

Arroyo Vista Neighborhood Plan



CITY OF LIVERMORE, CA.

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PURPOSE STATEMENT



The Arroyo Vista Site.

PURPOSE STATEMENT

The Arroyo Vista Neighborhood Plan implements an important policy of the City of Livermore's 2003 General Plan; realizing the opportunity to develop vacant land in predominantly industrial and commercial areas with residential infill neighborhoods. Development of the Arroyo Vista Site with a new neighborhood will provide the community with much needed opportunities for housing and home ownership.

The 28± acre Plan area, commonly referred to as the "Pell Site," (and referred to in this Plan as the Arroyo Vista Site/Neighborhood) is well suited for this transition to a residential land use. It is located in convenient proximity to two community serving retail centers (the Arroyo Plaza Shopping Center and the Arroyo Seco Shopping Center) and has opportunities for easy access to existing roads. Although the Arroyo Seco Channel (an intermittent stream and flood channel) crosses through the Site, it is predominantly flat and largely undeveloped.

The Neighborhood Plan is intended to promote and guide orderly growth in this location, address potential compatibility issues with surrounding industrial and commercial land uses, and is a prerequisite to residential development on the Site. A Neighborhood Plan is required as a necessary precursor to a specific development proposal for the Site, in order to achieve the following overarching goals and policies provided in the General Plan:

- Safety and Convenience – ensuring a safe and convenient circulation system that integrates with existing developments and protects neighborhood quality.
- Compatibility with Surrounding Land Uses – ensuring adequate and visually appealing buffers between proposed residential and surrounding existing uses.
- Adequate Community Facilities and Infrastructure – ensuring the provision of adequate community facilities, such as parks, open space, and schools, necessary to serve the new neighborhoods.
- High Quality Design – promoting comfortable, safe, and human-scaled design, pedestrian oriented design features and connections, as well as a distinctive and cohesive architectural style.

The purpose of these goals, policies and recommendations is to promote orderly growth and ensure the creation of highly livable and walkable neighborhoods, which recognize the public realm and open space system as formative, community defining elements. Another important consideration of this Neighborhood Plan is that the end product must meet the aforementioned goals while remaining viable in the marketplace.

To ensure development of a cohesive, pedestrian-oriented residential community with integrated recreational amenities and access to transit facilities and surrounding retail sites, the Neighborhood Plan establishes a conceptual framework for circulation and land use, and provides guidelines for building design and landscape.

The vision for the Arroyo Vista Neighborhood is a transformation from a vacant parcel located in a predominantly industrial and commercial district, to an attractive and walkable neighborhood, with a mix of residential building types and sizes, neighborhood amenities, and open space areas. This project implements several General Plan policies and goals, ranging from the broad vision encouraging infill development to a strong desire to create livable and distinctive neighborhoods.



The Neighborhood Plan is intended to promote and guide orderly growth, and is a prerequisite to residential development on the Site.



Pedestrian paseos providing a pedestrian-oriented environment envisioned for the Arroyo Vista Neighborhood.



The Neighborhood Plan proposes a medium-density community with an attractive and cohesive streetscape.

The Neighborhood Plan proposes a medium-density pedestrian-oriented neighborhood with a strong sense of identity that capitalizes on easy access to the nearby retail area. The placement of residential units facing outward towards Las Positas, Arroyo Vista and Bennett Roads, coupled with on-street parking, contribute to the creation of a distinctive neighborhood, rather than an isolated “housing project.” Development should provide for common open space areas and paseos, and allow preservation of unique features, such as existing mature trees and open space areas adjacent to the Arroyo Seco Channel. Landscaping adjacent to the surrounding industrial uses will serve as a buffer while providing an attractive aesthetic quality.

The Neighborhood Plan provides the framework guiding development on the Arroyo Vista Site. It is anticipated that a developer will submit a refined development application following adoption of the Neighborhood Plan, with a higher degree of specificity (i.e. building floor plans and elevations, materials, plant and color palettes, grading, utility plans, etc.).

The purpose of the Neighborhood Plan is to create a vision for a cohesive, traditional neighborhood that incorporates a pedestrian-oriented network of open space and walkways, community design elements, and connections to surrounding public amenities.

i-i Project Description

The preparation of this Neighborhood Plan is a collaborative effort between the property owner, City staff and the City's design consultant. As proposed, the Arroyo Vista Neighborhood Plan is consistent with the Livermore General Plan, including its uses and residential densities (refer to the Land Use section of the General Plan, page 3-13).

The Arroyo Vista Neighborhood Plan provides the framework for the development of approximately 28± acres in the City of Livermore, and describes the allowed land uses within the neighborhood. The Plan establishes development requirements and design guidelines for a residential neighborhood, open space and recreational facilities.

As part of an initial design and feasibility analysis for the Site, various technical studies were prepared by subconsultants including a geotechnical analysis, tree survey, noise analysis, traffic impact analysis, environmental investigation and biological report. Utilizing information from these studies as well as City development requirements and design standards and guidelines, several conceptual site plans and development analyses were conducted to determine feasible building prototypes and configurations for the neighborhood.

In order to prepare the Neighborhood Plan and related guidelines, several potentially appropriate prototype site plans were explored and reviewed by the design team and property owner. Illustrative concept diagrams of two potential development scenarios are included in this Plan, and are shown in Chapter 2 (Figures 2-1 and 2-2).

The illustrative plans represent concepts for the Arroyo Vista Neighborhood which could include a blend of attached and detached housing types, or all attached building types. The purpose for including two potential development scenarios in this Plan is to illustrate that many options are available to designers and developers, meeting a range of market and program needs, while embracing the intent of the Plan. Both potential development scenarios illustrated in this Plan are within the density range defined by the General Plan (14-18 dwelling units per acre) and embrace the fundamental intent of various existing residential design guidelines.



Conceptual neighborhood center.



Neighborhood park.



Neighborhood park.



Common open space area.



Neighborhood street.

Each of the design elements included in the conceptual plans are essential to any development scenario for the Site. These elements include:

- An attractive architectural street facade along the entire perimeter of the Site,
- At least three different housing types,
- To the greatest extent possible, protection of healthy trees found on the Site,
- A hierarchical and interconnected street system which is pedestrian friendly; and
- A hierarchical open space system which includes accessible, well defined and evenly balanced parks and common open space areas, and two minimum 30' wide buffer (building setback) and multi-purpose trail areas along both sides of the Arroyo Seco Channel.

As shown in the illustrative plans in Chapter 2, the street and open space network serves as the framework for development of this traditional neighborhood. Although the Plan Area includes two sub-neighborhoods, both are tiered off of an open space and circulation system that includes parks which are easily accessible to all neighborhood residents. Similarly, the buffer areas along the Arroyo Seco Channel are easily accessed by both neighborhoods. A pedestrian bridge over the channel is proposed to facilitate access to either side. Primary building entries front onto sidewalks and tree lined streets, paseos, or common open space areas. Buildings all front or side onto public or common landscape areas, and garages are located away from primary roads and walkways.

Visitor parking will be located along neighborhood streets, rather than in disparate “parking pods” in order to ensure the integrity of the area’s traditional neighborhood character. Resident parking is located behind or beneath buildings, with access provided by a secondary street system composed of narrow alleys. The conceptual development programs illustrated in this Plan achieve two different densities including:

- a density of 14.1 dwelling units per acre including small lot single family homes, garden court townhomes and tuck-under townhomes; and
- a density of 17.3 dwelling units per acre including traditional and tuck-under townhomes as well as tuck-under multiple family residences.

These development scenarios represent two different potentially appropriate approaches to achieving the Plan's requirement that at least three different building types must be used on the Site. The conceptual Plans are based on a flexed-grid street network, which could be adapted to accommodate a different development program mix, possibly including other building prototypes than those defined in this Plan.

While the conceptual development programs included in this Plan illustrate the exciting potential for infill development on the Site, they also provide a fundamental framework for others to follow when pursuing detailed design. A project advocate could pursue detailed design of one of these scenarios, or could prepare a different development program and Site Plan so long as it still embodies the essential design elements listed above and is consistent with the land use, open space, circulation and building design standards and guidelines outlined in Chapters 3, 4 and 5.

This Neighborhood Plan provides the requirements and guidance necessary to pursue neighborhood development with a minimum density of 14 dwelling units to the acre and a maximum density of 18 dwelling units to the acre.

Where the Neighborhood Plan is silent on certain issues, established City of Livermore policy objectives, zoning and development regulations, design standards and guidelines for residential development, and engineering details and specifications will apply.



Streetscape treatment in single family neighborhood.

CHAPTER 1: EXISTING CONDITIONS



Arroyo Vista Neighborhood Plan location.

CHAPTER 1

EXISTING CONDITIONS

1.1 Neighborhood Plan Area

The Arroyo Vista Neighborhood Plan Area (Project Site) is located in the City of Livermore, in eastern Alameda County, on the eastern side of the City, south of Interstate 580 and First Street. The Site is bounded to the west and south by Las Positas Road, to the north by Arroyo Vista Road, and to the east by Bennett Drive. Figure 1-1 depicts the project boundaries as well as a broad aerial view of ground conditions.

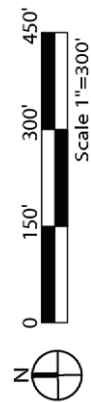
The Pell Development Company owns the entire 28± acre Site consisting of six parcels, five of which are vacant. One parcel on the northwest corner of the Site contains an unoccupied single-family residence, which is anticipated to be removed as part of this project in order to plan for a cohesive, integrated neighborhood. All six parcels are collectively referred to as “The Pell Site.” For the purpose of this Plan the Site is referred to as the Arroyo Vista Site (Neighborhood).



Arroyo Vista Neighborhood Plan Site.



Figure 1.1: Project Boundary





General Plan Site designations.

1.2 Existing Policy and Site Conditions

The Land Use and Circulation elements of the City's General Plan provide information on both existing and future conditions to be incorporated once development occurs on this Site. More detailed studies analyzing traffic, noise, environmental and tree preservation issues have also been conducted for the Site. A neighborhood design framework has been created to conceptually define the specific opportunities and constraints of the Plan Area. Figure 1-2 outlines these conditions.

1.2.1 EXISTING GENERAL PLAN DESIGNATION

All six parcels in the proposed Plan Area are designated with two General Plan land use categories, Low Intensity Industrial (LII), which is the base designation, and Urban High-3 (UH-3, 14-18 dwelling units per acre) Residential. Dual designation allows the City flexibility when considering potential development for this transitional area. The residential designation may be utilized with special considerations, including development of a Neighborhood Plan. A drainage corridor runs through the Site along the Arroyo Seco Channel and is designated as an Open Space (OSP) area. The Site also includes a floating OSP designation. This floating OSP designation indicates a potential need for a park site location within the general area of the Arroyo Vista Neighborhood. Floating designations are not intended to be site specific.

1.2.1.1 LOW INTENSITY INDUSTRIAL (LII)

LII allows for light industrial uses, such as manufacturing, warehousing, research and development, and administrative and professional office that should not include objectionable levels of noise, vibration, odors, glare, or hazard that would create a nuisance for surrounding uses. LII is the base designation for this Site. Without approval of a residential Neighborhood Plan, only low intensity industrial uses, consistent with the development standards for the Site, could be developed.

1.2.1.2 URBAN HIGH-3 RESIDENTIAL (UH-3)

UH-3 areas are located near major roads (in this case Las Positas Road) and contain adequate infrastructure, public services, and amenities to support higher densities of residential development. Under the UH-3 designation, residential development has a density range of 14-18 dwelling units per acre.

This category is intended to provide housing opportunities for all income groups in the community including affordable housing. According to the General Plan, typical housing types appropriate to this designation include townhomes and garden apartments.

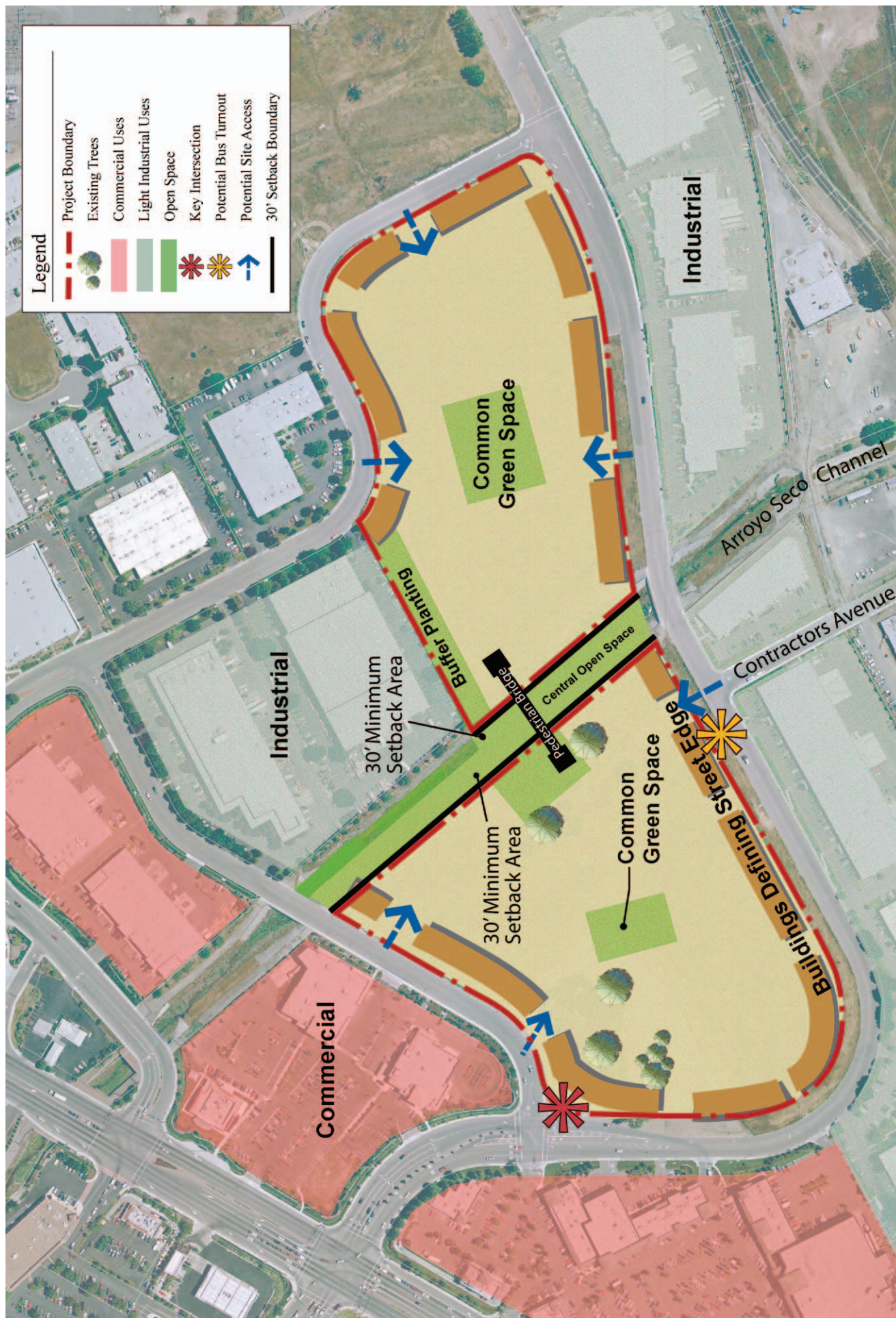


Figure 1.2: Neighborhood Analysis

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1.2.1.3 OPEN SPACE (OSP), FLOATING DESIGNATION

The OSP designation is applied to areas to be maintained as permanent or semi-permanent open space. These areas may include parks, trails, recreation areas, recreation corridors, and protected areas, such as creeks and arroyos. If an area contains a floating OSP designation (a circular symbol), there may be a future need for an open space element or park within the general area. Floating designations are not intended to be site specific.

While the Site has a floating OSP designation, the Livermore Area Park and Recreation District (LARPD) has determined that the Site would not be a suitable location for a Neighborhood Park as it does not meet their criteria. The LARPD will continue investigating a location in the same vicinity consistent with LARPD park standards.

1.2.1.4 TRANSFERABLE DEVELOPMENT CREDIT (TDC) RECEIVER SITE

The Arroyo Vista Plan Area is designated as a Receiver Site within the City's Transferable Development Credits (TDC) program, and therefore can not be developed as residential without the provision of TDCs for each dwelling unit. Parcels subject to TDC requirements are broken down into different classifications. The Arroyo Vista Plan Area is classified as Type H-Low Intensity Industrial/Urban High Residential-3 (LII/UH-3). A developer may choose not to exercise the TDC option for this area, in which case residential development would not be allowed. However, developers that choose the TDC option can build a residential density of 14-18 dwelling units per acre, as long as they comply with the City's TDC Ordinance.

In order to develop at the residential density prescribed by the General Plan, potential developers must purchase two TDCs for each single-family detached dwelling; and one-half TDC for each multifamily attached dwelling. For purposes of TDC fee applicability, an "attached" dwelling is one that shares 50% or more of a common wall.

Once the TDC option is used on any parcel within the Neighborhood Plan Area, any future proposal to develop at the baseline industrial designation on any parcel would require discretionary approval of a Major Conditional Use Permit.

1.2.1.5 TRAFFIC IMPROVEMENT FEE (TIF) PROGRAM

The City's Traffic Improvement Fee (TIF) program outlines specific public improvements along Las Positas Road to be made in conjunction with development of the Arroyo Vista Site. These improvements include widening the street from 2 to 4 lanes, adding bike lanes and potentially incorporating traffic signals.

1.2.2 EXISTING ZONING

The purpose of the Livermore Planning and Zoning Code (LPZC) is to preserve, protect and promote the public health, safety, peace, comfort, convenience, prosperity and general welfare; to provide a plan to guide development that is responsible, appropriate, effective and beneficial to its residents. Based on the Arroyo Vista Plan Area's zoning classification as an existing Industrial Planned Unit Development (PUD 246-81), the Site will need to be rezoned to a Planned Development District to support residential development.

1.2.3 EXISTING LAND USES

The 28± acre Site consists of six parcels, five of which are vacant. One parcel on the northeast corner of the Site contains an unoccupied single-family residence. Since this residence will no longer be occupied, it has not been integrated into the proposed site plan for the site. The remainder of the Site consists of approximately 32 trees of varying size, health and quality and fallow grass land that has been disced for several years. There are no other structures on the Site.

The existing single-family house was constructed in 1952, making it over 50 years old. Demolition of buildings that are more than 50 years old requires review by the Historic Preservation Commission. Once the Commission approves demolition, a Certificate of Appropriateness is issued, which allows the applicant to request a building permit for demolition.

Approximately half of the Site fronts on a major city street, Las Positas Road, which curves 90 degrees along the southwest side of the Site. The Site is traversed by an earthen flood channel, the Arroyo Seco Channel, maintained by the Zone 7 Water Agency.



*Arroyo Vista Neighborhood Site
- view to the south.*



*Existing residence on the northwestern
portion of the Arroyo Vista Site.*



*Surrounding industrial with front
parking providing an additional
setback from the Site.*



Industrial use directly adjacent to, and northeast of the Site.



Surrounding commercial land uses.

1.2.4 EXISTING SURROUNDING LAND USES

1.2.4.1 Industrial

The Plan Area is surrounded by both light industrial and commercial uses. Industrial uses are predominately located to the south of the Site on Las Positas Road and northeast of the Site on Bennett Drive. The light industrial designation and applicable zoning district(s) principally permits uses such as research and development, professional and administrative offices, manufacturing/assembly from preprocessed materials and warehousing and distribution. The light industrial districts do not permit any uses outright which utilize hazardous materials. Additionally, existing industrial uses are subject to performance standards with regard to air pollution, noise (specifically near residential), vibration, heat, glare, and electrical disturbance. These performance standards ensure a level of compatibility with both nearby new residential and other adjacent uses.

The surrounding existing light industrial buildings have parking located between the buildings and the street, providing an additional setback between these buildings and proposed new residential development across the street. Loading areas and trash enclosures for the industrial sites are located behind the buildings and would not be visible to new residential units across the street. The required widening of Las Positas Road from 2 to 4 lanes, with the addition of a median, will further buffer the neighborhood from existing industrial uses south of the Site.

There is only one portion of the Site directly abutting existing industrial uses (see Figure 1-2). Special consideration will need to be taken to ensure an adequate buffer between proposed residential and existing industrial uses in this area (as discussed in section 4.1.3.2 of this report).

1.2.4.2 Commercial

Two commercial centers, the Arroyo Plaza Shopping Center and the Arroyo Seco Shopping Center, are located northwest and west of the Site respectively. These shopping centers provide the area with a major grocery store, restaurants, and a mix of retail stores. The Site's close proximity to these existing commercial centers provides a convenient benefit to future residents. Consistent with General Plan policies and City design guidelines, the neighborhood should be designed to provide safe, human scale walkways that will facilitate pedestrian activity and access to these commercial centers.

1.2.5 EXISTING STREET AND CIRCULATION SYSTEM

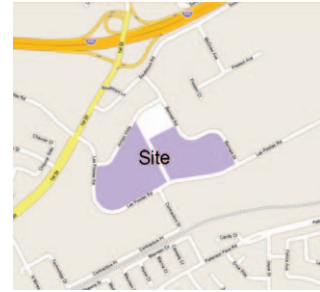
The Arroyo Vista Site is bounded by Las Positas Road on its south and west sides and Arroyo Vista Road and Bennett Drive on its north and east sides respectively. Both Arroyo Vista Road and Bennett Drive are considered local streets and are designed to discourage cut-through and high speed traffic. Both streets have existing sidewalks and curbside parking adjacent to existing development. The characteristics and design of these two streets shall contribute to the intended pedestrian scale and residential character of the proposed new residential development.

Las Positas Road is designated as a Major Street within the City's General Plan. Major Streets are generally characterized as local medium-speed, high-capacity routes providing cross-town travel and freeway access. Existing General Plan policy encourages maximizing the carrying capacity of major streets by providing coordinated traffic/signal control, controlling the number of intersections and driveways, limiting residential access points, and requiring sufficient off-street parking (Objective CIR-2.1, Policy 1 in the Circulation Element of the General Plan).

Consistent with this policy, residential development with single family homes fronting and parking along this major street would generally be discouraged so as not to impact carrying capacity and to minimize potential noise and safety issues resulting from increased driveway access and parking along the street. The policy does not explicitly disallow on-street parking or homes fronting major streets.

In certain circumstances the City could allow on-street parking in order to balance circulation goals with other General Plan goals relating to community character and design and/or housing goals, as in the case of this Neighborhood Plan.

To promote the residential design characteristics encouraged and required by City urban design policies, some of the proposed new residential units on the Arroyo Vista Site will have alley loaded units that face onto Las Positas Road with separated sidewalks and street parking. These design features are critical to creating a human scale, pedestrian-friendly neighborhood character for the Site, and also to enhance the buffer between residential development and the street. To ensure that noise and traffic safety concerns are addressed on Las Positas Road between Bennett Drive and the west end of the Project Site, appropriate setbacks have been established. Interior noise reduction techniques for units will be required at the time a specific development proposal for the site is received.



The Arroyo Vista Site is bounded by Las Positas Road on its south and west sides and Arroyo Vista and Bennett Drive on its north and east sides.



Las Positas Road with Arroyo Vista Site to the North.



Facades with entries, porches and other architectural elements ensure residential development facilitates opportunities for pedestrian activity on adjoining public streets.



Small lot homes with separated sidewalks and street parking; design features that are critical to creating a human scale, and a pedestrian-friendly neighborhood character.

The unique irregular shape of the Site does provide some additional constraints and safety issues in relation to circulation and the streetscape along Las Positas Road. Development along the curvature of Las Positas Road will still be street facing with a separated sidewalk; however, no street parking will be permitted along this stretch.

Currently, Las Positas is a two lane road along the Site's frontage (from Arroyo Vista Road to Bennett Drive). An existing development agreement between the Arroyo Vista property owner and City requires certain public improvements to be constructed in conjunction with any development on this Site. These improvements are outlined in specific detail in the City's Traffic Impact Fee (TIF) program and include: widening Las Positas Road from 2 to 4 lanes, adding a median and providing bike lanes on both sides and constructing a new bridge to cross the Arroyo Seco Channel, which traverses the midpoint of the Site from north to south.

The required roadway improvements to Las Positas Road as well as the curvilinear shape of the Site will limit main access points to the Site on both sides of the Arroyo Seco Channel. On the west side of the Site, access can only be taken from Arroyo Vista Road or from Las Positas Road at the intersection of Contractors Way. On the east side of the Site along Bennett Drive, access is limited to those sections of the roadway where sight distance is adequate in either direction.

Urban Design policies in the Community Character Element of the General Plan, heavily emphasize the use of more traditional site design techniques and architectural elements such as a grid street layout, narrower streets, street trees, detached sidewalks, traditional house designs, reduced setbacks and garages to the rear or sides of properties, in order to create a more traditional neighborhood character (Goal CC-2, P7, page 4-13 of the General Plan). Design requirements for new development that facilitate pedestrian activity, provide interconnected street layouts and clustering of buildings are encouraged.

Gated communities are explicitly prohibited by the General Plan. The City's design guidelines further reinforce these policies by requiring that all residential entries be located on front facades directly accessible to a sidewalk or street; and that all facades include entries, porches and other architectural elements. The intent of these design guidelines is to ensure that residential development relates to the human scale and facilitates opportunities for pedestrian activity on adjoining public streets.

1.2.6 EXISTING TRANSPORTATION AND PUBLIC FACILITIES

1.2.6.1 Schools and Parks

Schools

The Arroyo Vista Site is an infill area transitioning from industrial to residential. It is located in an area predominantly developed with commercial and industrial uses. The elementary schools serving the Site, Arroyo Seco and Jackson Avenue, are located approximately one and one-half to two miles away by vehicle in existing residential areas to the south. The middle school that would serve the Site, East Avenue, is located approximately two and one-half miles away by vehicle. The high school that would serve the Site is Granada and potentially, the proposed Catholic school north of I-580.

Parks

The Livermore Area Park and Recreation District (LARPD) manages parks and recreation facilities within the Livermore Area. Existing parks closest in proximity to the Arroyo Vista Site are Lester J. Knott neighborhood park to the north on North Mines Road, Bill Payne sports park southeast and Robert Livermore Community Center to the south. The Arroyo Vista Site was reviewed by the LARPD, who determined the location unsuitable for a neighborhood park.

1.2.6.2 Union Pacific Railroad/ACE Commuter Train

There is an existing, active Union Pacific Railroad line that runs east to west approximately 800 feet south of the southernmost boundary of the project site. The railroad line is used regularly by freight trains as well as the Altamont Commuter Express (ACE) train. The site is separated from the railroad line by Las Positas Road, existing industrial development and parking areas, as well as a local street (Contractors Way). Noise resulting from varied rail activity would be buffered by these existing conditions (i.e distance, existing buildings, and existing traffic). Nonetheless, future residents should be made aware of the potential for increased intermittent noise levels as a result of long standing day and night activity associated with the rail line.

The ACE train has a train stop approximately one and one-half miles by vehicle southeast of the Site on South Vasco Road. There is also another stop two miles to the southwest on Railroad Avenue.



Arroyo Seco Elementary School.



Robert Livermore Community Center.



*Ace Station at South Vasco Road
(Source: ACERail)*



*Bus at the Livermore Transit Station.
(Source: Livermore Amador Valley
Transit Authority)*

1.2.6.3 Transit

Livermore is served by the Livermore Amador Valley Transit Authority (LAVTA) bus system “Wheels,” which also serves the cities of Dublin and Pleasanton. Wheels buses provide Fixed Route, Flex-Route, Dial-A-Ride Paratransit Service, and Prime Time Commuter Express transit and connects to Bay Area Rapid Transit (BART) at the Dublin/Pleasanton BART station. Currently, four routes serve the Project Site: Route #’s 11, 15, 16, and 20. The bus routes near the Site are presented on Figure 1-3, Existing Transit Routes. All of the transit routes that surround and would serve the Site provide service to either the Livermore Transit Center, Lawrence Livermore Laboratory, or local schools (East Avenue Middle School and Livermore High School). Currently, there are no existing bus routes or transit stops along Las Positas Road. The closest existing transit stop is at the intersection of First Street and Las Positas Road, approximately 500 feet from the closest portion of the Site. With an efficient internal pedestrian circulation system on the Site facilitating access to the intersection of Las Positas Road and Arroyo Vista Road, this stop would be within walking distance of future residents on the west side of the Site.

According to LAVTA, with Las Positas Road now connecting through to Vasco Road and becoming a four-lane arterial, it would seem likely bus service would be provided along this corridor in the near future. According to the Traffic Study prepared for the Project Site, the ideal location for a bus turnout is at Contractors Way, since it would provide access to future trail crossings at this location. Bus turnouts should be located at the far side (west) of the intersection.



View of the Arroyo Seco and future location of the proposed Arroyo Seco multi-use trail.

1.2.6.4 Bike and Pedestrian Facilities

Figure 1-4 shows existing and proposed bike lane facilities and proposed trails surrounding or in close proximity to the Site. The Site is well served by the existing system of bike lane facilities on Las Positas Road, First Street, Vasco Road, Patterson Pass Road and Mines Road. Currently, there is an existing bike lane traveling eastbound directly adjacent to the Site on the south side of Las Positas Road.

Additionally, the Site is situated adjacent or very close to two major future multi-use trail alignments - the Arroyo Seco Trail extending southeast/northwest and the Iron Horse Trail extending east and west. Once completed the Arroyo Seco Trail would extend from Las Colinas south to Tesla Road. Ultimately, the Iron Horse will extend from Isabel Avenue east through the Downtown to Greenville Road.

The proposed alignment of the Arroyo Seco Multi-Use Trail travels directly through the Site. The trail is proposed along an existing Zone 7 service road adjacent to the channel. The location of the channel and existing Zone 7 service road provides an opportunity to integrate open space areas with the trail and to provide easily accessible connectivity from the Site to the trail. Furthermore, this Plan proposes trails on both sides of the Arroyo Seco.

1.2.7 ENVIRONMENTAL CONSTRAINTS AND BIOLOGICAL RESOURCES

The Project Site is relatively flat with improvements (existing single-family home) only on the northwest corner. The remainder of the Site is vacant, and contains mainly flat ruderal, non-native grassland that has been disced on a regular basis. The Site also contains many existing trees ranging in size from 4 to 45 inches in diameter. The Arroyo Seco Channel, while not part of the Project Site, does bisect it.

1.2.7.1 Biological Resources Analysis

A Biological Resources Analysis was prepared for the Site by Monk and Associates in 2005. As part of the Analysis, surveys were conducted in the Winter, Spring and Summer of 2005 to determine potential impacts to special-status plants and animals. No special-status plants or animal species were identified on or adjacent to the Site. Certain special-status animal species (such as the California Red-Legged Frog, Tiger Salamander, and San Joaquin Kit Fox) are known to occur in the region of the project. The analysis indicates that the Project Site does not provide suitable habitat for these species and therefore it is unlikely they would be found on-site. The Analysis does identify potential impacts to raptors and the Western Burrowing Owl and provides mitigation measures to reduce these potential impacts to less than significant. These mitigation measures will be incorporated into the environmental analysis for the Site as well as within conditions of approval for development of the Site.

1.2.7.2 Arroyo Seco Flood Channel

The Site is bisected by an existing channel, the Arroyo Seco, which flows toward the north/northwest where it joins the Arroyo Las Positas north of I-580. The Arroyo Seco, as it travels through the Site, is an urban channel that has been straightened and reconfigured by the Zone 7 Flood Control District. The channel is now an earthen trapezoidal channel owned and maintained by Zone 7. Metal fencing is currently provided along the eastern and western Zone 7 boundaries of the channel. From its eastern to western property line, the channel is approximately 145 feet wide, with two 20-foot wide Zone 7



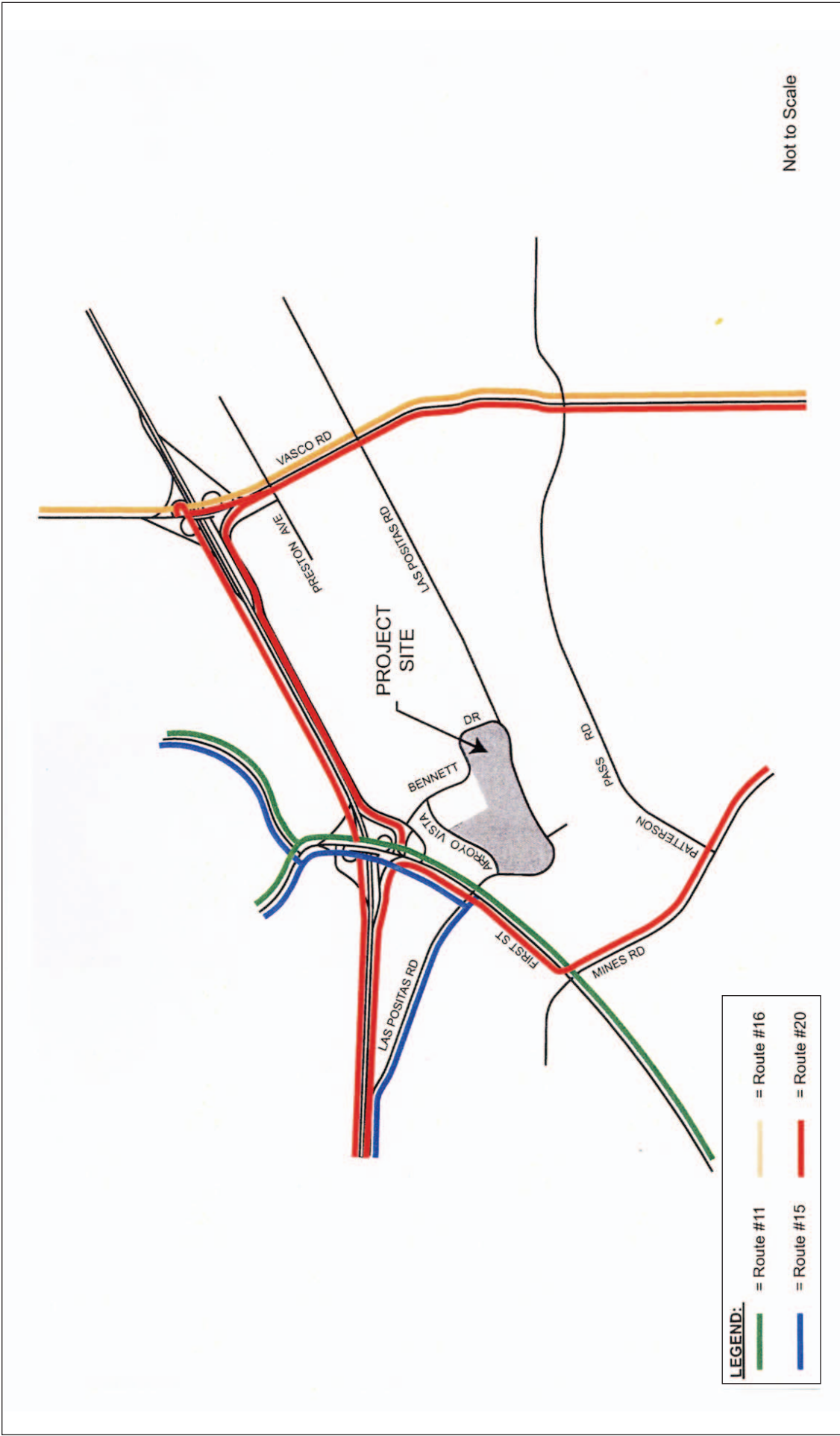
View of existing home on site surrounded by non-native grassland.



Arroyo Seco Flood Channel.

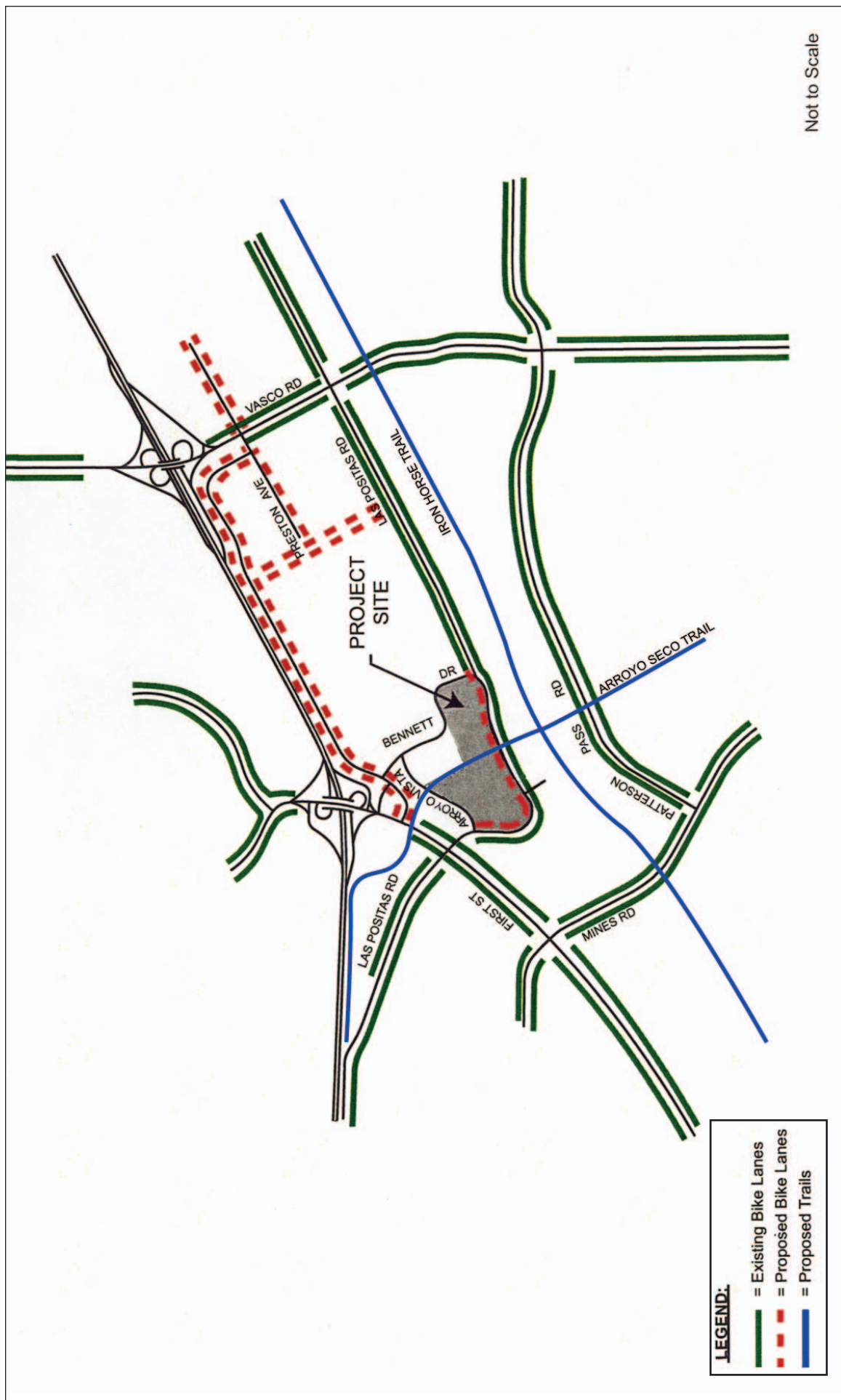


Vegetation in the Arroyo Seco Flood Channel.



Fehr and Peers, 2006

Figure 1.3: Existing Transit Routes



Fehr and Peers, 2006



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Figure 1.4: Bike Lanes and Trails

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service roads located on each side. The City's Bikeways and Trails Master Plan outlines plans for a multi-use trail corridor utilizing the existing Zone 7 service road on the west side of the Arroyo Seco.

This proposed trail alignment would provide a valuable off-road link to commercial areas north of the Site as well as to recreational opportunities south of the Site in South Livermore. The developer of the Site will be required to construct future trail improvements along the Zone 7 service road adjacent to the Site, consistent with the City's Bikeways and Trails Plan.

The Arroyo Seco Channel, as it crosses the Site, will be a major focus of the community, with some of the homes offering views of the channel and convenient pedestrian access to the City's trail system provided in several locations. The areas of the channel under the jurisdiction of the Zone 7 Water Agency, the California Fish and Game Department and the U.S. Army Corps of Engineers will be avoided. A setback of at least 30 feet must be provided from the project property line at the edge of the Arroyo Seco corridor to any proposed buildings on each side of the channel. Including a 20-foot Zone 7 service road that will ultimately be improved as a multi-use trail, this will provide a 50-foot minimum setback from the top of the creek bank to any proposed building.

The location of the channel and future trail improvements along the Zone 7 service road through the Site provide an opportunity for direct connectivity to the trail from the Site. There is also opportunity for enhanced, natural landscaping and open space areas in the proposed setback area adjacent to the channel. However, the location of the channel is also a constraint in that it bisects or divides the Site into two sub-neighborhoods. For this reason, careful attention should be paid to provide a separated connection to the trail and to both sides of the project along the Arroyo Seco Channel and Las Positas Road. A pedestrian bridge is also recommended to cross the channel and connect the two sub-neighborhoods.

1.2.7.3 Existing Trees

A tree survey was prepared for the Site in 2005 by HortScience, Inc. The survey identified approximately 32 existing trees. The Site contains no native or ancestral trees (as defined in the City's Ancestral Tree Ordinance), only planted trees. The tree survey prepared for the Site identifies approximately 32 existing trees ranging in size from 4 to 45 inches in diameter (Figure 1-5). The condition of the existing trees is primarily moderate. The primary tree species found on the Site are Siberian elm, Raywood ash, Australian tea tree and Fremont cottonwood—the most common tree being the Siberian elms (20 trees).



Existing trees on the Site.

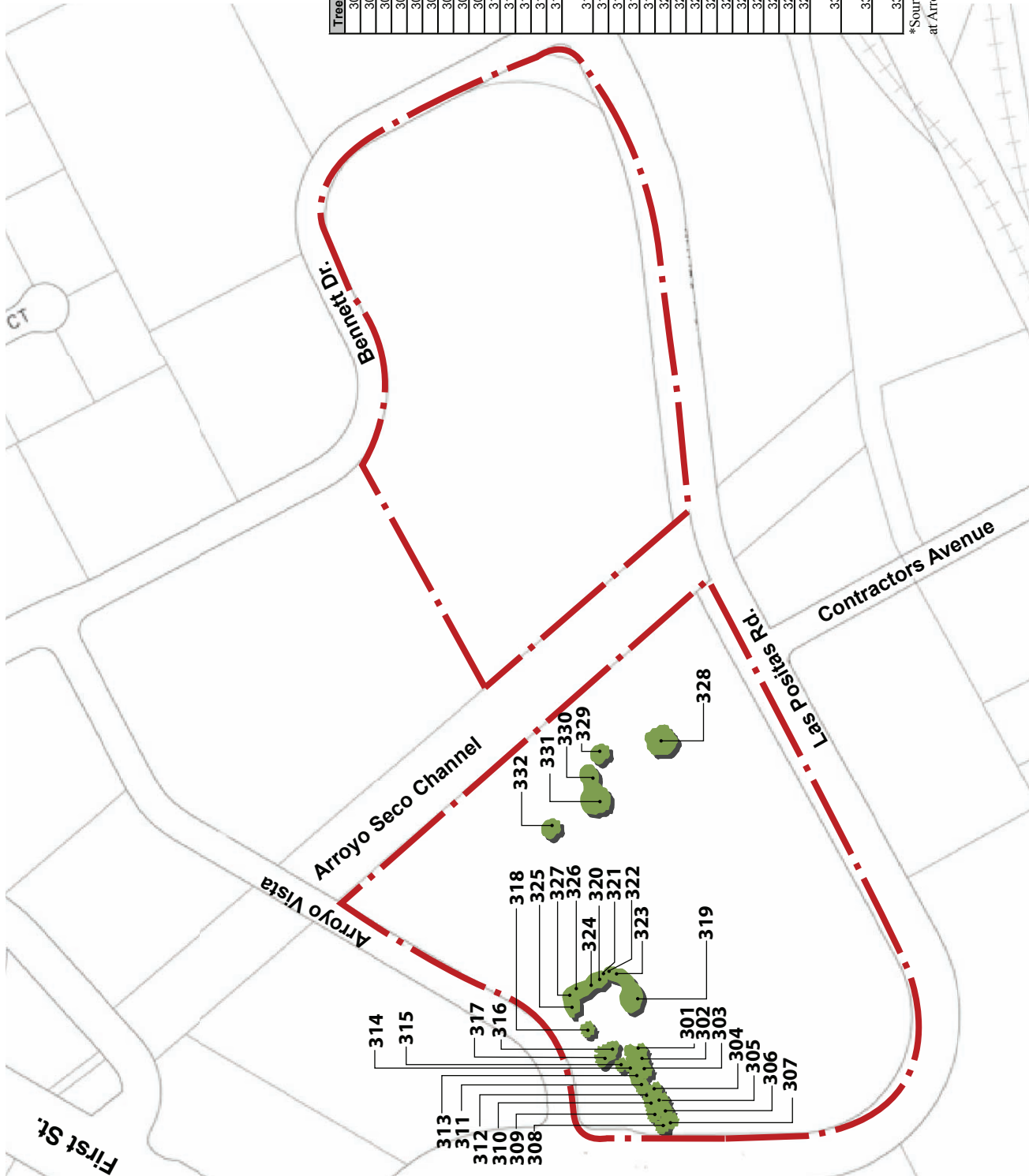
Of these 20 elms, 14 were specifically planted to line the driveway leading to the existing house on the Site. Although many of these elms are in poor to moderate condition and have been trimmed extensively with some branch dieback, they are mature in character and create a focal point on the Site from the intersection of Arroyo Vista and Las Positas Roads. The arborist report lists most of these elms as moderately suitable for preservation, meaning they are in fair health, but may require more intense management and may have a short life span. The City's arborist also has stated that these trees could work well in the project, depending on the development/site plan and tree care. The arborist report lists only one Siberian elm, further east on the Site, as having good suitability for preservation.

Given the City's policy for tree replacement, as well as the visibility and maturity of some of the Siberian elms, every effort should be made to incorporate as many existing trees as possible into the Site Plan. The City's tree replacement policy requires preservation of all oaks and healthy large native or naturalized species. Trees in moderate or better health that can be easily saved without major project redesign should be saved. Trees that are removed must be replaced at the following ratios and sizes:

Health Replacement Ratio

- Good to Excellent Health 5:1
- Moderate Health 3:1
- Poor Health 1:1

Prior to detailed design the findings of the arborist report should be confirmed and verified.



*Source: Tree Survey Report, Pell Property, Las Positas Rd. at Arroyo Vista, Livermore, CA, HortScience, Inc. 2005

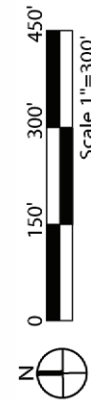


Figure 1.5: Existing Trees

1.2.8 BACKGROUND REPORTS

The existing conditions analysis in this Neighborhood Plan is based on data collected from a series of background reports, including:

“Environmental Investigation Report, Pell Property, Livermore, Alameda County, California,” IMFC 2005. This report provides an Environmental Investigation Report including a Phase 1 Environmental Site Assessment and a limited program of soil sampling and analysis for investigation of pesticides.

“Design-Level Geotechnical Investigation, Pell Site, Livermore, California,” Lowney Associates 2005. This report provides a design-level geotechnical investigation which identified geologic and geotechnical concerns for the Plan Area as well as typical approaches to manage potential concerns associated with the long-term performance of the development.

“Draft Report Transportation Impact Analysis for Pell Site Residential Development,” Fehr & Peers, 2005. This report presents the results of the transportation impact analysis conducted for the proposed Pell Site residential development.

“Tree Survey Report, Pell Property, Las Positas Rd. at Arroyo Vista, Livermore, CA,” HortScience, Inc. 2005. This report provides a survey of the trees within the Plan Area, evaluates the condition of each tree, and identifies trees suitable for preservation.

“Pell Site – Livermore, California, Acoustical Consulting Services,” Charles M. Salter Associates, Inc. 2004. This report quantifies the noise environment at the Plan Area and determines the compatibility of the development with the applicable City and State standards.

“Biological Resource Analysis, Hacienda Project Site, City of Livermore, Alameda County,” Monk & Associates, Inc 2005. This analysis provides a description of existing biological resources within the Plan Area and identifies regional sensitive biological resources that could be affected by the proposed project. Mitigation measures are prescribed.

CHAPTER 2: NEIGHBORHOOD LAND USES



Houses on the Arroyo Vista Site will look onto the Channel.



In some areas, homes will front onto a common pedestrian paseo.

CHAPTER 2

NEIGHBORHOOD LAND USES

2.1 Permitted Land Uses

The Livermore 2003 General Plan designates the Arroyo Vista (Pell) infill site on the east side of the City as a potential area for residential redevelopment. Due to the base land use designation of industrial and the predominantly industrial and commercial nature of existing uses surrounding the Site, the 2003 General Plan Steering Committee recommended redesignation of the Site to allow development as either industrial or Urban High-3 Residential (UH-3), with proposed residential subject to development of a Neighborhood Plan.

The vision for the Arroyo Vista Neighborhood is a transformation from a vacant parcel located in a predominantly industrial and commercial district, to an attractive and walkable neighborhood, with a mix of residential building types and sizes, community amenities, and open space areas.

As the intent of this Neighborhood Plan is to establish a framework for residential land uses, including open space areas and neighborhood amenities across the entire Arroyo Vista Site, the UH-3 residential designation of 14-18 dwelling units per acre will be implemented.

2.2 Land Use Considerations

2.2.1 SITE CONSTRAINTS

The Arroyo Seco Channel bisects the center of the Plan Area creating a potential division between the east and west sides of the community. The channel creates one of the predominant physical constraints in creating a wholly interconnected Neighborhood. While this division provides a challenge to the cohesiveness of the Plan Area, the creation of a sense of community on either side of the channel does not have to be sacrificed. Strong visual and physical cues can be created to form one community from two neighborhoods.



Arroyo Seco Channel.

The unique irregular shape of the Site does provide some additional constraints and safety issues in relation to circulation and the streetscape along Las Positas Road. Development along the curvature of Las Positas Road will still be street facing with a separated sidewalk; however, no street parking will be permitted along this stretch.

2.2.2 ADJACENT LAND USES

A majority of the Site is vacant land; aside from one parcel which contains a single-family home. This home will not likely be incorporated into the future development due to the low intensity at which the parcel is utilized and it may be torn down. If left on this parcel, this existing structure would detract from the overall continuity a new neighborhood would provide.



Existing Single-family home on site.

Visual and physical connections for pedestrians and vehicles will be created between the commercial and retail uses located to the west of the Arroyo Vista Neighborhood. The proposed pedestrian network will steer residents to a safe, signalized crossing at Las Positas and Arroyo Vista Roads. Future residents will likely appreciate the benefit of their close proximity to these shopping areas.

Appropriate screening and buffering shall be provided for those industrial uses that are adjacent to and surround the Site. Buffers should utilize both distance separation and landscape treatments to help mitigate and minimize potential conflicts between the two uses. Buffers are described in more detail in Chapter 4, Neighborhood Plan Design Guidelines.



Incorporating healthy existing trees would help preserve the Site's natural character.

2.2.3 NATURAL RESOURCES

A number of mature trees are scattered throughout the Site. The quality and health of these trees varies, and the findings of the 2005 arborists report should be verified prior to removing or keeping any trees within a future neighborhood. In general, every effort should be made to integrate the healthiest of the trees into any proposed site plan, particularly given the value mature trees would provide in the character of the Neighborhood. This could be accomplished by designing common open space areas around the trees, or protecting them in special landscape medians or roundabouts.

The Arroyo Seco Channel is under the jurisdiction of the Zone 7 water agency and will be avoided as part of this Plan. A minimum 30' wide landscape buffer and building setback from the Project property line along both sides of the channel is required. Together with the existing 20-foot Zone 7 service road on each side, the total setback from the top of the creek bank to any building will be 50-feet. While intensive land uses or buildings are not allowed in the buffer/setback area, passive uses such as pathways are allowed. A pedestrian and bicycle path shall be required within the buffer/setback area along both sides of the channel. In general, site planning efforts should work to ensure that neighborhood residents have physical and visual access to the buffer/setback areas. Buildings may front or side onto the buffer/setback area, but should not back onto it.

2.3 Land Use & Design Objectives

The Site provides a great opportunity for the building of a unique, smart growth neighborhood within the City of Livermore. The proximity of the proposed residential neighborhood to existing personal services, business and retail uses provides opportunities for pedestrian connectivity to these areas to be integrated into the Site Plan. This mostly vacant enclave, in combination with the surrounding land uses, lends itself to be developed as a medium density residential neighborhood with pedestrian connectivity to surrounding services and commercial centers.

2.3.1 PRIMARY DESIGN OBJECTIVES

Two conceptual land use plans have been prepared for the Arroyo Vista Neighborhood Plan (Figures 2-1 and 2-2). Each of the design elements included in the conceptual plans are considered applicable to any development scenario for the Site. These elements include:

- An attractive architectural street facade along the entire perimeter of the Site,
- At least three different housing types,
- To the greatest extent possible, protection of healthy trees found on the Site,
- A hierarchical and interconnected street system which is pedestrian friendly; and
- A hierarchical open space system which includes accessible, well defined, evenly distributed parks and common open space areas, and two minimum 30' wide buffer (building setback) and multi-purpose trail areas along both sides of Arroyo Seco Channel.

Future development plans for the site will be reviewed for consistency and integration of the above design objectives.

Key Goals outlined in the City's Residential Design Standards and Guidelines have also shaped the design of the two conceptual land use plans, as follows:

- Preserving the sense of a small-scale residential community surrounded by rural open space;
- Providing high quality housing for all sectors of the housing market;
- Decreasing the visual prominence of the automobile and related facilities, such as streets and parking areas, in residential neighborhoods;
- Encouraging greater variety in housing types, development styles, site planning and density mixes in order to provide more diversity and visual interest in the city's residential development, while preserving the city's predominantly single-family residential character; and
- Encouraging a harmonious development pattern that respects and responds to the character of the surrounding built and natural environments.

As shown in the conceptual plans, the street and open space network serves as the framework for development of this traditional neighborhood. Although the Plan Area includes two neighborhoods on each side of the channel, both



Opportunities for community interaction increase neighborhood character.



Pedestrian pathways in a small lot neighborhood.



Livermore still retains some of its rural character. Photo by Rick Pruetz.



A walkable community with similar amenities to those being proposed for the Arroyo Vista Site.

are organized around usable, well defined park areas which are easily accessible to all neighborhood residents. Similarly, the buffer area along the Arroyo Seco Channel is easily accessed by both. The two neighborhoods are to be connected by a pedestrian bridge facilitating access to either side. Primary building entries front onto sidewalks and tree lined streets, paseos, or common open space areas. Buildings all front or side onto public or common landscape areas, and garages are located away from primary road and walkways.

Visitor parking shall be located along neighborhood streets, rather than in disparate “parking pods” in order to ensure the integrity of the area’s traditional neighborhood character. Resident parking is located behind or beneath buildings, with access provided by a secondary street system composed of narrow alleys.

The conceptual development programs illustrated in this Plan achieve two different densities including:

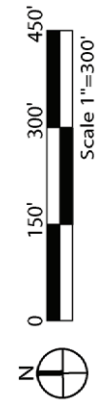
- A density of 14.1 dwelling units per acre including small lot single family homes, garden court townhomes and tuck-under townhomes (Figure 2-1); and
- A density of 17.3 dwelling units per acre including traditional and tuck-under townhomes as well as tuck-under multiple family residences (Figure 2-2).

These represent two different potentially appropriate approaches to achieving the Plan’s requirement that at least three different building types must be used on the Site. The conceptual Plans are based on a flexed-grid street network, which could be adapted to accommodate a different development program mix, possibly including other building prototypes than those defined in this Plan.

Specific development proposals may deviate from the two conceptual site plans presented here in terms of density achieved (14-18 du/acre range), exact housing placement and mix of housing types, provided they still conform with and address the major provisions of this Neighborhood Plan including: 1) the primary design objectives; 2) the required land uses; 3) the circulation and open space goals and standards; and 4) the neighborhood design guidelines and standards as outlined in Chapter 4.



Figure 2.1: Conceptual Land Use Plan A (14.1 du/acre)

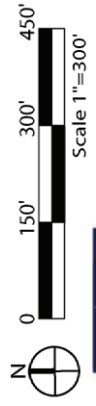


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Figure 2.2: Conceptual Land Use Plan B (17.3 du/acre)



The following chart outlines mandatory elements of the Plan, and their corresponding sections, that must be included or addressed in any proposed site plan.

Plan Components	Mandatory Provisions
Density, 2.4.1	<ul style="list-style-type: none"> • Density calculation methodology.
Housing Types, 2.5	<ul style="list-style-type: none"> • Minimum use of three variations of housing types.
Open Space, 2.6	<ul style="list-style-type: none"> • At least one (1) neighborhood park area centrally located on each side of creek (minimum size .20 acre); • Usable common open space areas and connecting paseos; • Minimum 30-foot wide common open space buffer adjacent to each side of the creek; • Multi-use trail in both buffer areas along the creek. • Open space requirements per building prototype
Circulation, 3.2	<ul style="list-style-type: none"> • Las Positas roadway improvements including parallel parking along street; • Project access points; • Hierarchy of internal streets; • Minimum internal neighborhood and alley street widths (consistent with cross-sections); • Alley loaded residential garages; • Parallel parking in appropriate locations along internal neighborhood streets; • Sidewalk standards (internal and external consistent with cross-sections); • Rear loaded garages; • Pedestrian crossing locations
Parking, 3.3	<ul style="list-style-type: none"> • Resident and guest parking requirements by unit type.
Site and Building Design Standards, 3.4	<ul style="list-style-type: none"> • Building separation/setbacks • Maximum building height • Protect healthy trees



Small lot homes fronting onto open space.



Attached two-story townhomes with varied facades.

2.4 Planned Land Uses

The General Plan designation for the Site, Urban High-3 Residential, permits development at a density range of between 14 to 18 dwelling units (du) per acre. This density fits within the mid range of what is typically considered medium density residential development (8-24 du/acre). Medium density development permits more compact housing with a range of housing types to meet varying needs within the community. Housing types typically constructed within this density range include small-lot single family, cottage courts, duplexes and

fourplexes, townhomes, garden apartments and mid-rise apartments. The size of the Site provides an opportunity to provide more than one housing type.

2.4.1 DENSITY CALCULATION

The 2003 General Plan specifies that, for purposes of calculating density, “acre” refers to gross acres including “all the land within the boundaries of the property. Gross area may include all or a portion of adjacent street frontage, which is the area between the street right-of-way boundary and the midline of all adjacent fronting streets (except freeways or highways). Properties with more than one street frontage may only use the longest street frontage for purposes of calculating residential density. Consistent with General Plan policy, the methodology being used to calculate density on the Arroyo Vista site includes the Site area only (excluding any street frontage).

Future proposed development plans for the site—whether different or consistent with the two conceptual plans provided here, must calculate density consistent with the methodology established in this Neighborhood Plan. Should a future developer wish to change this methodology to include the longest street frontage (Las Positas Road), it would require an amendment to this Neighborhood Plan.

The Arroyo Vista Neighborhood Plan envisions a walkable community with a series of pedestrian connections and a hierarchy of interconnected streets and pedestrian pathways. The neighborhood should be a unique community that focuses on livability, quality of life, and that provides a variety of amenities such as a private neighborhood center with pool, playground facilities, parks and open space. Multi-use trails will be constructed parallel to and along both sides of the Arroyo Seco Channel. Trail crossings will be provided at Arroyo Vista and Las Positas Roads. A pedestrian bridge will connect either sides of the Channel providing easy access to both sides of the community.

As part of the entitlement process, the Site must be rezoned from the existing light industrial Planned Unit Development (PUD) district to a residential zoning district, consistent with the UH-3 General Plan designation. The Site would be rezoned to a specific Planned Development-Residential district, which will allow flexibility of existing zoning standards in exchange for site amenities that are required as part of this Neighborhood Plan, such as increased open space, clustered development, park areas, trails, playgrounds, and diversification of building sizes and types, etc.

2.5 Housing Types & Development Standards

Several factors contribute to the character of a neighborhood or district, including housing variety and density. When discussing “housing types” two general building prototypes are included, attached and detached, which apply to either single- or multi-family residences.

Zoning for this Site includes a development density range of 14 to 18 dwelling units per acre. This combination of potential housing types and development density parameters would allow for the use of several different building prototypes including detached single family houses configured as: small lot single family, paseo, or green court; and, attached single or multiple family housing types such as, townhomes, row homes, “tuck-under” townhomes or multiple family, or courtyard attached units.

While each of these housing types meets the needs of various market segments and requires different building prototypes, their harmonious arrangement can create an attractive and visually cohesive neighborhood in keeping with the quality of living expected in Livermore. To achieve this, the neighborhood must be developed with at least three different building prototypes, with no single building type making up less than 20% of the total number of residential units. In addition, at least three variations of each building prototype must be used.

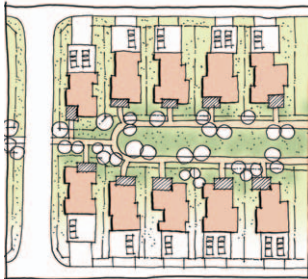
As an example, a development program may include a combination of single family attached and detached housing types, such as green court single family homes, traditional rear loaded townhomes, and tuck-under townhomes all within one neighborhood (see Figure 2-1). If this scenario were designed and it included 402 homes, no fewer than 80 (approximately 20% of the 402 units) of a particular building prototype could be used, and the balance of the units would then be divided between the remaining building types following the same rule. Further, at least three variations of each prototype must be used, such as 3, 5, and 6-plex for each type of attached building (traditional and tuck-under townhomes), and at least three different floor plans for detached residences.



Small lot single-family home.



Small-lot single family detached home.



Single family homes fronting onto open space.

2.5.1 SINGLE FAMILY DETACHED HOMES

Several variations of small lot single family homes could be appropriate for use in this neighborhood. As this Site is an important infill opportunity site, the General Plan specifies a development density range between 14 and 18 dwelling units per acre, and the Plan requires a combination of housing types, it is unlikely and considered undesirable for the Site to only be developed with single family homes. It is instead anticipated that the Site could be developed with a combination of attached and detached homes, including street facing small lot homes, paseo homes, or green court homes.

In general, each of these small lot configurations can accommodate similar lot and building sizes, and offer the designer a variety of ways to establish an interesting neighborhood design that is most well suited for the Site. It is reasonable to assume that a neighborhood plan could include a hybrid solution that combines elements of each. The following text describes the characteristics of each type of appropriate detached small lot single family homes.

2.5.1.1 STREET FACING SMALL LOT HOMES

Street facing small lot homes are similar to traditional large lot single family homes, but they require a smaller lot size and building footprints, allowing for higher development densities. Because these homes are developed on relatively narrow lots, their street facing elevations include front doors and porches or courtyards, and their garages are located in the rear of the building, with auto access provided from the rear alley. This building configuration allows for the creation of a streetwall inclusive of attractive pedestrian scaled architectural elements and details, rather than potentially monotonous garage doors. As with traditional single family homes, private open space is provided through side and rear yard areas. A zero-lot line configuration could also be utilized to further maximize the size of private open space areas on smaller lots with detached units.



Alley-loaded small-lot single family home

2.5.1.2 PASEO HOMES

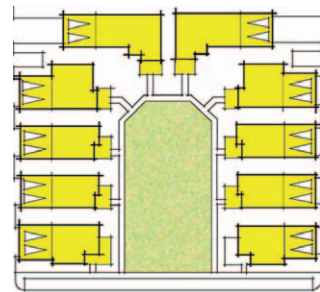
Paseo homes include the use of small lot single family homes, but rather than being oriented toward a street, their front doors face onto a landscaped pedestrian greenway, or paseo. Ideally these paseos are aligned to link homes to common neighborhood open space areas. Paseos are typically oriented perpendicularly to streets, making it important to establish clearly defined entrances to the paseo from the street. This will make it convenient for visitors to get to the front doors of homes located within. Garages are located in the rear of the building, with auto access provided from a narrow auto way.



Paseo homes.

2.5.1.3 GREEN COURT HOMES

Green courts are clusters of up to ten small lot homes that face onto a common open space area, rather than a street. Homes front onto three sides of the open space area while at least one side is adjacent to a street. This configuration makes it possible for visitors to see the front doors of individual homes from the street. The green court can be designed to accommodate small gardens or play areas, or multi-purpose green space. Garages are located in the rear of the building, with auto access being provided from a narrow auto way or alley.



Green court homes plan view.

2.5.2 HYBRID CONFIGURATIONS

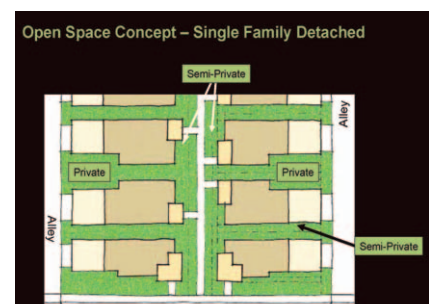
As noted in the introduction of this section, it is feasible to blend elements of each of the aforementioned configurations. This approach would likely result in a solution specially crafted to meet the unique characteristics of the Site. As an example, a small lot neighborhood could include a solution where a paseo is designed perpendicularly to Las Positas Road and links to a green court located within the core of the neighborhood. This specially designed neighborhood could be bounded by street facing small lot homes. While this solution would require careful site planning, it could also allow for creative problem solving in portions of the Plan Area that are either oddly shaped or include important resources such as existing trees.



Traditional townhomes.

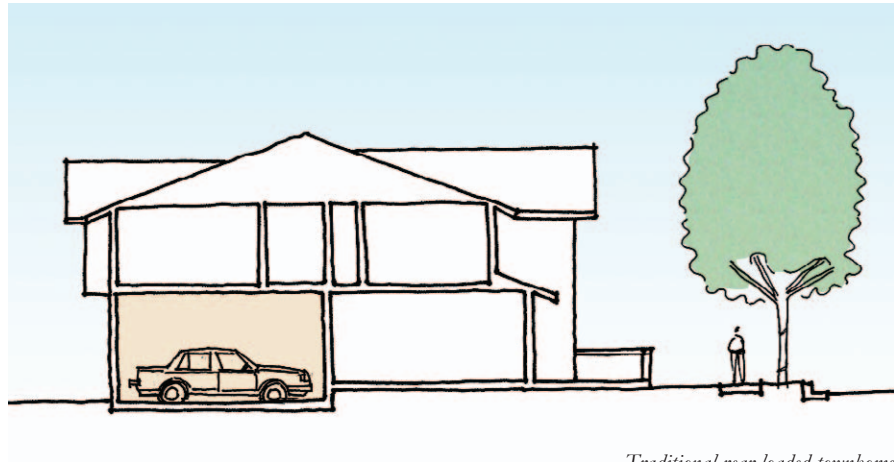
2.5.3 ATTACHED SINGLE & MULTIPLE FAMILY HOMES

A variety of attached building prototypes could be developed on the Site. With a development density range of between 14 and 18 dwelling units per acre, and the requirement that at least three building prototypes be built on the Site, it is unlikely that any building type would be developed with more than two floors of habitable space. To ensure an appropriate building height, the Neighborhood Plan does establish a 45-foot maximum (see Chapter 4, Section 4.1.3.2). These considerations are well suited to accommodate several variations of town- or row homes, courtyard attached or stacked, tuck-under multiple family residences. The following text describes the characteristics of each type of appropriate attached single and multiple family homes.



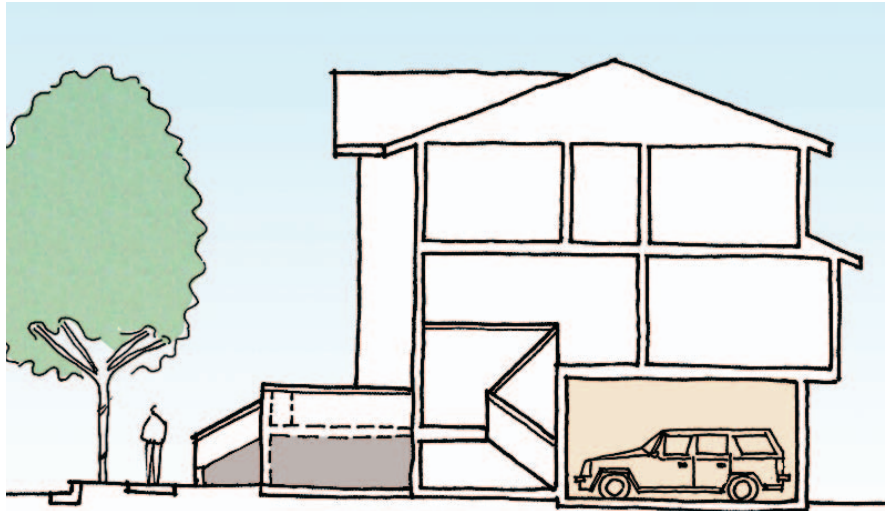
2.5.3.1 TOWN AND ROW HOMES

A common attached single family building prototype appropriate for use on this Site is the town- or row-house. While regional variations exist in the detailing of these buildings, for this neighborhood the fundamental qualities of the units are that their front doors open directly onto either a street or greenway, consist of three or more individual units, and have garages that are located in the rear of the building, with auto access provided from a narrow auto way. Four general building configurations are considered most appropriate for this neighborhood, discussed as follows:



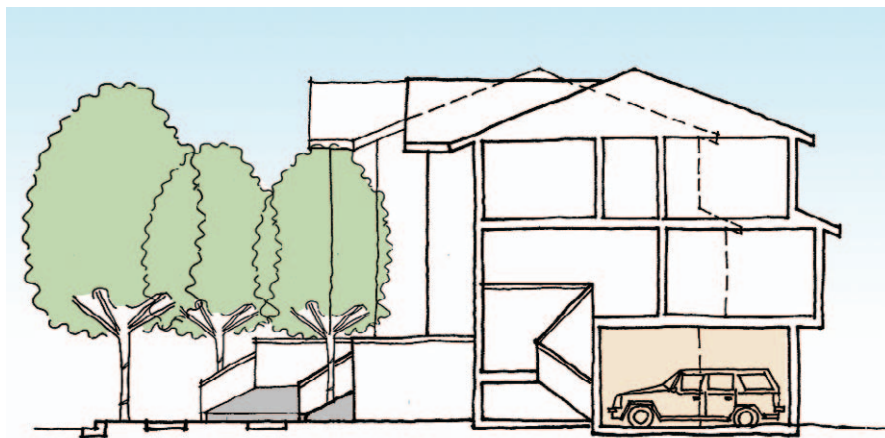
Traditional rear-loaded townhome

Traditional rear loaded townhome: This two story building prototype typically includes a ground level street or greenway - facing front door, and a two parallel parked car garage located in the rear of the building. Typically, living and dining rooms, kitchen and bathroom are located on the ground floor, while bedrooms and additional bathrooms are located on the second floor.



Tuck under townhome.

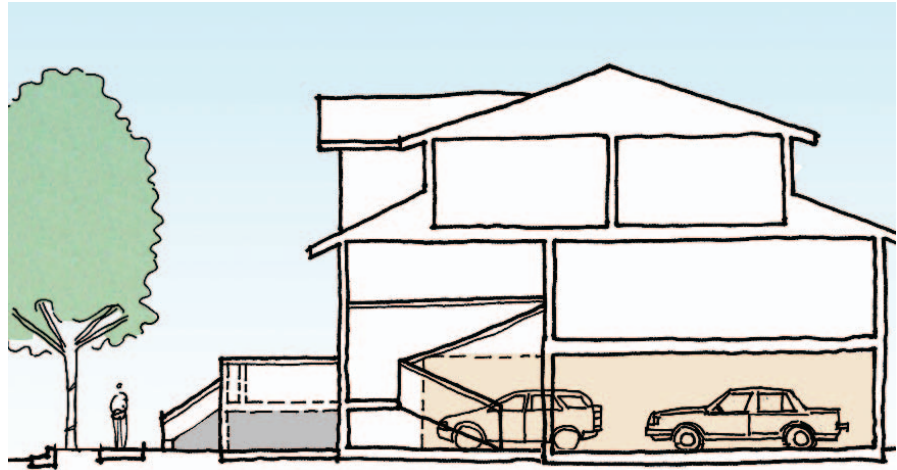
Tuck-under townhome: The tuck-under townhome allows a similar amount of livable space in a smaller building footprint than the traditional rear loaded townhome, but requires the use of a two and one-half story building. The ground floor of a tuck-under townhome typically includes a two car parallel parked car garage in the rear, and an elevated (approximately one-half floor) entry on the street or greenway-facing side of the building. Typically kitchen, living and dining rooms, and a bathroom are located on the second floor, and bedrooms and bathrooms are located on the third floor.



Garden court townhome.

“Garden court” townhomes: Both of the townhomes described above generally includes a row of more than three residences built along a generally continuous front and rear wall plane. The “garden court” configuration staggers the building wall plane, typically including end units projecting outward from the continuous wall plane, resulting in the creation of a small courtyard in the area between the end units.

While the habitable space of these units can be very similar to the other types of townhomes, the outdoor space is more generous, allowing a deeper front yard, or common garden court. As more land is dedicated to open space in this scenario, the development density of garden court townhomes is slightly lower than that of the other types of units.



Tandem townhome.

Tandem townhome: The tandem townhome is characteristically similar to the two and one-half story tuck-under townhome, but is a narrower and generally deeper building. This building is narrower because car parking is end to end rather than the wider parallel configuration.

Typically kitchen, living and dining rooms, and a bath room are located on the second floor, and bedrooms and bathrooms are located on the third floor. These buildings typically have fewer square feet of livable space than either the traditional or tuck-under townhome prototypes, and because of their depth, are less well suited for the aforementioned garden court prototype.



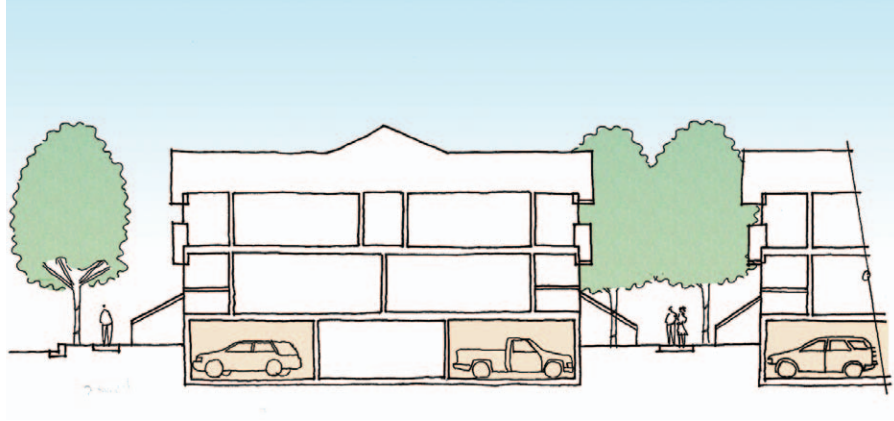
Courtyard attached apartments.

2.5.3.2 COURTYARD ATTACHED

The courtyard attached building is organized in a two- or two and one-half story, “U” or “L” shaped configuration, with individual units fronting onto a common green area, and parking located in the rear. The courtyard can be defined by either a complete “U”-shaped building (commonly up to 12 to 16 units or flats, or 5 to 8 units of townhomes), or a combination of smaller units (such as a three or four-plex, and an eight to 12-plex) organized to form a courtyard.

Unit entries can be located on the ground or upper floor (if accessed via exterior staircases) but should be oriented toward the courtyard. The building prototype may be developed to accommodate townhome or apartment units, or possibly even a combination thereof.

Unit entries can be located on the ground or upper floor (if accessed via exterior staircases) but should be oriented toward the courtyard. The building prototype may be developed to accommodate townhome or apartment units, or possibly even a combination thereof.



Tuck under apartments.

2.5.3.3 TUCK-UNDER APARTMENTS

Tuck-under apartments typically include two to three habitable floors, with parking located a full or half-story below grade with habitable floors above. Pedestrian entries are typically found along the long sides of buildings, and parking is accessed from the shorter building sides. Individual unit entries can be located along the building's perimeter or from internal stairwells. These buildings are commonly configured as eight, 10 or 12-plex groupings, using two habitable floors. The unit count can increase to 18-24 units if the building uses three habitable floors. Because parking is accessed from the building's shorter side elevations, longer building fronts can face onto streets, paseos, or garden courtyards.

These buildings are commonly configured as eight, 10 or 12-plex groupings, using two habitable floors. The unit count can increase to 18-24 units if the building uses three habitable floors. If larger buildings are desired, it is likely that not all of the required parking can be accommodated below the first habitable floor. In that case, parking will be located above grade in common parking areas. If this solution is pursued, efforts must be made to harmoniously integrate the parking into the larger site plan.

Refer to Chapter 4, Design Guidelines, for more detailed drawings of each building discussed in this Chapter.

2.5.4 INCLUSIONARY AFFORDABLE HOUSING

Consistent with the City's Inclusionary Housing Ordinance requirements, 15% of all residential units constructed on the Site must be set aside as affordable to lower income households. The Ordinance also contains requirements regarding comparability of these affordable inclusionary units to other dwellings on the Site. The units must be comparable in product type, bedroom mix, and exterior appearance to the market rate units on the Site. The mix of product types of these reserved units must reflect the overall mix of market-rate product types provided in the project (i.e. if the project provides a mix of single-family detached homes, townhomes, and/or multi-family units, the reserved units should reflect a comparable mix) (Section 18.32.035 of the City Municipal Code).



Small community park.

2.6 Open Space Concept

Integral to the guiding principles of the Neighborhood Plan is a hierarchical open space system that includes:

1. Conveniently accessible neighborhood parks on each side of the channel,
2. Usable common open space areas including paseos,
3. Minimum 30' wide buffer areas and multi-purpose trails adjacent to and on either side of the Arroyo Seco Channel.
4. Recreation amenities that shall include at least one tot lot or playground and a prominent community center or clubhouse. A pool is also encouraged as an additional amenity.



Houses fronting onto a common open space.

Each of these open space components, discussed below, is fundamental to the Neighborhood Plan and must be embraced as part of the final design of the Arroyo Vista Site. Figure 2-3 illustrates the open space concept for both conceptual land use plans.

Open space areas are intended to serve multiple functions throughout the Site. They provide community gathering spaces for a variety of activities and serve to buffer homes from streets and pathways creating a sense of space for each use. Open space areas will take the form of both smaller, pocket parks and tot lots, and larger parks to accommodate group activities. All of these open spaces are interconnected by a series of pathways, making them accessible from inside and outside of the Site.



Figure 2.3: Open Space Concept



2.6.1 NEIGHBORHOOD PARKS

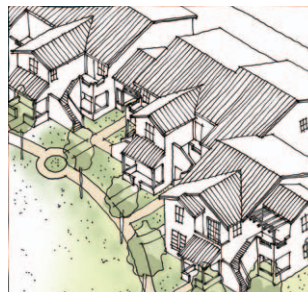
The street and open space network serves as the basic framework for neighborhood development. Although the Plan Area includes two neighborhoods on each side of the channel, both include one usable, well defined open space area easily accessible to all residents and a pedestrian bridge over the Arroyo Seco linking the two areas. The Arroyo Vista Neighborhood should have at least one park, of a minimum .20 acre size on each side of the Arroyo Seco. These neighborhood parks are to be easily accessible to residents and visible from the adjacent streets and surrounding uses.



Children's playground in close proximity to homes.

2.6.2 COMMON OPEN SPACE AREAS

While the neighborhood's open space will be privately owned and maintained it should include prominently located, common areas easily accessible to all residents. To the extent feasible, these larger common areas should not be "buried" behind buildings, and should help to provide neighborhood identity. Common open space areas shall occur throughout the neighborhoods, and should include pedestrian paseos – facilitating pedestrian connectivity and openness, small greens, and landscaped areas. Primary building entries front onto sidewalks and tree lined streets, paseos, or common open space areas. Buildings all front or side onto common landscape areas, and garages are located away from primary road and walkways.

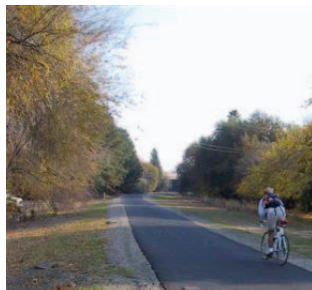


Houses front onto common open spaces.

The Arroyo Vista Neighborhood should have community amenities on both sides of the Arroyo Seco Channel. Amenities could include tot lots, playgrounds, community gardens, and a neighborhood pool and associated clubhouse used for meetings and social activities. At a minimum, one tot lot should be provided in the community, along with a community center or clubhouse for central activity. A neighborhood club will provide residents with a place to host gatherings, barbecue, and sit by the pool. All of the open space areas should incorporate similar landscape elements, weaving a common thread throughout the neighborhood welcoming residents and visitors.



Multi-use trail.



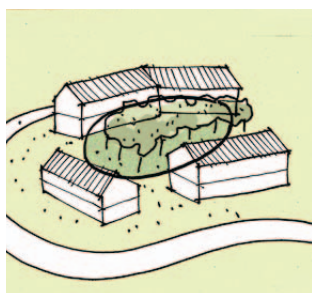
Multi-use trail.

2.6.3 MULTI-PURPOSE TRAILS

A multi-use pathway is also proposed within the required minimum 30-foot building setback from the site property line on either side of the channel. Along with the public multi-use trail proposed for the 20-foot Zone 7 service road, a minimum 50-foot setback will be provided from the top of the creek bank to any building. This trail will provide connectivity from different areas of the community to the Arroyo Seco and ultimately leading to the public city-wide multi-use trail. The buffer area along the Arroyo Seco Channel is easily accessed by both neighborhoods with a pedestrian bridge leading to either side of the channel. A trail on the east side of the channel shall also be required.

The City's Bikeways and Trails Master Plan includes the Arroyo Seco Trail proposed along the west side of the channel utilizing the existing 20-foot wide Zone 7 service road. Design details and standards for this public multi-use trail that will extend from I-580 south to Vasco Road require final coordination with the City, Zone 7 and LARPD.

A Development Agreement will also be required with any future developer of the Site to ensure that multi-use trail improvements along the Zone 7 service road are coordinated with Zone 7 and are implemented within a reasonable and prescribed timeframe during or directly following residential development on the Site.



Common open space configuration.

2.6.4 OPEN SPACE REQUIREMENT

The character and quality of open space within any neighborhood is important for several reasons, but is particularly so in areas with smaller lots, attached single family homes, or apartments, where land must be used very efficiently. Compact development such as this requires that land designated to serve as open space must be conveniently accessible to residents, meet a range of needs, be visually distinctive and contribute to the area's character.

Because open space will play such an important role in defining the character of the neighborhood, a cohesive and hierarchical approach to its definition has been embraced. The backbone of the open space system is streets, sidewalks, and the streetscape, which are thought of as linear open space elements, connecting neighborhood greens, creek side trails, and pedestrian paseos.

Since the neighborhood plan requires at least three different types of building prototypes, a variety of open space solutions are also required. Each of the housing prototypes allowed within the neighborhood has individual open space requirements which are described in detail below. An overarching consideration is that the open space system be cohesive. The first step in achieving this will be an interconnected streetscape system, followed by a creek side trail system, common community greens, and pedestrian paseos.



Pedestrian Paseos between buildings.

It is anticipated that town- or row homes will be the most prevalent building prototype used for development of the site. Of the various building types allowed, these have the highest required amount of open space per unit. Therefore, when calculating and designing the amount of land required and provided for neighborhood greens (any common area larger than .20 acres) it can be derived from the 1,000 square feet of open space required for each townhome unit. This calculation is described in greater detail in the following text.

Open space within the neighborhood will include:

- **Common Open Space Areas** – usable open spaces such as neighborhood greens, gardens, and paseos shared or common with other property owners;
- **Semi-Private Open Space** – which includes open space areas between porches and sidewalks and between buildings and drive aisles; and
- **Private Open Space** – areas for the exclusive use of a single property including porches and courtyards. Garden areas surrounding single family homes are considered to be private open space and can not be used in the calculation for common open space areas.



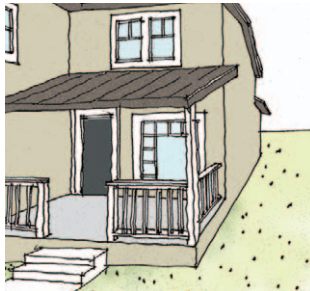
Homes fronting on open space.

2.6.4.1 OPEN SPACE REQUIREMENTS FOR BUILDING PROTOTYPES

The Neighborhood Plan requires that at least three different building prototypes be included when development occurs. These building types are discussed in greater detail in other parts of the Plan. The following provides a summary of open space requirements for each building prototype.

Town- or Row Homes: Town- or row homes require a minimum of 1,000 square feet of open space per unit. This requirement may be met by distributing the requirement over three types of open space: common, semi-private, and private as follows:

- 45-55% common open space
- 25-30% semi-private open space
- 15-25% private open space



Semi-Private open space.

A range of distribution is provided to take into account variation in building prototypes and site planning. In no case should open space provided for townhomes be less than 1,000 square feet per unit, and variance to the above listed may only be 5%+/-.

Apartments or Garden Court Apartments: Apartments or garden court apartments require a minimum of 300 square feet of usable open space per unit. In this case, usable open space is defined as common or private space, excluding required front yards, parking, driveways, and maneuvering areas, open space areas less than 10-feet in dimension either direction, and patio/balconies/decks less than 7-feet in dimension either direction.



Private open space.

Small Lot Single Family Homes: Small lot single family homes will incorporate private open spaces associated with each unit in the form of front and/or side yards and courtyards or porches. Porches shall be a minimum size of 7-feet in dimension either direction.

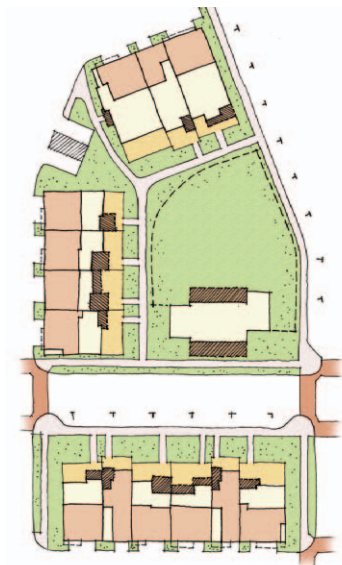
Areas located within the required buildings setbacks (such as side and front yards) will be considered private open space. These types of open space areas must be at least 5 feet in width in order to count towards the overall open space acreage within the Plan Area. Refer to Chapter 4, Section 4.1.5.1 which provides guidelines for lot sizes and setback requirements for small lot single family homes.

2.6.4.2 OPEN SPACE SUMMARY

Conceptual Land Use Plan “A” (14.1 du/acre, Figure 2-1) includes 315 townhomes (two types) and 87 single family lots. Given the open space requirement of 1,000 sf/unit for townhomes, a minimum of 315,000 sf (7.23 acres) of open space would be required for this development scenario. A strict open space requirement for single-family lots is not defined as it is assumed that each lot will incorporate private open spaces associated with each unit, as defined by building setbacks. This conceptual land use plan proposes approximately 8.47 acres (368,953 sf) of open space, as seen in the table below.

Conceptual Land Use Plan “B” (17.3 du/acre, Figure 2-2) includes 325 townhomes and 170 apartments. Given the above open space requirement of 1,000 sf/unit for townhomes and 300 sf/unit for apartments, a minimum of 376,000 sf (8.63 acres) of open space would be required for this development scenario.

This conceptual land use plan proposes approximately 9.33 acres (406,415 sf) of open space, as seen in the table below.



Homes fronting a community center and surrounding open space.

CONCEPTUAL LAND USE PLAN “A”

Neighborhood A: 161 townhomes	Acres	Percentage by Open Space Type	Neighborhood B: 154 townhomes	Acres	Percentage by Open Space Type
Common Open Space	2.43	52%	Common Open Space	1.72	45%
Front Yards	1.27	27%	Front Yards	1.18	30%
Decks	0.97	20%	Decks	0.93	24%
Total Open Space A:	4.64	--	Total Open Space B:	3.83	--

TOTAL OPEN SPACE: 8.47 Acres

CONCEPTUAL LAND USE PLAN “B”

Neighborhood A	Acres	Percentage by Open Space Type	Neighborhood B	Acres	Percentage by Open Space Type
Common Open Space (townhomes)	2.31	52%	Common Open Space (townhomes)	1.65	47%
Front Yards (townhomes)	1.20	27%	Front Yards (townhomes)	0.93	27%
Decks (townhomes)	0.91	20%	Decks (townhomes)	0.91	26%
Apartments – usable open space	0.78	--	Apartments – usable open space	0.64	--
Total Open Space A:	5.20	--	Total Open Space B:	4.13	--

TOTAL OPEN SPACE: 9.33 Acres

CHAPTER 3: CIRCULATION SYSTEM



An overarching General Plan Goal of the Neighborhood Plan is to ensure a safe and convenient circulation system that integrates with existing developments and protects neighborhood quality.

CHAPTER 3

CIRCULATION SYSTEM

A neighborhood's character is set by the streets and sidewalks that connect and define its form. The Arroyo Vista neighborhood's circulation system should provide an uncomplicated network of pathways and streets for its residents and visitors as they enter or exit and move through the neighborhood. Careful attention has been paid to the movement of all modes of transportation in allowing for the safe and efficient movement of vehicles, pedestrians and bicyclists.

A hierarchical interconnected street system distributes traffic throughout the entire neighborhood, helping to alleviate the possibility of only a few streets carrying the majority of the vehicular trips. While the neighborhood provides efficient and convenient vehicular movement, the entrances combined with the surrounding external streets are positioned to discourage cut through traffic.

Internal pathways help to reduce the number of potential conflicts that could occur between vehicular traffic and pedestrian and bicycle movements. By reducing the number of crossing necessary and the number of driveway curb cuts along the pedestrian pathway these conflicts are minimized.

To ensure development of a cohesive, pedestrian-oriented residential community with integrated recreational amenities, access to transit facilities and surrounding retail sites, the Neighborhood Plan establishes a detailed framework for circulation.

3.1 Circulation Goals

The overarching General Plan Goal of the Neighborhood Plan is to ensure a safe and convenient circulation system that integrates with existing developments and protects neighborhood quality.

Both general and specific development criteria applicable to the Plan Area have been prepared by the City. The specific development criteria for the circulation system in the Plan Area include the following:

- Widening of Las Positas Road from two to four lanes,
- Bike lanes on Las Positas Road,
- Main access to site, ideally, on Arroyo Vista Road and Bennett Drive,
- Alternative access on Las Positas Road aligned with Contractors Street; and
- Fire access from Las Positas Road.

The Neighborhood Plan meets all of these criteria. Furthermore, the Plan proposes minimal access points and on-street parking in safe, specific areas along Las Positas Road. Residential units facing outward towards Los Positas Road coupled with limited on-street parking, will contribute to the character of the neighborhood.

Parallel parking will be allowed along prescribed segments of Las Positas Road, generally along the southern boundary of the Neighborhood. Limited on-street parking on Las Positas Road is essential for two key reasons. First, as future residences in the neighborhood are required to either front or side onto Las Positas Road, including front doors and porches or courts, visitors should be able to safely gain access. Second, car parking along this section of the roadway will provide motorists with a visual cue that they are entering a residential district and their awareness of their environs should be heightened. The location for on street, parallel parking has been carefully established by City staff, and the locations may not be varied. All required guest and visitor parking must be accommodated on-site, as discussed in this Chapter.



Internal street with parking permitted on one side.



An example of a local connector.

3.2 Proposed Street Network

Through the development of the Site, existing external streets will be improved to handle the added capacity of the trips generated by the new Neighborhood. These improvements will also assist in the flow of traffic through this area of Livermore. A new internal street network will be created to directly service the Site's residents and visitors. The proposed internal system will be comprised of neighborhood streets and alleys. Figure 3-1 conceptually illustrates both the Site's internal streets as well as the external streets that make up its boundaries. This figure is a key map that indicates where specific street sections are located that are discussed throughout this Chapter.

3.2.1 EXTERNAL STREET NETWORK

Several streets make up the external boundary of the Arroyo Vista Neighborhood and provide alternative routes in and out of the area. Arroyo Vista Road forms the northern boundary for the west side of the Site. Las Positas Road runs along the south and west edge of the Site. Bennett Drive forms the eastern boundary for the east side of the Site.

The Arroyo Vista Neighborhood Plan requires the establishment of an interconnected street system with multiple connections to the greater roadway network. This results in the need for more than one connection (for each "half" of the Neighborhood Plan Area) with the roads that largely surround the site. However, it is also recognized that Las Positas Road is an important city connector, which will carry many more trips in the future. As such, the Plan describes precise locations for intersections. Connections with Arroyo Vista Road and Bennett Drive are also important, but because they are anticipated to carry fewer trips than Las Positas Road, designers have more flexibility in locating future intersections.

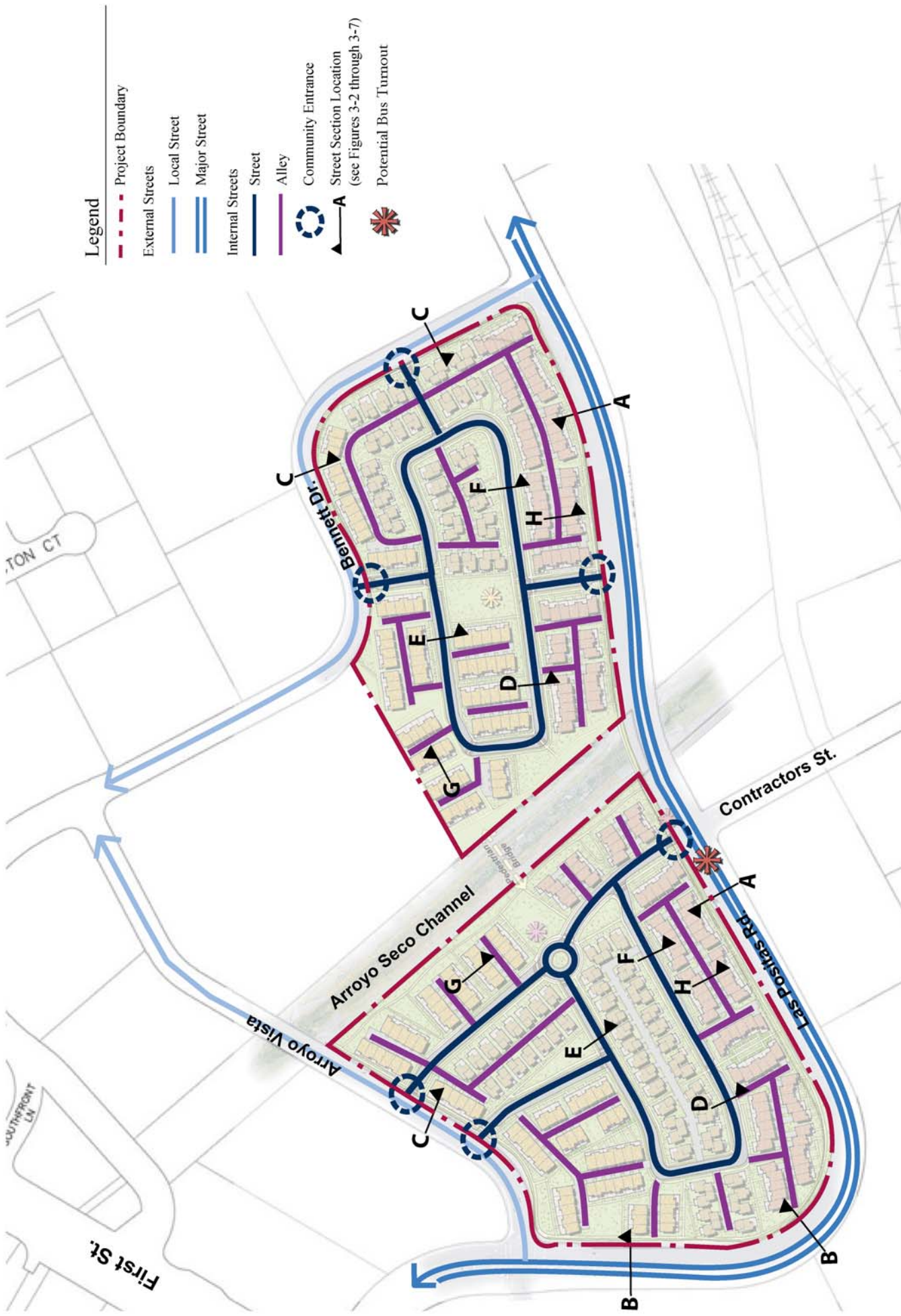
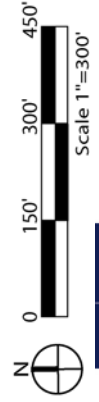


Figure 3.1: Conceptual Circulation





Las Positas Road, with the Arroyo Vista Site to the North.

3.2.1.1 EXISTING MAJOR STREET: LAS POSITAS ROAD

Las Positas Road is classified by the General Plan as a Major Street. Major Streets are those streets that are medium-speed, high capacity routes that provide opportunities for cross-town travel and freeway access. Major Streets should be designed with a consistent landscaping theme throughout the length of the street (for specifics on required landscaping see Chapter 4, Design Guidelines).

Vehicular Access

Auto access to the Neighborhood may only occur at two locations along Las Positas Road. One four way intersection could occur, in alignment with the existing Las Positas and Contractors Street intersection, which would need to be improved with a traffic signal. The other right-in, right-out intersection could be located approximately mid-block between Contractors Street and Bennett Drive. No alleys or private driveways may be accessed directly from Las Positas Road.

Required Improvements

Las Positas Road must be widened and enhanced to incorporate an additional lane of travel in each direction, a center median, and bike lanes on both sides and sidewalks, along with a landscape strip, on the side adjacent to the Site. On-street parking will be permitted along the northern side of the roadway adjacent to the Site to create a more traditional neighborhood appearance for the new development, rather than creating an inward facing, walled community. These on-street parking places will serve as an additional physical buffer between vehicular traffic on Las Positas Road and pedestrian traffic and the homes that will front onto this street. A landscape strip will separate the sidewalk from on-street parking. Figures 3-2 and 3-3 (Cross Sections A and B) depict typical layouts on Las Positas and Arroyo Vista Roads.

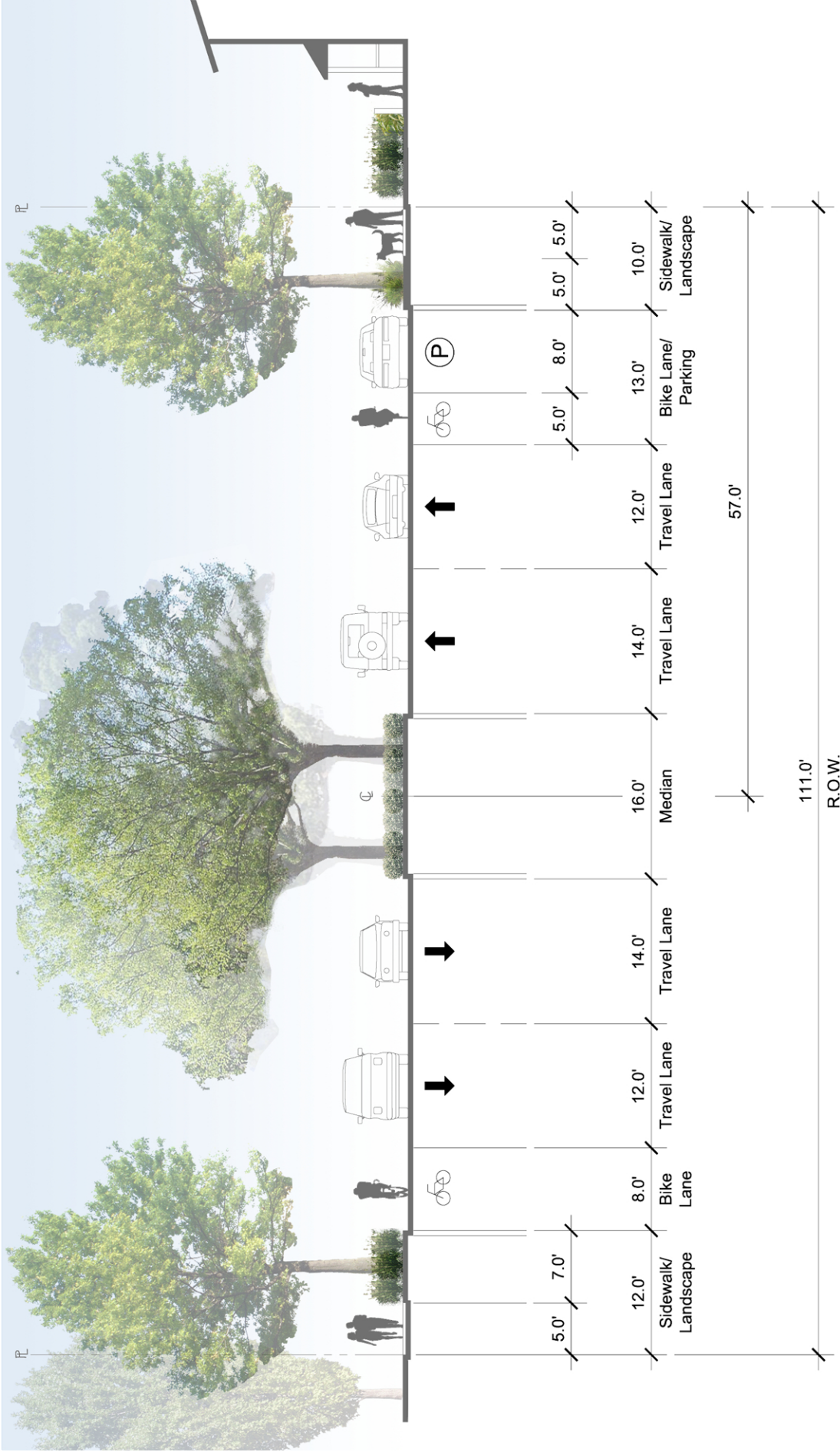


Figure 3.2: Las Positas Road with Parking - Section A

D R A F T

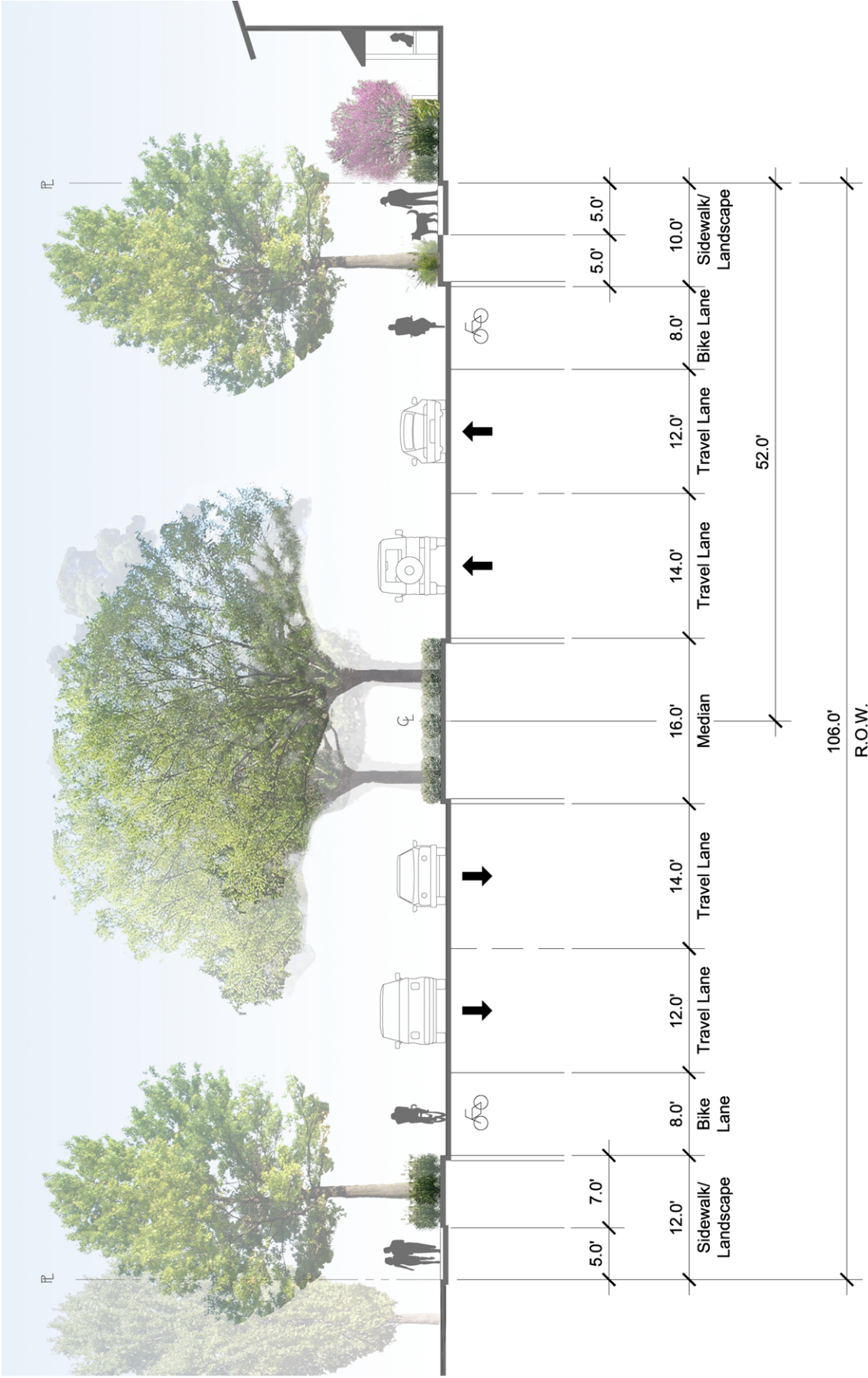


Figure 3.3: Las Positas Road without Parking - Section B

D R A F T

General Plan Policy: On-Street Parking on Las Positas Road

General Plan Circulation policy generally discourages, but does not preclude, on-street parking along major streets as well as residential units that would face a major street. It is generally discouraged because of the potential impact that multiple driveways and on-street parking might have to the carrying capacity of the street. This proposal to allow on-street parking and residential units facing the street is to facilitate or promote those residential design characteristics (contained in other City policy documents), which are considered crucial to the development of a pedestrian friendly, human scale neighborhood. However, safety and carrying capacity concerns are still being addressed as part of this Plan. The amount of on-street parking that will be provided along Las Positas Road is still relatively limited and would occur primarily along the stretch between Bennett Drive and Contractors Way. No on-street parking will be permitted along the curvature or on the western portion of Las Positas Road.

The proposed median along the stretch of Las Positas Road adjacent to the Arroyo Vista Site will prohibit cross traffic into the Site that might impact traffic flow. No individual residential driveways are proposed along Las Positas Road that would impact or delay traffic flows. The 2005 Traffic Study conducted for the Site analyzed the impacts of providing on-street parking on Las Positas Road. The Study indicated that the low amount of parking spaces being provided (approximately 66 to 68 proposed in the conceptual site plans) in turn will limit the amount of parking maneuvers that will occur and therefore should not cause substantial delays to vehicles traveling along Las Positas Road (refer to Figures 3-2 and 3-3).

Median

To enhance Las Positas Road, a 16-foot wide landscaped median will be required as part of the redesign of the street from Arroyo Vista Road to Bennett Drive. A median along Las Positas will direct vehicles, pedestrians and bicyclist's alike to appropriate street intersections and crossings, again allowing for the safe movement of all modes of transportation.

In following the City's design guidelines landscaped medians should be used on wider, busier streets to help portray a smaller less intimidating street for pedestrians. Medians should be wide enough to support vegetation, both ground cover and larger canopy trees. Medians should narrow at intersections and vegetation should not impede sightlines at intersections.



Tree-lined median.



Tree-lined street with on-street parking.

3.2.1.2 EXISTING LOCAL STREETS: ARROYO VISTA ROAD AND BENNETT DRIVE

Arroyo Vista Road and Bennett Drive are classified under the General Plan as local streets. Improvements to these streets would primarily be the addition of, or improvements to sidewalks, planting strips and street trees along the Plan Area side of both of these local streets. Figure 3-4 (Cross Section C) depicts the typical section for Arroyo Vista Road and Bennett Drive.

3.2.2 INTERNAL STREET NETWORK

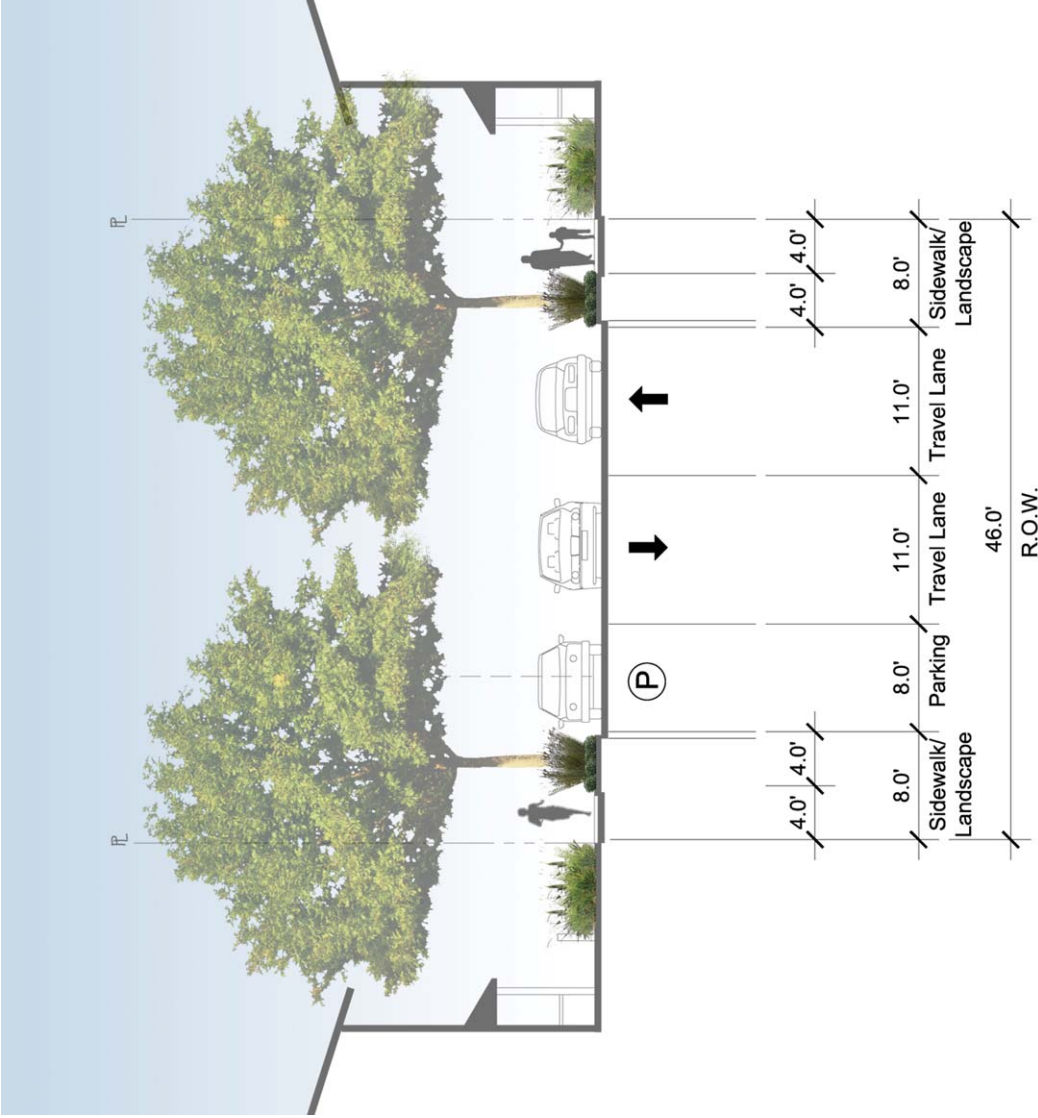
The Arroyo Vista Neighborhood provides a transition from the surrounding street network into a neighborhood with a simple hierarchy of two types of streets, neighborhood streets and alleys. A straight forward circulation pattern is provided by the streets in the neighborhood, connecting all six community entrances. This allows for an easy flow in and out of this neighborhood. Neighborhood streets are also intended to guide vehicular traffic to the secondary street system, the alleys. Figure 3-1 shows the street hierarchy for the Site.

Neighborhood streets within the Arroyo Vista Neighborhood shall have two minimum 11-foot wide travel lanes, one for each direction. Internal streets shall provide on-street parallel parking along at least one side of the street. Where space is available, on-street parallel parking should be provided on both sides. Sidewalks shall be provided on both sides of the street to help provide a buffer for those homes that front onto these streets. Where space permits, a minimum four-foot landscaped strip should separate sidewalks from the travel lanes. Figures 3-4, 3-5, and 3-6 (Cross Sections D, E and F) show typical neighborhood street sections and Figure 3-7 shows a typical paseo condition (Cross Section G).

Alleys branch out from each of the neighborhood streets and are the means by which residents drive to and from their garages. Access to the residents garages, at the rear of the home, are provided from the alleys. Garage access at the rear of the units will encourage a pedestrian friendly, human scale environment at the front of the units. Alleys shall have one minimum 10 foot travel lane in each direction and all homes shall be setback a minimum of six feet off the alley. Sidewalks should not run along the rear of the house, as alleys are to be used primarily for vehicular access to resident's garages. Figure 3-7 (Cross Section H) depicts the Site's alleys.

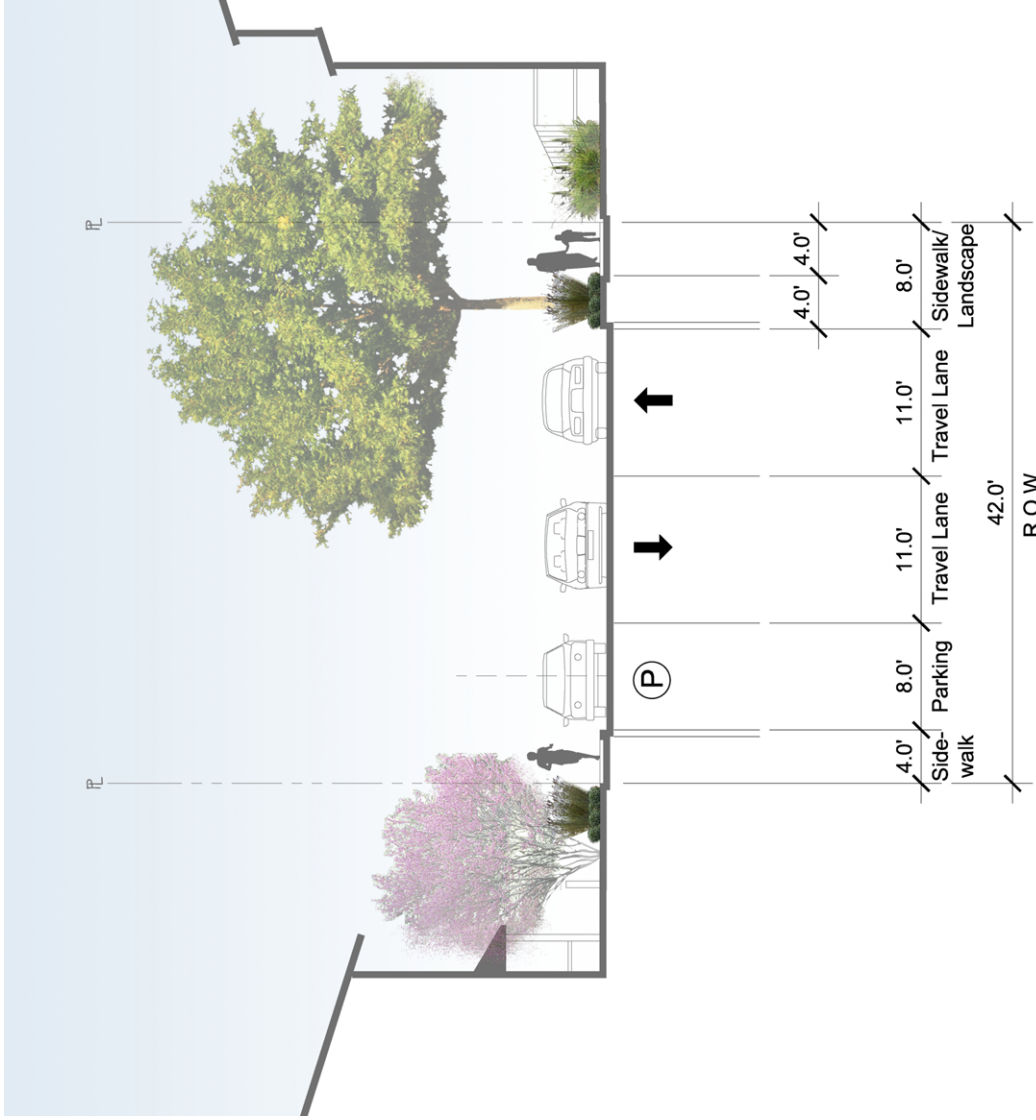


Bennett Drive and Arroyo Vista Road
Sidewalk Condition (Section C)



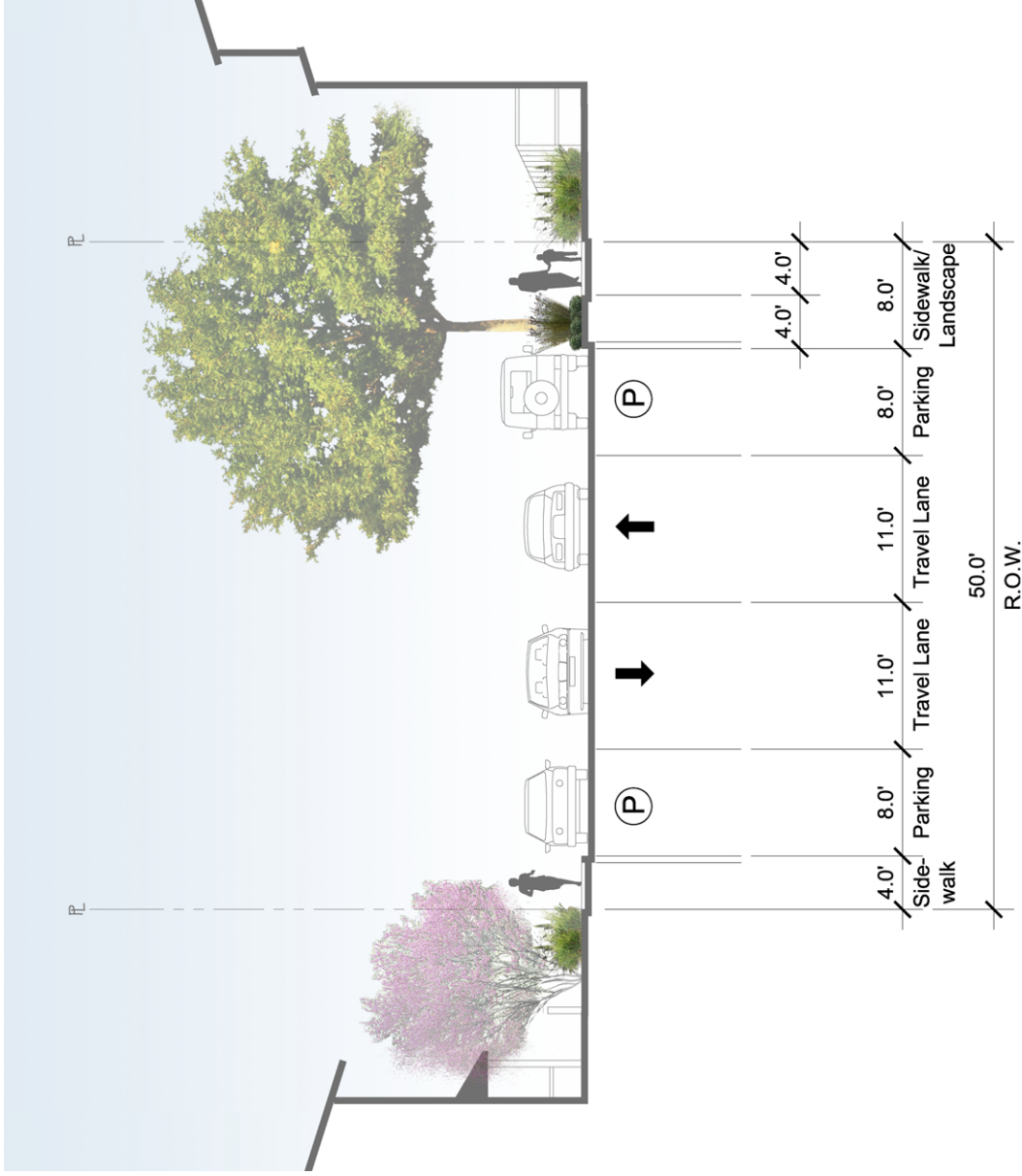
Internal neighborhood street with on-street parking on one side and curb-separated sidewalks on both sides (Section D)

Figure 3.4: Bennett Drive and Arroyo Vista Road Sidewalk and Typical Neighborhood Street - Sections C and D



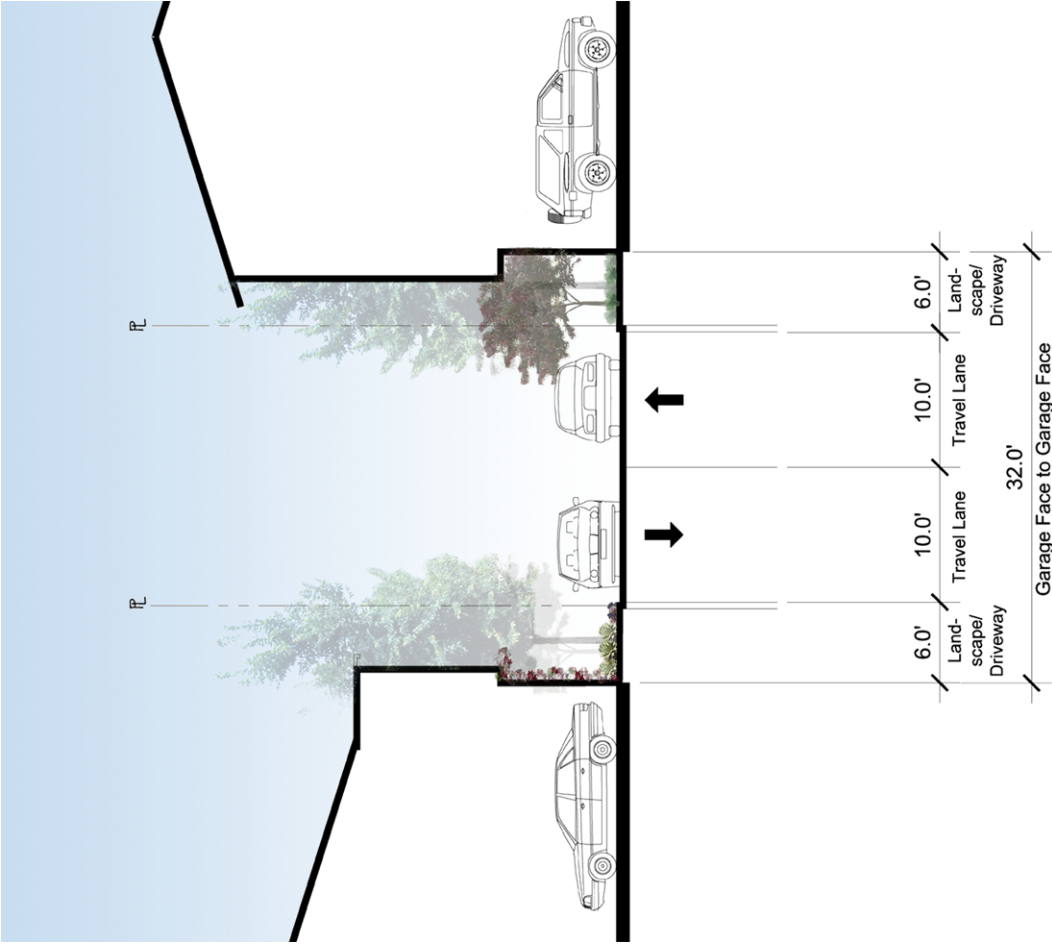
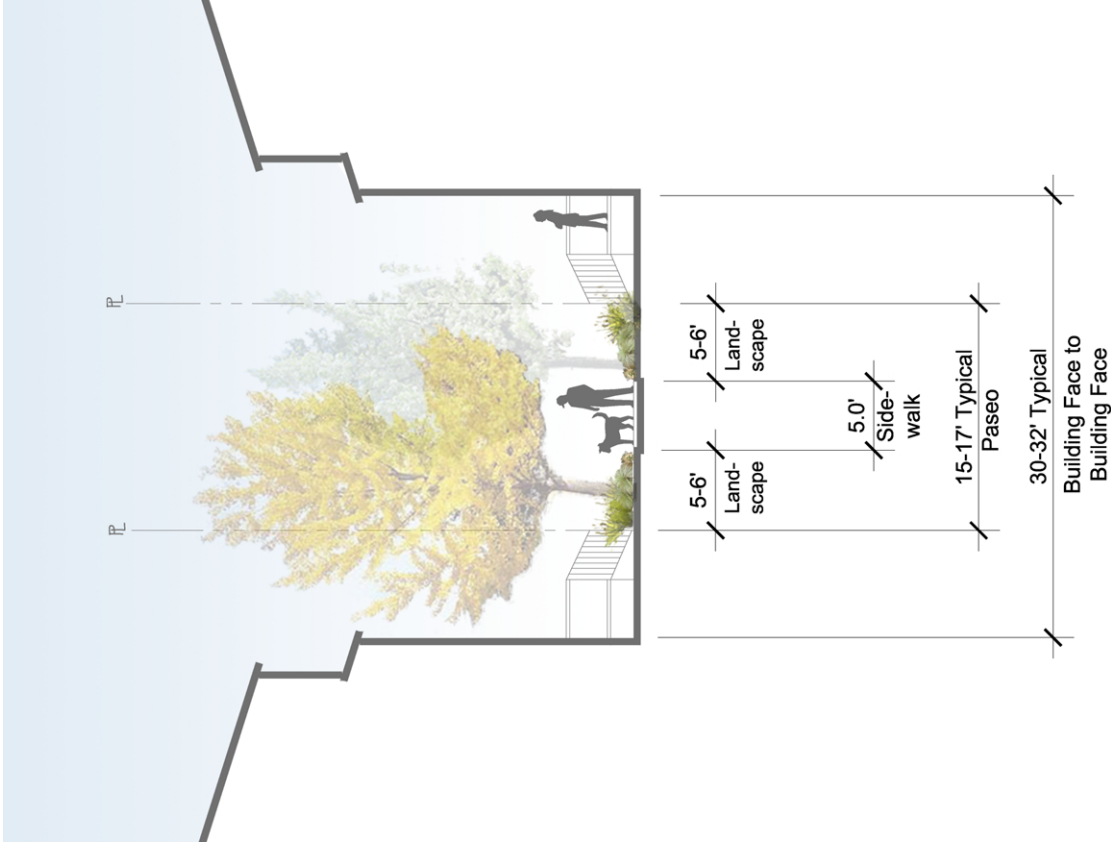
Internal neighborhood street with on-street parking on one side and curb-separated sidewalks on one side (Section E)

Figure 3.5: Typical Neighborhood Street - Section E



Internal neighborhood street with on-street parking on both sides and curb-separated sidewalks on one side (Section F)

Figure 3.6: Typical Neighborhood Street - Section F



Typical Pedestrian Paseo Condition (Section G)

Typical Alley Condition (Section H)

Figure 3.7: Typical Pedestrian Paseo and Alley - Sections G and H

Sidewalks

Primary internal streets should be lined with sidewalks, street trees, and include parallel parking on at least one side. To the extent feasible, street cross sections would include two lane streets with parking along one or both sides; curb separated sidewalks, and street trees all along. All neighborhood streets must include sidewalks and street trees on both sides. Greater details on proposed standards for sidewalks are contained in Section 3.3 of this Chapter, Pedestrian and Bicycle Network. More details on building setbacks are contained in Chapter 4, Neighborhood Plan Design Guidelines.



Tree-lined street with sidewalks on both sides.

3.2.3 ACCESS

Auto access to the Neighborhood may only occur at two locations along Las Positas Road. One four way intersection could occur in alignment with the existing Las Positas and Contractors Street intersection, which would need to be improved with a traffic signal. The other right-in, right-out intersection could be located approximately mid-block between Contractors Street and Bennett Drive. No alleys may be accessed directly from Las Positas Road.



Alley-loaded access.

Up to two automobile access points may occur on Arroyo Vista Road and up to two on Bennett Drive. The locations of these intersections must be coordinated with City traffic and planning staff (refer to Figure 3-1 for potential access points). Multiple entrances help provide safe, efficient movement throughout the neighborhood while allowing for a more even distribution of trips to all entrances. Parking will be restricted near these entrances (both before and after) in order to meet the minimum 250-foot sight distance requirement as outlined in the 2005 Fehr and Peers Traffic Study, pg. 39.

The auto entrances along Las Positas Road will have restricted turning movements into and out of the Site (one four-way and one right-in right-out), due to the proposed median which will separate the street. Minimizing turning movements along this street will limit the impact that entering and exiting Neighborhood traffic will have on the overall traffic flow along Las Positas Road, also, reducing the number of potential conflicts.



The Intersection of Arroyo Vista Road and Las Positas Road.

3.2.3.1 INTERSECTION IMPROVEMENTS

A transportation impact analysis was conducted for the Plan Area to determine transportation infrastructure improvements that may need to be made as a result of development of this Neighborhood Plan (Fehr & Peers, 2005).

A traffic signal at the intersection of Las Positas and Arroyo Vista Roads will be required as part of any development proposal for this site. Additionally, the need for a traffic signal at the intersection of Las Positas Road and Contractors Way will be reviewed and most likely required at the time the Arroyo Seco multi-use trail is implemented along the existing Zone 7 Service Road adjacent and directly north and south of the site.



Parallel on-street parking spaces are provided on the Arroyo Vista Site.

3.3 Residential Parking Requirements

3.3.1 OFF-STREET REQUIREMENTS

Within the neighborhood off-street parking places will need to be provided consistent with LPZC, Section 3-20-050 as follows.

- Detached/Couplet: Two on-site resident spaces per unit. For dwellings located on private streets, one additional guest parking space stall shall be provided for each unit when parking is provided on only one side of the street, and two additional parking stalls for each unit if parking has been eliminated from both sides of the street. Tandem parking shall not be utilized to meet these requirements.
- Townhome/Condominium: Two on-site resident spaces per unit, one of which is covered. One additional guest parking space shall be provided for each four dwelling units. These stalls shall be located to provide reasonable utilization for all of the dwelling units within the project. Stalls shall not be located within any required street frontage yard.
- On-street parallel parking, along one side of neighborhood streets should be provided where space permits and as long as parked vehicles do not obstruct sightlines at intersections. Where feasible, in order to increase the availability of parking for residents and visitors, parallel on-street parking on one side of the street will be permitted on neighborhood streets within the Site.
- Handicap spaces must be provided and placed in proximity to community gathering areas and near accessible routes to dwelling units in compliance with California Accessibility Standards.

Concept A

The 14 dwelling units /acre conceptual land use plan that includes 402 total units would be required to have 970 parking spaces, based on the City's requirement of 3 parking spaces per unit for detached units and 2.25 parking spaces per townhome/condominium. In this development scenario, 190 on-site surface parking spots that can be utilized as guest parking are included within the Neighborhood, plus two-car garages for 402 units (804 spaces), totaling 994 spaces. There are also an additional 136 spaces off-site on Las Positas Road, Arroyo Vista Road and Bennett Drive. The following table shows the required amount of parking for this concept. For this development scenario, Figure 3-8 shows the possible street parking locations within the Site and on the surrounding streets.

<i>Units</i>	<i>Resident</i>	<i>Guest</i>	<i>Total Spaces Required</i>
87 detached	174	87 (1/unit)	261
315 townhomes	630	79 (.25/unit)	709
402 units	804	166	970

Concept B

Based on the City's requirement of 2.25 parking spaces per townhome/condominium, the 17.3 dwelling units /acre conceptual land use plan (including 495 total units) would be required to have 1,114 parking spots. In this development scenario, 226 on-site surface parking spots that can be used as guest parking are included within the Neighborhood, plus two-car garages for 495 units (990 spaces), as well as 82 additional guest spaces located within the townhomes and multi-family units, totaling 1,298 spaces. There are also an additional 125 spaces off-site on Las Positas Road, Arroyo Vista Road and Bennett Drive. For this development scenario, Figure 3-9 shows the possible street parking locations within the Site and on the surrounding streets.

<i>Units</i>	<i>Resident</i>	<i>Guest</i>	<i>Total Spaces Required</i>
325 townhomes	650	82 (.25/unit)	732
170 mf	340	43 (.25/unit)	383
495 units	990	125	1,115

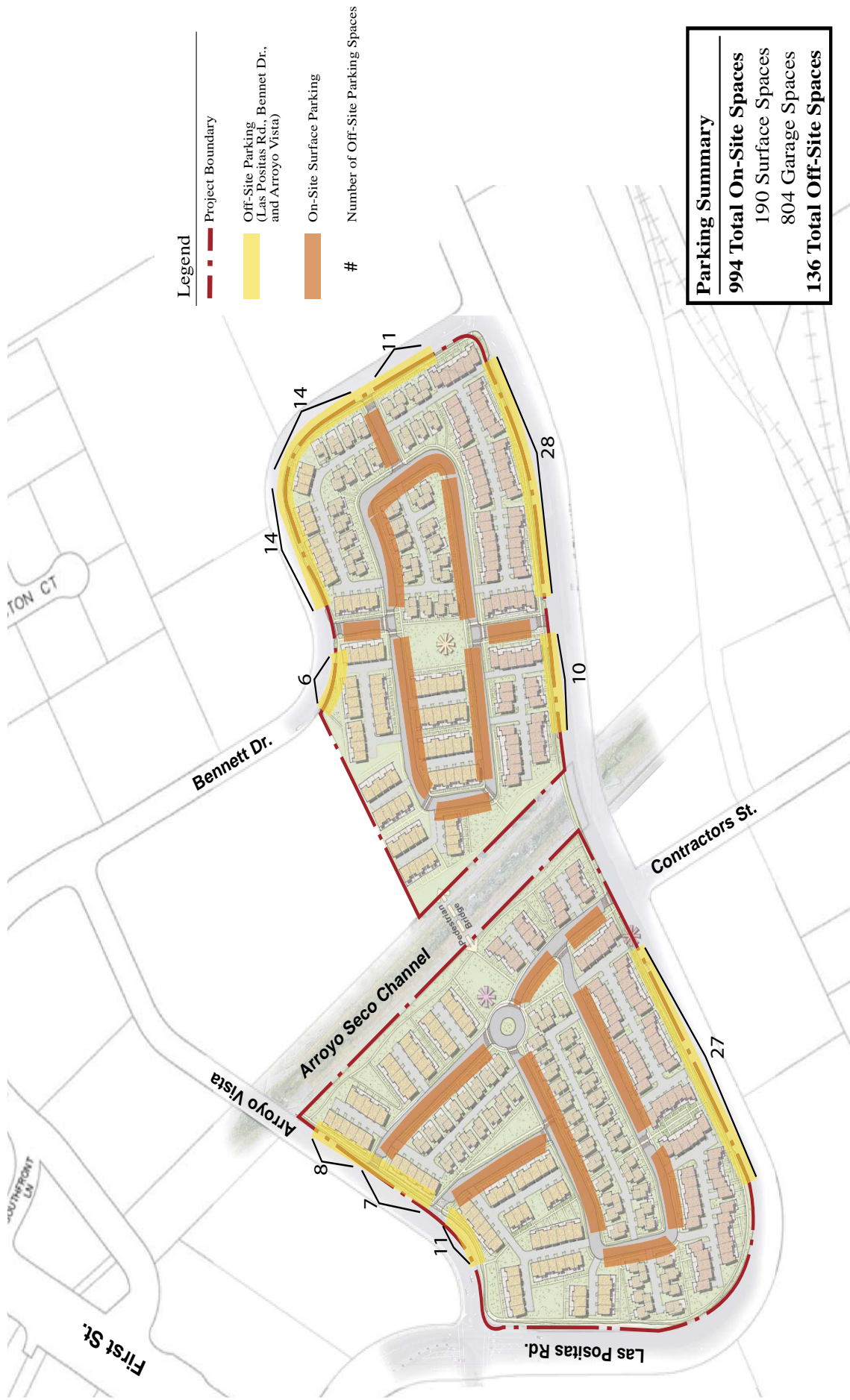
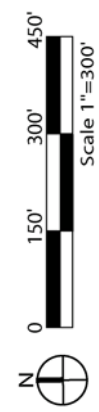


Figure 3.8: Concept Plan A (14.1 du/acre) - Parking Diagram



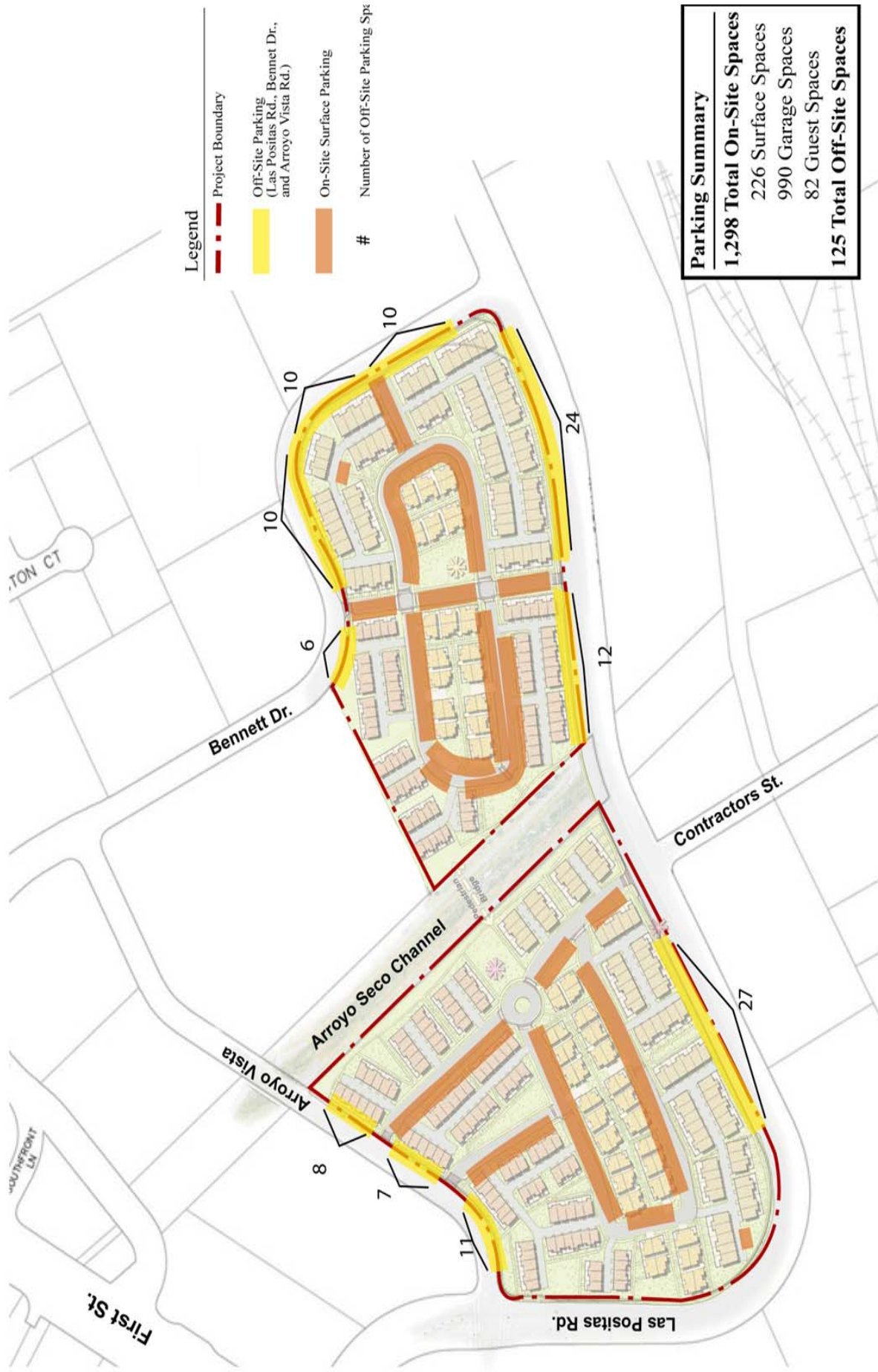
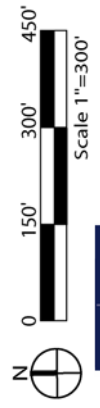


Figure 3.9: Concept Plan B (17.3 du/acre) - Parking Diagram

FINAL 07.07



D R A F T





On-street parking with pedestrian bulb-outs.

3.4 Pedestrian and Bicycle Network

The character of the Arroyo Vista neighborhood is not only determined by vehicular connections and entrances to the neighborhood but equally by the highly accessible and inviting pedestrian and bicycle network. Visible paths from key intersections on the peripheral of Site will lead one into the residential neighborhood and to its many amenities. Ensured convenience and safety is a benefit of the internal nature of the paseos running along the façade of the homes. A planting strip will buffer those sidewalks that are adjacent to exterior and interior neighborhood streets.

3.4.1 SIDEWALK STANDARDS

Throughout the Site paved sidewalks and pathways within paseos will guide residents and their visitors to their intended destination within and surrounding the neighborhood. The orientation of the paseos along the front of the homes brings the human scale to this residential community. This purposeful design element is intended to draw people outside of their homes to enjoy the pathways and open space elements that are scattered throughout the Arroyo Vista Neighborhood. Sidewalk widths will vary from four to five feet depending on whether they are located on public streets or within the Site.



Designated bike lane and pedestrian crosswalk.

3.4.1.1 EXTERNAL

Paved sidewalks, buffered by a planting strip adjacent to the roadway right of way will run parallel to all the external streets surrounding the Arroyo Vista Neighborhood (Las Positas Road, Arroyo Vista Road and Bennett Drive). These sidewalks will allow for neighborhood residents and other pedestrians to move easily through and around this area and access adjacent commercial and retail stores. Figures 3-2 and 3-3 (Cross Sections A and B) show a typical cross section of proposed public sidewalk widths for Las Positas Road. The required paved sidewalk width on Las Positas Road is 5-feet. A 5-foot wide landscaped strip will also be provided adjacent to the roadway right-of-way on the north side of Las Positas Road adjacent to the project site.

Figure 3-4 (Cross Section C) shows the typical layout of external sidewalks on Arroyo Vista Road and Bennett Drive. Adjacent to the Project Site, sidewalks will be required with a minimum width of 5-feet. A 5-foot wide landscaped strip will also be provided adjacent to the roadway right-of-way.

In all cases, sidewalks will be designed to direct users to safe street crossings and make them comfortable in their movements around the entire area.

3.4.1.2 INTERNAL

Internal neighborhood paseos will run parallel to the facades of the homes, providing direct access to the main entrances of each home. A planting strip will buffer those sidewalks that are adjacent to exterior and interior neighborhood streets. Residents and visitors will be directed away from walking along the rear of homes (the alleys) and be able to enjoy pathways that take people throughout the landscaped fronts of the homes and along open space areas. Sidewalks will not be provided along alleys, to minimize the conflict between vehicular traffic and pedestrians as alleys are intended to only provide vehicular access to the homes.

Each proposed building must provide a minimum 15-foot wide paseo including a minimum 5-foot wide paved sidewalk through the center to facilitate pedestrian access and connectivity. Figure 3-7 (Cross Section G) depicts a typical pedestrian paseo with a total distance of 32 feet between buildings on either side; the minimum distance between buildings (face to face) must be at least 30 feet.

3.4.2 BIKE LANES

Along with the required roadway improvements including the right of way expansion of Las Positas Road, bike lanes on either side must be added, consistent with the City's 2000 Bikeways and Trails Master Plan and required TIF (Traffic Impact Fee program) improvements.

Bicyclists entering or exiting the Site will have access to Class II (separated lane within the existing right-of-way) bike lanes along Las Positas Road and to the proposed Arroyo Seco Trail that will run along the Arroyo Seco Channel. The Class II bike lanes along Las Positas Road will allow bicyclists to connect to the bike lanes along First Street to the west of the Site and Vasco Road to the east.

Where parking is proposed on the north side of Las Positas Road, bike lanes will have a designated 5-foot width adjacent to parking spaces, in areas where no parking is provided, bike lanes must have a minimum width of 8-feet, consistent with City standards (Figures 3-2 and 3-3).

Designated bike lanes are not proposed within the internal street circulation of the Arroyo Vista Neighborhood Plan but bicycling shall be permitted along the Arroyo Seco trail. The narrow streets within the Project Site will keep vehicular traffic speeds low, along with low traffic flow within the Site, and will not cause a major conflict between bicyclists and motor vehicles. Bikes will be able to share the street with vehicles along all internal Neighborhood area streets.



Pedestrian paseo with internal sidewalk.



Pedestrian paseo with internal sidewalk.



Livermore bus.

3.4.3 PROJECT CONNECTION

The Arroyo Vista Neighborhood Plan encourages the development of the Site to encompass pedestrian and neighborhood friendly development, providing a visual connection between the surrounding public realm and the neighborhood within. Primary home entrances are to face the street providing a greater sense of neighborhood character.

Two principles, fundamental to the success of a highly walkable neighborhood are direct connections and convenience. The street and block system within the Neighborhood is organized in a manner that facilitates these principles. Circuitous routes around or through development areas make for a long and often arduous walk and have been discouraged. Consequently, the Arroyo Vista Plan encourages new development to consist of smaller blocks allowing for easy orientation and direct access to homes, parks, and the community center. The hierarchical, interconnected streets and pedestrian path system make the movement within and to the surrounding commercial uses straightforward and convenient. Pathways are intended to guide pedestrians to the most convenient and safest street crossing locations.

Public transportation stops are not directly adjacent to or located within the Neighborhood. However, a bus stop for several bus routes is directly north of the Site, and will be accessible by external site sidewalks. To accommodate future demand, a bus stop/turnout is planned by LAVTA on the westbound side of Las Positas Road and to the west of Contractors Street. An ACE train station is located to the south of the project area and with the build out of proposed City multi-use paths, will be easily accessible from the Arroyo Vista Neighborhood.

3.4.4 PEDESTRIAN CROSSINGS

To help facilitate pedestrian movement to and from as well as throughout the Neighborhood, safe and convenient street pedestrian crossings must be provided. Particular attention should be paid to crossings that connect the Site to the commercial and retail area just to the west and also north of the Site. To this end marked pedestrian crossings will be provided at the signalized intersection of Arroyo Vista and Las Positas Roads. A future pedestrian crossing is also planned for the intersection of Contractor's Way and Las Positas Road to accommodate the Arroyo Seco Trail alignment as it extends south. The proposed circulation system for both the conceptual site plans has been designed to channel pedestrian movement towards safe crossings at public streets.

Internal street crossings should also be made at appropriate locations to encourage pedestrian movement and safety throughout the Neighborhood. Crossings should connect internal pathways and provide direct access to the open space areas scattered throughout the Neighborhood. Crossings should be clearly delineated or distinguished from the normal pavement through use of color and/or different materials and textures.

3.5 Transit Connections

Within the City of Livermore and its surrounding municipalities, the Livermore/Amador Valley Transit Authority (LAVTA) provides bus service, WHEELS. Several existing transit routes run along First Street, which is just to the north and east of the Arroyo Vista neighborhood. Transit lines 11, 15 and 20 provide service along this corridor. The closest bus stop to the Project Site is located at the First Street/Las Positas Road intersection.

According to the Livermore-Amador Valley Transportation Authority (LAVTA), with Las Positas Road now connecting through to Vasco Road and becoming a four-lane arterial, it would seem likely bus service would be provided along this corridor in the near future. The location for the bus turnout would ideally be located west of Contractor's Way to provide access to a future trail crossing at this location.

Commuter rail service is provided by Altamont Commuter Express (ACE), through the location of two commuter train stations within the City. The ACE train runs between Stockton and San Jose. One of the stations is located southeast of the Arroyo Vista Neighborhood on South Vasco Road. Residents of the Arroyo Vista Plan area will be able to access this existing ACE train via designated Class II Bike Lanes extending along Las Positas Road east to Vasco Road and then south on Vasco Road to the station parking lot.



Primary home entrances are to face the street, providing a greater sense of neighborhood character.

CHAPTER 4: NEIGHBORHOOD PLAN DESIGN STANDARDS AND GUIDELINES



Neighborhood design elements should embrace a pedestrian-friendly environment with homes integrated with open spaces.

CHAPTER 4

NEIGHBORHOOD PLAN DESIGN STANDARDS AND GUIDELINES

4.1 Neighborhood Design Standards and Guidelines

The Neighborhood Plan for the Arroyo Vista site is intended to supplement the City of Livermore's General Plan, the Livermore Planning and Zoning Code, as well as the City's general Design Guidelines and Standards already in place. This Plan will help shape the form and character of the Arroyo Vista Neighborhood by providing site and building-type specific standards and guidelines. Design considerations and development standards that are not addressed specifically by this Plan must still be consistent with established City of Livermore policy objectives, zoning and development regulations, design standards and guidelines for residential development, and engineering details and specifications.

It is the intention of the General Plan for the Site to become a pedestrian friendly, residential infill development with a density of between 14 and 18 dwelling units per acre with an area-wide open space system, and to maintain the attractive qualities of Livermore's traditional neighborhoods.

The following parameters for development suggest that appropriate housing types at this density could include a mix of small lot single family homes, townhomes, and/or attached multiple family homes. As described in other sections of this Plan, the neighborhood must include at least three different types of housing and meet appropriate open space and parking requirements. An important consideration described in the General Plan is that this new neighborhood must not become an isolated enclave of housing.

As stated previously, the Arroyo Vista Neighborhood must embrace the following design elements which would be considered applicable to any development scenario for the Site:

- An attractive architectural street facade along the entire perimeter of the Site,
- At least three different housing types,
- To the greatest extent possible, protection of healthy trees found on the Site
- A hierarchical and interconnected street system which is pedestrian friendly; and
- A hierarchical open space system which includes accessible, well defined neighborhood parks, common open space areas, and two minimum 30' wide buffer and multi-purpose trail areas alongside of Arroyo Seco Channel.



The articulation of the building facades will help establish neighborhood identity and interest.

Given these design considerations, the following design standards and guidelines include requirements and recommendations that should be applied to neighborhood form and to all building types. Design standards are denoted by the words “shall” or “must” and are required provisions. Design guidelines are denoted by the words “should” or “may” and are recommended provisions.

4.1.1 SITE CONTEXT AND DESIGN FACTORS

The Arroyo Vista Site includes two general development areas physically separated from one another by the Arroyo Seco storm water management facility. The 28+/- acre site is essentially flat, and includes several mature trees in various degrees of health. The site is bounded by Las Positas Road, Arroyo Vista Road, Bennett Drive, and an existing commercial development site. The area surrounding the neighborhood includes a variety of commercial land uses including shops, services, industrial, and office spaces.

This collection of factors has resulted in the establishment of certain standards that must be considered as well as a series of general design guidelines which should be considered, when preparing detailed design plans for the Site.

This Plan proposes a site design for the Arroyo Vista Neighborhood which will create a compatible, human scaled environment that is both attractive and inviting. Through the massing and scale of the homes as well as the clustering of buildings, the Plan creates a hierarchy of street widths and of the neighborhood streets. The landscape design and the integrated open spaces further reduce the intensity and will provide connection throughout and beyond the Neighborhood.

The composition of an architectural street facade, or collection of buildings lining a street, influences an area's character. The Plan encourages buildings and their entries to be built facing the sidewalk. The articulation of the building facades will help establish neighborhood identity and interest. The area remaining between the building and the sidewalk will be used to accommodate front yards and in some instances porches.

While parking along at least one side of the neighborhood street is required within the Site, enclosed parking for individual units is provided via alleys to the rear of the buildings, thereby eliminating the dominance of garages along the front streetscape.

Adjacent commercial and retail uses are within close proximity to the Site and will provide a great benefit to this new residential development. Careful attention to the layout and design of streets and pedestrian crossings connecting these two uses will help ensure safe and convenient access between them.



Streets should be lined with sidewalks and trees.



Residential buildings fronting the street, with rear-loaded alley access.

4.1.2 SITE DESIGN STANDARDS & GUIDELINES

The following site design standards must be included in site plan preparation. The guidelines are recommendations that should be considered when preparing development plans for the Arroyo Vista Site. These considerations are not unique to particular building types, and instead reflect the overarching vision for a new neighborhood.

4.1.2.1 NEIGHBORHOOD FORM

As the Arroyo Vista Neighborhood is separated from other predominantly or traditionally residential areas, the strength of its overall form will be essential in establishing its identity. In order to establish a strong sense of neighborhood identity, it should embrace the characteristics of other traditional neighborhoods found throughout Livermore.

A well defined street network must be established with residences predominantly fronting onto it, creating an attractive and inviting street facade. Streets should be lined with sidewalks and trees, and common open space areas must serve as accessible neighborhood defining elements. Small-lot and townhome residences should front onto paseos or common open space areas. It is anticipated that parking for residences found in the neighborhood will be accessed via narrow alleys to the rear of buildings.

4.1.2.2 Public Edges

City Streets

Most of the Arroyo Vista Site is surrounded by the public right of way in the form of streets, and efforts should be made to guarantee the creation of an interesting and attractive “public face” for a new neighborhood. A fundamental component of this will be the development of an architectural street facade along the right of way, rather than a sound or landscape wall. This requires that buildings either front or side onto the public streets that surround the Site. Where buildings front onto streets, they must include a front door and porch or courtyard. Buildings and/or garages should not back onto public streets, and long monotonous wall planes must be avoided.

Arroyo Seco Channel

The Arroyo Seco Channel bisects the Site. A minimum 30’ wide landscape buffer and building setback is required from the property boundary along both sides of the channel. Coupled with the 20’ wide Zone 7 service road, this will provide a minimum 50’ buffer from the top of the creek bank to any proposed building. While intensive land uses or buildings are not allowed in the buffer/setback area, passive uses such as pathways are allowed. A pedestrian and bicycle path is required within the buffer/setback area along the south side of the channel. In general, site planning efforts should work to ensure that neighborhood residents have physical and visual access to the buffer/setback areas. Buildings may front or side onto the buffer/setback area, and shall not back onto it.

The interface between the open space buffer area along the channel and the multi-use trail along the Zone 7 service road should be kept as open and natural as possible. To the greatest extent possible, fencing should be eliminated. However if property boundary fencing is needed between the project site and trail, it should be of a more rural, open or transparent nature that continues and encourages views along and across the channel. Fencing types that could be utilized are low, post and rail fencing, or low vegetative hedges.

In keeping with the open, natural state along the channel, planted landscaping should consist of low maintenance, native plants and groundcover.

Private Edges

Only one privately owned parcel abuts the Site – to the northeast. This parcel is developed with a low rise light industrial/office building. In order to protect the interests of both the existing business, and future neighborhood residents,



Industrial use directly adjacent to, and northeast of the Site.



Property located to the northeast of the site

a six-foot tall continuous masonry wall must be constructed along the property line separating uses and activities of both sites. This continuous wall would extend between the edge of the 30 foot wide Arroyo Seco channel buffer/setback and toward Bennett Drive, stopping 30 feet from the back of the sidewalk that will front Bennett Drive, so as to not confine front yards. Homes will be oriented internally within the Neighborhood and not towards the wall. Buffer planting shall be placed adjacent to the neighborhood facing side of the wall for its entire length.



Existing trees on site

Existing Trees

A number of mature trees are on the Arroyo Vista Site. The size, quality and health of these trees vary, and the 2005 arborists report must be verified prior to removing or keeping any of the trees within a future neighborhood. In general, efforts should be made to prepare detailed neighborhood plans that integrate the healthiest of the trees into the proposed urban fabric. This could be accomplished by designing common open space areas around the trees, or protecting them in special landscape medians or roundabouts (refer to section 1.2.7.3 in Chapter 1 for more information on existing trees). Trees that cannot be saved must be replaced consistent with the City's tree replacement policy.

Auto Connections to the Neighborhood

The Neighborhood Plan for the Arroyo Vista Site requires the establishment of an interconnected street system with multiple connections to the greater roadway network. This results in the need for more than one connection (for each "half" of the Neighborhood Plan area) with the roads that largely surround the site. However, it is also recognized that Las Positas Road is an important city connector, which will carry many more trips in the future. As such, the Plan describes precise locations for intersections. Connections with Arroyo Vista Road and Bennett Drive are also important, but because they are anticipated to carry fewer trips than Las Positas Road, designers have more flexibility in locating future intersections, so long as engineering sight distance considerations are met.

Las Positas Road. Auto access to the Neighborhood may only occur at two locations along Las Positas Road. One four way intersection is permitted, in alignment with the existing Las Positas and Contractors Street intersection, which will need to be improved with a traffic signal. The other right in right out only intersection can occur approximately mid-block between Contractors Street and Bennett Drive. No alleys or private driveways may be accessed directly from Las Positas Road.

Arroyo Vista Road and Bennett Drive. Up to two automobile access points may occur on Arroyo Vista Road and Bennett Drive. The locations of these intersections must be coordinated with City traffic and planning staff.

Parking along Las Positas Road

Parallel parking is required along prescribed segments of Las Positas Road, generally along the southern boundary of the Neighborhood. This parking is required for two key reasons. First, as future residences in the neighborhood are required to either front or side onto Las Positas Road, including front doors and porches or courts, visitors should be able to safely gain access. Second, car parking along this section of the roadway will provide motorists with a visual cue that they are entering a residential district and their awareness of their environs should be heightened. The location for on street, parallel parking has been carefully established by City staff, and the locations may not be varied. All required guest and visitor parking must be accommodated on-site, as discussed in the Circulation section of this Plan.



Parallel Parking along Las Positas Road

Parallel parking is required along prescribed segments of Las Positas Road, generally along the southern boundary of the Neighborhood.

Internal Street System and Guest or Visitor Parking

The Arroyo Vista Neighborhood's internal street network will serve as the framework for development. It should consist of multiple, connected streets. This could include an internal street grid, or a single access internal loop road. The internal roadway should not be composed of dead end streets, but it is anticipated that some cul-de-sacs may be used or even required in order to establish a feasible site plan. This internal street system must be composed of a hierarchy of primary streets and smaller alleys, and streets should be thought of as linear open space elements. Primary streets must be used to enter the neighborhood and for travel through the neighborhoods. Alleys would only be used for garage and service area access. Garages shall not be used for purposes other than vehicle parking and personal storage.



Separated sidewalks with street trees and parallel parking.

The character of primary streets and the public realm will be essential in establishing the qualities of other traditional neighborhoods found in Livermore. Fundamental to this is an attractive street scene and street facade, that looks and feels like a neighborhood, and not a “housing development.” This means that streets must be attractive and inviting to motorists and pedestrians alike, and must have an attractive architectural presence.

Sidewalks, street trees and parallel parking. Primary streets must be lined with sidewalks, street trees, and include parallel parking on at least one side. Street cross sections shall include two lane streets with parking along one side, with curb separated sidewalks and street trees along both sides. In order to achieve the required development density, “compact” street designs may also be likely and parallel parking might only be feasible along one side of the street. All neighborhood streets must include sidewalks and street trees on both sides. Detailed street cross sections are provided in the Circulation section of this Plan, Chapter 3.

Alleys. Most building prototypes used for development in this neighborhood shall include “rear-loaded” or “tuck-under” parking. These parking areas would be accessed via alleys running generally parallel or perpendicular to on- and off-site primary streets. Some building prototypes, such as “tuck-under” multiple family buildings may require the use of either specially configured alleys or even single garage entry points that are directly accessible from adjacent internal streets.

Alley with rear-loaded
garage access

On-site Guest
Parking



It is important to design the alley network to be efficient and attractive. Uninterrupted alleys should not run the entire length of the site. Alleys must not be considered, or designed, to accommodate alternative primary travel ways. Alleys must include planting pockets wherever feasible, likely between driveways, and along entry routes. Detailed alley cross sections are provided in the Circulation section of this Plan (Figure 3-7: Cross Section H).

Guest or Visitor Parking. For most building prototypes, guest or visitor parking will be accommodated by parallel parking along streets, rather than in disparate parking pods, or in remnant or oddly shaped places within the neighborhood. While some visitor parking will be provided along segments of the streets surrounding the neighborhood, all required visitor parking must be accommodated on site. The parking requirements for each development type are discussed in greater detail in the Circulation section of this Plan (Section 3.2.1).

Pedestrian Connections

Like neighborhood streets, a hierarchy of pedestrian connections must be included in the neighborhood. This hierarchy will include sidewalks along all primary streets, along the Arroyo Seco Channel, and internal paseos. Efforts must be made to create a rational and attractive pedestrian circulation system, providing clear and safe linkages between places.

A key concern for future site planners will be to design a pedestrian system which directs walkers to safe and recommended street crossing locations. As the site is adjacent to a large neighborhood shopping center, it is anticipated that many residents will appreciate and take advantage of this convenience, and will likely walk to the center. The pedestrian circulation must provide direct, safe and convenient access to the intersection of Las Positas Road and Arroyo Vista Road, where a safe and appropriate pedestrian cross walk exists.



Pedestrian crosswalk.

Neighborhood Open Space

The requirements for neighborhood open space are discussed in Chapter 2, Section 2.6.4 of this Plan. However, an overarching design perspective on open space is that each “half” of the neighborhood should have at least one, generally centrally located common open space that is .20 acre or greater. While the neighborhood’s open space will be privately owned and maintained it should include prominently located, common areas easily accessible to all residents.

To the extent feasible, these larger common areas should not be “buried” behind buildings, and should help to provide neighborhood identity. Secondly, common open space areas shall occur throughout the neighborhoods, and could include pedestrian paseos, small greens, and landscaped areas or gardens.

4.1.3 GENERAL BUILDING DESIGN STANDARDS AND GUIDELINES

A variety of building prototypes are required for the neighborhoods, and they must be designed and integrated to create an attractive and visually cohesive place. While each building type brings many unique attributes, some common elements exist, and should be designed harmoniously with one another.



Two and three-story buildings.

4.1.3.1 BUILDING SEPARATION

Although a variety of building prototypes are required in the neighborhood, minimum setback requirements are established for certain conditions:

Garage face to garage face along alleys	32 feet
Building face to building face along paseos:	
2-story buildings	32 feet
3-story buildings	34 feet
Single family side yard separation	10 feet
Attached residences side to side: no walkway	12 feet
Attached residences side to side with walkway	15 feet
Porch/courtyard separation on paseos	15 feet

Additional specific building specific setback requirements are provided in other sections of this chapter.

4.1.3.2 BUILDING HEIGHT

The maximum allowable height for buildings in the Neighborhood is 45 feet. This maximum height is allowed on two and one-half, and three story buildings only. These building types require that the first floor be used for parking and the upper floors as habitable areas.

4.1.3.3 BUILDING DESIGN

Building design should contribute to the appearance of an attractive and cohesive neighborhood. This is particularly important when considering that the Plan requires that a minimum of three different building prototypes be used in the neighborhood including attached and/or detached housing types. Key to achieving the desired integration of these diverse building types is that common design elements should be embraced. Multi-unit buildings should be designed to provide architectural distinction between individual units, with each including a legible street facing entry.

4.1.3.4 PRIMARY BUILDING ENTRIES

Front doors to individual residences must be clearly discernable from the street, and should not be screened from view by walls or other obstructions. Similarly, in places where buildings do not face a street, front doors must front directly onto common open space areas or paseos.

4.1.3.5 PORCHES AND COURTYARDS

Porches and courtyards can further enhance the visual presence of entries, and add to the character of each unit. These features should be used as primary architectural façade elements of buildings. An option to porches and courtyards are raised entry stoops, which can also be enhanced to add to the building's appearance.

Porches and stoops should be raised at least three steps above adjacent grade, but may also be elevated as much as one-half of a floor level, as would be the case in a tuck-under building type. Courtyard walls should remain unobtrusive, exceeding no more than three feet in height.

4.1.3.6 BUILDING MASSING

Building elevations facing the street shall have clearly defined ground floors and entries, second and/or third floor facades, and roofs. The following must be considered when defining these facade elements:

- Building facades shall be designed to provide identity for individual units; and
- Long uninterrupted wall planes must be broken by bays, porches, wall recesses or projections, or other architectural elements.

Building Rooflines

Building roof design should help express the individuality of units within the Plan Area and provide visual interest. Individuality can be expressed by using gables or dormers, bay windows, or other architectural features. Projecting eaves are encouraged to provide shade and to cast shadows, adding character to the building's façade. Primary roof planes should not be less than 5:12, or greater than 9:12 pitch. Secondary roof planes, such as covered porches or shed roofs, may be less than 5:12, but not less than 3:12.



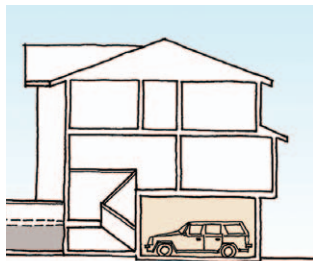
Multi-unit buildings should be designed with distinctive individual units within, with each including a legible street facing entry.



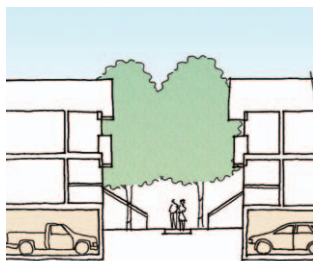
Raised entry stoops.



Building roof design should help express the individuality of units within the Plan Area and provide visual interest.



Section showing alley access in the rear.



Section showing multi-tenant parking area.



Entry feature.

Corner or End Units

The architectural treatment on street facing facades must wrap around the building where individual units side onto either streets or highly visible common areas. This treatment could include wrap around porches or courtyards and special architectural elements such as upper floor projections.

Parking for Residences

Vehicular access to individual or groupings of residences should be gained via alleys to the rear of buildings. Access from primary streets should be avoided. In order to achieve this, parking will either be located behind or beneath the residence. Access to parking for small lot homes, any of the three townhome types, or the garden court prototype described in this Plan must be provided via alleys.

Some tuck under building prototypes would require the use of a common multi-tenant parking area below the building's first habitable floor, located either one-half or one full level below grade. For these building prototypes, which commonly have one parking entry point, access could occur directly off of the primary street, rather than only from alleys. In the event that driveways have direct access to a primary street, efforts must be made to ensure safety and attractiveness.

Entry Features

A simple monument feature can be placed at the various entries to the Arroyo Vista Neighborhood to provide a distinction of place from the surrounding uses. The name of community should not be included on the entry feature. The design and materials of the monument should relate to the character of the residential community, natural materials especially those from the general area are encouraged.

4.1.4 DETAILED SITE PLANNING

A minimum of three building prototypes are required for development in the neighborhood. These buildings must be designed and sited to create a harmonious neighborhood, rather than disparate, isolated groupings of buildings. The use of common elements to create harmony and compatibility should be considered when preparing detailed site plans. The following discusses most of these elements, but as a variety of building types may be appropriate for use in the neighborhood, it is anticipated that other considerations may be required when detailed site planning occurs.

4.1.4.1 GENERAL SITE PLANNING

Buildings must either front or side onto primary neighborhood streets. Front doors and porches or courtyards should address primary streets, paseos or common open space areas. Setback requirements for individual building types are discussed following this section. Front to front or front to side building relationships are encouraged wherever possible, and efforts should be made to avoid front to rear building relationships.

4.1.4.2 SETBACK IRREGULARITIES

Typical building setbacks are discussed in this and the following section. However, as the site is irregularly shaped, no more than half of the setback can be encroached by the building(s). City staff must be consulted prior to approval of this condition and its application. This variation is allowed to accommodate unusual conditions only (such as a generally linear multi-unit building fronting a curving street or right of way), and should not be used if reasonable site planning or architectural solutions could be used to address the issue.

4.1.4.3 LANDSCAPED COMMON AREA

As the development of the neighborhood could include either detached or attached, or some combinations thereof, open space requirements are discussed in the Open Space section of this plan (Section 2.6.4 in Chapter 2). However, in any case the neighborhood will include common open space areas which must be designed as a cohesive system. Guidelines for these areas are discussed throughout this section.



Pedestrian Paseo.



Special hardscape treatments such as interlocking pavers, field stone, brick, colored concrete, or other materials should be used to enhance the appearance of the pedestrian way.



Paseos should serve as a visual and physical extension of the streetscape and be clearly discernable and inviting to visitors.

Paseos

While buildings fronting onto primary streets is a preferred solution, it is anticipated that for a variety of reasons, some buildings will front onto internal pedestrian paseos. Paseos are landscaped pedestrian lanes which would be located between the long sides (where front doors are located) of buildings. In a paseo, the front doors and front facades of unit's would face onto the pedestrian path located in the paseo area.

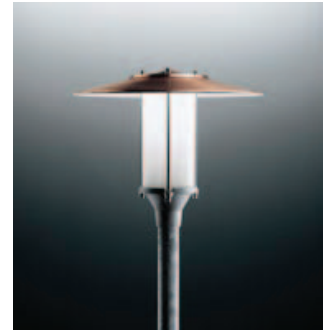
Paseos should be thought of as extensions of the public realm, providing visitors and residents a safe and inviting extension of the sidewalks that line primary streets throughout the neighborhood. They should provide clear and direct access to building front doors, nearby streets, open space areas, parking or other destinations. When designing paseos, the following should be considered:

- Paseo connections should be used whenever a traditional streetscape cannot provide access to building front doors.
- Paseos should provide clear and inviting access to pedestrians.
- Paseos should serve as a visual and physical extension of the streetscape and be clearly discernable and inviting to visitors.
- Special hardscape treatments and materials such as colored concrete should be used to enhance the appearance of the pedestrian way. Vibration free pavement materials, such as colored concrete, are encouraged to maintain accessible paths. Special hardscape treatment such as interlocking pavers, field stone, brick or other materials should be used to accent pathway edges.
- Residences fronting onto the paseo should include windows along the building face to create the equivalent of “eyes on the street”, or a safe and inviting pedestrian environment.
- Paseos should be named as streets are, with residences fronting on taking addresses defined by the name of the Paseo.
- If paseos are used between “tuck-under” buildings, where the first livable floor is located approximately one-story above grade, special design effort should be taken to avoid the possibility of creating an uninviting, canyon-like setting. This can be accomplished by raising the elevation of the paseo to match the first floor elevation of adjacent buildings, or by creating stoops and landscaped zones between the paseo and adjacent porches or courtyards.

Lighting

Adequate lighting should be provided along streets, walks, alleys, paseos, common landscaped areas, and parking areas for the safety and security of residents and visitors. The following guidelines should be followed:

- Attractive post-top mounted light fixtures are recommended along internal primary streets and common open space areas. These fixtures should include those appropriate for use along streets and parking areas, and different shorter posts for pedestrian areas.
- Lighting along alleys must be carefully designed to provide adequate safe illumination, but not create an irritant to area residents. It is likely that this lighting system will include a blend of building mounted, and freestanding fixtures. Freestanding fixtures should be located so as not to impede vehicular access to garages.
- City approved light fixtures must be provided along public streets including Las Positas and Arroyo Vista Roads, and Bennett Drive.
- Lighting should not produce glare, and must be at an intensity appropriate for a residential district.



*Post-top mounted light fixture
(Source: www.louispoulson.com)*



*Wall mounted light fixtures
(Source: www.forecastlgt.com)*



Bollard light fixtures, a type of freestanding light that would be appropriate for the illumination of pedestrian areas. (Image on right source: www.bessamerica.com)



Low fencing and decorative street light fixture.



Trellises used in conjunction with fences and building design may be used to add to architectural authenticity and variety.

Fences and walls

Fences and walls should be designed as integral building and site design elements, adding to the interest and functionality of the neighborhood. The materials and colors of fences should be designed to compliment the visual integrity of the larger area rather than the individual units. Low or courtyard walls should be designed as integral element of the buildings they are a part of. The following additional guidelines should also be followed:

- Low fences (to a maximum height of 3 feet) can be used to help define front yards. The use of front fences should be sensitive to the characteristics of the building types adjacent to them, and are most appropriate with lower density structures such as detached homes or traditional townhomes. The design of low fences should take cues from traditional precedent including wood picket, or wrought iron. Low solid wood fences should not be used. Low fences are generally not encouraged on larger multiple family buildings or tuck under buildings.
- Fences which are visible from the street should have more detailing than fences which are predominantly out of public view.
- Special accent treatments such as arbors or archways are encouraged for use at key locations such as paseo entries.
- Trellises used in conjunction with fences and building design may be used to add to architectural authenticity and variety.
- Taller fences may be placed along rear or side property lines as allowed by the Livermore Planning and Zoning Ordinance.

Utilities

Above ground building utilities such as transformers, switchboxes, related vaults or cabinets and related facilities should be designed and screened to minimize functional and visual impacts on the neighborhood and along pedestrian ways. While adequate room for servicing must be provided, these facilities should not draw unnecessary attention or be visually noticeable or distracting.

Air conditioning equipment/units, to the greatest extent possible, should be located at the rear or side of buildings/units away from public views. HVAC units should be screened by landscaping and/or enclosed with screening materials that are either consistent or compatible with materials used on the main building/unit.

Integrate Utilities into Buildings and Landscape

Utilities should be incorporated into building design and landscape areas to minimize the potential visual and noise impacts.

Trash and Recycling

Trash and recycling facilities must be provided to serve all neighborhood residences. As a variety of building types are required for the neighborhood, several solutions for waste management are required, as discussed below. Container locations and sizes must be consistent with Municipal (Chapter 8-08) and Zoning (Chapter 3-60) Ordinances relating to solid waste and recycling disposal and container enclosures as they currently exist or as amended.

Curbside Cart Service

- Individual trash containers will be used by small lot detached homes, and townhomes with individual garages. Appropriately sized concrete pads shall be placed adjacent to driveways along alleys in keeping with City and Waste Management collection standards.
- Approximately 15 linear feet of space per dwelling should be provided for this purpose. This allows 2-foot wide trash, 2-foot wide recycling, and 3-foot wide yard waste carts with 3 feet in between and space on either side (sizes approximate).

Trash Enclosures

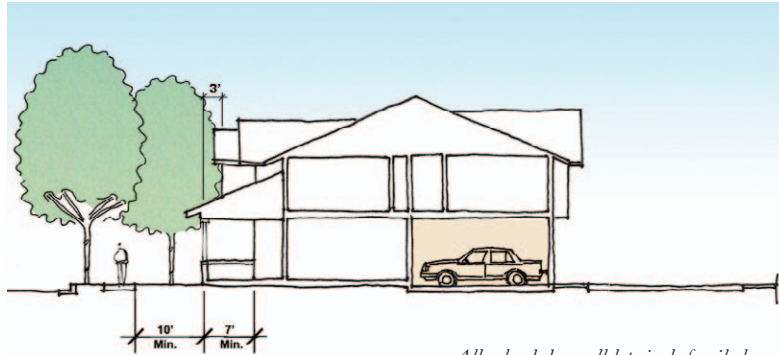
- Buildings which do not include driveways for individual units or which have very closely spaced driveways such as garden court attached buildings or tuck-under building types which have group parking areas, must provide common trash enclosures also in keeping with City and Waste Management collection standards.
- Enclosures must be a minimum of 250 feet from the nearest point of each unit; and at least 15 feet from front entrances.
- Common trash enclosures must be screened from view and located to minimize conflicts with open spaces or other highly visible locations.
- Common trash enclosure areas are required to be constructed of durable materials such as concrete block, and be designed to be in keeping with the character of nearby buildings.

4.1.5 GUIDELINES FOR INDIVIDUAL BUILDING PROTOTYPES

This Neighborhood Plan requires the use of a minimum of three building prototypes. As described in other parts of this Chapter, some building and site planning design requirements are common among all of the possible building prototypes. However, other building specific guidelines are also included. A complete definition of each appropriate building prototype is included in the Neighborhood Land Uses Chapter of this Plan (Chapter 2). As also noted in



Small lot single family home with alley-loaded access.



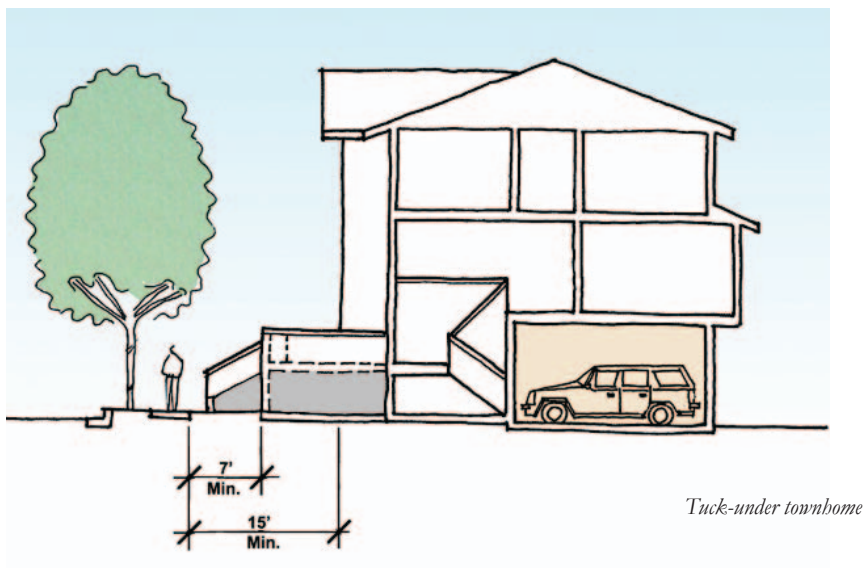
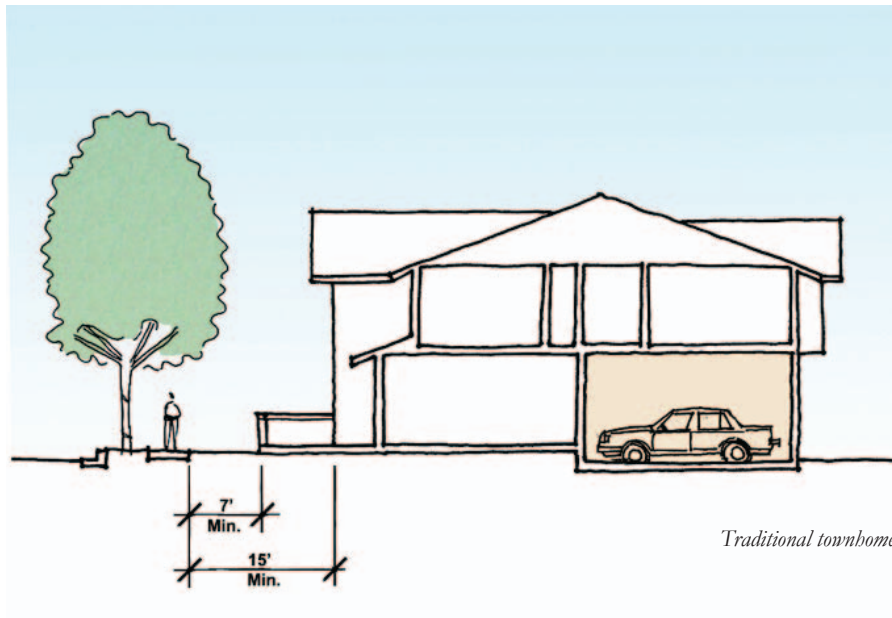
Alley-loaded, small lot single family home

other parts of this Plan, additional building prototypes may be appropriate for use in this neighborhood, but they must be designed to meet the intent and fundamental requirements of this Plan.

4.1.5.1 SMALL LOT SINGLE FAMILY HOMES

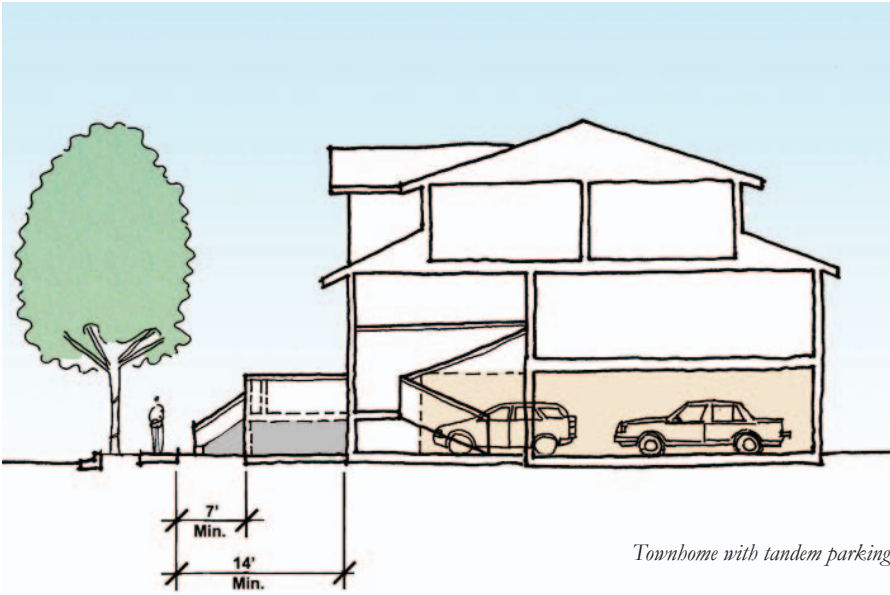
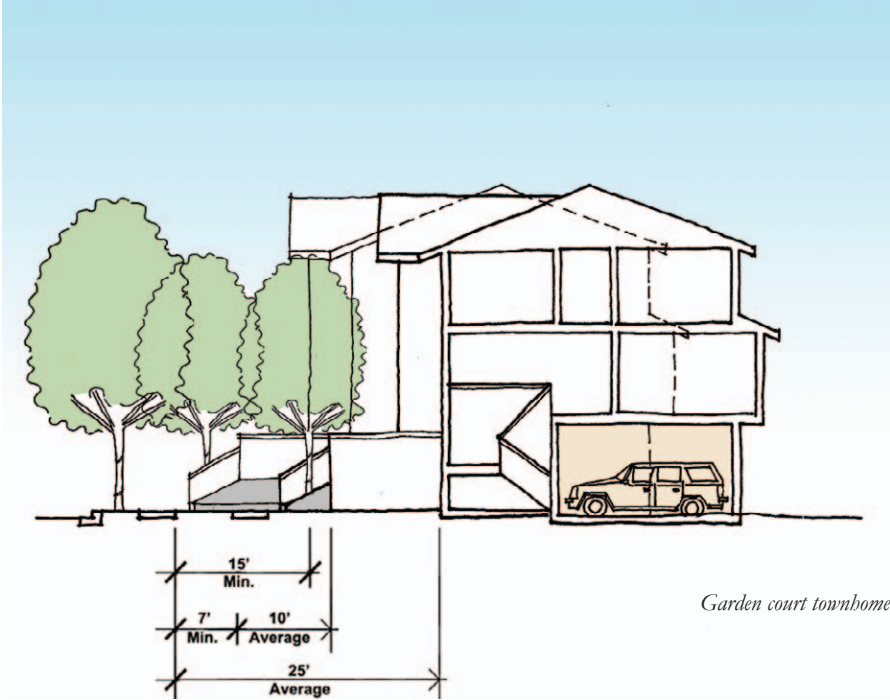
In recent years a wide variety of attractive and desirable small lot single family, alley-loaded homes have been designed, developed and refined. Three of these types are appropriate for use in the neighborhood and include: street front, paseo, and green court. Small lot single family homes will incorporate private open spaces associated with each unit in the form of front and/or side yards and courtyards or porches. Porches shall be a minimum size of 7-feet in dimension either direction. Areas located within the required buildings setbacks (such as side and front yards) will be considered private open space. The following provides guidelines for this building type.

Minimum Lot Size and Setback Requirements	
Typical Lot Width	32'-0"
Corner Lot Width	38'-0"
Lot Depth at Street	62'-0"
Lot Depth at Paseo or Green	60'-0"
Garage Setback at Alley	0'-0"
Front Porch Setback at Street	7'-0"
Front Wall Plane Setback at Street	13'-0"
Front Porch Setback at Paseo	0'-0"
Front Wall Plane Setback at Paseo	7'-6"
Front Porch Setback at Green	6'-0"
Front Wall Plane Setback at Green	9'-0"
Side Yard Setback Along a Street	6'-0"
Side Yard Along an Alley	5'-0"
Sidewalk Separation from Front Porch Facing a Paseo	5'-0"
Width of a Paseo	15'-0"
Width of a Green	43'-0"



4.1.5.2 TOWNHOMES

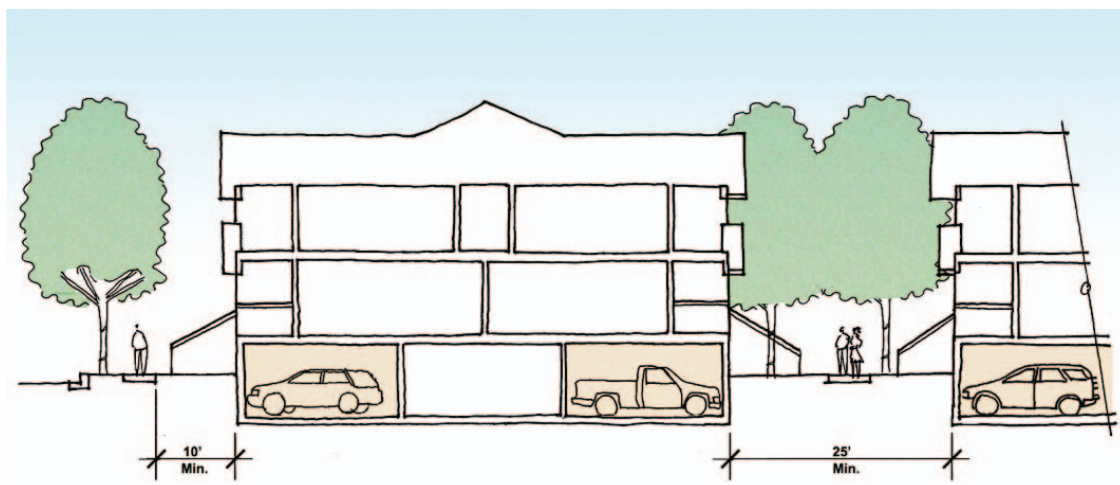
Four generally similar types of townhomes are considered to be appropriate for use in the neighborhood: traditional, tuck-under, garden court, and tandem parking. Refer to Chapter 2, Section 2.5.3.1 for greater detail on these townhome configurations.





4.1.5.3 ATTACHED GARDEN COURT

The garden court building prototype generally includes attached residences arranged in an “L” or “U” shape around a common courtyard, with front doors opening onto it. Parking is located along the building’s perimeter, accessed by alleys. Units could include flats, townhomes, or condominiums.



4.1.5.4 TUCK-UNDER MULTIPLE FAMILY

The tuck-under multiple family building includes two to three floors of habitable space constructed over a common parking area large enough to meet requirements for residents. As noted in other sections of this Plan, it is anticipated that most buildings will have no more than two habitable floors. However, in the event that a three story building is desired for use, it must be harmoniously integrated with the other two building types being proposed, which may not include three habitable floors. The common parking area would be located one-half or one full level below grade. Units could include flats, townhomes, or condominiums.



Planted median with street trees.



Example of a landscaping appropriate for a local street.

4.1.6 HOUSING ACCESSIBILITY PROVISIONS

State Legislation (SB 1025) has amended the California Building Code to now require that ten percent (10%) of all units proposed (but no less than one of the units) within any multi-family, multi-story buildings with no elevators must be accessible on the ground floor. The accessibility requirements include:

1. The primary entry to the unit must be on an accessible route unless exempted by site impracticality tests;
2. At least one accessible powder room or bathroom shall be located on the primary entry served by the accessible route;
3. All rooms or spaces located on the primary level must be served by an accessible route;
4. Common use areas shall be accessible.

Per State Regulation, these provisions are applicable to apartment buildings with 3 or more dwelling units or condominiums with 4 or more dwelling units. Single family dwellings and carriage houses (as defined by State Law), are exempt from this provision.

4.1.7 STREETSCAPE

Transportation corridors are not only to be well designed to address the need of providing adequate circulation, but are the first step in defining the nature and character of an area. The following guidelines are defined for each of the street types within the Neighborhood Plan Area.

4.1.7.1 LAS POSITAS ROAD

In order to help establish the character of the Arroyo Vista Neighborhood, Las Positas Road shall receive special attention as a main thoroughfare in the City since it is adjacent to and is planned to have two entrances into the neighborhood. The City's Design Standards and Guidelines stipulate that major streets shall be designed to carry a consistent theme throughout the City, with abundant landscaping including broad branching shade trees. The Median along Las Positas Road will be landscaped (in accordance with the City's Design Standards and Guidelines) throughout its entire length to create visual interest and a more intimate roadway scale. The median will be wide enough to support trees, particularly large trees that have a high and broad branching capacity. Where the median is narrowed near the two intersections to into the neighborhood, landscaping should be graduated and include the use of small accent trees and ground cover.

4.1.7.2 LOCAL STREETS - ARROYO VISTA ROAD AND BENNETT DRIVE

As the primary purpose of Arroyo Vista Road and Bennett Drive will be to provide access to the Arroyo Vista Neighborhood, these streets shall be designed with an attractive streetwall that is inviting to the public. Abundant landscaping, especially trees, along the edges of the neighborhood will provide for an interesting and inviting atmosphere as seen from Arroyo Vista Road and Bennett Drive. Canopy-type trees shall be used as the principal street tree in order to provide climate control and to visually link opposite sides of the street.

4.1.7.3 NEIGHBORHOOD STREETS

Neighborhood streets are to convey a positive, inviting image of the City drawing people in through the streetscape character, designed to accommodate all modes of transportation. Roadways throughout the neighborhood shall be designed and enhanced through street trees, landscape treatments, sidewalks, pavement, lighting and signs. Appropriate scale of these improvements shall be applied to the different hierarchy of streets in the neighborhood to enhance the feeling of the community and provide for an inviting and pleasant pedestrian, bicycle and vehicle transportation network

4.1.7.4 STREET LIGHTING

Lighting throughout the Arroyo Vista Neighborhood shall be designed to minimize the glare of night lighting levels, emphasizing community amenities and ensuring the safety of residents and its visitors. The style and function of the lighting provided for this neighborhood may vary depending on type and level of illumination required and the character of the area to be illuminated. All street lights shall conform to the City of Livermore Standard Details and Standard Specification.

4.1.8 LANDSCAPE

Landscaping provides a common thread weaved throughout the neighborhood, along pathways, streets and other open space areas. A sequence of landscape elements is envisioned to frame views and welcome its residents and visitors into the Arroyo Vista Neighborhood. The City's guidelines for types and locations of trees shall be adhered. The following describes the overall landscape framework and concept for the Arroyo Vista Neighborhood.



Roadways throughout the neighborhood shall be designed and enhanced through street trees, landscape treatments, sidewalks, pavement, lighting and signs.

4.1.8.1 LINEAR SPACES

The backbone of the open space system is streets, sidewalks, and the streetscape, which are thought of as linear open space elements, connecting neighborhood greens, creek side trails, and pedestrian paseos. The enhancement of these linear open space elements through landscaping will provide for an attractive and welcoming community and will serve to discern the hierarchy of streets within the Arroyo Vista Neighborhood.

Linear spaces should help to enhance pedestrian connections within the neighborhood and create visual connections and identity in the community. Connector streets will include a walkway separated from the travel-way with a planting strip, to contribute to the pedestrian environment and green space within the neighborhood. The connector streets also serve to connect pocket green areas on either side of the neighborhood.

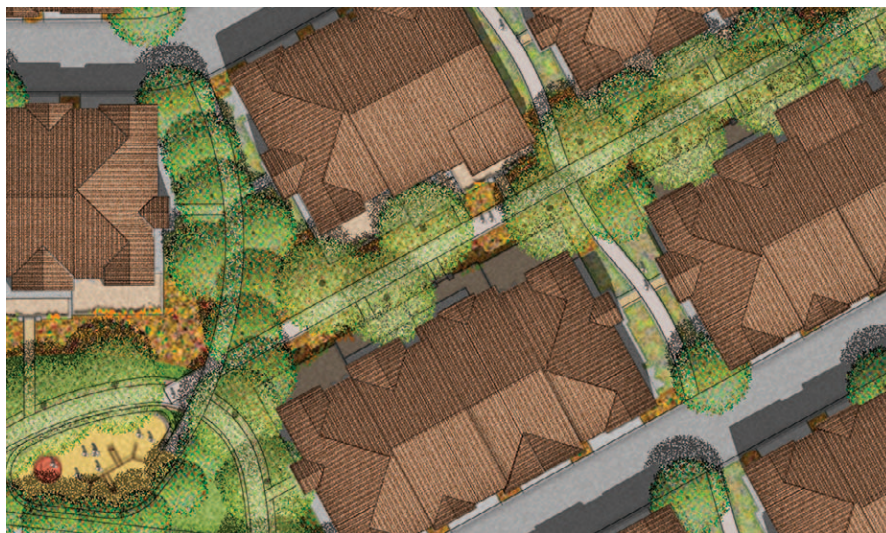
Entryways into the neighborhood should be showcased through the use of special accent trees and paving methods in arrival zones. Open Spaces in these areas should be punctuated with monuments to signal arrival.



Homes fronting onto a “destination green,” or community park.

4.1.8.2 DESTINATION GREENS

As part of the overall cohesive open space system within the Arroyo Vista Neighborhood, neighborhood parks and common open space areas can be characterized as “destination greens.” These include larger well defined parks, recreation anchors such as a community center and tot-lot, pocket parks, greens and gardens. These areas are at the core of the neighborhood and should include a generous number of perennial trees, both existing and new, to provide shade and attractiveness.



Linear spaces and pocket greens should help enhance pedestrian and visual connections within the neighborhood, with connector streets serving to integrate these open space areas.

4.1.8.3 COMMUNITY GREENS

Community greens and gardens are encouraged throughout the neighborhood. For example, landscaped plazas are incorporated in the central entrance way of the garden court townhomes. Houses could also face onto front-yard greenways which are green spaces incorporating a pedestrian pathway (such as a paseo). Front yard greenways are intended to enhance the pedestrian environment in the Arroyo Vista neighborhood, and encourage connections to the central greens and pocket greens throughout the neighborhood. Alley yards could be located to the rear of the homes, and serve to provide informal green areas throughout the neighborhood. Alley yards act as rear-yard setbacks, providing separations between the alleys and the houses. The alley yards also serve as the sole auto access areas for the homes that face onto front yard greenways.



Community greens and gardens are encouraged throughout the neighborhood.



Entry landscaping.

4.1.8.4 GENERAL PLANTING

Planting requirements are important to help ensure the landscape will be healthy, attractive, and sustainable. General planting guidelines for the Plan Area are provided below:

- Native and drought-tolerant plant materials, contextual to the City of Livermore, should be used throughout the Plan Area.
- As required by the 2004 Water Master Plan, recycled water systems shall be used for all irrigation systems in the City.
- Sheet plastic in planting areas should not be used.
- Plantings shall be colorful and highly accented. Trees and shrubs should have either colorful foliage or flowering characteristics, except adjacent to loading and storage areas, which may require a species that provides more vertical clearance.
- Landscape buffers at least four feet in width should be provided along all streets, except for those right-of-ways specifically required to provide other buffer setbacks.
- Entryways should have increased numbers of trees and other plantings for emphasis, with medians including groundcover and shrubbery to provide a full, lush appearance.
- Trees, shrubs, hedges, and groundcover landscape elements should be massed to define outdoor spaces; i.e., larger, more decorative plants to reinforce a primary entry. Vines shall be encouraged on longer wall façades.
- Landscape areas internal to individual projects shall provide adequate shade trees and landscape amenities to create a comfortable environment.



Entry landscaping is water-conserving, but still lush.

4.2 Architectural Style

4.2.1 INTRODUCTION

This section provides recommendations for the architectural style of buildings in conformance with the broader Design Standards and Guidelines in section 4.1. These guidelines are not intended to restrict creativity, but to assist in the design, processing, and implementation of a higher level of design quality and direction for homes built in the Arroyo Vista Neighborhood.

The general intent of this section is to ensure that the following fundamental design principles are embraced and applied to all homes within the Plan Area:

- Variation in building placement and architectural form along the neighborhood streets.
- Use of harmonious, natural looking materials and colors.
- Sensitivity to appropriate building scale.
- Attention to architectural details.
- Accurate, authentic interpretations of building style characteristics.

4.2.2 GENERAL APPROACH TO DESIGN

4.2.2.1 Style Recognition

A fundamental goal of style selection is authenticity. Consequently, designers should consider some overarching principles when pursuing styles, including two different interpretations:

1. Traditional styles; including referential design which takes close cues from a traditional precedent; and,
2. Abstracted styles; where design cues are taken from traditional styles, building volumes and building elements in order to achieve a simple, attractive composition that does not rely on ornamentation to achieve its goal. Proportions, scale, shapes and rhythm should still reference the original style or precedent.



Spanish architectural style.

4.2.2.2 Design Character

The approach recommended for determining Architectural Styles is based upon the recognition of styles that have evolved throughout Northern California (see Section 4.2.3.1). Their inherent attractiveness, informality, and sense of elegance have enabled these styles to remain popular over a long period of time.

Specifically, the styles:

- Are visually compatible with each other.
- Possess general market appeal and community acceptance.
- Allow interpretation and variation.
- Have a historic background and precedence.

4.2.2.3 Maintain “Simple” Form

In order to achieve authenticity of style in materials, detail and execution, cost must be considered in the crafting of the basic structure of the house. Simple massing and roof forms are what often lead to the most authentic expression of a style. This concept suggests that starting with simple structural forms and building masses can lead to achieving an authentic traditional style while maintaining acceptable building costs.

While this provision suggests starting with simple building mass to achieve authenticity and maintain cost, it should not be used as a means of reducing cost at the expense of other design guidelines and standards that are required in this Chapter, such as quality, authenticity, and attention to detail. The quality of proposed architecture will be evaluated based on consistency with all aspects of the design guidelines and standards in this Chapter.

4.2.3 AUTHENTICITY AND STYLE

The appropriate interpretation of architectural styles is essential in the creation of authentic, attractive, and memorable neighborhoods. This is not intended to suggest the literal translation of styles is required, or even recommended. Designers should take cues from historic precedent, but remain true to the fundamentally distinguishing characteristics of styles. Elements of particular styles may even be crossed with one another as long as the elements remain within a similar vernacular or family of styles and do not result in the creation of visually distracting or awkward building elevations.

Over the last 150 years many architectural styles have enjoyed prominence at different times and locations throughout the western United States. Northern California can boast a broad collection of fine examples of homes constructed in this timeframe, described by architectural historians as “eclectic houses.”



Mediterranean-style homes



Architecturally styled small lot single family home.

It is the intent of this Plan to embrace the most appropriate of these styles for reference when establishing the architectural character of buildings in the Arroyo Vista Neighborhood.

The goal is to capture the scale and character of various styles, much like well established neighborhoods which were built over time by different architects and contractors. Each individual building brings a unique character and identity.

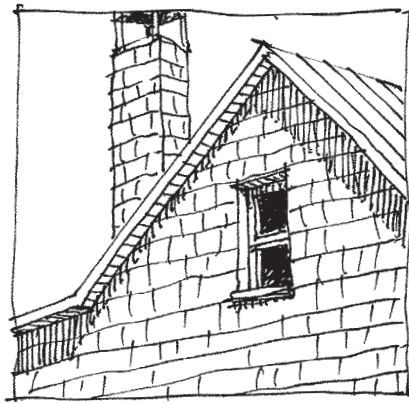
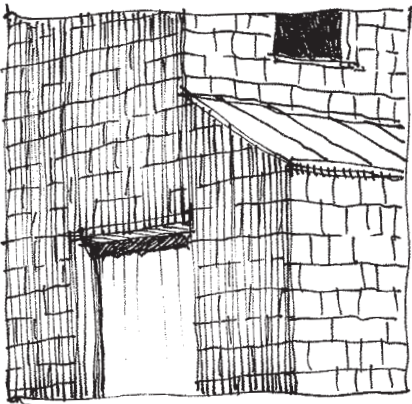
The general designation of “eclectic houses” includes three distinct periods: 1) Anglo-American, English, and French Period Homes; 2) Mediterranean Period; and 3) Modern Houses. Earlier styles, such as shingle and farm house can also be adapted for use in the Neighborhood. The table below describes the styles of homes commonly associated with each period.

A minimum of three different architectural styles must be used. It is suggested that these styles be selected from the list of choices provided in this section. A possible combination may include Tudor (cottage), Monterey, and Craftsman. While individually unique, these (or other) styles can be designed and buildings placed in such a manner as to create an interesting and attractive neighborhood character.

As shown, the list of potentially appropriate styles provides designers with design flexibility. The following section highlights some of the characteristics of five of these styles including: Shingle, Colonial, Spanish Eclectic, Craftsman, and Ranch (Minimal Traditional). This section also explores ways in which three of the styles may be adapted to be used in conjunction with the building prototypes suggested for use in the Neighborhood by this Plan.

<i>Selected* Pre-eclectic Period style houses</i>	<i>Selected* Anglo-American, English, and French Period style houses</i>	<i>Selected* Mediterranean Period style houses</i>	<i>Selected* Modern Period style houses</i>
Shingle	Colonial Revival Tudor French Eclectic	Italian Renaissance Mission Spanish Eclectic Monterey	Prairie Craftsman Ranch/Traditional Modernistic

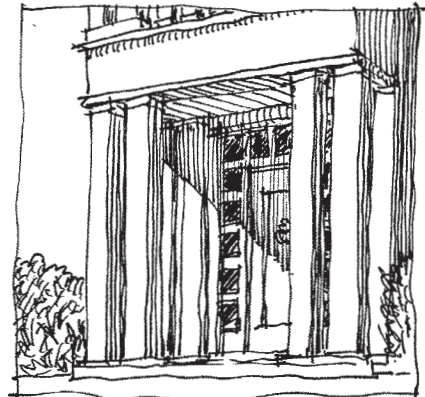
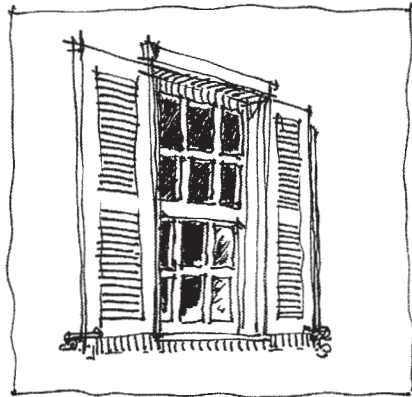
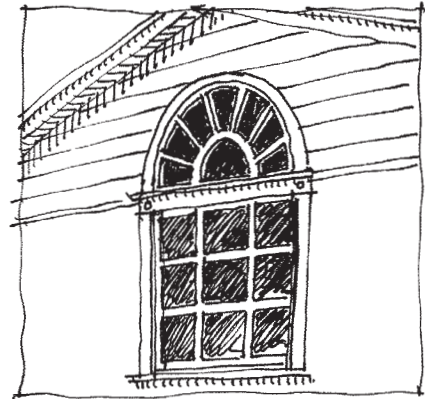
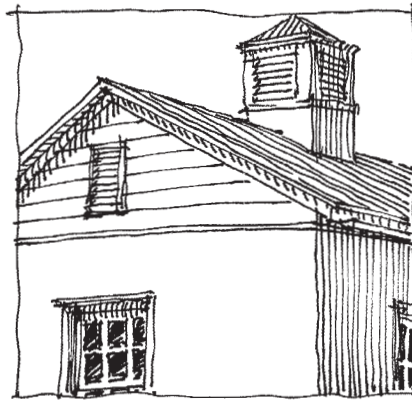
* Some of the styles associated with these periods may not be appropriate for use in the Neighborhood Plan Area. The potentially inappropriate styles include: Victorian, Neoclassical, Chateausque, Beaux Arts, Pueblo Revival, and International. While each of these styles bring forth a clear architectural statement and sensibility, they may not be immediately well suited for translation into contemporary building form in this context. These styles are not explicitly forbidden, but designers are urged to carefully consider the implications of pursuing these styles in recognition of the Plan requirement that a variety of styles are required in the Plan Area, and that cohesively integrating these styles with other styles may be challenging.



4.2.3.1 Architectural Style Studies

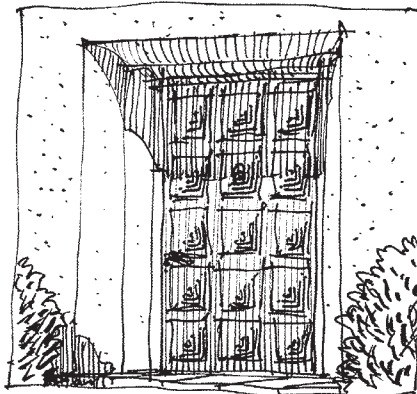
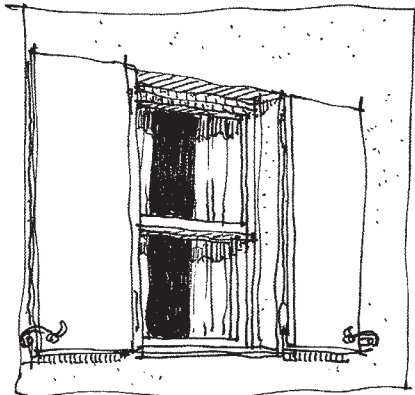
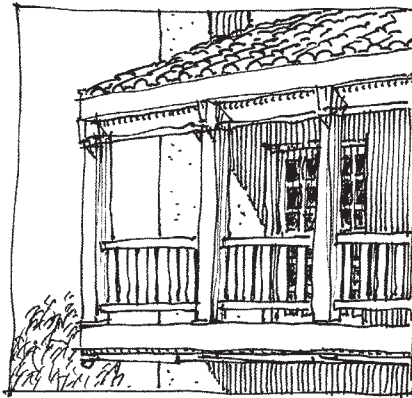
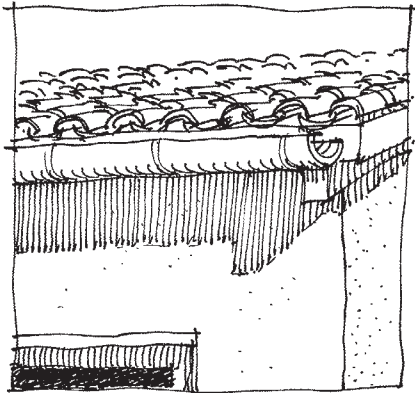
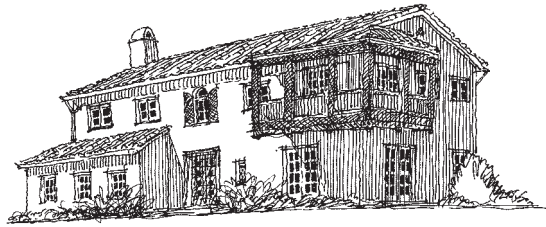
Shingle

Shingle style buildings typically include wall cladding and roofs with wood shingles, but shingles may also occur only on the second story. Contemporary shingle buildings may include composition shake roofs. Rooflines have generally steeply pitched roof planes with gable ends. These homes also typically include generous porches which may wrap around building corners. Some examples of this style include rusticated stone cladding along foundations, lower floors and porches, and may include dormers.



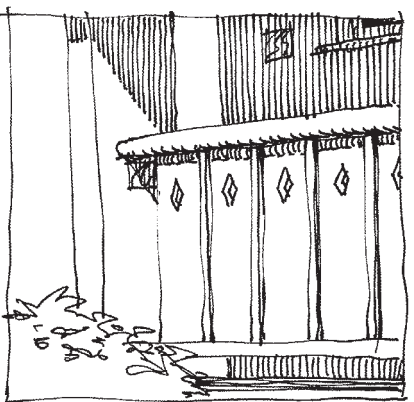
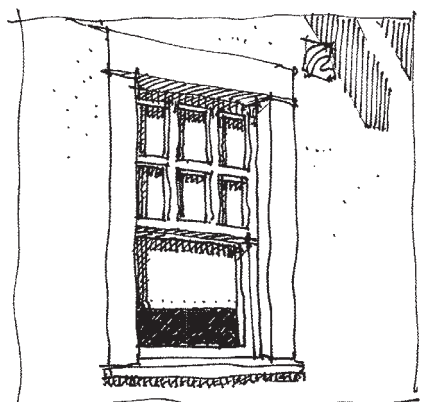
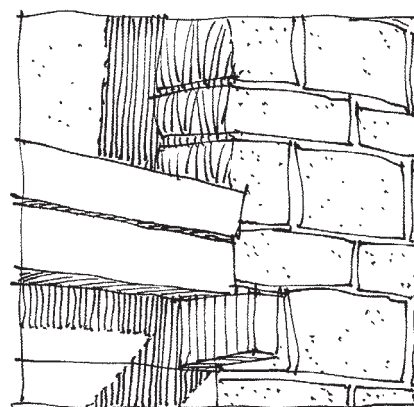
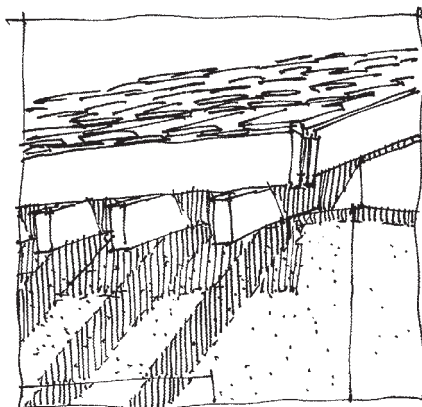
Colonial

The colonial style home usually includes an accentuated front door with decorative pediment which is supported by pilasters, or projected outward and supported by slender columns to create a small entry porch. The street facing wall plane typically includes a centered front door, and symmetrically balanced windows. Colonial revival buildings include a variety of building materials including clapboard, shingles, or brick.



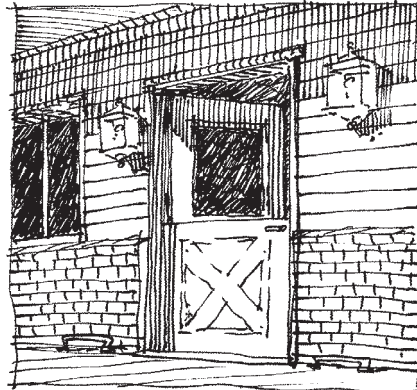
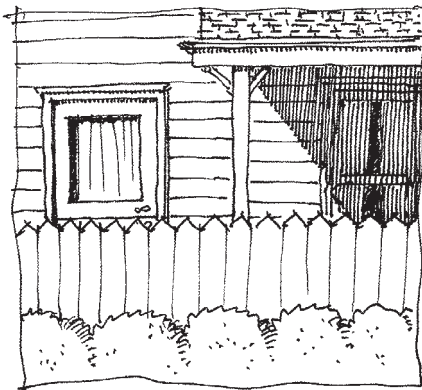
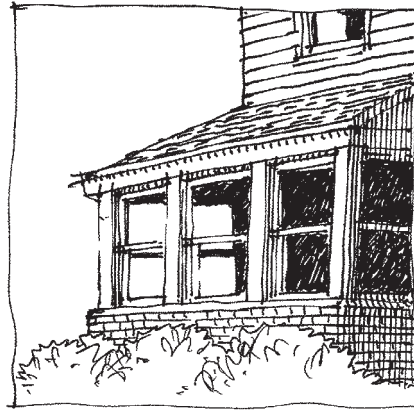
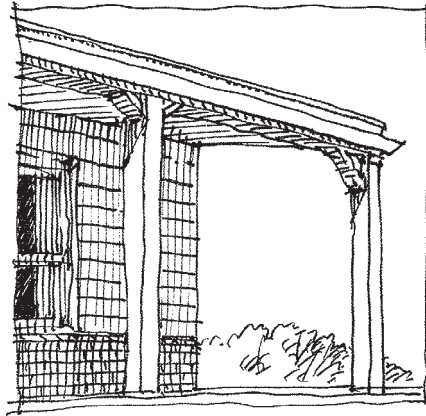
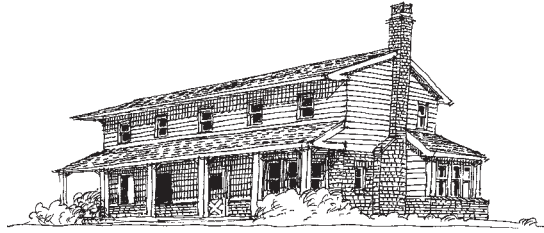
Spanish Eclectic

The Spanish eclectic style typically includes a low-pitched roof with little or no overhang, and with red tile roof covering. One or more arches are used to accent prominent features such as front doors, or a principle window. Window and exterior door placement is usually asymmetrical, and exterior walls are usually surfaced with stucco. These homes may include ground floor courtyards, open or covered second floor balconies, and roof vents often feature decorative tiles or other special treatments.



Craftsman

Craftsman style homes typically include low-pitched gable ended roofs with exposed rafter tails at eave ends. They may sometimes include hip roofs. Decorative beams or braces are frequently included within gable ends. Craftsman homes are frequently covered with clapboard siding, and may include decorative brick or stonework accents. These homes often include full or partial width covered porches, with columns which extend to the ground at corners. Porches may be enclosed with a range of materials and may include solid or open porch rails.



Ranch / Minimal Traditional

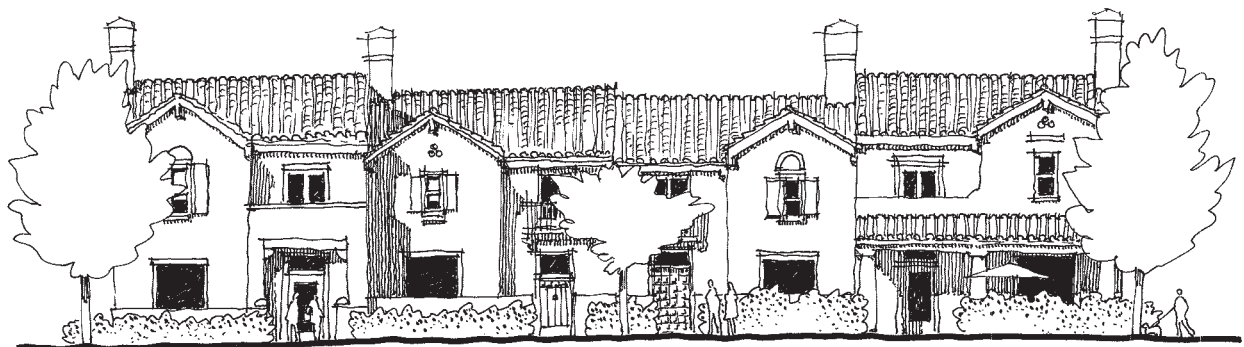
The minimal traditional and Ranch home are influenced by the Spanish Colonial and Craftsman, and Monterey and Colonial Revival styles respectively, and usually include asymmetrical low-pitched roofs. These homes are typically clad in wood, stone, brick or some combination thereof. Modest and simply detailed porches and covered walks, and decorative shutters are common. Partially enclosed courtyard or patios are also commonly found, but these are typically found in the rear of the home, unlike the larger traditional front porch found on the Craftsman style.

The following drawings explore ways in which three of the styles, Shingle, Spanish and Craftsman, may be adapted to be used in conjunction with the four building prototypes suggested for use in the Neighborhood by this Plan.

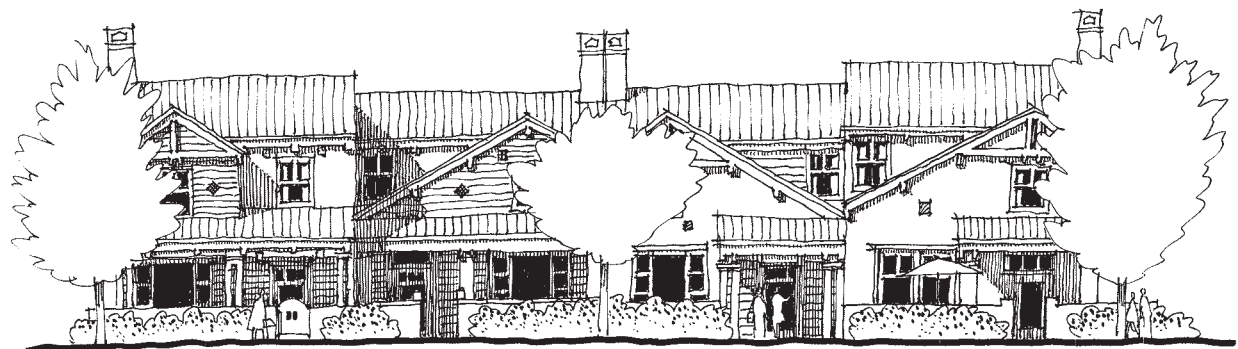
Traditional Townhomes:



Shingle Style

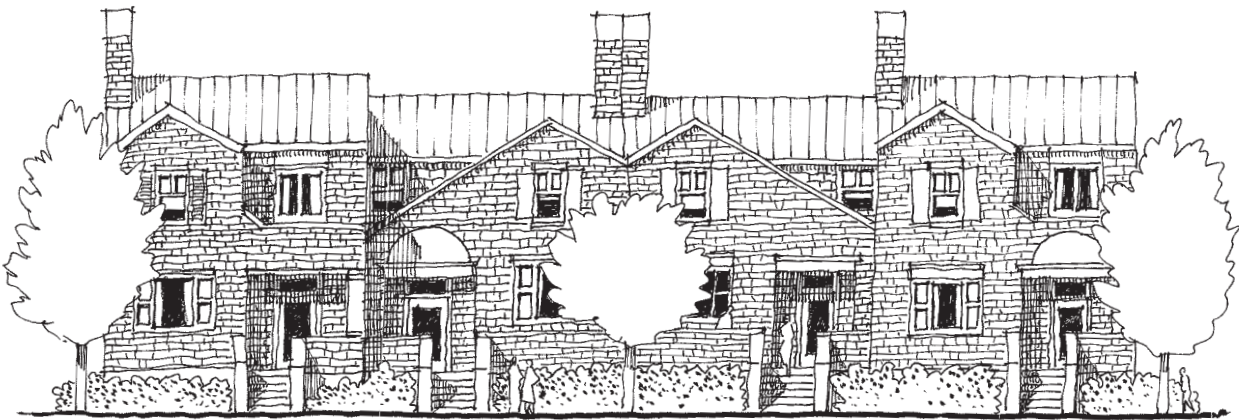


Spanish Style



Craftsman Style

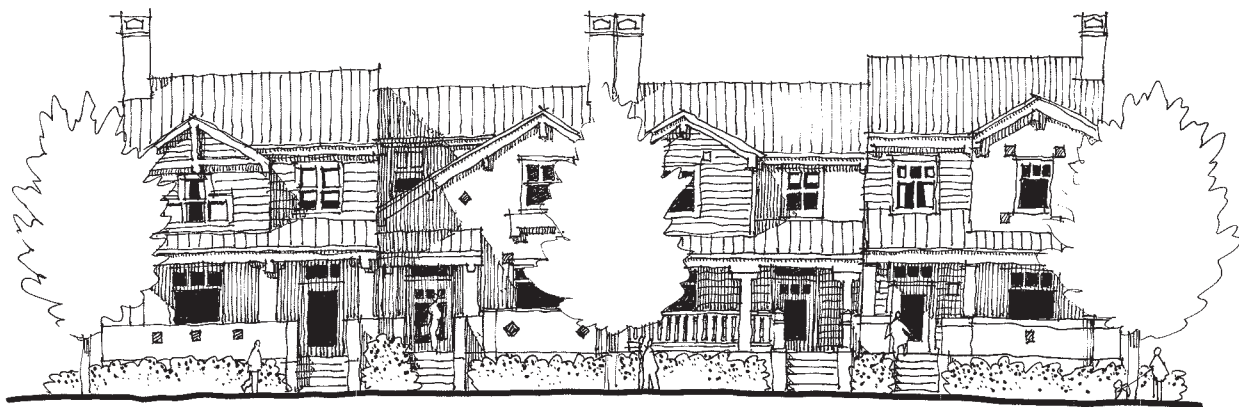
Tuck-Under Townhomes:



Shingle Style



Spanish Style



Craftsman Style

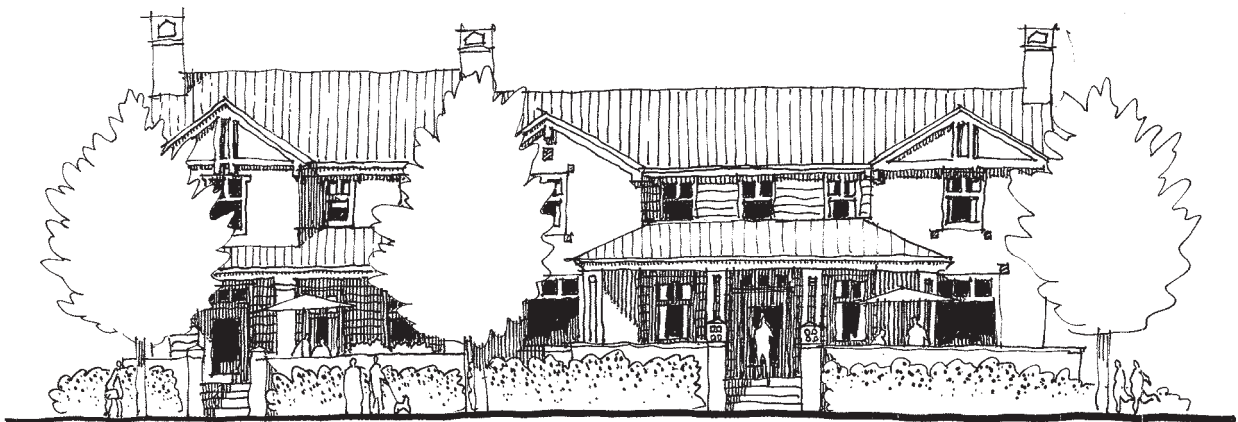
Tuck-Under Multi-Family:



Shingle Style

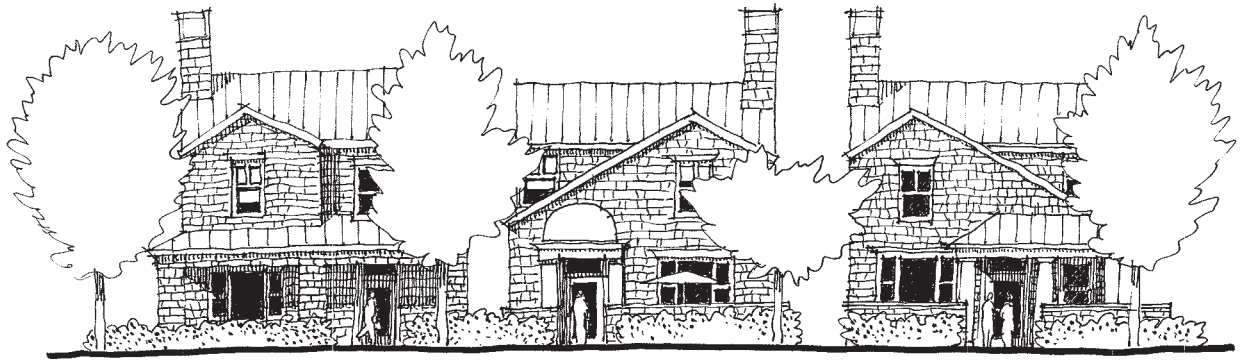


Spanish Style



Craftsman Style

Small Lot Single-Family:



Shingle Style



Spanish Style



Craftsman Style



Porches are used as the transitional element to create interest and variety in the front elevation

4.2.4 SINGLE STORY ELEMENTS

A key technique in creating a sense of variety within a street scene is to vary building heights and profiles by adding single story elements such as porches or bays. By using such elements, the single story component introduces the transition element that is necessary for creating interest and variety in the front elevation. Corner plotted units are encouraged to provide a significant single story element adjacent to the exterior side yard that wraps to the front yard, such as a porch, courtyard or architectural form. Additional single story elements shall occur on front and side elevations when a home is directly adjacent to an open space edge or on a corner lot.

One-story elements may be achieved with a one-story architectural massing or; by adapting a significant porch element and enhanced outdoor landscape/hardscape area or a covered courtyard. When adjacent to an open space these elements can be achieved with a unique predominately one-story home plan or by creating a significant one-story element to a home plan within the Neighborhood Builders' typical three floor plans.



Variation in wall plane

4.2.5 RECESSED OR PROJECTING SECOND STORY WALL PLANES

Stepping the second floor walls of street facing facades back or out from the first floor wall plane is required to ensure a varied and interesting street facade.

- Up to 30% of the second floor wall may project up to two feet beyond the street facing wall plane.
- First and second floor projections may be combined to create a single architectural detail extending from the first floor to the second floor.

4.2.6 REAR ARCHITECTURAL TREATMENT

The treatment of rear facing wall planes should be comparable in detail and attractiveness to front and side building facades. In general, buildings should include style, massing and window patterns consistent with street facing elevations. Particular design emphasis should be placed on building's rear facing elevations when:

- Seen from the adjacent unit and rear yard. In these locations, quality of living issues associated with second story privacy and scale must be addressed. The size and placement of windows, balconies and decks should maximize privacy; and,

- Along view sensitive edges. When homes are viewed from close range, such as from along streets, in parks or other public places, details such as materials, color, window surrounds, and minor changes in wall planes and ridge lines should be clearly evident.

4.2.7 ONE-STORY HOME PLAN

To add variation to building height and also to promote universal design, builders are encouraged to include some single story units to their proposed collection of homes as part of the Neighborhood Plan. Single-story townhomes are encouraged as end units in buildings. A single-story plan could be designed dimensionally to adapt to corner lots as well as interior lots within the unique site characteristics of the neighborhood. This type of suggested one-story plan could still accommodate a second floor tucked under the roof. This type of plan would usually have the main living spaces downstairs including the master bedroom. The use of single-story flats in multi-family buildings is also encouraged.

The second floor can have additional rooms including secondary bedrooms or guest rooms, but should not exceed the basic building footprint, reducing the potential impact of visual prominence and a less private feeling associated with homes that back onto public or highly visible places.



Attractive rear wall planes.



These roof forms and pitches are consistent with the traditional style of the homes.

4.2.8 ROOF FORM

Roof pitches and overhangs shall be appropriate for the selected style of the home. In general, simple massing consistent with the style is required. Roofs shall be configured in basic roof shapes based on the building and perimeter of top plate which they are covering. The following should be considered when designing roofs:

- Variations in roof line framing which create interesting roof designs should be used along the street facing elevations.
- Dramatic roof breaks (roofs that turn a corner or change elevation) should be avoided.
- Roof planes shall not slope into a vertical mass, and only under select conditions as required by style to an opposing slope.
- Where appropriate, overhanging eaves (such as balconies) shall have exposed rafter tails, with 3” minimum thickness.
- Enclosed eaves shall be finished with a molding.
- The minimum clear distance between a window sill and roof plane shall be six inches.
- All flashing, sheet metal, vent stacks and pipes shall be painted to match the adjacent building surfaces.
- Variation in height and prominence should be provided on all horizontal edges of the homes, such as ridge lines and eave heights, and fascias above garage doors to promote visual interest.
- Flat or Mansard roofs are not allowed.

4.2.9 CORNER LOT TREATMENT

In keeping with the desired character of traditional neighborhoods, buildings on corner lots should receive special attention, and be designed for a two-sided, corner exposure. These homes traditionally are larger and have one- and two-story articulation on both the front and the side facing the corner. When there are a large number of corner lots in a neighborhood, special floor plans for each product line should be adaptable to corner or other visually prominent locations.



Example of appropriate corner lot treatment for single family housing

This special plan should include a unique corner treatment, with a high level of mass articulation and detail facing the side street consistent with the style of the home.

Up to two plan types per building type are encouraged for corner lot conditions. Plans that are adaptable to corner lot plotting should be designed with the flexibility to allow for relocation of the entry and/or garage to the adjacent side street or paseo. Sufficient detail and appropriate material quality must be provided on the side elevation in order to be consistent with the front elevation.

4.2.10 GARAGE PLACEMENT AND SETBACKS

The placement and setbacks of garages can greatly influence the character of a streetscape. In this neighborhood, all garages must be accessed by an alley which is separate from other neighborhood streets. Garages shall not be directly accessed from neighborhood streets. While it is anticipated that some garages may be seen from the front or neighborhood street, most will only be evident and accessible from within the alley itself.



Alley-accessed garages for single-family homes.

Garage faces must be set back from the right of way line, and separated from the alley drive aisle by a 6-foot wide landscape/driveway (as show in Figure 3-7, Section H). Each unit must have a separate garage apron, with landscaped areas between aprons.



Windows should be used to create interest or highlight important rooms or wall planes.

4.2.11 ARCHITECTURAL DETAILS

4.2.11.1 Windows

A variety of carefully organized windows are encouraged to create visual interest along wall planes.

Windows should have vertical proportions. Window frames should not be flush with wall planes. Window glass must be recessed at least two inches into the adjacent wall plane. Circular, elliptical, or other special window shapes may be used sparingly as accent windows, appropriate to each architectural style.



Front entry door

On the front elevation, divided lites in windows must be true divided lites or must have discernable divisions on the outside, inside and between the individual panes of the glazing. Individual lites shall be square or rectangular, with vertical proportions.

Energy efficient and ultraviolet protective glazing is allowed however no reflective glazing may be used.

4.2.11.2 Doors

All doorways shall be recessed into walls a minimum of two inches to show wall thickness and solidity of design. Front entry doors shall be wood appearance, or wood and glass, designed to be consistent with the style. Operable French doors are required on all primary street-facing elevations in lieu of sliding glass doors. Metal doors may be used for mechanical room enclosures if screened from view. Custom patterned mechanical room doors appropriate to the style of the building must be used if exposed to view.

4.2.11.3 Ornamentation

Decorative elements such as balconies, chimneys, gable vents, exterior lighting and shutters are encouraged, and shall appear as functional elements, consistent with the appropriate architectural style.

Shutters shall be made of high quality composite material or treated wood, to ensure longevity. Shutters do not need to be operable, but shall be sized so that two shutters match the window width, and have convincing hardware.

4.2.12 GREEN DEVELOPMENT

The City of Livermore’s Design Standards and Guidelines provide the “standards intended to mandate necessary design components in Livermore building projects that will help to create or preserve good urban fabric.” The guidelines are intended to encourage high-quality building and site design while allowing flexibility for designers.

The Design Standards and Guidelines also prescribe Goals for encouraging and incorporating Green Building Design in site planning and building design. Green building is a whole-systems approach to the design, construction and operation of buildings that promotes resource conservation, considers environmental impacts and waste minimization, creates a healthy and comfortable indoor environment, and reduces operation and maintenance costs. Livermore Green Building Design Goals include:

- Encouraging the use of green or sustainable building materials, including recycled content materials that are consistent with the underlying architectural style and character of the building.
- Encouraging site and building design that improves energy efficiency by incorporating natural cooling and passive solar heating.
- Encouraging alternative modes of transportation through site planning and building orientation that emphasize connections to sidewalks, bike paths and trail networks.
- Encouraging green site design by utilizing existing trees and plants where possible, incorporating permeable paving and designing resource-efficient landscapes and gardens.

In early 2007, the City of Livermore re-emphasized the importance of incorporating green building measures into development by adopting a mandatory “Green Building Ordinance” that is applicable to all new commercial and residential development. The Ordinance requires that residential development projects achieve 50 points on the GreenPoint checklist developed by the Alameda County Waste Management Authority (ACWM to the greatest extent possible, A). The checklist contains six categories: Community, Energy, Indoor Air Quality (IAQ), Health, Resources and Water. Each category contains various measures for incorporating green building design and a point value for each measure. The checklist provides an inherently flexible system, allowing applicants to choose from a variety of specific green building features to incorporate into the project.

During the first year of implementation (2007), compliance with the Ordinance will be voluntary. During this period, applicants for new residential development will be required to complete a green building checklist for submission with their entitlement and plan review applications. A minimum point total, however, will not be required. Starting January 1, 2008, however, compliance with the Ordinance will be mandatory.

CHAPTER 5: UTILITIES

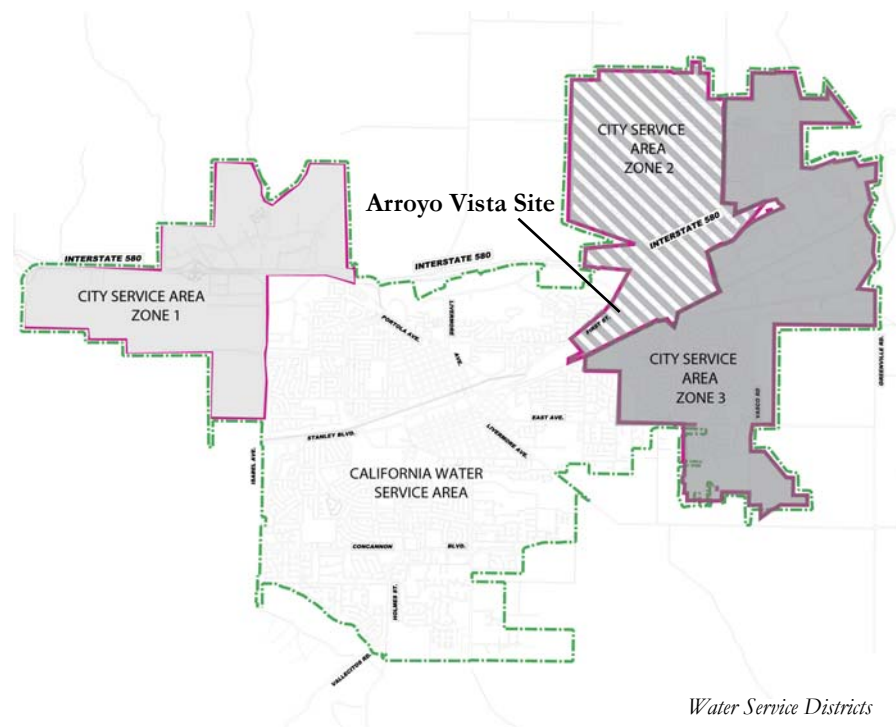
CHAPTER 5

UTILITIES

5.1 Water Services

Several agencies share in the responsibility of providing water services for the residents of the City of Livermore. Zone 7 Water Agency (Zone 7) is the water wholesaler. The Arroyo Vista Neighborhood would be served by Livermore Municipal Water, under City Service Area Zone 2 (City of Livermore General Plan, 2003). A water analysis for the site has been conducted by City staff. Existing facilities serving the Plan Area will be able to provide the water supply needed to accommodate residential development on the site.

To safeguard against potential changes in environmental conditions, a confirmation of adequate water supply will be required from any future developer at the time they submit an application for a Tentative Tract map.



5.2 Sanitary Sewer

All sewer service within the City limits is provided by the City of Livermore's Public Services Department; therefore they would also serve development within the Arroyo Vista Neighborhood. Wastewater flow is primarily transported to the wastewater treatment plant by gravity, although two pumping stations are also part of the system. A portion of the treated wastewater is used as reclaimed water and the remaining treated water is discharged in the San Francisco Bay.

Based on information from the 2001 Livermore Water Reclamation Plant Master Plan, the General Plan indicates that new facilities at the Water Reclamation Plant would be needed to handle projected flows. An expansion project, Phase VI is projected to address this need. A sanitary sewer impact fee program is in place in order to fund these improvements.

5.3 Stormwater

Much of the storm water collection system is comprised of underground pipes and local creeks. These facilities in turn carry water runoff to nearby flood control channels and arroyos. One of those arroyos runs through the center of the Site, Arroyo Seco Channel. The Zone 7 Water Agency is responsible for flood control and/or stream management of the Arroyo Seco Channel.

New residential development on the site is also subject to County Water Quality Control requirements governing the treatment of stormwater runoff on-site. To meet current stormwater treatment standards each new development is required to provide a stormwater treatment and control plan with calculations demonstrating that their site plan can meet the permit stormwater detention treatment requirements prior to Site Plan Approval.

Requirements for new development may include implementation of site design measures to maximize pervious areas, source control measures to help keep pollutants out of stormwater, construction best management practices (BMPs), post-construction treatment measures, and reporting on the amount of impervious surface that is created or replaced.

Any future developer of the site will need to integrate into the project planning process appropriate and feasible site design measures such as rain gutter disconnection or drainage to splash blocks or bubblers, flush landscape medians/islands, and use of swales and other landscaped and open space areas for detention in order to meet Regional Water Quality Control Board requirements.



Construction waste recycling of solid waste. (Source: Alameda County Waste Management Authority)

Prior to construction, a developer will be required to provide detailed calculations showing that their stormwater and detention system functions properly, and enter into a maintenance agreement with the City, for a Landscape Maintenance District (LMD), or other mechanism to secure maintenance and inspection of stormwater devices. During construction, source control measures must be used to keep pollutants out of the stormwater.

5.4 Solid Waste

Responsibility for collection and disposal of solid waste is shared between the City of Livermore and Alameda County Waste Management Authority. In 2002 the City of Livermore entered into a 7-year agreement with Waste Management of Alameda County, Inc. (Waste Management), for the exclusive right to collect, transport, or process and dispose of solid waste, recyclable materials, and compostable materials in the City. The Site would be served by Waste Management.

5.5 Electricity

Within the City of Livermore, Pacific Gas and Electric Company (PG&E) provides electricity service. Most of the City's electric power is transferred from the Contra Costa Power Plant near Antioch and the Newark Substation. Electricity is delivered to three substations with Livermore and then further distributed to the City's residents and industries.



PG&E Lines.

According to the General Plan, demand throughout the Tri-Valley region was more than 98 percent of the area's existing electrical system capacity on an average daily basis. Expansion of the current system was approved in October 2001, including construction of new distribution substations, installation of new transmission lines and the upgrade of other components within the system. These upgrades will help improve electrical service to the City of Livermore as well as its surrounding communities.

5.6 Natural Gas

PG&E supplies the City of Livermore with natural gas by three main pipelines that run through the City. In addition, within the City, PG&E maintains six natural gas regulator stations, which reduce gas pressure prior to urban use distribution.

5.7 Telephone Service

Residential and commercial telephone service within the City of Livermore is provided by AT&T. On top of phone service, SBC provides or hosts other telecommunication services such as Digital Subscriber Lines (DSL), Internet Service Provider (ISP), web hosting, virtual private networking, and wireless/cellular and paging services.

Through the California Public Utilities Commission SBC is required to serve new growth in the City. In order to meet growth needs, SBC continually upgrades its facilities and infrastructure throughout the area.

5.8 Cable Television

Comcast Corporation provides cable services within the City of Livermore. Some of the services offered by Comcast to its customers include digital cable, high-speed internet connections, and digital phone lines. Cable infrastructure upgrades, associated with the installation of fiber optics have been occurring throughout the City.

5.9 Police Protection

The Livermore Police Department (LPD) provides police protection for the City of Livermore. Based on the General Plan, LPD had a ratio of 1.14 officers per one thousand in population. The LPD operates from one station, located in the Civic Center at 1110 South Livermore Avenue.

Several objectives for police protection have been set through the City of Livermore's General Plan. The City shall promote coordination between land use planning and law enforcement, which states that all major land use development proposals to be reviewed for site design criteria and for other law enforcement concerns.



City of Livermore Police.

5.10 Fire Protection

In 1996 the Livermore and Pleasanton Fire Departments consolidated their efforts to form the Livermore-Pleasanton Fire Department (LPFD), in an effort to provide more efficient and effective service to the two communities. Each City builds and maintains its own fire stations and purchases and maintains its own vehicles and fire apparatus.

Five stations are located in Livermore, while an additional five are located in Pleasanton, along with the training center and headquarters for LPFD. The Arroyo Vista Neighborhood is located between Station #6 and Station #8 and could easily be served by either.



Fire Protection.

CHAPTER 6: IMPLEMENTATION



Site General Plan Designations

CHAPTER 6

IMPLEMENTATION

6.1 Approval process

6.1.1 GENERAL PLAN POLICY

A Neighborhood Plan that addresses circulation, land use, building design, signing and landscaping is required for residential development of the Arroyo Vista Site (2003 General Plan, page 3-92). This Neighborhood Plan establishes the framework for all of these above mentioned issues. Subsequent development projects within the Plan area must be consistent with the standards and guidelines provided in this document. For this reason, the Neighborhood Plan must be detailed enough to provide the guidance necessary for policy makers to review and approve specific development projects within the Plan area. The Arroyo Vista Neighborhood Plan also must be consistent with established General Plan goals and policies.

6.1.2 ENVIRONMENTAL REVIEW

To meet the requirements of the California Environmental Quality (CEQA), an Initial Study and Mitigated Negative Declaration have been prepared for this project. The environmental document will be certified by the City prior to adoption of this Plan. It is likely that future development that is consistent with this Neighborhood Plan will not require additional environmental review. Future development applications will be evaluated on a project level basis to determine the level of environmental review required.

6.1.3 REQUIRED DEVELOPMENT ENTITLEMENTS

Following approval of this document, additional development entitlements will be required prior to specific project implementation. These additional entitlements include rezoning of the Site to a Planned Development (PD) District to allow residential development, Design Review/Site Plan Approval, and a Tentative Tract Map. It is anticipated that a Development Agreement will

also be entered into between the City and the developer of the Site to establish a timeframe for required public improvements.

6.1.3.1 REZONING

The current zoning of the Site, Planned Unit Development 246-81, permits only office and light industrial uses. In order for residential development to occur on this Site, consistent with the Arroyo Vista Neighborhood Plan, it must be rezoned to a residential zoning district consistent with the density prescribed by its General Plan designation (14-18 du/acre). As outlined in Chapter 1, Existing Conditions, the Site will be rezoned to a Residential Planned Development District (PD-R) to allow a variety of housing types and flexibility of development standards.

The Livermore Planning and Zoning Code (LPZC, Section 2-76-020) establishes procedures to rezone a site to a PD District as well as information submittal requirements for processing such a rezoning. The applicant is required to prepare and submit an outline of the new zoning district including: a purpose statement, permitted and conditionally permitted uses, and proposed development standards (i.e. minimum lots sizes/widths, yards and street frontages, maximum coverage or floor area ratio, maximum building heights, off-street parking requirements, sign standards, required landscaping, fencing and/or lighting and architectural standards if applicable).

In addition to an outline of proposed development standards for the Site, the applicant must also provide information that outlines any proposed exceptions to existing, applicable Zoning Code development standards as well as additional design features or amenities that are being provided to allow the proposed exceptions.

6.1.3.2 DESIGN REVIEW AND SITE PLAN APPROVAL

Design Review and Site Plan Approval is required for development within the Arroyo Vista Neighborhood Plan Area in conformance with Sections 5-05-110 to -190 of the LPZC. Generally, all residential, commercial and industrial projects within the City require some level of Design Review and Site Plan Approval.

6.1.3.3 TENTATIVE TRACT MAP

The subdivision process within the Neighborhood Plan Area will be governed by the Subdivision Map Act as well as the City's Subdivision Ordinance. Tentative tract maps must be consistent with the guiding principles and standards of the Neighborhood Plan.

6.1.3.4 DEVELOPMENT AGREEMENT

A Development Agreement provides assurance to a developer that he or she may proceed with a project in accordance with existing policies, rules and regulations and subject to certain conditions of approval. It also provides assurance to the City that City policies and associated requirement improvement to benefit the public will be implemented in exchange for the vested rights granted under a development agreement.

A Development Agreement will be processed as part of the entitlement process for this project to establish a timeframe for implementation of required Transportation Improvements along Las Positas Road and public multi-use trail improvements along an existing Zone 7 service Road along the Arroyo Seco Channel adjacent to the Site.

6.1.4 PROJECT CONSISTENCY

All projects approved within the Neighborhood Plan Area, including Tentative Tract Map(s), zoning changes, Design Review and Site Plan Approval must be consistent with the adopted Neighborhood Plan effective at the time these subsequent projects are submitted.

Any proposed changes to the land use policies (i.e. density calculation methodology) or the fixed elements or design standards established in this document will require a formal amendment to this Neighborhood Plan.

6.1.5 GROWTH MANAGEMENT

General Plan Land Use Policy (P15) guarantees 200 housing allocations per year for ten years (2004 through 2013) to projects that were approved to exceed baseline density in compliance with the City's Transferable Development Credit (TDC) Ordinance. In addition, these housing allocations shall be granted to applicants who acquire TDCs, or pay in-lieu fees at the rates specified in the TDC Ordinance for projects that exceed the baseline density regardless of whether baseline density is actually exceeded. Unused allocations for TDC retiring projects may be carried forward up to ten years, or the end of 2013. Housing allocations for TDC-retiring projects are reserved for development sites outside of the Downtown Area unless and until all housing allocations reserved for the Downtown have been used.

As explained in Chapter 1, Existing Conditions, the Arroyo Vista Site is designated as a TDC Receiver Site for residential development and as such does not need to participate in the City's Competitive Housing Implementation Program.

6.2 Funding/Maintenance of Public Facilities and Improvements

6.2.1 STREETS

6.2.1.1 INTERNAL STREET SYSTEM

The Circulation Chapter of the Plan (Chapter 3) proposes an internal street system comprised of neighborhood streets providing main access into the Site from existing public streets. Smaller alleys are proposed for access from the internal neighborhood streets within the project to individual residential garages to the rear of residential units. Internal streets that meet public standards with regard to street and sidewalk widths can be maintained either by the City as public city streets, or as private streets maintained by a Homeowners Association established for the project. Proposed streets that do not meet minimum City standards would be privately maintained.



Adjacent local street.

6.2.1.2 EXISTING PUBLIC STREETS

Las Positas Road

Las Positas Road is designated as a major street within the City's General Plan. Improvements to Las Positas Road between Arroyo Vista Road and Bennett Drive are required as part of the City's Transportation Impact Fee (TIF) Program. Future developer(s) of the Project Site will bear the cost of implementing these improvements including widening Las Positas from two to four lanes, adding a median and associated landscaping, and providing bike lanes on both sides of the road. It is City policy to maintain designated major streets. Improvements to Las Positas Road including landscaping would be maintained by the City Public Services Department.

Arroyo Vista Road and Bennett Drive

New sidewalks and adjacent planting strips are proposed along the project frontage on Arroyo Vista Road and Bennett Drive. Sidewalk improvements, including planting strips and streets, that meet city standards can be maintained either by the City, or privately through a Homeowners Association. Sidewalk improvements that do not meet minimum city standards will be maintained by the developer or subsequent property owners through an established Homeowners Association.

6.2.2 LANDSCAPING AND MAINTENANCE

A Homeowners Association may be established to provide operation and maintenance of public improvements. The developer of the Project Site also has the option to establish a Landscaping and Maintenance District (LMD), pursuant to the Landscape and Lighting Act of 1972, for public open space areas and improvements. An LMD is an alternate funding mechanism to a Homeowners Association to provide operation and maintenance of public improvements.



Zone 7 multi-use trail. (Source: Zone 7 Water District)

6.2.3 ARROYO SECO MULTI-USE TRAIL

The developer(s) of the Site will be required to fund improvements to implement trail standards for a public multi-use trail along the existing Zone 7 service Road along the west side of the Arroyo Seco Channel adjacent to the Project Site. This proposed trail is outlined within the City's Bikeways and Trails Master Plan. Potential improvements would include upgrading the road with asphalt, striping and decomposed granite. In order to implement a publicly accessible trail for recreation purposes on property owned and maintained by Zone 7, the City will need to enter into a License Agreement with Zone 7 for maintenance and liability.

The developer(s) of the Site will also be required to fund improvements for a neighborhood trail on the east side of the Channel, adjacent to the Project Site, in conjunction with a pedestrian bridge crossing across the Channel. The pedestrian bridge must clear span the Arroyo. Specific bridge design details including bridge height are subject to Zone 7 standards and must be coordinated with Zone 7.

