



CHAPTER 2

LAND USE

This chapter describes the framework for regulating land use development and redevelopment in the Isabel Neighborhood. It establishes land use designations, permitted land uses, development standards, height limits, and related policies. The chapter also presents the overall development capacity for the Planning Area, an affordable housing strategy, and an economic development strategy.

Amended July 2024
Amended May 2025



2.1 LAND USE FRAMEWORK

The land use framework described throughout this chapter is driven by the Plan's objectives and vision for the Isabel Neighborhood, as described in Chapter 1, Introduction. An analysis of future market conditions influenced the amount of each land use type, as described under Section 2.6, Development Potential, while the location of each land use type is based on existing infrastructure, environmental constraints, and land use compatibility considerations, such as scale, aesthetic character, and human health.

The abundance of vacant land near the proposed Valley Link station is a major opportunity for shaping the neighborhood from the ground up. It is also an opportunity to replace the variety of existing zoning regulations with an updated, cohesive set of standards. The land uses and development standards described in this chapter aim to shape a new neighborhood while also retaining the intent of existing regulations, so as to minimize the creation of legal, non-conforming uses and structures.

Specific land use strategies for advancing the Plan's vision and objectives include:

- allowing for a range of housing types, nonresidential uses, and public open spaces;
- encouraging a livable and accessible neighborhood with an active street life;

- concentrating development of the highest intensity closest to the Valley Link station to support transit ridership;
- creating a land use pattern and development standards that will protect some key scenic views;
- supporting the continued operation of and investment in the existing business park, light industrial, and commercial uses;
- promoting compatibility with existing residential uses;
- advancing housing and economic development goals; and
- establishing a more cohesive identity for the Isabel Neighborhood as the area sees redevelopment and new development.

Together, the land use plan and street grid provide an overall structure to the neighborhood. Subsequent chapters in this Plan build upon the land use framework, providing direction on the transportation networks and infrastructure serving the land uses (Chapter 3, Transportation, and Chapter 4, Parks, Public Facilities, and Infrastructure), the design of buildings and the public realm (Chapter 5, Urban Design), and environmental quality (Chapter 6, Environmental Resources). Chapter 7, Implementation and Financing Strategies, provides the specific tools and actions necessary for implementing the land use plan, including the infrastructure costs, financing mechanisms, and implementation actions.

REGULATORY FRAMEWORK

Currently, the General Plan designates most vacant lands within the Planning Area for commercial and business park development. There are several specialized “Planned Development” and “Planned Unit Development”¹ zoning districts covering the Planning Area, along with several conventional zoning districts. Upon adoption of the Plan, the regulatory framework set forth in this chapter replaces the General Plan land use designations and zoning districts that apply to the Planning Area. Specifically, the entire Planning Area will have the new General Plan designation “Isabel Neighborhood” and the new zoning designation “Isabel Neighborhood Specific Plan.” See Chapter 8, Policy and Code Amendments, for amendments to the General Plan and Development Code.

With the exception of Valley Link’s transportation-related development, development in the Isabel Neighborhood would be subject to Part 9, Permits and Approvals, of the Livermore Development Code, which describes the City’s development review processes and permits. For example, the Site Plan Design Review process regulates the initial construction of and modifications to development. The design of Valley Link facilities will be carried out by Valley Link, consistent with State and federal requirements

and standards. Valley Link also has a transit-oriented development (TOD) policy that outlines minimum number housing units around each station averaged on a corridor basis; the proposed number of housing units around the Isabel Station exceeds that threshold.

This Plan will implement and be consistent with the General Plan. Where this Plan is silent on a specific regulatory subject, the Livermore Development Code and General Plan apply, with cross-references provided where applicable to aid in the preparation and review of development proposals. Where there are conflicts, policies and standards in the Specific Plan will take precedence over the regulations of the Livermore Development Code. Where existing buildings or land uses become nonconforming as a result of the new land use framework, Chapter 9.16, Nonconforming Provisions, of the Livermore Development Code, as it exists now or is amended in the future, shall govern.

See Section 1.3 of this plan for more details on how this Specific Plan is implemented and relates to other regulatory documents.

1. The Planned Development and Planned Unit Development zones are applied to areas of the City appropriate for residential, commercial and industrial planned development projects that require more flexible design standards.

2.2 LAND USE

This section contains the relevant land use standards and policies that comprise the development regulations for the Isabel Neighborhood, including the Land Use Diagram, descriptions of the land use designations, allowable land use types, and development standards for each designation.

LAND USE DIAGRAM AND DESIGNATIONS

Figure 2-1, Land Use Diagram, identifies the location and types of land uses for all parcels within the Isabel Neighborhood. The land use categories include four residential designations, eight non-residential land use designations, and three overlays. These land use designations, described below, are unique to the Isabel Neighborhood.

Figure 2-2, Land Use Diagram — Change Areas, highlights areas where the Plan envisions the majority of new development or redevelopment. These “Change Areas” include all vacant, developable parcels within the Planning Area, as well as parcels where the proposed land use is different from or significantly more intense than the existing land use. The majority of Change Areas are located within the half-mile radius — or walking distance — of the proposed Valley Link station. Change Areas encompass a total of 346 acres, or about 30 percent of the whole Planning

Area. Figure 2-2 also shows the core area of the Neighborhood, which is generally bound by I-580, Collier Canyon Road, Portola Avenue, and the seasonal drainage running south from Cayetano Park.

The remainder of the Planning Area shows land use designations that are generally consistent with General Plan designations as of 2020 (e.g., Business and Commercial Park). These sites are mostly outside of the half-mile radius from the Valley Link station. The overall development pattern in these areas is expected to stay relatively unchanged in terms of block size and land use.

For most of these sites outside of the half-mile radius, the new lot coverage ranges and height limits allow a slightly greater intensity of development than permitted under the General Plan designation (e.g. Business and Commercial) as of 2020. Permitted uses are described below and in Table 2-1, while development standards for each land use are described in sections 2.3 and 2.4. The new Airway Business Park zoning district, which replaces PD-17, is presented in its entirety in Section 2.5.

FIGURE 2-1: LAND USE DIAGRAM

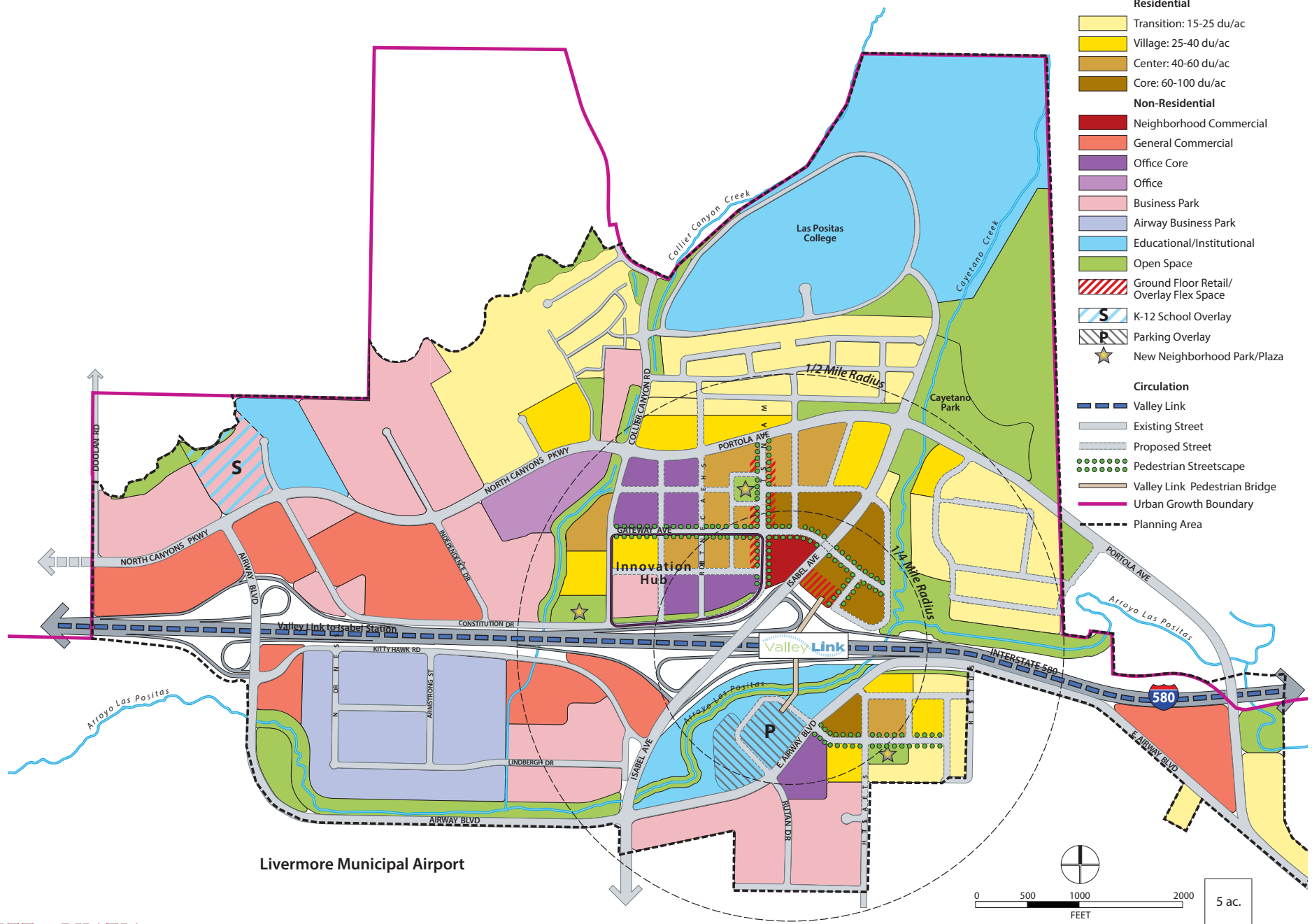
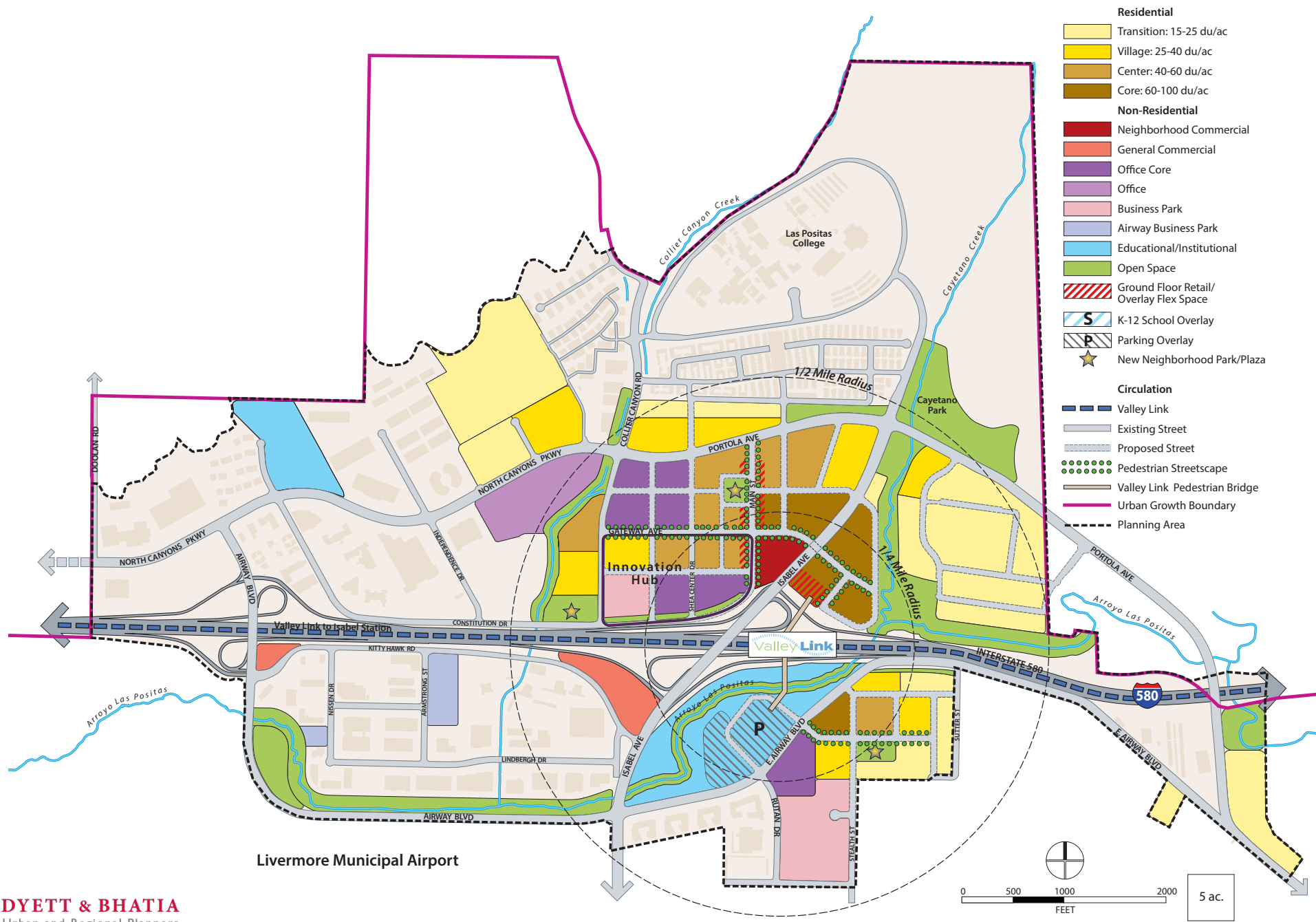


FIGURE 2-2: LAND USE DIAGRAM – CHANGE AREAS



RESIDENTIAL DESIGNATIONS

Transition

This designation allows for the lowest density residential development in the Isabel Neighborhood. Housing types may include attached dwellings (townhomes) or low-rise garden apartments and condominiums, organized around a central courtyard or along drive courts with ground-level garage or surface parking. This designation is applied at the outer edges of the Planning Area, providing a transition in scale and density with existing neighborhoods within and adjacent to the Planning Area. Transition developments primarily integrate private open space such as backyards, front porches, decks/patios, and balconies, with some collective open space amenities.



Village

This designation allows for incrementally higher density residential development compared to the Transition designation. Housing types may include condominiums and apartments, with some opportunity for townhomes. Similar to the Transition designation, the Village designation is generally located at the periphery of the Isabel Neighborhood. Developments generally provide parking at- or below-grade, and include private and shared open spaces, such as porches, balconies, playgrounds, pool areas, gardens, barbecue decks, and walkways.



Center

This designation allows for higher density housing types, such as multi-story condominiums and apartment buildings with structured or below-ground parking. These developments would generally provide ample private and shared open space, similar to the Village designation. Sites designated as Center Residential are generally within a ten-minute walking distance from the Valley Link station and located near parks and along major roadways.



Core

Core Residential is intended for the highest density housing closest to the Isabel Valley Link Station with structured or belowground parking, similar to the Center designation. Housing types are similar to those of the Center designation, but with greater allowable height and density. Core developments are pedestrian-oriented with an emphasis on an active ground level. The developments may utilize rooftop or terraced space to provide common open space, in addition to private balconies. Core development is limited to several blocks abutting Gateway Avenue north of the freeway and one area adjacent to the Valley Link station parking structure on the south side of the freeway.



NON- RESIDENTIAL DESIGNATIONS

Neighborhood Commercial

This designation applies to one block at the intersection of Isabel Avenue and Gateway Avenue. It allows a range of commercial uses with an emphasis on neighborhood-serving uses such as grocery stores, restaurants/cafes, and personal services. Commercial retail uses must be located on the ground floor and oriented around plazas, pathways, and public streets. Other complementary uses may be located in upper stories of a mixed-use building or separate from the primary retail center. Parking may be provided in a variety of formats, including in surface lots, rooftop lots, and/or belowground. Retail development incorporates outdoor seating, pedestrian-oriented features, and community gathering spaces.



General Commercial

The General Commercial designation allows a range of commercial uses with an emphasis on regional-serving uses such as gas stations, car sales, lodging, and retail. The designation allows limited office, professional services, light industrial, and community uses such as commercial recreation facilities, fitness facilities, meeting facilities and other uses as shown in Table 2-1, Permitted Land Uses. Developments typically provide surface parking.



Office and Office-Core

This designation is intended to support Class A office space and allows a range of office, professional, technical, and commercial businesses. The Office-Core designation applies to sites closest to the Valley Link station and allows for greater intensity development than the Office designation. Based on the small block sizes and development standards, Office and Office-Core sites generally accommodate taller buildings with a smaller building footprint relative to the other non-residential land uses.



Business Park

This designation allows a variety of commercial and light industrial uses, including medical offices, professional services, research and development, and light manufacturing. The Business Park designation also accommodates community and commercial uses such as fitness facilities and meeting facilities. Business Park sites are generally

larger than Office sites and may accommodate medium- to large-scale buildings. Developments should provide a campus setting with landscaping and outdoor amenities.

Airway Business Park

The purpose of this district is to 1) provide an environment exclusive for and conducive to the development and protection of commercial and industrial development consistent with the intent of the General Plan Business and Commercial Park designation; 2) to provide for an aesthetically attractive commercial and industrial environment that is well designed, architecturally integrated, and consistent with the City of Livermore Design Standards and Guidelines; and 3) to provide an environment conducive to the commercial recreation center (currently called Boomers).



Open Space

This designation provides for community and neighborhood parks, passive and active recreation areas, landscaped trails or pathways, scenic buffers from I-580, and open space for the floodplain and environmental conservation. Stars indicate the general location of new neighborhood-serving parks - one adjacent to Collier Canyon Creek, and two that are 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. The complete network of parks and open spaces is described in Chapter 4, Parks, Public Facilities, and Infrastructure.



Educational/Institutional

This designation provides for a range of public and quasi-public uses, such as: schools, transit facilities, public and private meeting facilities, park and recreation areas, administrative and professional offices, and research laboratories. The allowed intensity varies to accommodate the variety of permitted building types and land uses.





OVERLAYS

Ground Floor Retail/Flex Space Overlay

The Ground Floor Retail/Flex Overlay is applied to limited areas with both high accessibility and high visibility. These are: Main Street; block frontages facing the Neighborhood Commercial block; and near the Valley Link pedestrian bridge to the north of the freeway.

The overlay requires active uses at the ground level of buildings. Example uses include retail shops, restaurants, cafés, markets, wine and beer tasting, personal and convenience services, banks, childcare, libraries, museums, and galleries.

The active ground floor uses should face onto Main Street, the Isabel Path, or Gateway Avenue; be publicly accessible; generate walk-in clientele to contribute to an active street life; and incorporate pedestrian-oriented design features such as transparency and outdoor seating. Ground Floor Retail/Flex Space on the BART-owned site should serve commuters as well as the neighborhood.

Retail uses within the Ground Floor Retail/Flex Space Overlay will be served primarily by on-street parking. Uses may also be served by shared public lots or structures. On-site parking for these areas will be minimal and primarily located behind buildings. Parking ratios are addressed in Chapter 3, Transportation, and design of parking facilities is addressed in Chapter 5, Urban Design.

School Overlay

The Land Use Diagram includes a School Overlay over a portion of the former charter schools on Constitution Drive and Independence Drive to indicate the only non-Educational/Institutional site where a K-12 school is allowed. This area is within Livermore Municipal Safety Zone 6.² This overlay permits K-12 public and private schools. In 2010, the City approved a Conditional Use Permit (CUP) for K-12 school facilities at this location. While the charter schools have 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). The maximum permitted density for a K-12 school is 300 people per acre (average) and 1,200 people per single acre. Refer to Chapter 4, Parks, Public Facilities, and Infrastructure, for additional discussion on schools. In addition, this overlay conditionally permits public uses including Fire, Police, Library, parks, public recreation facilities, and school administration uses.

Parking Overlay

The Parking Overlay is applied to the site south of the Valley Link Station, on the site of the proposed Valley Link parking area.

The Valley Link parking area is located within Safety Zone 3 under the Livermore Municipal

2. See Figure 3-3: Safety Compatibility Zones, Livermore Municipal Airport Land Use Compatibility Plan, 2012.

Airport Land Use Compatibility Plan, which restricts the types of land uses and development intensity allowed on the site. Parking, however, is a permitted use in this zone. The Valley Link parking area is discussed further in Chapter 3, Transportation, Chapter 5, Urban Design, and Chapter 7, Implementation and Financing Strategies.

CIRCULATION

Figure 2-1 depicts circulation elements including the existing and proposed roadway network, pedestrian streetscapes, and the Isabel Valley Link pedestrian bridge. More information on these topics can be found in Chapter 3, Transportation, of this Plan.

PERMITTED LAND USES

Table 2-1, Permitted Land Uses, lists the permitted uses, accessory uses, and uses requiring a Conditional Use Permit (CUP), a Zoning Use Permit (ZUP), Temporary Use Permit (TUP), or Home Occupation Permit (HOP) for each land use designation. Unless otherwise noted, the land uses listed in Table 2-1 are defined in Part 11, Definitions, of the Livermore Development Code, as it exists now or is amended in the future. Uses not listed are specifically prohibited, unless the Community Development Director (Director) determines that use is consistent with the purpose and intent of the Specific Plan district. Refer to

Section 2.5 for the Airway Business Park uses and development standards.

As described in Part 9, Permits and Approvals, of the Livermore Development Code, the Planning Commission has approval authority over a CUP application, while the Director makes decisions on ZUP, TUP, and HOP applications.

Accessory uses or buildings are allowed only as an ancillary use to a permitted or conditionally permitted use on a given site. Typically, ancillary means occupying approximately 15 percent of floor or site area or less. The addition of an accessory or building use would require a Zoning Clearance from the Director. Accessory structures on residential properties are subject to Part 4, General to Zones, of the Livermore Development Code as it exists now or amended in the future.

Table 2-1 also includes references to Part 6, Specific to Uses, of the Livermore Development Code, which establishes standards for specific uses. The initial development of a site that includes one of these uses, as well as the modification of a site to accommodate one of these uses, is subject to Part 6 standards as part of the CUP, ZUP, and/or Site Plan Design Review process as it exists now or amended in the future. If one of these planning approvals is not required, a Zoning Clearance would be required for the Director to verify conformance with Part 6 standards.

In addition to the following land use table, the Isabel Neighborhood Specific Plan land use development is subject to General Plan Objective LU 4.4 to ensure land use compatibility with Livermore Airport. This Objective requires Isabel Neighborhood Specific Plan land uses to be consistent with Land Use and Safety Compatibility Criteria contained in Table 2-3 and Table 3-2 of the Livermore Municipal Airport Land Use Compatibility Plan (ALUCP), among other requirements. All applicants shall refer to the ALUCP to verify compatibility of proposed uses and the applicable review process, consistent with Objective LU-4.4 of the Livermore General Plan.

TABLE 2-1: PERMITTED LAND USES

Land Use	Residential				Non-Residential					Public	
	Transition	Village	Center	Core	Ground Floor Retail/ Flex Overlay	Neighborhood Commercial	General Commercial	Office & Office-Core	Business Park	Open Space	Educational/ Institutional
Agricultural											
Community Garden ¹	A	A	A	A	-	-	-	A	A	P	P
Animal Keeping Facility											
Equestrian Facility/ Kennel	-	-	-	-	-	-	-	-	-	C	-
Crop Production, Horticulture	-	-	-	-	-	-	-	-	-	P	-
Agriculture accessory structure	-	-	-	-	-	-	-	-	-	C	-
Agriculture Roadside Stand ≤ 50 sf	-	-	-	-	-	-	-	-	-	C	-
Residential											
Accessory Structure (Residential)	P	P	P	P	-	-	-	-	-	-	-
Single-Family Dwelling, Detached	-	-	-	-	-	-	-	-	-	A	A
Single-Family Dwelling, Attached ²	P	P	-	-	-	-	-	-	-	-	-
Multi-Family Residential ³	P	P	P	P	-	-	-	-	-	-	-
Mixed-Use Project, Residential Component	-	-	P	P	-	C	-	-	-	-	-
Accessory Dwelling Unit (Subject to Section 6.03.120 of LDC)	P	P	P	P	-	-	-	-	-	-	-
Mobile Home Park (Subject to Section 6.03.080 of LDC)	-	-	-	-	-	-	-	-	-	-	-
Transitional/Supportive Housing	P	P	P	P	-	-	-	-	-	-	-
Home Occupation	H	H	H	H	-	-	-	-	-	-	-
Live/Work ⁴	-	-	-	-	P	-	-	-	-	-	-
Health Facility: Residential Care (Subject to Section 6.02.050 of LDC)											
1-6 clients	P	P	P	P	-	-	C	-	-	-	-
7+ clients	C	C	C	C	-	-	C	-	-	-	-
Recreation, Education & Public Assembly											
Commercial Recreation Facility (Subject to Section 6.03.050 of LDC)											
Private swim club and recreation center (Subject to Section 6.03.110 of LDC)	A	A	A	A	C	C	Z	-	Z	-	-
Commercial Amusement Facility	-	-	-	-	-	C	Z	-	C	-	-
Camping and Picnic Area	-	-	-	-	-	-	-	-	-	C	-
A = Accessory Use Only P = Permitted T = Temporary Use Permit C = Conditional Use Permit H = Home Occupation Permit - = Not Permitted Z = Zoning Use Permit											

TABLE 2-1: PERMITTED LAND USES

Land Use	Residential				Non-Residential					Public	
	Transition	Village	Center	Core	Ground Floor Retail/Flex Overlay	Neighborhood Commercial	General Commercial	Office & Office-Core	Business Park	Open Space	Educational/Institutional
Fitness Facility ¹											
≤10,000 sf	A	A	A	A	P	P	P	P	P	-	-
>10,000 sf	-	-	-	-	C	C	P	P	P	-	-
Park and Recreation Area, Public	A	A	A	A	A	A	-	-	-	P	P
Meeting Facility, Public or Private (Subject to Section 6.02.070 of LDC) High Capacity (≥1,000 people)	-	-	-	-	C	C	C	C	C	-	-
Meeting Facility, Public or Private (Subject to Section 6.02.070 of LDC) Low and Medium Capacity (< 1,000 people)	-	-	-	-	C	C	P	C	P	-	-
Theater, cinema or performing arts	-	-	-	-	C	-	C	-	-	-	-
Public and Quasi-Public ⁵ (Subject to Section 6.02.090 of LDC)	C	C	C	C	Z	Z	Z	C	C	C	C
School and Secondary Education											
Public (K-12) ⁶	-	-	-	-	-	-	-	-	-	-	P
Private (K-12) ⁶	-	-	-	-	-	-	-	-	-	-	P
Specialty	-	-	-	-	P	P	Z	Z	P	-	-
Community College	-	-	-	-	-	-	-	-	-	-	P
Community College Satellite Facilities	-	-	-	-	C	C	C	C	C	-	-
Studio: Art, Dance, Martial Arts, Music	-	-	-	-	P	P	P	Z	P	-	-
Cardroom (Subject to Section 6.03.030 of LDC)	-	-	-	-	-	-	C	-	-	-	-
Commercial											
<i>Neighborhood Market (includes grocery stores and supermarkets)</i>											
≤10,000 sf	-	-	-	-	P	P	-	-	-	-	-
>10,000 sf	-	-	-	-	C	P	-	-	-	-	-
Restaurant, Café, or Coffee Shop (no drive-through)	-	-	-	-	P	P	P	C	C	-	A
Drive-In Business (includes fast food restaurant with drive-through)	-	-	-	-	-	-	C	-	C	-	-
Mobile Food Vendors (Motorized Vehicles) ⁷	-	-	-	-	T	T	T	T	T	T	T
A = Accessory Use Only P = Permitted T = Temporary Use Permit C = Conditional Use Permit H = Home Occupation Permit Z = Zoning Use Permit - = Not Permitted											

TABLE 2-1: PERMITTED LAND USES

Land Use	Residential				Non-Residential					Public	
	Transition	Village	Center	Core	Ground Floor Retail/ Flex Overlay	Neighborhood Commercial	General Commercial	Office & Office-Core	Business Park	Open Space	Educational/ Institutional
General Retail ⁸	-	-	-	-	P	P	P	A	A	-	-
Tobacco Sales	Subject to Municipal Code Chapter 5.50, as it exists today or amended in the future.										
Alcohol Sales ⁹	-	-	-	-	C	-	C	-	-	-	-
Pub ¹⁰	-	-	-	-	C	C	-	-	-	-	-
Wine and Beer Tasting with ancillary food service ¹¹	-	-	-	-	P	P	-	-	-	-	-
Outdoor Dining (Subject to Outdoor Dining Permit)	-	-	-	-	P	P	-	-	-	-	-
Wholesale Trade Establishment ¹²	-	-	-	-	-	-	-	-	-	-	-
Home Improvement Sales and Services											
Major	-	-	-	-	-	-	P	-	-	-	-
Minor (≤ 20,000 sf)	-	-	-	-	P	-	P	-	P	-	-
Minor (> 20,000 sf)	-	-	-	-	-	-	P	-	P	-	-
Plant Nursery Sales and Garden Supplies	-	-	-	-	-	-	P	-	-	-	-
Service: Business, Financial, Professional											
ATM	-	-	-	-	P	P	P	P	P	-	-
Bank, Financial Service	-	-	-	-	P	P	P	P	C	-	-
Business Support Services	-	-	-	-	P	P	P	P	P	-	-
Medical Services											
Clinic, Urgent Care	-	-	-	-		Z	P	P	P	-	-
Doctor Office (includes Dental Office)	-	-	-	-	C	P	P	P	P	-	-
Extended Care	-	-	-	-	-	C	C	C	C	-	-
Hospital	-	-	-	-				C	C	-	-
Office											
Business, Service	-	-	-	-	-	P ¹³	P	P	P	-	-
Professional/Administrative	-	-	-	-	-	P ¹³	P	P	P	-	-
Service: General											
Child Day Care (Subject to Section 6.02.020 of LDC)											
A = Accessory Use Only P = Permitted T = Temporary Use Permit C = Conditional Use Permit H = Home Occupation Permit Z = Zoning Use Permit - = Not Permitted											

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Land Use	Residential				Non-Residential					Public	
	Transition	Village	Center	Core	Ground Floor Retail/ Flex Overlay	Neighborhood Commercial	General Commercial	Office & Office-Core	Business Park	Open Space	Educational/ Institutional
Day Care Center - Commercial or Non-Profit	P	P	P	P	P	Z	Z	Z	Z	-	P
Small Family Home Day Care (6 or fewer children)	P	P	P	P	-	-	-	-	-	-	-
Large Family Home Day Care (7 to 14 children)	Z	-	-	-	-	-	-	-	-	-	-
Animal Care											
Dog Day Care	-	-	-	-	Z	Z	Z	-	P	-	-
Veterinary clinic, animal hospital	-	-	-	-	-	Z	Z	C	C	-	-
Lodging											
Hotel, motel	-	-	-	-	-	-	P	-	C	-	-
Miscellaneous Service Uses											
No outdoor storage	-	-	-	-	-	-	P	-	P	-	-
Outdoor storage (Subject to Section 6.03.100 of LDC)	-	-	-	-	-	-	-	-	C	-	-
Catering Service	-	-	-	-	-	-	P	-	-	-	-
Mortuaries (Subject to Section 6.03.040 of LDC)	-	-	-	-	-	-	P	C	-	-	-
Personal Service Shops	-	-	-	-	P	P	P	C	C	-	-
Printing and Processing	-	-	-	-	-	-	P	-	P	-	-
Repair Services: equipment, appliances, etc. (as primary use)	-	-	-	-	-	-	P	-	P	-	-
Radio, recording, and television studios	-	-	-	-	-	-	C	C	C	-	-
Transportation, Communications, Infrastructure											
Telecommunication Facility	Subject to Section 6.02.100 of the Livermore Development Code as it exists today or amended in the future.										
Vehicle Service (6.03.160 of LDC)											
Auto Part Sales	-	-	-	-	-	-	P	-	-	-	-
Auto Service Stations ¹⁴	-	-	-	-	-	-	C	-	-	-	-
Auto Repair Garage ¹⁵ (Subject to Section 6.03.160 of LDC)	-	-	-	-	-	-	C	-	-	-	-
Auto Vehicle Sales and Rental ¹⁶	-	-	-	-	-	-	P	-	-	-	-
A = Accessory Use Only P = Permitted	T = Temporary Use Permit C = Conditional Use Permit			H = Home Occupation Permit - = Not Permitted				Z = Zoning Use Permit			

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Land Use	Residential				Non-Residential					Public	
	Transition	Village	Center	Core	Ground Floor Retail/ Flex Overlay	Neighborhood Commercial	General Commercial	Office & Office-Core	Business Park	Open Space	Educational/ Institutional
Car Wash	-	-	-	-	-	-	C	-	C	-	-
Industry, Manufacturing and Processing											
Agriculture Processing	-	-	-	-	-	-	-	-	-	C	-
Manufacturing and storage alcoholic beverages including Brewery, distillery, winery ¹⁷	-	-	-	-	C	C	P	-	P	-	-
Metal Products Fabrication	-	-	-	-	-	-	-	-	-	-	-
Recycling Facility ¹⁸	-	-	-	-	-	-	-	-	-	-	-
Retail Certified	-	-	-	-	-	-	-	-	C	-	-
Processing	-	-	-	-	-	-	-	-	C	-	-
Wholesale Certified	-	-	-	-	-	-	-	-	C	-	-
Fuel Station, Private	-	-	-	-	-	-	-	-	Z	-	-
Laboratory											
Experimental, Analytical	-	-	-	-	-	-	-	P	P	-	-
Research	-	-	-	-	-	-	-	P	P	-	-
Manufacturing/ Processing^{19, 20} (Subject to Section 6.02.040 of LDC for hazardous materials regulations)											
Light Industrial	-	-	-	-	-	-	-	P	P	-	-
Medium Industrial	-	-	-	-	-	-	-	-	C	-	-
Heavy Industrial	-	-	-	-	-	-	-	-	-	-	-
Research and Development Facility	-	-	-	-	-	-	-	P	P	-	-
Self-storage Facility ²¹	P	P	-	-	-	-	-	-	C	-	-
Contract Construction											
No outdoor storage	-	-	-	-	-	-	-	-	P	-	-
Outdoor storage (Subject to Section 6.03.100 of LDC)	-	-	-	-	-	-	-	-	C	-	-
Construction and Other Large Scale Equipment Rental	-	-	-	-	-	-	-	-	-	-	-
General to All Designations											
Other/Non-listed	Any use that the Community Development Director deems to be of the same general character as listed uses for the given land use category.										
A = Accessory Use Only P = Permitted	T = Temporary Use Permit H = Home Occupation Permit C = Conditional Use Permit Z = Zoning Use Permit - = Not Permitted										

Table 2-1 Notes:

1. A community garden is any piece of land gardenized by a group of people, utilizing either individual or shared plots on private or public land. The land may produce fruit, vegetables, and/or ornamentals.
2. Single-Family Attached. Single-family units that are attached to other units with adjoining walls extending from ground to roof that separate it from other adjoining structures and form a property line.
3. Multi-family housing is a classification of housing where multiple separate housing units for residential inhabitants are contained within one building or several buildings within one complex on a single property.
4. Live/work units are defined as a residential unit with flexible ground floor space that can be used for commercial purposes. Both the residential and commercial space are owned by the same entity. Live/work units located in the Ground floor Retail/Flex zone are subject to the land use regulations of the Ground floor Retail/Flex zone with respect to permitted business types. See Plan Policy P-LU-4 below. Refer to DS-77 and DS-87 for additional live/work standard.
5. Under the Isabel Neighborhood Specific Plan, Public/Quasi-Public includes: governmental uses such as civic buildings, fire houses, post offices, police stations, and libraries; community buildings and uses such as churches, museums, and art galleries; public utility uses such as substations and reservoirs; and other essential services not otherwise listed in this definition or table. It does not include schools, parks, hospitals, or health facilities, which are considered separate categories.
6. K-12 Public and private schools are only permitted on the site where the City approved a CUP for a school prior to Plan adoption. This specifically applies to the former charter school on Constitution Drive and Independence Drive. A public or private school or school administrative or maintenance facility serving any combination of grades K-12 may re-occupy this site if consistent with the approved CUP 10-005 or a minor amendment to CUP 10-005. The maximum permitted density for a K-12 school is 300 people per acre (average) and 1,200 people per single acre.
7. Mobile food vendors are subject to Policy P-LU-10.
8. Under the Isabel Neighborhood Specific Plan, retail uses are defined as stores selling merchandise and/or food, excluding uses that qualify as restaurants, neighborhood-serving markets, pubs, tobacco/alcohol sales, or other commercial uses. Examples of retail uses include but are not limited to: convenience stores; specialty food stores (i.e., bakeries, ice cream shops, candy stores, etc.); retail florists; gift shops; bicycle sales, service, and rental; sporting goods, music, and book stores, except adult bookstores; apparel and accessories; home furnishings (including furniture, appliances, and décor); drug stores; hobby or craft shops; jewelry stores; newsstands; pet stores; electronics stores (computers, cellular telephones, etc.); and rental shops of small consumer goods.
9. Alcohol sales establishments refer to standalone establishments and include liquor stores, wine stores, and similar uses.
10. Under the Isabel Neighborhood Specific Plan, pub includes bars, taverns, and similar establishments where any food service is subordinate to the sale of alcoholic beverages for on-site consumption.
11. Wine and beer tasting with ancillary food service is defined as a commercial use with tasting and specialty food retail. This use does not include manufacturing on site.
12. Wholesale trade establishments are defined as a business selling wholesale goods directly to consumers, including membership warehouse clubs. The existing (as of 2020) Costco store at the corner of Independence and Constitution Drives and designated as General Commercial shall remain a conforming use.
13. Office uses are only permitted above Ground Floor Retail uses in the Neighborhood Commercial zoning district.
14. No auto service station structure or equipment shall be permitted within 75 feet of a residential zone.
15. Must be within a building or fully screened from public view.
16. Vehicle display is permitted as sole use on CalTrans property on north side of Kitty Hawk Road for dealership adjacent to and south of Caltrans property. No minimum non-street side yard is required for lots on south side of Kitty Hawk Road. A 25-foot non-street yard is required on CALTRANS property on the north side of Kitty Hawk Road. The 25 foot yard requirement along the freeway shall adhere to the development standards prescribed in the Scenic Route Element of the City's General Plan, for Subarea 6, Subpart B, which requires trees within this landscaped yard area to be placed a minimum of 30 feet apart.
17. This use includes the production and storage of alcoholic beverages as part of a brewery, distillery, or winery. This use may include a tasting room as an accessory use.
18. Conditionally permitted on sites not adjacent to residential zone.
19. Where indicated, on-site retail sales of products associated with a permitted industrial use is allowed as an accessory use.
20. Warehousing and Distribution is not permitted in the Planning Area except for uses existing upon Plan adoption. These existing uses will be considered legal conforming uses unless otherwise specified in individual Plan districts. This does not apply to the Airway Business Park District in Section 2.5 of the plan.
21. No new self-storage facilities will be permitted on sites adjacent to I-580 or frontage roads parallel to I-580. The existing storage facility located at 1800 Sutter Street will remain a legal conforming use, which permits rebuilding, modifications to the facility, or future expansions consistent with the Business Park designation. This Sutter street self-storage project can be re-built to the originally approved side and rear setbacks: If adjacent to future residential to the west, the project can still be re-built with a no setback on the west property line, consistent with the currently approved buildings.

2.3 DEVELOPMENT STANDARDS

Tables 2-2 through 2-5 lists the applicable development standards for each land use designation under the Isabel Neighborhood Specific Plan, with the exception of Airway Business Park, which is addressed separately in Section 2.5. The density/intensity, building heights, setbacks, and open space requirements are intended to promote compatibility between adjacent uses; protect key scenic views; and help establish a sense of neighborhood character. Table 2-6 lists performance measures by subarea. Figure 2-3 is a Subarea Diagram, provided as a tool for property owners who may collaborate to prepare Master Plans for subareas, with density averaged across the subarea rather than at the parcel level. The City may consider a density lower than the density range if there are demonstrated, significant regulatory or environmental constraints on the property. Refer to Policy P-LU-8 for more information.

KEY DEFINITIONS

Density

For residential land uses, including residential mixed-use, density is expressed as dwelling units per gross acre (du/ac). The maximum number of dwelling units allowed in each residential project shall be calculated using the method defined by

the General Plan Land Use Element, as it exists now or amended in the future.

Intensity

For all non-residential uses, development intensity is expressed in terms of either Floor Area Ratio (FAR) or lot coverage. FAR is obtained by dividing the gross floor area of all floors of building space (not including parking areas) by the lot area. Lot coverage is obtained by dividing the area of the largest floor of the building by the lot area. For a mixed residential-commercial project on the Neighborhood Commercial site, the calculation of FAR shall include the floor area of residential uses and non-residential uses.

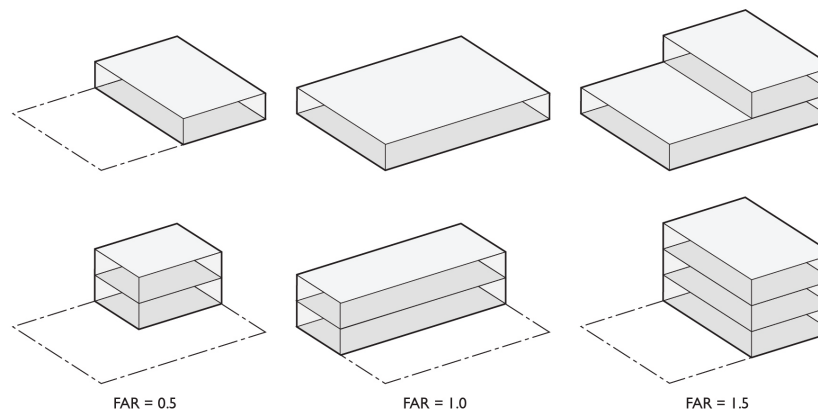
Setback

Unless otherwise noted, all setbacks are measured from the building face to the property line.

Open Space

This Plan refers to the following definitions related to on-site open space (refer to the end of this chapter for additional policies and direction on the implementation of these standards):

- **Common areas:** usable open spaces that are commonly maintained and are accessible to residents for community gathering and/or recreational purposes. Common areas are distinct and separate from “Private Open Space” as defined below. Setback areas can count toward meeting this requirement. Examples of outdoor common areas include small greens (i.e., turf lawns), plazas (hardscape), rooftop terraces, courtyards, pool areas, and gardens.
 - These spaces must incorporate amenities such as barbecues, seating, play structures, pools, and/or small sport courts.



Floor Area Ratio (FAR) is the ratio of a building's gross floor area to the size of its site.

- Landscaped paseos may count toward this requirement provided they are usable open spaces that include features such as seating, lighting, and signage to indicate the space as a usable area.
- Bioswales for stormwater treatment purposes may only count if people and pets can walk and play in the space safely and without damaging the drainage functions or if fully integrated into a park space or path setting.
- Examples of indoor common areas that count towards this requirement include clubhouses, meeting rooms, fitness centers, exercise studios, atriums, rooftop gardens, and indoor pools.
- **Private open space:** outdoor space for the exclusive use of a dwelling unit. Examples include: front porches, balconies, decks, patios, and any other space enclosed by a minimum three-foot tall fence or barrier that delineates

private property from the public right-of-way or common areas. Yards surrounding single-family units are considered private open space and may not count toward the calculation of common areas, with the exception of front yards that meet the definition of a landscaped paseo above.

- **Public open space (on non-residential sites):** usable spaces that are regularly maintained and accessible to the public during business hours for community gathering and/or recreational purposes. These spaces may include hardscape areas such as plazas, patios, decks, and rooftop areas.

2.4 BUILDING HEIGHT LIMITS AND VIEW PROTECTION

Figure 2-4 identifies specific building height limits for Amendment Areas. Outside of the Amendment Areas, building height limits remain subject to existing General Plan Scenic Corridor policies and the maximum building heights shown in the development standards tables (Tables 2-2 through 2-4).

SCENIC CORRIDOR POLICY

Outside of the amendment areas, development is subject to existing height restrictions and ground contour limits under existing Scenic Corridor policy, set forth in Section IV of the Community Character Element of the General Plan, as well as the maximum building heights shown in the development standards Tables 2-2 through 2-4. This policy protects key views of hills from I-580

TABLE 2-2: DEVELOPMENT STANDARDS – RESIDENTIAL CATEGORIES

<i>Land Use</i>	<i>Transition</i>	<i>Village</i>	<i>Center</i>	<i>Core</i>
Density				
Density Range	15-25 du/ac	25-40 du/ac	40-60 du/ac	60-100 du/ac
Building Heights				
Maximum Building Height ¹	Refer to Figure 2-4 for height limits in the Scenic Corridor exception areas. For all other areas, building heights shall be regulated by the policies under Goal G-LU-2 (Performance Measures by Subarea) and Table 2-6, Performance Measures by Subarea, or by the General Plan Scenic Corridor Policy, whichever is more restrictive. Refer to G-LU-2 for additional policies related to building height.			
Maximum Stories ²	3	4	5	6
Minimum Stories ²	2	2	2	3

TABLE 2-2: DEVELOPMENT STANDARDS – RESIDENTIAL CATEGORIES

Land Use	Transition	Village	Center	Core
Building Setbacks ^{3, 4}				
Front Setback facing Main Street	Refer to Table 2-5 for ground floor and upper floor setbacks.			
Front Setbacks facing Major Streets	Min. 20 ft. from the curb			
Setback facing all other Streets	Min. 10 ft.	Min. 10 ft.	Min. 5 ft.; Max. 12 ft. Min. 10 ft. for 3rd story and above	
Interior Setback (Side/Rear)	Min. 15 ft. where abutting existing residential uses; otherwise, Min. 0 ft. setback for all stories along alleyways and for first story not along alleyways; Min. 5 ft. for second story; Min. 10 ft. for third story and above		Min 0 ft. side setback along Main Street, alleyways, and for first story not along alleyways; otherwise, Min 5 ft. for second story; Min. 10 ft. for third story and above	
Visibility	Buildings, signage, landscaping, street furniture, and on-street parking shall be designed to maintain adequate sight distance for pedestrians, cyclists and motorists at all intersections and driveways, as determined by the City Traffic Engineer.			
Building Separation	Min. 10 ft. separation between primary windows (living, dining, bedroom) of residential units. Porches facing each other must be separated by minimum 15 feet along paseos. Limited encroachments consistent with Livermore Development Code section 4.02.020 are permitted.			
Garage Separation	Min. 20 ft. paved width for alleys, unless otherwise approved by LPFD and City Staff Min. 28 ft. measured garage face to garage face along alleys, unless otherwise approved by LPFD and City Staff.			
Building Projections	Architectural and open space features at the ground level such as porches and stoops may project up to six feet into the required setbacks, but cannot encroach into the public right-of-way. Architectural projections such as balconies, bay windows, and awnings may project up to 5 feet over the property line along Main Street, if located at least 8 feet above sidewalk grade.			
Open Space and Landscaping (Refer to G-LU-3 for additional policies related to open space.)				
Common Areas	Min. 75 sq. ft. per unit. Up to 10% may be provided through indoor space (see P-LU-17).			
	Common areas must have a minimum dimension in any direction of 10 ft. to count toward requirement. Common areas may be located within required setbacks provided that these areas are appropriately designed to be used as common open space.			
Private Open Space	Each unit must have 75 sq. ft. min. with a min. dimension of 8 ft. for the width and 6 ft. for the depth.		50 sq. ft. per unit, which may be averaged across a project provided that each unit has at least one private outdoor space with a min. dimension of 4 ft. x 8 ft.	
Minimum On-Site Landscaping	Min. 16 trees per acre			

Notes:

- Residential and commercial buildings greater than 30 feet in height must provide emergency apparatus aerial access within a minimum of 15 feet and a maximum of 30 feet of the face of the building from an interior drive aisle or a public street, unless alternative emergency access is approved by LPFD.*
- A story is defined as the portion of a building included between the surface of any floor and the surface of the next floor above it, or if there is no floor above, the space between the floor and the ceiling above.*

3. Unless stated otherwise, street setbacks are measured from the property line.
4. Along Collier Canyon Road, Independence Drive, and Doolan Road, existing General Plan policies relating to the Collier Canyon, Triad, and Doolan scenic corridors apply as depicted in Figure 2-4.

TABLE 2-3: DEVELOPMENT STANDARDS – COMMERCIAL CATEGORIES¹

Land Use	Neighborhood Commercial	Office and Office Core	General Commercial	Business Park
Intensity, Lot Size, Block Size, and Building Height				
Maximum Lot Coverage	N/A		0.5	0.5
Floor Area Ratio (FAR)	0.4-1.0	0.75-1.25 (Office); 1.0-2.0 (Office Core)	N/A	N/A
Minimum Lot Size (sq. ft.)	10,000		N/A	20,000
Block Dimension	Maximum 300 feet between publicly accessible paths of travel (including streets, pathways, and driveways)		Maximum 500 feet between publicly accessible paths of travel (including streets, pathways, and driveways)	
Residential Density (Mixed Use Projects)	To be evaluated as part of Conditional Use Permit	N/A	N/A	N/A
Maximum Building Height ^{2,3}	Refer to Figure 2-4 for heights limits in the Scenic Corridor exception areas. For all other areas, building heights shall be regulated by Policy P-LU-8 (Performance Measures by Subarea) or by the General Plan Scenic Corridor Policy, whichever is more restrictive. Refer to G-LU-2 for additional policies related to building height.			
Building Setbacks ^{4,5}				
Front Setback facing Main Street	Refer to Table 2-5 for ground floor setbacks for flex retail space; Min. 0 ft. setback for 1st and 2nd stories; Min. 10 ft. for 3rd and 4th stories; Min. 20 ft. for 5th story and above.			
Front Setbacks facing Isabel Avenue and E Airway Blvd and Airway Blvd	Min. 20 ft. landscaped setback from the back of curb		Min. 45 ft. landscaped setback, which includes sidewalk, from the back of curb. Lots fronting Airway Blvd. shall have a min. 25 ft. landscaped setback, which includes sidewalk, from the back of curb.	
Front Setbacks facing Constitution Drive (parallel to I-580)	45 ft. landscaped setback to reinforce the green buffer on the land use map.		Min. 45 ft. landscaped setback, which includes sidewalk, from the back of curb	
Front Setbacks facing North Canyons Pkwy and Portola Ave	N/A	Min. 45 ft. landscaped setback, which includes sidewalk, from the back of curb. Lots fronting the south side of North Canyons Parkway between Doolan Road and Airway Boulevard may have a minimum 30-foot landscape setback from the back of curb.		
Setback facing All Other Roadways	Min. 0 ft. Max. 10 ft.	Min. 0 ft. Max. 20 ft.	Min. 10 ft.	Minimum setback is zero (0); Min. 25 feet where adjacent to residential or open space.
Interior Setback (Side/Rear)	N/A	Min 15 ft.; Min. 25 ft. where adjacent to residential uses or open space		Minimum setback is zero (0); Min. 25 feet where adjacent to residential or open space.

TABLE 2-3: DEVELOPMENT STANDARDS – COMMERCIAL CATEGORIES¹

Land Use	Neighborhood Commercial	Office and Office Core	General Commercial	Business Park
Visibility	Buildings, signage, landscaping, street furniture, and on-street parking shall be designed to maintain adequate sight distance for pedestrians, cyclists and motorists at all intersections and driveways.			
Building Separation	Min. 20 ft. window to window separation			
Building Projections	Architectural and open space features such as decks, bay windows, canopies, and awnings may project up to six feet into the public right-of-way or required setbacks. These overhangs must provide a minimum of eight feet (8') clear height above sidewalk grade.			
Open Space and Landscaping (See G-LU-3)				
On-Site Landscaping	Min. 10% of site area. Trees shall be planted in accordance with the City's Design Standards and Guidelines. Street setback areas and setbacks adjacent to residential shall include trees.			
Public Open Space	Min. 0.25 acres on Neighborhood Commercial block	Min. 100 sq. ft. per 1,000 sq. ft. office space; Min. dimension of 12 ft. in all directions	Refer to the Livermore Development Code and the City's Design Standards and Guidelines for development standards.	

Notes:

1. Refer to Section 2.5 for development standards for the Airway Business Park designation.
2. Residential and commercial buildings greater than 30 feet in height must provide emergency apparatus aerial access within a minimum of 15 feet and a maximum of 30 feet of the face of the building from an interior drive aisle or a public street, unless alternative emergency access is approved by LPFD.
3. For Office, Office Core, General Commercial, and Business Park uses, maximum building height may be increased to 55 feet with a CUP if in compliance with Scenic Corridor policy.
4. Along Collier Canyon Road, Independence Drive, and Doolan Road, existing General Plan policies relating to the Collier Canyon, Triad, and Doolan scenic corridors apply as depicted in Figure 2-4.
5. Unless stated otherwise, street setbacks are measured from the property line.

TABLE 2-4: DEVELOPMENT STANDARDS – PUBLIC CATEGORIES^{1,2}

Land Use	Open Space	Educational/ Institutional
Lot Requirements		
Minimum Lot Size	N/A	20,000 sq. ft.
Maximum Lot Coverage	0.2	0.75
Building Height		
Maximum Building Height	Maximum of 35 feet or the General Plan Scenic Corridor Policy, whichever is more restrictive. Refer to G-LU-2 for additional policies related to building height.	
Building Setbacks ^{3, 4}		
Front Setback	25 ft. min.	15 ft. min.

TABLE 2-4: DEVELOPMENT STANDARDS – PUBLIC CATEGORIES^{1, 2}

Land Use	Open Space	Educational/ Institutional
Side Setback	15 ft. min.	7 ft. min.
Rear Setback	25 ft. min.	20 ft. min.
Visibility	Buildings, signage, landscaping, street furniture, and on-street parking shall be designed to maintain adequate sight distance for pedestrians, cyclists and motorists at all intersections and driveways.	

Notes:

1. *Public schools can be exempt from local zoning in accordance with state law.*
2. *The 6.4-acre property located at the bend of Airway Boulevard across from the Livermore Municipal Airport is within the floodplain and covered by a Zone 7 Flood Control Easement. Any development on this parcel cannot hinder the purpose, intent and use of the easement for flood control purposes. Interim uses such as surface parking and temporary sales with no permanent buildings require approval by the City and Zone 7. The large oak tree shall also be preserved in good health as part of any physical change on the property.*
3. *Along Collier Canyon Road, Independence Drive, and Doolan Road, existing General Plan policies relating to the Collier Canyon, Triad, and Doolan scenic corridors apply as depicted in Figure 2-4.*
4. *Unless stated otherwise, street setbacks are measured from the property line*

TABLE 2-5: DEVELOPMENT STANDARDS – GROUND FLOOR RETAIL/FLEX SPACE OVERLAY

Residential Density	Refer to the density range of the underlying residential zone; spaces designed as live/work units shall count as one dwelling unit each.
Floor to Ceiling Height	Min. 16 ft.
Front setbacks along Main Street	Must be 0 for a minimum 75% of street frontage per block; Min. 15 ft. for a minimum 15% of street frontage per block for public open space/outdoor dining area. For the 4th story and above, an additional 10 ft. setback
Building Projections along Main Street	Architectural projections such as balconies, awnings, and arcades may project up to 5 feet over the property line along Main Street, if located at least 8 feet above sidewalk grade.
Visibility	Buildings, signage, landscaping, street furniture, and on-street parking shall be designed to maintain adequate sight distance for pedestrians, cyclists and motorists at all intersections and driveways.
Setbacks along the Isabel Path (see Figures 5-3 through 5-10 for location of Isabel Path)	Min. 5 feet; Max. 15 ft. Measured from the nearest edge of a publicly accessible pathway.

FIGURE 2-3: SUBAREA DIAGRAM

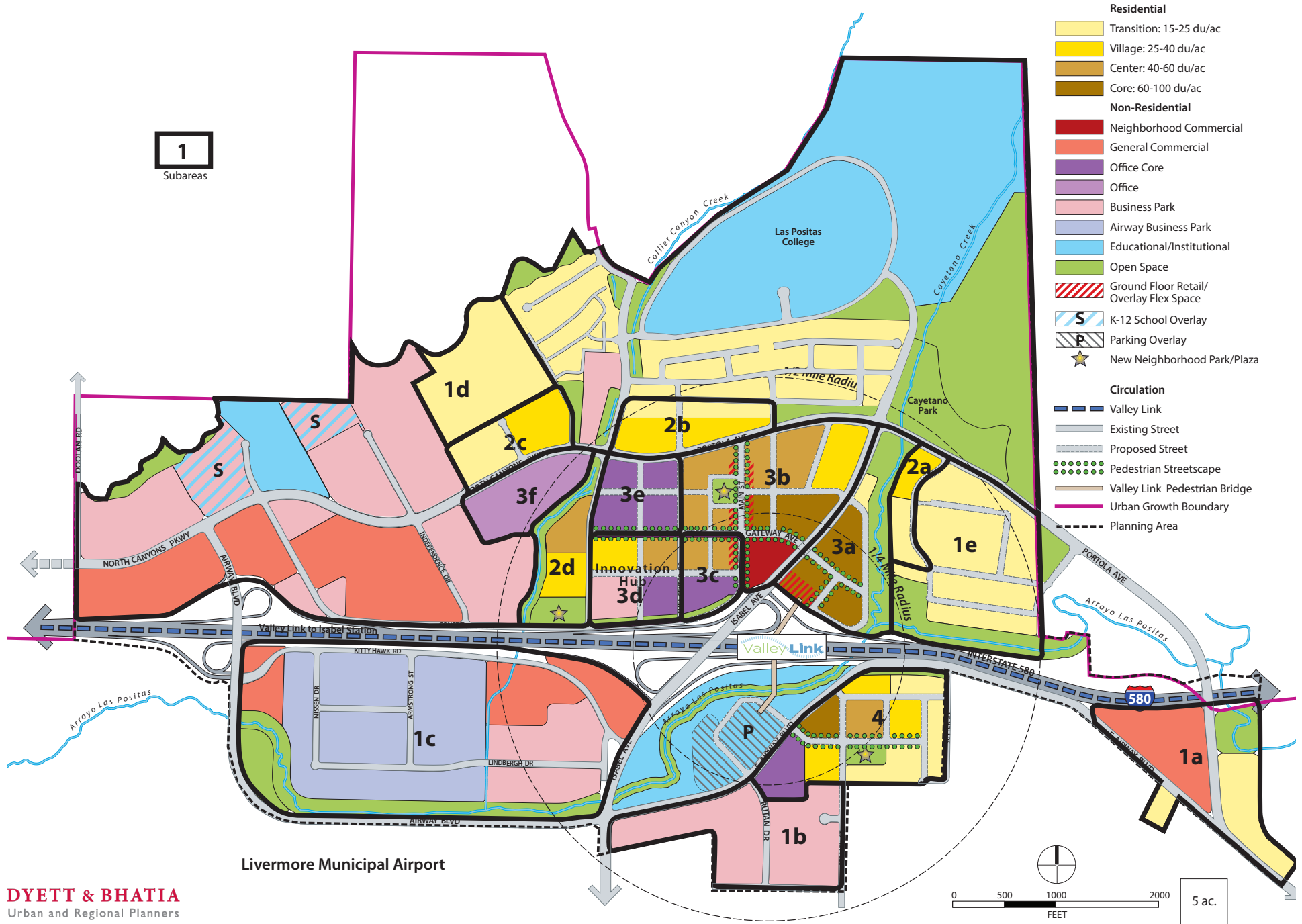


TABLE 2-6: PERFORMANCE MEASURES BY SUBAREA

Sub-area	Minimum Housing Units	Target Housing Units¹	Maximum Housing Units	Performance Measures
1a	138	184	230	a) Provide at least two residential product types consistent with policy P-LU-29.
1d	405	450	518	a) Provide residential product types consistent with policy P-LU-29. b) Limit building heights to 50 feet above existing grade or Scenic Corridor limit, whichever is stricter.
2a	163	201	240	a) Provide at least two residential product types consistent with policy P-LU-29.
2b	299	361	422	a) Provide at least two residential product types consistent with policy P-LU-29. b) Limit the building heights of units directly facing the adjacent Montage development to 45 feet above existing grade (three stories). c) Limit building heights on the remainder of the site to 50 feet above existing grade or Scenic Corridor limit, whichever is stricter.
2c	268	327	386	a) Provide at least two residential product types consistent with policy P-LU-29. b) Limit building heights to 50 feet above existing grade or Scenic Corridor limit, whichever is stricter.
2d	200	243	286	a) Provide at least two residential product types consistent with policy P-LU-29. b) Limit building heights to 50 feet above existing grade or Scenic Corridor limit, whichever is stricter.
3a	710	974	1,239	a) Provide at least two residential product types consistent with policy P-LU-29. b) The exact location of new streets is flexible, as long as they align with the proposed intersections shown on the Plan figures.
3b	1,054	1,396	1,745	a) Provide at least three residential product types consistent with policy P-LU-29. b) Concentrate the tallest buildings along Gateway Avenue and transition downward in scale along Portola. c) With the exception of Gateway Avenue and Shea Center Drive, the exact location of the new streets is flexible.
3c	182	210	237	a) Provide at least two residential product types consistent with policy P-LU-29. b) Provide the tallest buildings along Gateway Avenue and transition downward in scale for housing along Portola Avenue.
3d	197	238	279	a) Provide at least two residential product types consistent with policy P-LU-29. b) For sites outside of the Scenic Corridor exception area, limit building heights to 50 feet above existing grade (or Scenic Corridor limit, whichever is stricter).
4	660	793	926	a) Provide at least three residential product types consistent with policy P-LU-29. b) Limit building heights along Sutter Street and adjacent to existing residential uses to three stories. c) Locate the tallest buildings closest to the Valley Link station. d) The exact location of new streets is flexible, as long as they align with the proposed intersection with the Valley Link station and there is at least one connection to Sutter Street. e) If development is phased such that redevelopment of the self-storage site occurs after development of the G&M Farms property, the first phase shall plan for future street connections with the second phase.

Notes:

1. The target unit count is based on a variety of factors including density averages, development constraints, and market conditions.

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).³ 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.

AMENDMENT AREAS

The Isabel Neighborhood Specific 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 2-4, 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 Valley Link station. In general, maximum building heights are tallest near the planned Isabel Valley Link 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 Figure 2-5) and along Main Street (see 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 and Code Amendments, provides specific amendments to the General Plan’s Scenic Corridor Policy that will be necessary for Neighborhood Plan adoption and implementation.

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, Figure 2-4 is the authoritative height diagram for the Isabel Neighborhood.

The Amendment Areas to the Scenic Corridor Policy, outlined on Figure 2-3, include the following:

Core Area

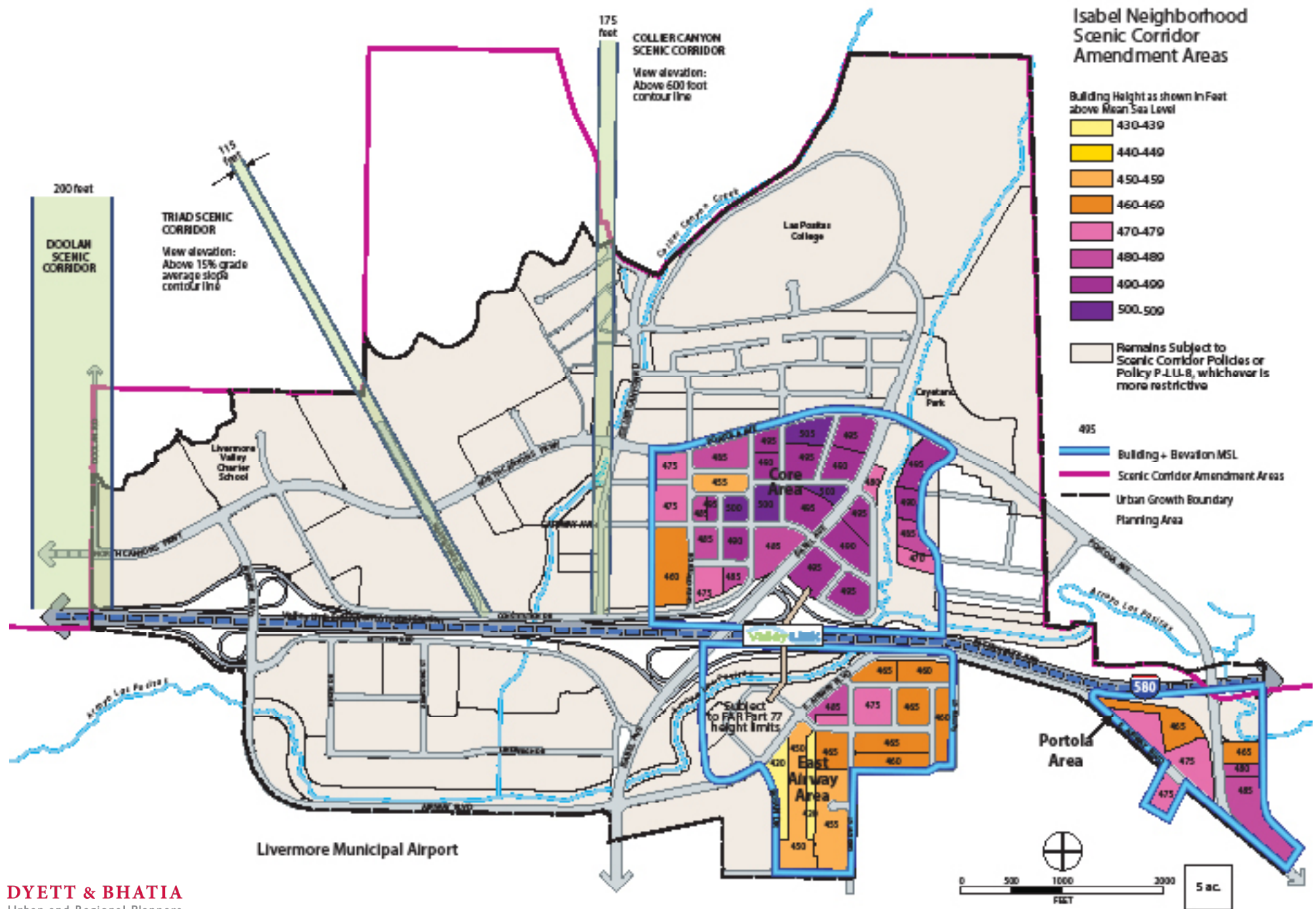
New height limits in this area reflect the proximity to the Valley Link station and the density/intensity ranges necessary to meet the Plan’s objectives for creating a vibrant neighborhood that supports a viable retail center and generates transit ridership. Views of the hills from I-580 along this stretch of the freeway are currently obscured by the Isabel Avenue interchange, and construction of the Valley Link 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 on the following pages).

East Airway Area

As with the north side of the Isabel Avenue interchange, views of the hills looking south from

3. 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.

FIGURE 2-4: ISABEL NEIGHBORHOOD SCENIC CORRIDOR AMENDMENT AREAS



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 Valley Link station would not notably detract from existing views. The new height limits in this area are based primarily upon airport airspace protection standards and compatibility with adjacent residential uses.

Portola Area

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.

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 Specific 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 key views to protect.

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

Demonstrating this strategic approach, Figure 2-6 shows four key views from I-580. These views reflect the Valley Link extension in the freeway median, which requires widening the freeway and removing some existing vegetation. The Valley Link facilities would add to the infrastructure that currently obstructs some views along the freeway,

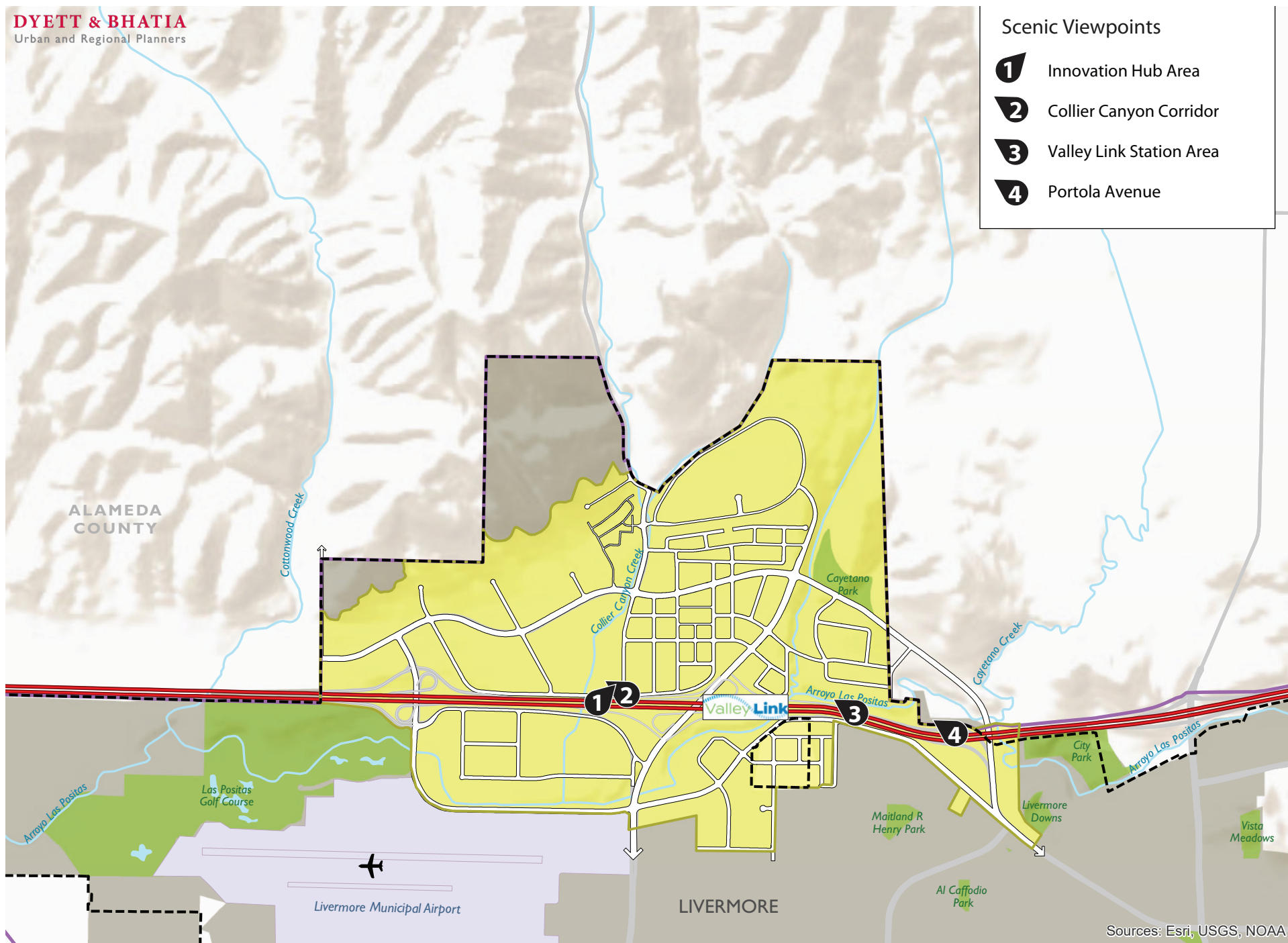
while the landscaping removal would increase visibility of the hills in some segments.



FIGURE 2-5: PHOTOSIMULATION LOOKING NORTH ALONG SHEA CENTER DRIVE FROM GATEWAY AVENUE



FIGURE 2-6: KEY VIEWS



1 Innovation Hub Area



Office buildings within the Innovation Hub would be permitted to project above the ridgeline, but this development will be required to have special design treatments to break down the building massing, soften the appearance with landscaping, and incorporate detailed architectural elements to complement the Valley Link station (see Chapter 5 for detail).

2 Collier Canyon Corridor



The riparian corridor of Collier Canyon Creek creates a natural viewshed in this area. Development along the creek is subject to existing Scenic Corridor policies to ensure views of the ridgelines. A new creekside park will enhance the views of ridgelines along this stretch of I-580.

3 Valley Link Station Area



A seasonal drainage runs south from Cayetano Park between Isabel Avenue and the Shea Homes Sage development, creating a natural opportunity for this view corridor. While buildings closest to the Valley Link station would block hillside views, lower buildings along Portola Avenue allow for some ridgeline views.

4 Portola Avenue



This westbound view from just west of the Portola Avenue overpass shows the Shea Homes Sage development in the foreground and Office-Core buildings north of the Valley Link station. The Sage development and associated landscaping provide a transition from the open space of North Livermore to the compact development of the Isabel Neighborhood. This view demonstrates how the ridgelines will remain generally visible from the eastern approach.



Active ground floor uses create visual interest and encourage pedestrian activity.



A grocery store will anchor a neighborhood-serving retail center near the Valley Link station and Main Street.

GOALS AND POLICIES

The following goals and policies address the overall land use program. The goals are intended to advance the Plan's overall objectives and vision for the Neighborhood, and will be used to guide any future revisions to the Plan.

G-LU-1: Provide a mix of residential, neighborhood-serving commercial, and office uses that supports transit ridership in both commute directions and support a vibrant and livable neighborhood.

P-LU-1: Establish a new Main Street through the center of the Planning Area that accommodates neighborhood-serving businesses and places for social gathering, and helps create a sense of place for the Isabel Neighborhood.

P-LU-2: Require buildings with Ground Floor Retail/Overlay Flex Space on Main Street between Constitution Drive and Portola Avenue to provide active ground floor uses facing Main Street that are publicly accessible and that generate walk-in clientele.

P-LU-3: Establish a neighborhood-serving retail center anchored by a grocery store. This center shall:

- Be visible and accessible from the Valley Link station and Main Street; and
- Incorporate a major public space such as a plaza or park.

P-LU-4: Allow live/work units in the Neighborhood core as an option for increasing both housing alternatives and business opportunities, particularly before the retail market matures:

- Up to 20 percent of the ground floor frontage on each block of Main Street may be live/work units. These units may be converted entirely to a commercial use. The ground floor of these units are required to be active non-residential uses such as retail or flex space (cannot become residential) per the Retail/Flex Space Overlay development standards.
- Live/work units shall count as one unit for the purposes of density calculation, open space requirements, and tracking housing. The density calculation shall be based on the underlying residential zone.
 - The City will require a Zoning Clearance for businesses operating in live/work units within the Ground Floor Retail / Flex overlay.
 - The non-residential ground floor use of Live/work units within the Ground Floor Retail / Flex overlay shall adhere to the City's HOP standards with the following exceptions:
 1. Do not require commercial uses to be clearly incidental and secondary to the residential use;
 2. May have in-person contact with clients, customers or employees at the residence;

3. *May store up to 250 cubic feet of supplies/stock/merchandise in the unit;*
4. *May employ people who do not live in the live/work unit;*
5. *May have visible signage on vehicles and at the unit, subject to the Ground floor Retail signage standards (Chapter 5, Urban Design);*
6. *May have one commercial grade vehicle associated with the business; and*
7. *May include photography studios and retail/wholesale sales of products as permitted business types.*

P-LU-5: Encourage the continued operation of, and investment in, existing business park, light industrial, and commercial uses.

P-LU-6: Ensure that land uses are compatible with existing residential uses and minimize conflicts between adjacent land uses with respect to scale, safety, noise, privacy, and other potential nuisances and hazards.

P-LU-7: Plan the provision of high quality, cost effective child care facilities are provided throughout the Neighborhood.

- Encourage new residential, office, and mixed use developments to incorporate child day care facilities early in the site planning and design process.
- Consider applying regulatory and/or financial incentives to support child care centers close to the Valley Link station to serve commuters.

- Partner with other public agencies such as Alameda County, non-profit organizations, and private child care providers to leverage resources and assist with planning efforts.

P-LU-8: The City shall encourage property owners to collaborate and prepare Master Plans by residential subarea. (Refer to Figure 2-3 for the subarea map.) For the purposes of this Specific Plan, Master Planning shall mean the subdivision and/or site plan design review application of at least one entire subarea. If Master Planned: 1) Residential densities may be averaged or distributed across the subarea rather than calculated at the parcel level; and 2) Land Uses allowed within each residential or non residential designation of each subarea may be permitted in any location within the subarea. A subarea may only be Master Planned if the following standards are met.

1. *The Master Plan must comply with the target subarea unit count and the performance measures identified in Table 2-6.*
 - a. *The City may consider a unit count lower than the average subarea unit count within a Master Plan, if there are demonstrated, significant regulatory, environmental, or other constraints within the subarea, as determined by the Director.*
2. *Development within each Master Plan shall comply with the development standards identified in Tables 2-2 through 2-5.*

- a. *Each non-residential use shall comply with the development standards of the non-residential designation that matches the use.*

3. *Each residential use shall comply with the development standards of the residential designation that most closely aligns with the product density.*
4. *If Master Planning more than one subarea, the densities may be averaged and the permitted land uses may be distributed across those subareas; and*
5. *The Community Development Director shall approve a Master Plan pursuant to this policy.*

P-LU-9: The location of the Ground Floor Retail/Flex Space Overlay on the BART property north of I-580 is diagrammatic on Figure 2-1. As the Plan is implemented, the Overlay shall apply to all building frontages along the Isabel Path between the north end of the Valley Link pedestrian bridge and Isabel Avenue.

P-LU-10: Allow mobile food vendors to operate in non-residential areas within the Isabel Neighborhood with a Temporary Use Permit (TUP), subject to the following regulations:

- Mobile food vendors are responsible for providing a solid waste receptacle and maintaining a clean environment around their facility.
- No loud music.
- No blocking driveways or taking up more than

two spaces in private parking lots.

- Mobile food vendors must provide copies of relevant permits from the Alameda County Health Department and obtain a City of Livermore Business License, as part of the TUP application.
- The TUP shall identify the locations in which vendors would be allowed to locate and during which hours of the day (between 8:00 AM and 9:00 PM, for example).
- The TUP shall be effective for one calendar year with no limit on the number of days in which it can operate. Each TUP shall be subject to annual renewal.
- There may be up to 10 active TUPs for the Isabel Neighborhood at any point in time. This number may be reduced by the Community Development Director when the Neighborhood Commercial uses and Main Street commercial uses begin to open.
- The requirement for a TUP would not apply to mobile food vendors that are part of special events such as festivals and farmer's markets, which would require a Special Event Permit.

G-LU-2: Protect existing scenic views to the extent possible and create new view corridors from within the Planning Area.

P-LU-11: In areas exempt from the Scenic

Corridor Policy height limits, certain architectural elements may exceed the established height limits by up to 10 feet. Examples of allowable architectural elements include:

- Church spires, cupolas, dormers, chimneys, and vents;
- Television and radio receiving antennas; and
- Wireless telecommunication facilities and associated screening (subject to Section 6.02.100 of the Livermore Development Code)

P-LU-12: The Isabel Neighborhood shall be exempt from the "Special Height Regulations" in Section 4.02.040 of the Livermore Development Code.

P-LU-13: The Core, East Airway, and Portola areas, as identified on Figure 2-4, are exempt from the City's existing Scenic Corridor policies as defined in the Community Character Element of the Livermore General Plan. Maximum building height above mean sea level for these three areas are established by Figure 2-4. Any buildings outside of the exception areas remain subject to the Scenic Corridor Policy, or 50 feet in height, whichever is more restrictive.

P-LU-14: Development on all sites subject to Federal Aviation Regulations Part 77 must demonstrate compliance with the height limits established for airspace protection.

P-LU-15: Residential buildings shall be within the following ranges: 2-3 stories for Transition, 2-4 stories for Village, 3-5 stories for Center, and 3-6 stories for Core.

P-LU-16: For Office, Office Core, General Commercial, and Business Park uses, maximum building height may be increased to 55 feet with a CUP if in compliance with Scenic Corridor policy.

G-LU-3: Provide a variety of public open spaces and common areas within residential developments.

P-LU-17: Ensure that all new development provides ample landscaped areas, private open space, common open space, and publicly accessible open space. Up to 10 percent of the common area requirement may be satisfied through the provision of common indoor areas.

- When provided as Ground-floor Retail/Flex space, these indoor spaces may not be converted to commercial use if utilized in the calculation of open space requirements – unless new common area is provided in kind as a replacement.

P-LU-18: New development under the Isabel Neighborhood Specific Plan shall fund the cost of ongoing maintenance and replacement for all new City landscape and open space assets.

P-LU-19: For residential project sites that are one acre or less, required common open space

may be provided on-site or off-site. Any open space provided off-site must be located within the Isabel Neighborhood Specific Plan area.

P-LU-20: For residential project sites greater than one acre and located adjacent to a neighborhood park (including across a public street), up to 25 percent of the required common open space may be satisfied through payment of an in-lieu fee.

P-LU-21: Required landscaping, common open space, and publicly accessible open space areas may be located within required setbacks provided that these areas are appropriately designed to be used as common open space.

P-LU-22: Site plans must incorporate pathways to the larger street network, and, where feasible, the open space and trails network.

G-LU-4: Encourage preservation of existing farmland under conservation easements and mitigation for the loss of important farmland.

P-LU-23: Preserve land north of I-580 in the Planning Area that is classified as Farmland of Statewide Importance or Unique Farmland by the California Department of Conservation Farmland Mapping and Monitoring Program.

P-LU-24: The City recommends that development of the BART site provide compensatory

mitigation, per the BART to Livermore Extension EIR. To the maximum extent feasible, compensatory mitigation should be implemented in Eastern Alameda County at sites immediately adjacent to the area of the Valley Link project impacts. If this is not acceptable to Resource Agencies, other properties in North Livermore and Doolan Canyon (within unincorporated Alameda County) offer many opportunities. Potential mitigation areas that are farther from the Valley Link to Livermore Extension project footprint but still within Eastern Alameda County include: Altamont Hills, Greenville Road, and South Livermore.

P-LU-25: Open space preservation should prioritize land that is adjacent to urban growth boundaries and/or existing easements, in order to create and protect wildlife corridors.

P-LU-26: The City shall work with Valley Link, and Alameda County to leverage other resources for farmland preservation to maximize the value of the mitigation and benefits to North Livermore.

P-LU-27: Development of the Gandolfo property shall acquire Prime farmland at a 1:1 ratio of compensatory mitigation under permanent easement.

2.5 AIRWAY BUSINESS PARK ZONING DISTRICT

The approximately 68-acre Airway Business Park District (formerly Planned Development 17, or PD-17) is located south of Kitty Hawk Road, generally east of the Airway Boulevard freeway access, and north of Arroyo Las Positas channel.

The purpose of this District is to:

- provide an environment exclusive for and conducive to the development and protection of commercial and industrial development consistent with the intent of the business and commercial park land use designation;
- provide for an aesthetically attractive commercial and industrial environment that is well designed, architecturally integrated, and consistent with the City of Livermore Design Standards and Guidelines;
- provide for the development of the commercial recreation center (currently called Boomers);
- permit uses and development consistent with the Isabel Neighborhood Specific Plan land use designation for the site.

USES PERMITTED

The following uses shall be permitted in the Airway Business Park District provided they are performed or carried out entirely within a

building that is so designed and constructed that the enclosed operations and uses do not cause or produce a nuisance to adjacent sites:

Research and Development Facilities

Including but not limited to experimental and testing laboratories, computers, electronics, lasers, optics, circuit boards, semi-conductors, instrumentation, telecommunications, scientific equipment, biotechnology, medical and related products, and other similar uses.

Office

Including professional, executive, and administrative offices including but not limited to accounting, advertising, architectural, aviation, building trade, communications, computer services, construction, consulting, design, dispatch offices, finance, insurance, manufacturer representatives, public and quasi-public, publishing, notaries, real estate, travel agencies, medical clinic, urgent care, doctor's office, chiropractor, optometrist, dentist, optical services, and other similar uses.

Industrial and Industrial Support

a. General manufacturing, assembly, processing, repair and packaging of products from previously prepared materials such as, but not limited to, bone, canvas, cellophane, cellulose, cloth, cork, feathers, felt, fibers, food, fur, glass, hair, ink, horn, leather, paint, paper, plastic, porcelain, precious or semi precious metals

or stones, rubber and synthetic rubber, shell, steel, straw, textiles, tobacco, and wood but not including such operations as saw and planing mills.

- b. Electronics manufacturing, assembly, fabrication, repair, and processing and packaging of electric, mechanical and electronic circuits and instruments and devices, such as, but not limited to appliances, avionics, business machines, clocks and watches, communications equipment, computers and related equipment, consumer electronics, electrical supplies and cable, electronics equipment, electronic circuits, electronic data processing equipment, instrumentation, lasers, lights, medical devices and products, musical instruments, optics, pharmaceutical products, photographic processing, scientific equipment, semiconductors, and other similar uses.
- c. Manufacture of pharmaceutical products, cosmetics, and drugs.
- d. Storage, distribution, and warehousing of products identified in Sections a through c above except no warehousing and distribution facilities not in existence as of July 13, 1992 shall be permitted on Kitty Hawk Road.
- e. Wholesale manufacturer representatives and retail sales primarily related to other permitted uses in this planned district.

USES PERMITTED RETAIL AND SERVICE INDOOR/OUTDOOR

The following uses shall be permitted. Some of these uses will be permitted to carry out outdoor display and storage activities outside of a wholly enclosed building. All outside uses require a building on-site. No outdoor storage or display may cause or produce a nuisance to adjacent sites:

Service Commercial

- a. Automotive, truck, auto parts and accessories sales, and related dealers excluding auto/truck wrecking and salvage.
- b. Auto/boat/motorcycle/truck and related repair and service shall be associated with a dealership activity only and shall be performed in an enclosed structure.
- c. Bakery (wholesale only), beverage and beverage products distribution, blueprint and printing shop, building materials (wholesale), bookbinding, cabinet shop, carpenter shop, contractors and construction yards, dry-cleaning, heating/ventilating, and related business.
- d. Delicatessen/catering establishments.
- e. Financial institutions.
- f. Miscellaneous repair and business services including but not limited to blueprinting (including printing, copying, lithographing,

and engraving), bookbinding, heating/ventilating and related business, janitorial, locksmith, packaging/crating, freight forwarding, painting, cell phone store, mail delivery/mail box service, and sign services.

g. Wholesale/retail recycling centers.

h. One of the following options:

1. One gas station/convenience market/car wash, one full service sit-down restaurant, and one fast food restaurant.
 2. One gas station/convenience market/car wash and two full service sit-down restaurants.
 3. One full service sit-down restaurant and two fast food restaurants.
 4. One fast food restaurant and two full service sit-down restaurants.
 5. Three full service sit-down restaurants.
 6. Coffee shop, bagel store, and frozen dessert store.
- i. Beauty supply stores.
- j. Health food stores.

Retail Commercial

Retail Commercial to provide for the large scale retail commercial operations of the following nature:

- a. Home improvements, manufacturing representatives, and retail sales including

but not limited to appliances, computer, and electronic sales and services, home furnishings, discount merchandising and membership warehouse retail, office supplies, swimming pool, and related supplies.

b. Nursery and garden centers.

Miscellaneous

- a. Radio, recording, and television broadcasting studios.
- b. Miscellaneous wholesale establishments.

Meeting Facilities and Specialty Schools

Meeting facilities and specialty schools including but not limited to recreational and instructional schools (trade, vocational, business, music art, and dance), auction houses, private clubs, and lodges.

Recreational Facilities

- a. Commercial Recreation Center and other similar facilities including miniature golf, driving range, batting cage, arcade, and miniature racetrack type facilities, contained within one business use at one location.
- b. Ice skating and roller rink.
- c. Bowling alley.
- d. Health clubs and related facilities.
- e. Theaters and auditoriums.

CONDITIONAL USES

The following uses are conditionally permitted subject to Conditional Use Permit approval in addition to any other prerequisite permits and conformance to all applicable regulations set forth in the Isabel Neighborhood Specific Plan or in the Development Code.

1. Any facility distributing, manufacturing, or utilizing in the industrial or commercial process any chemical material deemed hazardous by the City Hazardous Materials Ordinance shall meet the requirements of that ordinance. Upon adoption, all regulations shall apply to all future uses in this District and shall not be retroactive unless a change in intensity of use, location, or nature of the business occurs.
2. Motels including accessory restaurant uses.
3. Public and quasi-public uses (other than office).
4. Child day care centers.

ACCESSORY USES

The following are the accessory uses permitted in this District:

1. Accessory uses and buildings customarily appurtenant to a permitted use.
2. Any uses determined by the Community Development Director to be similar to or ancillary to those listed in the permitted or conditional uses sections of this document.

OTHER DEVELOPMENT REGULATIONS

Height Regulations

The height is limited to forty feet except that the Planning Department may approve an increase in height to forty-eight feet for the batting cage subject to review and approval by the Airport Land Use Commission (ALUC). The height is also governed by the General Plan Scenic Corridor Policies and may be more restrictive than the height limit listed above.

Area, Width, and Yard Requirements

The following minimum requirements shall be observed, except where increased for conditional uses and Site Plan Approval 101-91 (Currently Boomers Commercial Recreation use):

- a. Lot Area: 20,000 square feet.
- b. Width: 100 feet.

c. Yards:

- Kitty Hawk Road Frontage: 35 feet.
- Other Streets: 25 feet.
- Rear and Side Yards: 12.5 feet.
For buildings more than 40 feet high, the yard requirements shall increase one foot for every three feet above 40 feet.

d. Lot Coverage: The lot coverage maximum shall be 45 percent, except where changed by conditional uses.

Use of Yard Areas

The following uses only shall be made of yard areas, and then only if such uses are otherwise permissible pursuant to the provisions of this District.

- a. Landscaping: All required yards adjacent to streets shall be landscaped except for driveways and sidewalks which are found to be necessary for the efficient use of the property. A landscaped strip of land at least 25 feet wide shall be maintained along any property line fronting Kitty Hawk Road and at least 15 feet on other street frontages. All landscaping shall be carried out in accordance with the landscaping plan approved by the City, and such landscaping shall be installed in such a manner so as to screen the viewing of outdoor storage, parking, and loading areas from the street insofar as is practicable.

- b. Driveways, Sidewalks, and Steps.
- c. Roof Overhang: Provided it does not extend more than six feet into the setback area.
- d. Paving and Associated Curbing: Except that paving for parking areas shall not be allowed within 25 feet of a property line frontage on Kitty Hawk Road or within 15 feet of a property line frontage on any other street.

Off-Street Parking and Loading

Provision for adequate off-street parking and loading shall be made to accommodate all parking and loading needs for employees, visitors, and company vehicles on site as follows:

- a. All industrial and research and development uses shall provide parking at a ratio of one stall for each 1,000 square feet of floor area (minimum) for manufacturing or warehouse use. All office uses shall provide parking at a ratio of one parking stall per 400 square feet of floor area. Parking shall be the minimum necessary to provide adequate parking facilities.
- b. In addition, for every manufacturing establishment or warehouse which has a gross floor area of 15,000 square feet or more, load space shall be provided as follows:
 - 15,000 to 40,000 sq. ft. - one loading space
 - 40,001 to 100,000 sq. ft. - two loading spaces
 - 100,001 to 160,000 sq. ft. - three loading spaces

- 160,001 or more sq. ft.- three plus one for each full 80,000 square feet in excess of 160,001.
- Such spaces shall be no less than 12 feet wide and 45 feet long with a 14 foot minimum height clearance.
- c. All office uses shall provide parking at a ratio of one parking stall per 400 square feet of floor area.
- d. All service commercial uses shall provide parking at a ratio of one stall per 400 square feet of floor area.
- e. All retail commercial shall provide parking at a ratio of one stall per 300 square feet of floor area.
- f. All meeting facilities and schools shall provide parking at a ratio of one parking stall for each four seats or one parking space for each 50 square feet of floor area used for the main use, whichever is greater or applicable.
- g. Boomers Commercial Recreation Use shall provide a minimum of 182 parking spaces. Phase I including two 18-hole miniature golf facilities, 10,300 square foot arcade and snack bar and batting cage shall provide a minimum of 161 parking spaces. Phase II shall provide the difference of 21 parking spaces.
- h. Boomers shall expand the entrance drive from Kitty Hawk Road to the main parking area to a minimum of 45 feet and provide a five foot center median the full length of the entry driveway.

- i. All miscellaneous uses shall provide parking as provided in the Livermore Development Code as it exists now or may be amended.
- j. Restaurants, gas stations, and fast food establishments shall provide parking as provided in Livermore Development Code as it exists now or may be amended.

Signs

Signs shall conform to the requirements of Livermore Development Code and as follows:

- a. Parcels identified in Figure 2-7 shall use CS Zoning District sign standards.
- b. Remaining parcels within the District shall use I Zoning District sign standards.
- c. In addition, 150 square feet of joint freeway sign shall be reserved for those parcels identified in Figure 2-8. If a joint freeway sign has not been constructed, a joint freeway sign may be constructed subject to the issuance of a Conditional Use Permit per the following regulations:
 - 1. Sign area or “sign credits” may be transferred and sold within the parcels identified in Figure 2-8.
 - 2. The freeway sign space shall be constructed to accommodate up to 300 square feet of sign area with one-half (150 square feet) of the potential sign area reserved for qualifying freeway sign users located outside of Figure 2-8.

3. The sign shall be designed to accommodate up to eight users. (Participants outside of Airway Business Park on the joint sign shall reimburse the original developer on a justifiable pro-rata share basis for construction cost and maintenance.)
4. Maximum individual sign area shall not exceed 100 square feet for any single use. Minimum individual sign area shall not be less than 25 square feet for any single use.
5. One-half of the individual freeway sign area shall be deducted from the total sign area allowed for the parcel or participating use.
6. Maximum height of a freeway sign is 50 feet, but in no case may the maximum height of a freeway sign exceed 40 feet above the highway median.
7. The architectural design for the sign shall be monument-style (the supporting structure a minimum width of the message area), well proportioned (height vs. width), with a minimum of 50 percent of the supporting structure enclosed. The initial sign developer shall design the sign to allow subsequent users access to the sign.
8. The Planning Commission must find that the sign is optimally located within the quadrant based upon visibility from Interstate 580.

OTHER REQUIRED CONDITIONS

The following additional conditions shall apply to any project within this Planned Development.

Site Plan Design Review Approval

A Site Plan Design Review approval is required for all development. For uses requiring a Conditional Use Permit, the Site Plan Design Review shall be a part of the Conditional Use Permit approval.

Performance Standards

The following performance standards will be required in the district:

- a. Air pollution: All uses shall comply with regulations of the San Francisco Bay Area Air Quality Management District.
- b. Noise: No use shall be permitted which creates ambient noise levels greater than 75 decibels (dba) beyond the boundaries of the site.
- c. Vibration, heat, glare, electrical disturbance: No use shall be permitted which creates vibrations, heat, glare or electrical disturbances beyond the boundaries of the site. Lighting used to illuminate buildings, structures, uses, or parking and loading areas shall not be directed toward any public right-of-way.
- d. Fire, explosion: All uses shall provide adequate safety devices and adequate firefighting and fire suppression equipment to protect against fire, explosion, and other hazards.

- e. Solid and liquid wasters: No solid or liquid waste discharges, other than into a public sewage disposal system, shall be permitted. The chemical composition and volume of industrial effluent discharge shall be subject to the waste water permit requirements established by Title 13, Division II of the City Municipal Code.

Exterior Storage

Exterior storage shall not be allowed adjacent to a public street or freeway. Exterior storage shall be screened from the public view by a suitable solid wall, fence, or berm not exceeding fifteen feet in height with all stored materials kept below the top of such screen. The exterior storage area shall not exceed ten percent of the building area on the site.

Outdoor Display/Storage

Auto dealerships, home improvement centers, nursery and garden centers, and spa sales are permitted outdoor display/storage areas. Areas that are used exclusively for outdoor storage that do not include consumer displays shall be screened from public view by a suitable solid wall, fence, or berm.

Reflective Materials

No reflective or high glare materials that could adversely affect aircraft operations shall be used in the construction of any structure.

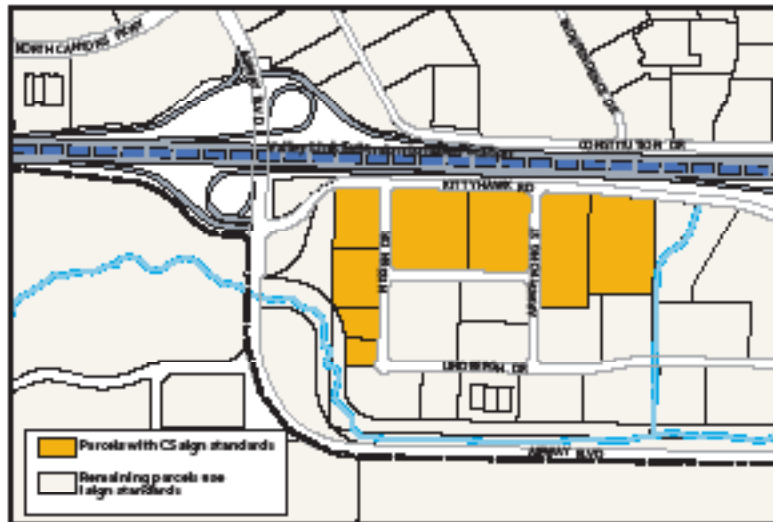


FIGURE 2-7: AIRWAY BUSINESS PARK PARCELS WITH CS SIGN STANDARDS

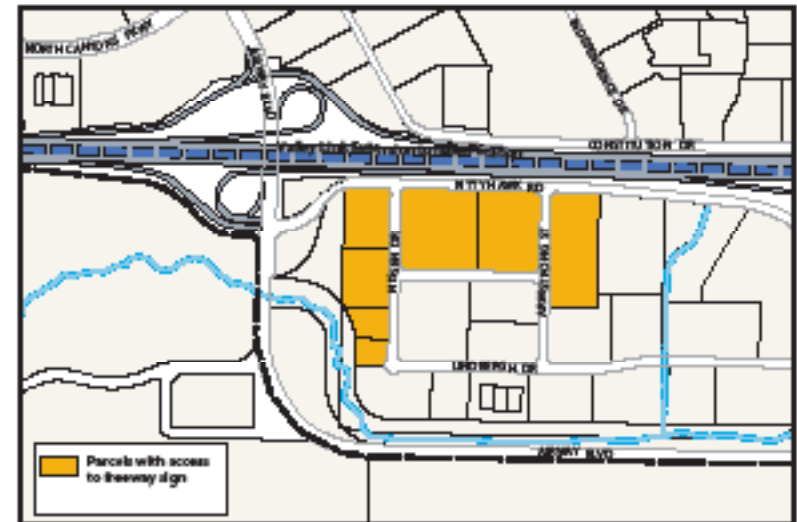


FIGURE 2-8: AIRWAY BUSINESS PARK PARCELS WITH ACCESS TO FREEWAY SIGN

2.6 DEVELOPMENT POTENTIAL

This section summarizes the overall development potential under build-out of the Plan. Build-out refers to the future scenario in which development has occurred on all properties envisioned for development under the Plan. 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 City and partner agencies use these estimates to analyze environmental impacts and plan needed infrastructure

and public services over the long-term (see the Isabel Neighborhood Specific Plan Draft EIR and Chapters 3, 4, and 7 of this Plan).

For planning and environmental review 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.

Table 2-7 shows the estimated net new development under buildout of the Isabel Neighborhood Specific Plan. The development potential was

calculated by applying the development standards (including average densities for the residential categories) applied to the Change Areas shown on Figure 2-2. The table also breaks down the net new development within and outside of the half-mile radius of the Valley Link station.

MARKET ANALYSIS

The market analysis prepared for the Isabel Neighborhood Specific Plan studied the potential for residential, office, and retail development in the Neighborhood based on the current real estate market in the Tri-Valley and forecasts of future economic conditions.⁴

The market analysis concluded that there is currently strong demand for multi-family residential development in the Isabel Neighborhood. With the introduction of Valley Link and a broader mix of housing formats and price points, average annual residential demand will likely be even stronger in the future.

The study concluded that development of new office space is a long-term opportunity, based on current market conditions and regional competition. However, the Valley Link project, new amenities, and implementation of economic development strategies would increase the

TABLE 2-7: ESTIMATED NET NEW DEVELOPMENT IN 2040

	<i>Within ½ mile radius of Valley Link 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	1,578,000 ¹	152,500	1,730,500
Business Park	73,590	106,800	180,390
Neighborhood Commercial	167,185 ²	0	167,185
General Commercial	107,200	52,500	159,700
General Industrial ³	(270,175)	0	(270,175)
Total	1,655,800	311,800	1,967,600
Jobs	8,000	1,200	9,200

Notes:

1. Includes existing LAM property
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.

4. The market study considered demand for three major land use categories: residential, office, and retail; it did not consider demand for the full range of land uses that would be allowed under the Isabel Neighborhood Specific Plan.

potential to support about 750,000 to 1.4 million square feet of new office space.

New households and office development will increase demand for neighborhood-serving retail uses, and the study projected that the neighborhood could support roughly 150,000 to 220,000 square feet of new retail space. This includes the potential for a small-format grocery of 20,000 to 30,000 square feet. Retail would likely take the form of a neighborhood-oriented shopping center with a modest amount of ground-level retail integrated with office or residential buildings near the Valley Link station.

The areas designated for these uses on the Land Use Diagram were based on the projected demand from the market analysis, as well as goals for the Isabel Neighborhood. The Plan accommodates a wide range of residential and employment types in support of housing and economic development goals. One objective is to reinforce the Planning Area as a job center. Designating sufficient land for commercial and/or industrial uses is important for responding to changing economic conditions and allowing development opportunities for specialty uses or a major corporate user. As of 2020, the General Plan designated most of the vacant lands within the Planning Area for Business Commercial Park uses. The Isabel Neighborhood Specific Plan retains some of this area for office uses, while allowing a higher development intensity. With this land use change, the Isabel Neighborhood

Specific Plan would allow more non-residential development and job growth, but on less land.

POPULATION

At buildout, it is estimated that the Isabel Neighborhood Specific Plan will accommodate about 4,095 new housing units. The Specific Plan includes opportunities for multi-family high density residential development that is not currently provided in Livermore. These residential units will be more compact in size and result in a reduced household size compared to the City's average household size. Assuming an average vacancy rate of five percent and a reduced household size, the new units would support about 3,890 households (occupied housing units) and (approximately) 9,800 residents. Housing types are envisioned to be a mix of multi-family and attached units (i.e., townhouses, apartments, and condominiums). While the Isabel Neighborhood Specific Plan specifies the overall building form and density of a given parcel, developers drive decisions on unit sizes (i.e., number of bedrooms, square footage, etc.). Developers also dictate the ownership structure (rental versus for-sale housing).

Based on the community-driven vision for the Isabel Neighborhood, the new housing may be most appealing to young professionals, first-time homebuyers, college students, and retirees. There is desire, however, for the neighborhood to accommodate a broad range of ages, including

families with children. The Affordable Housing Strategy below describes additional housing needs and preferences, along with potential tools for ensuring a mix of housing opportunities.

2.7 AFFORDABLE HOUSING STRATEGY

The following sections summarize housing needs in Livermore and describe strategies for how residential development under the Isabel Neighborhood Specific Plan can best support the City's housing goals.

For the purposes of this Plan, "affordable units" refers to units that are subsidized at below market rates for lower income households (including moderate incomes) for a period of at least 30 years through a recorded regulatory agreement, unless otherwise noted.

NEEDS ASSESSMENT

Housing is one of the most fundamental human needs, yet it comprises the largest monthly expense for most households in the U.S. Some population groups, such as lower-income households, have fewer choices when it comes to meeting their housing needs. Affordability is often the key barrier to finding and keeping housing, limiting options for much of the workforce. In addition, the limited supply of affordably priced rental units with at least three bedrooms



Developing a range of housing options, including multi-family housing (above) and live-work units (below) will provide a greater range of housing types for people in the region.

contributes to overcrowding for larger, lower-income families. The lack of affordable housing options in the region forces workers to commute long distances, causing congestion on freeways and reducing quality of life.

As of 2018, the per capita income in Livermore was approximately \$50,500 per year (US Census Bureau), while the median home sales price was about \$798,300 as of March 2020 (Zillow). This reflects a large and growing mismatch between income and cost of living for some residents who work in Livermore and want to own a home here. According to the City of Livermore 2015-2022 Housing Element:

- About 27 percent of Livermore households have low or moderate incomes. Low-income households make 51 percent to 80 percent of the Area Median Income (AMI), while moderate-income households make 81 percent to 120 percent of AMI. For reference, the AMI for Alameda County in 2014 was \$93,500 for a family of four.
- In 2010, 42 percent of households in Livermore were paying more than 30 percent of their income on housing, which is commonly considered the threshold of “housing affordability.”
- From 1990-2010, the share of Livermore residents aged 65 or older increased from seven percent to 10 percent, while the share of residents age 18-34 dropped from 30 percent to 20 percent.

- In 2011, approximately 8.7 percent of the Livermore population and 13 percent of the Alameda County population ages 18 to 64 identified as disabled (defined as physical or mental).

Regional trends and Livermore’s demographics reinforce the need for more affordable housing options. Lower-income households are strained to afford their rents and mortgages, and young adults that cannot afford the rising home prices are forced to look elsewhere for first-time home buying options. The growing senior population and people with disabilities are also seeking more options that are both affordable and accessible, such as units with ground-floor entry or wheelchair ramps.

Goal 1 of the City’s Housing Element calls for a diverse housing stock that meets existing and future community needs, particularly with respect to affordability. Smaller, attached housing unit types are generally more affordable by design than single-family detached houses, and rental units are the only option for those that cannot afford homeownership. Single-family detached houses make up about 71 percent of the housing stock, and rental units make up about 33 percent of housing units. For comparison, about 53 percent of Alameda County’s housing stock is comprised of single-family detached houses and about 50 percent are rental units.

The Isabel Neighborhood Specific Plan would support the City's goals of diversifying the housing stock by allowing for a range of attached housing types — including townhouses and multi-story apartments and condominiums. As there is currently a strong market for rental housing near transit stations, much of the new housing in the Isabel Neighborhood may be rental units. Increasing the stock of smaller units and more affordable rental and homeownership options would benefit the workforce, serve the growing senior population, and help retain younger adults who want to live in Livermore. Although these units would be smaller in size, they may not be affordable to lower income households without additional subsidies. Implementation of the Plan will also increase opportunities for people to live in a walkable neighborhood with access to regional and local transit, a variety of amenities, and basic services for meeting daily needs. This type of neighborhood environment is in high demand. Implementation of the following existing housing programs and strategies, as well as new policies applicable to the Isabel Neighborhood, will further advance housing goals.

EXISTING PROGRAMS AND STRATEGIES

The City's Inclusionary Housing Ordinance requires residential development to allocate 15 percent of the total units as affordable units at low- and moderate-income levels. The Plan proposes

to increase this requirement to 20 percent by including a mix of income level targets, subject to the remaining requirements of the City's Inclusionary Housing Ordinance. This increase in affordability would take advantage of the strong connection between higher transit use and affordable housing. The construction of 4,095 units (the estimated total under build-out of the Isabel Neighborhood Specific Plan) would generate a minimum of 819 affordable units for very low- to moderate-income households, assuming the minimum requirement for 20 percent affordability. In addition to this increase, 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% affordable project(s) in the Planning Area. Refer to Chapter 7, Implementation and Financial Strategies for the analysis of the effect on financial feasibility from increasing the requirement from 15 percent affordability to 20 percent affordability

In addition to the Inclusionary Housing Ordinance, the City may utilize other programs to advance housing goals in the Isabel Neighborhood, such as:

- **Program 3.1.2:** Density Bonus and Incentives. Under this program, the City encourages the use of the State Density Bonus Program, as implemented in the Livermore Development Code, and the City's density incentives for senior and very-low income housing, which allow developments to exceed the

maximum density for their site by providing a share of units as affordable to lower income households.

- **Program 3.2.1:** Affordable Housing Fund. The City generates funds for affordable housing construction through inclusionary in lieu fees and a Low-Income Housing Impact fee charged to new commercial development.
- **Program 3.2.2:** Acquire Land for Affordable Housing. The City may use the Affordable Housing Fund to acquire land for the development of affordable housing.
- **Program 3.2.3:** Partner with Affordable Housing Developers. Under this program, the City fosters relationships and coordinates with nonprofit housing developers and applicable federal, state and regional agencies to facilitate development of affordable housing.
- **Program 3.2.4:** Conversion of Market-Rate to Affordable Units. Under this program, the City may provide financial resources to non-profit organizations to convert units from market-rate to affordable.
- **Program 3.2.5:** Subsidies and Incentives. To support the construction of affordable housing, the City provides subsidies to affordable housing projects, permits developers of affordable units to amortize the payment of applicable development impact fees over time, and meets regularly with developers to discuss incentive opportunities.

GOALS AND POLICIES

G-LU-5: Support a diverse housing stock that provides options for students, seniors, low-income families, first-time homebuyers, and people with disabilities.

See Chapter 5, Urban Design, for descriptions and design standards of residential product types: duplexes, multi-plexes (3- to 6-unit buildings), townhomes, flats (entire unit on same floor, exterior entries to units, and units clustered in buildings of at least 7 units), garden apartments (entries oriented around a shared open space and units clustered in buildings of at least 7 units), multi-story condominium or apartment building (interior corridor entries and units clustered in buildings of at least 7 units), live/work units, supportive housing, and single-room occupancy housing.

P-LU-28: Assist Las Positas College with pursuing opportunities for student and faculty housing projects.

P-LU-29: Residential developments less than or equal to 500 units shall provide at least two residential product types. Residential developments greater than 500 units shall provide at least three residential product types. For the purposes of this policy, distinct residential product types include but are not limited to duplexes, multiplexes, townhomes, flats, garden apartments, condominiums, and other apartment buildings. Interior floor

plan variations with the same exterior elevations do not constitute a different product type. Modifications to this requirement may be approved by the Director.

P-LU-30: Each product type within new residential developments shall provide at least two unit types which differ in the number of bedrooms.

P-LU-31: For residential projects with at least 10 dwelling units, 10 percent of the units must adhere to principles of Universal Design. Any fraction greater than or equal to 0.50 shall be rounded up to nearest whole number. No additional unit shall adhere to principles of Universal Design for a fractional unit of less than 0.50. Such features include but are not limited to:

- Entrances without steps and a flat or very low threshold –
- living space on one floor or stair landings big enough to accept lifts –
- wide interior doors, hallways, and alcoves, and
- clear floor space in kitchens and bathrooms. All residential development shall comply with the California Building Code for accessibility.

P-LU-32: Residential projects may achieve

a density bonus consistent with the Livermore Development Code density bonus provisions.

P-LU-33: Encourage the construction of single room occupancy, studio, and accessible units.

G-LU-6: Promote the production of affordable for-sale and rental units and mixed-income developments such that at least 25 percent of all new units at build-out are offered at below-market rates, in order to provide affordable housing opportunities for rent and ownership in the Isabel Neighborhood and to take advantage of the strong connection between transit use and affordable housing.

P-LU-34: All new residential development shall either:

1. *Comply with the City's Inclusionary Ordinance (Section 10.06.050 of the Livermore Development Code); or*
2. *Comply with an Alternative Affordable Plan approved by the City Council through a Development Agreement. The Alternative Affordable Plan shall meet the following requirements:*
 - a. *May only be considered within the Specific Plan Core area (Subareas 3a, 3b, and 3c); and*
 - b. *Shall be, at a minimum, economically equivalent to the requirements of the Inclusionary Ordinance.*

The applicant shall demonstrate economic equivalence through reports, studies, or other analysis as determined by the Director.

The City's Inclusionary Ordinance Standards for the Specific Plan area are as follows:

1. *For-Sale Units. A total of fifteen percent (15%) of all for-sale residential developments must be sold to low- and moderate-income households. Of the total number of dwelling units (15%) set aside, at least seven and one half percent (7.5%) shall be reserved for sale to low-income households and at least seven and one half percent (7.5%) for moderate-income households. Whenever the inclusionary requirement results in an odd number of units, the majority of units shall be provided as low-income. Whenever the total number of affordable units required to be constructed includes a fraction of a unit, the payment of a proportional in-lieu fee shall satisfy that partial unit requirement.*
2. *Rental Units. A total of twenty percent (20%) of all rental residential development must be designated or reserved for rent to very-low-, low-, median, and moderate-income households. Of the total number of rental dwelling units (20 percent) set aside, at least six percent (6%) shall be reserved for rental to very-low income households, seven percent (7%) shall be reserved for rental to low income households four percent (4%) shall be reserved for rental to median-income households, and three percent (3%) shall be reserved for rental to moderate-income*

households. Whenever the inclusionary requirements results in a fractional unit(s), the fractional unit(s) shall be combined to the nearest whole number and provided as very-low-income units. Whenever the total number of affordable units required to be constructed includes a fraction of a unit, the payment of a proportional in-lieu fee shall satisfy that partial unit requirement.

Example: Calculation of the number of inclusionary units required for a 110-unit rental residential development:

*Required units reserved for very-low-income households:
 $110 \times 6\% = 6.6$ units*

*Required units reserved for low-income households:
 $110 \times 7\% = 7.7$ units*

*Required units reserved for median-income households :
 $110 \times 4\% = 4.4$ units*

*Required units reserved for moderate-income households:
 $110 \times 3\% = 3.3$ units*

*Combined fractional units:
 $0.6 \text{ unit} + 0.7 \text{ unit} + 0.4 \text{ unit} + 0.3 \text{ unit} = 2$
units*

*Required units to be provided:
Very-low-income households = 8 units
Low-income households = 7 units
Median-income households = 4 units
Moderate-income households = 3 units*

Example: Calculation of the number of inclusionary units required for a 112-unit rental residential development:

*Required units for very-low-income households:
 $112 \times 6\% = 6.72$ units*

*Required units reserved for low-income households:
 $112 \times 7\% = 7.84$ units*

*Required units reserved for median-income households:
 $112 \times 4\% = 4.48$ units*

*Required units reserved for moderate-income households:
 $112 \times 3\% = 3.36$ units*

*Combined fractional units:
 $0.72 \text{ unit} + 0.84 \text{ unit} = 0.48 \text{ unit} + 0.36 \text{ unit} =$
2.4 units*

Required units to be provided:

Very-low-income households = 8 units

Low-income households = 7 units

Median-income households = 4 units

Moderate-income households = 3 units

*Remaining fractional unit to be paid in-lieu
= 0.4 unit*

Under the City's Inclusionary Ordinance, affordable housing units shall be built on site and integrated within new residential developments unless the City Council approves an alternative method of compliance. For projects that utilize land dedication as a compliance method, the dedicated land must be located within the Isabel Neighborhood area and equivalent in actual value to the affordable units it is replacing.

P-LU-35: Coordinate with BART to maximize affordable housing on BART-owned property north of the Valley Link station and achieve their goal of at least 20 percent affordability.

P-LU-36: Establish a program to reduce the development cost of affordable units. For example, adopt flexible parking standards for the Core and Center land use categories to reduce housing costs associated with excess parking (see parking ratios and policies in Chapter 3, Transportation).

P-LU-37: Pursue grant opportunity funds for transit-oriented development such as those using cap and trade funds (i.e., the Affordable Housing and Sustainable Communities program).

P-LU-38: Use Affordable Housing Fund subsidies as appropriate to:

- Acquire land for affordable housing in the Isabel Neighborhood.
- Partner with property owners and non-profit developers to develop affordable and mixed-income projects.
- Match funding from state and federal sources for affordable housing projects.
- Support non-profit organizations that convert units from market-rate to below-market rate.
- Subsidize infrastructure costs for affordable housing projects.

P-LU-39: For rental projects that consist of 80 or more residential units and that include a minimum of 20 percent affordable units, require at least two supportive services for tenants (i.e., childcare, senior services, or mobility services). Residential development shall make residential amenities equally accessible and at an equal or lower cost to affordable unit households as market rate households.

G-LU-7: Minimize the involuntary displacement of existing residents resulting from increased property values after the Valley Link project.

P-LU-40: Develop an anti-displacement strategy in the event of rapidly rising rents after the opening of the Isabel Valley Link station.

This may include providing rental assistance for long-time residents of nearby neighborhoods (within one mile of the Valley Link station).

P-LU-41: Leverage the home repair program or establish a new program to help preserve the mobile home parks near to the Isabel Neighborhood.

2.8 ECONOMIC DEVELOPMENT STRATEGY

The Isabel Neighborhood Specific Plan is an opportunity to address several General Plan goals, objectives, and actions in the Economic Development Element, such as:

- *Goal ED-1:* Maintain and expand a diverse economy to ensure economic vitality.
- *Action A5:* Encourage and actively attract businesses in key industries that build upon Livermore's competitive advantages and offer high wage jobs.
- *Objective ED-1.3:* Capitalize on the presence of the national laboratories in developing high technology and other related uses in Livermore.
- *Goal ED-2:* Balance the supply of job and housing opportunities in Livermore, and match jobs and wages to housing prices.
- *Objective ED-2.2:* Facilitate educational and economic opportunities for young adults.

Through its Office of Innovation and Economic Development, the City aims to attract, retain, and grow local businesses, support the creation of high paying jobs, spur technological advances, and remain competitive in the modern economy. Achieving these objectives involves investing in



Developing modern office buildings will make Livermore a competitive place for innovative companies.

“smart” infrastructure, fostering a creative, entrepreneurial culture, and allowing businesses to adapt to new opportunities. It is also important to ensure there are economic opportunities for all skill and education levels found in the Livermore community.

Advancing these objectives and maximizing the economic potential for the Isabel Neighborhood will require a coordinated strategy that includes several major components:

- Integrated land use, transportation, and infrastructure plan;
- Sufficient land designed for future office and commercial development;
- An Innovation Hub that builds upon Livermore’s assets and strengths while attracting new businesses and jobs; and
- Vibrant, walkable neighborhood with experience-driven retail.

First, the Plan establishes a new, modern regulatory framework that provides clarity and predictability to property owners, developers, and businesses looking to invest or reinvest in the Neighborhood. The program-level environmental review of the Plan helps streamline this investment in a coordinated, predictable manner.

Designating sufficient land for office development is fundamental to the economic development strategy for the Isabel Neighborhood. The Plan

increases the development intensity allowed on some of the lands already designated for commercial or business park development by rezoning to Office or Office-Core. Build-out of these office lands would result in about 1.6 million square feet of office, which would be sufficient for accommodating long-term demand for office space in the Isabel Neighborhood, based on the economic projections. The Plan also retains zoning for almost all of the existing Business Park and General Commercial lands, accommodating a wide range of business types throughout the Neighborhood.

The office spaces closest to the Valley Link station will be most attractive to companies that prioritize location within a vibrant, transit-accessible area. However, other sites designated as Business Park and General Commercial throughout the Planning Area will provide additional opportunities for new businesses and local start-ups, through re-using existing spaces as well as through infill development. Clean/green manufacturers, such as makers of advanced medical devices, could be compatible in offices closer to the residential areas in the western portions of the Planning Area, while the existing office and warehouse spaces in the eastern and southern portions of the Planning Area would be more appropriate for larger scale operations or those that involve truck loading, odors, or noise. The southwestern portion of the Planning Area provides the greatest separation from existing and proposed residences, making it a desirable location for businesses handling



Retail centers are increasingly becoming venues for outdoor events, live entertainment, and hands-on experiences.



Shared spaces—including cafeterias, plazas, and coffee shops— create opportunities for collaboration and innovation.

potentially hazardous materials. The Planning Area, however, is not intended to support large-scale warehousing and heavy manufacturing facilities, as the nearby Oaks Business Park and industrial area in East Livermore provide space for these uses.

Another key component of the economic development strategy is to promote the development of an Innovation Hub. As described in the following section, the intent is to provide an environment for a complementary cluster of businesses that advances both economic development goals and the vision for a walkable, mixed-use neighborhood. The Innovation Hub, combined with the mix of residential, open space, and retail uses, will establish the Isabel Neighborhood as unique place in the Tri-Valley. Providing more relatively affordable housing options close to regional transit and a variety of amenities will help attract and retain the diversity of talent that underpins the Innovation economy.

The Main Street and Retail Center will serve as the heart of the Isabel Neighborhood, providing abundant spaces for dining, shopping, and community gathering. Based on current trends, it is likely the retail environment will emphasize social interaction and hands-on experiences through food, entertainment, specialty stores, multi-purpose establishments, and outdoor spaces. For example, restaurants are increasingly using online ordering systems, offering delivery services, and serving as venues for live music,

dancing, and entertainment to attract more customers. In addition, “pop-up” retail uses such as food trucks have become popular in some cities, adding to the various amenities and character of neighborhoods. The Plan’s requirements for retail spaces should reflect current trends and foster openness, creativity, and a strong sense of place, while remaining flexible enough to allow businesses to pursue new opportunities.

Other potential strategies are listed under the Goals and Policies. Specific strategies and actions will be refined as the plan progresses and are subject to change.

INNOVATION HUB

The Innovation Hub is one component of the overall economic development strategy for the Isabel Neighborhood. The Land Use Diagram designates three contiguous blocks of Office-Core and Business Park uses as an Innovation Hub. This area is within easy walking distance to the proposed Main Street, retail center, and neighborhood parks and plazas in the Isabel Neighborhood. Most critically, it is connected to Valley Link via the Isabel Path, providing regional transit access for the workforce, businesses partners, investors, and customers.

The Innovation Hub concept responds to the evolving needs and preferences of the Bay Area’s innovation-driven economy, which includes technology, information, software,

manufacturing, biotech, medical, and related industries. The vision for the Innovation Hub is to create a close-knit district that encourages collaboration and chance interactions. Accordingly, the development standards and design guidelines for the Innovation Hub promote a campus-like setting with common open spaces and shared amenities among tenants, such as cafeterias, gyms, and meeting rooms. The Hub should include incubator spaces for start-up companies and entrepreneurs; flexible workspaces for remote/virtual commuters and out-of-town colleagues and collaborators; business support services; and communication infrastructure such as a high-speed fiber optic network. It may incorporate medical or educational facilities. The Tri-Valley iGATE incubator program could also re-locate or expand into the Isabel Innovation Hub. The concentration of complementary businesses also allows the possibility of a shared marketing strategy, business association, and/or maintenance district, which could provide further benefits to tenants.

In addition to Valley Link, the Innovation Hub could benefit from a number of nearby assets. Programs may link Las Positas College with Innovation Hub tenants, such as student internships, faculty positions, research, and special projects. The nearby Livermore Municipal Airport, hotels, and the new logistics and manufacturing facilities on Isabel Avenue south of the Planning Area may provide mutually beneficial relationships.

Other nearby amenities include the outlet mall, Las Positas Golf Course, a family fun center, a large fitness facility, a casino, and a brewery with a tasting room.

The contiguity of office blocks offers the chance for a single user to develop the Innovation Hub as a whole, such as for a satellite office or headquarters of a major company; however, it is also possible that individual owners could develop each block separately. The existing buildings within this area could remain as is indefinitely and could even be incorporated into the Innovation Hub vision. The vision for the specific end-users and manner in which the Innovation Hub is implemented is intentionally open-ended to allow the space to respond to evolving economic trends.

GOALS AND POLICIES

G-LU-8: Advance economic development goals of the City through a coordinated strategy for the Isabel Neighborhood.

P-LU-42: Assist new businesses with locating in the Planning Area, and support existing businesses with retention and expansion efforts.

P-LU-43: Work with local businesses, civic organizations, schools, and other local groups to establish and implement programs that foster a sense of community and make the Isabel Neighborhood an interesting place to live, work, and visit. Examples include events featuring local

creative industries such as food, art, music, artisanal products and beer, wine and spirits tasting.

P-LU-44: Help connect businesses to the Valley Link station through existing and emerging transportation technologies.

P-LU-45: Support employment opportunities including but not limited to job training programs, such as State of California approved Joint Labor Management Apprenticeship Programs, for Livermore residents of all skill levels to ensure the benefits of regional rail and transit-oriented development investments are spread among the entire community.

P-LU-46: Promote construction workforce outcomes such as local hire, paying area standard wages and employing youth and employing youth and at-risk workers who are enrolled in State of California approved Joint Labor/Management Apprenticeship Programs.

P-LU-47: Encourage the use of a local construction workforce who are paid area standard wages. See P-IMP-87 regarding the use of Community Workforce and Training Agreements.

P-LU-48: Allow for a mix of office space and land use types and flexible retail requirements that can respond to changing economic conditions and business needs overtime.

P-LU-49: Require new large-scale industrial,

warehouse and distribution uses that require outdoor storage to locate outside the Planning Area, in more appropriate parts of Livermore such as the Oaks Business Park and the east side of Livermore.

G-LU-9: Establish the Innovation Hub as a dedicated space for attracting, growing, and retaining innovation-oriented companies.

P-LU-50: Support the development of a campus environment that includes Class A offices, flexible/collaborative work spaces, common areas, business support services, and shared amenities. This may include assistance with assembling land or master planning, or subsidizing programs or amenities.

P-LU-51: Utilize the latest communication infrastructure in the Innovation Hub.

P-LU-52: Pursue a shared marketing strategy, business association, and/or maintenance district in coordination with Innovation Hub tenants and property owners.

P-LU-53: Encourage collaboration between Innovation Hub tenants and Las Positas College, existing/new businesses, and/or the Labs.

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