a full service kitchen and bathroom.

Appendix 3

Provisions of the South Livermore Urban Growth Boundary Initiative

Exhibit B, City of Livermore General Plan, Part IV.B.

6. Urban Growth Boundary [Readopted by the Initiative]

b. South Livermore Policies

- (1) Maintain a permanent Urban Growth Boundary (UGB) on the City's southern edge...beyond which urban development shall not be permitted.
- (2) Permit only non-urban uses beyond the South Livermore UGB within the City's municipal boundary. Beyond the City's municipal boundary discourage and oppose any urban uses.

Section 2. General Plan Amendments

[C.3.]

- (1) For the purposes of this section, "urban uses" and "urban development" include any use that is not permitted on lands with a general plan land use designation of Limited Agriculture; General Agriculture; Viticulture; Agriculture/Viticulture; Parks, Trailway and Recreation, Corridor, and Protected Areas; or Range and Grassland, as those designations existed on December 6, 1999.

Section 3. Implementation.

D. Takings. The City Council may amend the location of the South Livermore Urban Growth Boundary if it makes all of the following findings:

- (1) That an application for an amendment to the South Livermore Urban Growth Boundary has been rejected by the voters of the City of Livermore;
- (2) That the application of any aspect of Part III.B.1.d and Part IV.B.6 would constitute an unconstitutional taking of a landowner's property, and
- (3) That the amendment and associated land use designation will allow additional land uses only to the minimum extent necessary to avoid said unconstitutional taking of the landowner's property.

Appendix 4

Deletions from and further Amendments to the City of Livermore Community General Plan 1976-2000

Land Use and other Diagrams, Maps and Figures

Land use designations on diagrams, maps and figures for areas outside the Livermore Urban Growth Boundary, which is delineated by the Preserving Livermore's Environment Initiative (hereafter "the ordinance"), are deleted in those areas subject to the ordinance under Section 7(a). Proposed or possible roads, streets, arterials, or other roadways depicted on diagrams, maps or figures of the Plan that are inconsistent with Section 12(7) of the ordinance are deleted in the same areas. Certain of these roadways may also be specifically deleted in the material that follows for emphasis. This additional precaution is made to prevent inadvertent retention of these proposed roadways when republishing the amended Plan.

Text

Material deleted from the Plan is in strikeout type, except for provisions in the North Livermore General Plan Amendment which is deleted in its entirety with respect to areas outside the Urban Growth Boundary whether or not these provisions are in strikeout type. Material added is underlined (except some subsection headings are underlined in the existing Plan). Material unchanged is omitted, even within paragraphs, unless deemed necessary to make sense of an amendment.

General Plan

Part III, under Goals and Policies

Page 66 (~~deleted~~)

~~Refer to the North Livermore General Plan Amendment for additional goals and policies which support and expand upon the goals and policies of the Livermore Community General Plan as needed to clarify the City's desires for the areas future use and management.~~

Page 67, paragraph d. (Goal-LU-5)

The foregoing provisions of Part III.B.1.d., as readopted by the South Livermore Urban Growth Boundary Initiative and the Preserving Livermore's Environment Initiative, shall be amended only by a vote of the people.

Page 79, under (5) Vegetation and Wildlife Resources Policies, paragraph (a) (OSC-1.2 P4)

Consistent with the ordinance, ~~No~~ development shall be allowed that would have a substantial adverse impact or significant effect on such areas.

Page 83, paragraph (1) (CC-1.1 P10)

The City shall permit no development, ~~with the exception of agricultural uses,~~ on grassland in upland areas unless such development will be screened effectively from existing or proposed public viewing areas or scenic corridors.

Page 87, paragraph (b) (PS-2.1 P5)

Subject to the ordinance, ~~The~~ City shall permit development in a flood-prone area when it is demonstrated that such development will not:

Page 89, under 2. General Policies, paragraph f. (LU-1.1 P1)

Except where special conditions warrant, the City shall allow development only on those properties immediately adjacent to established urban areas, in accordance with the ordinance.

Page 95, under (7) Other Public Land Policies, paragraph (b) (LU-1.5 P2)

The City shall not dispose of or otherwise relinquish easements granted under the Ordinance.

Page 97, under b. Objectives
paragraph (1) (LU-14.1)

Expansion of cultivated agricultural, particularly viticultural, use in the South Livermore Valley from the current 2,100 acres to the maximum acreage possible; under the Alameda County East County Area Plan with a ~~minimum acceptable level of 5,000 acres.~~

paragraph (7) (LU-14.1 P2)

Establishment of a framework, consistent with other Plan goals and objectives, for the consideration of development entitlements that will result in the planting of the maximum number of acres of new vineyards under the Alameda County East County Area Plan, with a ~~minimum acceptable level of 5,000 acres,~~ and fees necessary to achieve the overall goals and objectives of the Plan in a timely and reasonable manner.

Page 108, paragraph (e) (Goal-LU 2)

~~Arbitrary restriction upon internal or external growth of the community, however it may be measured, shall not be a goal or objective of the General Plan. Rather,~~ ~~The~~ City recognizes that it has an overriding responsibility to promulgate policies and programs which will result in the management of growth to best serve the health, safety and general welfare of its residents.

Part IV, under Proposals

Page 110, fourth paragraph (deleted)

~~Refer to the North Livermore General Plan Amendment for additional goals and policies which support and expand upon the goals and policies of the Livermore Community General Plan as needed to clarify the City's desires for the areas future use and management.~~

Page 112, under b. Intensive Agriculture
first paragraph (deleted)

To support policies on agricultural resources, ~~all existing~~ vineyards are may be designated on the General Plan diagram as intensive agriculture.

second paragraph (deleted)

The agricultural resource policies and ~~Plan designations~~ also reflect the community's interest in encouraging expansion of viticulture in the Planning Area.

Page 115, under e. Slope (CC-1.1 P3)

Development on these slopes should be conditioned carefully with respect to grading, cut and fills, runoff, erosion and sedimentation, and maintenance of vegetation.

Page 119, under e. Visual Resources, Natural Amenities (CC-1.1 P11)

Hilltops

Slopes

Viewscapes

Page 133, first paragraph (deleted)

~~Approximately 32 percent of projected population growth and land use will occur north of I-580, reflecting the environmental suitability of this area to absorb growth. The remaining 68 percent of growth will occur south of I-580 on bypassed lands and on other lands suitable for urban uses. By the year 2000, 17 percent of the population and 17 percent of the dwelling units within the Planning Area will be located north of I-580.~~

Page 134, first paragraph (deleted)

~~Refer to the North Livermore General Plan Amendment for additional goals and policies which support and expand upon the goals and policies of the Livermore Community General Plan as needed to clarify the City's desires for the areas future use and management.~~

Page 138, under h. Density Transfer Policy (LU-1.3 P2)

(2) The density transfer must involve a residential "receiving site." ~~Density transfer to open space, commercial or institutional locations would be inappropriate.~~

(deleted)

(3) For sites with an established density range (i.e. 9-14 du/ac), the receiving site density should not exceed the range. Where no range is specified (i.e. 3 du/ac) the final density should not exceed the limits of the next density range. In the 3 du/ac case, not to exceed 4.5 du/ac.

Page 139

first paragraph (deleted)

(5) In order to provide for a definitive analysis, the receiving site and its development plan should be reviewed under the terms of a Planned Development (PD) District and PD site plan approval, which provides an appropriate forum for evaluating both the objective and subjective criteria suggested here.

under i. Residential Design Policies (CC-2.1 A6)

(1) Arroyos and creeks, sensitive and riparian habitat, wetlands or existing established vegetation such as trees shall be maintained and enhanced where feasible.

Page 159, under D. MAJOR PUBLIC FACILITIES (deleted)

Refer to the North Livermore General Plan Amendment for additional goals and policies which support and expand upon the goals and policies of the Livermore Community General Plan as needed to clarify the City's desires for the areas future use and management.

Circulation Element

Page 8, Figure 2 (deleted)

Depictions of proposed arterials North Canyons Parkway, Proposed SR 84, and Doolan Canyon Road outside of the Urban Growth Boundary as established by the ordinance are deleted.

Page 12, third full paragraph (deleted)

The North Livermore General Plan Amendment and the Circulation Element include the "Chabot" alignment.⁹

(deleted)

⁹City of Livermore, North Livermore General Plan Amendment, September 1993.

Page 13, under b. Improvements Needed by 2010 (deleted)

North Livermore Avenue: North Livermore Avenue north of Interstate 580 would need to be widened from two lanes to four to six lanes to Isabel Parkway. Anticipated year 2010 traffic volumes would also warrant improvement of North Livermore Avenue from four to six lanes between I-580 and Portola Avenue.

Page 15, Figure 4 (deleted)

Depictions of N. Canyons Pkwy. east of Collier Canyon Rd and road segment linking Collier Canyon Rd and Hartman Rd. are deleted. Link Codes 42 and 43 are deleted.

Page 16, Table 2 (deleted)

<u>Link Code</u>		<u>No. of Lanes</u>	<u>Capacity</u>	<u>2010</u>	<u>Buildout</u>
5	North Livermore Ave. north of I-580.	2	12,500	22,300	27,100
42	North Canyons Pkwy east of Collier Canyon Rd	6*	45,000	27,200	33,500
43	North Canyons Pkwy east of Portola Ave	4*	30,000	13,300	16,800

Page 17, Table 3

Link Code (deleted)

		<u>2010 ADT</u>	<u>Lanes</u>	<u>Capacity</u>
5	N Livermore Ave north of I-580	22,300	4	30,000
42	N Canyons Pkwy e. of Collier Canyon Rd	27,200	4	30,000
43	N Canyon Pkwy east of Portola Avenue	13,300	2	20,000

Page 18, under Isabel Parkway, North of I-580 (deleted)

~~The roadway extension will require 4 to 8 lanes through the planned urban area in North Livermore and 2 lanes between the FCC monitoring station and Greenville Road.~~

Page 19, under Vasco Road (deleted)

~~Again, these road improvement needs would be greater without the North Canyons Parkway connection between Vasco and Greenville.~~

Page 23, Figure 5 (deleted)

~~The depiction of the proposed Isabel Parkway Extension is deleted.~~

~~For additional information and detail, please refer to the North Livermore General Plan Amendment~~

Page 26, under (20) County Coordination. (CIR-7.1 P3)

Cooperate and work with Alameda County in the planning of subregional arterial alignments, including the proposed Hartford Avenue-Dalton Avenue alignment for the North Canyons Parkway extension. Also, cooperate and work with Contra Costa County in the planning the Vasco Road (SR-84) alignment.

Page 27, under b. Specific Roadway Improvement Criteria (deleted)

~~(3) Isabel Parkway Extensions. Isabel Parkway shall provide connections to Vasco Road and Greenville Road, but its primary purpose shall be to serve local traffic within the North Livermore Area and a connection to the southern parts of the City. Isabel Parkway shall also be aligned to form the edge of the planned urbanized area in North Livermore. Between I-580 and~~

Hartman Road, the roadway alignment shall be located along the east edge of Las Positas College, as shown on Figure 7.

~~The City shall undertake a special feasibility study to determine the specific alignment of the extension through the Federal Communications Commission (FCC) property to Vasco Road and on to the Greenville interchange. This study shall in particular assess potential impact to the Bird's Beak wetlands and other sensitive environmental habitats.~~

Page 29 (deleted)

~~Refer to the North Livermore General Plan Amendment for additional goals and policies which support and expand upon the goals and policies of the Circulation Element as needed to clarify the City's desires for the area's bicycle/pedestrian and equestrian system.~~

Page 33, Figure 7 (deleted)

~~The depiction of the proposed Isabel Parkway Extension is deleted.~~

~~For additional information and detail, please refer to the North Livermore General Plan Amendment~~

Page 35, under c. Regional Transit Policy (deleted)

~~Refer to the North Livermore General Plan Amendment for additional goals and policies which support and expand upon the goals and policies of the circulation Element as needed to clarify the City's desires for the area's transit system.~~

Housing Element

Page 34, under A. Inventory of Sites (deleted)

~~On Table 25, and also shown on the map, are areas outside of the city limits which have a residential General Plan designation. Planning Staff anticipate that some of these areas may become incorporated into the City within the 1990-1995 period, and will be available for residential development. The inclusion of these areas is justified as they have the potential for residential development even though the current zoning may require amendments.~~

~~The 921 acres shown on Table 25 can potentially add an additional 1,633 housing units to the City of Livermore through annexations if developed at the current allowed densities. Current densities for these areas outside City limits range from Rural (1-5 acres/sites) to Urban Low Medium (3 du/ac). Changes in these allowed densities can potentially result in many more housing units.~~

~~Combining Tables 23 (zoning district) and 24 (General Plan) with Table 25 demonstrates that the acreage available for residential development in the City of Livermore Planning Area~~

totals 1,472 acres. This acreage can potentially add 4,300 housing units to the City, if developed at current densities. (See Figure 11.)

Page 35, second and third paragraphs (deleted)

Not shown on Figure 11 or considered in the Tables is the area which is now in the North Livermore General Plan Amendment Study Area. The Current General Plan designation for this area includes 100 acres of Urban Low Medium (3 du/ac) and 400 acres of Urban Low 1 (1.5 du/ac). Portions of this area will likely become incorporated into the City by 1995, but the existing densities and land use patterns are subject to change, and services are not feasible within the current 1990-1995 Housing Element five year period.

The North Livermore General Plan Amendment will, when completed, substantially increase the acreage available for residential development in Livermore (1600-4500 acres) and add a potential range of 7,500-15,000 additional units to the Livermore area over the next 20+ years. At this point the Plan examines, in equal detail, the amount, mix, and pattern of development under four different population alternatives of 10,000, 20,000, 30,000, and 45,000 people. One alternative will be selected in 1992. Development in this area is likely to begin after 1995, and if growth continues at the current 2.5% growth rate, this area may potentially produce most of the City's residential development over the next 20 years.

Page 37 (deleted)

Table 25

Inventory of Undeveloped Residential Land Contiguous to City Limits with Urban Designations

	<u>Acre</u>	<u>Maximum Potential Units</u>
Rural		
1 to 5 acres site	315	315
Urban Low 2		
2 dwelling units per acre	500	1000
Urban Low Medium		
3 dwelling units per acre	106	318
Total:	921 Acres	1633 Units

Page 42, under A.1. Availability of Land (deleted)

To address this important constraint, in 1988 the City began work on an amendment to the General Plan Land Use Element encompassing 15,000 acres of land immediately north of Livermore. At this point several alternative proposals are under consideration. Even though a substantial portion of that planning area is made up of several steep canyons and is unsuitable for intensive urban development, between 1,500 and 5,000 acres of relatively flat raw residential

land will be added to the current inventory. This will supply up to 25 years of developable land assuming 200 acres of residential land is developed each year.

Northside Area "A" General Plan Amendment (deleted in entirety)

The Northside Area "A" General Plan Amendment is deleted in its entirety from the Plan, including within the Urban Growth Boundary, which is delineated in Section 6 of the ordinance. However, land use designations for areas that were subject to the Amendment within the Urban Growth Boundary shall remain on the General Plan Land Use Diagram and the descriptions and policies for those designations in the General Plan shall apply. In addition to the text of the Amendment, which is shown below in strike-out type, the following figures and tables of the Amendment, which are not reproduced here, are deleted: Figures 1, 2, 3, 4, and 5, and Tables 1 and 2. These figures and tables illustrate in a different form policies stated in the text which are deleted.

I. Introduction

Setting

~~The local setting of Area "A" is illustrated by Figure 1. Area "A" comprises the portion of North Livermore bordered on the west by the western city limits of the Springtown community, and on the north and east by the base of the Livermore foothills.~~

~~The planning area includes approximately 2,830 acres in numerous parcels ranging in typical size from 5,000 square feet to over 190 acres. Principal local streets now serving the area are Vasco Road, Northfront Road, Springtown Boulevard, Bluebell Drive, Scenic Avenue, and Laughlin Road.~~

~~Planning area ground elevations range from approximately 480 to 760 feet. Over half of Area "A" can be described as flat. A small, barren knoll of approximately 115 acres (120 feet high) is located in the southwestern corner of the area between I 580 and the Springtown community. Base forms of the Livermore foothills extend into the area north of Dalton Road, and into areas east of Vasco Road to provide a planning area backdrop of rolling grassland. Vasco Road extends northerly beyond the planning area into these hills to Byron.~~

~~Approximately 41 percent of the planning area is currently developed, primarily in single family residential use. The remainder of the area is either in general agricultural use (forage and range) or open land. All areas surrounding the planning area to the west, north, and east are also in general agricultural use or open land, with the exception of the Federal Communications Commission (FCC) Monitoring Station contiguous to the northwest corner of the planning area at Raymond Road and Lorraine Street.~~

Intent

~~The proposed Area "A" General Plan Amendment includes a set of land use and circulation policy changes which have been formulated to do the following:~~

~~Respond to the City's anticipated urban expansion needs over the next 20 to 25 years;~~

~~Guide future development of the planning area in a consistent, harmonious and equitable manner;~~

~~Provide adequately for the on site and off site transportation and other infrastructure needs associated with development of the area; and~~

~~Protect internal and surrounding open space, recreation, vegetation, and wildlife values.~~

~~The proposed plan amendment map depicts a revised pattern of residential land uses and densities, as well as provisions for supporting neighborhood commercial, community facilities and open space uses. The plan revisions also include an increased land allocation to highway oriented commercial development. A 20 to 25 year planning horizon has been considered in the plan revision process.~~

II. Plan Description

~~The proposed Area "A" General Plan Amendment map is reproduced as Figure 2. The map is intended to indicate the general spatial distribution of land uses within Area "A". The land use designations correspond to land use categories and related policy descriptions in the current Livermore Community General Plan with respect to intent, allowable uses, density, and other development characteristics. The map is designed to provide a generalized framework for establishment for more specific zoning and other regulatory controls. Figure 3 represents the land use designations for the area under the current General Plan. The following land use changes are evident in a comparison of Figures 2 and 3:~~

~~A. Residential. In general, the revised plan provides for an overall 35 percent (480 acre) increase in total Area "A" residential acreage, and an average residential density of about 3.8 units per acre. The most significant changes include a conversion of the current Rural Residential and Agricultural inventory to higher density residential and other urban uses.~~

The proposed General Plan Amendment includes approximately 1800 acres of residential designations with densities from 1 d.u./acre to a maximum of 14 d.u./acre. At buildout, the area will contain up to 7,000 dwelling units with a resulting population of approximately 19,600 persons, based on an average Livermore household size of 2.75 persons (ABAG, Projections '85). The projected housing mix will be approximately 17 percent multiple family with the remainder of the units developed as single family residential.

The City recently adopted a residential growth rate range from 1.5 percent to 3.5 percent annually. Development of residential projects in Area "A" will be subject to the Citywide growth rate limit and the Housing Implementation Program.

When considering new residential development in Area "A", an area of special concern is development adjacent to the major arterials (Springtown Boulevard, Vasco Road, North Canyons Parkway, and I 580). Title 24 of the California Administrative Code requires noise study reports for multiple family projects. The noise study reports would be required to provide a detailed analysis of methods to reduce future CNELs to 45 dB or less inside multiple family units located in areas where the projected CNEL would exceed 60 Db. Noise studies would also be warranted for single family projects located along Area "A" major arterials.

Another area of concern is the development of the small, narrow residential lots located along Vasco Road, Scenic Avenue, and Laughlin Road. Development of these areas may be difficult in these areas in terms of circulation and infrastructure due to the lot configurations and individual ownerships. It is recommended that Specific Plans be prepared to address the circulation and infrastructure needs in these areas.

B. Commercial. The general concept reflected in the current General Plan of separating Area "A" residential areas from the freeway by a transitional zone of commercial development would be maintained in the amended plan. However, a number of revisions have been proposed with respect to the specific location, configuration and breakdown of these commercial uses. As a result, the net area of commercial acreage would be increased from the approximately 119 acres in the current plan to 184 acres, a 54 percent overall increase. The following changes are proposed:

(1) Highway Commercial. The most substantial changes would involve the Highway Commercial designation. The proposed amendment would result in roughly a 63 acre increase in Highway commercial (from around 8 acres in the current plan to over 70 acres).

(2) Commercial Service. Changes to Area "A" Commercial Service designations would primarily involve their location and configuration in the Northfront Road area between Central

Avenue and Laughlin Road. Table 1 indicates that these changes could result in a slight overall reduction in the total Commercial Service inventory from the approximately 106 acres in the current plan to 89 acres (a 16 percent decrease).

(3) Neighborhood Commercial. The total area allocated to neighborhood serving commercial uses would be increased from 5 acres (current plan) to approximately 12 acres. The increase would result from a proposed new Neighborhood Commercial designation on the east side of Vasco Road immediately north of Scenic Drive.

(4) Community Commercial. A 12 acre area of Community commercial is shown on the proposed plan on the west side of Vasco Road immediately north of Scenic Drive. This designation reflects a recently approved individual general plan amendment application.

The development of commercial uses in Area "A" will require special consideration of the visual and land use compatibility effects of the projects. Much of the proposed commercial land is adjacent to future residential areas. Future commercial development will be evaluated for land use compatibility in terms of noise, circulation, and visual effects. Commercial development along Northfront Road and in the southwest portion of the planning area must also be consistent with the Scenic Route Element of the City's General Plan.

C. Open Space and Agriculture. Most of the residential expansions proposed in the Area "A" General Plan Amendment would be derived from conversion of existing open grassland and general agricultural areas to urban use. As shown in Table 1, over 960 acres of current agricultural designation are proposed in the amendment for future conversion to residential use.

Williamson Act Properties. Many of the properties designated for future residential development are subject to Williamson Act agricultural preserve contracts. Figure 4 and Table 2 indicate properties currently under agricultural preserve contracts. The proposed residential designations for these lands are not intended to imply that the City is encouraging cancellation of these agricultural preserve contracts. The purpose of these designations is to indicate the preferred future use if and when these contracts are cancelled. Properties under contract will not be considered by the City for development, including annexation and rezoning, until a maximum of one year remains on the agricultural preserve contracts.

Open Space. To protect identified vegetation and wildlife values and to support the recreational needs of the expanded residential areas, the proposed plan amendment calls for an increase in protected open space and recreational corridor areas from 118 acres to 543 acres, a 425 acre increase. The largest component of this increase would involve expansion of open space designations north of existing Springtown development (the Hartford Avenue area) to provide

for the protection and restoration of the colonies of "Bird's Beak," a rare and endangered plant species, which have been identified in this area. In particular, lands north of the proposed North Canyons Parkway alignment (Hartford Avenue) and east of Lorraine Street shown in the current plan as residential (Urban Low Medium) would be changed to Open Space.

Lands south of the Parkway alignment on either side of the existing Springtown development are also being designated as Open Space. The development potential of the areas cannot be specifically determined until the Management Plan being prepared by the U.S. Fish and Wildlife Service and the California Department of Fish and Game is completed in July of 1988. Following completion of the Management Plan or within two years of adoption of the Area "A" Plan, the City will initiate a review of the Open Space designations in this area.

Frick Lake. The proposed General Plan Amendment designates the surface area of Frick Lake as permanent Open Space. Frick Lake is an unusual seasonal pond situated at the western base of the Altamont Hills. The area represents a natural habitat of considerable interest and concern. The lake qualifies as a seasonal wetland subject to U.S. Army Corps of Engineers jurisdiction and permitting under Section 404 of the Federal Clean Water Act. Prior to future development of this area, additional seasonal studies are needed to document actual floristic composition and degree of wildlife use. Preservation of Frick Lake should be accomplished by an active management plan, including thorough baseline investigations, efforts to protect habitats, restrictions on potentially incompatible land uses and action to enhance the overall habitat conditions.

Streams. The Open Space designation is also being applied to stream courses through the planning area. It is the intent of the plan to preserve these areas in their natural state whenever possible. Stream setbacks would be determined in consultation with the California Department of Fish and Game and the Alameda County Flood Control and Water Conservation District. Generally, in areas where the protection of vegetation and wildlife value or the establishment of open space trailway systems is desired, average setbacks of 50 feet on each side of the stream would be established. Increased setbacks could be established depending on the vegetation, wildlife, recreation, or open space value of the area.

Hillsides. The hillsides in the planning area represent not only areas of visual importance, but also areas of potential hazard due to unstable slopes. The Livermore Community General Plan contains policies which precludes intensive development of hillsides and the protection of the visual resources. Development within Area "A" will be subject to the policies of the City General Plan.

~~D. Public Facilities. The proposed General Plan Amendment would reduce the total Community Facilities land use allocation from 25 acres to 17 acres.~~

~~Community facilities currently located in the planning area include an elementary school, a fire station, a branch of the City library and three developed neighborhood parks and a special use park.~~

~~Schools. At buildout, the planning area will require an additional elementary and a middle school. The plan does not designate specific sites for these facilities at this time. However, it does identify the general areas where these facilities will be needed and permits future specific location based on projected population and housing distribution. The General Plan Amendment will include preliminary designations on the plan map for an elementary school and a middle school. The preliminary designations indicate the area, within 1/4 mile, where the new facilities are proposed. The Livermore Joint Unified School District is currently preparing a Facilities Plan to address their future needs. The location of the preliminary designations will again be reviewed upon completion of the District's plan and the preliminary school sites will be more accurately identified.~~

~~Parks. The planning area currently has three improved neighborhood parks and a special use park (Springtown Golf Course).~~

~~The Livermore Area Recreation and Parks District has a standard of 4.8 acres of parkland per 1,000 population which relates to the City requirement of 1.42 acres per 100 dwelling units. This standard addresses both community and neighborhood parks. At buildout, the planning area will need approximately 94 acres of park land based on the projected population. A community park would be about 30 to 40 acres in size and neighborhood parks would range from 5 to 10 acres in size. Currently, there are about 35 acres of park lands in the planning area (including 9 acres toward a community park). With the existing population in the area, about 45 acres are needed, resulting in a current 10 acre shortage. This 10 acre shortage cannot be easily made up in future parkland dedications.~~

~~Given the current shortage, the planning area will need a community park of about 40 acres and neighborhood parks totaling about 45 acres. Therefore, with the existing parkland, the planning area will need an additional 31 acres for a community park and 20 acres for neighborhood parks. New parks would be provided for through required dedications or in lieu fees.~~

~~The proposed plan shows existing streams in the area designated as Open Space. It is proposed that these areas be developed as part of a trailway system which would address the current 10 acre parkland shortage.~~

~~As in the case with future school facilities, it is difficult to identify specific sites for future parklands. Preliminary designations are shown on the plan map indicating the general area that additional parks will be needed as the area develops. The LARPD is currently updating its Master Plan. The preliminary designations for parklands will be reviewed upon completion of the District's Master Plan update and additional parks will be more accurately identified.~~

~~E. Proposed Circulation Changes. The proposed General Plan Amendment would include the following Major Street and Collector Street revisions, as diagrammed in Figure 5:~~

~~North Canyons Parkway is shown in the current General Plan as a Major Street at Vasco Road. In the proposed plan, the route would remain as a Major Street, but would be extended to provide a continuous through route which would connect with Greenville Road. The route would serve as a principal intra-community connector linking southeast and northern Livermore with Dublin. The General Plan Amendment map indicates a four to six lane facility. Due to potential noise impacts on existing residential development, the right of way for the route will be increased to 180 feet in the area of Hartford Avenue and Dalton Road to provide a 70 feet landscaped buffer.~~

~~Vasco Road is shown in the current General Plan as a continuous Major Street connecting southern Livermore to the Byron Brentwood and Pittsburg Antioch areas of eastern Contra Costa County. No change in this provision is proposed in the amended plan, although a width of four to six lanes is specified through Area "A". In order to reduce impacts on the Alkali Sink Wetland area southeast of the intersection of Vasco Road and Dalton Avenue, Vasco Road will be developed using the following general guidelines. The landscape buffer area adjacent to the existing development on the west side of Vasco Road shall remain ten feet from Dalton Road to approximately 600 feet south of Dalton Avenue. South of that point a transition to a standard Major Street backing lot treatment shall be created.~~

~~Springtown Boulevard is shown in the current plan as a Major Street extending between First Street and North Canyons Parkway. The same Major Street designation is shown in the proposed General Plan Amendment, but extending beyond North Canyons Parkway to merge with Vasco Road and, perhaps, connecting with a future SR 84 alternative route north of the planning area.~~

~~Northfront Road is shown on the current General Plan as a local street. In the proposed General Plan Amendment, it is designated as a Major Street with a width of 3 to 5 lanes.~~

~~GENERAL LAND USE CATEGORIES APPLIED IN AREA "A"~~

Residential

~~Rural Residential. Average density range: 1 to 5 acres per dwelling unit (0.2 to 1.0 unit per gross acre). This designation is intended to accommodate large lot residential of a rural character, generally on the urban fringe, to establish an urban limit line which precludes encroachment of urban development into agricultural areas, and to provide a transitional use between more highly developed areas and agricultural/open space areas surrounding the City.~~

~~Urban Low. Two average density sub-categories are included in this designation: Category 1 at 1.5 units per gross acre and Category 2 at 2.0 units per gross acre. This designation is intended to accommodate development in areas with special land amenities or development constraints. Development layouts may be rural in character or may feature clustering to provide appropriate open space areas (through density transfer).~~

~~Urban Low Medium and Urban Medium. Average density: 3 units and 4.5 units per gross acre, respectively. These designations are intended to represent the majority of the residential land in the Citywide planning area, and to form a transition from low to higher densities towards the City center.~~

~~Urban Medium High. Average density: 6 units per gross acre. Intended to encourage cluster residential development patterns to achieve permanent urban open space. Residential development areas are usually shown within this designation in schematic fashion to indicate that, although the precise location for residential use has not been determined, such a scheme is generally desirable in the area. The designation is used where density transfer is especially desirable in order to preserve environmentally sensitive areas.~~

~~Urban High. Three average density sub-categories are included in this designation: Category 1 at 6 to 8 units per gross acre, Category 2 at 8 to 14 units per gross acre, and Category 3 at 14 to 18 units per acre. This designation is used primarily in the central area, but also in outlying areas like Area "A" to accommodate multifamily development as a transitional use between commercial development or major arterials and single family development.~~

Commercial

~~Highway Commercial. This category is intended to accommodate the maximum sales potential of high freeway "gateway" sites in a manner which is attractive to passing traffic.~~

~~Neighborhood Commercial. These designations are intended to be neighborhood serving centers between 3 and 6 acres in size which contain those convenience retail and serve activities necessary to meet neighborhood needs in convenient proximity.~~

~~Service Commercial. Intended to accommodate auto oriented commercial uses, such as auto sales and service, nurseries, home maintenance centers, and wholesale establishments.~~

~~Community Commercial. This designation is intended to provide areas for high quality commercial shopping centers anchored by a department store, and has integrated design and landscaping. This area does not include heavy commercial uses such as those found in the Service Commercial areas.~~

Community Facilities

~~Community Facilities designations include school sites and other public facilities.~~

Open Space

~~The Open Space designation includes categories for identifying recreational and agricultural land uses as well as protected areas (streams, hillsides, etc.).~~

Public Facilities and Services Element

Page 5 (deleted)

~~2. Neighborhood Park. Located near the proposed school site east of Livermore Avenue, south of Hartford Avenue. It will service the growth projected in the General Plan. (This area is zoned Urban Low, with an average density of 1.5 dwelling units per acre.)~~

Scenic Route Element

Page 4, under B. Scenic Corridor design standards – General (CC-4.10 P2)

2. Access roads should be located and designed to keep grading to a minimum. Subject to the ordinance, 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.

Page 5 (CC Element, Section IV, C.1)

5. Development in the I-580 Scenic Corridor may take place outside of the view angle envelopes and/or within established view corridors on parcels created before August 14, 2000, consistent with the ordinance, as follows:

(CC Element, Section IV, C.2)

6. In the I-580 Scenic Corridor, to the extent consistent with the ordinance, the following limits apply to changes in the natural ground contours:

Page 6, under C. I-580 Scenic Corridor Subareas (CC Element, Section IV, C.4)

The I-580 Scenic Corridor is divided into six subareas (see Exhibit A). Policies and development standards are identified for each subarea that reflect the unique visual resources in each area. Development is not to be permitted if it is inconsistent with the ordinance.

Page 12, under 2. Subarea 2 Policies and Development Standards (deleted)

Subarea 2 is located on the north side of I-580 approximately 5,000 feet west and 6,500 east of the North Livermore Avenue Interchange. ~~Policies and development standards for this subarea will be considered with the proposed North Livermore Specific Plan.~~

Bikeways and Trails Master Plan (All strikeouts incorporated.)

Chapter 3

Figure 3-1 Proposed Bikeway Network

The depiction of the proposed bike lane route on Isabel Parkway Extension in North Livermore is deleted.

Trail Projects

Project: T02, under *Project Discussion*:

It would then continue along the southern edge of Las Positas College eastward, ~~to the future Isabel Avenue Extension. From this point, it~~ should close the gap between Las Positas College and the Springtown area on an undefined alignment to be identified with the possible ~~future development of North Livermore.~~

Project: T03

Segment	From	To
C	Collier Canyon Rd	north of Las Positas College to Isabel Ave Ext.

Project: T05, under *Project Discussion*:

This trail would begin at an undefined trail connection in the Springtown area and connect to Las Positas College in a western direction. ~~From this point, the trail will run parallel to the future Isabel Parkway Extension.~~

Bike Lane and Bike Route Projects

Project: L16

Segment	Roadway	From	To	Proposed	Implementation
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	<u>Bikeway Type</u>	<u>Length</u>	<u>Action</u>
B	Isabel Avenue North Canyons Greenville Road	Provide Bike Lanes 6.0	Construct new road
	Parkway		with bike lanes

Project Discussion:

~~The Isabel Avenue Extension would connect to Springtown across North Livermore and should include bike lanes. The precise alignment is currently undefined.~~

Map of Proposed Bike Lanes by Project Number

The depiction of Proposed Bike Lanes L16 on Isabel Avenue Extension is deleted.

Chapter 5 Implementation Plan

Table 5-3c Low Priority Projects

L16 ~~Isabel Avenue Extension/Murray Ranch Road~~ 7 \$0 \$0 \$0

Page 5-14

Table 5-5 Implementation Strategy for City Projects

Under Class 2-Bike Lanes/Routes

~~"L16" New North Livermore Rd/Murray Ranch Rd.~~

North Livermore General Plan Amendment *(deleted in entirety)*

Provisions of this Amendment not deleted from the Plan shall apply only to areas covered by the Amendment inside the Urban Growth Boundary delineated by Section 6 of the ordinance. They shall not apply to areas in North Livermore as defined in Section 21 of the ordinance. These areas are outside the Urban Growth Boundary. Provisions in strike-out type are deleted within and without the Urban Growth Boundary. The following figures and tables of the Amendment, which are not reproduced, are deleted: Figures 1, 2, 5, 6, 9, 15, 16, 17, 21, 22 and 4.7-2, and Tables 1 and 4.7.3. These figures and tables illustrate in a different form policies stated in the text which are deleted. Figures and tables not deleted apply only to areas covered by the Amendment within the Urban Growth Boundary, except to the extent they contain information describing the physical characteristics of a wider geographic area.

Introduction

Purpose and Intent of the North Livermore General Plan Amendment

~~The purpose of the North Livermore General Plan Amendment is to present a clear statement of the City of Livermore's intent concerning future use and long term vision for the North Livermore Planning Area. The goals and policies included in this document are intended to augment the City's current General Plan, the Livermore Community General Plan, and provide specific guidance to decision makers, the general public, public agencies, and property owners regarding the amount, mix, and pattern of future land uses; open space and resource protection; major circulation systems; and public services in the planning area. Much more is needed, however, to bring the vision for North Livermore into reality. The Plan outlines a series of strategies, including additional studies and new programs, which map out the steps necessary to implement the Plan's recommendations.~~

Location and Context

As illustrated by Figure 1, the City of Livermore is located in the central Livermore-Amador Valley, along Interstate 580, in eastern Alameda County and within the Tri-Valley subregion. The cities of Dublin and Pleasanton are located to the west. The Contra Costa County cities of San Ramon and Danville are to the northwest, on I-680. The San Joaquin County city of Tracy is due east, on I-205.

The planning area (Figure 2) consists of approximately 14,500 acres located north of Interstate 580, east of Croak Road, south of the Contra Costa County line, and west of Vasco Road, and the Altamont Hills (the "planning area").

Preparation of the General Plan Amendment

The Livermore City Council, in July of 1988, appointed a 12 person Citizen Advisory Committee to develop an amendment to the Livermore General Plan which would guide growth of the City north of I-580. Following the November 1989 election, the City Council appointed a four member subcommittee (consisting of two Council members and two Planning Commissioners) to re-examine the proposed North Livermore General Plan Amendment. This effort resulted in preparation and evaluation of four alternative growth scenarios that tested the implications of various "holding capacities" (10,000, 20,000, 30,000, and 45,000 population). Based on feedback received at public hearings the City Council directed staff to prepare a 20,000 to 30,000 population alternative that was coupled with a permanent open space program. This Plan is the product of these efforts.

Relationship to the Current General Plan

The majority of the planning area is currently unincorporated and is under the jurisdiction of Alameda County. To effectively plan its future, the City of Livermore must bring this area within its Sphere of Influence and the area must be annexed to the City.

This Plan amends the existing Livermore Community General Plan to reflect the City's intent with regards to the North Livermore planning area. The goals and policies of the North Livermore General Plan Amendment support and expand upon the goals and policies of the current Livermore Community General Plan as needed to clarify the City's desires for the area's future use and management.

Relationship to the EIR

An Environmental Impact Report has been prepared for this document according to the California Environmental Quality Act (CEQA). It evaluates the potential environmental impacts resulting from implementation of this plan. The Final EIR and an Addendum to the EIR were certified by the Livermore City Council on October 11, 1993.

Contents of the Plan

~~The North Livermore General Plan Amendment is organized as follows:~~

~~Introduction~~

~~Purpose, intent and regulatory basis for the General Plan Amendment~~

~~Plan Overview~~

~~A brief summary of the components of the Plan.~~

~~Goals and Policies~~

~~• Land Use goals, policies, and implementation measures for all aspects of land use within the planning area.~~

~~• Open Space and Resource Protection a strategy for permanent open space and resource protection in North Livermore.~~

~~• Circulation regional and local roadway systems, as well as transit, bicycle, and pedestrian components.~~

~~• Public Facilities and Services strategies for providing schools, parks, civic facilities, and public services, such as water, sewer, and storm drainage.~~

~~• Regional Coordination statements of the City's intent to work with surrounding communities to solve regional and sub-regional problems.~~

~~Implementation Program~~

~~A series of studies and programs to implement the goals and policies of the Plan.~~

~~Plan Overview~~

~~The Plan for North Livermore has evolved out of extensive community discussion and debate over a number of years. Livermore residents have tackled the difficult questions of how to grow, where to grow, how much growth is enough, and even whether to grow. Addressing these questions has required balancing complex, and often conflicting, issues. What has emerged is a set of priorities—priorities about the size of the community, the quality of community, and need for open space preservation. First, growth must be limited to a maximum population of 30,000. Secondly, that growth must maintain the high quality of life current residents enjoy by creating attractive, affordable, and livable neighborhoods that have sufficient public services. Thirdly, and perhaps most importantly, new growth in North Livermore must be coupled with a program for permanent open space protection. Each of these priorities is integrally interconnected; without one, the others are insupportable—without a permanent open space program that sets definable community edges, development is likely to sprawl, defeating the objective of creating~~

livable neighborhoods; without a critical mass of population, purchasing open space while maintaining quality public services is not financially feasible; and, without livable neighborhoods, the cost of housing may escalate, traffic congestion will increase, and the social fabric of the community will deteriorate. Each of these three priorities plays a critical role in establishing a framework for growth in North Livermore that has the ability to stand the test of time. This Plan reflects the community's desires for North Livermore and balances those desires with local and regional constraints.

The Village Concept

The fundamental building block for the North Livermore General Plan Amendment is the "village," a compact, walkable, mixed use district. The four villages in the Plan will accommodate roughly 40% of the planned growth, create a sense of community in this new growth area, maintain Livermore's present quality of life, and ensure its continued economic vitality. Villages achieve these goals by encouraging pedestrian and transit travel, and by minimizing single use, low density developments that generate traffic congestion, air pollution, a scarcity of affordable housing, and poor utilization of environmental and land resources.

In the villages, moderate and high density housing, along with complementing public uses, retail, and services, are within easy walking distance and served by transit. Each village has a centrally located transit stop and core commercial area; accompanying residential and/or employment uses are within an average 2,000 feet (10 minutes) walking distance. By placing commercial uses at the center, they become a community focal point, rather than isolated strips. And, by locating the transit stops near the core commercial areas, many daily trips can be linked. Residents can walk along pleasant tree-lined streets to shop, to work, or to ride transit. Workers in or near the village can walk for local errands, to have lunch, or to use parks and recreation facilities. Centrally-located public uses, such as post offices, libraries, civic centers, day care, and parks are also an important component of the Village because they provide convenient community services and meeting places, as well as support local stores. By providing a compact mix of land uses, up to 60 percent of daily trips could be taken on foot or by bicycle. Nevertheless, the street system will fully accommodate those who wish to drive or need to drive for major purchases, such as weekly grocery shopping (Figure 4).

Within the larger framework of the planning area, villages are located at strategic points along the local and regional transit systems so that residents can walk to transit, rather than park and ride. Less compact single family areas surround the Villages and contain lower density housing, as well as schools and larger parks which provide additional community gathering spots. Single family areas are tied to the Villages by a local network of connector streets which provide direct connection to the core of the nearby village or to the larger network of through streets. Major streets and thoroughfares are not relied upon for local travel, thereby reducing demand on these roads and providing a pattern of local streets that act as safe paths for pedestrians and bicyclists.

It is important to note that the North Livermore Plan Village Concept takes the typical elements of urban growth - retail centers, housing, parks, roads, and public services - and reorganizes them to form a more efficient and pedestrian-oriented development pattern. The location, design, configuration and mix of uses in a the Village provides an alternative to current suburban

development trends by emphasizing a pedestrian-oriented environment and reinforcing the use of public transportation. Consequently, the Villages are is more human-scaled and community-oriented than typical commercial strips and residential subdivisions.

Land Use Plan

~~The Plan for North Livermore takes the Village Concept and tailors it to the physical and economic conditions of the planning area. Urban density uses are placed in the southern portion of the valley in order to foster a compact urban form, encourage efficient infrastructure systems, and create identifiable neighborhoods. A greenbelt/buffer is placed at the northern edge of the planned urbanized portion of the planning area to define a permanent open space boundary to urban uses and protect agricultural practices to the north. The northern portion of the valley is designated for agricultural uses and density bonus incentives are provided to encourage property owners to maintain on going agricultural practices, protect sensitive environmental features and wildlife habitat, to meet larger open space goals, and mitigate impacts of increased urban densities in the southern portion of the valley. The surrounding hills are designated as Hillside Conservation which will protect ridgetops, steep slopes, and environmentally sensitive lands while providing for a modest amount of rural residential development. Finally, a second greenbelt/buffer is located to the west of Doolan Road, along the I-580 corridor, in order to create a permanent open space separator between the cities of Livermore and Dublin (Figure 5).~~

~~Three types of Villages are distributed through the planning area (high, medium high, and medium density). The highest density villages (maximum average 18 du/ac) are placed in two locations: one is placed immediately east of the Isabel Parkway interchange at I-580, next to the preferred location of the West Livermore BART Station; a second high density village is shown at North Livermore Avenue just north of I-580, which would serve as the gateway to North Livermore and is also an alternative site for the BART station.~~

~~Two additional villages are placed along North Livermore Avenue within the valley. A medium high density village (maximum average 15 du/ac) is located on the west side of North Livermore Avenue and will serve as the main village and primary shopping/civic destination within the planning area (Central Village). A second village, with slightly lower densities (maximum average 12 du/ac) is located further to the north on the east side of North Livermore Avenue (North Village). Each of these villages would also include local serving commercial, parks, and civic uses. Transit stops would be located in the core commercial area of each village, where a feeder bus line is proposed to provide direct connections to BART, downtown Livermore, and other destinations.~~

~~Standard low density single family housing (maximum average 6 du/ac) is placed around these two villages with direct local street connections to the core commercial areas. Very low density single family housing (maximum average 4 du/ac) is located at the base of the Northwestern Hills to the east of the Isabel Parkway alignment and in the eastern portion of the planned urbanized area in order to further provide a diversity of housing opportunities and to protect surrounding sensitive environmental features.~~

The structure of the urban area and its open space system is shaped, in part, by the network of on-site creeks. Many of the villages, schools, and parks are placed along the Cayetano Creek system to provide open space amenities for all households and to allow children or adults to bicycle to school, recreation, or BART along a protected bike trail. Parks and schools are distributed throughout the area to serve the local population. Elementary schools are placed to provide easy access from villages and create well balance attendance areas. The two middle schools are placed on either side of North Livermore Avenue. A high school is centrally located between the medium and medium-high density villages on North Livermore Avenue. A variety of neighborhood parks, village parks, and village greens are scattered throughout the area and a Sports Park is located between North Livermore Avenue and the Las Colinas Flyover, adjacent to the I-580 hills.

Employment-generating uses are primarily located within the Business and Commercial Park (BCP) area in the western portion of the planning area along the I-580 corridor and within the Livermore Airport Protection Area. A mix of light industrial, office and regional retail uses will be located within this designation. A greenbelt/buffer overlay designation is also applied west of the BCP area in order to create a permanent open space separator between the cities of Livermore and Dublin. A smaller Support Commercial area is located next to the Las Colinas Flyover and the Sports Park which would be suitable for small and large service-oriented commercial uses, such as auto sales and repair, building materials, appliance stores, and sports equipment sales and rentals. Travel Commercial uses (e.g. gas stations) will be located on the east side of North Livermore Avenue across from the high density village and to the east of the planned Isabel Parkway, adjacent to the second high density village.

A Hillside Conservation designation will be applied to the Northwestern and Northeastern Hills, as well as the small hills along I-580. This new designation will establish a series of performance standards for determining density, based on physical and environmental features such as slope gradient, ridgelines, and existing and potential landslides. Relatively unconstrained sites (i.e. slopes below 20% gradient) will be permitted up to 1 unit per 20 acres; sites with steeper slopes and additional environmental constraints will be permitted 1 unit per 100 acres. No development would be permitted on the steepest slopes or ridgetops, however these areas would be given a density credit of 1 unit per 100 acres that could be transferred to other portions of the property or within the Hillside Conservation designation when using a Specific Plan.

The northern boundary of the Planned Urbanized Area is defined by both a Greenbelt/Buffer and an area designated as Rural Estate (base density of 1 du/10 acres). The "Valley Greenbelt/Buffer Overlay" extends from Cayetano Creek to the eastern edge of the planning area in a 1/4 to 1/2 mile wide band located on either side of May School Road. Properties within the greenbelt/buffer would be offered a density bonus if the owner guarantees that 100% of the parcel will remain in permanent open space. As discussed further in the Open Space section, the Valley Greenbelt/Buffer shall also be designated as an Acquisition Target Area. Parcels which do not choose to exercise the Transfer of Development Credits program shall be identified as priority acquisition areas. The lands immediately south of the Valley Greenbelt Buffer and north of Isabel Parkway are designated Rural Estate. This area will also be considered the "receiver site" for development credits that are transferred from other portions of the planning area.

The northern portion of the Las Positas Valley will be designated as General Agriculture in order to complement the compact form of the planned urbanized area, protect sensitive environmental features and wildlife habitat, and to maintain the viability of small-scale agriculture and grazing practices. The General Agriculture designation allows up to one unit per 100 acres. Property owners will be offered one of two optional programs designed to provide economic incentives to maintain on-going agricultural uses while simultaneously achieving the plan's overall land use and open space preservation goals. These programs are identified as "Agricultural Residential Clustering" and "Transfer of Development Credits."

Program Summary

The North Livermore Plan will accommodate a maximum residential population of 30,000 and approximately 11,500 employees. The following table is a summary of the plan's program.

Open Space Preservation Strategy

Topography in the planning area consists of a broad valley framed by hills to the north, east, west, and south. The Las Positas Valley is nearly two miles wide, largely flat, and represents approximately half of the planning area. It is visually separated from the I 580 corridor by a series of small hills. These features naturally divide the planning area into three major subareas: the Planned Urbanized Area in the southern portion of the Las Positas Valley; the Northwestern, Northeastern, and I 580 Hills; and the North Valley, which includes the remainder of the Las Positas Valley.

The open space preservation strategy is based on the notion that permanent open space protection is essential to successfully implementing the compact pattern of uses planned for the urbanized portions of North Livermore. It is organized around the qualities of the three subareas, their potential as open space amenities, feasibility of public access and use, and the cost of acquiring development rights.

The components of the plan include:

- Greenbelt/Buffers to establish a permanent edge along the northern boundary of the Planned Urbanized Area and as a community separator between Livermore and Dublin. Property owners will be offered transferable development credits and the two areas will be identified as high priorities for the use of open space acquisition funds.
- Transfer of Development Credits (TDC) and Agricultural Residential Clustering Programs for the North Valley to encourage property owners to place conservation easements on the land and maintain the area as permanent open space.
- Designated TDC Receiver Site located immediately south of the Valley Greenbelt/Buffer to receive eligible development credits and create an economic incentive for open space protection.

~~• Hillside Conservation Designation to limit development on environmentally sensitive lands and protect the viability of small scale agriculture and grazing practices within the Northwestern and Northeastern Hills.~~

~~• Visual Buffer Areas in the I 580 Hills and along the face of the Northwestern Hills to establish a permanent "green backdrop" to the area.~~

~~• Habitat Linkage at the northern end of the planning area to provide a trail/open space connection for wildlife movement between the Northwestern and Northeastern Hills.~~

~~• Protected Creek Corridors, particularly along Cayetano Creek, Las Positas Creek, and other small creeks within the planning area.~~

~~• Trails and Staging Areas throughout the urban and rural portions of the planning area for public access and recreational use.~~

~~As discussed in greater detail in the Open Space and Resource Protection section, the open space strategy uses a combination of regulatory techniques and strategic development rights purchases to achieve its goals.⁴ Each element of the strategy plays an important role in creating a comprehensive program to implement the urban features of the plan, limit urban sprawl, protect the site's environmental features, and support the viability of on-going agricultural practices.~~

~~⁴ For a detailed discussion of Open Space Preservation Techniques, by subarea, refer to the Open Space and Resource Protection section.~~

Circulation and Transit

Community Circulation System

~~North Livermore's~~ The circulation system encourages alternative modes of travel, while providing adequate access for automobile traffic. The Village Concept emphasizes local streets and connector streets that provide direct connections to destinations, such as the Village Centers, schools, and parks. The local street network favors pedestrians by slowing traffic and improving the sense of shelter afforded by houses and trees. Connector streets also have less traffic and are typically narrower than traditional collectors, allowing homes to face onto them and slowing vehicular traffic in pedestrian-oriented areas. The connector street pattern is achieved by providing multiple routes to destinations, without forcing all trips onto arterials. This pattern of multiple routes keeps traffic volumes low on individual streets and allows pedestrians and bicyclists to avoid unfriendly arterials. Local and connector streets are designed to discourage through traffic, while still providing an interconnected and a legible circulation network.

~~The through traffic street system in North Livermore has been carefully designed to create comfortable neighborhoods that are not disrupted by major roadways. Arterials and parkways are placed so that Villages are not separated from surrounding complementary land uses. The plan's arterials and parkways provide for regional and through traffic, and provide regional connections~~

for residents of the planning area. Isabel Parkway provides the major east-west route and North Livermore Avenue provides the major north-south route; both provide links to the areas of Livermore which are south of the freeway. Portola Avenue and Las Colinas provide additional I-580 "flyover" crossings.

Pedestrian and bicycle circulation is provided with a combination of on-street routes and creekside paths. Local streets will serve as the primary short distance pedestrian and bicycle routes. Sidewalks will be required to provide comfortable walking routes; bicycles will ride within the travel lanes on slow local streets. The integration of various modes of travel "tames" the automobile and increases activity and security within neighborhoods. Bicycle lanes will be provided along selected connector streets to provide more direct and safe long-distance routes. The on-street pedestrian and bicycle circulation system is complemented by a network of multi-use trails throughout the planning area. Within the urbanized portion of North Livermore, trails follow major drainages and open space areas to improve linkages between neighborhoods and destinations. The larger planning area will include a network of multi-use trails, for hiking, riding horses, and bicycling, throughout the Northwestern and Northeastern Hills and connecting with LARPD's larger regional trail network.

Transit

A guiding principle of this plan is accessibility to transit. Ultimately BART is planning to serve Livermore with a rail extension. In the near-term, express bus service can provide connections to downtown Livermore, major employment centers in the Tri-Valley, and to BART. Ultimately, the North Livermore Area should provide transit ridership support for both BART and a local "feeder" bus system that connects with BART. Studies throughout the country are finding that trunk transit lines, like BART, draw the greatest ridership if they are surrounded by mixed-use development and are well-served by feeder bus systems. Feeder bus lines bring riders to the trunk transit stop from outlying neighborhoods and tend to be the most effective if headways are frequent and the bus ride is no longer than 10 minutes. Typically a bus can travel about two miles in ten minutes.

The General Plan for North Livermore shows the planned West Livermore BART station just east of the proposed Isabel ~~Avenue Parkway~~/I-580 interchange. A high density village (averaging 18 dwelling units per acre) is located adjacent to the station site, providing a potential of about 1,000 households within a 10 minute walk; shuttle connections could be provided to nearby shopping and employment uses. The feasibility of this station location needs to be studied in greater detail to determine ridership potential and how it would fit with new freeway interchange improvements. An alternative site for the West Livermore station is at North Livermore Avenue, also next to I-580 and also adjacent to a planned high density village. This station site has the advantage of being centrally located within the larger Livermore community and could serve as a strong tie between north and south, but may not have sufficient land for large park and ride lots. One of these two station locations will be selected prior to finalization of BART plans. A second BART station site is shown at Greenville Road and I-580. Though outside the planning area, it would serve as the major park and ride facility for Livermore and Central Valley commuters.

Urban density development is also shown on the General Plan Land Use Diagram within a two mile radius of the potential stations. Virtually all potential housing is therefore within a short, 10 minute bus ride of a BART station. ~~Moderate density housing (averaging from 12 to 15 dwelling units per acre) is clustered in the two villages located along North Livermore Avenue that, in total, will provide over 3,000 households within a 1/4 mile walk of a feeder bus stop. Each of these villages would also include neighborhood serving commercial, parks and civic uses to allow transit patrons to take care of errands to or from work. Standard low density single family housing is placed around these two villages, which will encourage some to bicycle to the bus stop. Isabel Parkway forms an edge to urban density development in the Las Positas Valley, at an approximately two mile distance from BART. Uses beyond this two mile radius, including the canyons and other valley areas, would be very low density and would not be directly served by transit.~~

Goals and Policies

Land Use

This section of the plan addresses the location, density, intensity, character, and phasing of planned land uses ~~within the North Livermore planning area~~. Following a brief description of current land use patterns and plan proposals, goals and policies are provided to guide future development within the Urban Growth Boundary area.

Current Land Use Patterns

The vast majority of ~~the planning area's~~ North Livermore's 14,470 acres are currently used for agricultural purposes, consisting primarily of open grazing lands in the Northwestern and Northeastern Hills, as well as the Las Positas Valley. A small portion of the valley (roughly 300 acres) is devoted to dry crop farming. Rural residential uses (2 to 10 acre holdings) exist within the canyon areas of the Northwestern Hills, generally along Doolan Canyon and Collier Canyon Roads, and in the valley along May School Road, Raymond Road, Bel Roma Road, and Dagnino Road.

Existing urbanized land uses within the ~~planning area~~ Urban Growth Boundary include Las Positas College and the Triad Business Park. Las Positas College owns 150 acres in the southwest portion of the ~~planning~~ area of which 35 acres are currently developed with college facilities. Approximately 580 acres of land north of I-580, west of Las Positas College and east of Doolan Road are currently within the City of Livermore and are designated for low intensity industrial and selected commercial uses. The Triad Business Park occupies approximately 270 acres of this area which has been subdivided into 35 lots. The remainder of their property has been designated as permanent open space. Existing on-site uses include over 300,000 square feet of office and light industrial space and a nearly 100,000 square feet of residential hotel and commercial space. The remaining 270 acres of industrially designated land are located immediately south of the college and are part of the holdings of Shea Business Properties. Roughly 30 additional acres of the Shea property is designated as open space. The majority of the area proposed for Business and Commercial park (BCP) uses is within the Livermore Municipal Airport Protection Area.

Other existing uses include the Federal Communications Commission (FCC) Monitoring Station, located on 117 acres between May School Road and Hartford Avenue, and the Livermore-Pleasanton Rod and Gun Club which owns 48 acres ~~at the eastern edge of the planning area off of Dagnino Road.~~

~~Urbanized development immediately adjacent to the planning area is located contiguous with its south eastern edge, which forms the western boundary of the existing City limits. The Northside Area "A" Amendment to the Livermore General Plan, adopted in March, 1988, allows up to 7,000 dwelling units in this planning area (average density: 3.8 dwelling units an acre, approximately 4,000 homes already constructed) and up to 184 acres of commercial use (12 acres currently built). The Area "A" planning area is approximately 2,800 acres.~~

To the south of the planning area, across I-580, existing urban uses include the Las Positas Golf Course, the Livermore Municipal Airport, the Livermore sewage disposal plant, as well as light industrial, service commercial, residential, and protected flood plain and hillsides.

Existing General Plan Goals

The current General Plan states that future land use patterns should reflect the community's overriding concern for the protection and enhancement of the environmental setting and the protection of the health, safety and general welfare of present and future residents. New development should be located so as to create a consolidated pattern of urbanization, particularly with respect to minimizing the cost of urban services and facilities. Development must reflect the highest possible level of community design and image. ~~Specifically relating to this planning area, future land development patterns should create a unified community north and south of I-580 and that sufficient transportation linkages should be provided between the two areas.~~

General Land Use Goals and Policies

Issues and Concepts

~~Livermore is currently characterized by attractive neighborhoods, quality schools and public facilities, a solid economy, and affordable family housing. While the North Livermore area presents an excellent opportunity to extend the community over time, it also presents a challenge to maintain the community's quality of life and tie two distinct areas together.~~

~~Growth pressures from both the larger Tri Valley region and the Central Valley have the potential to significantly alter the character of Livermore. Many other California cities are finding it difficult to maintain the qualities that historically made their communities livable and unique. They are experiencing traffic congestion, air pollution, lack of open space, and scarcity of affordable housing, in part due to reliance upon development patterns that lead to urban sprawl. These same issues are present in Livermore, yet there is a potential to direct growth so that these pitfalls are avoided.~~

The land use component of the plan for North Livermore is intended as a strategy to accommodate projected growth, while maintaining Livermore's present quality of life and allowing for continued economic vitality. The strategy recognizes that reliance upon typical patterns of low density suburban development will generate the multi-faceted problems other communities are facing and that new forms of suburban development are needed in the future. A new vision for North Livermore is necessary in order to address these broader city-wide and regional issues.

A maximum population of 30,000 within North Livermore was established to provide a balance between a number of equally important priorities, including:

- Creation of a permanent open space protection program in North Livermore.
- Providing a pattern of urban growth that is compact, infrastructure efficient, and minimizes urban sprawl.
- Addressing traffic congestion by providing opportunities for walking and creating a land use pattern that supports a viable transit system.
- Providing housing that is affordable for the local workforce and a diverse range of households in identifiable and livable neighborhoods.
- Minimizing impacts on sensitive environmental features and protecting wildlife habitat.
- Supporting the economic viability of on-going agricultural practices.
- Unifying Livermore north and south of the freeway.

This balancing has led to a land use plan that does differ in some respects from the patterns in the existing city, but makes every effort to create a framework for long-term growth that fosters a sense of community that complements Livermore and simultaneously addresses issues of local and regional significance.

The Land Use Plan

The plan for North Livermore covers an area spanning close to 14,500 acres and includes the following key features:

- Maximum population of 30,000 coupled with a permanent open space protection program.
- Use of the "village concept" within the urbanized area as a strategy to encourage compact, transit and pedestrian-oriented neighborhoods. High density villages are placed adjacent to the potential BART corridor and with easy access to I-580; moderate density villages are placed along North Livermore Avenue. Each village has a centrally located core commercial area with a mix of local-serving shopping, civic uses, and a village green.

- ~~Maintains a "market sensitive" mix of single family ($\pm 65\%$) and multi family ($\pm 35\%$) housing, while providing housing for diverse income groups. Standard low density single family housing is placed around the villages. Lower density single family residential are located at the base of the Northwestern Hills to the east of the Isabel Parkway alignment. Rural Estate developments (minimum 10 acre parcels) are to be located directly north of Isabel Parkway on either side of North Livermore Avenue.~~
- ~~Parks and schools are located throughout the area to serve the local population.~~
- ~~Cayetano Creek is enhanced as a major riparian and recreation corridor that ties villages, schools and parks together along a public open space amenity.~~
- ~~Employment generating uses are primarily located in the western portion of the planning area, along the I-580 corridor and in the Livermore Airport Protection Area.~~
- ~~The rural quality and environmentally sensitive aspects of hillsides are protected through a new Hillside Conservation designation.~~
- ~~Greenbelt/Buffers are placed at the northern and western edges of the Planned Urbanized Area in order to create a permanent open space boundary to urban growth.~~
- ~~The compact pattern of urban growth allows the plan to leave the northern portion of the valley for on going agriculture uses. Agriculture Residential Clustering and Transfer of Development Credits programs provide property owners with an economic incentive to keep their land productive and limit development pressure in the North Valley.~~

General Land Use Goals

- Goal 1 ~~Limit residential growth in the North Livermore planning area to a maximum population of 30,000 and condition that growth on the creation of a permanent open space protection program.~~
- Goal 2 Create an urban pattern that is compact, minimizes urban sprawl, supports a viable transit system, has efficient infrastructure, and protects environmentally-sensitive lands.
- Goal 3 Develop identifiable, affordable, and livable neighborhoods that foster a sense of community ~~in North Livermore.~~
- Goal 4 Plan the North Livermore community to be a place for all age groups, income groups, and household types, including children, seniors, families, and singles.
- Goal 5 Assist the City in improving its city-wide balance between jobs and housing, and to match housing opportunities with local incomes to the greatest extent feasible.
- Goal 6 Create a unified community north and south of I-580.

General Land Use Policies

~~Holding Capacity and Configuration~~

~~Policy 1 — The City shall plan for a maximum population of 30,000 and approximately 11,500 jobs at build-out of the North Livermore planning area provided that an open space protection program that meets the plan's objectives as adopted (see also Open Space Preservation Policy 3).~~

Policy 2 Urban density uses shall be permitted only within the Urban Growth bBoundary of the Isabel Parkway, at the base of the Northwestern Hills, and within the existing City limits. This is considered the logical boundary for the planned urbanized area given a maximum 30,000 population plan and the desire to maintain a compact pattern of development. The remainder of the Valley and the Hillside areas shall be designated for Hillside Conservation, Rural Estate, and General Agricultural uses.

Policy 3 A Mixed-use, pedestrian-oriented villages and other land uses shall be located in the approximate areas shown on the General Plan Land Use Map, as follows:

- The highest density villages shall be located at North Livermore Avenue northwest of the I-580 interchange and northeast of the planned Isabel/I-580 interchange. Either of these sites are suitable for locating the planned West Livermore BART station.
- ~~Moderate density villages shall be located on either side of North Livermore Avenue and shall be planned to provide a feeder bus connection to the BART station.~~
- The remainder of the area within the Urban Growth bBoundary of Isabel Parkway and areas at the base of the Northwest Hills shall be planned for very low density residential uses, schools, neighborhood and community parks, and urban open space protection.
- Areas within the Livermore Municipal Airport Protection Area shall be planned for either Business and Commercial Park uses, ~~Highway Commercial~~, core commercial uses associated with the High Density Village, Hillside Conservation (with a maximum density of 1 unit/100 acres), or Open Space.
- ~~The remaining portions of the planning area shall be designated for Hillside Conservation, Rural Estate, and General Agricultural Uses.~~

~~Policy 4 — North Livermore shall be connected to the rest of the city by providing facilities of community wide interest in the planning area, such as trails, a Sports Park, and other community parks, as well as cultural and civic uses, such as theaters and performing arts facilities. In addition, the circulation system shall provide sufficient linkages to make travel north and south convenient (see also Circulation Policy 8).~~

Community Design

Policy 5 Locate the majority of urban housing within a 10 minute transit connection from BART or other transit and ensure that housing within walking distance of transit is of sufficient density to support convenient and viable transit systems. Village shall be defined as the 2,000 foot walking distance from a transit stop that is uninterrupted by arterials or thoroughfares, or by major open space systems. ~~Each~~ The village shall include a mix of residential, commercial, and public uses surrounding the transit stop.

Policy 6 ~~Within North Livermore, Any~~ development will be expected to foster a sense of community through use of the "Village Concept" and application of consistent design principles:

- Each neighborhood should have an interconnected network of tree-lined local streets that provide direct connection to local destinations.
- Buildings should address streets and sidewalks with entries, balconies, porches, architectural features, and activities to enliven streets and create safe, pleasant walking environments.
- Building intensities, orientation, and massing should promote more active commercial centers, support transit, and reinforce public spaces.
- Variation and human-scale detail in architecture is encouraged.
- Parking should generally be placed to the rear of buildings.

Coordinated Development

~~Policy 7 In order to accomplish its goal of creating an integrated land use and open space plan, the City shall petition LAFCO to amend its Sphere of Influence Boundary to encompass the entire planning area, with the intent of annexation to the City. However, if the City of Dublin does not seek to include Doonan Canyon within its Sphere of Influence and the County maintains an Agriculture or similar designation for the area, the City shall not seek to include Doonan Canyon within its Sphere of Influence.~~

Policy 8 The City ~~shall~~ may require Specific Plans ~~to be adopted~~ for all proposed development ~~within the boundary of the Planned Urbanized Area~~ prior to any development approvals. Specific Plans shall address:

- Implementation of the Village Concept, including attainment of minimum and average residential densities, provision of required mix of uses, phasing of multi-family and single-family housing, and provision of an interconnected local roadway system;
- Design standards to implement the Village Concept and community design goals;
- Jobs/housing balance measures to maintain a reasonable mix of uses within each phase and to target housing that is affordable to ~~planning area~~ employees;

- Strategies and commitments to implementing Affordable Housing Goals (See Residential Development policies below);
- Provision of parks, schools, and community facility sites phased with residential development;
- Incorporation of transit facilities and identification of transit service levels and routes;
- Provision and financing of infrastructure so that each phase provides adequate capacities and does not impose a fiscal burden on the City;
- Resource protection and mitigation of any on-site biological or riparian impacts; and
- ~~• Implementation of the recommendations of the Open Space policies, including a refined definition of the area to be protected within the I-580 Hills and finalized mechanisms for purchase and/or dedication, as well as participation in the planned area-wide open space and trails acquisition fee program.~~

Policy 9 The City shall approve permits for individual development projects ~~in the North Livermore planning area~~ only when:

- It is clear that a funding plan or other mechanisms are in place to provide, to City standards, needed services and infrastructure; including roads, transit, schools, parks, trails and other open space, public safety facilities, water and waste water management systems;
- The rate of development is consistent with the applicable residential growth management program;
- Proposed land uses and site plans are consistent with the General Plan and any applicable Specific Plan; and
- All major environmental impacts are mitigated to the extent feasible.

Non-Urban Uses

Policy 10 The Northwestern, ~~Northeastern~~, and I-580 Hills, shall be designated as Hillside Conservation. The intent of this designation is to protect the natural resources of the area (ridgetops, steep slopes, unstable soils, and biological resources), avoid development in areas with potentially hazardous hillside conditions, maintain the visual quality of the hills and ridgelines, retain the rural character of the canyons, maintain the viability of small-scale agriculture and grazing, limit costly infrastructure extensions, and create a public trail system. Special provisions regulating subdivisions and design and placement of new structures will be established and applied to all parcels within its boundaries. Requests for subdivision approval within the Hillside Conservation designation will be evaluated on a parcel-by-parcel basis, according to the following criteria:

- Ridgetops and Slopes over 30% gradient - Future development will be prohibited in these areas; however, a development credit equal to one unit per 100 acres may be transferred to other areas with less than 30% slope gradient within the Hillside Conservation designation. Dedications for trail easements may be required for subdivision approval.
- Slopes between 20 and 30% gradient and areas with landslide potential- Subdivision of lands in this category would be permitted at a maximum density of one unit per 100 acres. Reservation or dedication for trails may be required for subdivision approval.
- Lands with a 0 to 20% slope gradient - Subdivision of lands in these areas will be permitted at a maximum density of 1 unit per 20 acres. All existing parcels smaller than 20 acres shall be "grandfathered" consistent with development potential. Dedications for trail easements may be required for subdivision approval.
- Visual Buffer Areas - These lands will be identified as scenic viewsheds with design guidelines directing the height, type, and nature of any future development. The development potential shall be set by the slope gradients listed above.

~~Policy 11 — It is the City's intent to create a permanent Greenbelt/Buffer across the northern edge of the Planned Urbanized Area in order to define the edge of urban uses, discourage "leap frog" development, and protect agricultural practices to the north. A 1/4 to 1/2 mile wide Greenbelt/Buffer Overlay designation shall be applied to the area on either side of May School Road, extending from Cayetano Creek to the eastern edge of the study area. This area will be called the "Valley Greenbelt/Buffer."~~

~~The base land use designation within this area shall be General Agriculture, with a maximum density of 1 unit/100 acres. In order to encourage maintenance of the area in permanent agriculture or other open space uses, a density bonus of up to five additional development credits per 100 acres (or proportion thereof) may be granted for lands if and only if the applicant guarantees that 100% of the parcel shall be permanently set aside in open space through the use of a conservation easement or other mechanism. All development credits and the base density shall be transferred to a designated receiver site (see Policy 12 below).~~

~~As discussed further in the Open Space section, the Valley Greenbelt/Buffer shall also be designated as an Acquisition Target Area. Parcels which do not choose to exercise the Transfer of Development Credits program shall be identified as priority acquisition areas.~~

~~Consistent with the plan's land use and open space goals, only low intensity land uses (such as agriculture, trails, and recreation uses) would be permitted within the Valley Greenbelt/Buffer Overlay designation.~~

~~Policy 12 — The North Valley (areas north of May School Road and bounded by the Northwestern and Northeastern Hills) shall be designated as General Agriculture in order to foster a compact urban form within the planned urbanized portions of the planning area, encourage efficient infrastructure systems, protect sensitive environmental features and wildlife habitat, and maintain existing agricultural uses.~~

~~The base density within the General Agriculture designation in the North Valley shall be 1 unit per 100 acres. In order to provide property owners with an economic incentive to maintain ongoing agricultural uses and to achieve the plan's overall land use and open space preservation goals, property owners may choose to exercise one of the two following programs:~~

~~• Agricultural Residential Clustering: a density bonus of up to three additional development credits for a total of four 5 acre sites per 100 acres (or proportion thereof) may be granted for lands if and only if the units are clustered in accordance with land Use Policy 30 and the applicant guarantees that the remaining 80% of the parcel shall be permanently set aside in open space through the use of a conservation easement or other mechanism.~~

OR

~~• Transfer of Development Credits: a density bonus of up to five additional development credits per 100 acres (or proportion thereof) may be granted for lands if and only if the applicant guarantees that 100% of the parcel shall be permanently set aside in open space through the use of a conservation easement or other mechanism. All development credits and the base density shall be transferred to a designated receiver site.~~

~~Parcels which are smaller than 100 acres shall be encouraged to jointly prepare plans with their neighbors which indicate how separate property owners can achieve the overall goals of the Agricultural Residential clustering or Transfer of Development Credits programs.~~

~~Policy 13 — It is the City's intent to create a permanent Greenbelt/Buffer at the western edge of the planning area in order to define an open space boundary and community separator between the City of Livermore and the City of Dublin. A Greenbelt/Buffer Overlay designation shall be applied to the area west of Doolan Road, from I 580 to the edge of the Hillside Conservation designation. This area will be called the "Doolan Greenbelt/Buffer."~~

~~The base land use designation within this area shall be General Agriculture, with a maximum density of 1 unit/100 acres. In order to encourage maintenance of the area in permanent agriculture or other open space uses, a density bonus of up to five additional development credits per 100 acres (or fraction thereof) may be granted for lands if and only if the applicant guarantees that 100% of the parcel shall be permanently set aside in open space through the use of a conservation easement or other mechanism. All development credits and the base density shall be transferred to a designated receiver site. Because this area is also within the Airport Protection Area, no additional residential uses, other than those provided for in the base density, shall be permitted within the Greenbelt/Buffer Overlay.~~

~~As discussed further in the Open Space section, the Doolan Greenbelt/Buffer shall also be designated as an Acquisition Target Area. Parcels which do not choose to exercise the Transfer of Development Credits program shall be identified as priority acquisition areas.~~

Consistent with the plan's land use and open space goals, only low intensity land uses (such as agriculture, trails, and recreation uses) would be permitted within the Doolan Greenbelt/Buffer Overlay designation.

~~Policy 14 — The area located immediately north of the Isabel Parkway shall be designated Rural Estate, with a base density of 1 unit/10 acres. This same area shall also be identified as the Transfer of Development Credits Receiver Site. Only property owners within this area shall be able to receive development credits from the Valley Greenbelt/Buffer Overlay designation, the Doolan Greenbelt/Buffer Overlay designation, or from the General Agriculture designation in the North Valley. Where available, development credits may be transferred between properties owned by the same party or may be purchased from one property owner by another owner, provided all other open space conservation easement conditions are met. With the transferred development credit, the maximum density within the Transfer of Development Credits Receiver Site shall be 2 units/acre.~~

Policy 15 The City shall prepare and adopt a "Right-to-Farm Ordinance" which requires developers of subdivisions located adjacent to on-going farming activities to mitigate potential residential/agricultural conflicts. Mitigation may include providing on-site buffer areas and appropriate development phasing. Developers shall also include a clause in the sales contract of each home indicating that the residence is located near an agricultural operation and that the homeowner recognizes that the property may be subject to noise, dust, odors, night operations, and other impacts resulting from the operation. The City shall adopt a "Right-to-Farm Ordinance" prior to, or concurrent with, the approval of preparation of the first Specific Plan for urban residential development within the Urban Growth Boundary.

~~Policy 16 — The Federal Communications Commission (FCC) facility shall be considered a protected use within the planning area. Specific Plans within one mile of the facility shall include standards for setbacks and residential height restrictions to minimize electrical interference. Studies of the alignment for Isabel Parkway shall determine whether such a road can be placed through the FCC site and if any reconfiguration of the facility or alternative roadway alignment is necessary.~~

~~Policy 17 — The City shall support preservation of the Livermore Pleasanton Rod & Gun Club. Adjacent development shall provide buffers adequate to prevent potential land use incompatibilities.~~

Implementation Measures

The following tools shall be used to implement the recommendations of these General Land Use Policies. ~~For a detailed discussion of these implementation measures please refer to the Implementation section.~~

- ~~— Sphere of Influence Amendment and Annexation~~
- Specific Plans Program
- ~~— Village Concept Design Guidelines~~
- ~~— Open Space Acquisition Program~~
- Zoning and Zoning Amendments

- CEQA
- On-Going Inter-Agency Coordination

Residential Development

Issues and Concepts

One of the driving forces behind a consideration of planning for North Livermore is the demand for housing among Tri Valley workers. As prices escalate, employees are forced to commute farther and farther from the Bay Area to find housing that matches income levels. New plans for large scale developments in San Joaquin County are evidence of this trend. The resulting commuting patterns only add to congestion along I-580 and sub-regional air pollution. While North Livermore should not be charged with solving the entire Tri Valley housing crisis, the City will be expected to take reasonable efforts to provide housing that matches local demand.

Analysis of income trends for future Tri Valley employees indicate that a large proportion of households will probably be unable to afford a standard low density single family home and up to 80 percent of these workers will be in the market for smaller, for sale or rental housing.⁵ The Plan for North Livermore provides a range of rental and entry level ownership housing, as well as "move up" housing. It addresses the crisis of affordable ownership and rental housing by encouraging innovative housing types. For example, small lot single family housing, with the opportunity for an ancillary "carriage unit" located above a garage can provide both an affordable entry level for sale unit and a rental unit that is integrated into the scale and character of single family neighborhoods. Small lot single family housing is also a strategy to provide medium density, transit supportive development with a single family character; the lots that add an ancillary unit can achieve up to 16 du/ac. Overall, the Plan represents a tenure mix of 65% single family and 35% multi-family.

⁵ "Tri Valley Future Employee Demand for Housing." Background Memo to the Livermore City Council and Planning Commission, Economic and Planning Systems, December 1, 1992

Each village will provide a mix of residential types to meet minimum and average density requirements set by this plan. These density requirements vary based on proximity to transit and local context. For example, the villages adjacent to potential BART station locations have higher average required densities (18 du/ac), while the villages expected to be served by bus transit will have lower average densities (12-15 du/ac). Yet in all cases, residential densities are set to match local market conditions and accepted building practices. These village density requirements may be achieved by building a mix of single family and attached housing within the designated village area. Housing types could include: standard and small lot single family homes, carriage homes, duplexes, townhouses, garden apartments, and housing above retail within some of the commercial cores. The precise mix of different types of housing can vary depending on market demand, provided the overall minimum average density standard is achieved.

Residential Goals

Goal 7 Provide a diversity of housing types in ~~North Livermore~~, including owner occupied and rental housing, which serve all economic segments of the population and match local incomes.

Goal 8 Create cohesive and identifiable neighborhoods, ~~each with local shopping, parks, civic amenities, schools, and a mix of housing types.~~

Residential Policies

Urban Residential

Policy 18 A mix of housing densities, ownership patterns, price, and building types is required in ~~each~~ the village.

Policy 19 The density of ~~each~~ the village shall be set by minimum developed densities which set the lowest permissible density of individual housing types, maximum required average densities which determine the overall density within the village given a mix of housing types at various densities, and maximum densities which set the maximum permissible residential density of individual housing types. The mix of housing types in ~~each~~ the village shall be set by ~~Specific Plans and the City, which will~~ consider both market demand and overall proportion of multi-family and single-family housing types. Density standards for ~~each type of~~ the village are as follows:

	Minimum Developed Density*	Maximum Required Average Density	Maximum Developed Density*
High Density Villages	10 du/ac	18 du/ac	25 du/ac
Medium High Density Village	8 du/ac	15 du/ac	22 du/ac
Moderate Density Village	7 du/ac	12 du/ac	20 du/ac

* Minimum and maximum density standards refer to the density of individual housing types within the village. Maximum density standards may be increased for selected housing projects, (such as low income and senior), which meet other city housing incentive objectives and policies.

All densities are per gross residential designated acre.

Policy 20 Residential developments in ~~North Livermore~~ shall adhere to the goals and policies in the City of Livermore ~~State-Certified Housing Element~~. Specific Plans shall demonstrate how planned residential development will provide or contribute toward meeting their fair share of current local and regional affordable housing targets.⁶

⁶ The City of Livermore Housing Element updates its local and regional affordable housing targets every five years based on the ABAG Housing Needs Determination and local and regional household income levels. In the 1990-1995 plan, affordable housing targets for the City of Livermore are as follows:

- 21% Moderate Income (81% - 120% of median incomes)
- 15% Low Income (51% - 80%)
- 22% Very Low Income (<50%)

The Housing Element also calls for development or payment of in-lieu fees for all residential projects to provide this mix of housing.

Policy 21 Residential development ~~in the North Livermore area~~ shall be subject to ~~the~~ growth management program. The rate of residential growth and the mechanism for regulating growth shall be determined by the City, based on the availability of public services, the phasing and infrastructure financing requirements ~~of the North Livermore area~~, and the City's growth management policies.

Policy 22 Very low, low, and moderate income households shall be integrated into the villages through the use of innovating housing types, rather than merely creating isolated pockets of apartments.

Policy 23 Ancillary housing units shall be encouraged to increase affordability and diversity. These rental units should be located in the ownership portion of residential areas. The additional unit will be counted toward meeting the minimum average density requirements.

Policy 24 Specific Plans shall provide special site development standards and guidelines which address implementation of the Scenic Corridor policies, lot coverage, and on-site grading.

Policy 25 Residential building facades shall be varied and articulated to provide visual interest to pedestrians. Frequent building entries and windows should face the street. Front porches, bays, and balconies are encouraged. In no case shall a facade of a building consist of an unarticulated blank wall or an unbroken series of garage doors.

Policy 26 Residential garages shall be positioned to reduce their visual impact on the street and visually interesting features of the house shall dominate the streetscape. Detached, rear-yard garages are encouraged. At a minimum, the garage shall be set behind the front facade of the building.

Policy 27 The City shall restrict residential development in those areas which are constrained by the natural limitations of the land, including 100-year flood plains, geological hazard, biological resources, and ability to economically provide municipal services.

Hillside Conservation

Policy 28 Residential development within the Hillside Conservation designation must adhere to sound grading, construction, and landscaping practices in order to control erosion and avoid

the degradation of natural drainage systems. The danger of geological and fire hazards, adverse visual impacts on surrounding areas, and environment impacts shall be mitigated to the maximum extent possible.

Policy 29 The City shall evaluate a variety of methods, such as Planned Development permits and Hillside Combining Districts, to establish performance-based standards for residential development within the Hillside Conservation designation.

~~Rural Estate Residential~~

~~Policy 30 The City shall strongly encourage rural estate and agricultural residential clustering as a strategy to maximize small scale agricultural viability, avoid piecemeal development, utilize the land efficiently, and maintain a rural atmosphere (see Figure 9).~~

Implementation Measures

The following tools shall be used to implement the recommendations of these Residential Policies. ~~For a detailed discussion of these implementation measures please refer to the Implementation section.~~

- General Plan Land Use Map
- ~~• Village Concept Design Guidelines~~
- Specific Plans
- Growth Management Study
- Zoning and Zoning Amendments
- Hillside Conservation Ordinance
- ~~• Rural Estate Development Ordinance~~
- Subdivision Ordinance
- Livermore Urban Design Implementation Program
- Design Review
- City of Livermore Housing Element
- Scenic Route Element
- State of the City Report

Commercial Uses

Issues and Concepts

A retail commercial center is planned as the focus of ~~each~~ the village. Typically, it will consist of retail shops, restaurants, services, village green, and civic uses. ~~The number, size, and mix of uses in each commercial core will vary depending on its location, purpose, and market demand. In all cases, however, retail uses will be located adjacent to, or within a very convenient walk from a bus or BART stop.~~

The configuration of the commercial core is critically important to its ability to become a community amenity, rather than an isolated shopping area that is only accessible by auto. ~~Each~~

The village center will be a hybrid of traditional "Main Street," with pleasant pedestrian-oriented streets lined with numerous small shops, and the modern shopping center, with large-scale supermarkets and other "anchor" tenants that require good access and visibility from adjacent arterial streets. While typical shopping centers place walls along their perimeter and prohibit access, street or pedestrian connections will tie the commercial core to the surrounding neighborhood and allow the area to become a focal point to the community.

A key consideration of this planning effort is implementation, and successful implementation relies on a realistic assessment of the increments of growth. Commercial uses tend to gravitate to only a few generic types of shopping centers: regional centers, neighborhood centers, and convenience centers. While these increments of retail may evolve over the planning time frame, the framework of the plan should ensure that it can, at a minimum, be implemented in the near term.

~~Neighborhood shopping centers are shown as the core of the two primary villages along North Livermore Avenue. The Central Village would serve as the primary civic and shopping area of North Livermore. It would include approximately 18 acres—sufficient land for two to four major anchor tenants (e.g. grocery, drug, hardware), as well as a variety of smaller ancillary shops, civic uses, and a modest amount of professional office space. The North Village would also include neighborhood-serving retail uses, but would be slightly smaller in size (8 to 10 acres) and would probably only include a grocery store, drug store, and ancillary shops. The two high density villages would have much smaller amounts of retail (±3 acres each) and focus on convenience-oriented shops.~~

Support and Travel Commercial

Support Commercial uses are shown on either side of the Las Colinas Flyover, adjacent to the Sports Park. A variety of small and large service-oriented uses are appropriate in these areas, such as auto sales and repair, recreation and sports equipment sales and rentals, appliance stores, buildings materials, etc. The site is not suitable for residential uses due to excessive noise levels. Given that the site is within the I-580 scenic corridor, new buildings and uses within the area will be affected by the City visual policies.

~~Travel Commercial uses, such as gas stations, restaurants, and hotel/motel uses, are shown along North Livermore Avenue close to the I-580 interchange and to the east of Isabel Parkway adjacent to the high density village. This location will provide easy access and service for local residents and visibility for I-580 travelers.~~

Commercial Goals

Goal 9 Place local-serving commercial uses next to transit stops to create identifiable neighborhood centers and ensure that transit is a viable travel alternative.

Goal 10 Establish a relatively close fit between land designated for commercial uses and demand for commercial space in order to create a cohesive village centers and appropriate amounts of commercial space with good freeway access.

Goal 11 Plan for increments of commercial uses that are compatible with market demand and development practices.

Commercial Policies

Village Commercial

Policy 31 ~~A~~ Local-serving commercial centers, consisting of retail convenience and personal service uses shall be located adjacent to a transit stops and within the commercial core of each the village. No other competing commercial uses shall be permitted within the Urban Growth Boundary. ~~planning area.~~ A Specific Plans shall address the precise location, size and configuration of ~~these~~ the shopping centers.

Policy 32 The core commercial areas of the highest density villages shall focus on convenience commercial uses. A minimum of 10,000 square feet of retail space shall be located directly adjacent to the BART station and/or bus transit stop.

~~Policy 33 The largest local-serving core commercial area shall be located in the Central Village along North Livermore Avenue. This village core shall serve as the central civic and shopping area of North Livermore. It shall include:~~

- ~~— 2-4 major local-serving anchor tenants (e.g. grocery, drug, hardware)~~
- ~~— Ancillary shops and services~~
- ~~— Restaurants and cafes~~
- ~~— Specialty retail~~
- ~~— Professional office space (consistent with local demand)~~
- ~~— Theaters~~
- ~~— Upper story residential uses shall be strongly encouraged~~

~~Civic uses shall also be incorporated into the commercial core of this village and should include facilities such as:~~

- ~~— Village Green~~
- ~~— Community Recreation Center, Science Center, and/or Meeting Hall~~
- ~~— Performing Arts Facility~~
- ~~— Police, Fire, and City Government substations/annexes~~
- ~~— Library~~
- ~~— Daycare~~
- ~~— Post Office~~

~~The precise amount and mix of commercial and civic uses within this core area shall be determined by a Specific Plan.~~

~~Policy 34 The North Village shall include a neighborhood shopping center as its core commercial area. Its size and mix of tenant shall be based on market demand, considering the~~

~~overall development plan for the planning area. Recommended uses include a grocery store, drug store, ancillary shops, and village green.~~

Policy 35 The configuration of shops in the core commercial areas shall strike a balance between pedestrian and auto comfort, visibility, and accessibility. While anchor stores may need to orient to an arterial and parking lots, smaller shops shall orient to pedestrian "Main Streets" and plazas. Direct local street or pedestrian access from the surrounding neighborhood will be required.

Policy 36 A Specific Plans shall provide design standards and guidelines for retail and service uses within the core commercial areas. These standards shall establish a cohesive architectural theme which requires pedestrian- and human-scaled features as arcades, awnings, numerous store entries, windows, special signage, balconies, outdoor eating areas, and plazas.

Policy 37 A Core commercial areas must be located to one side of an arterial or other major thoroughfare in order to promote pedestrian access to and within the area. ~~No~~ The village commercial center shall not be divided by a roadway that is larger than 2 lanes.

Policy 38 Parking lots shall not be permitted to dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding neighborhoods. Parking lots should be located behind buildings on in the interior of a block whenever possible. Structured parking is also encouraged and future intensification with structured parking should be considered when designing development plans.

Support and Travel-Commercial

Policy 39 Support Commercial uses shall be located on either side of the Las Colinas freeway flyover, and shall address cater to the needs of both small and large businesses, as well as provide support for the adjacent Sports Park. Appropriate uses include: auto sales and repair, appliance sales and repair, sports equipment sales and rentals, building materials sales, nurseries, and other similar commercial uses. Uses which directly compete with the neighborhood-serving commercial centers ~~of the villages~~ shall not be permitted.

~~Policy 40 Travel Commercial uses shall be located along the I-580 corridor in locations with direct access to either a freeway interchange or flyover, as shown on the Land Use map. Uses which directly compete with the neighborhood serving commercial centers of the villages shall not be permitted.~~

Implementation Measures

The following tools shall be used to implement the recommendations of these Commercial Policies. ~~For a detailed discussion of these implementation measures please refer to the Implementation section.~~

- General Plan Land Use Map
- ~~Village Concept Design Guidelines~~

- Specific Plans
- Zoning and Zoning Amendments
- Subdivision Ordinance
- Livermore Urban Design Implementation Program
- Design Review
- Scenic Route Element
- CEQA

Business and Commercial Park

Issues and Concepts

A 480 acre area between the planned Isabel/I-580 Parkway interchange and the western boundary of the Urban Growth Boundary planning area, just south of the Northwestern Hills is currently within the Livermore City Limits. The plan proposes designating the area for Business and Commercial Park (BCP) uses which would permit a wide variety of light industrial, office, and commercial uses. The Triad Business Park owns a majority of this area and has an approved Planned Development Permit for a mix of commercial, research and development, and warehouse uses, including the existing Triad facilities and a gas station and small motel across from the Airway Boulevard interchange. This area has very good freeway access and visibility via the Airway Boulevard and planned Isabel Avenue Parkway interchanges, as well as good arterial access via North Canyons Parkway which serves as the primary east-west connection. Both commercial and employment-generating uses will benefit from these proximities. The majority of the area designated BCP is within the Livermore Municipal Airport Protection Area and thus, no residential uses are allowed.

The diversity of uses permitted within the BCP designation permits a level of flexibility that allows property owners to be able to respond to changing commercial and industrial market trends. The plan for North Livermore identifies an optimum mix of uses in order to allow the City to adequately plan for infrastructure and roadway capacities.

~~Regional Commercial uses are shown with a symbol west of the North Canyons Parkway/Isabel Parkway intersection and would likely include a variety of "big box" retail users. While these uses are currently permitted under the existing BCP designation, the plan for North Livermore takes this opportunity to identify a preferred location for region-serving commercial uses. Additionally, in order to maintain the economic viability of local-serving commercial uses within the villages, the plan recommends that commercial uses in the BCP area be region-serving and/or convenience oriented, rather than local-serving.~~

Business and Commercial Park Goals

Goal 12 Achieve a mix of office, light industrial and commercial uses within the BCP area that maintains a healthy balance between economic viability, employment opportunities, and efficient infrastructure systems.

Business and Commercial Park Policies

Policy 41 Research and development (R&D), regional office, light industrial and limited commercial uses shall be encouraged in areas designated Business and Commercial Park. The following mix of uses shall be set as a general goal for the entire BCP area:

- R & D/Office 35 to 50%
- Manufacturing 20 to 40%
- Regional or Convenience Commercial 20 to 30%

Policy 42 Commercial uses in the Business and Commercial Park designated area shall be either region-serving, convenience commercial uses oriented to services for nearby workers, or highway commercial uses. Uses which directly compete with the neighborhood-serving commercial centers of the villages shall not be permitted.

Policy 43 New commercial/industrial uses within the BCP area shall minimize toxic waste generation, traffic impacts, and visual impacts.

Policy 44 Commercial and light industrial/business park development shall be compatible with the environmental constraints of the area and the design character of surrounding development.

Policy 45 A regional shopping center will be considered in the vicinity of North Canyons Parkway between I-580, and Las Positas College and the proposed Isabel Parkway. It shall be accessible from major roads and freeway interchanges, yet buffered from residential development. Development proposals shall coordinate the design and function of the shopping facility with the proposed BART station, Las Positas College, adjacent business park uses, and open space. A local transit plan shall be provided to move patrons from the villages, as well as portions of the community south of I-580 to the shopping center.

Implementation Measures

The following tools shall be used to implement the recommendations of these Business and Commercial Park Policies. ~~For a detailed discussion of these implementation measures please refer to the Implementation section.~~

- General Plan Land Use Map
- Specific Plans
- Zoning and Zoning Amendments
- Trip Reduction Ordinance/Transportation Demand Management Program
- Subdivision Ordinance
- Development Agreements
- ~~Isabel Parkway Alignment Studies~~
- Livermore Urban Design Implementation Program
- Design Review
- Scenic Route Element
- CEQA

Community Facilities

Issues and Concepts

Approximate locations for schools, parks and trails are shown on the Land Use Map as symbols, and were developed in conjunction with the Livermore Unified School District, the Livermore Area Recreation and Parks Department (LARPD), and the East Bay Regional Parks District (EBRPD). Where possible, the majority of schools and parks are placed along the Cayetano Creek system which will serve as a major linear park, trail system, and open space amenity for the planning area. This section addresses the location and configuration of community facilities; service standards are included in the Public Facilities and Services section.

Population estimates call for one new High School in the planning area. The preferred location is on the west side of North Livermore Avenue between the Central and North Villages. This location will allow students to arrive on foot or bike via the Cayetano Creek trail system or on the feeder bus line. Locating the high school along the bus network will also encourage use of the school's facilities for after school sports and cultural activities. Middle and elementary schools have been dispersed to accommodate the surrounding population and to minimize arterial crossings, especially for elementary school students. The identified locations for these facilities are approximate and will be finalized during preparation of Specific Plans. Based on the School and Park Districts' policies, elementary schools will normally be coupled with mid-size (5 to 10 acre) parks and should be adjacent to the area-wide trail network; middle schools will not be adjacent to parks.

Parks are shown throughout the planning area, and are sized and distributed to stress convenient access on foot. Village Greens are shown adjacent to the core commercial area of each village and should provide central civic focal point and meeting place for the neighborhood; civic facilities could be included in a Village Green. Village Parks are to be placed within 2 to 3 blocks of each residence within the villages. These small open spaces will provide relief from the urban environment and serve as neighborhood focal points; they are large enough to contain a small play field, a tennis or basketball court, and tot lots. Larger Neighborhood Parks are shown either in conjunction with elementary schools or within single family neighborhoods. These facilities would provide ample space for one or two ballfields and other play areas for each neighborhood.

Two larger parks are planned in North Livermore. A 22 to 25 acre Community Park is shown along the Cayetano Creek Corridor and a 80-100 acre Sports Park is shown between North Livermore and the Las Colinas Flyover adjacent to the I-580 Hills. The Sports Park will be designed for active recreation and organized team sports. The specific location of these parks will be established through future Specific Plans.

Community Facility Goals

Goal 13 — Disperse parks, schools, and civic amenities throughout the planning area to serve neighborhoods and provide community focal points.

~~Goal 14 Encourage civic amenities in the planning area which provide a community focus for North Livermore and draw residents south of the freeway into the area.~~

Community Facility Policies

Policy 46 Parks and plazas shall provide a public focus for each neighborhood. They shall be located next to public streets, residential areas, schools, and retail uses. Parks shall not be formed from residual areas, used as buffers to surrounding development, or used to separate buildings from streets.

Policy 47 Parks shall be developed throughout the villages and surrounding lower density residential areas to meet on-site population needs. One to four acre Village Parks should normally be placed within two to three blocks of any residence. ~~Five to ten acre Neighborhood Parks with large playing fields shall be located at the edge of villages or adjacent to elementary schools. A 20 to 25 acre Community Park shall be placed along the Cayetano Creek system in conjunction with a High School.~~

Policy 48 A Village Greens and/or transit plazas may be used to create a prominent civic component to the core commercial areas. A Village Greens should be between one and five acres in-size; a transit plazas may be smaller. They should be placed at the juncture between the core commercial area and surrounding residential or office uses.

Policy 49 A Sports Park shall be ~~planned~~ considered to serve the City. ~~both the North Livermore and larger city population. It should be between 80 and 100 acres in size and include a variety of active sports and community activity facilities. The preferred location is between North Livermore Avenue and the Las Colinas Flyover, adjacent to the I-580 hills. This site provides good arterial street access and excellent connections to the existing city via North Livermore Avenue and the Las Colinas Flyover, bicycle/trail connections from south of I-580 via either the Las Positas creek trail or North Livermore Avenue, and connections to the Springtown area via local streets and bicycle trails. The Sports Park would also augment the I-580 hills open space system, creating a more complete "green" entry to North Livermore and would therefore not infringe on nearby neighborhoods.~~

Policy 50 ~~The City shall consider recreational uses, including playfields, bicycle/pedestrian/equestrian paths, golf courses and passive recreation areas appropriate uses within the 100 year flood plain of Cayetano Creek. Significant structures for recreational facilities shall be located outside the flood plain.~~

Policy 51 ~~Although a publicly sponsored golf course is not proposed by this plan, private golf courses shall be considered appropriate uses within the Cayetano Creek system, the Greenbelt/Buffers, the Alquist Priolo zone, and Rural Estate and General Agriculture areas.~~

Policy 52 Any Ppublic parks and or plazas shall be designed for both active and passive uses. They It should reflect and reinforce the character of the surrounding area and accommodate the anticipated intensity of uses. Their Its form shall be coherent and memorable, rather than

residual. Their ~~Its~~ design shall respect vistas created by streets. Plant types must reflect the local climate and history.

~~Policy 53 — Civic services, such as community buildings, government offices, recreation centers, post offices, libraries, and daycare, should be placed in central locations as highly visible focal points. Where feasible, they should be close to transit stops.~~

Policy 54 Sites for day care facilities should be provided in ~~all~~ the villages and within the BCP area. They should be located en route to transit or within the core commercial area.

Policy 55 Elementary schools shall be located centrally to the student populations they will serve. ~~Wherever possible, they should be located at the juncture of Villages and Single Family areas. Sites shall be located so that children do not have to cross arterial streets or major natural barriers.~~

~~Policy 56 — Middle schools should be located centrally to the student populations they will serve. One middle school shall be located on either side of North Livermore Avenue within Single Family Areas. Sites shall have access to collector or major streets to permit access by pedestrians, bicycles and public transit with a minimal impact on surrounding residential areas.~~

~~Policy 57 — A new High School shall be planned in the North Livermore area. The preferred location is on the west side of North Livermore Avenue between the Central and North Villages, to allow students to arrive on foot or bike via the Cayetano Creek trail system or on the feeder bus line.~~

Implementation Measures

The following tools shall be used to implement the recommendations of these Community Facility Policies. ~~For a detailed discussion of these implementation measures please refer to the Implementation section.~~ Additional relevant policies are provided in the Public Facilities and Services section.

- General Plan Land Use Map
- ~~Village Concept Design Guidelines~~
- Specific Plans
- Growth Management Study
- ~~Infrastructure Master Plan and Financing Program~~
- Zoning and Zoning Amendments
- Subdivision Ordinance

Population Density and Building Intensity

The North Livermore General Plan Amendment land use categories and their corresponding allowable uses, densities, intensities, and population and employment generation rates are summarized in Table 2.

Table 2: Residential Density/Building Intensity

Land Use Designation	Typical Uses	Residential Density/ Building Intensity (1)	Population / Employment Density (2)
High Density Village Residential	Apartments, Townhouses Carriage Homes	Max. Required Average 18 du/ac Min. 10 du/ac & Max. 25 du/ac	2.4 pp/hh
Medium High Density Village Residential	Townhouses, Carriage Homes Small Lot Single Family	Max. Required Average 15 du/ae Min. 8 du/ae & Max. 22 du/ae	2.4 pp/hh
Medium Density Village Residential	Townhouses, Carriage Homes Small Lot Single Family	Max. Required Average 12 du/ae Min. 7 du/ae & Max. 20 du/ae	2.4 pp/hh
Low Density Single Family Residential	Small Lot Single Family Standard Single Family	Max. Required Average 6 du/ae Min. 4 du/ae & Max. 8 du/ae	2.7 pp/hh
Very Low Density Single-Family Residential	Standard Single-Family	Max. Required Average 4 du/ac Min. 2 du/ac & Max. 6 du/ac	2.7 pp/hh
Rural Estate	Clustered Rural Residential	Max. 1 du/10 ae (3)	2.7 pp/hh
Village Commercial	Neighborhood Shopping	Min. 0.3 FAR & Max. 0.5 FAR	1 emp/350 sf
Support Commercial	Appliance, Building Supplies Auto Sales, Recreation Equip.	Min. 0.15 FAR & Max. 0.3 FAR	1 emp/500 sf
Travel Commercial	Gas and Convenience Retail	Min. 0.15 FAR & Max. 0.3 FAR	1 emp/500 sf
Business and Commercial Park	Research & Development Warehouse, Light Industrial Service and Regional Comm.	Min. 0.2 FAR & Max. 0.35 FAR	1 emp/250 sf R & D 1 emp/580 sf Comm. 1 emp/670 sf Whse
Hillside Conservation	Ranching and Rural Res.	1 du/20 ac + 1 du/100 ac (4)	2.7 pp/hh
General Agriculture	Ranching and Rural Res.	Max. 1 du/100 ae	2.7 pp/hh

Notes:

(1) du/ac refers to dwelling units per gross acre designated for residential uses.
Maximum Required Average Density refers to the required average gross residential density within a Village area.
Minimum and Maximum Residential Densities refer to the gross density of individual housing types.
FAR refers to Floor Area Ratio.

(2) pp/hh refers to population per household. Standards provided by the City of Livermore.
emp/sf refers to the number of average number of employees per gross square feet.
Standards developed by Fehr & Peers Associates and the City of Livermore.

(3) The Rural Estate area is also the Transfer of Development Credits (TDC) Receiver Site. With transferred development credits the maximum gross residential density shall be 2 du/ae.

(4) Density within the Hillside Conservation designation shall be set by an analysis of site-specific conditions. See Land Use Policy 10.

Open Space Preservation and Resource Protection

A major emphasis of the North Livermore Plan is to provide opportunities for growth within the context of open space and environmental preservation. This section covers two major topic areas: creation of a permanent open space preservation program for North Livermore and protection of natural resources and environmental quality within the planning area. A brief summary of physical features within the planning area is first provided to present the context for open space and resource planning. The open space preservation program is then presented, followed by additional goals and policies for environmental resource protection.

Physical Characteristics of the Planning Area

Topography in the planning area consists of a broad valley framed by hills to the north, east, west, and south. The Las Positas Valley is nearly two miles wide, largely flat, and represents approximately half of the planning area. It is visually separated from the I-580 corridor by a series of smaller hills with elevations of approximately 150 feet above adjacent areas. In the Northwestern and Northeastern Hills, rolling hills rise to elevations more than 1,200 feet above sea level (700 feet above the adjacent valley floor). Slopes in this area are up to 60 percent and landslides affect the ability to develop much of this area. These rolling hills shelter two major north-south valleys, Doolan and Collier Canyons. At the northeastern end of the planning area, the Altamont foothills rise to elevations of more than 1,300 feet, with slopes of up to 55 percent.

Vegetation within the valley and in the hills consists primarily of annual grassland species, with some native locust and oak trees scattered throughout the planning area. In addition, a few eypress and eucalyptus wind breaks have been introduced around ranches and homes and along related roadways and property lines. Wildlife habitats include grasslands, savannah, aquatic and agricultural environments. Several large colonies of Bird's Beak, an endangered wetland plant species, have been identified south of Raymond Road. Sensitive animal species which may inhabit the planning area include the San Joaquin kit fox, California tiger salamander, California red-legged frog, northwestern pond turtle, curve-footed hygrotylus driving beetle, burrowing owl, and golden eagle.

Several creeks run through the planning area, primarily in a north-south direction. Cayetano Creek is the most notable, running from Contra Costa County through the study area and connecting with Arroyo Las Positas south of I-580. It is identified on the Federal Emergency Management Agency's (FEMA) maps with a 100-year flood plain that extends up to 250 feet on either side of the creek bed. Other on-site creeks include Cottonwood Creek which runs through Doolan Canyon; Collier Canyon Creek which runs through Collier Canyon; and Altamont Creek which runs along Vasco Road at the northeastern boundary, through the portions of the city north of I-580 and then through the southeastern quadrant of the planning area. These four major creeks and other unnamed, smaller tributaries drain into the Arroyo Las Positas, which runs roughly parallel to I-580 in an east-west orientation. This arroyo is the primary drainage course for the eastern end of the Livermore-Amador Valley.

Open Space Preservation Strategy

Issues and Concepts

A fundamental priority of the North Livermore General Plan Amendment is the creation of a permanent open space protection program. This program is integrally linked with the Land Use Plan and its ability to maintain a compact pattern of urbanization, develop a sense of place and identity in North Livermore, and retain the high quality, small town atmosphere that Livermore residents currently enjoy. Members of the community, as well as decision makers, have indicated that a permanent open space system that sets definable edges to urban growth, protects important viewsheds, provides public access to trails within the hills and valley, and maintains a rural quality outside the urbanized area is essential in their consideration of accommodating up to 30,000 more residents.

Preparation of the open space program has evolved out of a process of setting open space priorities, identifying preservation techniques, assessing the regulatory and fiscal feasibility of these techniques, and matching protection areas with preservation strategies. The first task was to categorize land in the planning area according to the degree of physical constraints to development, such as existing rural residential uses, steep slopes, poor soils, sensitive environmental habitat, and resource values for recreation, scenic views, and community separator/greenbelt areas. Based on these criteria, the planning area was grouped into three major subareas:

- Planned Urbanized Area
- Northwestern, Northeastern, and I-580 Hills
- North Valley

Each subarea is faced with a different set of development pressures and open space values. These issues are presented below under the discussion of policy recommendations.

Open Space Preservation Recommendations by Subarea

In developing preservation techniques for each subarea, regulation approaches were used wherever possible in order to minimize development rights acquisition and open space funding demands. Acquisition was reserved for the most threatened and/or most valuable open space resources. In most cases, a combination of techniques were used.

Planned Urbanized Area

There are approximately 3,700 acres of land in the Planned Urbanized Area. This area is flat, and except for the Cayetano Creek system and other smaller streams, there are few physical constraints to development. The open space opportunities in the area consist primarily of the riparian corridor along Cayetano Creek, and the parks and public facilities typically associated with urban development. As stated in the Land Use section, this is the area recommended for urban uses. Its boundary has been determined by an analysis of the land required to accommodate the variety of uses necessary to serve a maximum population of 30,000 and meet

other plan priorities relating to residential densities, creek preservation, and use of the village concept.

A key open space element of the Planned Urbanized Area is the Doolan Greenbelt/Buffer. This open space feature would provide a permanent community separator between the cities of Livermore and Dublin. Its boundaries would extend from Doolan Road to the western edge of the planning area between the Hillside Conservation designation and I-580. The base land use designation within the greenbelt/buffer will be General Agriculture with a maximum density of 1 du/100 acres. As discussed in greater detail below, this area will be eligible for up to 5 density bonus units per 100 acres if the owner agrees to place a conservation easement on the entire parcel and all of the potential developable units are transferred to a designated receiver site. The Doolan Greenbelt/Buffer will also be designated as an Acquisition Target Area. Parcels which do not choose to exercise the Transfer of Development Credits program shall be identified as the highest priority for the use of open space impact fees.

Park and creek corridor land acquisitions will be considered a part of the urban infrastructure financing plan.

Northwestern, Northeastern, and I-580 Hills

There are approximately 7,100 acres in the Northwestern and Northeastern Hills and an additional 575 acres of small hills along the I-580 corridor. These areas are considered inappropriate for urban density development due to the areas of steep slopes and visible ridgelines, potentially hazardous hillside conditions, the high cost of providing water and sewer services to the area, potential presence of sensitive wildlife, the desire to maintain the area's agricultural base, and the visual backdrop that the area creates for the city. Consistent with the City's desire to prevent development from occurring on lands that are not suitable for urban development, the Land Use Map designates the Northwestern, Northeastern, and I-580 Hills as "Hillside Conservation."⁷ The intent of this designation is to set development potential through a series of performance standards based on slope gradient, landslides, and ridgelines; additional site planning standards will protect creek corridors and viewsheds. Given that over 60 percent of this area is affected by physical development constraints, the Plan proposes that the vast majority of the area will remain undeveloped, with most of the estimated 140 potential units clustered in the canyon floors. Therefore, once the area is included in the City's Sphere of Influence boundary and annexed, a regulatory approach is considered sufficient within the Northwestern, Northeastern, and I-580 Hills to maintain the majority of the area as open space.

⁷ Refer to the Land Use section for a detailed description of the Hillside Conservation designation and its intended application.

From an open space resource perspective, these areas offer superb views as seen from the I-580 scenic corridor and a "green" backdrop to the Planned Urbanized Area. The Northwestern and Northeastern Hills also provide the City and regional park authorities, Livermore Area Recreation and Park District (LARPD) and East Bay Regional Park District (EBRPD), with an opportunity to create a multi-purpose trail system along the canyons and over the ridge tops. This trail system could eventually provide linkages to trails in South Livermore, to the Morgan

~~Territory and Mount Diablo in the north, and to Brushy Peak in the northeast. Regulation alone, however, is not sufficient to achieve these additional open space objectives within the hills. The open space preservation strategy recommends a regulatory approach in tandem with an acquisition program for trails and staging areas, and a scenic easement acquisition program for lands within the visual buffer areas in the I-580 Hills and along the face of the Northwestern Hills. These "Acquisition Target Areas" will be purchased by a Land Trust, or an appropriate park district, through negotiations with local property owners. Funds will be generated through an impact fee to be assessed predominately against the future residents of North Livermore; additional funds may be generated from other future Livermore residents or from regional sources.⁸~~

⁸ — Refer to the Implementation section for additional information on the proposed open space acquisition program.

~~North Valley~~

~~The North Valley consists of approximately 3,200 acres between the Alameda/Contra Costa County border and the planned alignment of Isabel Parkway. The area consists of mostly flat lands bounded by the Northwestern Hills to the west and the Northeastern Hills to the east.~~

~~The North Valley is characterized by annual grasslands and alkali sink scrub along the eastern edge and has the potential to include habitat for sensitive wildlife species. Cayetano Creek and a series of smaller creek systems thread through the area. Rural Estate parcels are clustered north of May School Road along Bel Roma Road. The remaining property ownerships are at least 75 acres in size. The majority of the parcels within the North Valley are either not under Williamson Act contracts or have filed for non-renewal.~~

~~The principal reasons for maintaining this area as open space would be to:~~

- ~~— Provide an urban limit line and buffer around the proposed urban development;~~
- ~~— Provide for continued small scale agriculture and grazing practices;~~
- ~~— Protect the rural character and views for existing and future residents of the valley;~~
- ~~— Provide trails linking the Northwestern and Northeastern Hills to Brushy Peak and other open space and parks above the Alameda County line;~~
- ~~— Protect wildlife habitat within the North Valley and provide mitigation area for impacted lands both within and outside of North Livermore;~~
- ~~— Provide a habitat link between the Northwestern and Northeastern Hills along the Alameda/Contra Costa border; and~~
- ~~— Protect the watershed for the alkali sink scrub/Bird's Beak habitat;~~
- ~~— Protect existing non-residential uses, such as the FCC Monitoring Station and the Livermore Rod and Gun Club; and~~
- ~~— Provide sites for large scale recreation uses, such as golf courses.~~

~~The strategy for preserving open space lands in the North Valley relies on effective implementation of three techniques: land use regulation, policy regulation, and strategic~~

acquisitions. Together, the following programs are intended to establish a strong open space component to both the North Valley and the entire North Livermore area.

~~Valley Greenbelt/Buffer: The "Valley Greenbelt/Buffer Overlay" extends from Cayetano Creek to the eastern edge of the planning area in a 1/4 to 1/2 mile wide band located on either side of May School Road. The intent of this permanent open space element is to define a clear edge to urban uses, to discourage "leap frog" development within the valley, and to provide a mechanism which helps protect the agricultural uses to the north. The base land use designation within the greenbelt/buffer is General Agriculture with a density of 1 unit/100 acres. Properties within the greenbelt/buffer would be offered a density bonus of up to 5 additional units per 100 acres if the owner guarantees, through conservation easements or other mechanisms, that 100% of the parcel will remain in permanent open space. The Valley Greenbelt/Buffer shall also be designated as an Acquisition Target Area. Parcels which do not choose to exercise the Transfer of Development Credits program shall be identified as the highest priority for the use of open space impact fees.~~

~~North Valley: The northern portion of the Las Positas Valley (areas north of May School Road and bounded by the Northwestern and Northeastern Hills) are designated as General Agriculture (1 du/100 acres) in order to foster a compact urban form within the planned urbanized portions of the planning area, encourage efficient infrastructure systems, protect sensitive environmental features and wildlife habitat, provide opportunities for habitat mitigation, and maintain the viability of small scale agriculture and grazing practices.~~

~~In order to provide property owners with an economic incentive to maintain on-going agricultural uses and to achieve the plan's overall land use and open space preservation goals, property owners may choose to exercise one of the two following regulatory programs:~~

~~• Agricultural Residential Clustering: a density bonus of up to three additional development credits for a total of four 5 acre sites per 100 acres may be granted for lands if the units are clustered and the applicant guarantees that the remaining 80% of the parcel shall be permanently set aside in open space through the use of a conservation easement or other mechanism.~~

OR

~~• Transfer of Development Credits: a density bonus of up to five additional development credits per 100 acres may be granted for lands if the applicant guarantees that 100% of the parcel shall be permanently set aside in open space through the use of a conservation easement or other mechanism. All development credits and the base density shall be transferred to a designated receiver site.~~

~~Parcels which are smaller than 100 acres will be encouraged to jointly prepare plans with their neighbors which indicate how separate property owners can achieve the overall goals of the Agricultural Residential Clustering or Transfer of Development Credits programs.~~

~~Transfer of Development Credits Receiver Site: The area located immediately north of the Isabel Parkway is designated on the Land Use Plan as Rural Estate, with a base density of 1 unit/10 acres. This same area is also identified as the Transfer of Development Credits Receiver Site.~~

~~Only property owners within this area shall be able to receive development credits from the Valley Greenbelt/Buffer Overlay designation, the Doolan Greenbelt/Buffer Overlay designation, or from the General Agriculture designation in the North Valley. Where available, development credits may be transferred between properties owned by the same party or may be purchased from one property owner by another owner, provided all other open space conservation easement conditions are met. With the transferred development credit, the maximum density within the Transfer of Development Credits Receiver Site shall be 2 units/acre.~~

~~Open Space Acquisition Program~~

~~In conjunction with the land use and policy regulatory techniques, an open space acquisition program will be implemented in the North Valley in order to establish the framework of a permanent open space system. The Plan recommends that an open space impact fee be established for strategic land and easement purchases throughout the planning area. Acquisition Target Areas shall be prioritized as follows:~~

- ~~• Valley and Doolan Greenbelt/Buffers~~
- ~~• Visual Buffer Areas~~
- ~~• Habitat Linkage~~
- ~~• Trails and Staging Areas~~

~~Funds generated by the open space impact fee will be managed by a private non-profit Land Trust charged with the responsibility of refining the site-specific acquisition priorities and facilitating acquisition transactions.~~

~~Cost Feasibility Analysis~~

~~As part of the open space strategy formation, an analysis was performed to determine the purchasing power of new development within North Livermore and to test the feasibility of the proposed program. The total expected residential value of the proposed plan was compared to the total cost of its necessary infrastructure and measured against a building industry standard of feasibility. An assessment was made of the range of possible open space fees on a per unit basis.~~

~~This analysis determined that it would be feasible to impose an open space development impact fee on new residential development that could be used to purchase lands within the planning area. Using a conservative basis, this impact fee could be between \$2,000 to \$3,000 per unit. Given a maximum 30,000 population (approximately 12,000 dwelling units within the planned urbanized area) such a fee could generate between \$23 and \$35 million. Depending on the actual market value of the lands purchased, and on the number of new residential units developed, and on the extent to which regulatory techniques are sufficient to attain conservation easements, the analysis estimated that it would be possible to acquire the greenbelt /buffers, the visual buffer areas, the habitat linkage, and the trails and staging areas.~~

~~Open Space Preservation Goals~~

~~Goal 1 Establish an open space protection program that preserves important open space resources, supports the compact pattern of planned urban areas, and has the ability to anticipated future development pressures.~~

~~Goal 2 Establish a permanent boundary to urban development in North Livermore and a transition to non-urban uses by creating a Greenbelt/Buffer at the northern edge of the planned urbanized area.~~

~~Goal 3 Create a Greenbelt/Buffer between Livermore and Dublin to provide a permanent open space boundary and community separator between the two cities.~~

Goal 4 Protect the long-term viability of small-scale agricultural uses in the North Valley and in the Northwestern and Northeastern Hills.

Goal 5 Preserve environmentally sensitive areas as permanent open space, including the Bird's Beak habitat, wildlife habitat, wetlands, steep hillsides, unstable soils, ridgetops, and riparian corridors.

Goal 6 Protect viewsheds on hillsides and ridgetops visible from I-580 and from the planned urbanized area.

Goal 7 Create a trail system that provides public access to the Northwestern and Northeastern Hills along major creek systems, and connects with regional open space resources outside the planning area in order to promote public recreation, create viable non-auto travel options, and assist in improving air quality.

~~Goal 8 Create a permanent trail/habitat link between the Northwestern and Northeastern Hills, which can also act as a community separator/greenbelt in the North Valley defining an ultimate edge to the City.~~

Open Space Preservation Policies

General Open Space Policies

Policy 1 The City shall preserve open space areas for the protection of public health and safety, the provision of recreational facilities, such as trails and staging areas, the creation of greenbelts/buffers, the protection and enhancement of agricultural uses, the protection of environmentally sensitive areas, such as the Bird's Beak habitat, wildlife habitat, and riparian corridors, and the protection of scenic viewsheds.

Policy 2 The City shall maximize the use of regulation to preserve environmentally sensitive and geological unstable areas and to protect visual buffer areas, riparian corridors and waterways, plant and animal habitat areas and other natural resources.

~~Policy 3 The City shall adopt an Open Space Acquisition Program, within 12 months of adoption of the Plan, to acquire selected open space properties in the planning area for~~

~~greenbelt/buffers, visual buffer areas, habitat linkages, and trails and staging areas. These lands shall be identified and prioritized within the planning areas as Acquisition Target Areas. A North Livermore Open Space Impact Fee Ordinance shall be adopted whereby Development Impact Fees are collected from new residential development in the North Livermore planning area. Revenues from these fees will be placed in an Open Space Acquisition Fund established to acquire fee interest and conservation easements within the Acquisition Target Areas. The City shall also establish a Land Trust to acquire land, in fee or through conservation easements within the Acquisition Target Areas.~~

Policy 4 The City shall require new development in the planning area to dedicate trail access easements within creek corridor setbacks when subdivision approval is granted and if the parcel is identified for a potential trail alignment on the Open Space Map. Where dedication is not feasible, access easements shall be purchased. If to be owned or managed by a park agency, the appropriate regional park agency will be offered the opportunity to review dedication requirements prior to acceptance of trail easements to ensure that they meet the objectives of the Trail Master Plans established for the region.

~~Policy 5 Acquisition Target Areas shall be prioritized as follows:~~

- ~~• Greenbelt/Buffers: lands within the 1/4 to 1/2 mile wide Valley Greenbelt/Buffer Overlay shall be the highest priority for the use of open space impact fees. Lands within the Doolan Greenbelt/Buffer, which establishes a community separator between the cities of Livermore and Dublin shall also be considered a high priority for acquisition.~~
- ~~• Visual Buffer Areas: lands within the visual buffer areas in the I-580 Hills and along the face of the Northwestern Hills which are not already constrained by existing rural residential development, steep slopes or other physical and environmental constraints as defined by the Hillside Conservation designation shall be considered a secondary priority for use of acquisition funds.~~
- ~~• Habitat linkage: lands within the General Agriculture designation at the northern end of the planning area shall be a high priority for the creation of a habitat linkage and trail connection between the Northwestern and Northeastern Hills and shall be considered a third priority for use of acquisition funds.~~
- ~~• Trails and Staging Areas: Urban trails shall have priority over development of rural or regional trails, unless specific additional dedications or funding can be secured.~~

~~Specific lands in the Acquisition Target Areas shall be identified in the City's Open Space Acquisition Program and will be eligible for purchase by the Land Trust or other appropriate entity.~~

Policy 6 The City shall coordinate with regional park and recreation agencies and other natural resource agencies to maximize the use of outside funds and to seek opportunities to jointly acquire, fund and manage open space, habitat areas, trails, and recreational resources in the planning area.

Policy 7 The City shall identify, in conjunction with Livermore Area Recreation and Park District and the East Bay Regional Park District, management policies, operations and maintenance funding sources and responsibilities for all open space and recreational lands acquired in the planning area.

Specific Open Space Areas and Policies

Policy 8 The Northwestern Hills, the Northeastern Hills and the I-580 Hills shall be designated as Hillside Conservation on the General Plan Land Use Map. The intent of the Hillside Conservation designation is to protect the natural resources of the area (ridgetops, steep slopes, unstable soils, and biological resources), maintain the visual quality of the hills and ridgelines, retain the rural character of the canyons, maintain the viability of small-scale agriculture and grazing, limit costly infrastructure extensions, and create a public trail system. Special performance standards shall be established which regulate subdivisions and the type and placement of buildings within the Hillside Conservation designation.

~~Policy 9 Lands in the North Valley shall be designated as General Agriculture as shown on the Land Use Map, in order to foster a compact urban form within the planned urbanized portions of the planning area, encourage efficient infrastructure systems, protect sensitive environmental features and wildlife habitat, and maintain existing agricultural uses. Property owners will be offered one of two optional programs designed to provide economic incentives to maintain on going agricultural uses while simultaneously achieving the plan's overall land use and open space preservation goals. These programs are identified as "Agricultural Residential Clustering" and "Transfer of Development Credits." (See Land Use Policy 12 for additional detail on these programs.)~~

~~Policy 10 It is the City's intent to create a permanent Greenbelt/Buffer at the northern edge of the Planned Urbanized Area as shown on the Land Use Map in order to define the edge of urban uses, discourage "leap frog" development, and protect agricultural practices to the north. A 1/4 to 1/2 mile wide Greenbelt/Buffer Overlay designation shall be applied to the area on either side of May School Road, extending from Cayetano Creek to the eastern edge of the study area. Property owners within this overlay designation will be entitled to participate in the Transfer of Development Credits program (see also Land Use Policy 11). This area would also be identified as a priority Acquisition Target Area.~~

~~Policy 11 It is the City's intent to create a permanent Greenbelt/Buffer at the western edge of the planning areas shown on the Land Use Map, in order to define an open space boundary between the City of Livermore and the City of Dublin. A Greenbelt/Buffer Overlay designation shall be applied to the area west of Doolan Road, from I-580 to the southern edge of the Hillside Conservation designation. Property owners within this overlay designation will be entitled to participate in the Transfer of Development Credits program (see also Land Use Policy 13). This area would also be identified as an Acquisition Target Area.~~

~~Policy 12 The number and precise location of trails within the North Livermore planning area shall be refined based on further coordination with LARPD and the EBRPD. The intent,~~

~~however, is to provide public access to the area, not to disrupt or unduly impact existing agricultural businesses.~~

Policy 13 Specific Plans prepared for sites adjacent to or including the I-580 Hills shall provide detailed mapping, of the area identifying development constraints as required by the Hillside Conservation designation. Such mapping may also identify additional lands required for trails and preservation of scenic resources. ~~During preparation of the Open Space Acquisition Program (see Policy 3), the precise method of acquisition financing shall be determined; Options include dedication and reimbursement as part of the Infrastructure and Public Facilities Financing Program for the planned urban area or inclusion in the Open Space Impact Fee program.~~

Implementation Measures

The following tools shall be used to implement the recommendations of these Open Space Preservation Policies. ~~For a detailed discussion of these implementation measures please refer to the Implementation section.~~

- General Plan Land Use Map
- ~~Sphere of Influence Amendment and Annexation~~
- Specific Plans Program
- ~~Open Space Acquisition Program~~
- Trails Master Plan
- Zoning and Zoning Amendments
- Creek Preservation and Enhancement Program

Resource Protection Goals and Policies

~~This section takes the framework of the open space protection program to a greater level of detail and clarifies how resources shall be protected and managed. Goals and policies are provided for vegetation and wildlife, geotechnical resources, drainage and water quality, air quality, noise and archaeological and historical resources.~~

Issues and Concepts

In addition to the status of vegetation and wildlife discussed at length in the previous sections, there are a number of issues addressed by the following Resource Protection goals and policies, as follows:

Major active earthquake faults that could affect the planning area include the San Andreas Fault, the Hayward, Fault, the Calaveras Fault and the Greenville Fault. The Greenville Fault passes through the northwest corner of the planning area near the base of the Altamont Hills. Other minor faults traverse the Livermore Valley, including the Las Positas Fault and the suspected Mocho, Carnegie and Tesla Faults.

Air quality is an additional significant issue for the Livermore Valley. Analysis prepared for the Circulation Element indicates that under the City's current average annual population growth rate, the Livermore area share of regional air emissions could be expected to exceed control thresholds set by the Bay Area Air Quality Management District by the year 2015. Air pollution in the Livermore area is generally derived from three sources: 1) from the valley acting as a "sink" for pollutants generated to the west of the Tri-Valley; 2) from traffic along I-580; and 3) from local urbanization and related traffic. Studies have shown that I-580 may be a greater generator of Livermore air pollution than local urbanization, and the "sink effect" may have an impact equal to or greater than the I-580 impact.⁹

⁹ Livermore Circulation Element Draft EIR

An issue of concern to both hillside and valley housing is the level of noise generated from major roadways. Areas of particular impact include lands adjacent to I-580 and the area near the Las Colinas Flyover, where noise levels may exceed base standards.

~~The planning area contains one prehistoric archaeological site and three identified, but not recorded, historic sites. In addition, there is a strong possibility that additional historic and cultural resources are located within the planning area.~~

Existing General Plan Goals

The Environmental Resources Management section of the Livermore Community General Plan includes extensive goals and policies pertaining to the protection of natural resources. ~~All of these goals and policies will be applicable to the North Livermore planning area.~~ Specifically, the General Plan calls for the preservation and enhancement of the quality of living by preventing the degradation of the natural environment and the "equitable distribution" of the benefits derived from the management of natural resources. The General Plan also calls for preserving the "freedom of choice in the use and enjoyment of natural resources" for future generations, maintaining as many options for the future as possible, avoiding over commitments to urbanization, and promoting joint public and private efforts to attain resource conservation and open space management.

Resource Protection Goals

The following additional Resource Protection goals shall be applied ~~to the North Livermore planning area.~~

Goal 9 To the extent possible, preserve habitat for special-status plant and animal species, sensitive plant communities, wetlands, and other significant biotic features.

Goal 10 Minimize risks to lives and property due to geologic hazards.

Goal 11 Maintain and enhance ~~the system of creeks within the North Livermore area.~~

Goal 12 Minimize air pollutant levels generated from development in the North Livermore area.

Goal 13 Encourage alternative siting and design of roadways and buildings so as to avoid the construction of sound walls.

Goal 14 Encourage preservation of places, sites, areas, buildings, structures, and works of man which have cultural, archaeological, or historical significance or other special distinction to the community.

Resource Protection Policies

Vegetation and Wildlife Resources

Policy 14 Prior to the approval of Specific Plans or individual development permits, studies and surveys shall be conducted which document any evidence of special-status plant and animal taxa, sensitive plant communities, wetlands, and other significant biotic features. The loss or alternative of existing aquatic habitat and adjacent uplands shall be avoided to prevent disturbance to wildlife such as California tiger salamander, California red-legged frog, northwestern pond turtle, and curve-footed hygrotylus driving beetle. Mitigation and preservation plans ("Habitat Conservation Plans") shall be developed in cooperation with the U.S. Fish and Wildlife Service (USFWS), the California Department of Fish and Game (CDFG) and other applicable agencies.

Policy 15 Habitat for special-status plant and animal taxa with legal protection will be preserved to the extent possible, and adequate mitigation will be provided for any loss considered significant by jurisdictional agencies. Proposed development in such areas will be required to demonstrate a high degree of compatibility with, and minimal adverse impact on, existing habitat for populations of special status taxa. If necessary, critical habitat will be preserved in contiguous areas which may cross property boundaries. Critical habitat should be preserved as permanent open space and management programs should be developed to protect and maintain these areas, minimizing direct or indirect disturbance resulting from future construction, grazing, agricultural production, and other activities.

~~Policy 16 The City shall coordinate with the USFWS, the CDFG, other applicable agencies, and property owners to determine the most appropriate manner of preserving the Springtown alkali sink scrub community, and the associated populations of palmate-bracted bird's beak, hispid bird's beak, and other special status wildlife taxa. Future studies should determine the feasibility of using affected sites for a public education facilities, guided public access and/or a portion of the FCC station. Hydrologic studies shall be prepared prior to the approval of Specific Plans for areas within the previously identified watershed. These studies shall address impacts of proposed development on all aspects of the hydrologic characteristics of the watershed, provide specific measures to mitigate potential adverse effects to a level of less than significant, and include provisions for monitoring and remedial measures if determined necessary. Specific Plans shall include appropriate design standards for maintaining watershed flows within the urban area, as feasible.~~

Policy 17 Preparation of any plans to modify stream corridors and other wetland features (such as bridge crossings or flood control improvements) shall be designed to minimize disturbance to areas of dense riparian cover, mature trees, and other important habitat. Required roadway crossings shall be oriented perpendicular to the streambed, where feasible, and bridges shall be used to minimize fill and disturbances to wetland features and provide for passage of wildlife, particularly along perennial streams. Bridges should provide vertical clearance which permit movement of larger wildlife and shall be free of any impediments which would impede the movement of amphibian and fish species within the creeks. Any proposed modifications shall be coordinated with representatives of the CDFG and Army Corps of Engineers to ensure that the concerns and possible requirements of both agencies can be easily incorporated into the proposed plans. Jurisdictional determinations and appropriate mitigation will be required subject to the provisions of Section 404 of the Clean Water Act and Sections 1601-1606 of the CDFG Code.

Policy 18 Mature trees ~~within the planning area~~ shall be retained to the extent feasible, with replacement provided where removal is unavoidable. Adequate setbacks should be provided around the base of all oaks to be retained, with grading, construction, and creation of impervious surfaces generally restricted to outside the drip line of individual trees. Any landscape improvements within the drip line of trees to be retained shall ensure that drainage modifications or proposed irrigation does not damage the tree root systems.

Policy 19 Landscaping ~~within the planning area~~ shall emphasize the use of drought tolerant, native plant species, particularly in parks and other open space areas. Use of non-native, invasive species which may spread into areas of permanent, undeveloped open space should be prohibited. The design and maintenance of landscaping must recognize the ultimate conditions of a specific location and provide appropriate plantings which can survive and regenerate naturally.

Geotechnical Resources and Seismic Safety

~~Policy 20 No urban development will be allowed within the Alquist Priolo Special Studies Zone identified in the Altamont Hills within the Greenville Fault Zone.~~

Policy 21 Development within 200 feet of ~~the Mocho, Carnegie, the Tesla Fault, and the unnamed~~ fault traces will be approved only after an appropriate geologic investigation by a certified engineering geologist registered in the State of California determines development to be safe and demonstrates the hazard of surface displacement is low.

Policy 22 Structures will be built to the seismic standards of the most recent edition of the Uniform Building Code as adopted by the City (at the time of development) for all new construction ~~within the planning area.~~

Policy 23 The City shall restrict or prohibit construction on soils with a California Department of Mines and Geology Landslide Susceptibility Index of 3 (Generally Susceptible) or 4 (Most Susceptible) unless it can be demonstrated by an engineer licensed in the State of California that the development will be safe from landslides.

Policy 24 All development within the Northwestern and Northeastern Hills and/or within 200 feet from the base of any historic landslide shall only be approved after a demonstration by a geotechnical engineer licensed in the State of California that the development will not be threatened by the future movement of the landslide.

As part of the site-specific environmental review process, the City will require the following studies by a civil or geotechnical engineer registered in the State of California, which will serve as conditions of project approval:

- Geotechnical investigation to identify adverse soil conditions and develop recommendations for design and construction that would limit the effects of adverse soil conditions;
- Mapping and analysis of historic landslides and demonstration that proposed development will not be threatened by future landslide movement; and
- Mapping and analysis of earthquake faults and building setbacks.

Additionally, prior to the approval of permits for individual development projects, the City shall require the following studies by a civil or geotechnical engineer registered in the State of California, which will serve as conditions of project approval:

- Cut and fill plan, whereby all fill materials are properly designed, placed, and compacted and all cut and fill slopes exceeding 3 feet in height are designed and constructed to achieve a minimum factor of safety against failure of 1.2 under earthquake loading conditions;
- Detailed erosion control plan to limit the effects of soil erosion and water degradation during construction, prepared in accordance with permit conditions and requirements of the State Water Resources Control Board's Best Management Practices (BMP's), or equally effective measures;

Drainage and Water Quality

Policy 25 All creeks in the North Livermore Area shall be maintained as open channels; relocation or channelization of existing stream channels shall be strongly discouraged.

Policy 26 The City shall require ~~Specific Plans to establish~~ setbacks for all creeks ~~within the planning area~~ in order to meet flood control and wetland preservation standards. In general, ~~Specific Plans the City should establish a 250 foot minimum setback for structures on either side of the center line of Cayetano Creek and a 100 foot minimum setback for structures on either side of the center line of all other streams within the planning area.~~ No occupied structures shall

be permitted within the setback. The setback may, however, be used for riparian vegetation enhancement, grassy open areas, open amphitheaters, trails and parking areas.

Policy 27 Specific Plans shall provide detailed designs for integrating streams and drainageways into the urban environment so that the natural and restored qualities of riparian corridors are enhanced and stream channel setbacks can double as both flood protection and recreation areas. Within the urban area, fences that prevent public access shall be strongly discouraged and only permitted where existing slopes create a potential public safety hazard.

Policy 28 A comprehensive plan to prevent erosion, siltation, and contamination of storm water during construction will be required for any development proposal ~~within the planning area~~ prior to approval. This plan must be prepared in accordance with permit conditions and requirements of the State Water Resources Control Board and the Alameda County Urban Runoff Clean Water Program.

Policy 29 The City shall use creeks and floodplains ~~within North Livermore~~ as components of the regional trails system, and may require provision of pedestrian, bicycle and/or equestrian trails along their alignments as a condition of development approval.

Air Quality

Policy 30 The City shall approve development plans contingent upon finding that such proposals reduce vehicle-miles traveled and traffic congestion by:

- including an interconnected network of local and connector streets with multiple direct routes to neighborhood destinations, which disperses traffic throughout an area rather than concentrating it on a few roadways; and
- including a complete bicycle/pedestrian path system linked to other bicycle/pedestrian path systems such that residents can use these modes to travel between and to residential neighborhoods, public transportation nodes, schools, shopping areas, recreational facilities, etc. ~~throughout the planning area.~~

Policy 31 Development proposals shall utilize the trip reduction strategies contained within the adopted City of Livermore Trip Reduction Ordinance (TRO) and implement the Bay Area Air Quality Management District's Transportation Control Measures (TCMs) contained in the '91 Clean Air Plan. The City shall coordinate with project proponents to identify improvements which are acceptable, such as public transportation dedications, bikeways and paths, transit improvements and amenities, and pedestrian facilities.

Policy 32 Utilize the Village Concept to cluster residential development in areas accessible to public transportation and neighborhood shopping areas, and locate businesses so they are easily accessible to public transit and to residential areas.

Policy 33 Employers ~~within the planning area~~ should be encouraged to identify transportation alternatives to single occupancy vehicles (SOVs) and provide incentives to encourage employees to reduce SOV trips.

Policy 34 The City shall work with BART and area landowners to select ~~one of the two proposed~~ a sites for the West Livermore BART station within the Urban Growth Boundary, such that high density residential development and convenience commercial uses can be built within walking distance (1/4 mile) of the station.

Policy 35 The City shall work with the Livermore-Amador Valley Transit Agency (LAVTA) and affected landowners to provide frequent and convenient bus service to both Tri-Valley employment centers and downtown Livermore during the early phases of development. Once the BART station is operating, the City shall work with LAVTA and BART to provide timed feeder bus service ~~from the North Livermore villages to the station.~~

Policy 36 Encourage use of public transportation, vanpools, carpools, and bicycles as alternatives to single-occupant vehicle travel. Encourage the development of carpools and express bus lanes on freeways, develop bicycle access on a regional basis, and offer youth and elderly discount fares on all transit systems.

Policy 37 Individual project design should encourage tele-commuting, home offices, and satellite work centers.

Noise

Policy 38 All primary roadways within the Urban Growth Boundary ~~planning area~~ shall incorporate noise attenuating design characteristics described in the City's Noise Element and Urban Design Implementation Program.

Policy 39 The City shall not consider soundwalls an appropriate mitigation measure ~~in the planning area~~ where other methods of noise mitigation are feasible, such as alternative roadway configurations and setbacks.

Policy 40 The existing and future noise environment shall be considered when locating noise sensitive land uses, such as schools, parks, day care, and residential uses. Suitable distance shall be provided between major noise sources and noise-sensitive land uses.

Archaeological and Historical Resources

Policy 41 The City shall strongly encourage, and when feasible, require the preservation of places, sites, areas, buildings, structures, and works of man which have cultural, archaeological, or historical significance or other special distinction to the community. Where disruption is unavoidable, encourage their adaptive re-use or restoration.

Policy 42 The discovery of historic or prehistoric remains during grading and construction shall result in the cessation of such activities until the significance and extent of those remains

can be ascertained by a certified archaeologist. If, in their opinion, the site would yield new information or important verification of previous findings, the site shall not be destroyed. At that time, contact shall be made to the Native American Heritage Preservation Project.

Policy 43 Prior to any grading or earthwork in the vicinity of the prehistoric archeological site (CA-ALA-47) if located within the Urban Growth Boundary, an investigation shall be performed by a qualified archeologist to determine if any portion of the site remains. If it is determined that any prehistoric cultural resources still exist, the Native American Heritage Preservation Project shall be contacted and provisions made for the preservation or removal of any artifacts from the site.

Policy 44 All properties with historic resources which may be impacted by future development shall be subjected to in-depth archival research to determine the significance of the resource prior to any alteration.

Policy 45 If prehistoric archeological deposits that include human remains are discovered, the County Coroner and the Native American Heritage Commission shall be notified immediately.

Policy 46 Site-specific planning and development shall attempt to avoid damaging identified archeological sites to the extent feasible. Acceptable methods include:

- Planning development to avoid identified sites;
- Use parks and open space to incorporate identified sites;
- "Capping" or covering sites with a layer of soil; or
- Deeding the site into permanent conservation easements.

Policy 47 If avoidance of an important archaeological resource is not feasible, the City shall require an excavation plan.

Implementation Measures

The following tools shall be used to implement the recommendations of these Resource Protection Policies. ~~For a detailed discussion of these implementation measures please refer to the Implementation section.~~

- ~~• Sphere of Influence Amendment and Annexation~~
- Specific Plans Program
- ~~• Open Space Acquisition Program~~
- Trails Master Plan
- Zoning and Zoning Amendments
- ~~• Isabel Parkway Alignment Studies~~
- CEQA
- Creek Preservation and Enhancement Program
- Vegetation and Wildlife Resource Studies and Mitigation Program
- ~~• Alkali Sink Scrub/Bird's Beak Habitat Preservation Program~~
- Geotechnical Studies

- Water Conservation Standards
- Scenic Route Element
- On-Going Inter-Agency Coordination

Circulation

~~This section of the plan addresses circulation needs for the North Livermore Area within the context of regional travel patterns. Goals and policies are provided for the regional roadway system, local roads within the North Livermore area, transit facilities, and the network of planned pedestrian and bicycle trails.~~

Current Circulation System and Previously Proposed Improvements

Interstate 580 (I-580) is a major regional freeway that defines the southern boundary of the North Livermore ~~planning area~~, connecting the Bay Area with the Central Valley. Currently an eight lane facility, I-580 is increasingly being impacted by commute traffic from residents of eastern Contra Costa County and San Joaquin County who commute to or through the Tri-Valley Area. The ~~planning North Livermore area~~ itself is currently served by two main interchanges, North Livermore Avenue and Airway Boulevard. A partial interchange and freeway "flyover" is located at Portola Avenue. A second flyover is located at Las Colinas, but there is no direct freeway access at this location. Nearby interchanges are located at Greenville Road, Vasco Road, Springtown Boulevard, and at Fallon Road. ~~A primary issue for development in the North Livermore area is adequate access to I-580, as well as provision of alternative parallel routes to major destinations.~~

Two other major regional routes affect circulation patterns within the North Livermore area. State Route 84 (SR 84) is a regional connection from San Mateo County, through Santa Clara and Alameda Counties, to I-580. In this vicinity, SR 84 follows local Livermore streets to connect with I-580 at Springtown Boulevard. Studies are underway to realign the southern portion of SR 84 within Livermore to follow a new alignment which would connect with I-580 between the Airway and North Livermore interchanges.

Vasco Road, the second major regional route ~~affecting the planning area~~, is currently a two-lane rural road. With increased demand from commuters in eastern Contra Costa County, Vasco Road is considered congested and plans are underway to realign and expand portions of the roadway.

The majority of the ~~planning area~~ itself is presently served by several lightly traveled two lane rural roads. North Livermore Avenue passes through the center of the ~~planning area~~, providing access to I-580 and Downtown Livermore to the south, and extending to the north into Contra Costa County. Doolan Canyon and Collier Canyon Roads provide access from the Northwestern Hills to I-580 at the Airway Boulevard Interchange. Collier Canyon Road also provides access to Las Positas College. Other rural roads within the ~~planning area~~ include Hartman Road, Hartford Avenue, and May School Road, which provide east-west circulation through the ~~plan area~~. North Canyons Parkway is the only existing 4 lane arterial within the ~~planning area~~ and passes east to west through the Triad Business Park. ~~It is ultimately envisioned as a parallel route to I-580 which would connect with Dublin to the west and the Greenville interchange to the east.~~

~~Policy 1 Roadways within the North Livermore Planning Area shall follow the approximate alignments shown on the Circulation Map. Specific Plans and individual development applications shall determine site specific alignments.~~

Policy 2 Adequate roadway rights-of-way shall be reserved to accommodate projected traffic volumes. Increased transit service and Transportation Demand Management (TDM) Measures shall be implemented to reduce single-occupant auto commute mode shares. More detailed travel behavior studies shall be performed as part of Specific Plans to determine whether maximum roadway cross-sections are necessary. Where right-of-way has been reserved but actual travel demand is lower than projected, it shall be used for HOV transit-only or bicycle/pedestrian trails.

Policy 3 The City shall continue to work cooperatively with surrounding agencies to identify and evaluate optional routes for Route 84 that do not extend into the planning area. However, it shall be the City's policy that State Route 84, if extended north of I 580, shall not adversely impact the planned villages.

Policy 4 It shall be the City's policy that North Livermore Avenue, north of Isabel Parkway, shall not be widened and shall remain as a two lane rural road. The City shall work with the Tri Valley Transportation Council (TVTC) and surrounding communities to identify solutions to demand for a "back door" route to western Contra Costa County employment centers, such as improving I 580/I 680 and increasing transit service or identifying an alternate regional transportation route through the area.

~~Policy 5 Isabel Parkway shall provide connections to Vasco Road and Greenville Road, but its primary purpose shall be to serve local traffic within the North Livermore Area and connect the North Livermore Area to the southern parts of the city. Isabel Parkway shall also be aligned to form the edge of the planned urbanized area. More detailed studies of the Isabel Parkway alignment from Hartman Road to I 580 shall be performed in conjunction with either development proposals for adjacent BCP lands, Las Positas College, lands to the west of the mapped alignment, or in conjunction with a Specific Plan for the planned urbanized area. These studies shall assess:~~

- ~~• Potential cut and fill impacts to the I 580 Hills;~~
- ~~• Impacts to existing stream corridors;~~
- ~~• Provision of adequate roadway capacity, with plans for initial construction of 6 lanes and options to reduce the need for the 8 lane segment, such as reduced travel demand or additional lane capacity on Hartman Road extension or other routes; and~~
- ~~• Interchange placement and configuration.~~

~~Policy 6 The City shall undertake a special feasibility study to determine the specific alignment of the extension of Isabel Parkway through the Federal Communications Commission (FCC) property to Vasco Road and on to the Greenville interchange. This study shall in particular assess potential impacts to the Bird's Beak wetlands and other sensitive environmental habitats.~~

~~Policy 7 North Canyons Parkway shall be a 6-lane facility that is extended westerly to connect with Dublin Boulevard.~~

Policy 8 The following connections across I-580 shall be maintained and/or improved in order to tie the area North of I-580 Livermore area with the existing community south the freeway:

- ~~North Livermore Avenue (improve interchange/maintain existing underpass);~~
- Isabel Parkway Avenue (new interchange);
- Airway Boulevard (improve/maintain interchange);
- Portola Avenue Flyover ~~(connect with North Canyons Boulevard at the new Isabel Parkway alignment/close freeway on/off-ramps and move to Isabel interchange);~~
- Las Colinas Flyover (connect with local roads within North Livermore);
- Springtown Boulevard ~~(while not within the planning area;~~ local roads will connect with Springtown and allow North Livermore residents to utilize the First Street/Springtown overpass); and
- Vasco Road ~~(also not within the planning area, but will remain an important route).~~

Policy 9 Implementation of future roadway improvements shall be coordinated with the circulation needs of existing parcels and uses.

Implementation Measures

The following implementation measures shall be used to implement the Regional Circulation System goals and policies. ~~Detailed descriptions of the measures are provided in the Implementation Program section.~~

- Circulation Map and Circulation Element
- ~~Infrastructure Master Plan and Financing Program~~
- Trip Reduction Ordinance/Transportation Demand Management Program
- ~~Isabel Parkway Alignment Studies~~
- Specific Plans Program
- CEQA
- On-going City Participation in the TVTC and other inter-agency coordination

Local Roadway System

~~Issues and Concepts~~

Implementation Measures

The following implementation measures shall be used to implement the Local Roadway goals and policies. ~~Detailed descriptions of the measures are provided in the Implementation Program section.~~

- ~~• Village Concept Design Guidelines~~
- Specific Plans

Transit Service

Issues and Concepts

~~Accessibility to transit is a key element in the planning of the North Livermore planning area. A feeder bus network will provide connections between the village centers, employment areas, regional community facilities (the sports park and high school), and the regional transit network. Feeder bus stops within the village cores will be within a short 10 minute walk of village residents, and an easy walk or bike ride from the majority of the residents in the single family residential areas. In the near term, regional transit connections should be provided by express bus service to major employment destinations in the Tri-Valley Area, the future Dublin BART Station, and Downtown Livermore. BART is planning a further extension of service to Livermore sometime after 2010, and the feeder bus system within North Livermore will provide easy access to the future West Livermore Station. The land use plan identifies the preferred location of the West Livermore Station just east of the Isabel Avenue Parkway/I-580 interchange. An alternative site is at the North Livermore Avenue/I-580 interchange. A high density village (averaging 18 units per acre) is located adjacent to both of these sites in order to create a mixed-use, pedestrian-oriented destination within walking distance of BART regardless of which station location is ultimately selected.~~

Transit Service Goals

- Goal 11 Create a healthy local and regional transit system that reduces reliance on auto travel and minimizes the need for large roadway facilities.
- Goal 12 Encourage timely construction of the West Livermore and East Livermore BART Stations.
- Goal 13 Locate the West Livermore BART Station such that high density housing and convenience commercial uses can be constructed within a 1/4 mile walking distance and commuter parking is convenient.
- Goal 14 Provide both commuter and feeder bus service to ~~North Livermore~~ residents as soon as possible.

Transit Service Policies

~~Policy 23 — Take necessary measures to provide for long term extension of direct BART service to Livermore, including reservation of adequate corridors along the proposed BART alignment, reservation of adequate acreage at proposed BART station location, and establishment of complementary land use policies for the corridor and station areas.~~

Policy 24 The City shall work closely with BART and property owners to finalize the location of the West Livermore BART Station. It shall be the City's policy that the preferred station location is just east of the Isabel Parkway/I-580 interchange. ~~If this location is determined to be infeasible, in terms of providing sufficient ridership, auto access, or commuter parking, a site immediately west of the North Livermore Avenue/I-580 interchange shall be considered as an alternate. The selected BART station site shall allow construction of a High Density Village within a 1/4 mile walking distance. If park-and-ride facilities are placed at the West Livermore Station they shall not be located within the village area; rather they should be located across the street north of I-580 and/or on the south side of I-580. Specific Plans shall identify and reserve sites for these BART facilities. Final site selection and environmental review shall be the responsibility of BART.~~

Policy 25 The City shall coordinate with and encourage LAVTA to develop feeder bus and express commuter bus service for North Livermore residents and employees. ~~As feasible, bus service should be provided to the North Livermore area early in the development phasing in order to establish ridership patterns. Transit planning should include:~~

- Bus stops at major destinations and at each the village center;
- ~~• A mini bus terminal at the Central Village;~~
- Frequent service, particularly during commute hours (e.g. every 15 minutes during peak commute hours; every 30 minutes during off-peak);
- Express bus service to primary Tri-Valley employment destinations (e.g. Livermore Labs, Bishop Ranch, Hacienda Business Park, Hayward BART, etc.);
- Feeder bus service to major destinations and each the village center with timed connections to BART and other regional transit service;
- Coordination of timing and routes of both express and feeder bus service with BART, AC Transit, and the County Connection in Contra Costa County; and
- Provision of small park-and-ride lots near selected bus stops.

~~Policy 26 — As part of the Specific Plan process, a study of transit needs shall be prepared to identify the ultimate level of transit service needed and a phased transit plan shall be prepared. This study shall determine the number and location of bus shelters and turnouts, park-and-ride lots, preliminary routing plans, and connection points for regional express service.~~

Policy 27 Where appropriate, the City shall preserve right-of-way options for future transit use when designing improvements for roadways.

Implementation Measures

The following implementation measures shall be used to implement the Transit Service goals and policies. ~~Detailed descriptions of the measures are provided in the Implementation Program section.~~

- On-going coordination with BART, LAVTA, and AC Transit
- Specific Plans

Pedestrian and Bicycle System

~~Issues and Concepts~~

~~The pedestrian and bicycle circulation systems are integrated throughout the North Livermore Planning Area. In the urbanized areas, pedestrians are typically accommodated by tree shaded sidewalks along the streets; bicyclists will use slow speed local streets or bike routes along selected connector streets. Off street routes are limited to trails shown on the Land Use and Open Space Maps and generally follow creek corridors.~~

Pedestrian and Bicycle System Goals

- Goal 15 Support a broad range of non-auto transportation modes ~~within North Livermore and connecting to surrounding areas.~~
- Goal 16 Provide viable opportunities for walking and biking for many daily local trips.

Pedestrian and Bicycle System Policies

Policy 28 Pedestrian routes shall be located along or visible from streets. They must provide clear, comfortable, and direct access to the village centers and any transit stops. Primary pedestrian routes shall be bordered by residential fronts, public parks, plazas, or commercial uses. Where street connections between land uses is not feasible, short paths should be provided.

Policy 29 Bicycle routes shall link important destinations within the ~~planning area~~ Urban Growth Boundary, including schools, parks, the village centers, transit stops, employment areas, and other community facilities. In general, all local streets shall serve as safe bicycle routes within neighborhoods and to the village centers. Selected connector streets that act as bicycle commute corridors or links to major local destinations shall have marked bike lanes.

~~Policy 30 A secondary system of off street multi purpose paths shall be developed within the planning area, consistent with alignments shown on the Land Use and Open Space Maps.~~

Policy 31 A plan for pedestrian and bicycle routes which provides connections to all neighborhoods, schools, community facilities, parks, open space areas, employment centers, and BART, and which include destinations within existing urban areas, ~~outside the planning area,~~ shall be prepared by the City in conjunction with the Livermore Area Recreation and Park

District (LARPd Trail Master Plan) and the EBRPD, ~~prior to or in conjunction with the adoption of any Specific Plan within the planning area.~~

Policy 32 The Las Colinas Road overpass and the Portola Avenue flyover shall be designed to add bicycle/pedestrian access, ~~connecting the Cayetano Creek Recreation Area, Las Positas College, the West Livermore BART Station and the western hillside area with the existing City of Livermore.~~

Implementation Measures

The following implementation measures shall be used to implement the Pedestrian and Bicycle System goals and policies. ~~Detailed descriptions of the measures are provided in the Implementation Program section.~~

- Specific Plans
- Pedestrian, Bike and Trails Master Plan

Public Services and Facilities

~~This section of the plan addresses the provision of public services and facilities within the North Livermore area, building on the policies contained in the Land Use Element which address the placement of public uses. Goals and policies are provided for parks and recreation facilities, schools, civic uses, emergency services, and water, wastewater, and storm drainage facilities.~~

Issues and Concepts

~~The timely provision of public services is critical to the successful implementation of the plan for North Livermore. In order for the area's neighborhoods to function and become desirable places to live, basic infrastructure must be in place and schools, parks and civic uses must be constructed along with residential growth. Since very little development exists now, the full range of public services and facilities must be brought to the area. This raises issues of tailoring current City standards to the overall goals for community character in North Livermore, financing public improvements, as well as determining exactly how to expand water, sewer, and storm drainage service to meet the needs of the new population.~~

Existing General Plan Goals

The Livermore Community General Plan includes extensive policies which address the provision of public services within the city limits. It states that it is a goal of the City to provide the most efficient and financially sound system of urban services commensurate with the highest standards required to protect the health, safety and general welfare of all persons living and working in the planning area. Urban services shall be implemented through a phased program and the expansion, maintenance and operation of central sewer and water systems serving all urban development within the planning area shall be under the jurisdiction of the City of Livermore. The General Plan also states that new residential growth shall not constitute a fiscal burden on the City and new residential, commercial and industrial development must pay its fair

share of new public facilities, equipment, and services necessary to serve the development. Specifically, it is the City's policy that:

1. New development will provide the necessary moneys (or equivalent facilities) to reflect the project's share of new or expanded buildings, facilities, and services required to serve the development.
2. The City will coordinate with other public agencies to identify those public facilities and services these agencies provide to new development in Livermore. As appropriate, the City will ensure "fair share" fees (or other equivalents) are assessed against new development to fund such facilities consistent with each agency's policies and state law.
3. New development will contribute its fair financial share to develop and maintain an adequate level of public services in the following areas:
 - a. Sewerage transmission, treatment and export/disposal facilities.
 - b. Water development, treatment, storage, distribution, and conservation facilities.
 - c. Storm drainage and flood control facilities.
 - d. Solid waste facilities including recycling and source reduction facilities and programs.
 - e. Street, highway, pedestrian, bicycle, and related transportation facilities.
 - f. Public transportation facilities, equipment and programs.
 - g. Public safety facilities and equipment including police administration building, fire stations, vehicles and equipment.
 - h. Public Works Maintenance facilities, equipment and vehicles.
 - i. Library facilities and equipment.
 - j. General government administration buildings and equipment.
 - k. Parks, recreational and cultural facilities and equipment including administration and support buildings.
 - l. Educational facilities and equipment including administration and support buildings.
 - m. Public health facilities and equipment.¹¹

¹¹ Livermore Community General Plan

Public Services Goals

Goal 1 Provide necessary public services and infrastructure facilities ~~necessary to accommodate build-out of the North Livermore area~~ in a logical, cost-efficient, and timely manner.

Goal 2 Ensure that the cost of public service and infrastructure which directly serve development ~~in the planning area~~ are borne by those residents and employers who benefit from the development.

Goal 3 Parks, schools, and civic facilities are well-located within neighborhoods and are constructed commensurate with growth.

Goal 4 Ensure the provision of prompt and efficient emergency services ~~in the North Livermore area.~~

Goal 5 Provide adequate, reliable, efficient, and environmentally sensitive water, wastewater, and storm drainage systems ~~in North Livermore.~~

Public Services Policies

General Public Services Policies

Policy 1 Development ~~within the planning area~~ shall be contingent upon the adequacy and availability of public facilities and services. Specific Plans shall provide detailed financing programs and phasing schedules which ensure the orderly and timely development of public facilities and services.

Policy 2 Availability of public services and infrastructure shall be a primary determinant of development phasing.

Parks and Recreation Facilities

Policy 3 Coordinate with LARPD to develop special park standards to be applied to the ~~North Livermore area~~ to both ensure adequate distribution of parks ~~throughout the area~~ and to implement the goals of the Village Concept. The City Specific Plans shall identify sites for any Village Greens, Village Parks, Neighborhood Parks, Community Parks and a Sports Park according to the following standards:

<u>Park Type</u>	<u>Typical Size</u>
Village Greens & Village Parks*	1 to 5 acres
Neighborhood Parks	5 to 10 acres
Community Parks	20 to 30 acres
Sports/Special Use Park	80 to 100 acres

~~* This standard includes provision of one Village Green per village.~~

All new residential development shall be required to contribute to park impact fees at an overall ratio of 5 acres of park land/1,000 population. The overall goal for parks ~~within North Livermore~~ shall, however, be consistent with LARPD's Master Plan goal of creating 7 acres of park land/1,000 population.¹² The City will work with LARPD to identify other funding mechanisms, such as assessment districts, bond measures, or user fees, to fully fund the remainder of the park requirements; however, first priority will be given to funding local parks. Park funds will be allocated according to the following standards:

¹² "District Master Plan." Livermore Area Recreation & Park District, 1989. Figure 16: LARPD Park Classification Summary, page 36.

Park Type	Village Residential Areas	Low Density, Very Low Density and Rural Estate Residential
Village Greens & Village Parks	3.25 acres/1000 pop.	
Neighborhood Parks		3.25 acres/1000 pop.
Community Parks	0.75 acres/1000 pop.	0.75 acres/1000 pop.
Subtotal Local Parks	4.0 acres/1000 pop.	4.0 acres/1000 pop.
<u>Sports/Special Use Park 1-3 acres/1000 pop. 1-3 acres/1000 pop.</u>		
Total Parks	5-7 acres/1000 pop.	5-7 acres/1000 pop.

Policy 4 Specific Plans shall identify appropriate and adequate funding mechanisms for on-going maintenance of parks within North Livermore.

Policy 5 The City, in conjunction with the Livermore Area Recreation and Park District (LARPD), and East Bay Regional Park District (EBRPD) shall ensure that parks and trails are coordinated into a network which reinforces the character of the community and integrates unique historic and cultural resources, and connects major open space and recreation areas.

~~Policy 6 The City shall encourage cooperation between LARPD and the Livermore Valley Joint Unified School District in developing recreation facilities in conjunction with the elementary school and high school sites. Where feasible, joint facilities shall be provided such that the amount of land required for each use could be reduced. Deed restrictions may be placed on school properties to ensure that reasonably sized parks shall be maintained in the event that a school is closed.~~

Schools

Policy 7 The City shall work with the Livermore Valley Joint Unified School District and developers to coordinate the development and timing of new school facilities, as well as to reserve sites for elementary, middle, and high school sites within the North Livermore area in the vicinity of the sites shown on the Land Use Plan. Specific Plans will be required to determine precise locations and sizes of these schools.

Policy 8 The City shall work with the Livermore Valley Joint Unified School District and developers to ensure that adequate classroom space is available when new homes are occupied.

Policy 9 Require, as a condition for approval, that any Specific Plans prepared for the planning area:

- quantify school facility needs in conjunction with the Livermore Valley Joint Unified School District;
- identify sites for all necessary schools;

- identify how school facilities will be provided in conjunction with each phase of proposed development and provide detailed financing mechanisms for funding necessary schools; and
- mitigate the cost of land acquisition and school construction to the fullest extent consistent with state law and identify any additional costs which will not be mitigated by development as proposed.

Policy 10 As part of the any Specific Plan ~~process in North Livermore~~, the City shall require the Police Department to review proposed development proposals and make specific crime prevention recommendations.

Policy 11 As part of the any Specific Plan ~~process in North Livermore~~, the City shall require the Livermore Fire Department to review proposed development proposals and make specific fire prevention recommendations.

Policy 12 The City shall continue to work with Las Positas College to implement their campus master plan insofar as it applies to areas within the Urban Growth Boundary.

Civic Uses

Policy 13 Specific Plans shall identify sites and financing programs for civic uses, such as any community buildings, government office, recreation centers, performing arts complexes, police and fire stations, libraries, post offices, and day care facilities. At a minimum, ~~each~~ the village shall include provisions for public or private day care facilities.

Policy 14 The City shall encourage major employers within the Business and Commercial Park area to provide or contribute towards the provision of child care facilities within the planning area.

Emergency Services

Policy 15 The City shall condition approval of Specific Plans ~~within the planning area~~ on adequate determination of the need for additional police and fire protection and emergency medical services, including facilities, manpower and equipment. Specific Plans shall include the delineation of a program(s) for phasing, financing, and implementing these required services.

Policy 16 The City shall develop and adopt a "Wildland Fire Hazard Reduction" ordinance which includes guidelines for planting, siting and permissible construction materials for residential development in rural areas. No new development shall occur in areas designated as Hillside Conservation ~~or Rural Estate~~ prior to the adoption of this ordinance.

Policy 17 The City shall work with developers to review proposed Specific Plans with the intent of incorporating crime prevention measures into land use plans. Specific measures intended to increase "eyes on the street" and thus reduce isolated enclaves include:

- Maintaining primary pedestrian connections along streets, rather than separated paths through open space or along back yards.

- Placing small parks within neighborhoods and lining parks with residential faces and local streets.
- Avoiding the need for soundwalls, by providing multiple connections to local destinations and reducing traffic volumes on any single street.

Water, Wastewater, and Storm Drainage

Policy 18 Urban development shall be prohibited unless the City can find that there exists an adequate and permanent domestic water supply sufficient to serve the proposed development and that the quality of the water meets all applicable state and local standards.

Policy 19 The City shall condition adoption of Specific Plans and individual development proposals ~~for the planning area~~ on adequate delineation of the capacity, phasing, and financing of required domestic water system improvements, including the full cost of securing, conveying, and storing new water sources. The City shall work with Alameda County Flood and Water Conservation District, Zone 7, to determine water supply needs and sources, as well as potential impacts on ground water levels and existing reservoir storage. ~~Water system master plans shall be included in Specific Plans to ensure a comprehensive analysis of conveyance and storage needs throughout the planning area.~~

~~Policy 20 The City shall study and determine the feasibility of providing municipal water in conjunction with septic sewer to areas designated as Rural Estate and Hillside Conservation within the planning area. Municipal water service shall not, however, be considered for areas designated for Agriculture uses, except those parcels that take advantage of the Agriculture Residential Clustering Program.~~

Policy 21 Water conservation measures, in addition to those required by State law, shall be incorporated into all development proposals as conditions of approval.

Policy 22 Where feasible, community parks, the Sports Park, private golf courses, and public open space shall incorporate water conservation measures and the use of recycled water.

Policy 23 The City shall require all urban density development to be connected to a municipal wastewater system. ~~Municipal wastewater services shall not be extended to Hillside Conservation, Agriculture, or Rural Estate areas.~~

Policy 24 The City shall condition adoption of Specific Plans and individual development proposals (not within Specific Plan areas) ~~for the planning area~~ on adequate delineation of the capacity of sewage transmission, treatment and export/disposal facilities, as well as the phasing and financing of required facilities. ~~Wastewater system master plans shall be included in Specific Plans to ensure a comprehensive analysis of conveyance and treatment needs throughout the planning area.~~

Policy 25 The City shall investigate alternative methods for municipal sewage treatment and disposal, and give priority to alternatives which utilize water recycling or reclamation.

Policy 26 Septic systems shall only be allowed in Hillside Conservation, ~~Agriculture and Rural Estate~~ zones and only when approved by the appropriate agency.

Policy 27 The City shall condition adoption of Specific Plans and individual development proposals (not within Specific Plan areas) ~~within the planning area~~ on the finding that the rate of peak flow storm water run-off does not exceed the rate of run-off from the area in its undeveloped state and the quality of that run-off is not degraded.

Policy 28 Development ~~in the North Livermore area~~ shall be consistent with the policies and programs of the City's Source Reduction and Recycling Element and Household Hazardous Waste Element.

Policy 29 Specific Plans shall demonstrate to the City that they have coordinated with P G & E in the location and phasing of electricity and natural gas facilities and with Pacific Bell in the location and extension of telecommunication facilities to serve the Specific Plan area.

Policy 30 The City shall promote flood control measures that advance the goals of recreation, resource conservation, groundwater recharge, visual beauty, and preservation and enhancement of riparian vegetation and habitat. Storm water improvements shall double as amenities for neighborhoods, such as parks and trails. In no case shall fenced basins or channels be permitted. In order to encourage groundwater recharge, overland swales shall be used to convey "area-wide" stormwater to the maximum extent feasible, particularly within single-family neighborhoods, thereby reducing the need for underground storm drainage pipe systems.

Policy 31 The City shall condition adoption of Specific Plans and individual development proposals (not within Specific Plan areas) ~~for the planning area~~ on adequate delineation of the need for storm water and flood control improvements, as well as the phasing and financing of required facilities. ~~Storm water system master plans shall be included in Specific Plans to ensure a comprehensive analysis of conveyance and treatment needs throughout the planning area.~~

Implementation Measures

The following implementation measures shall be used to implement the Public Services and Facilities goals and policies. ~~Detailed descriptions of the measures are provided in the Implementation Program section.~~

- ~~• Sphere of Influence Amendment and Annexation~~
- Specific Plans Program
- Growth Management Study
- ~~• Infrastructure Master Plan and Financing Program~~
- Water Conservation Standards
- State of the City Report
- On-Going Inter-Agency Coordination

Regional Coordination

Issues and Concepts

The Tri-Valley region has experienced rapid growth since the early 1980s. Within Alameda County alone, the extent of urban development within the Tri-Valley has increased by 300 percent, from 10,100 acres in 1980 to the current 31,000 acres.¹³ During this same period, 1980 to 1990, the Tri-Valley absorbed an additional population of 45,800 and over 60,800 new jobs. By the year 2010, population is expected to increase by 75 percent and jobs are expected to double.¹⁴

¹³ "Draft East County Area Plan/Background Reports." Alameda County Planning Department, February, 1993.

¹⁴ ABAG Projections '92 and Economic and Planning Systems, November, 1992

Much of this new growth is planned to be funneled into a series of major new growth areas located at the periphery of virtually every community in the Tri-Valley (Figure 21). Cumulative growth from these planned projects could be as high as 49,000 new housing units,¹⁵ raising serious questions about the region's ability to accommodate traffic volumes on I-580, I-680, and other regional roads; provide adequate sewer and water service; maintain air quality; and retain distinct and identifiable communities with the qualities that residents value. To compound these problems, additional growth is moving to communities in the Central Valley, in part because of lower land costs and more affordable housing. Many of these new residents will work within the Tri-Valley, thus compounding traffic congestion along I-580 and over the Altamont Pass.

¹⁵ Draft East County Area Plan/Background Reports." Alameda County Planning Department, February, 1993 for estimates of growth in Eastern Dublin, West Dublin and growth areas within Contra Costa County. Calthorpe Associates' estimates for growth in North Livermore.

~~While the North Livermore Plan is only one of many efforts to accommodate growth expected to come to the Tri-Valley, the City faces increasing pressures to work with surrounding communities to address issues of regional significance. Questions of providing affordable housing, acquiring long-term protected open space, integrating transit service, coordinating road and highway improvements, and providing for water and sewer services will not be answered by a single jurisdiction. Addressing these issues will be a regional task of which the City of Livermore will be an involved participant.~~

Regional Coordination Goals and Policies

Regional Coordination Goals

Goal 1 It is a goal of the City to coordinate regional planning efforts with Alameda County, Contra Costa County, San Joaquin County and the cities and towns of Pleasanton, Dublin, San Ramon, Danville, and Brentwood.

Goal 2 It is a goal of the City to consider that the potential environmental impacts of the ~~plan on a regional as well as local basis and to ensure that development in the planning area~~ will not adversely deplete or affect existing regional resources.

Regional Coordination Policies

Policy 1 The City shall work on an on-going basis with surrounding Cities and Counties to achieve consistency among local general plans within the Tri-Valley and adjacent San Joaquin County, particularly in terms of Spheres of Influence policies, adjacent land uses patterns, highway capacities, transit, and inter-city circulation systems, infrastructure limits, and regional open space.

Policy 2 The City shall continue to participate in the Tri-Valley Council in an effort to share information and coordinate land use and transportation planning.

Policy 3 The City shall require any further environmental analysis prepared for the Specific Plans, and proposed projects ~~within the planning area~~ to assess potential impacts on regional resources, including traffic, air quality, water supply, other infrastructure, wildlife habitat, and open space resources.

Implementation Measures

The following implementation measures shall be used to implement the Regional Coordination goals and policies. ~~Detailed descriptions of the measures are provided in the Implementation Program section.~~

- Sphere of Influence Amendment and Annexation
- CEQA
- State of the City Report
- On-Going Inter-Agency Coordination

Implementation Program

~~The goals and policies presented in the previous chapters present an overall vision for the future of the North Livermore planning area. Many more steps are necessary to realize this vision and bring it to fruition. The following programs are intended to establish a comprehensive strategy for implementing the Plan. They represent studies necessary to further clarify how the Plan's policies will be applied and on-going efforts for monitoring the Plan's progress. Because a number of the proposed implementation programs address issues covered throughout the document, they are gathered here to provide one summary of the steps to be taken.~~

~~Sphere of Influence Amendment and Annexation~~

~~The first step toward implementation of the North Livermore Plan is an amendment of the City of Livermore's Sphere of Influence (SOI) boundary to include the land within the planning area.~~

~~Annexation of the entire area is seen as an ultimate goal, although it is envisioned as occurring over a longer period on time and in phases.~~

~~As stated in Land Use Policy 7, inclusion of the entire planning area within the City's SOI and ultimately leading to annexation, is seen as critical to accomplishing the combined urbanization and open space preservation goals of the plan. In particular, the City's ability to establish permanent greenbelt/buffers, to facilitate the implementation of the Agriculture Residential Clustering and Transfer of Development Credits programs, to implement the policies of the Hillside Conservation designation, and to purchase development rights within visual buffer areas and along trail corridors rests on its jurisdiction and regulatory control.~~

~~The SOI represents a formal clarification of the City's desire to influence land use decisions within the area it covers. Amendment of the SOI requires specific findings and approval by the Alameda County Local Agency Formation Commission (LAFCo). Within 6 months of adoption of the General Plan Amendment by the Livermore Planning Commission and City Council, staff shall begin the SOI amendment application process and initiate proceedings with LAFCo. Following amendment to the SOI boundary, the City shall initiate procedures to annex the planning area.~~

~~Specific Plan Program~~

~~Specific Plans are an important tool for implementing the Plan for North Livermore. They will coordinate development proposals across property boundaries, define land uses and densities more site specifically, as well as provide an infrastructure financing plan and detailed environmental review. Additionally, since detailed design standards can be adopted as part of the Specific Plan which supplement the zoning standards for the area, they have the ability to address site specific issues at a level that cannot normally be addressed by a zoning code.~~

~~The City shall require one or more Specific Plans as a condition of any development approvals for the area within the inner boundaries of Isabel Parkway. Specific Plans shall be consistent with the Livermore Community General Plan, the North Livermore General Plan Amendment, and State law requirements. Detailed design standards shall be developed which supplement zoning standards for the plan area.~~

~~Within 6 months of adoption of the General Plan amendment, the City shall establish a detailed program for completing Specific Plans in the planning area and adopt a Specific Plan enabling ordinance. The program shall identify the appropriate number of Specific Plans to cover the geographic area, the content and format for Specific Plans, processes for community involvement and public review, and the time frame for their completion. The program shall also determine how Specific Plans shall implement the recommendations of the Infrastructure Master Plans and Open Space Acquisition Program (see below).~~

~~Village Concept Design Guidelines~~

~~Within 12 months of adoption of the General Plan Amendment, the City shall develop a set of "Village Concept Design Guidelines" to guide detailed land planning and preparation of~~

development standards within the Specific Plans. Like a Community Design Element, the intent of these guidelines is to clearly describe how the Village Concept is to be applied to the planning area and establish a set of underlying design principles. Topic areas include:

- Defining Village boundaries;
- Determining the appropriate mix of housing types and setting basic design parameters;
- Configuration and design of village retail areas;
- Configuration and design of local streets;
- Incorporating civic uses and parks into villages; and
- Location and design of transit facilities within villages.

Growth Management Study

In response to developer concerns that the City's current residential growth management program and Housing Implementation Program (HIP) process may limit the ability of the North Livermore area to develop in a coordinated and timely manner, the City shall initiate a study of growth management policies and techniques for the North Livermore area. This study shall include, at a minimum, the techniques to maintain the City's residential growth rate objectives and facilitate the orderly development of the North Livermore area. The study shall examine the feasibility of a separate program for the planning area. Any revised residential growth management procedures shall be adopted within 18 months of adoption of the General Plan Amendment.

Infrastructure Master Plan and Financing Program

Within 12 months of adoption of the General Plan Amendment, the City shall adopt an overall Infrastructure Master Plan and Financing Program for the North Livermore Area. This program will address water, sewer, storm drainage, roadway, and public facilities for the entire planning area and will provide an overarching framework within which Specific Plans and individual development proposals will fit. This program shall address:

- Securing, conveying, and storing new water sources and water reuse facilities;
- Determining appropriate sewage transmission, treatment and export/disposal facilities, including an analysis of water reuse and biological wastewater treatment options;
- Sizing and designing appropriate storm water and flood control improvements;
- Estimating the cost of shared roadway and interchange improvements; and
- Estimating the cost of public facilities, such as parks, schools, and civic uses.

Open Space Acquisition Program

The City shall establish an Open Space Acquisition Program, within 12 months of adoption of the Plan, to develop a strategy for acquiring selected open space properties in the planning area for the creation of greenbelt/buffers, trails, staging areas, visual buffers, habitat linkages, scenic corridors. These lands shall be prioritized and identified as Acquisition Target Areas. They shall include lands shown on the Land Use and Open Space Maps as Greenbelt/Buffers, lands identified on the Regional Trail Map for trails and staging areas, lands within the visual buffer

areas that are not protected by regulation, lands within the General Agriculture designation that will create a habitat linkage and trail connection between the Northwestern and Northeastern Hills. Lands within the Acquisition Target Areas shall be acquired in fee or by conservation easements. The use of conservation easements shall be maximized on lands that can remain in private ownership, such as visual buffer areas. Fee acquisition shall be reserved for lands necessary for habitat protection and recreation that are highly vulnerable to development. Wherever possible and appropriate the dedication of trail easements shall be required to receive subdivision approval within the Hillside Conservation area.

As part of the Open Space Acquisition Program, a North Livermore Open Space Impact Fee Ordinance shall be adopted whereby Development Impact Fees are collected from new development at the time a building permit is issued. To the extent that all Livermore residents will benefit from trails created in the Northwestern and Northeastern Hills, and from the protection of scenic viewsheds visible from the I-580 corridor, all future residents in the community should be required to pay some share of the funds required to implement the North Livermore Open Space Acquisition Program. The Open Space Impact Fee shall be imposed on new residential development in the North Livermore planning area and may be imposed on non-residential uses and/or other areas of the City of Livermore. The rate and application of the impact fee shall be determined during preparation of the Open Space Impact Fee Ordinance. In addition to the Open Space Impact Fee, the City shall study the feasibility of financing the purchase of developable sites within the I-580 Hills as part of a Specific Plan public facilities and infrastructure financing program.

Revenues generated from these funding programs will be placed in an Open Space Acquisition Fund established to acquire fee interest and conservation easements within the Acquisition Target Areas. A Land Trust shall be created to implement the recommended open space strategies by purchasing as much land as possible, with the available funds, within the Acquisition Target Areas.

A Land Trust is a private nonprofit organization dedicated to the conservation of land and natural resources. It may acquire and hold fee interest in land or conservation easements, or it may act as an intermediary between public agencies and private landowners, purchasing and conveying title to the land to an appropriate park and recreation agency, such as the LARPD or EBRPD. The advantages of using a Land Trust to implement the acquisition program is that as a private nonprofit organization it can work relatively quickly and confidentially with landowners to option and acquire key parcels in the Acquisition Target Areas. As a nonprofit charitable institution, it can offer potential tax benefits to landowners who are willing to "bargain sell" or donate their land. A land trust can also raise grants from foundations, individuals and state and regional governments. The Land Trust would initially be targeted for the North Livermore area, but could subsequently be expanded to include other geographic areas.

Pedestrian, Bike, and Trails Master Plan

The Livermore Area Recreation and Park District (LARPD) completed a "Trail Master Plan" in May 1991 after the completion of an extensive planning and public participation process. Several potential trails are identified within the planning area, and two trail segments have been

completed to the east which can be linked with trails in the planning area. The Trail Master Plan should be amended within 12 months of adoption of this plan, in coordination with LARPD and EPRPD, to add the new trails proposed by the North Livermore General Plan Amendment, as well as to address pedestrian and bicycle trails within the planning area.

~~Zoning and Zoning Amendments~~

State law requires zoning to be consistent with adopted General Plans. Implementation of the North Livermore General Plan Amendment will require amendments to the zoning map, as well as adoption of several new zoning districts. In particular, zoning in the areas already within the City limits shall be amended to be consistent with the adopted General Plan Amendment within 6 months of adoption of the GPA. As additional land is annexed to the City, appropriate zoning shall be adopted as well.

New zoning ordinance sections shall be prepared to guide development within hills, in the planned urbanized area, and in the North Valley as follows:

- Hillside Conservation Ordinance (including scenic & visual resource protection)
- General Agriculture Zone
- Agriculture Residential Clustering Ordinance
- Rural Estate and TDC Receiver Site Development Ordinance
- Wildland Fire Hazard Reduction Ordinance
- Support and Travel Commercial Zones

Additional new zoning designations for residential and commercial uses within the villages may also be developed to implement the recommendations of Specific Plans. These new ordinance sections shall be prepared concurrently with the annexation of applicable lands to the City of Livermore and/or in conjunction with preparation of Specific Plans.

~~Trip Reduction Ordinance/Transportation Demand Management Program~~

The Circulation Element of the current General Plan requires the City to develop a Transportation Demand Management (TDM) program which would include the reduction of daily and peak hour trips and promote ridesharing, transit, etc. as alternative modes of transportation. Additionally, the City is required under the County Congestion Management Program (CMP) to adopt a Trip Reduction Ordinance (TRO) and the Bay Area Air Quality Management District (BAAQMD) has additional requirements for reducing travel demand. All of these programs address the goal of reducing trips and single-occupant vehicles and promoting other methods of transportation. The City shall adopt a Transportation Demand Management (TDM) program within 18 months of adoption of this plan. The City has adopted the TRO in conformance with the CMP, and the BAAQMD has additional requirements for congestion management that will be adopted and implemented by July, 1994.

~~Subdivision Ordinance~~

~~The Subdivision Ordinance regulates land subdivision activity within the City of Livermore. The provisions of the Subdivision Ordinance will apply to all proposed development within North Livermore and no changes are proposed to existing procedures as part of this plan.~~

~~Development Agreements~~

~~The City may choose to enter into Development Agreements with property owners and developers for specified periods of time in order to clarify development and funding expectations. These agreements are optional, and normally would not be a requirement for development approvals.~~

~~Livermore Urban Design Implementation Program~~

~~The Livermore Urban Design Implementation Program sets forth design guidelines for industrial, residential and commercial development, as well as city entry points and streets. Goals and areas of concern are presented for each category and specific standards and guidelines for site planning, building design, landscaping, site development and lighting are included. The provisions of the Livermore Urban Design Implementation Program shall be applied to all development areas and may be supplemented by the design standards and guidelines of adopted Specific Plans.~~

~~Design Review~~

~~The City's existing Design Review Committee should review and comment on proposed Village Concept Design Guidelines, subsequent Specific Plans and individual development proposals on an on-going basis.~~

~~Isabel Parkway Alignment Studies~~

~~Two site specific alignment studies shall be undertaken by the City, either in advance or in conjunction with Specific Plans and individual development applications. These studies will analyze alternative alignments and configurations for Isabel Parkway from 1) Hartman Road to I-580 and 2) From the FCC property to Vasco Road and extending to Greenville Interchange. The segment of Isabel between these two studies shall be designed in conjunction with planning on the adjacent properties.~~

~~CEQA~~

~~All proposed development within the planning area shall be subject to environmental review procedures as established by the California Environmental Quality Act. Information contained in the EIR for this document may be used within subsequent environmental documents, however, additional site-specific studies and a greater level of detail will be required. Master EIRs may be prepared in conjunction with Specific Plans.~~

~~Creek Preservation and Enhancement Program~~

~~As part of the preparation of Specific Plans, or in~~ conjunction with individual development proposals or trail right-of-way purchases, the City shall either undertake or require the preparation of creek corridor plans which contain flood flows, maintain public access, integrating limited recreational features, and enhance riparian vegetation.

~~The City shall adopt a creek and arroyo enhancement fee for all projects in North Livermore to adequately fund creek and trail improvements and to more appropriately spread the cost of this infrastructure to all developments that will benefit. The amount and feasibility of such a fee shall be considered during preparation of the Open Space Impact Fee Ordinance.~~

Vegetation and Wildlife Resource Studies and Mitigation Programs

Prior to the approval of Specific Plans or individual development permits, the City shall require studies and surveys to document evidence of any special-status taxa and sensitive natural communities. Develop programs to protect and maintain these areas, or where infeasible, develop mitigation measures. Mitigation and preservation plans shall be developed in cooperation with the U.S. Fish and Wildlife Service (USFWS), the California Department of Fish and Game (CDFG) and other applicable agencies.

~~Alkali Sink Scrub/Bird's Beak Habitat Preservation Program~~

~~The City shall continue to work with USFWS, CDFG, other applicable agencies, and property owners to develop a preservation strategy for the Springtown alkali sink scrub community, and the associated populations of palmate-bracted bird's beak, hispid bird's beak, and a number of special-status wildlife taxa. As part of this effort, the City shall encourage preparation of studies to determine the feasibility of public access to the site. Additionally, Specific Plans for the urbanized area and development proposal for areas to the south of Isabel Parkway within the watershed shall be required to conduct hydrologic studies and determine methods for maintaining drainage to the wetland area.~~

Geotechnical Studies

Development proposal in areas affected by mapped or trace earthquake faults, historic landslides, adverse soil conditions, or potentially involving cut and fill, shall provide geotechnical investigations, prepared by an engineer licensed in California, to the City for analysis and determination that all potential impacts are avoided or mitigated.

Water Conservation Standards

Within 18 months of adoption of the General Plan amendment, the City shall develop Water Conservation Standards which will be applied to all new development ~~in the North Livermore Area.~~

City of Livermore Housing Element

The Housing Element tracks and sets targets for "affordable housing" and provides policies regarding development of diverse housing types, payment of affordable housing in-lieu fees, allocation of density bonuses in exchange for provision of low and very low income housing, and maintenance of the city's housing stock. All of the policies of the Livermore Housing Element will be applied ~~to the North Livermore area.~~

Scenic Route Element

The City's Scenic Route Element provides policies relating to development within the I-580 Scenic Corridor. Development ~~within the North Livermore~~ shall be consistent with the Scenic Corridor policies. ~~Specific Plan development standards will incorporate new strategies and standards for meeting the intent of the Scenic Corridor policies.~~

State of the City Report

The City of Livermore prepares a tri-annual "State of the City Report" which assesses local growth trends, infrastructure condition, public services, traffic, air quality, and other environmental impacts and constraints. The information is used to review current City growth policies, set growth rate targets, and recommend housing allocations for under the Housing Implementation Program (HIP). Several of the issues reviewed in the report are necessarily of regional significance and address issues affecting surrounding communities. The City shall continue to prepare the State of the City Report, monitoring the status of infrastructure and opportunities and constraints for residential development.

On-Going Inter-Agency Coordination

City staff and elected officials will continue to participate in formal and informal processes addressing issues of regional significance and coordinating land use and circulation plans with adjacent jurisdictions. ~~To ensure a level of continuity, a staff person will be assigned to monitor and track implementation of the North Livermore General Plan Amendment and its affects on surrounding communities. This staff person will also manage on-going coordination of the plan with the Tri Valley Transportation Council (TVTC) and planning and negotiations with The Alameda County Congestion Management Agency, BART and LAVTA. During preparation of the Specific Plan Program, the Infrastructure Master Plan and Financing Program, and the Pedestrian, Bike, and Trails Master Plan City staff will work with LARPD, EBRPD, and the Livermore Valley Joint Unified School District. The City shall also continue to coordinate plans with the CDFG and the Army Corps of Engineers (ACOE) to ensure that the concerns and possible requirements of both agencies can be easily incorporated into the proposed plans. Jurisdictional determinations and appropriate mitigation will be required subject to the provisions of Section 404 of the Clean Water Act and Sections 1601-1606 of the CDFG Code.~~

Resource Maps

The following resource maps are provided to guide further site-specific studies. They will be refined as these studies are completed.