

2 Project Description

The project analyzed in this Draft EIR is the Isabel Neighborhood Plan (proposed Plan), which is a Specific Plan that guides development of the area surrounding the proposed Isabel San Francisco Bay Area Rapid Transit District (BART) extension to Isabel Avenue in Livermore. The proposed Plan is both a policy document and an implementation tool for the General Plan. It contains strategies, regulations, goals, and policies to guide future development within the Isabel Neighborhood, or Planning Area. The Specific Plan details the proposed land uses and their development standards, transportation, infrastructure improvements, environmental resources, design standards and guidelines, a financing strategy, and implementation tools. If adopted, the regulations set forth in this Plan would replace the existing zoning and General Plan designations that currently apply to the Planning Area.

The proposed Plan includes amendments to existing City General Plan policies and map, Development Code references, changes to zoning (including existing Planned Development districts and Development Agreements) and the zoning map, annexation and pre-zoning of unincorporated County land, Airport Land Use Compatibility Plan policy changes, and amendments to the adopted 2017-2019 Housing Implementation Program.

This chapter summarizes the key components of the proposed Plan as they are analyzed in this EIR. The Isabel Neighborhood Plan is hereby incorporated by reference into this project description, and should be referred to for a more detailed description.

2.1 Project Location

REGIONAL CONTEXT

The City of Livermore is located in eastern Alameda County along the north and south sides of Interstate 580 (I-580), as shown in Figure 2-1: Regional Context. The City limits encompass approximately 25 square miles within the Livermore Valley; to the north, south, and east of Livermore are rolling hills, and to the west are the cities of Pleasanton and Dublin. The Livermore Valley, the San Ramon Valley to the north, and the Amador Valley to the west together comprise the Tri-Valley, a major population and employment area within the nine-county Bay Area region.

PLANNING AREA

The Planning Area is shown in Figure 2-2 and covers approximately 1,138 acres, or about 6.6 percent of the City. It is located in northwest Livermore about 2.5 miles from the Downtown.

The northern edges of the Planning Area boundary are generally congruent with the Livermore City Limits and the Livermore Urban Growth Boundary (UGB). Areas that are outside of the City Limits include a 21-acre unincorporated County island in the southeast corner of the Planning Area. This area is within the UGB but outside of the City Limits.














The Planning Area is bisected by I-580. North Canyons Parkway-Portola Avenue, a major east-west street, runs through the northern part of the Planning Area. Isabel Avenue (State Route 84) runs north-south through the Planning Area as a state highway south of the I-580 interchange and a major city street north of the I-580 interchange.

The proposed Isabel BART Station is located within the I-580 median on the east side of the Isabel Avenue interchange. While the proposed Plan addresses the entire 1,138 acres of the Planning Area, most of the proposed changes, analysis, and recommendations focus on the area within the one-half mile radius of the proposed BART station location, which is represented by a yellow circle on Figure 2-2.

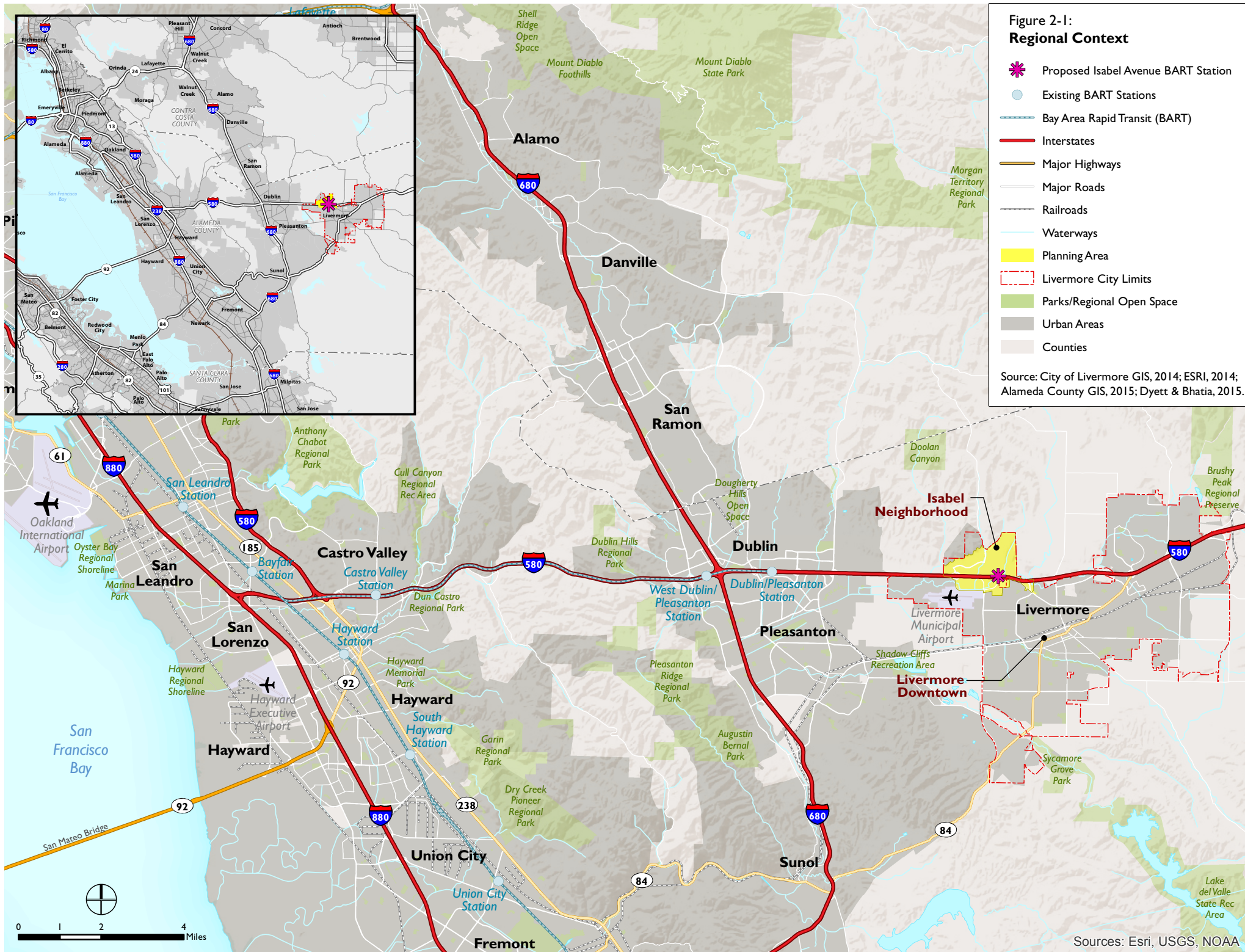
The Planning Area is currently developed primarily with industrial and commercial uses. About 257 acres, or 28 percent of the developable land within the Planning Area, is currently vacant or undeveloped. About 150 acres of the vacant/undeveloped land is within the half-mile radius of the proposed BART station.

Established detached single-family residential neighborhoods abut the Planning Area to the southeast, while the Livermore Municipal Airport and the Las Positas Golf Course abut the Planning Area to the southwest.

**Figure 2-1:
Regional Context**

-  Proposed Isabel Avenue BART Station
-  Existing BART Stations
-  Bay Area Rapid Transit (BART)
-  Interstates
-  Major Highways
-  Major Roads
-  Railroads
-  Waterways
-  Planning Area
-  Livermore City Limits
-  Parks/Regional Open Space
-  Urban Areas
-  Counties

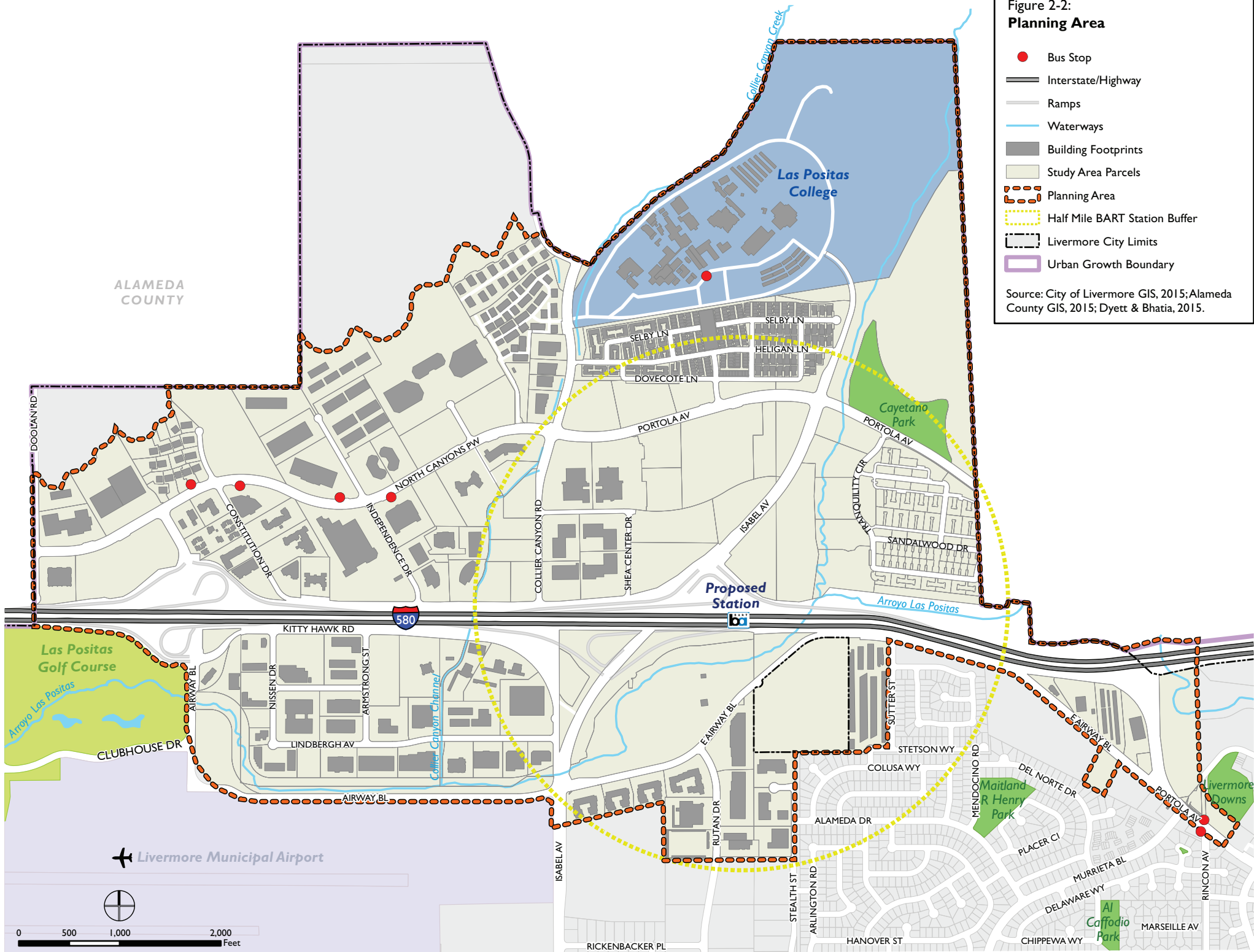
Source: City of Livermore GIS, 2014; ESRI, 2014;
Alameda County GIS, 2015; Dyett & Bhatia, 2015.



**Figure 2-2:
Planning Area**

- Bus Stop
- Interstate/Highway
- Ramps
- Waterways
- Building Footprints
- Study Area Parcels
- Planning Area
- Half Mile BART Station Buffer
- Livermore City Limits
- Urban Growth Boundary

Source: City of Livermore GIS, 2015; Alameda County GIS, 2015; Dyett & Bhatia, 2015.



2.2 Project Goals

PLANNING PROCESS

The purpose of the planning process is to develop a community-supported Specific Plan for the orderly development of the Isabel Neighborhood. The City has aimed to involve and engage a broad range of community stakeholders in the planning process, including the general public. Outreach methods included: a project website, email listserv, online surveys, stakeholder interviews, neighborhood and community group meetings, BART outreach and coordination, public hearings, a citywide workshop, and public open houses.

The first phase of outreach resulted in an overall “Vision” for the Isabel Neighborhood. The Vision includes six key themes, each with guiding principles that together describe how the neighborhood should look, feel, and function in the future. These themes include: 1) Complete Neighborhood, 2) High Quality Urban Design, 3) Well-Connected Pedestrian and Bicycle Network, 4) Community Gathering Spaces, 5) Access to Open Space, Arroyos, and Scenic Views, 6) Compatibility with Existing Uses.

OBJECTIVES

The Isabel Neighborhood Plan establishes a new regulatory framework for guiding private and public development within the Isabel Neighborhood over the next 20 to 25 years. The Plan’s regulatory framework replaces the existing land use designations of the General Plan as well as the zoning regulations of the Livermore Development Code and various Planned Development zoning districts. The primary objectives of the Isabel Neighborhood Plan are to:

1. Create a safe, vibrant neighborhood.
 - The neighborhood should have a mix of housing, businesses, and community uses that generate activity throughout the day and week.
 - The neighborhood should provide sufficient housing to support a retail center with a grocery store.
 - The neighborhood should have spaces where people can gather, interact, and enjoy the outdoors such as parks, plazas, and trails. The neighborhood should be easy and safe to get around by walking and biking.
2. New development should be sensitive to adjacent residential areas and include design features should establish a unique sense of character and promote security.
3. Support citywide goals for increased transportation options, housing choices, and economic vitality.
4. Increase the diversity of housing stock to serve all economic segments of the community.
5. Increase the stock of rental and ownership housing in Livermore to address demand and reduce displacement due to lack of affordable housing options and congestion due to the regional jobs-housing imbalance.
6. Maximize opportunities for people to live in walkable neighborhoods with safe, convenient access to regional mass transit and bicycle facilities.

7. Provide sufficient opportunities for commercial and office development to support local businesses, neighborhood-serving uses, and living wage and high-paying jobs.
8. Support infill development and redevelopment to take advantage of existing infrastructure capacity and reduce pressure for greenfield development (help preserve open space).
9. Position the BART to Livermore extension project to qualify and compete for regional transportation funds.
10. Include transit-supportive features such as multi-modal street improvements, higher density land use designations, and pedestrian-friendly design guidelines.
11. Meet or exceed the minimum housing threshold for MTC policy.
12. Maximize housing units, affordability, and density to make project perform high against criteria and rank well against other projects competing for funding.
13. Support regional goals to reduce Vehicle Miles Traveled (VMT) and the associated impacts on quality of life and the environment.
14. Promote compatibility with existing residential development and community character.
 - Establish land use regulations that provide a sensitive transition between new development and existing residences.
 - Minimize impacts on existing views of hills from the freeway (Scenic Corridor policy).
 - Require design that reflects Livermore's unique character and high standards.
 - Minimize traffic congestion impacts on existing intersections and in existing neighborhoods.
 - Minimize overflow parking in existing neighborhoods

The Isabel Neighborhood Plan will guide future development of the area surrounding the future BART station in the I-580 median at Isabel Avenue. The Plan is a "Specific Plan," which has been an effective tool used by the City of Livermore to meet community goals for and guide the transformation of several specific areas within the City. In the Isabel Neighborhood area, the abundance of vacant land near the proposed BART station is a major opportunity for shaping a new neighborhood for the City centered around a major transit hub. The Isabel Neighborhood Plan will guide private and public development over the next 20 to 25 years to achieve the community's shared vision for the BART station area. All goals and policies are incorporated by reference into this project description and analyzed in this EIR.

2.3 Proposed Plan Components

ORGANIZATION

The Isabel Neighborhood Plan is organized as follows:

Chapter 1: Introduction provides an overview of the Planning Area and regional context, along with the Plan's objectives and relationship to existing plans and programs. It

summarizes the planning process and key findings from public outreach and stakeholder engagement, including the community-driven vision for the Isabel Neighborhood.

Chapter 2: Land Use provides proposed land use designations and land use diagram; potential buildout of the Plan; and the Plan's affordable housing strategy. The chapter identifies goals and policies related to land use, as well as development standards for all development within the Planning Area.

Chapter 3: Transportation describes the Neighborhood's streets and trails networks and its parking ratios and strategies. The chapter identifies goals and policies related to circulation and parking.

Chapter 4: Parks, Public Facilities, and Infrastructure discusses improvements to the public facilities and services. The chapter identifies goals and policies related to parks, public services, and infrastructure.

Chapter 5: Urban Design describes in detail the many features of the Neighborhood's public realm. This chapter also provides a comprehensive list of design standards and design guidelines for all development within the Isabel Neighborhood.

Chapter 6: Environmental Resources addresses environmental and manmade hazards that may affect health and safety within the Planning Area. The chapter discusses the airport influence, noise, air quality, biological resources, hazards and flooding, cultural resources, agricultural resources, and geology and soils. The chapter identifies goals and policies related to these environmental resources.

Chapter 7: Implementation and Financing Strategies discusses growth management and the public improvements financing strategy, and identifies implementation actions, responsible agencies, timeline, phasing, and cost.

Chapter 8: Policy Amendments identifies recommended/required changes to the General Plan, Livermore Development Code, and the Airport Land Use Compatibility Plan.

LAND USE DIAGRAM

Figure 2-3, Land Use Diagram, shows proposed land use designations for the Planning Area under the Isabel Neighborhood Plan. These land use designations would replace the existing General Plan land use designations and zoning that currently apply to properties in the Planning Area. The following section describes these land use designations. The Land Use Diagram shows new residential areas both north and south of I-580, as well as a range of employment-generating uses near the proposed Isabel BART station. Key features include:

1. A compact, mixed-use neighborhood core between Isabel Avenue and Collier Canyon Road north of I-580;
2. A main street with active ground floor retail extending from a shopping center north through the Neighborhood core;
3. A variety of housing types with building heights that step down from the Neighborhood core near the BART station to the edges of the Planning Area, adjacent to existing residences;

4. An Innovation Hub with a concentration of complementary office uses located within walking distance from the Isabel BART Station, along with three other locations designated for office development to further support new businesses and local entrepreneurs;
5. Three new neighborhood-serving parks and open space buffers along the creeks to provide recreational opportunities and access to natural areas; and
6. Pedestrian streets with “signature” streetscape improvements that will create an attractive walking environment and help establish an identity for the Neighborhood (see Section 3.2 of the Isabel Neighborhood Plan for detail).

Figure 2-4, Land Use Diagram Change Areas, highlights the areas where the Isabel Neighborhood Plan envisions new development or redevelopment. These “Change Areas” include all vacant, developable parcels within the Planning Area. It also includes parcels with a new or intensified land use compared to the existing use or what is allowed currently under the General Plan. For example, the Office designation would allow the same general uses as are currently permitted on these sites but at a higher intensity of development (i.e., more floor area per parcel or larger lot coverage).

There are several locations designated for residential uses that have existing office or commercial buildings. Redevelopment of these sites would only occur if initiated by the property owner. In the interim, existing office and commercial businesses could continue to operate, and property owners could make site improvements in support of these existing uses.

The majority of Change Areas are located within a half-mile radius – or walking distance – of the future BART station. The Change Areas encompass a total of 360 acres, or about 32 percent of the whole Planning Area. These changes in land use and development intensity will allow the Isabel Neighborhood to transform into a distinctive and walkable neighborhood, capitalizing on the proximity to BART. The Plan is based upon market analysis and the potential for the transit investment to catalyze new development opportunities.

Figure 2-3:
Land Use Diagram

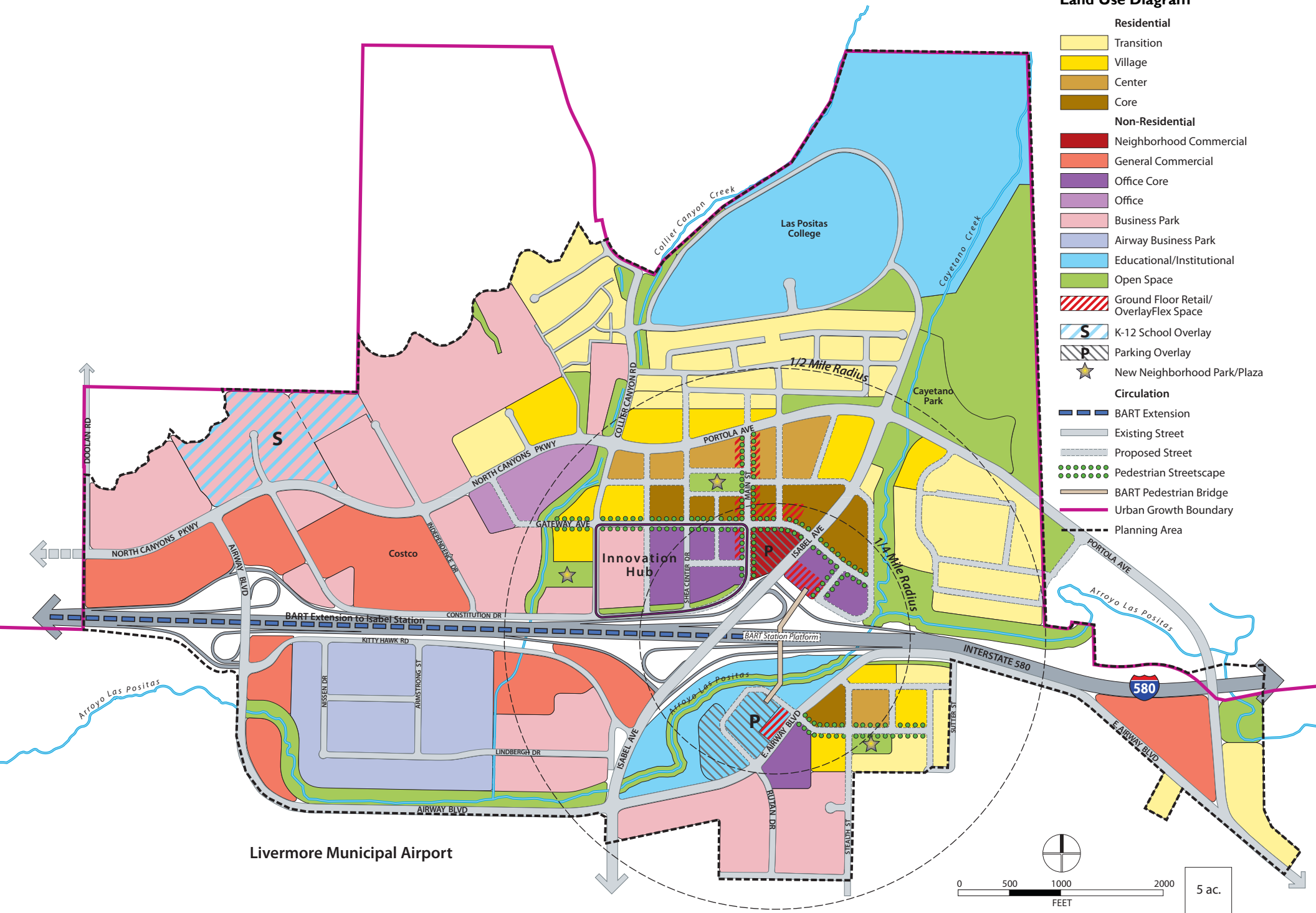
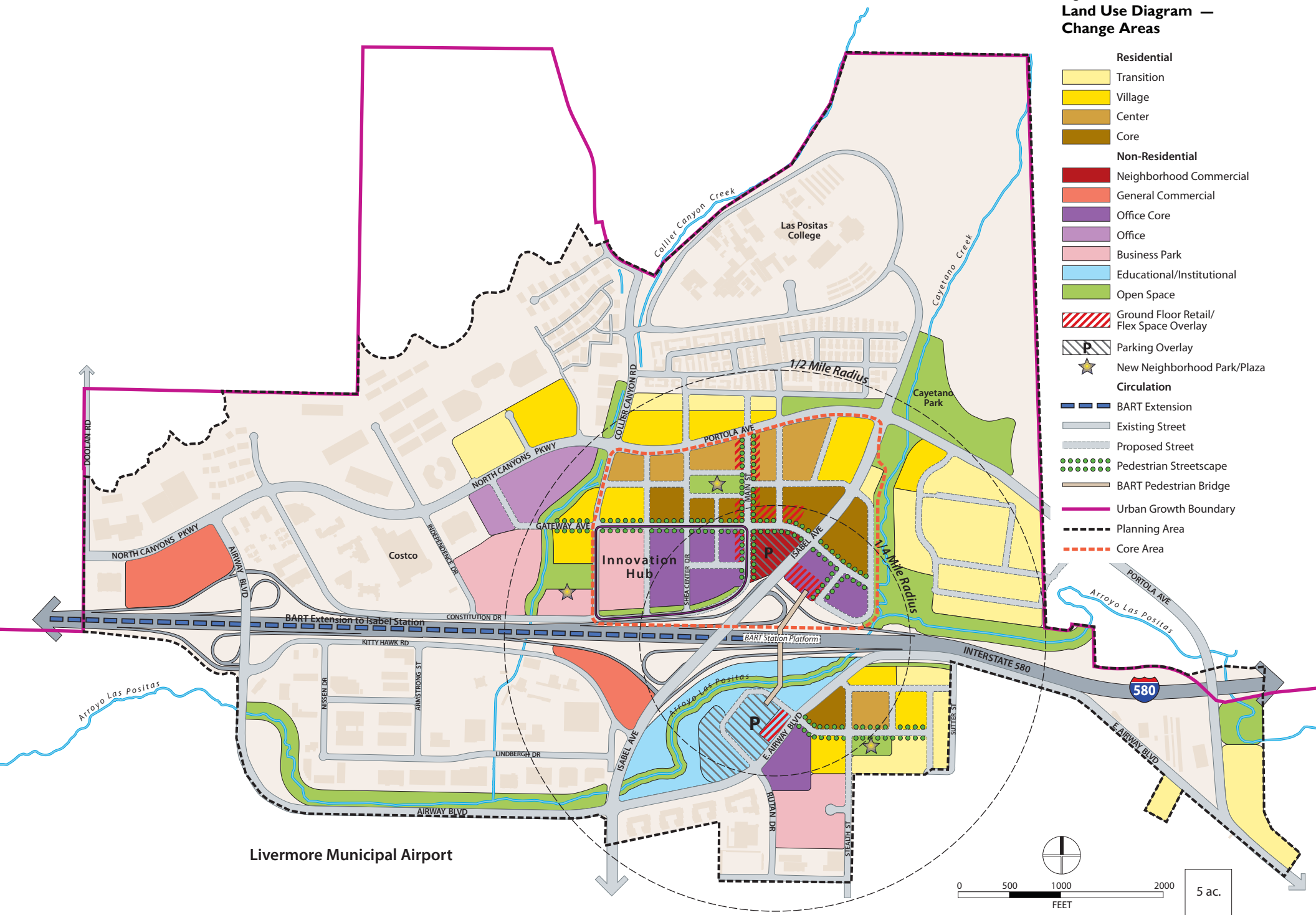


Figure 2-4:
**Land Use Diagram —
 Change Areas**



The remainder of the Planning Area has land use designations that are generally consistent with existing (as of 2017) land uses and General Plan designations. These sites are mostly outside of the half-mile radius from the BART station. The overall development pattern in these areas is expected to stay relatively unchanged in terms of block size and land use. However, the Isabel Neighborhood Plan designations would allow an incrementally greater intensity of development than previously permitted under the General Plan in certain cases. By replacing the various existing zoning districts with a more limited number of zoning districts, the Isabel Neighborhood Plan is intended to help clarify the development review process and create a more cohesive identity for the area.

LAND USE DESIGNATIONS

The residential density and non-residential intensity standards established by the proposed Plan are shown in Tables 2-1 and 2-2.

Table 2-1: Residential Land Use Designations

<i>Designation</i>	<i>Density (du/ac)</i>	<i>Housing Types</i>
Transition	15-25	Single-family attached dwellings (townhomes), or low-rise garden apartments and condominiums
Village	25-40	Mid-rise condominiums and apartment, with some opportunity for townhomes
Center	40-60	Condominiums and apartments
Core	60-100	Condominiums and apartments

Table 2-2: Non-Residential Land Use Designations

<i>Designation</i>	<i>Use Types</i>	<i>Building Standard</i>
Neighborhood Commercial	Allows commercial uses with an emphasis on small-scale and neighborhood-serving uses such as grocery stores, restaurants/cafes, and personal services	FAR: 0.4 to 1.0
General Commercial	Allows commercial uses with an emphasis on regional-serving uses such as gas stations, car sales, lodging, and retail	Lot coverage: 50%
Office and Office Core	Allows a range of office, professional, technical, and commercial businesses	FAR: Office, 0.75-1.25 FAR: Office Core, 1.0-2.0
Business Park	Allows a variety of commercial and light industrial uses, including medical offices, professional services, research and development, light manufacturing, limited hotel, entertainment, community, and commercial uses	Lot coverage: 50%
Airway Business Park	Allows commercial and industrial development consistent with the intent of the General Plan Business and Commercial Park designation	Lot coverage: 45%
Open Space	Allows for community and neighborhood parks, passive and active recreation areas, landscaped trails or pathways, scenic buffers from I-580, and open space for environmental conservation	Lot coverage: 20%
Education/Institution	Allows government-owned and operated facilities such as schools, post offices, community centers, and fire stations, as well as religious facilities (i.e., churches, synagogues, etc.)	Lot coverage: 75%

Overlay

Ground Floor Retail/Flex Space. This overlay allows the ground level of buildings to have a range of retail uses such as retail, live/work, restaurants, cafés, markets, wine and beer tasting, personal services, and banks. Buildings along the new Main Street will be required to provide ground floor uses that are accessible to the general public and generate walk-in clientele, thus contributing to an active street life. Ground Floor Retail/Flex Space on the BART station site south of I-580 could serve commuters as well as the neighborhood to the east. Ground floor spaces should integrate outdoor seating and pedestrian-oriented design. On-street parking would serve these uses, with the possibility of shared parking with adjacent office uses.

Parking Overlay. The Land Use Diagram includes a floating “P” over the BART Station (South) property to indicate the proposed location of BART’s parking structure. The BART Station (South) property is located within the Airport Land Use Compatibility Plan (ALUCP) Safety Zone 3, which restricts the types of land uses and development intensity allowed on the site. However, parking is

a permitted use in this zone. The BART parking structure is discussed further in Section 3.2: Traffic and Transportation, of this EIR.

School Overlay. The Land Use Diagram includes a floating “S” over the former Charter school on Constitution Drive and Independence Drive. This portion of the Planning Area is within ALUCP Safety Zone 6 which prohibits any new schools from being built in this zone. The school Educational/Institutional overlay indicates the only location where a school is permitted in the Planning Area. In 2010, the City approved a Conditional Use Permit (CUP) for K-12 school facilities at this location. While the Charter school has since closed, a new public or private school serving any combination of grades K-12 may re-occupy this site if found to be consistent with the approved CUP (or with a CUP amendment). Refer to Section 3.11: Public Services and Recreation for additional discussion on schools.

Park Overlay. The Land Use Diagram shows stars to indicate the general location of new neighborhood-serving parks. One new park would be north of I-580, buffered from the freeway by business park land uses, while the other two parks would be centrally located to the new residential areas on each side of the freeway. These parks would provide a variety of contexts for community gathering spaces and recreational amenities, as described in Section 3.11: Public Services and Recreation.

BUILDING HEIGHT LIMITS AND VIEW PROTECTION

Each parcel in the Planning Area will be subject to a maximum height limit, as shown on [Isabel Neighborhood Plan] Figure 2-3: Isabel Neighborhood Scenic Corridor Amendment Areas, and in the Developments standards for each district. The height limits take into account several factors including: scenic views, compatibility in scale with adjacent uses, proximity to the airport, and proximity to the planned Isabel BART station. The building height limits correlate with, but are not determined by, land use designation and height limits under the General Plan’s Scenic Corridor policy.

In general, maximum building heights are tallest near the planned Isabel BART station and taper down to provide a transition with existing residential uses. The building height limits were adjusted in some locations within the Neighborhood’s core area, as defined in [Isabel Neighborhood Plan] Figure 2-3, to preserve key view corridors. Outside of the core area, sites will be subject to existing height restrictions under the General Plan Scenic Corridor policy, with several exceptions to reflect actual driving conditions and views. Lastly, the height limits were verified for consistency with airport-related policies and regulations, including Federal Aviation Regulations Part 77.

Given that preserving views of hillsides is a top priority and site development often changes the existing grade, the maximum building heights are expressed in feet above mean sea level, rather than feet above existing grade. Therefore, [Isabel Neighborhood Plan] Figure 2-3 is the authoritative height diagram for the Isabel Neighborhood combined with the Developments standards for each district. Figure 2-4 in the Isabel Neighborhood Plan is provided for reference only to show estimated maximum building heights in feet above existing grade.

SCENIC CORRIDOR POLICY

Outside of Isabel Neighborhood Plan “amendment areas,” Isabel Neighborhood development is subject to existing height restrictions and ground contour limits under existing Scenic Corridor policy, set forth in Section IV.C of the Community Character Element of the General Plan. This policy protects key views of hills from I-580 within the Planning Area. The stretch of freeway through Livermore is divided into subareas, each with a set of policies that limit building heights. Most subareas establish a “view angle” below which buildings must be located. The view angle runs perpendicular (90 degrees) from the freeway and starts four feet above the outermost lane of the I-580 freeway as of 2008. In addition to building height limits, the Scenic Corridor Policy also limits ground contour changes.

Most of the Planning Area is subject to a view angle height limit ranging from 2.2 to 4.0 degrees, although the southeastern portion of the Planning Area is subject to a flat height limit (Subpart 6C).¹ There is an exemption from the height limits under the Scenic Corridor policy for development within a 1,000-foot radius of the Isabel Avenue/I-580 interchange on the north side of the freeway. The existing view angles and exceptions are shown on [Isabel Neighborhood Plan] Figure 8-2 in Chapter 8: Implementation.

Amendment Areas

Isabel Neighborhood Plan identifies three Scenic Corridor Amendment Areas: the Core, East Airway, and Portola areas. Within the Amendment Areas, development is subject to height limits as shown in Figure 2-3, rather than view angles. These amended height limits take into account several factors including scenic views, compatibility in scale with adjacent uses, proximity to the airport, and proximity to the planned Isabel BART station. In general, maximum building heights are tallest near the planned Isabel BART station and taper down to provide a transition with existing residential uses.

The building height limits correlate with, but are not determined by, land use designation and height limits under the General Plan’s Scenic Corridor Policy. The height limits create new view corridors within the Neighborhood, along Shea Center Drive (see Isabel Neighborhood Plan Figure 2-5) and along Main Street (see Isabel Neighborhood Plan Figure 5-2). Lastly, building height limits were verified for consistency with airport-related policies and regulations, including Federal Aviation Regulations Part 77 (refer to the Draft Environmental Impact Report for additional detail). Chapter 8: Policy Amendments, provides specific amendments to the General Plan’s Scenic Corridor Policy that will be necessary for Neighborhood Plan adoption and implementation.

¹ According to the General Plan, Subpart 6C is almost fully developed with commercial and residential uses, and visual resources along this stretch of freeway are impacted by existing development and/or lower freeway elevations compared to adjacent parcels. To reduce effects on scenic views, building heights above existing grade are limited to 25 feet for residences and to 30 feet for the commercial parcels located on the north side of Portola Avenue opposite Murrieta Boulevard.

The proposed amendments to the Scenic Corridor Policy are outlined on [Isabel Neighborhood Plan] figures 2-3, 2-4, and 3.5-3 in this document, and include the following:

- **Core:** New height limits in this area reflect the proximity to the BART station and the density/intensity ranges necessary to meet the Plan's objectives for creating a vibrant neighborhood that supports a viable retail center and generates transit ridership. Views of the hills from I-580 along this stretch of the freeway are currently obscured by the Isabel Avenue interchange, and construction of the BART facilities will further affect views. The land use diagram and height limits in this area were strategically developed to allow taller development where it will have the least impact on views, while limiting heights in other areas to preserve key view corridors (described further below).
- **East Airway:** As with the north side of the Isabel Avenue interchange, views of the hills looking south from I-580 are limited. In addition to the interchange itself, mature trees lining the creek and a sound wall allow few "windows" of hillside views. Therefore, locating taller buildings near the BART station would not notably detract from existing views. The new height limits in this area are based primarily upon Livermore Airport airspace protection standards and compatibility with adjacent residential uses.
- **Portola:** Residential development in the Portola area in the southeastern portion of the Planning Area will continue to be subject to a flat height limit, but the new height limits would allow buildings farther from the freeway to reach 25, 35 or 40 feet in height. The height limit approach (rather than view angle) recognizes that views of distant hills along this stretch of freeway are impacted by existing development and/or lower freeway elevations. The site closest to the freeway within the Planning Area is only briefly visible when passing on the freeway due to a sound wall, Portola Avenue overpass, and vegetation. As buildings farther from the freeway have, in general, a lesser impact on views of distant ridgelines, new height limits in this area were developed to allow buildings to increase in height with distance from the freeway, while still reserving views of the ridgelines beyond. Compatibility with adjacent residential uses was also a consideration in setting height limits in this area.

Chapter 8: Policy Amendments, of the Isabel Neighborhood Plan provides specific amendments to the General Plan's Scenic Corridor Policy that will be necessary for Neighborhood Plan adoption and implementation.

Key Views Preserved from along I-580

The land use diagram, street grid, development standards, and building height limits were strategically developed to preserve key view corridors. The regular street grid established by the Isabel Neighborhood Plan will provide clear view corridors of the hills, particularly when looking to the north or south from within the core area. It will also create several view corridors when looking to the north at a 90 degree angle from the freeway. However, the Neighborhood is generally viewed from oblique (45 degree) angles by drivers and passengers entering the area from I-580. Therefore, various perspectives were considered when identifying the four key views to protect, shown in in Figure 3.5-5.

As described above, existing infrastructure obscures scenic views when passing through the Planning Area on I-580. The height limits in the exception areas allow the tallest buildings closest to the BART station where scenic views will continue to be impacted by infrastructure, while locating shorter buildings around the edges to preserve views at oblique angles.

2.4 Buildout under the Proposed Project

The term “buildout” refers to the future scenario in which the Plan is fully implemented. The buildout scenario provides estimates as to the number of new households, residents, and jobs in the Neighborhood, and serves as the overall capacity for new development under the Plan. The development potential was calculated by applying the development standards (including average densities for the residential categories) to the Change Areas shown on [Isabel Neighborhood Plan] Figure 2-2. The City uses this estimate of potential population and employment growth to analyze environmental impacts and plan for the provision of infrastructure and public services over the long-term.

For these purposes, it is assumed buildout will occur by the year 2040, although it may take longer to fully realize the vision for the Isabel Neighborhood. Ultimately, private property owners are responsible for initiating development or redevelopment of their land, which often depends on market conditions.

BUILDOUT

Table 2-3 shows the estimated development levels under buildout under the proposed Plan. Housing units are calculated based on the average densities for each residential category and average FARs and lot coverage for each non-residential category. This table accounts for existing development assumed to remain and existing development assumed to be replaced, in addition to development of vacant lands.

Table 2-3. Estimated 2040 Net New Development

	<i>Within ½ mile radius of BART station</i>	<i>Outside ½ mile radius</i>	<i>Planning Area Total</i>
Residential (housing units)	3,525	570	4,095
Non-residential (square feet)			
Office	1,503,400	152,500	1,655,900
Business Park	134,000	106,800	240,800
Neighborhood Commercial	324,300 ²	0	324,300
General Commercial	107,200	189,100	296,300
General Industrial ³	(413,100)	0	(413,100)
Total	1,655,800	448,400	2,104,200
Jobs	7,900	1,200	9,100

The proposed Plan and this EIR provide a maximum development capacity of about 4,095 new housing units at buildout. This level of residential development would result in approximately 9,800 new residents, assuming an average vacancy rate of five percent and an average household size of 2.52 persons. While Livermore currently has an average household size of 2.75, new housing units built through 2040 are projected to have an average household size of 2.52 (ABAG Projections, 2013). This average household size reflects a mix of multi-family and attached unit types (i.e., townhouses, apartments, and condominiums), as allowed under the Neighborhood Plan. Developers generally drive decisions on unit sizes, as well as the ownership structure (rental versus for-sale housing). In addition, the Plan proposes to increase the affordable housing requirement from 15 percent to 20 percent by including a mix of income level targets. A goal of 25 percent affordability is proposed for the overall Planning Area which could be met in a variety of ways including construction of a 100 percent affordable project(s) in the Planning Area.

The timing of development will be based on market conditions (driven by property owners and developers), and growth management policies (see below).

KEY PUBLIC IMPROVEMENTS

Implementation of the Isabel Neighborhood Plan requires the construction of new infrastructure and upgrades to existing infrastructure. New infrastructure consists of:

- Approximately 34,000 lineal feet of public streets (including curbs, gutters, sidewalks, street trees and street lights);
- Utility connections in the public right-of-way (i.e., sanitary sewer, potable water, recycled water, storm drains, electric, gas, and cable;
- Approximately 6.6 linear miles of pedestrian and bicycle trails;

² Includes Ground Floor Retail/Flex Space

³ As build out of the Planning Area occurs, General Industrial uses will be replaced with Office, Business Park, Neighborhood Commercial, and General Commercial uses.

- Three new neighborhood parks totaling about seven acres;
- A small police substation; and
- A satellite library facility.

2.5 Plan Implementation

The proposed Plan would be implemented through the following mechanisms that are described in Chapter 7: Implementation and Financing Strategies, of the Plan. Implementing actions include the following:

- General Plan Policy and Map Amendments;
- Development Code Amendment to reference the Plan;
- Rezoning and Zoning Map Amendments (including modifications to existing Planned Development Districts);
- Amendments to the Existing Development Agreements;
- Annexation and Pre-zoning of unincorporated County land;
- Airport Land Use Compatibility Plan (ALUCP) Policy Change; and
- Amendments to the adopted 2017-2109 Housing Implementation Program.

GROWTH MANAGEMENT

The residential development will be subject to the City's growth management policies and the Housing Implementation Program. The HIP establishes three pools of development capacity to ensure an overall residential growth rate of 140-700 units per year (equivalent to 0.5%-2.5% of the total housing units in Livermore as of 2002). The City allocates units from these pools to development projects at the time of entitlement. The City updates the HIP every three years. The update includes preparation of a Community Infrastructure and Services Report to ensure that the capacity of infrastructure and services will keep up with demand generated by residential development and population growth.

The project includes establishing a new development pool under the HIP for the Isabel Neighborhood Specific Plan. This is similar to the approach for the Downtown Specific Plan pool under the HIP.

Phasing

The proposed phasing program is linked to the BART to Livermore extension. Specifically, Phase I is linked to approval of a full BART extension to the Isabel Planning Area, as envisioned in this Plan, Phase II is linked to securing full project funding for the BART extension project, and Phase III is linked to the start of construction for the BART extension project.

First, the Isabel Neighborhood Plan was developed to complement a new conventional BART station. The proximity and access to the regional rail transit network is essential for supporting the density level envisioned under the Plan. Conversely, the BART extension project relies on transit-oriented development to generate sufficient ridership from people that can walk to and from the station, in order to make the investment cost effective and competitive for limited transportation

funding. Therefore, the Isabel Neighborhood Plan and associated policy amendments may be adopted but, as described in Isabel Neighborhood Plan Chapter 8: Policy Amendments, will not go into effect until and unless there is approval of a full BART extension (i.e., traditional BART service) to Isabel Avenue and the City adopts a formal resolution/ordinance approving the Isabel Neighborhood Plan.

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